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Final Environmental Impact Statement

Lake Stevens Center



Subarea Plan

JULY 2012



Planning and Community Development

City of Lake Stevens

P. O. Box 257

Lake Stevens, WA 98258

(425) 377-3230

July 27, 2012

Dear Affected Agencies, Tribes, Organizations and Interested Parties:

Enclosed is the Final Environmental Impact Statement (Final EIS) for the Lake Stevens Center Subarea Plan. This document has been prepared to comply with the requirements of the State Environmental Policy Act (SEPA). Publication of the Final EIS completes the environmental review process for the subarea plan and related actions, which include the following:

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

The approximate 359-acre Lake Stevens Center subarea covers an area of the city that primarily includes several commercial developments, such as the existing Frontier Village shopping center. The subarea also includes some existing residential neighborhoods adjacent to the commercial areas. Subarea plan objectives encourage increased economic development, guiding future growth at higher densities within a designated center, revitalizing the area, and enhancing the quality of development.

The City has been using an integrated planning and environmental review process to evaluate land use options for the subarea. The alternatives presented in the Draft EIS considered varying levels of growth and place different emphases on commercial or residential land uses. Based on this integrated process, the City has preliminarily identified *Alternative 2* as its Preferred Alternative for further review and discussion. The table below summarizes the land use assumptions for the alternatives.

The Draft EIS for the Lake Stevens Center Subarea was published in December 2011, and provided a 45-day comment period. A public meeting was also held in January, 2012 to describe the subarea plan alternatives and to receive public comment. The Final EIS provides responses to all written and verbal comments that were received on the Draft EIS during the comment period.

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units
Alternative 1 – No Action	50,000-60,000	30,000-40,000	100-120
Preferred Alternative/Alternative 2 – Center Revitalization	140,000-150,000	140,000-150,000	180-200
Alternative 3 – Retail & Residential Emphasis	140,000-150,000	100,000-120,000	500-600

The City has distributed the Final EIS to agencies, tribes and organizations noted on the Distribution List. Interested parties can review the Final EIS and background information concerning the proposal, between the hours of 8:00 AM and 5:00 PM, at the Lake Stevens Department of Planning and Community Development offices at 1812 Main Street, Lake Stevens, WA 98258. The Final EIS is also available for review at the Lake Stevens Library located at 1804 Main Street. The Final EIS can also be viewed or downloaded on the internet at the City's website at www.lakestevenswa.gov, go to "Planning Department" page, click on "Long-Range Planning," and finally on "Lake Stevens Center Subarea Plan."

CD copies of the Final EIS may also be purchased from the Lake Stevens Planning and Community Development Department at the address listed above.

The Lake Stevens Planning Commission and City Council will be scheduling meetings and public hearings on the subarea plan and development regulations in the near future. The City will publish notice of all upcoming meetings through its usual procedures.

For additional information, please contact:

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Thank you for your interest in the Lake Stevens Center Subarea Plan.

SEPA Responsible Official



Rebecca Ableman
Planning & Community Development Director

FACT SHEET

Project Title

Lake Stevens Center Subarea Plan/Planned Action Final EIS

Proponent

City of Lake Stevens

Proposed Action & Alternatives

The City of Lake Stevens will consider the following actions and approvals:

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

These actions are legislative in nature and require a public hearing(s), recommendation by the Planning Commission, and approval by the City Council.

The Final EIS considers three alternatives, which involve different types and intensities of growth within the subarea:

No Action (Alternative 1), which is required by SEPA, assumes continued growth under existing zoning and current plans without adopting a subarea plan;

Preferred Alternative/Alternative 2 emphasizes commercial growth (e.g., retail, office, and mixed-use) and redevelopment in the subarea along with some increased multifamily residential growth; and

Alternative 3 assumes the same level of retail growth as *Alternative 2*, but with less office space and a greater area dedicated to multifamily residential growth.

The City has been using an integrated planning and environmental review process to evaluate three land use alternatives for the subarea. The alternatives presented in the Draft

EIS considered varying levels of growth and place different emphases on commercial or residential land uses. Based on its preliminary consideration of impacts and public comment, the City has identified *Alternative 2* as the Preferred Alternative for the Lake Stevens Center Subarea. The City will conduct further review and public hearings on this alternative, along with proposed zoning code and map changes and other implementing ordinances. The table below summarizes the land use assumptions for the alternatives.

Summary of Alternative Growth Assumptions

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units
Alternative 1 – No Action	50,000-60,000	30,000-40,000	100-120
Preferred Alternative/ Alternative 2 – Center Revitalization	140,000-150,000	140,000-150,000	180-200
Alternative 3 – Retail & Residential Emphasis	140,000-150,000	100,000-120,000	500-600

Location

The City of Lake Stevens is located in Snohomish County, approximately six miles east of downtown Everett. The Lake Stevens Center Subarea is comprised of approximately 359 acres of land centered on the SR-9/SR-204 intersection. The study area extends to Lundeen Parkway on the north and west, 2nd Street SE on the south, and Springbrook Road, 98th Drive and 103rd Ave NE on the east.

Lead Agency

City of Lake Stevens Planning and Community Development Department

Responsible Official

Rebecca Ableman, Planning and Community Development Director

Contact Person

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The Draft EIS was prepared under the direction of the City of Lake Stevens. The following firms and entities participated in preparation of the Final EIS.

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AHBL – Earth; Water Resources; Plants & Animals, Wetlands; Utilities

Fehr & Peers - Transportation

Environ – Air Quality

City of Lake Stevens – Land Use; Population, Housing & Employment; Public Services

LMN Architects – Subarea Plan & Alternatives

Location of Background Material

Lake Stevens Planning and Community Development Department

Permit Center

1812 Main Street

Lake Stevens, WA 98258

Previous Environmental Review

The City updated its Comprehensive Plan in 2006 and prepared an integrated EIS pursuant to SEPA for that action. (City of Lake Stevens Comprehensive Plan, Appendix A, 2006). Yearly Comprehensive Plan amendments with SEPA review have also occurred and have included SEPA documents as appendices. The City is hereby adopting the 2006 Comprehensive Plan, as amended, for purposes of environmental review.

Date of Draft EIS Issuance

December 27, 2011

Date of Final EIS Issuance

July 27, 2012

Public Meetings/Hearings

The City will hold public meetings and hearings on the proposed Lake Stevens Center Subarea Plan and implementing ordinances in the near future. The time and place of meetings/hearings will be announced by separate publication.

Cost and Availability of Document

Copies of the Final EIS and/or notices of availability have been distributed to the agencies, tribes, organizations and individuals noted in the Distribution List.

The Final EIS is available for review at the Lake Stevens Planning and Community Development Department, at the address above, and at the Lake Stevens Library, located at 1804 Main Street, in downtown Lake Stevens and on the City's website at <http://www.ci.lake-stevens.wa.us/LakeStevensCenter.htm>.

Interested parties or affected agencies may purchase printed copies or compact discs (CDs) of the Final EIS from the City, pursuant to the City's adopted fees resolution.

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1. SUMMARY

1.1 Proposed Action & Alternatives

Legislative Actions

The City of Lake Stevens will consider the following actions and approvals for the Lake Stevens Center Subarea:

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

Study Area

The City of Lake Stevens is located in Snohomish County, approximately six miles east of downtown Everett. The Lake Stevens Center Subarea, shown in Figure 2-1, is comprised of approximately 359 acres of land centered on the SR-9/SR-204 intersection. The study area extends to Lundeen Park Way on the north and west, 2nd Street SE on the south, and Springbrook Road, 98th Drive and 103rd Ave NE on the east. The subarea was annexed into the City in 2009.

Proposal Objectives

The objectives for the Lake Stevens Center Subarea Plan are based on policies in the Lake Stevens Comprehensive Plan and the opportunities identified in the *Economic Assessment Report* and *Retail Forecast and Leakage Analysis* (Leland Consulting Group, 2011b). The objectives provide a basis for developing and evaluating subarea plan alternatives.

1. Promote economic development and balanced jobs and housing.
2. Recognize and strengthen Lake Stevens Center as an important crossroad for commerce for communities along SR-9.

3. Transform the area into a regional center with anchor retail, mixed-use nodes, restaurants, visitor lodging, family-oriented entertainment, professional services and public spaces, utilized by the local and regional community.
4. Redevelop existing commercial and retail land uses from auto-oriented, strip commercial.
5. Encourage infill, greater intensity and redevelopment where older buildings have outlived their economic life and look for opportunities to upgrade older properties into places where people can live as well as conduct business.
6. Incorporate mixed-use residential buildings with ground-floor retail or office that allow people to work within walking distance of their homes.
7. Promote the creation of a traditional “main street” along 91st Avenue NE that features pedestrian-oriented land uses, amenities and landscaping.
8. Upgrade the transportation network to ensure that multiple modes of travel have effective circulation and access to destinations.
9. Enhance the appearance of streets, sidewalks, sites, and buildings through the development of effective development regulations, guidelines, and standards to create a welcoming entry to the community.
10. Protect important environmental resources.
11. Strengthen attributes that reflect Lake Stevens as a distinct, unified community.
12. Create an incentive for redevelopment through a SEPA Planned Action.

Subarea Alternatives & Preferred Alternative

The Draft EIS considered three alternatives, which involved different amounts, types and intensities of growth within the subarea, as summarized in Table 1-1. Assumptions about future growth are based on a review of historical land use patterns, adopted forecasts, projects currently under review, and emerging economic development strategies. Land use for the alternatives is illustrated in Figures 2-2, 2-3 and 2-4, contained in Chapter 2. The EIS alternatives all envision Lake Stevens Center redeveloping over time as a concentrated, high intensity retail center.

Table 1-1. Summary of Growth Assumptions for Alternatives

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units (dwelling units)
Alternative 1 – No Action	50,000-60,000 gsf	30,000-40,000 gsf	100-120 du's
Preferred Alternative/ Alternative 2 – Center Revitalization	140,000-150,000 gsf	140,000-150,000 gsf	180-200 du's
Alternative 3 – Retail & Residential Emphasis	140,000-150,000 gsf	100,000-120,000 gsf	500-600 du's

The City has been using an integrated SEPA and Growth Management Act (GMA) process to help craft and select a preferred alternative for the Lake Stevens Center Subarea. The alternative selected by the City Council for further review and discussion is substantially the same as Draft EIS *Alternative 2*.

Alternative 1 – No Action

The *No Action Alternative*, a mandatory element of every EIS, assumes that the City will not adopt a subarea plan for Lake Stevens Center. It does not mean that growth or redevelopment will not occur in the subarea. Rather, existing zoning and land use designations will continue to apply; any changes to land use would result from project-specific applications, which could include requests for Comprehensive Plan or zoning amendments. The City would not adopt plans, policies or development regulations to emphasize revitalization of the subarea under this alternative. No significant redevelopment of the Frontier Village shopping center and surrounding areas is assumed to occur, which would limit the economic development of the City. Similarly, no significant infrastructure improvements would occur in the subarea, beyond those identified in the adopted Capital Facilities Plan. However, to address congestion, pedestrian mobility, access and safety issues, the City and/or WSDOT will implement near-term and long-term transportation improvements in the subarea under any alternative.

Preferred Alternative/Alternative 2 – Center Revitalization

The *Preferred Alternative/Alternative 2* would plan for the revitalization of Lake Stevens Center, with an emphasis on retail and office growth. Future residential development would be primarily multifamily. The general land use pattern would consist of a commercial core, smaller commercial and mixed-use areas, and transit-oriented development. Building

height and scale would range from two to five stories, depending on location and the nature of the dominant use.

The most intensive commercial development (retail and services) would occur on both the eastern and western sides of SR-9. A portion of 91st Ave NE, south of the SR-9/SR-204 intersection, could be developed as a commercial “main street.” with a mix of retail, office and multifamily residential development along the street. Several areas for multifamily development would be designated adjacent to the commercial center. A transit-oriented development (TOD) – including a mix of retail, services and multifamily – could be located south of Market Place, near the existing Transit Center. Under the *Preferred Alternative*, the additional residential growth described in the DEIS would be distributed throughout the subarea in existing residential areas and in proposed mixed-use areas. As identified in the EIS, this distribution of residential growth may affect some existing residential areas in the subarea through replacement of older units.

The Preferred Alternative includes minor changes to the land use pattern of *Alternative 2* in the northern portion of the subarea. First, the residential properties west of the power transmission line would change from single-family to high-density residential, which reflects current land uses and does not intensify use. Second, the residential properties east of the power transmission line would allow more intensive development by extended the proposed mixed-use area to the north, which is similar to the proposed land use and zoning identified in the Draft EIS for *Alternative 3*.

The City, special purpose districts, and developers would provide new and upgraded utility infrastructure (sewer, water, and drainage/stormwater) to support planned growth. The City would also encourage the development a multiuse trail in the powerline corridor. The *Preferred Alternative/Alternative 2* includes the same potential program of near-term and long-term transportation improvements identified for the *No Action Alternative*.

New and amended development regulations will address the mix, density, scale and form of planned development. This would include new zoning classifications and development regulations and design guidelines. To mitigate growth related impacts, a traffic impact fee program will also be proposed to help address subarea transportation needs, along with other techniques to help finance improvements.

The Lake Stevens Center Subarea would be designated as a Planned Action, which would encourage economic development and streamline SEPA review for projects that are consistent with the subarea plan and the EIS.

Alternative 3 – Retail and Residential Emphasis

The overall land use pattern for *Alternative 3* is similar to that of *Alternative 2*. It includes a mix of retail and office development similar to *Alternative 2*, but with a greater emphasis on housing and a reduction in office development. The major differences are a larger mixed-use area north of the SR-9/SR-204 intersection and the redesignation of an existing single-family area to multifamily. As noted previously, this aspect of the *Alternative 3* has been incorporated into the *Preferred Alternative*. As with *Alternative 2*, new transit-oriented mixed-use development, including multifamily housing would be located near the existing Transit Center. “Gateways” would be established at the boundaries of the subarea, along SR-9, 91st Ave NE and SR-204.

Similar to *Alternative 2*, new and upgraded utility infrastructure (sewer, storm drainage) would be provided to support planned growth. The City would also encourage development of a multiuse trail under the powerlines. *Alternative 3* includes the same potential program of near-term and long-term transportation improvements identified for the *No Action Alternative*.

New and amended development regulations will address the mix, density, scale and form of development. This could include new zoning classifications and requirements along with area-specific design guidelines. A traffic impact fee program would also be considered to help address subarea transportation needs, along with other techniques to help finance improvements.

The subarea would be designated as a Planned Action, which would encourage economic development and facilitate SEPA review for projects that are consistent with the subarea plan and the EIS.

Subarea Plan Goals

The major objective of the subarea plan is to add significant retail and office space in the subarea over the long-term creating a concentrated job and retail center. Secondary objectives include attracting a variety of different sized employers; establishing a program of road, circulation and transit improvements; and emphasizing high-quality design standards. Major plan elements and goals are summarized below.

1. **Community Character** – Goal 1: *Dramatically upgrade the appearance, function, identity and economic value of the area.*
2. **Community Character, Livable Places & Housing** – Goal 2: *Transform the subarea into a safe, complete, and vibrant district with a wide range of retail, employment, and housing uses that are mutually supportive and integrated through appropriate design requirements and zoning regulations available to all residents.*
3. **Land Use & Intensity** – Goal 3: *Encourage a mix of uses, including retail, office, institutional, civic, and residential throughout the subarea that support the redevelopment of older properties into a more vibrant, intense and diverse center over*

a 10 to 20 year period with some areas developing earlier and others later depending upon access, market demand, environmental factors and other variables.

- 4. Circulation & Mobility** – Goal 4: *The subarea should have a complete and efficient transportation system that supports all modes of travel supported by an attainable Level of Service.*
- 5. Sustainability & Natural Resources** – Goal 5: *Redevelopment and infill projects should apply best management practices and integrate site design into the natural systems and greenbelts and strive to retain natural elements such as existing vegetation and significant trees and take advantage of lake and mountain views.*
- 6. Public Places and Community Facilities** – Goal 6: *Invest in and/or plan for public and semi-public open spaces to attract high-quality residential and employment development throughout the subarea*

The subarea plan also includes development typologies which illustrate the main development types visually and descriptively, as they relate to specific locations envisioned in the plan. The main typologies include Retail, Multifamily Residential, Office, and Mixed-use.

Subarea Plan Design Guidelines

The proposed Lake Stevens Center Subarea Plan contains design guidelines which are intended to ensure that site and building development achieve the character and quality of design envisioned by the Plan. The guidelines address the following topics:

Explanation of Design Guidelines: Discussion related to the implementation and application of design guidelines to project development;

Site Orientation and Design: Pedestrian Orientation and Streetscape; Architectural Landmarks and Gateways; Plazas, Courtyards and Seating Areas; Lighting; Curb Cuts and Crosswalks; Pedestrian Connections; Parking Lots; Screening of Trash and Service Areas;

Building Design: Primary Orientation; Ground Level Details; Massing and Articulation; Architectural Character; and Signs;

Multifamily Neighborhood Design: Site Design; Building Design; and Parking and Access; and

Glossary & Definitions: Common architectural terms used in the design guidelines.

The design guidelines are mitigation measures that address potential impacts related to land use and aesthetics. They would have no significant impacts in themselves.

Development Regulations

The City is proposing new zoning and development regulations and a revised zoning map to help implement the Lake Stevens Center Subarea Plan. The subarea zoning code (Chapter 14.38 LSMC) will establish new zoning district classifications and development standards applicable to the subarea. Five new zoning districts are proposed; their locations are shown on Figure 2-9, Proposed Lake Stevens Center Zoning Map, of the Final EIS.

Business District (BD) – this district allows a broad range of office uses, professional, scientific and technical services, light manufacturing, and some warehousing and distribution, and wholesale and retail trade.

Commercial District (CD) – this district emphasizes high-intensity retail uses and allows entertainment, lodging, and a broad range of services (personal, professional, health care, etc.), combined with residential uses in mixed-use buildings.

Main Street District (MS) – this district permits a mix of smaller-scale retail and services, with multifamily residential units, to create a mixed-use, pedestrian oriented “main street” along a portion of 91st Ave NE.

Mixed-Use Neighborhood (MUN) – this district allows higher density residential development near employment uses in addition to mixed-use developments.

Neighborhood Business (NB) – this district permits convenience goods, services and smaller-scale shopping centers near neighborhoods to serve pedestrians and commuters.

Several existing zoning designations – High Urban Residential (HUR), and Public/Semi-Public (P/SP) – would continue to apply with some minor modifications.

Development regulations for each zoning district establish setbacks, landscape area and maximum height. Heights in commercial zones range from 35 feet in NB, 50 feet in BD, and 55 feet in CD. In mixed-use zones, heights are 45 feet in MUN and 55 feet in MS. Maximum heights in existing residential zones are 35 feet in UR and 45 feet in HUR.

The intensity of development is controlled by floor area ratio (FAR), which is a ratio of building floor area to lot area, and is expressed as a fraction (e.g., 0.3). A “basic” FAR is established for each zoning district. Base FAR can be exceeded, up to a maximum established for each zoning district, if an applicant incorporates certain “bonus features” into a development proposal. Bonuses are provided as a means to achieve a variety of desirable features: public plazas, public art, public uses, public restrooms, structured parking, sustainable development (i.e., LEED certification, Low Impact Development techniques, and alternative transportation modes), affordable housing (a minimum of 15 percent of units), and contribution of funds to acquire off-site public space. Use of FAR to control development intensity and bonus incentives were discussed in the Draft EIS.

Proposed development regulations also contain standards for parking, landscaping, lighting and signs.

The City is also proposing to adopt a citywide Traffic Impact Fee Program to help to regulate development, mitigate impacts, and finance necessary road improvements in the Lake Stevens Center Subarea. Each development proposal would be assessed a fee, adopted in the City's fee schedule, based on a development's size, traffic generation and proportional impact to the local road system.

1.2 Planned Action & Environmental Review Process

Planned Action

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

Environmental Review Process

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

The City has been developing a subarea plan for the Lake Stevens Center concurrently with review of the Planned Action EIS. This integrated approach has generated environmental information early in the planning process, and allowed decision makers to make preliminary planning decisions – including identification of a preferred alternative – using this information.

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

impacts. The 2025 population and employment targets evaluated in the EIS are still the basis for City planning and for the EIS alternatives.

Scope of Environmental Review

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

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

A Draft EIS for the Lake Stevens Center Subarea, which evaluated three alternatives described further below, was published on December 27, 2011. The availability of the EIS was duly noticed and advertised. The comment period on the Draft EIS extended to February 10, 2012. A public meeting on the Draft EIS and subarea plan alternatives was held on January 12, 2012, and provided an opportunity for public comment.

1.3 Summary of Impacts

Table 1-2, summarizes the impacts of the EIS alternatives. The summary statements are based on the analysis in Chapter 3 of the Draft EIS, and are intended to be brief and selective. The reader is directed to the complete analysis for more detailed information.

Table 1-2 Summary of Impacts

Alternative 1 – No Action	Preferred Alternative/ Alternative 2	Alternative 3
Natural Environment	Natural Environment	Natural Environment
<p><i>Earth</i></p> <ul style="list-style-type: none"> • Clearing and grading could cause some erosion. • Limited impacts due to existing degree of development, and small amount of vacant land. <p><i>Geologically Hazardous Areas</i></p> <ul style="list-style-type: none"> • Less than one acre of geologic hazards; no significant impacts are anticipated. <p><i>Water Resources</i></p> <ul style="list-style-type: none"> • Aquifer sensitivity of subarea is “low” and no designated recharge areas or wellhead protection areas are present. No significant impacts to groundwater are anticipated. • An incremental increase in impervious surface from redevelopment would increase runoff to surface water bodies. <p><i>Wetlands</i></p> <ul style="list-style-type: none"> • Redevelopment could affect wetlands and buffers, but impacts would be limited by adopted regulations. <p><i>Flooding</i></p> <ul style="list-style-type: none"> • No flooding impacts would occur. <p><i>Wildlife/ Habitat</i></p> <ul style="list-style-type: none"> • Incremental reduction in vegetation and further fragmentation of remaining habitat. 	<p><i>Earth</i></p> <ul style="list-style-type: none"> • Clearing and grading could cause some erosion. • Limited impacts due to existing degree of development, and small amount of vacant land. <p><i>Geologically Hazardous Areas</i></p> <ul style="list-style-type: none"> • Less than one acre of geologic hazards; no significant impacts are anticipated. <p><i>Water Resources</i></p> <ul style="list-style-type: none"> • Aquifer sensitivity of subarea is “low” and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. • Increased open space and landscaping would reduce incremental increase in impervious surfaces. <p><i>Wetlands</i></p> <ul style="list-style-type: none"> • Redevelopment could affect wetlands and buffers, but impacts would be limited by adopted regulations. <p><i>Flooding</i></p> <ul style="list-style-type: none"> • No flooding impacts would occur. <p><i>Wildlife/Habitat</i></p> <ul style="list-style-type: none"> • Incremental reduction in vegetation and further fragmentation of remaining habitat. Increased open space and landscaping per subarea plan and regulations would reduce impacts compared to No Action. 	<p><i>Earth</i></p> <ul style="list-style-type: none"> • Clearing and grading could cause some erosion. • Limited impacts due to existing degree of development, and small amount of vacant land. <p><i>Geologically Hazardous Areas</i></p> <ul style="list-style-type: none"> • Less than one acre of geologic hazards; no significant impacts are anticipated. <p><i>Water Resources</i></p> <ul style="list-style-type: none"> • Aquifer sensitivity of subarea is “low” and no designated recharge areas or wellhead protection areas are present. No significant impacts are anticipated. • Increased open space and landscaping would reduce incremental increase in impervious surfaces. <p><i>Wetlands</i></p> <ul style="list-style-type: none"> • Redevelopment could affect wetlands and buffers, but impacts would be limited by adopted regulations. <p><i>Flooding</i></p> <ul style="list-style-type: none"> • No flooding impacts would occur. <p><i>Wildlife/Habitat</i></p> <ul style="list-style-type: none"> • Incremental reduction in vegetation and further fragmentation of remaining habitat. Increased open space and landscaping per subarea plan and regulations would reduce impacts compared to No Action.

Alternative 1 – No Action	Preferred Alternative/ Alternative 2	Alternative 3
<ul style="list-style-type: none"> No significant impacts to threatened, endangered or candidate species would occur. No significant impacts to fish would occur. 	<ul style="list-style-type: none"> No significant impacts to threatened, endangered or candidate species would occur. No significant impacts to fish would occur. 	<ul style="list-style-type: none"> No significant impacts to threatened, endangered or candidate species would occur. No significant impacts to fish would occur.
Air	Air	Air
<p><u>Air Quality</u> <u>Construction Impacts</u></p> <ul style="list-style-type: none"> Dust from construction activities would contribute to ambient concentrations of suspended particulate matter Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Such odors from paving operations would be short term. <p><u>Operational Impacts</u></p> <ul style="list-style-type: none"> Based on projected traffic with <i>any alternative</i>, under existing (2011) or future conditions (2025), and assuming a background CO concentration of 3 ppm, WASIST model-calculated CO concentrations are less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely due to the subarea plan alternatives. 	<p><u>Air Quality</u> <u>Construction Impacts</u></p> <ul style="list-style-type: none"> Dust from construction activities would contribute to ambient concentrations of suspended particulate matter Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Such odors from paving operations would be short term. <p><u>Operational Impacts</u></p> <ul style="list-style-type: none"> Based on projected traffic with <i>any alternative</i>, under existing (2011) or future conditions (2025), and assuming a background CO concentration of 3 ppm, WASIST model-calculated CO concentrations are less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely due to the subarea plan alternatives. 	<p><u>Air Quality</u> <u>Construction Impacts</u></p> <ul style="list-style-type: none"> Dust from construction activities would contribute to ambient concentrations of suspended particulate matter Construction would require the use of heavy trucks and smaller equipment such as generators and compressors. These engines would emit air pollutants that would slightly degrade local air quality. Some phases of construction would cause odors detectable to some people in the area. This would be particularly true during paving operations using asphalt. Such odors from paving operations would be short term. <p><u>Operational Impacts</u></p> <ul style="list-style-type: none"> Based on projected traffic with <i>any alternative</i>, under existing (2011) or future conditions (2025), and assuming a background CO concentration of 3 ppm, WASIST model-calculated CO concentrations are less than the ambient air quality standards for CO. No significant impacts to ambient air quality are likely due to the subarea plan alternatives.

Alternative 1 – No Action	Preferred Alternative/ Alternative 2	Alternative 3
<p><i>Greenhouse Gas Emissions</i></p> <ul style="list-style-type: none"> The No Action Alternative would result in lower total GHG emissions than <i>Alternative 2</i> or <i>Alternative 3</i>, but would have higher GHG emissions per service area population. The overall significance of this impact at the subarea level is uncertain. 	<p><i>Greenhouse Gas Emissions</i></p> <ul style="list-style-type: none"> <i>Alternative 2</i> would result in the highest total GHG emissions, but would have lower emissions per service area population compared to existing conditions. The overall significance of this impact at the subarea level is uncertain. 	<p><i>Greenhouse Gas Emissions</i></p> <ul style="list-style-type: none"> <i>Alternative 3</i> would result in the highest total GHG emissions, but would have the lowest GHG emissions per service area population. The overall significance of this impact at the subarea level is uncertain.
<p>Land Use</p>	<p>Land Use</p>	<p>Land Use</p>
<ul style="list-style-type: none"> Growth would be modest and would occur primarily through redevelopment. Some existing uses could be displaced. Construction would cause short-term impacts such as dust, noise, and temporary interruptions in access. The existing mix, intensity and form of development would continue. Development would occur lot-by-lot, controlled by existing zoning and without the guidance of a subarea plan. Design standards would not be adopted and existing character would continue. Gross residential density would increase from 2.4 dwelling units (d.u.) per acre to approximately 2.7 du. per acre. Potential for land use conflicts exists due to broad range of permitted uses. Employment opportunities and the mix of goods and services would not change significantly. Existing leakage of spending outside the City would continue, with consequent loss of potential revenues. 	<ul style="list-style-type: none"> Growth would be more substantial than for <i>No Action</i>, and would have a focus on office and retail uses. Growth would occur primarily through redevelopment; some existing uses could be displaced. Construction would cause short-term impacts, including dust, noise, and temporary interruptions in access. The land use pattern would include more mixed-use and mid-rise buildings, and development would be guided to various nodes through a plan; new zoning regulations, design guidelines and standards would positively influence development character. Gross residential density would increase from 2.4 d.u. per acre to approximately 2.9 d.u. per acre. 	<ul style="list-style-type: none"> Growth would be more substantial than for <i>No Action</i>, and would emphasize retail growth and increased multifamily residential land uses. Growth would occur primarily through redevelopment. Some existing uses could be displaced, including some single-family development in the northern portion of the subarea. Construction would cause short-term impacts, including dust, noise, and temporary interruptions in access. The land use pattern would include more mixed-use and mid-rise buildings, and development would be guided to various nodes of activity through a plan; new zoning regulations, design guidelines and standards would positively influence development character. Gross residential density would increase from 2.4 d.u. per acre to approximately 4 d.u. per acre.

Alternative 1 – No Action	Preferred Alternative/ Alternative 2	Alternative 3
<ul style="list-style-type: none"> Without adoption of subarea plans for Lake Stevens Center and 20th Street SE, growth would be less focused in designated centers. 	<ul style="list-style-type: none"> Land uses would be guided to identified activity nodes; uses within the activity nodes would generally be complimentary in character and no significant land use conflicts are anticipated. Center would be upgraded and revitalized to attract additional jobs and to capture market leakage. Adoption of subarea plans for Lake Stevens Center and 20th Street SE together would help focus growth in designated centers, consistent with the Comprehensive Plan and regional growth policies. 	<ul style="list-style-type: none"> Land uses would be guided to identified activity nodes would generally be complimentary in character and no significant land use conflicts are anticipated. Center would be upgraded and revitalized to attract additional jobs and to capture market leakage. Adoption of subarea plans for Lake Stevens Center and 20th Street SE together would help focus growth in designated centers, consistent with the Comprehensive Plan and regional growth policies.
Population, Housing & Employment	Population, Housing & Employment	Population, Housing & Employment
<p><i>Population</i></p> <ul style="list-style-type: none"> Population increase of 290-350 from existing over 20 years; within City's 2025 population target. <p><i>Housing</i></p> <ul style="list-style-type: none"> Housing increase of 100-200 units. <p><i>Employment</i></p> <ul style="list-style-type: none"> Increase of 190-240 jobs over 20 years. 	<p><i>Population</i></p> <ul style="list-style-type: none"> Population increase of 520-575 from existing; within City's 2025 population target. <p><i>Housing</i></p> <ul style="list-style-type: none"> Housing increase of 180-200 units from existing, with additional housing units distributed through existing residential areas and in identified mixed-use areas. Potential redevelopment of existing relatively affordable single-family area in northwestern portion of subarea. <p><i>Employment</i></p> <ul style="list-style-type: none"> Greatest focus on employment uses, and increase of 700-750 jobs. 	<p><i>Population</i></p> <ul style="list-style-type: none"> Population increase of 1,440-1,720 from existing; within City's 2025 population target. <p><i>Housing</i></p> <ul style="list-style-type: none"> Greater emphasis on housing, with increase of 500-600 units from existing. Potential redevelopment of existing relatively affordable single-family area in northwestern portion of subarea. <p><i>Employment</i></p> <ul style="list-style-type: none"> More balance between housing and employment uses, with increase of 580-660 jobs.

Aesthetics	Aesthetics	Aesthetics
<p><i>Visual Character</i></p> <ul style="list-style-type: none"> Existing character would not change significantly. No new regulations or design guidelines/standards would be adopted to influence design. No design consistency. <p><i>Views</i></p> <ul style="list-style-type: none"> No significant impacts to views, which are limited. <p><i>Light & Glare</i></p> <ul style="list-style-type: none"> Increase in lighting, but no significant impacts are anticipated. 	<p><i>Visual Character</i></p> <ul style="list-style-type: none"> Design guidelines and standards would be adopted and would help establish consistent approach to design of sites, streetscape, landscaping and lighting. <p><i>Views</i></p> <ul style="list-style-type: none"> Impacts would be the same as No Action. Potential to locate parks and open space to capture views, and to protect view corridors through design review. <p><i>Light & Glare</i></p> <ul style="list-style-type: none"> Increase in lighting, but no significant impacts are anticipated. Lighting design would be addressed in design guidelines and standards. 	<p><i>Visual Character</i></p> <ul style="list-style-type: none"> Impacts would be the same as Alternative 2. <p><i>Views</i></p> <ul style="list-style-type: none"> Impacts would be the same as No Action. Potential to locate parks and open space to capture views, and to protect view corridors through design review. <p><i>Light & Glare</i></p> <ul style="list-style-type: none"> Increase in lighting, but no significant impacts are anticipated. Lighting design would be addressed in design guidelines and standards.
Transportation	Transportation	Transportation
<p><i>Roadway Operations</i></p> <p>Level of Service (LOS) would be degraded at the following intersections during the PM peak hour:</p> <ul style="list-style-type: none"> SR-9 and Lundeen Parkway (LOS F); Vernon Road and N Davies Road (LOS F); Safeway Driveway and N. Davies Road (LOS D); SR-9 and SR-204 (LOS F); SR-9 and 4th Street SE (LOS F); 91st Avenue SE and SR-204 (LOS F); and Market Place and SR-9 (LOS F). 	<p><i>Roadway Operations</i></p> <p>Level of Service (LOS) would be degraded at the following intersections during the PM peak hour:</p> <ul style="list-style-type: none"> SR-9 and Lundeen Parkway (LOS F); Vernon Road and N Davies Road (LOS F); Safeway Driveway and N. Davies Road (LOS E); SR-9 and SR-204 (LOS F); SR-9 and 4th Street SE (LOS F); 91st Avenue SE and SR-204 (LOS F); Market Place and SR-9 (LOS F); Market Place and SR-204 (LOS D); Market Place and 91st Avenue SE (LOS D); and 	<p><i>Roadway Operations</i></p> <p>Level of Service (LOS) would be degraded at the following intersections during the PM peak hour:</p> <ul style="list-style-type: none"> SR-9 and Lundeen Parkway (LOS F); Vernon Road and N Davies Road (LOS F); Safeway Driveway and N. Davies Road (LOS F); SR-9 and SR-204 (LOS F); SR-9 and 4th Street SE (LOS F); 91st Avenue SE and SR-204 (LOS F); Market Place and SR-9 (LOS F); Market Place and SR-204 (LOS D); Market Place and 91st Avenue SE (LOS D); and

<ul style="list-style-type: none"> • During the AM peak hour, the intersection of SR-9 and SR-204 would operate at LOS D, compared to LOS C at present. <p><i>Pedestrian and Bicycle System</i></p> <ul style="list-style-type: none"> • The <i>No Action Alternative</i> is not anticipated to interfere with any existing or planned pedestrian or bicycle facilities. Overall traffic growth would result in more pedestrian and bicycle interactions. <p><i>Transit</i></p> <ul style="list-style-type: none"> • No transit routes are expected to be adversely affected. Vehicle operations may be slower due to increased traffic congestion. 	<ul style="list-style-type: none"> • During the AM peak hour, the intersection of SR-9 and SR-204 would operate at LOS D, compared to LOS C at present. <p><i>Pedestrian and Bicycle System</i></p> <ul style="list-style-type: none"> • <i>Alternative 2</i> is not anticipated to interfere with any existing or planned pedestrian or bicycle facilities. Proposed improvements (new bicycle lanes, sidewalks, landscaping, and off-street trails) would substantially improve the quality of the pedestrian and bicycle system when compared to the <i>No Action Alternative</i>. <p><i>Transit</i></p> <ul style="list-style-type: none"> • Similar to No Action. 	<ul style="list-style-type: none"> • During the AM peak hour, the intersection of SR-9 and SR-204 would operate at LOS D; compared to LOS C at present. <p><i>Pedestrian and Bicycle System</i></p> <ul style="list-style-type: none"> • <i>Alternative 3</i> is not anticipated to interfere with any existing or planned pedestrian or bicycle facilities. Proposed improvements (new bicycle lanes, sidewalks, landscaping, and off-street trails) would substantially improve the quality of the pedestrian and bicycle system when compared to the <i>No Action Alternative</i>. <p><i>Transit</i></p> <ul style="list-style-type: none"> • Similar to No Action.
<p>Public Services</p>	<p>Public Services</p>	<p>Public Services</p>
<ul style="list-style-type: none"> • Public service impacts would generally be proportional to population increase. <p><i>Police Service</i></p> <ul style="list-style-type: none"> • Calls for service would increase. • Need for .39-.47 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. <p><i>Fire & EMS</i></p> <ul style="list-style-type: none"> • Calls for service would increase, generating need for additional firefighters and equipment. 	<ul style="list-style-type: none"> • Public service impacts would generally be proportional to population increase. <p><i>Police Service</i></p> <ul style="list-style-type: none"> • Calls for service would increase. • Need for .69-.77 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. <p><i>Fire & EMS</i></p> <ul style="list-style-type: none"> • Calls for service would increase, generating need for additional firefighters and equipment. 	<ul style="list-style-type: none"> • Public service impacts would generally be proportional to population increase. <p><i>Police Service</i></p> <ul style="list-style-type: none"> • Calls for service would increase. • Need for 1.92-2.29 additional officers per adopted level of service, and additional equipment and facility space. Needs are addressed in the adopted CIP. <p><i>Fire & EMS</i></p> <ul style="list-style-type: none"> • Calls for service would increase, generating need for additional firefighters and equipment.

<ul style="list-style-type: none"> • A ladder truck would be required for any development above 2 stories. <p><i>Schools</i></p> <ul style="list-style-type: none"> • Housing growth could generate between 5.3 and 10.6 additional students, depending on the type, number and size of housing units. Growth is addressed in school district's CFP. • Construction could have temporary impacts for school bus routes. <p><i>Parks & Recreation</i></p> <ul style="list-style-type: none"> • Subarea growth would require between 2.2 and 2.6 acres of park land, based on the City's adopted LOS. 	<ul style="list-style-type: none"> • A ladder truck would be required for any development above 2 stories. • Response times could be reduced for a more concentrated, higher density development pattern. <p><i>Schools</i></p> <ul style="list-style-type: none"> • Housing growth could generate between 9.6 and 10.6 additional students, depending on the type, number and size of housing units. Growth is addressed in school district's CFP. • Construction could have temporary impacts for school bus routes. <p><i>Parks & Recreation</i></p> <ul style="list-style-type: none"> • Subarea growth would require between 3.9 and 4.3 acres of park land based on the City's adopted LOS. • The utility corridor could provide locations for 8-10 acres of public trails. New residential and commercial areas could provide additional parks and open spaces. 	<ul style="list-style-type: none"> • A ladder truck would be required for any development above 2 stories. • Response times could be reduced for a more concentrated, higher density development pattern. <p><i>Schools</i></p> <ul style="list-style-type: none"> • Housing growth could generate between 26.6 and 31.2 additional students, depending on the type, number and size of housing units. Growth is addressed in school district's CFP. • Construction could have temporary impacts for school bus routes. <p><i>Parks & Recreation</i></p> <ul style="list-style-type: none"> • Subarea growth would require between 10.8 and 12.9 acres of park land based on the City's adopted LOS. • The utility corridor could provide locations for 8-10 acres of public trails. New residential and commercial areas could provide additional parks and open spaces.
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Utilities	Utilities	Utilities
<p><i>Stormwater & Drainage</i></p> <ul style="list-style-type: none"> The subarea is primarily developed, but some limited increases in impervious surface and clearing and resulting increases in stormwater runoff would occur in conjunction with redevelopment. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur. <p><i>Water</i></p> <ul style="list-style-type: none"> Projected increase in water demand from development (160-195 equivalent residential units/30,000-37,000 gallons per day) represents 2.6% of available water supply. No significant impact would occur. Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. No deficiencies in the water distribution system would occur. Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. 	<p><i>Stormwater & Drainage</i></p> <ul style="list-style-type: none"> The subarea is primarily developed, but some limited increases in impervious surface and clearing and resulting increases in stormwater runoff would occur in conjunction with redevelopment. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur. <p><i>Water</i></p> <ul style="list-style-type: none"> Projected increase in water demand from development (399-435 equivalent residential units/75,000-81,850 gallons per day) represents 5.9% of available water supply. No significant impact would occur. Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. No deficiencies in the water distribution system would occur. Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review. 	<p><i>Stormwater & Drainage</i></p> <ul style="list-style-type: none"> The subarea is primarily developed, but some limited increases in impervious surface and clearing and resulting increases in stormwater runoff would occur in conjunction with redevelopment. The City would review development proposals and apply its adopted stormwater regulations to ensure that no significant impacts occur. <p><i>Water</i></p> <ul style="list-style-type: none"> Projected increase in water demand from development (399-435 equivalent residential units/75,000-81,850 gallons per day) represents 5.9% of available water supply. No significant impact would occur. Planned improvements in 2012 and 2018 would provide sufficient water storage; increase in required storage would not result in significant impacts to the system. No deficiencies in the water distribution system would occur. Some upgrading of fire flow conveyance systems (pipes) could be required in specific areas, depending on the type and intensity of development. Project-specific needs would be determined by the City, PUD and Fire Marshall in conjunction with development review.

<p><i>Sewer</i></p> <ul style="list-style-type: none"> • Growth would increase the demand for sewerage collection and treatment, but are within the capacity of the existing and planned system; no significant impacts would occur. • A planned upgrade of the Vernon Road Trunk line could need to occur sooner than currently programmed. 	<p><i>Sewer</i></p> <ul style="list-style-type: none"> • Growth would increase sewerage flows and loadings (94%-113%) but are within the capacity of the existing and planned treatment system; no significant impacts would occur. • A planned upgrade of the Vernon Road Trunk line could need to occur sooner than currently programmed. 	<p><i>Sewer</i></p> <ul style="list-style-type: none"> • Growth would increase sewerage flows and loadings (353%-361%) but are within the capacity of the existing and planned system; no significant impacts would occur. • A planned upgrade of the Vernon Road Trunk line could need to occur sooner than currently programmed.
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1.4 Mitigation Measures

1.4.1 Natural Environment

Earth

Applicable Regulations and Commitments

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

Additional Mitigation Measures

- None required

Water Resources

Applicable Regulations and Commitments

- Stormwater Management:** The City's municipal code requires the use of natural drainage systems to the extent feasible in order to preserve natural topography (LSMC 14.64.100). The Code also requires all new stormwater drainage systems to be constructed in accordance with the requirements of the Department of Ecology's *2005 Stormwater Management Manual for Western Washington* (LSMC 11.06.020 and LSMC 14.64.140). Rigorous permit review and continued implementation of the City's stormwater management codes will promote sound development and redevelopment policies; continued protection of water quality in the City's lakes, streams and wetlands; property protection from increased runoff; and the promotion of low impact development (LID) strategies that reduce impervious surface and stormwater runoff.
- NPDES Phase II Municipal Stormwater Permit:** The Western Washington Phase II Municipal Stormwater Permit was issued in 2007 to implement the requirements of the Clean Water Act and the National Pollutant Discharge Elimination System as codified in Sections 11.06.020 and 14.64.140 of the City's municipal code. Local jurisdictions covered under the permit, including the City of Lake Stevens, are required to develop a stormwater management program designed to reduce the discharge of pollutants and protect water quality. In accordance with the requirements of the permit, the City of Lake Stevens has adopted a stormwater management plan focused on public education and outreach, detection and elimination of illicit stormwater discharge, controlling runoff generated by new development activities, and prevention of pollution resulting from municipal activities. Continued implementation of the measures contained in the stormwater management program would reduce pollutant loading and improve water quality in the City's lakes, streams and wetlands.
- Critical Areas Regulations:** As described in the impact analysis, the City and study area contain varied critical areas, including wetlands and streams (Fish and Wildlife Conservation Areas). Under all alternatives, future development will be subject to the adopted critical areas regulations found in Chapter 14.88 LSMC, including all applicable protection standards, mitigation requirements and mitigation sequencing procedures. In particular, wetland mitigation is required to take the form of in-kind replacement of the impacted wetland functions and values; replacement wetlands must adhere to the design requirements of LSMC 14.88.840, including performance standards and mitigation ratios.

Additional Mitigation Measures

- Stormwater Management:** For properties adjacent to identified wetlands and associated buffers, new development and redevelopment shall not result in an increased rate of runoff from the site to the wetland. To prevent alteration of

established hydrologic wetland processes, the municipal code requires stormwater to be either detained or infiltrated onsite.

- **Low Impact Development (LID):** The City is proposing incentives in the subarea plan area and new development regulations to encourage the use of LID techniques to reduce stormwater impacts.
- **Critical Areas:** More detailed analysis – including full delineation, classification and function assessment – will be required in conjunction with development permitting for future projects that occur on sites containing critical areas.
- **Wetland Mitigation Banking:** LSMC 14.88.840 allows the use of credits from a state approved wetland mitigation bank to compensate for unavoidable impacts to wetlands. Per LSMC 14.88.840(a)(5), projects using mitigation bank credits must be consistent with the replacement ratios specified in the mitigation bank's certification. If mitigation credits are not available and establishment of a separate mitigation bank is not feasible, the City could encourage preservation and enhancement of these areas in exchange for increased development potential in other portions of the site or subarea.

Plants & Animals

Applicable Regulations and Commitments

- **Tree Retention:** The City's land use code requires every development to retain significant trees and stands of trees that occur on the development site unless such retention would create an unreasonable burden on the developer or create a safety hazard (LSMC 14.76.120). The code requires that significant trees removed as part of a development project be replaced. This code also requires retained and replanted trees be protected during construction.
- **Critical Areas Regulations:** Future development in the study area, under all alternatives, has the potential to adversely affect plants and animals through clearing of vegetated areas. However, the City's critical areas regulations will protect wetlands, riparian areas, and other critical areas that provide habitat for plants and animals, by limiting the activities allowed within the critical area and establishing appropriate protective buffers and mitigation strategies for unavoidable impacts (Chapter 14.88 LSMC).

1.4.2 Air

Air Quality

Mitigation During Construction

Although significant air quality impacts from construction are not anticipated with any of the alternatives due to construction, contractors will be required to comply with all relevant federal, state, and local air quality rules. In addition, implementation of best management practices would also reduce emissions related to the construction phase of the project. Possible management practices to minimize the potential for air quality impacts during construction include reducing both exhaust emissions and fugitive dust. The Washington Associated General Contractors brochure *Guide to Handling Fugitive Dust from Construction Projects* and the PSCAA suggest a number of methods for controlling dust and reducing the potential exposure of people to emissions from diesel equipment. A list of some possible control measures that could be implemented to reduce potential air quality impacts from construction activities follows:

- Use only equipment and trucks that are maintained in optimal operational condition;
- Require all off-road equipment to have emission reduction equipment (i.e., require participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors);
- Use bio diesel or other lower-emission fuels for vehicles and equipment;
- Use car-pooling or other trip-reduction strategies for construction workers;
- Implement restrictions on construction truck and other vehicle idling (i.e., limit idling to a maximum of 5 minutes);
- Spray exposed soil with water or other suppressant to reduce emissions of PM and deposition of particulate matter;
- Pave or use gravel on staging areas and roads that would be exposed for long periods;
- Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce PM emissions and deposition during transport;
- Provide wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways;
- Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions;
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris; and

- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction.

Mitigation During Operation

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

Greenhouse Gas Emissions

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

- Adopt green building standards for new development (e.g., LEED silver or better);
- Consider a commute trip reduction program for qualifying employers in the Lake Stevens Center subarea as a future implementation measure if employers meet the size threshold established by state law;
- Expand transit options such as the Community Transit vanpool program or new fixed route bus service; and
- Implement efficient transportation design standards including the use of roundabouts and LED street lighting and area lighting, where appropriate.

1.4.3 Land Use

Many of the land use changes identified in the EIS analysis – including increased density/intensity and a greater diversification and mix of land uses – are not considered adverse impacts. The change in the subarea's land use pattern would be incremental and does not require mitigation.

Potential land use conflicts, between proximate land uses of different intensity, can be mitigated through the application of new/revised development regulations and design guidelines that ensure appropriate land uses along with adequate buffering and transitions between different abutting land uses. For example, height, bulk, and setback requirements in the zoning regulations will address these potential conflicts. Landscaping requirements will also help buffer and screen land uses of dissimilar intensity or scale. Design guidelines provide approaches to site planning and building design, which reduce potential impacts. These techniques are an integral aspect of implementing the subarea plan.

1.4.4 Population, Housing & Employment

Population

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

Housing

Draft subarea development regulations include an FAR bonus as an incentive to encourage provision of affordable housing. This is intended to compensate for the potential loss of affordable housing that could occur from encouraging additional or higher density growth in existing single-family areas. The City has also identified a number of programmatic measures, described in Chapter 5 of the Final EIS, that would also help to provide affordable housing. No other significant adverse impacts have been identified and no additional mitigation is necessary.

Employment

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

1.4.5 Aesthetics, Light & Glare

Mitigation measures to address impacts to visual character and to preserve views include a combination of existing development regulations and new implementation measures identified in the *Draft Lake Stevens Center Subarea Plan*.

Visual Character

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

Views

- **Park & Open Space Planning:** The City will update its *Parks & Open Space Plan* to address needs created by planned growth in Lake Stevens Center. In conjunction with this planning, the City may identify new parks or open space areas that provide views of landscape features, as discussed above, and determine that these views should not be obstructed from specified viewpoints. New development in some

portions of the subarea may also create public spaces to provide open views of the landscape.

- **Design Guidelines:** The City could consider adopting guidelines that identify when and how site plans or building design should be modified to protect views and/or minimize impacts to views.

Light & Glare

- **Development Regulations:** The City is considering “new lighting regulations to minimize light increases and night glow in the subarea.
- **Design Guidelines:** The proposed design guidelines provide guidance on avoiding light spillage, glare and shadow impacts through site planning, building design and landscaping.

1.4.6 Transportation

Mitigation for transportation impacts includes a combination of adopted regulatory programs, modification of LOS standards, intersection specific projects, and programmatic actions.

Concurrency

The GMA includes provisions, referred to as “concurrency,” to ensure that sufficient public facilities are available for new development. Local jurisdictions must also set level of service (LOS) standards to measure a project’s impact potential. If the trips generated by a development will cause a facility to fall below the adopted LOS standard, the local government may deny permits for the project, change the LOS standard to allow the development, or modify the land use. Existing City regulations incorporate this provision.

Level of Service Threshold

Maintaining the City’s current LOS C conditions at all the intersections in the study area would be financially prohibitive. The City’s transportation consultant, Fehr and Peers, recognized this in their analysis and recommended that the City revise its standard as part of the subarea plan. The transportation improvements proposed for the subarea were developed under the premise of a reduced LOS. To address subarea transportation needs, and to help ensure that the desired development occurs, the City is considering a system-level LOS standard of “E.” However, based on the discretion of the Public Works Director, intersections that are built to their ultimate size would be allowed to operate at LOS F as long as other programmatic mitigation measures to reduce trip generation are implemented.

For uncontrolled and unsignalized intersections, it is recommended that an intersection be considered deficient if it falls below LOS E operations *and* meets a signal warrant. This level

of service is more realistic to maintain, is consistent with the Comprehensive Plan, and is in line with the typical traffic activity seen in economically vibrant areas.

Location-Specific Mitigation Measures

SR-9 Corridor

Impacted intersections along SR-9 are under the jurisdiction of the Washington State Department of Transportation (WSDOT); roadway and intersection improvements would be addressed in the *SR-9 Corridor Planning Study* or *SR-9 Route Development Plan*. A coordinated approach along SR-9 is essential.

The City of Lake Stevens could consider entering into an interlocal agreement with WSDOT, similar to many other jurisdictions in Snohomish County, to coordinate permitting, funding, and sharing of traffic impact fees.

Frontier Village Access: Vernon Road/N Davies Road and Safeway Driveway/N Davies Road Intersections

A new access plan would address the following:

- Shopping center/Safeway N Davies driveway converted to a public road from N Davies Road to 7th Place NE;
- The intersection of N Davies Road and the Safeway Driveway would operate as a single-lane mini-roundabout;
- The old intersection at Vernon Road/N Davies Road would operate as a single-lane mini-roundabout; and
- The intersection of 7th Place NE and the Safeway N Davies Driveway would be reconfigured; alternative designs are identified for 91st Avenue NE and SR-204.

Additional Mitigation Measures

In addition to the capacity enhancing projects described above, it is recommended that the City of Lake Stevens explore the potential for other programmatic mitigation measures. The City should coordinate with Community Transit to pursue expansion of transit options such as the vanpool program or new fixed route bus service.

Traffic Impact Fees

To generate the funds necessary to implement the mitigation measures described above and to help address identified impacts, a traffic impact fee is proposed to be established for the subarea, as authorized by RCW 82.02.050.

Transportation Benefit District

Formation of a Transportation Benefit District (TBD), authorized by RCW 36.73.120, is another approach the City could use to help finance transportation improvements. Formation of a TBD would enable the City to assess additional fees and charges within the

district, including a supplemental sales tax. A TBD could apply citywide or specific to Lake Stevens Center Subarea, and could be used in conjunction with a traffic impact fee.

Transportation Demand Management

Transportation demand management (TDM) strategies include commute trip reduction programs and enhanced transit service. These measures have been proven to be effective at reducing trip generation.

1.4.7 Public Services

Under all alternatives, development would be subject to adopted development regulations, which require emergency access, fire suppression systems, and school and park impact mitigation fees to offset impacts to these services. The *Preferred Alternative/Alternative 2* and *Alternative 3* could incorporate the following additional measures:

- During construction, implement security measures such as onsite lighting, fencing, onsite surveillance, etc. to reduce potential criminal activity;
- Construct a well-designed internal street system that provides fast and efficient police, fire and emergency vehicle access to all areas of the subarea;
- Develop streets, sidewalks, walkways, bicycle and pedestrian paths and public spaces designed to promote public safety and visibility for residents, employees, site visitors and police;
- Design all parking areas and public spaces with specially designed no-glare security lighting;
- Include incentives in revised development regulations for providing public spaces in new development;
- Begin a planning process to identify additional park space within the subarea. Identify land that is suitable for acquisition, and investigate the potential for acquiring easements within the utility corridor;
- The School District would continue to monitor student generation and capital needs every two years; and
- The City should review its adopted level of service standards and consider regional averages for service, the experience of comparable cities, and local needs.

1.4.8 Utilities

Drainage

Applicable Regulations and Commitments

- ***City of Lake Stevens Stormwater Ordinance:*** Chapter 11.06 and Chapter 14.64 (Part II) of the Lake Stevens Municipal Code adopt the *Department of Ecology's 2005 Stormwater Management Manual for Western Washington*. Any project that meets or

exceeds the thresholds defined in the manual for new impervious area, drainage system modifications, or redevelopment is subject to City review and permit approval.

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

Additional Mitigation Measures

- **Permitting Incentives for Low Impact Development:** To reduce the need for new stormwater conveyance infrastructure and protect water quality, the City should incentivize the use of LID techniques for onsite stormwater treatment and detention for appropriate projects. Incentives could include expedited development permit review or reduced permit fees.

Water

Applicable Regulations and Commitments

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

Additional Mitigation Measures

- **Joint Planning with Snohomish County PUD:** The City should consult with Snohomish County PUD to establish a joint planning process for capital improvements necessary to serve anticipated development in the subarea.
- **Design Review for Fire Flow:** The City and developers would coordinate development permit application with Snohomish County PUD and the Lake Stevens Fire Marshal to determine fire flow requirements, based on project design. Upgrades to existing lines would be coordinated with Snohomish County PUD. Installation of new water lines adequate to provide required fire flows would be the responsibility of the developer:
 - 12-inch pipes and 3000 gpm for commercial areas, possibly multifamily;
 - 8-inch pipes and 1500 gpm for existing residential areas; and
 - Intermediate value for other areas, for example 10-inch pipe with 2000 gpm.

Sewer

Applicable Regulations and Commitments

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

Additional Mitigation Measures

- **Joint Planning with Lake Stevens Sewer District:** The City should consult with the Lake Stevens Sewer District to establish a joint planning process for capital improvements necessary to serve anticipated development in the subarea, including new wastewater collection infrastructure and future expansions to the new treatment plant that may be necessary to accept projected flows from development under the subarea plan.

1.5 Significant Unavoidable Adverse Impacts

1.5.1 Natural Environment

All alternatives could result in additional development within the subarea, thereby increasing the level of impervious surface and reducing vegetated areas. Additional development within the study area is also anticipated to generate increased stormwater runoff that must be detained or treated before discharge to surface water. With application

of the City's adopted regulations regarding critical areas, stormwater, and tree retention, as well as proposed mitigation measures, no significant unavoidable adverse impacts to the natural environment are anticipated.

1.5.2 Air

Air Quality

No significant unavoidable adverse impacts would occur.

Greenhouse Gas Emissions

GHG emissions would increase with any land use alternative considered for the subarea. Information is currently lacking, however, upon which to base a conclusion about the significance of the increased GHG emissions on climate change and the broader environment. Similarly, the potential for additional regulatory action at the state and local level in the future indicates that such impacts may not be unavoidable.

1.5.3 Land Use

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

1.5.4 Population, Housing & Employment

While population growth is unavoidable, it is not necessarily an adverse impact. No significant unavoidable adverse impacts would occur. Similarly, employment growth is not considered to be an adverse impact, but is an unavoidable effect of successful implementation of the subarea alternatives.

1.5.5 Aesthetics, Light & Glare

Visual Character

The visual character of the subarea would change significantly over time as a result of growth and development. It would become more densely developed and urban in character with taller, larger scale buildings through the redevelopment of existing commercial and residential areas. This change could be considered adverse by some viewers and positive by others, but this change is an unavoidable consequence of implementing the subarea plan.

Views

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

Light & Glare

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

1.5.6 Transportation

Traffic congestion will increase under any alternative and this impact is unavoidable. Increased traffic volumes caused by the *Preferred Alternative/Alternative 2* and *Alternative 3* may lead to increased delays along SR-9. Since WSDOT has not yet defined its plan to improve traffic conditions along SR-9, specific mitigation measures cannot be identified. Given that WSDOT is actively planning to improve the SR-9 corridor and some level of mitigation is possible (although full improvement to provide LOS D conditions is unlikely because of the high costs), impacts are not inevitable, entirely unavoidable, or wholly caused by the City's plan

1.5.7 Public Services

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

1.5.8 Utilities

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

1.6 Benefits & Disadvantages of Delaying the Proposed Action

Subarea planning is an element of the City's deliberate strategy to grow and diversify the local economy. Benefits of the proposed action, and the objectives of the subarea plan, include attracting additional retail and services, providing increased employment opportunities, and concentrating growth in a mixed-use center. From an economic development perspective, the proposal seeks to attract a greater amount of regional employment to the City and decrease market leakage by increasing local retail opportunities; the subarea plan and planned action designation would help to create an attractive environment and incentives for development.

Delaying the proposed subarea plan would be equivalent to implementing the *No Action Alternative*, and would result in these benefits being postponed or potentially lost. Growth

in the City would also be relatively more dispersed and less concentrated in centers. At the same time, lower levels of growth would create lower demand for public services and capital facilities.

1.7 Issues to be Resolved

Under the preferred alternative the anticipated types, intensity and overall magnitude of development in the subarea could change the existing character of the area. Some existing uses, including housing, could be displaced. In addition, increased growth will affect the cost, timing and ability to fund necessary public services and capital improvements.

2. DESCRIPTION OF PROPOSAL AND ALTERNATIVES

2.1 Overview of the Proposed Action

The action proposed by the City of Lake Stevens is comprised of the following related elements:

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

Study Area

The City of Lake Stevens is located in Snohomish County, approximately six miles east of downtown Everett. The Lake Stevens Center Subarea, shown in Figure 2-1, is comprised of approximately 359 acres of land centered on the SR-9/SR-204 intersection. The study area extends to Lundeen Parkway on the north and west, 2nd Street SE on the south, and Springbrook Road, 98th Drive NE and 103rd Ave NE on the east. The subarea was annexed into the City in 2009.

2.2 Background & Planning Context

Growth Management Act

The Growth Management Act (GMA, Chapter 36.70A RCW) establishes a framework that the state's largest cities and counties must use to plan for growth in a manner that is coordinated with infrastructure needs and protects environmental resources. Each city subject to the GMA must plan to accommodate the population and employment projected to occur over a 20-year period. Local Comprehensive Plans must contain specific "elements" that, among other things, designate land uses, guide where and how growth will occur, identify necessary facilities and services, and plan for efficient multimodal transportation systems. In general, development projects must provide facilities and services "concurrent" with development (defined as within 6 years). The GMA (RCW 36.70A.080) authorizes cities to prepare plans for smaller subareas (RCW 36.70A.080).

Figure 2-1. Lake Stevens Center Study Area



Lake Stevens Center Vicinity

 LSC Boundary



Lake Stevens Growth Strategy

The City's strategy for accommodating growth, as expressed in the Lake Stevens Comprehensive Plan (adopted 1994 and amended annually), is to direct the majority of residential and employment growth into highly concentrated "growth centers," where infrastructure and services are available. The centers, designated in 2006 and refined in 2010, include the Old Town/Central Business District, Lake Stevens Center (Frontier Village area), Hartford Industrial Center, and 20th Street SE Corridor (South Lake Center). Objectives of the growth strategy include increasing employment and improving the City's jobs/housing balance, conserving environmental resources, and providing services and facilities efficiently. The Comprehensive Plan expresses the City's intent to prepare a subarea plan for each growth center.

Economic Assessment Report

In 2010, the City had an *Economic Assessment* prepared to evaluate the opportunities and constraints associated with each growth center (Leland Consulting Group & LMN Architects, 2011a). For the Lake Stevens Center, the assessment identified the potential to improve and upgrade the center's appearance and circulation in the near-term, which would set the stage for added and revitalized retail, office, and residential development over the long term.

Economic Development Strategy

Along with the economic assessment, Leland Consulting Group & LMN Architects prepared an economic development strategy (*Retail Forecast and Leakage Analysis* 2011b). The Economic Development Strategy identified that significant retail "leakage" was occurring (i.e., consumers were travelling outside the City to spend retail dollars) and that the City has an opportunity to attract new retail development and capture this retail spending based on its demographics, location and quality of life. The City could become a retail destination and increase its tourism draw. The vision for a revitalized Lake Stevens Center was for an attractive retail and mixed-use center that serves as a key "gateway" to the City and helps to accomplish the economic development strategy. The analysis also identified business sectors that could be attracted to locate in Lake Stevens and provide more employment opportunities for residents and nearby communities.

The Leland Consulting Group followed up on these studies with an additional report, *Fiscal Impacts of Economic Development: Lake Stevens Economic Development Strategy* (2011c), which estimated the quantities of various land uses existing in the subarea and provided revenue forecasts for project buildout.

2.3 Proposal Objectives

The objectives for the Lake Stevens Center Subarea Plan are based on policies in the Lake Stevens Comprehensive Plan and the opportunities identified in the *Economic Assessment Report* and *Retail Forecast and Leakage Analysis*, discussed above. The objectives provide a

basis for developing and evaluating subarea plan alternatives, including the Preferred Alternative.

1. Promote economic development and balanced jobs and housing.
2. Recognize and strengthen Lake Stevens Center as an important crossroad for commerce for communities along SR-9.
3. Transform the area into a regional center with anchor retail, mixed-use nodes, restaurants, visitor lodging, family-oriented entertainment, professional services and public spaces, utilized by the local and regional community.
4. Redevelop existing commercial and retail land uses from auto-oriented, strip commercial.
5. Encourage infill, greater intensity and redevelopment where older buildings have outlived their economic life and look for opportunities to upgrade older properties into places where people can live as well as conduct business.
6. Incorporate mixed-use residential buildings with ground-floor retail or office that allow people to work within walking distance of their homes.
7. Promote the creation of a traditional “main street” along 91st Avenue NE that features pedestrian-oriented land uses, amenities and landscaping.
8. Upgrade the transportation network to ensure that multiple modes of travel have effective circulation and access to destinations.
9. Enhance the appearance of streets, sidewalks, sites, and buildings through the development of effective development regulations, guidelines, and standards to create a welcoming entry to the community.
10. Protect important environmental resources.
11. Strengthen attributes that reflect Lake Stevens as a distinct, unified community.
12. Create an incentive for redevelopment through a SEPA Planned Action.

2.4 Planned Action Designation

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

- Designates the Planned Action area;

- Identifies the types of projects and total amount of development that will be considered Planned Actions for purposes of SEPA compliance (certain types of development, such as essential public facilities, are not eligible);
- Contains a finding that environmental impacts have been adequately addressed in the EIS;
- Identifies conditions or mitigation measures that will apply to projects; and
- Shows how the designated project meets the statutory definitions and criteria of a Planned Action.

When development is proposed in the planned action area, the City will evaluate the application to determine if it meets the criteria in the Planned Action Ordinance and “qualifies” as an implementing project. The criteria to determine consistency are:

- Is it the type of project anticipated in the subarea plan?
- Does it meet the conditions and mitigation requirements of the planned action?
- Have the significant environmental impacts been addressed in the EIS?

If a development proposal meets these criteria, then it qualifies as a planned action project and no SEPA threshold determination is required; therefore, the project cannot be challenged on SEPA grounds. Developers may still propose projects that do not qualify as planned actions; however, they would perform their own SEPA analysis.

An updated draft planned action ordinance is included in Appendix A.

2.5 Environmental Review Process

SEPA/GMA Integration

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

The City has developed a proposed subarea plan for the Lake Stevens Center concurrently with the Planned Action EIS and public review and input. This approach generated environmental information and public comment early in the planning process, and has enabled decision makers to make planning decisions – including identification of a preferred alternative –using this information.

Prior Environmental Review

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

Environmental Review for the Lake Stevens Center Subarea Plan

The City initiated the SEPA process for the Lake Stevens Center in June 2011, by issuing a determination of significance (DS), indicating that an environmental impact statement would be prepared and requesting comments on the scope of the EIS. A public scoping meeting was held on July 14, 2011. The scoping comment period was open from June 28 to July 21, 2011. Based on its review of comments received and other available information, the City identified the following topics for discussion in the EIS.

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

Other potential issues, such as historic resources, noise and soil contamination, were eliminated from detailed study in the EIS based on review of existing environmental information and conclusions that the subarea plan was not likely to have a significant impact on those elements of the environment.

A Draft EIS for the Lake Stevens Center, which evaluated three alternatives described further below, was published on December 27, 2011. The availability of the EIS was duly noticed and advertised. The comment period on the Draft EIS extended to February 10, 2012. A public meeting on the Draft EIS and subarea plan alternatives was held on January

12, 2012, and provided an opportunity for public comment. Responses to comments received are included in Chapter 5 of the Final EIS.

Public Involvement & Preliminary Consideration of Alternatives

The City sponsored numerous workshops and meetings during the planning and EIS processes to provide information about the subarea plan, the EIS and planned action procedures to inform interested citizens and to obtain public input. The meetings and workshops are listed below.

Public Meeting

- January 12, 2012 Lake Stevens Center DEIS

City Council

- September 26, 2011 Subarea Plan / EIS Draft Alternatives
- January 9, 2012 Lake Stevens Center DEIS
- January 23, 2012 Lake Stevens Center Subarea Plan
- April 23, 2012 Joint meeting with PC to discuss Preferred Alternative
- May 7, 2012 Preferred Alternative
- May 14, 2012 Preferred Alternative

Planning Commission

- September 07, 2011 Subarea Plan
- October 05, 2011 Subarea Plan
- February 01, 2012 Lake Stevens Center DEIS
- April 23, 2012 Joint meeting with CC to discuss Preferred Alternative
- May 2, 2012 Preferred Alternative

The City Council identified Draft EIS *Alternative 2* as its “preferred alternative” for further review and discussion. No changes to the growth assumptions of *Alternative 2* as described in the Draft EIS were identified. However, the Preferred Alternative includes minor changes to the land use pattern of *Alternative 2* in the northern portion of the subarea. First, the Preferred Alternative land use pattern for the residential properties west of the power transmission line would change from single-family to high-density residential, which reflects current land uses and does not create an intensification in use. Second, the land use pattern for the residential properties east of the power transmission line would allow more intensive development by extended the proposed mixed-use area to the north; the intensification of this area is similar to the proposed land use and zoning identified in the Draft EIS for *Alternative 3*.

Zoning Code, Design Guidelines and Implementation Program

The Draft EIS generally describes the types of development regulations being considered to manage growth within the subarea. These include changes to the text of the existing zoning code (Title 14 of the Lake Steven Municipal Code [LSMC]) and the addition of a new subarea zoning code (Chapter 14.38 LSMC). The primary components include new zoning classifications and revised development/use standards; changes to the zoning map, corresponding to the subarea land use map; design guidelines; a traffic impact fee program; and a planned action ordinance. Draft ordinances for these regulatory programs have been developed and are being reviewed along with the proposed subarea plan. These regulations are described further in Sections 2.9 and 2.10 below.

2.6 Alternatives, Including the Preferred Alternative

Overview

The EIS considers three alternatives, all of which envision Lake Stevens Center redeveloping over time as a concentrated, high intensity retail center:

Alternative 1, the *No Action Alternative* required by SEPA, assumes continued growth under existing zoning and current plans. A subarea plan and development regulations would not be adopted and a Planned Action would not be designated;

The Preferred Alternative/Alternative 2, which emphasizes retail and employment growth and significant redevelopment in the subarea focused in existing or expanded centers along with some multifamily residential growth along the periphery of the subarea. Adoption of the *Preferred Alternative/Alternative 2* and designation of a Planned Action by the City Council are elements of the Proposed Action considered in this Final EIS. As noted previously, the *Preferred Alternative* is substantially the same as *Alternative 2* evaluated in the Draft EIS; and

Alternative 3, which assumes the same intensity of retail growth as *Alternative 2*, but includes less office space and a greater amount of multifamily residential growth.

Alternative 3 includes adoption of a subarea plan and designation of a Planned Action.

Table 2-1 provides an overview of the type and amount of new growth considered under the EIS alternatives.

Table 2-1. Summary of Growth Assumptions for Alternatives

Alternative	Retail (Gross Sq. Ft)	Office (Gross Sq. Ft)	Housing Units (Dwelling Units)
Alternative 1 – No Action	50,000-60,000 gsf	30,000-40,000 gsf	100-120 du's
Preferred Alternative/ Alternative 2 – Center Revitalization	140,000-150,000 gsf	140,000-150,000 gsf	180-200 du's
Alternative 3 – Retail & Residential Emphasis	140,000-150,000 gsf	100,000-120,000 gsf	500-600 du's

The major elements of each alternative are described below. The graphics for the *Preferred Alternative/Alternative 2* and *Alternative 3* are generalized representations of the possible locations of various land uses and amounts of growth identified in Table 2-1. The Comprehensive Plan Land Use Map will be amended to integrate the subarea boundary of the *Preferred Alternative* and add one new land use designation, Commercial. Following public comment, the City will develop a zoning map to implement the *Preferred Alternative/Alternative 2*.

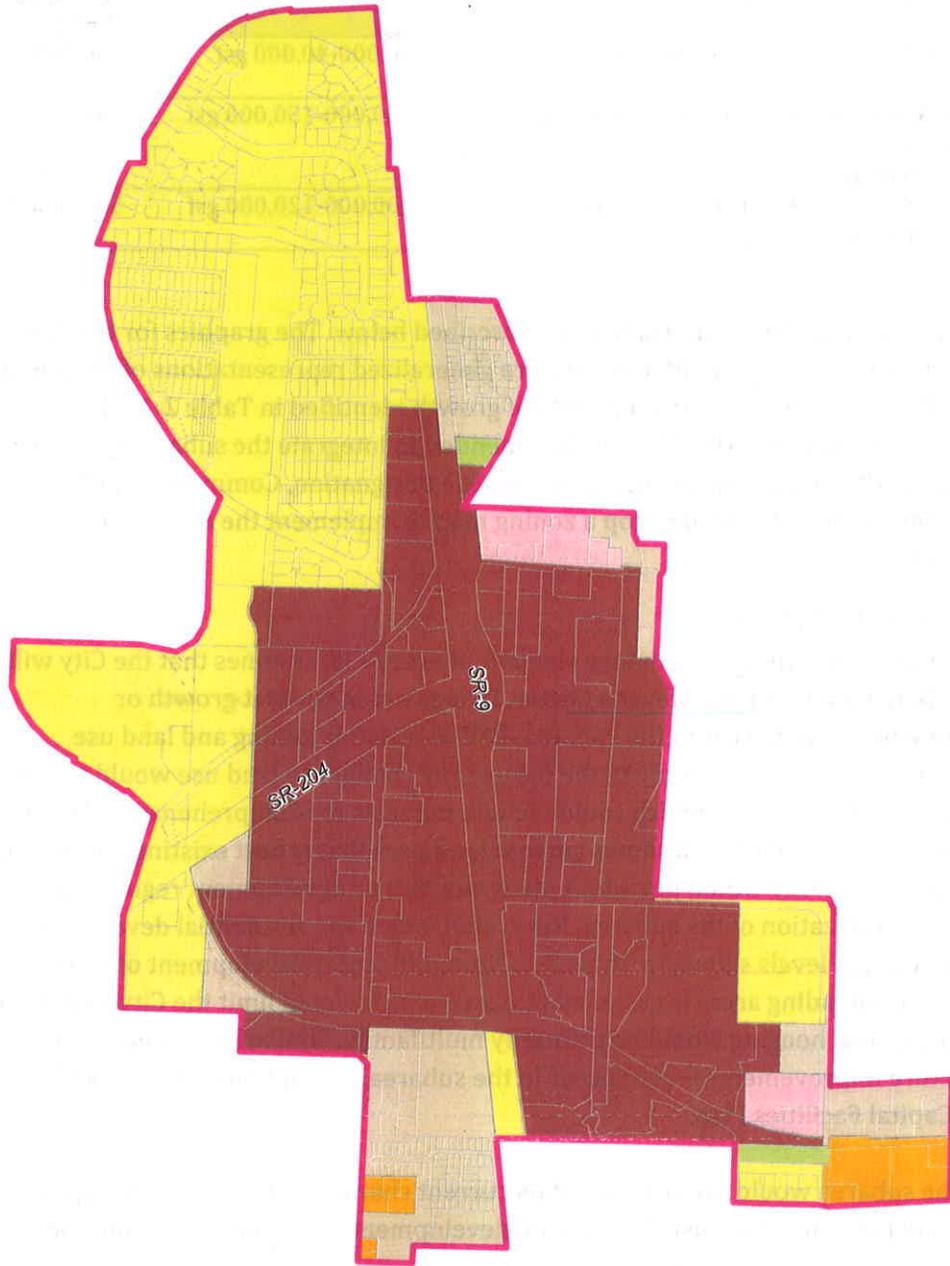
Alternative 1 - No Action

The *No Action Alternative*, a mandatory element of every EIS, assumes that the City will not adopt a subarea plan for Lake Stevens Center. It does not mean that growth or redevelopment will not occur in the subarea. Rather, existing zoning and land use designations will continue to apply in the future; any changes to land use would result from project-specific applications, which could include requests for Comprehensive Plan or zoning amendments. Figure 2-2 shows current land uses that reflect existing zoning. Under this alternative, the City would not adopt plans, policies or development regulations to emphasize revitalization of the subarea. New retail, office and residential development would occur at the levels shown in Table 2-2. No significant redevelopment of Frontier Village and surrounding areas is assumed to occur, which would limit the City's economic development. New housing would be primarily multifamily. Similarly, no significant infrastructure improvements would occur in the subarea, beyond those identified in the adopted Capital Facilities Plan.

Overall, the subarea would retain much of its current character in terms of the types, intensity and pattern of land use. Site-by-site development would occur without the guidance of an overall plan or vision.

Figure 2-2. No Action Alternative (Existing Zoning)

Lake Stevens Center Zoning Districts



- | | | |
|--|--|---|
|  LSC Boundary |  Urban Residential |  Local Business |
|  High Urban Residential |  Sub-Regional Commercial | |
|  Multi-Family Residential |  Public / Semi-Public | |



Table 2-2. No Action - 2025 Growth Assumptions

Land Use	Net Housing Increase	Net Population Increase	Net Commercial Increase (Gross Sq.Ft)	Net Jobs Increase
Mix of retail, office & residential	100-120 du's	290-350	Retail: 50,000-60,000 gsf Office: 30,000-40,000 gsf	190-240

However, to address congestion, pedestrian mobility, access and safety issues, the City will implement near-term improvements in the subarea under any alternative. Some near-term improvements include:

- Pedestrian access improvements along SR-204 and within the Frontier Village shopping center to create better linkages between the east and west sides of Lake Stevens Center;
- Retiming of traffic signals along Lundeen Parkway to facilitate congestion relief at the SR-9/SR-204 intersection; and
- Roundabouts near North Davies for better traffic control and circulation.

Additionally, the Washington Department of Transportation (WSDOT) is currently evaluating several concepts to improve the SR-9/SR-204 intersection; the initial concepts include a widened at-grade separation, a fly-over ramp (for the eastbound to northbound movement), a standard interchange, and a grade-separated roundabout. Construction of long-term improvements is uncertain at this time and is not assumed for the *No Action Alternative*.

Under the *No Action Alternative*, the City would not designate the Lake Stevens Center as a Planned Action; therefore, individual development projects would prepare their own SEPA documentation to identify project-specific impacts. The *No Action Alternative* would not accomplish the City's stated objectives for the subarea.

Preferred Alternative/Alternative 2 – Center Revitalization

The *Preferred Alternative/Alternative 2* would plan for redevelopment and revitalization of Lake Stevens Center, with an emphasis on retail and office growth. Future residential development would be primarily multifamily. Growth assumptions are shown in Table 2-3. Proposed land use is shown in Figure 2-3. Draft subarea goals, design guidelines and development regulations are summarized in Sections 2.8, 2.9 and 2.10 below.

Table 2-3. Preferred Alternative/Alternative 2 - 2025 Growth Assumptions

Land Use	Net Housing Increase	Net Population Increase	Net Commercial Increase (Gross Square Feet)	Net Jobs Increase
Emphasis on Retail and Office, with some Residential	180-200 du's	520-575	Retail: 140,000-150,000 gsf Office: 140,000-150,000 gsf	700-750

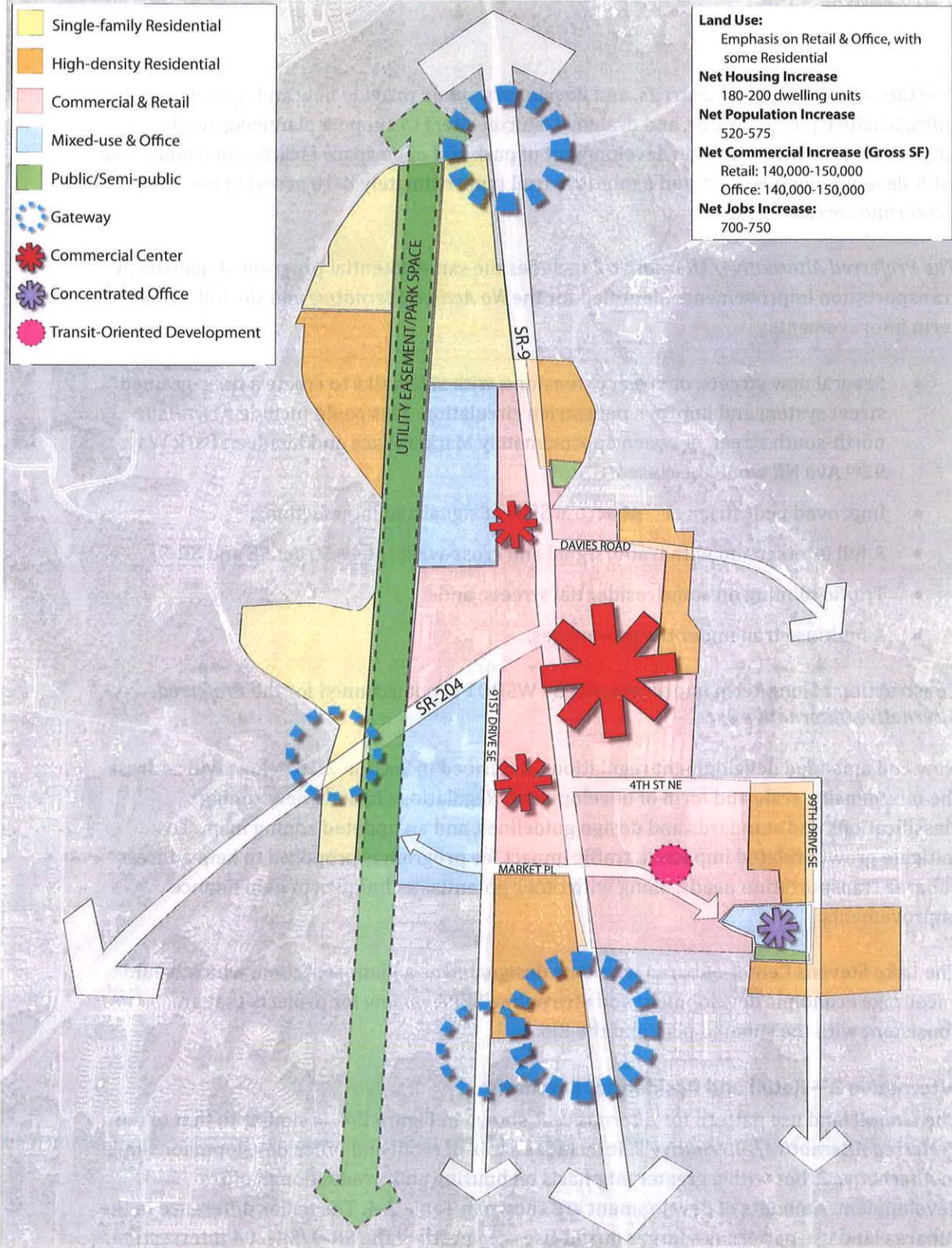
The general land use pattern would consist of a commercial core, smaller supporting commercial and mixed-use areas, and transit-oriented development. These would be abutted by high-density multifamily development, which would help create a transition to existing single-family neighborhoods adjacent to the subarea. Building height and scale would range from two to five stories, depending on location and the nature of the dominant use.

The most intensive commercial development (retail and services) would occur on both the eastern and western sides of SR-9. A mix of office, commercial, and residential uses would be located in the area between 91st Ave NE and the transmission line easement. Buildings would range from two to five stories and could be a combination of single purpose retail and office, or residential uses above or behind ground-floor retail. A portion of 91st Ave NE, between SR-204 and Market Place, would be developed as a commercial “main street” with a mix of retail, office and multifamily residential development along the street. Several areas for multifamily development would continue adjacent to the commercial center; some limited re-designation of adjacent single-family areas to multifamily or mixed-use designations could occur. Residential buildings would be up to five stories. Density would be determined by a floor area ratio (FAR), which is a ratio of total building area to lot area, with a minimum of 15 units per acre.

A transit-oriented development (TOD) – including a mix of retail, services and multifamily – could be located south of Market Place, near the existing Transit Center. No changes in land use would occur for existing single-family residential areas in the northern and southern portions of the subarea. The City is no longer considering the possible relocation of the transit center, which was identified in the Draft EIS.

“Gateways” would be established at the boundaries of the subarea, along SR-9, 91st Ave NE and SR-204. These areas would help to establish a sense of entry and identity for the subarea, and would consist of distinctive landscaping, lighting and signage.

Figure 2-3. Preferred Alternative/Alternative 2 Land Use



The City, special purpose districts, and developers would provide new and upgraded utility infrastructure (sewer, water, and drainage/stormwater) to support planned growth. The City would also encourage the development of park and open space facilities in conjunction with development projects, and a multiuse trail (approximately 8-10 acres) in the powerline corridor.

The Preferred Alternative/Alternative 2 includes the same potential program of near-term transportation improvements identified for the *No Action Alternative* and the following long term improvements:

- Several new streets, or street extensions, with sidewalks to create a finer-grained street system and improve pedestrian circulation. This could include a two-lane north-south street, between approximately Market Place and Lundeen Park Way; 92nd Ave NE would be closed;
- Improved pedestrian access across SR-9 at signalized intersections;
- A full intersection with traffic signal and cross-walks at 4th Street SE and SR-9;
- Traffic calming on some residential streets; and
- A multiuse trail under the powerlines.

Construction of long-term improvements by WSDOT is not assumed for the *Preferred Alternative/Alternative 2*.

New and amended development regulations, described in Section 2.10 below, will address the mix, density, scale and form of development. Regulations include new zoning classifications and standards and design guidelines, and an updated zoning map. To mitigate growth related impacts, a traffic impact fee program is proposed to help address subarea transportation needs, along with other potential techniques to help finance improvements.

The Lake Stevens Center Subarea would be designated as a Planned Action, which would encourage economic development and streamline SEPA review for projects that are consistent with the subarea plan and the EIS.

Alternative 3 – Retail and Residential Emphasis

The overall land use pattern for *Alternative 3*, shown in Figure 2-4, is similar to that of the *Preferred Alternative/Alternative 2*. It includes a mix of retail and office development similar to *Alternative 2*, but with a greater emphasis on housing and a reduction in office development. Amounts of development are shown in Table 2-4. The major difference in the subarea land use pattern is a larger mixed-use area north of the SR-9/SR-204 intersection. Re-designation of an existing single-family area to multifamily.

As with the *Preferred Alternative/Alternative 2*, new transit-oriented mixed-use development, including multifamily housing would be located near the existing Transit Center. “Gateways” would be established at the boundaries of the subarea, along SR-9, 91st Ave NE and SR-204. These areas would help to establish a sense of entry and identity for the subarea and would consist of distinctive landscaping, lighting and signage.

Table 2-4. Alternative 3 - 2025 Growth Assumptions

Land Use	Net Housing Increase	Net Population Increase	Net Commercial Increase (Gross Sq.Ft)	Net Jobs Increase
Mix of Retail & Office, greater Residential Emphasis	500-600	1,440-1,720	Retail: 140,000-150,000 gsf Office: 100,000-120,000 gsf	580-660

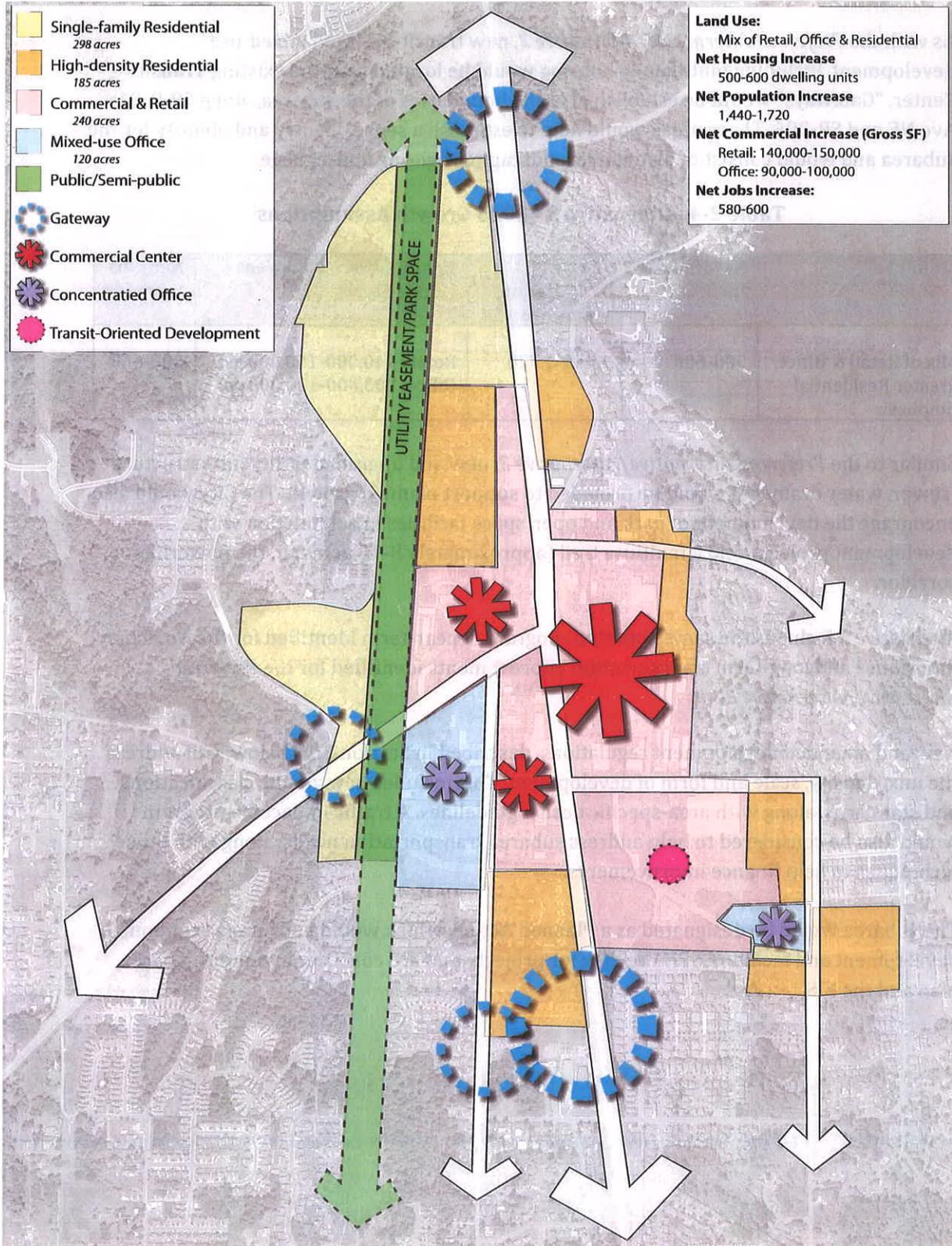
Similar to the *Preferred Alternative/Alternative 2*, new and upgraded utility infrastructure (sewer, water drainage) would be provided to support planned growth. The City would also encourage the development of park and open space facilities in conjunction with development projects, and a multiuse trail (approximately 8-10 acres) in the powerline corridor.

Alternative 3 includes the same potential program of near-term identified for the *No Action Alternative* and long-term transportation improvements identified for the *Preferred Alternative/Alternative 2*.

New and amended development regulations, described in Section 2.10 below, will address the mix, density, scale and form of development. This includes new zoning classifications and standards, along with area-specific design guidelines. A traffic impact fee program would also be considered to help address subarea transportation needs, along with other techniques to help finance improvements.

The subarea would be designated as a Planned Action, which would encourage economic development and facilitate SEPA review for projects that are consistent with the subarea plan and the EIS.

Figure 2-4. Alternative 3 Land Use



2.7 Building Typologies

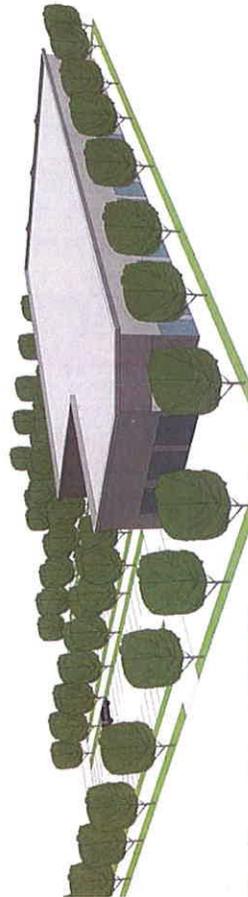
For purposes of illustration, and to assist in analysis for the EIS, several typical building types that could occur in the subarea are shown in Figures 2-5 through 2-8. Illustrative building types include multifamily residential, retail (including large format retail), office and mixed-use (including different combinations of office, retail and residential). The illustrations represent the potential types and scale of development that could occur under the *Preferred Alternative/Alternative 2* and *Alternative 3*, consistent with the draft subarea plan; new zoning regulations and new design guidelines; and the development assumptions in the Draft EIS. The illustrations provide a basis for evaluating the representative type, intensity and character of development envisioned to occur within the subarea. They do not represent specific development proposals by property owners or the City and are not intended to act as limitations on the form of development.

Development Typologies

1. Retail

Commercial uses in the Lake Stevens Center are intended for both smaller sites in or near residential neighborhoods and more auto-oriented commercial sites that include small and moderately sized chain stores. The amount of proposed retail corresponds to the location of residential areas and the street network. Future developments recognize and respect natural areas. Future development also recognizes pedestrian-oriented areas as realized by restricting parking to the side or the rear of the building.

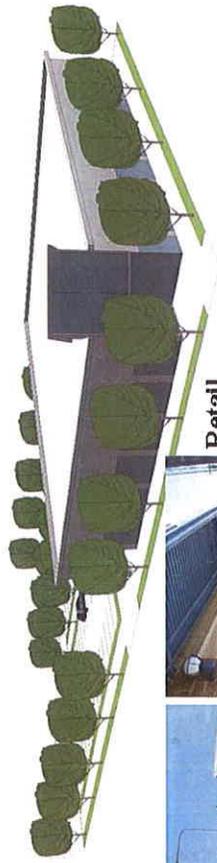
a. Frontier Village



Big-Box Retail

2 Acre Site
28,000 SF
127 parking stalls @ 4.5/1,000 SF

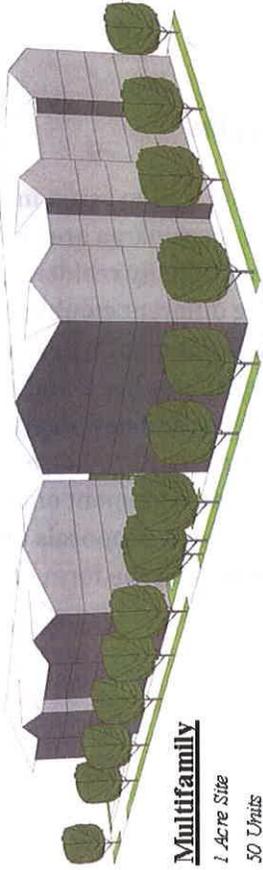
b. "Main Street" 91st Street



Retail
1 Acre Site
16,000 SF
60 parking stalls @ 3.5/1,000 SF

2. Multi-Family Residential

Multi-family residential (condominiums and apartments, duplexes, townhouses, and row houses) land uses proposed in the Lake Village Center subarea are expected to be 4-5 stories with a common street frontage and structured or surface parking behind or to the side of the building. Based upon the size of the development, buildings are to include a common or shared open space that encourages neighbors to gather and children play. Neighborhoods that include a mix of housing types and a range of affordability promote diversity-allowing singles, families as well as seniors to stay and be part of the community. Buildings should be oriented toward the street to create a consistent and unified edge. The street facades shall be landscaped to soften the appearance of the building and provide a transition from the public to the private realm. Where feasible, the primary street facing facade shall be oriented to a public amenity such as a park, neighborhood retail or a community service or a civic use such as a local library or a post office.



Multifamily

1 Acre Site
50 Units
80 parking stalls @ 1.7/1,000 SF

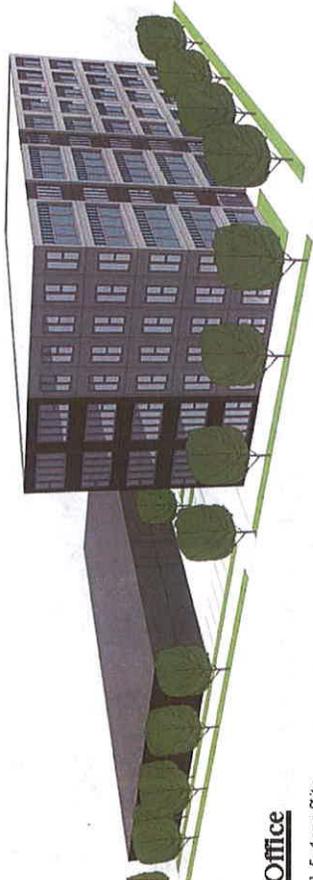


Figure 2-5. Building Typologies – Retail and Multi-family

Figure 2-6. Building Typologies – Office

3. Office

Employment opportunities within the City of Lake Stevens Center are supported by a combination low and medium intensity office uses. In response to the more built-up nature of Lake Stevens Center, structured parking is incorporated into most developments to conserve land.



Office

1.5 Acre Site

80,000 SF

160 parking stalls @ 2/1000 SF



4. Low-Rise Office:

Low-rise office or professional buildings are intended to serve the surrounding neighborhood. Anticipated uses include dentists and doctors, insurance agents, travel agents, attorneys, architects, etc. These small-scale professional businesses are intended to reflect the scale and character of the surrounding residential neighborhoods.



Low-Rise Office

1.5 Acre Site

20,000 SF

70 parking stalls @ 3.5/1000 SF



Figure 2-7. Building Typologies - Mixed Use Office/Residential Over Retail

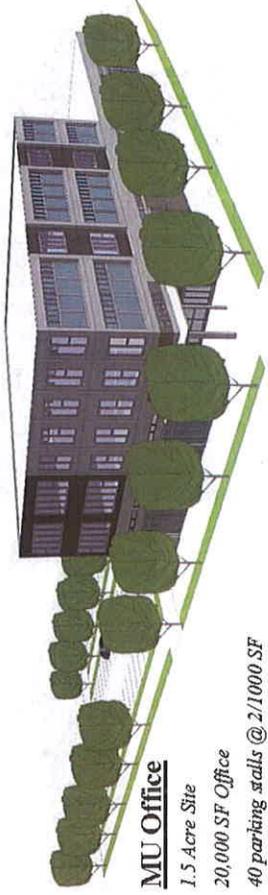
5. Mixed-Use Office:

The mixed-use typology is designed to accommodate and be applied to areas with an established commercial zone. The mixed use typology allows for a full range of retail, service, and business uses within a local and regional market area.

The desired character of this typology envisions buildings close to and oriented towards the sidewalk, especially at corners.

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

- Horizontal mixed use developments consist of different but compatible land uses such as multi-family housing and neighborhood retail on a single site or within close proximity to a commercial center. This development pattern is more suburban in nature with an emphasis on the automobile.
- Conversely, a vertical mixed use project, as proposed in portions of the Lake Stevens Center, typically consists of stacked complementary and compatible land uses. Besides maximizing the limited amount of space in existing developed areas, this approach creates an urban form that is more built-up and pedestrian-friendly
- Street trees and street furnishings.



MU Office

1.5 Acre Site
 20,000 SF Office
 40 parking stalls @ 2/1000 SF
 15,000 SF Retail
 45 parking stall @ 3/1000 SF



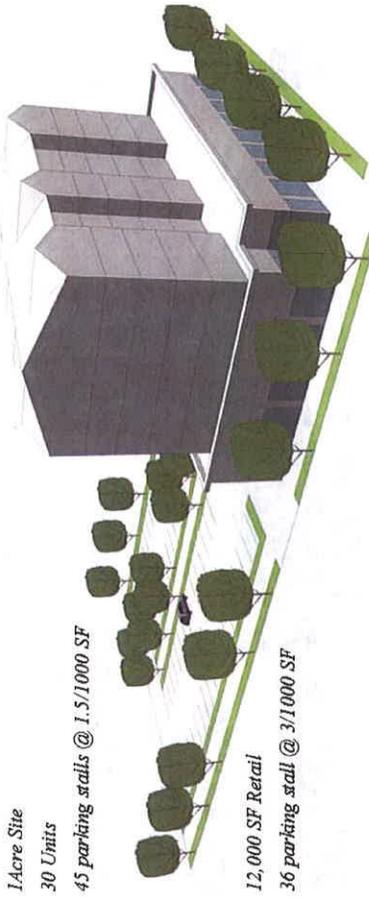
6. Residential over Retail:

The goal of residential over retail 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.
- Locating primary entries to the street or to the corner as a means of further defining the intersection.

These development patterns are envisioned along the proposed "Main Street" District and in the Commercial Core District, with the latter replacing a portion of existing surface parking over time.

Residential over Retail



1 Acre Site
 30 Units
 45 parking stalls @ 1.5/1000 SF
 12,000 SF Retail
 36 parking stall @ 3/1000 SF

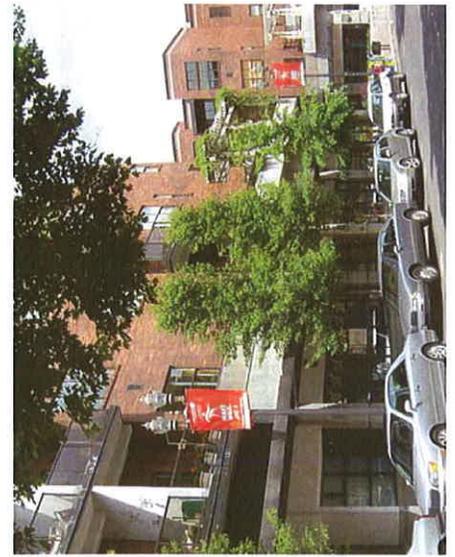
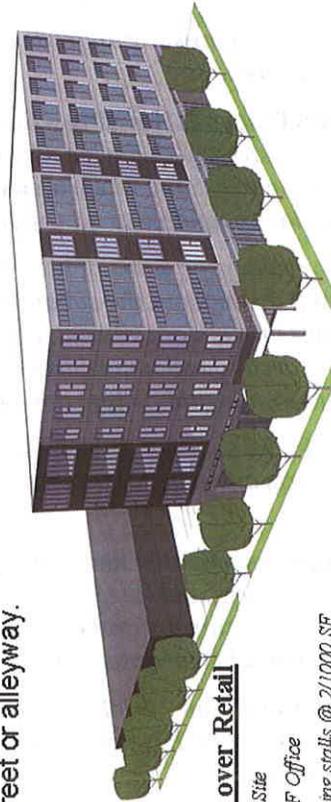


Figure 2-8. Building Typologies – Office Over Retail

7. Office over Retail:

Office over Retail typically requires additional parking which in many cases triggers the need for some type of parking structure of deck. The intent of this building type is to promote intensity and development of employment related land uses, while protecting the pedestrian. Successful mixed use environments with structured parking exhibit the following characteristics:

- 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.



Office over Retail

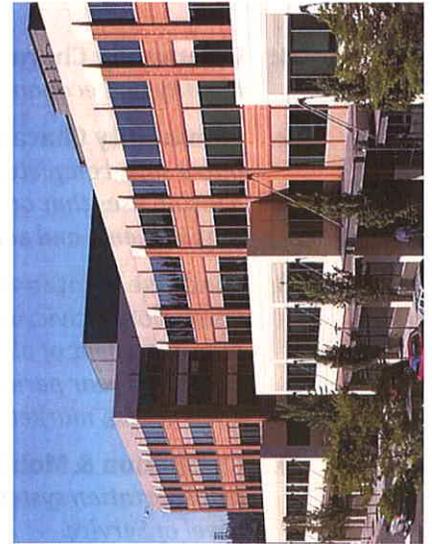
1.5 Acre Site

64,000 SF Office

128 parking stalls @ 2/1000 SF

15,000 SF Retail

45 parking stall @ 3/1000 SF



2.8 Proposed Subarea Plan -- Goals & Land Use Map

Under the *Preferred Alternative/Alternative 2* and *Alternative 3*, a subarea plan would be adopted to guide the type, amount, location and character of future growth. The subarea plan has been developed in coordination with the EIS and reflects environmental information contained in the EIS, public comment and legislative direction established by the City Council with the assistance of the Planning Commission.

The proposed subarea plan establishes a framework for implementing a shared vision for the Lake Stevens Center. It relies on and supplements general policies in the Lake Stevens Comprehensive Plan with clear policy statements and guidance regarding the type, amount, location, and character of future growth in the Lake Stevens Center Subarea. Draft development regulations and design guidelines are based on the guidance in the subarea plan and impacts identified in the Draft EIS. A draft Subarea Land Use Map is shown in Figure 2-9.

The major objective of the subarea plan is to add significant retail and office space in the subarea over the long-term creating a concentrated job and retail center, supported by residential growth. Secondary objectives include attracting a variety of different sized employers; establishing a program of road, circulation and transit improvements; and emphasizing high quality design standards. Major plan elements and goals are summarized below.

1. **Community Character** – *Goal 1: Dramatically upgrade the appearance, function, identity and economic value of the area.*
2. **Community Character, Livable Places & Housing** – *Goal 2: Transform the subarea into a safe, complete, and vibrant district with a wide range of retail, employment, and housing uses that are mutually supportive and integrated through appropriate design requirements and zoning regulations available to all residents.*
3. **Land Use & Intensity** – *Goal 3: Encourage a mix of uses, including retail, office, institutional, civic, and residential throughout the subarea that support the redevelopment of older properties into a more vibrant, intense and diverse center over a 10 to 20 year period with some areas developing earlier and others later depending upon access, market demand, environmental factors and other variables.*
4. **Circulation & Mobility** – *Goal 4: The subarea should have a complete and efficient transportation system that supports all modes of travel supported by an attainable Level of Service.*
5. **Sustainability & Natural Resources** – *Goal 5: Redevelopment and infill projects should apply best management practices and integrate site design into the natural systems and greenbelts and strive to retain natural elements such as existing vegetation and significant trees and take advantage of lake and mountain views.*
6. **Public Places and Community Facilities** – *Goal 6: Invest in and/or plan for public and semi-public open spaces to attract high-quality residential and employment development throughout the subarea.*

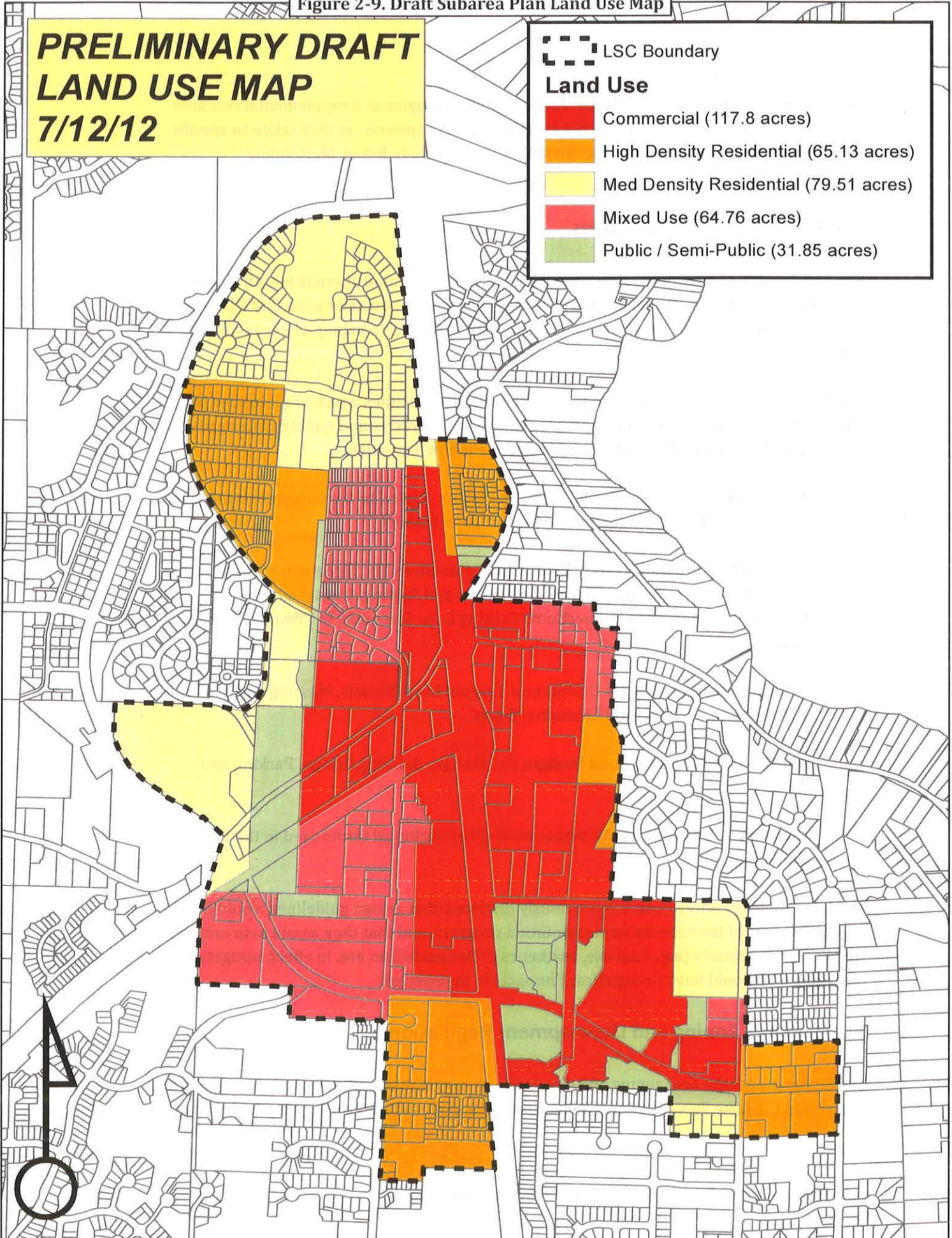
Figure 2-9. Draft Subarea Plan Land Use Map

**PRELIMINARY DRAFT
LAND USE MAP
7/12/12**

 LSC Boundary

Land Use

-  Commercial (117.8 acres)
-  High Density Residential (65.13 acres)
-  Med Density Residential (79.51 acres)
-  Mixed Use (64.76 acres)
-  Public / Semi-Public (31.85 acres)



In addition, the subarea plan includes development typologies as a supplemental resource to portray the main development types visually and descriptively, as they relate to specific locations envisioned in the plan. The main typologies include Retail, Multifamily Residential, Office, and Mixed-use.

2.9 Subarea Design Guidelines

The zoning code currently requires design review in most zoning districts for which design guidelines have been adopted. Design review is generally conducted by the City's Design Review Board, except for smaller projects (less than \$100,000 in value) where review is administrative.

The Lake Stevens Center Subarea Plan contains design guidelines which are intended to ensure that site and building development achieve the character and quality of design envisioned by the Plan. The guidelines address the following topics:

Explanation of Design Guidelines: Discussion related to the implementation and application of design guidelines to project development

Site Orientation and Design: Pedestrian Orientation and Streetscape; Architectural Landmarks and Gateways; Plazas, Courtyards and Seating Areas; Lighting; Crosswalks; Pedestrian Connections; Parking Lots; Screening of Trash and Service Areas

Building Design: Primary Orientation; Ground Level Details; Massing and Articulation; Architectural Character; Signs

Multifamily Neighborhood Design: Site Design; Building Design; Parking and Access

Glossary & Definitions: An explanation of key technical terms used in the Design Guidelines.

The Lake Stevens Center Draft EIS previously disclosed that design guidelines would be adopted as part of the subarea implementation program, and that they would help mitigate some possible impacts (e.g., land use, aesthetics). The guidelines are, in effect, mitigation measures and would have no significant impacts in themselves.

2.10 Subarea Zoning and Development Regulations

The City is proposing new zoning and development regulations and a revised zoning map to implement the Lake Stevens Center Subarea Plan. A draft subarea zoning map is shown on

Figure 2-10. The subarea zoning code (Chapter 14.38) will establish new zoning district classifications and development standards applicable to the subarea.

Five new zoning districts are proposed, with a focus on varying land uses:

Business District (BD) – this district allows a broad range of office uses, professional, scientific and technical services, light manufacturing, and some warehousing and distribution, and wholesale and retail trade.

Commercial District (CD) – this district emphasizes high intensity retail uses and allows entertainment, lodging, a broad range of services (personal, professional, health care, etc.), combined with residential uses in mixed-use buildings.

Main Street District (MS) – this district permits a mix of smaller-scale retail and services, with multifamily residential units, to create a “main street” along a portion of 91st Ave NE.

Mixed-Use Neighborhood (MUN) – this district allows higher density residential development near employment uses and mixed-use developments.

Neighborhood Business (NB) – this district permits convenience goods, services and smaller-scale shopping centers near neighborhoods to serve pedestrians and commuters.

Several existing zoning designations – High Urban Residential (HUR), and Public/Semi-Public (P/SP) – would continue to apply as well, albeit with some minor modifications.

In general, the new zoning districts would diversify and intensify the land uses permitted in the subarea, consistent with the objectives of the subarea plan, preferred alternative and the subarea land use map.

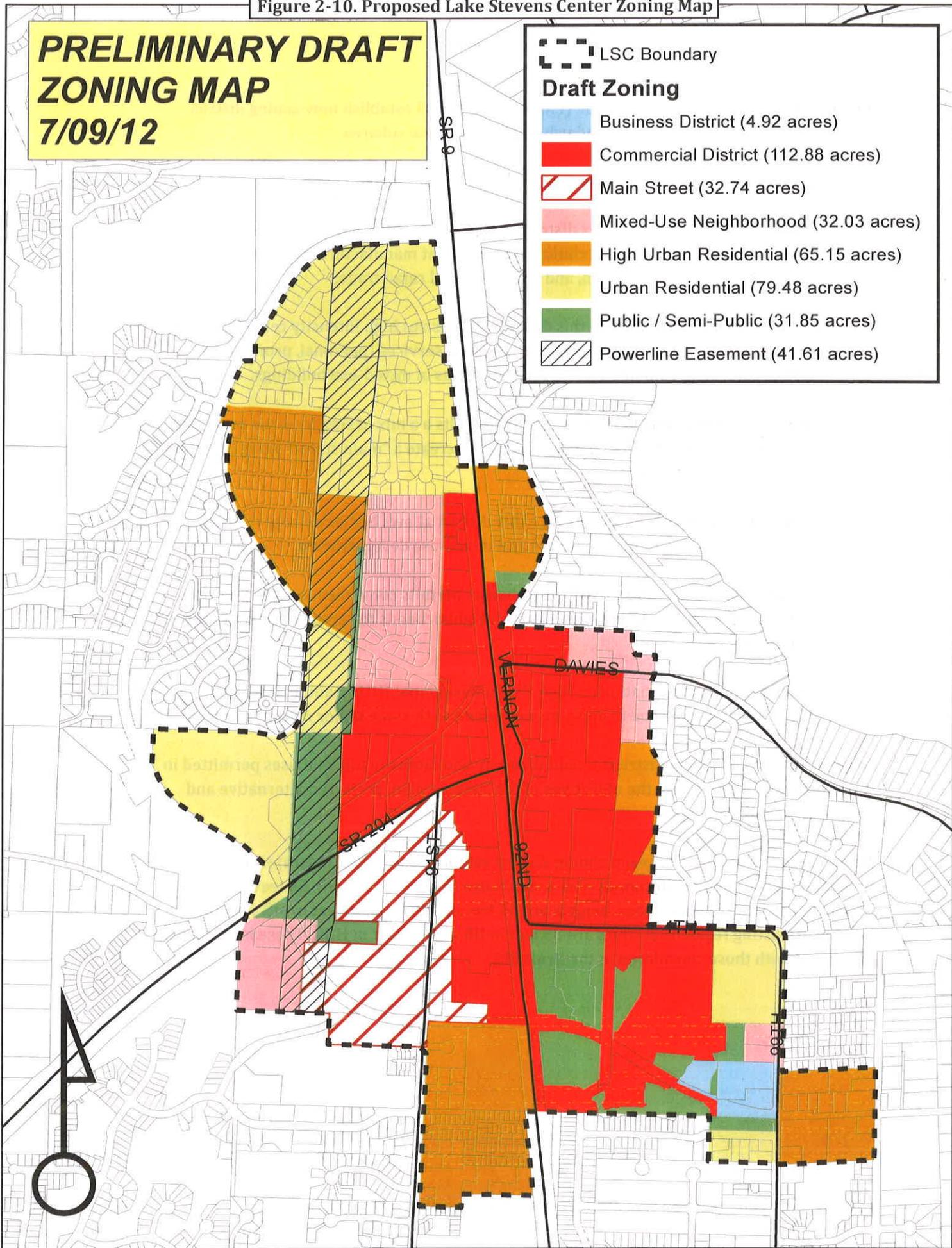
Development regulations for each zoning district establish setbacks, landscape area and maximum height. Heights in commercial zones range from 35 feet in NB, 50 feet in BD, and 55 feet in CD. In mixed-use zones, heights are 45 feet in MUN and 55 feet in MS. Maximum heights in existing residential zones are 35 feet in UR and 45 feet in HUR. These heights are consistent with those considered in the Draft EIS.

Figure 2-10. Proposed Lake Stevens Center Zoning Map

**PRELIMINARY DRAFT
ZONING MAP
7/09/12**

Draft Zoning

-  LSC Boundary
-  Business District (4.92 acres)
-  Commercial District (112.88 acres)
-  Main Street (32.74 acres)
-  Mixed-Use Neighborhood (32.03 acres)
-  High Urban Residential (65.15 acres)
-  Urban Residential (79.48 acres)
-  Public / Semi-Public (31.85 acres)
-  Powerline Easement (41.61 acres)



The intensity of development would be controlled by floor area ratio (FAR), which is a ratio of building floor area to lot area, and is expressed as a fraction (e.g., 0.3). A “basic” FAR is established for each zoning district. Base FAR can be exceeded, up to a maximum established for each zoning district, if an applicant incorporates certain “bonus features” in a development proposal. Bonuses are provided as a means to achieve a variety of desirable features: public plazas, public art, public uses, public restrooms, structured parking, sustainable development (i.e., LEED certification, Low Impact Development techniques, and alternative transportation modes), affordable housing (a minimum of 15 percent of units), and contribution of funds to acquire off-site public space. Use of FAR to control development intensity and use bonus incentives were discussed in the Draft EIS. Proposed development regulations also contain standards for parking, landscaping, lighting and signs.

As recommended in the Draft EIS, the City is also proposing to adopt a citywide Traffic Impact Fee program to help regulate development, mitigate impacts, and finance necessary road improvements in the Lake Stevens Center Subarea. Each development proposal would be assessed a fee, adopted in the City’s fee schedule, based on a development’s size, traffic generation and proportional impact to the local road system. Fees would be specific to each subarea designated in the Comprehensive Plan.

Proposed zoning and development regulations, the Planned Action ordinance and the Traffic Impact Fee program would mitigate impacts which are identified in the Draft EIS. These programs are mitigation measures and would not themselves generate impacts that are different in type or degree from impacts discussed in the Draft EIS.

2.11 Benefits & Disadvantages of Delaying the Proposed Action

Subarea planning is an element of the City’s deliberate strategy to grow and diversify the local economy. Benefits of the proposed action, and the objectives of the subarea plan, include attracting additional retail and services, expanding housing opportunities, increasing employment opportunities, and concentrating growth in retail and mixed-use centers. From an economic development perspective, the proposal seeks to attract a greater amount of regional employment to the City and decrease market leakage by increasing local retail opportunities; the subarea plan and planned action designation would help to create an attractive environment and incentives for development.

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

2.12 Issues to be Resolved

Major issues to be resolved by the City in taking action on a *Preferred Alternative* include determining the appropriate types, intensity and overall magnitude of development that is appropriate in the subarea, and how this growth could change the existing character of the area. Some existing development, including housing, could be displaced. The change in zoning could, indirectly, lead to changes in property values, which could have positive effects on individual wealth, but which could also result in higher property taxes. In addition, increased growth will affect the cost, timing and ability to fund necessary public services and capital improvements.

3. ERRATA

A number of typographical errors and omissions have been identified in various sections of Chapter 3 of the Draft EIS. These minor errors and appropriate corrections are identified below and are incorporated into the text of the EIS.

Section 2.2 Background and Planning Context

Lundeen Parkway was incorrectly labeled SR-92 on Figure 2-1 Lake Stevens Study Area on page 2-3. A corrected figure is included in Chapter 2 of the Final EIS.

Section 3.3 Land Use

The reference on page 3-39, at the end of the first paragraph, is corrected to read “Leland Consulting Group, 2011c.” This reference is to a 2011 report titled *Fiscal Impacts of Economic Development: Lake Stevens Economic Development Strategy*, prepared by the Leland Consulting Group, which estimated the quantities of various land uses existing in the subarea. The reference was omitted from Draft EIS *Chapter 4. References*. This report has also been added to the References Chapter (Chapter 6) of the Final EIS.

Section 3.7 Transportation

A comment letter received on the Draft EIS identified an error in Figure 3.7-4, Transit Routes and Facilities. A corrected figure is included in the Final EIS, on page 3-3.

Section 3.8 Public Services

Police Service – Cumulative Impacts

An error was identified in Draft EIS **Table 3.8-8 Cumulative Citywide Demand for Police Services** (page 3-143). This table is incorrect and should be deleted. Revised **Table 3.8-7 Cumulative Subarea Demand for Police Services**, below shows the *total demand* created by combining police service demands for the population range (high and low population estimates) associated with the Lake Stevens Center Subarea and the 20th Street SE Corridor Subarea alternatives. Demand is, based on the City’s adopted level of service.

Table 3.8-7 Cumulative Demand for Police Service

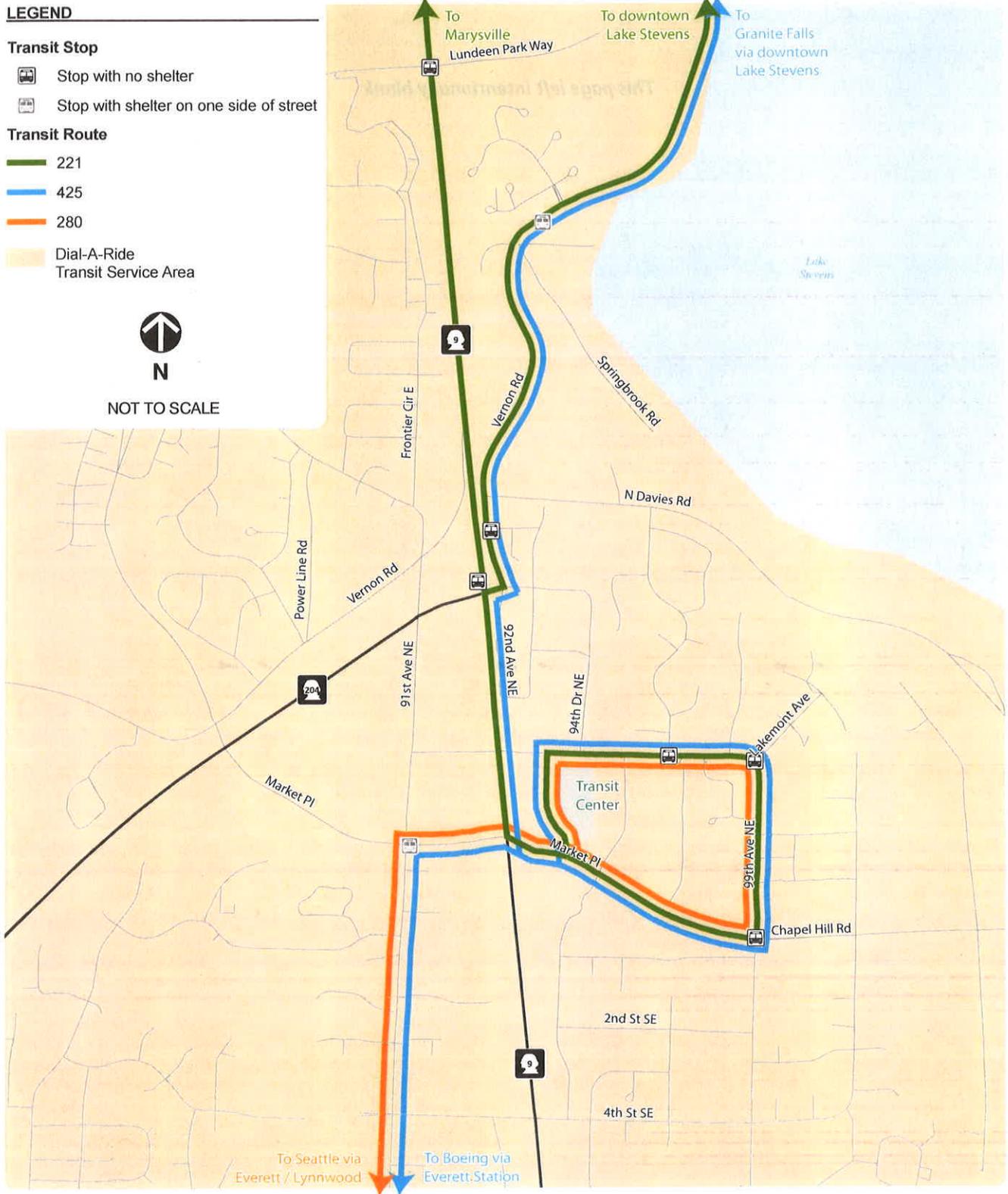
Alternative	Additional Officers Per Standard (Low and High Population Estimates)		
	20 th Street SE Corridor Subarea	Lake Stevens Center Subarea	Total Cumulative Subarea Demand
Alternative 1	2.3-4.6	0.39-0.47	2.69-5.07
Preferred Alternative/ Alternative 2	3.5-3.9	0.69-0.77	4.19-4.67
Alternative 3	4.7-5.3	1.9-2.2	6.6-7.6

Section 3.9 Utilities, Sewer Collection

The text on page 3-157 correctly identifies two (bulleted) sewer collection system upgrades on Vernon Road, MH 99-101 and MH 91B-94. The second project (MH 91B-94) was not identified in the impact analysis for each of the alternatives, in the discussion on page 3-160, fourth paragraph, second sentence; 3-164, second paragraph, second sentence; and page 3-167, third paragraph, second sentence. The corrected sentence reads as follows: “The 2007 Lake Stevens Sewer District Comprehensive Plan identified a capacity deficiency in a portion of the force main under Vernon Road (MH 99-MH 100 and MH 91B-94) within the study area.” This change does not affect the substance or conclusions of the existing analysis, and no further revisions to the EIS are required.

A typographical error occurs on Page 3-160, 3rd paragraph, 6th line. To correct this typo, insert a period after the word “area” and delete “, d.” The corrected sentence reads as follows: “The 2007 Lake Stevens Sewer District Comprehensive Plan identified a capacity deficiency in a portion of the force main under Vernon Road (MH 99 – MH 100) within the study area.” This change does not affect the substance or conclusions of the existing analysis, and no further revisions to the EIS are required.

Figure 3.7-4. Transit Routes and Facilities (Revised)



Source: Community Transit, 2011

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4. CHANGES TO THE EIS & SUPPLEMENTAL ANALYSIS

The *Preferred Alternative* identified in the Final EIS is substantially the same as *Alternative 2* as it was described and evaluated in the Draft EIS. However, the *Preferred Alternative* includes two minor changes to the land use pattern of *Alternative 2* in the northern portion of the subarea. First, the Preferred Alternative land use pattern for the residential properties west of the power transmission line would change from single-family to high-density residential, which reflects current land uses and does not create an intensification in use. Second, the land use pattern for the residential properties east of the power transmission line would allow more intensive development by extending the proposed mixed-use area to the north; the intensification of this area is similar to the proposed land use and zoning identified in the Draft EIS for *Alternative 3*. Similarly, the conceptual land use map, goals and policies, have not changed substantially since the Draft EIS. Planned types and amounts of growth for the *Preferred Alternative/Alternative 2* are also the same as those evaluated in the Draft EIS. Impacts and mitigation measures associated with the *Preferred Alternative*, therefore, are substantially the same as those identified in the Draft EIS. No change to the EIS or supplemental analysis is required to address this change.

The Draft EIS described the development regulations and design guidelines as drafted at that time. The DEIS also recommended various regulatory techniques or programs that the City could consider to mitigate identified impacts associated with the alternatives and help implement the Planned Action. Since that time, the City has continued to develop and/or refine an implementation program for the Lake Stevens Center Subarea Plan. Refinements will continue to occur as the proposal moves through the public hearing process, based on public comments and/or discussions with the Planning Commission and City Council.

The draft package of proposed regulations considered in the EIS consists of the following:

- New subarea zoning regulations, including new zoning districts and development standards;
- Design guidelines, which will be incorporated into the subarea plan;
- A revised zoning map, which reflects the Preferred Alternative conceptual land uses and the more specific land use map for the subarea;
- A traffic impact fee program with a fee specific to the Lake Stevens Center Subarea; and
- An updated Planned Action Ordinance.

The proposed regulations and guidelines will mitigate impacts identified in the Draft EIS, and would not cause any environmental impacts. No additional analysis or changes to the EIS are required.

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5. COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIS

This chapter of the EIS provides responses to comments received on the Draft EIS during the EIS comment period. A total of three written comment letters were received from agencies, individuals and associations. In addition, five verbal comments were received during a public meeting on the subarea plan and Draft EIS.

For written comments, each comment letter is reproduced followed by a response to each comment. Comments are numbered in the margins of the comment letters; the numbers identify the particular comment letter and corresponding responses. For verbal comments received at the public meeting, known speakers are identified; all speakers did not identify themselves. Each speaker's comment is summarized, and a response is provided. A list of attendees is included.

5.1 Comment Letters & Responses to Comments



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Everett, WA 98203-5834
www.communitytransit.org
425/348-7100 ph
425/348-2319 fax

Joyce Eleanor
Chief Executive Officer

Rebecca Abelman, SEPA Official
City of Lake Stevens
P.O. Box 257
Lake Stevens, WA 98258

January 27, 2012

Re: Lake Stevens Center Sub-Area Plan Draft Environmental Impact Statement

Dear Ms. Abelman:

Community Transit appreciates the opportunity to provide comments on long range planning projects and current development proposals being considered by our jurisdictional partners. Because local land use authorities have the greatest impact on our ability to provide transit services, it is our policy to evaluate projects for their compatibility with Community Transit's current operations and Long Range Transit Plan to ensure the agency can continue to provide public transportation and services in an efficient manner throughout Snohomish County. Staff is providing the following comments in response to the Draft Environmental Impact Statement (DEIS) for the Lake Stevens Center Sub-Area Plan and Planned Action.

General Comments:

Although the analysis of the DEIS is at a very high level, it is clear the city intends to pursue a greater integration between the proposed land uses and a complete transportation system that focuses on the movement of people and goods, instead of focusing on the movement of vehicles through the subject area. Unfortunately, without a more detailed description of the future road network, and planned transportation improvements, Community Transit cannot comment if or how the proposed sub-area plan will impact transit service in the area.

1-1

In general, the intensification and diversity of land uses support transit by creating development patterns that reduce the dependency on single purpose drive alone trips, further increasing the demands for alternative travel choices, such as transit. Greater transit demand is needed to support higher transit service levels envisioned for the SR-9 Transit Emphasis Corridor. Although the current economy has forced Community Transit to reduce service at this time, the SR-9 corridor is identified as an essential part of the transit network in the future.

1-2

Finally, Community Transit appreciates the land use designation for transit oriented development (TOD) adjacent to the existing Lake Stevens Transit Center, and the removal of the Optional TOD location south of SR-204, between the utility easement and 91st Avenue NE. Community Transit does not currently serve or plan to serve SR-204 in the future. Our Long Range Transit Plan identifies 20th Street and SR-9 as future transit emphasis corridors.

1-3

Specific Comments:

Community Transit provides the following comments and suggestions for the City of Lake Stevens consideration:

- 1. Pg 1-11 and 1-12 (Table 1-2 Summary of Impacts: Transportation) – As stated above, there is not enough information in the DEIS to determine if transit will be adversely impacted or not. The DEIS does not include information regarding proposed revisions to the road network, traffic calming, signalized intersections, access management, etc.

Also, congestion does impact the agency’s ability to serve the area: time equals money. With increases in congestion, Community Transit may need to change existing routes and/or alter the way the City of Lake Stevens is served with transit.

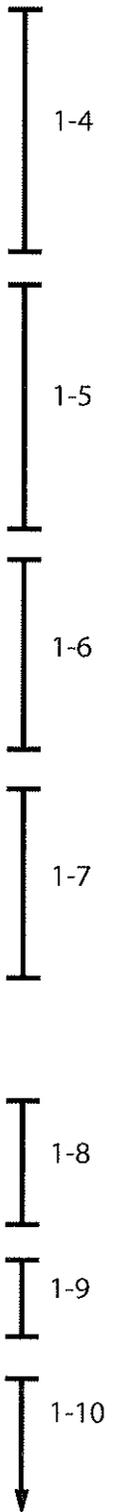
- 2. Pg 1-18 and 1-19 (Green House Gas Emissions – Mitigation) – Community Transit provides the following comments and suggestions regarding proposed mitigation measures to reduce green house gas (GHG) emissions:

- a. Consider additional mitigation measures such as requiring electric vehicle charging stations and/or priority parking for high occupancy vehicles with future commercial and/or residential developments resulting from the adoption of the subject sub-area plan.
- b. The requirement for mandatory commute trip reduction program should be expanded to include a list of example strategies to meet mode split goals, as defined by the city. Example strategies include, but are not limited to, the requirement for an on-site transportation coordinator for commercial and multi-family residential developments, preferential parking for high occupancy vehicles, educational information about vanpools and carpools, and a transit pass program.
- c. The bullet regarding expanded transit options should be restated to reflect coordination with Community Transit to provide expanded options. Community Transit is a public transit agency that serves most of Snohomish County, and is managed by a Board of Directors, made up of elected officials throughout the County. All service changes must be adopted by the Board of Directors, after the complete public process.

- 3. Pg 1-21 through 1-23 (Transportation) – Community Transit provides the following comments and recommendations for the transportation mitigation measures:

- a. There is no mention of the non-motorized transportation network in this section: the City may want to consider adopting complete street standards for this area. A complete pedestrian network significantly benefits travel options to driving alone, such as walking, bicycling, and transit.
- b. Community Transit supports the inclusion of transportation demand management as a mitigation strategy. This section should include examples of TDM strategies: please see comment 2.b. above.

The city might also want to consider establishing a specific program for this area, such as the Curb the Congestion program that is currently being implemented on 20th



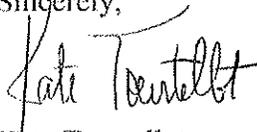
Street. The 20th Street Curb the Congestion program is seeing positive results: during 2011, 89 participants removed 9,436 total trips from the road by choosing to take the bus, or using of a carpool or vanpool.

The Curb the Congestion program encourages people to choose an alternative to driving alone through the use of direct incentives. The current program provides eligible participants \$50/month for up to three months, and entry into a \$150 monthly drawing after the three month direct subsidy ends. If the city pursues a transportation benefit district, funds collected could help support this type of program per RCW Chapter 36.73 (Transportation Benefit District).

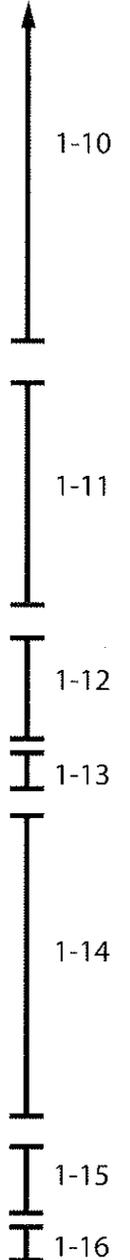
4. Pg 2-8, bottom of page for Alternative 1 regarding transportation improvements. Again, greater detail is needed to fully evaluate future impacts on transit and a complete transportation system. Community Transit requests continued discussions regarding roundabouts when located on roads with a transit route. Although Community Transit has had no problems with the existing roundabouts in the city, there are other jurisdictions in Snohomish County that constructed roundabouts that do not accommodate transit, requiring alterations to existing routes.
 5. Figures 2-3 and 2-4 – Again, Community Transit appreciates the removal of the Optional TOD location south of SR-204, between the utility easement and 91st Avenue NE. See the last paragraph under General Comments.
 6. Pg 3-30 and 3-31: see comment #2 above.
 7. Pg 3-99 through 3-101 and Figure 3.7-4 *Transit Routes and Facilities* figure has two errors: Route 425 does not go beyond the transit center loop, while Route 280 follows the same path as the 221, along Vernon Road. Additionally, Community Transit is implementing a major service cut in February 2012. The service cut eliminates Route 221, and modifies routes 280 and 425. The 280 will no longer directly serve the Boeing Plant, instead Boeing employees can transfer to the 277 at Everett Station; and the 425 service is being reduced by one trip southbound in the AM and one trip northbound in the PM. The Service Change information is available on Community Transit's website, under the News tab, www.commtrans.org.
- Please designate State Route 9 as a transit emphasis corridor for consistency with Community Transit's Long Range Transit Plan and Countywide Planning Policy TR-12.
8. Pg 3-132, Transportation Demand Management: see comment #3.c above.

In closing, Community Transit looks forward to working with the City of Lake Stevens as the sub-area plans moves forward. We are available to answer questions and provide additional input, as needed.

Sincerely,



Kate Tourtellot
Senior Transportation Planner
Community Transit



Responses to Comment Letter No. 1. Community Transit

1-1 The Lake Stevens Center Subarea Plan and the Draft EIS provide a general description of the planned roadway network, which is an appropriate level of detail for a subarea plan and for evaluating impacts in the EIS. More detailed information will become available as the City engages in detailed planning and design for needed improvements. Road improvement projects will be subject to additional SEPA review as appropriate.

The subarea plan does not propose changes to the roadway network – for example, no speed bumps or diverters – that would significantly affect bus operations. As the subarea plan moves forward, the City will coordinate with Community Transit regarding any changes that could affect bus operations.

1-2 Your comment is acknowledged. An important objective of the plan is to achieve a mix and intensity of land uses, including Transit-Oriented Development, which will support and encourage greater use of public transit.

1-3 Thank you for your comment.

1-4 The Draft EIS acknowledges (page 3-119) increased congestion could reduce the speed of transit vehicles; this would occur under the *No Action Alternative* as well as the other subarea alternatives, including the *Preferred Alternative*. However, the subarea plan also includes a robust mitigation program, which would benefit all vehicle traffic – including transit – and would result in no additional impacts on City-controlled roadways. The City will continue working with WSDOT to address future traffic congestion on the state highway system. The DEIS outlines several options that could be implemented to reduce congestion impacts on the state highway system.

Please see the response to Comment 1-1 regarding the level of detail of the Draft EIS.

1-5 Thank you for your comment. The City is proposing electric vehicle charging stations and/or priority parking for HOVs as bonus features to increase the maximum project Floor to Area Ratio (FAR).

1-6 The Draft EIS (page 3-132) identifies commute trip reduction measures as a means to reduce vehicle trip generation and congestion. Draft development regulations to implement the subarea plan include an incentive/FAR bonus for alternative or high-efficiency transportation modes: these may include a combination of priority HOV spaces, bicycle parking, and/or electrical hook-ups for electric vehicles.

1-7 The comment regarding coordination with Community Transit to expand transit options is acknowledged. The second bullet on page 1-19 is rephrased as follows: “In conjunction with a commute trip reduction program, coordinate with Community Transit to pursue

expansion of transit options such as the vanpool program or new fixed route bus service.” This measure has also been added to the mitigation measures in Section 3.7.3.

- 1-8 The comment references the abbreviated discussion that is contained in the Draft EIS Summary. The Transportation section of the Draft EIS (pages 101-104) contains a more complete description of the non-motorized system and identifies potential impacts for each alternative. As part of the subarea plan, the City is considering a “layered network” plan, which incorporates similar elements as a complete streets approach, though in a slightly different spatial arrangement.
- 1-9 Please see the responses to Comments 1-1 and 1-6 above.
- 1-10 Thank you for your suggestions regarding the Curb the Congestion program and a potential Transportation Benefit District.
- 1-11 The description of improvements is intended to be concise and reflect the conceptual nature of road improvements. As noted in Section 2.5, the City is using an integrated approach to develop the Lake Stevens Center Subarea plan. In this approach, a plan is developed in tandem with the EIS; additional detail will be provided as the City selects a subarea plan alternative and refines needed capital improvements. Additional information regarding location-specific improvements is provided on pages 3-128 through 3-131. The City will coordinate with Community Transit and other affected agencies, regarding roundabouts and other design options, as the planning process continues.
- 1-12 Thank you for your comment. Relocation of the transit center has been removed from the project description in the Final EIS.
- 1-13 Please see the response to Comment 1-2 above.
- 1-14 Thank you for your comments on Draft EIS text and figures regarding Transit Routes and Facilities. There were errors in the legend that have been corrected in revised Figure 3.7-4, which is included in Chapter 3 of the Final EIS. The graphics reflect conditions as of 2011, and do not reflect future service cuts.
- 1-15 Policy TR-12 in the Snohomish County Countywide Planning Policies was amended in June 2011. The Policy now requires that cities, working with transit agencies, map the general location of planned major transit facilities in their comprehensive plans; “designation” is no longer part of the policy. Regardless, the intent of the Lake Stevens Center Subarea Plan is to increase the density, intensity and arrangement of land uses so as to encourage greater use of transit and make the subarea more pedestrian friendly. The City will work with Community Transit to implement the transit emphasis corridor designated in the Long Range Transit Plan.
- 1-16 Please refer to the response to Comment 1-10 above.

From: [Becky Ableman](#)
To: [Russell Wright](#)
Cc: [Karen E. Watkins](#)
Subject: FW: Comments on the Lake Steven Center Plan
Date: Friday, February 03, 2012 9:43:12 AM

Comments for LSC Subarea Plan-

From: Michael Turner [mailto:michtu@gmail.com]
Sent: Friday, February 03, 2012 12:19 AM
To: Becky Ableman
Subject: Comments on the Lake Steven Center Plan

Hi Becky,

I had a couple of comments on the Lake Stevens Center plan, but I wasn't sure of the right place to send it. So I apologize if this isn't correct, but if you could point me to the right place it would be appreciated. With that said here are my comments.

In looking at the alternatives, I would definitely lean toward alternative number three. It makes sense that the area focus on higher density residential and retail. I feel that way because if 20th leans more toward office it gives the two subareas their own particular focus. I think if Lake Stevens Center pulls in a lot of office area it will be harder to keep it focused. That is not to say I would oppose any office, it just feels better to put the office space closer to bigger arterials and keep a village feel in the center.

2-1

A quick thought on the roads along 91st in this as well. I do feel it is important to allow for better movement of all types of transportation, do keep in mind that the majority of people will still travel through the area by car. A good example is getting kids to events at the high school from the new annexation area. You have to drive down 91st to get to 9 to get to the school and there isn't much of an alternative way to do that. I guess going out to 20th and then onto 9 is an alternative, but that can be circuitous. For students in band or sports that means parents are driving that path once to drop off and once to pick up and that can happen multiple times in a week.

2-2

Lastly, a thought on connecting marketplace and Frontier Village for pedestrians. I like the idea of being able to do that immensely, but I would recommend we don't forget the demographics of the area and the heavy tilt toward families and especially newer families. To me that means it will be less feasible to have those families crossing from one side to the other with younger kids in tow especially for shopping. I don't think people will park at Albertsons do some shopping and then walk over to Safeway to finish up and then come back to their car. The logistics of that with young kids would be difficult at best. Add in how early it gets dark and wet in the fall, winter, and spring months and I worry how much pedestrian traffic there actually would be. Again that is not to say it wouldn't work out, I just hear a lot of excitement for non-vehicle traffic that may not be realistic given the climate.

2-3

Anyway, those are my thoughts on the alternatives. You guys have done a ton of work to get this far and it is definitely exciting.

Thanks,

Michael Turner

Responses to Comment Letter No. 2. Michael Turner

- 2-1 Thank you for the expression of support for *Alternative 3*. The City Council has selected *Alternative 2* as its current *Preferred Alternative*. Further discussion and public hearings will occur before the City takes action on a preferred alternative.
- 2-2 Your comment regarding travel along 91st Ave SE is acknowledged. The proposed improvements to 91st Ave SE will encourage greater use of non-motorized modes of travel, but the majority of travelers will still travel by auto. The Transportation sections of the *Lake Stevens Center Subarea Plan Draft EIS* and the *20th Street SE Corridor Subarea Plan Draft EIS* both address impacts and mitigation for 91st Ave SE and assume predominant travel by auto.
- 2-3 Your comment regarding pedestrian connections between retail activities on the east and west sides of SR-9 is acknowledged.



Rebecca Ableman, SEPA Responsible Official
City of Lake Stevens
P.O. Box 257
Lake Stevens, WA 98258

February 10, 2012

Re: Lake Stevens Center Subarea Plan

Dear Ms. Ableman:

Futurewise is a statewide nonprofit organization that promotes healthy communities while protecting farmland, forests and shorelines. Pilchuck Audubon Society's Smart Growth program works hard to stem the consequences of irresponsible development, and to ensure that sensitive areas and wildlife habitat maintain a high profile in growth management debates. Both organizations have members who reside in Lake Stevens and its urban growth area.

Thank you for the opportunity to comment on the three alternatives for the Lake Stevens Center Subarea Plan DEIS. We also appreciate being invited to the city's workshop held on January 12th and hope there will be future public workshops in order to achieve successful redevelopment of this important urban center. Planning now for the future needs of Snohomish County's families and workforce will ensure greater opportunities for developing successful sustainable mixed use, affordable, and transit oriented communities that will enable more people to live close to where they work and to have transportation choices besides just relying on a car, which is increasingly important for people who will be working at the businesses in the Lake Stevens Center, which are typically lower-wage jobs.

Futurewise and Pilchuck Audubon Society supports Alternative 3, or a combination of Alternatives 2 and 3, which incorporates a higher mix of residential use along with more commercial and retail jobs. Please consider the following important recommendations as you go forward.

3-1

Transit Oriented Development

Transit Oriented Development (TOD) or Transit Oriented Communities (TOC) is a top priority of my organizations as our communities grow and development, and we are working with local jurisdictions throughout Snohomish County and Washington State to find opportunities and to help local governments adopt the appropriate tools to achieve transit oriented communities where it makes sense. Futurewise, Transportation Choices Coalition and GGLO have produced the publication -- *Transit-Oriented Communities—A Blueprint for Washington State* -- and it can be found at <http://futurewise.org/priorities/TOC/index.html/>. We strongly recommend that city planning staff, planning commissioners and city council review this document, as we believe it will aid in good decision making for the Lake Stevens Center Subarea Plan.

3-2

Affordable Housing and Sustainability

In addition to this TOC publication, I want to share two other links for ordinances recently adopted by the City Council of Bainbridge Island in hopes that their work will help the City of Lake Stevens incorporate new and successful planning tools into the Lake Stevens Center Subarea Plan: <http://www.ferncliffvillage.org/default.asp?ID=119> and <http://www.growibi.com/index.html>. The first link is for Ferncliff Village and was approved under a new innovative city ordinance created to promote sustainable and affordable housing for Bainbridge Island. The Housing Design Demonstration Ordinance (HDDP) is a three-year pilot program, which is intended to provide a greater diversity of housing options and affordability, and utilize progressive sustainable development and green building practices. The second link is all about “Grow Community” –another sustainable community sometimes referred to as a “living city.” Given all this information, the possibility to redevelop the Lake Stevens Center in more sustainable ways to provide for more transportation choices (such as walking, biking and transit) with a healthy mix of affordable housing close to the jobs and services is an opportunity we hope the City of Lake Stevens will consider.

Housing and transportation are the two largest budget items for low-income households, so locating affordable housing near transit hubs is a wise investment and one that will help to stabilize neighborhoods. The Lake Stevens Center transit station is an important link to the success of redevelopment and to provide access for more people living in the area, and the City of Lake Stevens needs to find ways to maximize this opportunity.

While we appreciate the incentive based system for encouraging more affordable housing and other desirable features, incentives alone will not allow for the same success at providing affordable housing, as shown in many case studies. Well-designated inclusionary zoning programs have been very successful in providing affordable housing. For example, the Housing Consortium of Everett and Snohomish County’s *Housing Within Reach* report found that Montgomery County, Maryland’s inclusion housing program has resulted in 11,800 affordable homes since 1976¹. The builders of these homes are required to make 12.5 to 15 percent of their homes affordable and get a 22 percent density bonus.² The report found that “[d]evelopers reported their profits on projects with inclusionary units were about equal to those of market-rate developments.”³ In Washington State the City of Redmond has an inclusionary zoning program.⁴ It applies to both single-family and multi-family developments as does Montgomery County’s. So inclusionary zoning works and is profitable.

¹ Housing Consortium of Everett and Snohomish County, *Housing Within Reach: A Call to Action for Snohomish County Communities* p. A-5 (June 2008). Accessed on November 28, 2011 at http://www.housingsnohomish.org/pdf/Housing_within_Reach_Plan.pdf

² Id.

³ Id.

⁴ Id.

We are recommending the city take an Inclusionary Zoning approach for the Lake Stevens Center. While we understand the reluctance of the City of Lake Stevens, as well as other cities in Snohomish County, to address the affordable housing needs with regulatory fixes, please keep in mind that the Lake Stevens Center Subarea Plan is a long-range plan that will not necessarily be implemented in the next 5 years, but in the next 50 years.

Inclusionary zoning has been shown throughout the U.S. to be a very effective tool in increasing the affordable housing supply, which is important for sustainable communities. Inclusionary zoning can:

- ☒ Expand housing opportunities by providing housing to meet the needs of people of all abilities, income levels, and household types. It can also be used to help coordinate housing with existing jobs, transit and services.
- ☒ Advance Equity to ensure social and economic justice by providing a more level playing field for developers and encouraging more low- and moderate-income housing.
- ☒ Increase job and businesses opportunities by increasing the supply of moderately priced housing for local workers.
- ☒ Provide a predictable process for developers and lenders that give more certainty up front about the feasibility of a development proposal.

For more evidence about the importance of Inclusionary Zoning to achieve affordable housing, the Housing Policy Brief jointly published from the Center for Housing Policy and The Furman Center for Real Estate and Urban Policy at New York University on “The Effects of Inclusionary Zoning on Local Housing Markets: Lessons from the San Francisco, Washington D.C. and Suburban Boston Areas” can also be found at http://www.nhc.org/media/documents/IZ_in_SF_DC_Boston.pdf?phpMyAdmin=d3a4afe4e37a9e985c684e22d8f65929. This study documents that well designed inclusionary zoning programs produce significant numbers of affordable housing without significantly reducing housing production or increasing housing costs.

Low Impact Development

The Lake Stevens Center Subarea Plan is a perfect opportunity to employ Low Impact Development tools. We recommend the city require new development to use LID techniques in any new development. Again, I want to refer the City to the principles of Grow Community that the City of Bainbridge has adopted in your considerations of the future redevelopment of the Lake Stevens Center. In addition, I recommend you meet with the members of the Sustainable Development Task Force of Snohomish County for finding ways to successfully incorporate Low Impact Development strategies into your subarea plan. You can find out more information about SDTF by visiting their website at <http://sustainable Snohomish County.net/>. Given the amount of wetlands in the area, as well as increased stormwater runoff from more intensive development and density that will negatively impact Lake Stevens and the watersheds that lead to the Puget Sound, this is an environmental imperative that needs to be addressed in all future land use planning.

3-3

3-4

Ms. Rebecca Ableman
Lake Stevens Center Subarea Plan
February 10, 2012
Page 4 of 4

I look forward to discussing any of our recommendations with you, and for the opportunity for providing more information to you as this process continues.

Most sincerely,

Kristin Kelly
Snohomish/Skagit Program Director, Futurewise
Smart Growth Director, Pilchuck Audubon Society
1429 Avenue D, #532
Snohomish, WA 98290
(425) 923-8625
Kristin@futurewise.org

Responses to Comment Letter No. 3. Futurewise & Pilchuck Audubon Society

- 3-1 Thank you for you the expression of support for *Alternative 3*, or a combination of *Alternatives 2 and 3*. As noted in the *Final EIS*, the City Council has identified *Alternative 2* as the Preferred Alternative, and it includes a mix of higher density residential use with more intensive retail and office uses. The City will conduct public meetings and hearings before it takes action on a preferred alternative.
- 3-2 Thank you for the references to the *Transit Oriented Communities* report, which contains useful information. The *City* has been following the general principles identified in the report in crafting the subarea plan and development regulations for the Lake Stevens Center Subarea.
- 3-3 Thank you for the comments regarding housing affordability. The City Council has identified *Alternative 2* as its Preferred Alternative. Similar to *Alternative 3*, it includes the distribution of additional residential units throughout existing residential neighborhoods and new mixed-use areas.

More generally, as noted in the Draft EIS, the higher density housing promoted by the subarea plan could produce more relatively affordable housing. The City recently changed their Innovative Housing Options Program (Chapter 14.46 LSMC) from a demonstration program to permanent code to encourage more efficient use of land and energy, build communities, and offer more affordability. The City is also pursuing a combination of actions to address affordable housing. The proposed development regulations identify affordable housing as a bonus features to increase the maximum project FAR; the most intensive development in the subarea will be achievable only through use of an "affordable housing" incentive. The City is continuing to work with the Snohomish County Tomorrow Housing Committee and the Inter-Jurisdictional Housing Committee to develop a countywide affordable housing program, which will provide direction on a comprehensive long-term approach to affordable housing.

- 3-4 The Draft Subarea Plan includes a set of policies (5.3) that encourage the use of low impact development (LID). Currently, draft zoning regulations would provide an FAR bonus for projects that incorporate LID techniques. The City also notes that expected changes to the Department of Ecology's rules for Municipal General Stormwater Permits, implementing the National Pollution Discharge Elimination System (NPDES), will require on-site detention and use of LID techniques in the future. The City will amend its stormwater regulations to comply with Ecology's rules consistent with the schedule in Ecology's rules.

5.2 Public Meeting Comments

January 12, 2012 DEIS Public Meeting Attendees

- Larry Huff (Lake Stevens Fire)
- Kristin Kelly
- Carol McDonald
- Rich McDonald
- Steve Owens
- Kim Stahlke
- Sammie Thurber (Lake Stevens Planning Commission)

Note that only one speaker at the public meeting identified herself by name when providing comments. Other speakers are identified by "speaker number."

1. **Kristen Kelly/Futurewise and Pilchuck Audubon**

Comment: The City should adopt mandatory inclusionary housing requirements to protect affordable housing; incentives alone are not effective.

Response: Please refer to the response to Letter No. 3, Comment 3-3.

2. **Speaker No. 2**

Comment: What types of improvements are planned for 99th Ave SE? There is concern about vehicle speeds and safety of pedestrians.

Response: The proposed improvements to 99th Ave SE are focused on bicycle and pedestrian travel and would make this street friendlier and safer for non-motorized users. Vehicle speeds would not be increased.

3. **Speaker No. 3**

There is a concern about the impacts of high-density, Transit-Oriented Development on adjacent single-family uses in the southeastern portion of the study area.

Response: The comment is acknowledged. The Draft EIS identifies this potential impact and notes that it could be mitigated through development standards and design guidelines. The draft development standards include a stepping down of the height of buildings adjacent to single family zones.

4. **Speaker No. 4**

There is concern about the general effects of population growth on park facilities and lake access.

Response: The comment is acknowledged. As noted in the *Population, Housing & Employment* section of the Draft EIS (3.5), the population growth that will occur in the Lake Stevens Center Subarea is within the 20-year population forecast that the City is required to

accommodate. Similarly, as identified in the Draft EIS for the 20th Street SE Corridor, the combined growth in the Lake Stevens Center Subarea and the 20th Street SE Corridor Subarea is within the 20-year population forecast that the City is required to accommodate. The *Public Services* section (3.8) of the Lake Stevens Center Draft EIS identifies the improvements to parks and other services that will be required to maintain the City's adopted level of service standards. Similarly, the Public Services section (3.9) of the Draft EIS, and Table 3.8-7 in the Draft EIS (see the correction in Chapter 3 of the Final EIS) identify the combined impacts and required mitigation for parks and other services.

5. Speaker No. 5

There is concern about the effect of growth on sewer capacity and resulting utility costs.

Response: As noted in the Utilities section of the Draft EIS (3.9), there is sufficient capacity within the sewer treatment plant to accommodate planned growth. This is also true when the demands of future growth associated with the 20th Street SE Corridor Subarea are combined with that of the Lake Stevens Center Subarea. The utility district is an independent agency and the City does not control monthly charges.

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7. ACRONYMS and ABBREVIATIONS

ADT	Average daily traffic
AMI	Average monthly income
BMP	Best Management Practices
BOD	Biochemical Oxygen Demand
CIP	Capital Improvement Program
CO	Carbon monoxide
COE	U.S. Army Corps of Engineers
CO ₂	Carbon dioxide
CO _{2e}	Carbon dioxide equivalent
DART	Dial-A-Ride Transit
DNR	Washington Department of Natural Resources
DOE	Washington Department of Ecology
DEIS	Draft environmental impact statement
DS	Determination of significance
DU	Dwelling units
EIS	Environmental impact statement
EMS	Emergency medical services
EPA	U.S. Environmental Protection Agency
ERU	Equivalent residential unit
ESA	Endangered Species Act
FAZ	Forecast analysis zone
FEIS	Final environmental impact statement
FEMA	Federal Emergency Management Administration
FIRE	Finance, insurance and real estate
GHG	Greenhouse gases
GMA	The Washington Growth Management Act, RCW 36.70A
GPM	Gallons per minute
GSF	Gross square feet
HCM	Highway Capacity Manual
LEED	Leadership in Energy and Environmental Design
LID	Low impact development
LOS	Level of service
LSMC	Lake Stevens Municipal Code

LSPD	Lake Stevens Police Department
LSSD	Lake Stevens Sewer District
MG	Million gallons
MGD	Million gallons daily
MLS	Multiple Listing Service
MTCO2e	Metric ton carbon equivalent
NAAQS	National Ambient Air Quality Standards
NHP	Washington Natural Heritage Program
NOAA	National Oceanic and Atmospheric Administration
NPDES	National Pollutant Discharge Elimination System
OFM	Washington Office of Financial Management
PHS	Priority Habitat and Species database
PM10	Particulate matter equal to or less than 10 micrometers in diameter
PM2.5	Particulate matter equal to or less than 2.5 micrometers in diameter
PPM	Parts per million
PSCAA	Puget Sound Clean Air Agency
PSRC	Puget Sound Regional Council
PUD#1	Public Utility District # 1
RCW	Revised Code of Washington
RUTA	Rural Urban Transition Area
SEPA	State Environmental Policy Act, RCW 43.21C and WAC 197-11
SR	State Route
TBD	Transportation Benefit District
TDM	Transportation demand management
TIP	Transportation Improvement Program
TOD	Transit-oriented development
TOS	Total Suspended Solids
UGA	Urban Growth Area
USDA	U.S. Department of Agriculture
USFWS	U.S. Fish and Wildlife Service
V/C	Volume to capacity ratio
VMT	Vehicle miles travelled

WAC	Washington Administrative Code
WASIST	Washington State Department of Transportation screening tool
WCTU	Wholesale trade, communication and utilities
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington Department of Transportation
WWTP	Wastewater Treatment Plant

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8. DISTRIBUTION LIST

The following parties were provided with a notice of availability of the Draft EIS. Those entities denoted with an asterisk (*) received a copy of the document.

Federal Agencies

U.S. Army Corps of Engineers *
U.S. Environmental Protection Agency *
U.S. Fish & Wildlife Service *
National Atmospheric and Oceanic Administration *

State Agencies

Washington Department of Archaeology & Historic Preservation *
Washington Department of Commerce *
Washington Department of Ecology SEPA Unit *
Washington Department of Fish & Wildlife *
Interagency Commission on Outdoor Recreation
Washington Department of Natural Resources *
Washington State Department of Transportation *

Tribes

Tulalip Tribes *
Stillaguamish Tribe
Sauk-Suiattle Tribe *

Regional and Local Governments

City of Arlington *
City of Everett *
City of Lake Stevens *
City of Marysville *
City of Snohomish *
Community Transit *
Snohomish County Planning & Development Services *
Snohomish Health District *
Puget Sound Clean Air Agency *
Puget Sound Regional Council *

Special Purpose Districts

Lake Stevens Fire District *
Lake Stevens Sewer District *
Lake Stevens School District *
Marysville School District *
Puget Sound Energy *

Snohomish County PUD *
Snohomish School District *

Public Libraries

Lake Stevens Library *

Community Organizations

Economic Development Council of Snohomish County *
Lake Stevens Chamber of Commerce *

Media

Everett Herald *
Lake Stevens Journal *

Private Firms & Individuals

Sue Ambler
Camie Anderson
Merle Ash
Erik Ashlie
Janet Backus
Tom Bahr
Jerry Bayha
Stephanie Baron
Russ Bosanko
Will Brandt
Bart Brynestad
Carla Busby
Jim Busby
John C. Cannon
George Capestany
James & Christina Chapin
Steve Clagett
Comcast Cable (Casey Brown) *
Ron Cushman
Lorrie Davidson
Gloria Davis
Matt Dixon
Crystal Donner
Doug Ecklund
Jess Eline
Chris Fenwick
Jessica Fenwick
Futurewise (Kristen Kelly, Tim Trohimovich) *
Ruth Fletcher

Debe Franz
Kathleen Friend
David Gibson
David Graef
Mike Hansen
Tom Hoban
Dave & Wendy Hueser
Steve Iblings
Mike Jauhola
Kimco Realty
Laana Larson
Larsen Financial Services (Jim Larsen)
Brad Lincoln
Jonette Limantzakis
Chief Dave Lingenfelter
Don Lundquist
Tom Matlack
Master Builders Association (Mike Pattinson) *
David Matulich
Kevin McDaniel
Glenn McLoughlin
Barry Miller
Kathy Milton
Robert Milton
Darrell Moore
Barbara Mounsey
Leigh Nelson
Jim Nottoli
Steve & Darlene Owens
James B. Potter
Keith & Corrie Perry
Steve Pesce
Darron Pyper
Chris Radosovich
Noah Reandeau
Richard Reese
Republic Services (Don Frey)
Ridgeline Management Company
Scott Ritterbush
Brittney Rourke
Dennis & Meri Scafe
James & Elaine Schroedl
Paula Simonson
Darwin Smith

Jozette Smith
John Spaulding
James Spitzer, PMF Investments
Joel St. Marie
Robb Stanton
Tracy Stevens
Steve Smith
Alan Tandy
Team Fitness
Tom Thorleifson
Laurey Tobiason
Kate Tourtellot
Michael & Stacy Turner
Keith Tyson
Marilyn Webber
Mary Wicklund
Kevyn Williams
Ken Withrow
Jean Wrona
Peter Zuvela

Appendix A

Draft Planned Action Ordinance

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ORDINANCE NO. 877

**AN ORDINANCE OF THE CITY OF LAKE STEVENS, WASHINGTON
ESTABLISHING A PLANNED ACTION FOR THE LAKE STEVENS CENTER
SUBAREA PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT
(CHAPTER 43.21C RCW AND WAC 197-11-164)**

WHEREAS, the State Environmental Policy Act (SEPA) (Chapter 43.21C RCW) and implementing rules (WAC 197-11-164) provide for the integration of environmental review with land use planning and project review through designation of "Planned Actions" by jurisdictions planning under the Growth Management Act (GMA) (Chapter 36.70A RCW); and

WHEREAS, on July 27, 2006 the Lake Stevens City Council enacted Ordinance No. 726 adopting an updated Comprehensive Plan for the City of Lake Stevens complying with the GMA; and

WHEREAS, on November 27, 2006, Ordinance No. 739 was adopted to adopt Comprehensive Plan provisions consistent with the incomplete provisions adopted in Ordinance No. 726; and

WHEREAS, the Growth Management Act allows jurisdictions to amend comprehensive plans once a year, except in those situations enumerated in RCW 36.70A.130(2)(a); and

WHEREAS, RCW 36.70A.130(2)(a)(i) and (v) allows jurisdictions to amend the comprehensive plan with initial adoption of a subarea plan and adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.031(2); and

WHEREAS, the City is concurrently adopting a subarea plan, land use map, zoning map, and comprehensive plan amendments in association with this Planned Action Ordinance; and

WHEREAS, the City held workshops and open houses to elicit public input on the subarea plan on March 29 and July 14, 2011; and

WHEREAS, the City has prepared a subarea plan for the Lake Stevens Center, which is referred to as the Planned Action Area; and

WHEREAS, the City issued a Determination of Significance and request for comments on the scope of the environmental impact statement on June 28, 2011 and held a Scoping Meeting on July 14, 2011; and

WHEREAS, on December 27, 2011 the City issued a Draft environmental impact statement (EIS) for the Lake Stevens Center Subarea Plan which identifies impacts and mitigation measures associated with planned development in the subarea; and

WHEREAS, on July 31, 2012 the City issued a Final environmental impact statement (EIS) for the Lake Stevens Center Subarea Plan which identifies impacts and mitigation measures associated with planned development in the subarea; and

WHEREAS no appeal was made to the Final environmental impact statement; and

WHEREAS, on July 18, 2012 the City held a community meeting, prior to issuing notice for the adoption of the planned action ordinance; and

WHEREAS, pursuant to Chapter 43.21C RCW, the City held community meetings on the Planned Action Ordinance before adoption including two Planning Commission public hearings on August 1 and 15, 2012 and three City Council public hearings on August 27 and September 10 and 24, 2012; and

WHEREAS, in taking the actions set forth in this ordinance, the City has complied with the requirements of the State Environmental Policy Act, Ch. 43.21C RCW; and

WHEREAS, the City is concurrently adopting development regulations and design guidelines for the subarea which will help protect the environment; and

WHEREAS, on July 9, 2012 the City submitted the proposed Lake Stevens Center Subarea Plan, Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map, proposed development regulations and design guidelines, and other comprehensive plan and development regulations amendments to the Washington State Department of Commerce for its 60-day review and received a letter dated July 9, 2012 stating the procedural requirements were met; and

WHEREAS, the Department of Commerce's 60-day review period was completed on September 7, 2012 and any Department comments area addressed in this Ordinance; and

WHEREAS, on August 1 and 15, 2012 the Lake Stevens Planning Commission, after review of the proposed Lake Stevens Center Subarea Plan, Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map, proposed development regulations and design guidelines, and other comprehensive plan and development regulations amendments, held a duly noticed public hearing on the amendment, and all public testimony was given full consideration before making a recommendation to the City Council to approve the proposed Subarea Plan, map amendments, and other text amendments; and

WHEREAS, on August 27, and September 10 and 24, 2012, the Lake Stevens City Council reviewed the Planning Commission's recommendation relating to the proposed Lake Stevens Center Subarea Plan, Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map and Subarea Zoning Map, proposed development regulations and design guidelines, and other comprehensive plan and development regulations amendments, and held a duly noticed public hearing, and all public testimony and arguments have been given full consideration; and

WHEREAS, designation of a Planned Action expedites the permitting process for subsequent, implementing projects whose impacts have been previously addressed in a

Planned Action EIS, and thereby encourages desired growth and economic development; and

WHEREAS, the Lake Stevens Center Subarea is deemed to be appropriate for designation of a Planned Action.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKE STEVENS, WASHINGTON, DO ORDAIN AS FOLLOWS:

SECTION 1. Purpose. The City Council declares that the purpose of this ordinance is to:

A. Combine analysis of environmental impacts with the City's development of plans and regulations;

B. Designate the Lake Stevens Center Subarea as a Planned Action for purposes of environmental review and permitting of subsequent, implementing projects pursuant to the State Environmental Policy Act (SEPA), RCW 43.21C.031;

C. Determine that the EIS prepared for the subarea plan meets the requirements of a Planned Action EIS pursuant to SEPA;

D. Establish criteria and procedures, consistent with state law, that will determine whether subsequent, implementing projects qualify as Planned Actions;

E. Provide the public with information about Planned Actions and how the City will process applications for implementing projects;

F. Streamline and expedite the land use review and approval process for qualifying projects by relying on the environmental impact statement (EIS) completed for the Planned Action; and

G. Apply the City's development regulations together with the mitigation measures described in the EIS and this Ordinance to address the impacts of future development contemplated by the Planned Action.

SECTION 2. Findings. The City Council finds as follows:

A. The City is subject to the requirements of the Growth Management Act, RCW 36.70A, and is located within an Urban Growth Area;

B. The City has adopted a Comprehensive Plan complying with the GMA, and is amending the Comprehensive Plan to incorporate a subarea element specific to the Lake Stevens Center Planned Action Area;

C. The City is adopting development regulations and design guidelines concurrent with the Subarea Plan to implement said Plan;

D. The City has prepared an EIS for the Lake Stevens Center Subarea and finds that this EIS adequately addresses the probable significant environmental impacts associated

with the type and amount of development planned to occur in the designated Planned Action Area;

E. The mitigation measures identified in the Planned Action EIS and attached to this ordinance as Exhibit B, together with adopted subarea development regulations and design guidelines, will adequately mitigate significant impacts from development within the Planned Action Area;

F. The subarea plan and Planned Action EIS identify the location, type and amount of development that is contemplated by the Planned Action;

G. Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public and enhance economic development within the City;

H. The City has provided numerous opportunities for meaningful public involvement in the proposed Planned Action; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments;

I. The Lake Stevens Center Subarea Plan is not an essential public facility as defined by RCW 36.70A.200(1). Future improvements to state highways within the subarea are not eligible for review or permitting as Planned Actions. However, such future proposals may use the information contained in the Planned Action EIS, consistent with SEPA;

J. The Planned Action Area is a defined area that is smaller than the overall City boundaries; and

K. Public services and facilities will be adequate to serve the proposed Planned Action with implementation of mitigation measures identified in the EIS.

SECTION 3. Procedures and Criteria for Evaluating and Determining Projects as Planned Actions.

A. Planned Action Area. The Planned Action designation shall apply to the area shown in Exhibit A.

B. Environmental Document. A Planned Action determination for a site-specific implementing project application shall be based on the environmental analysis contained in the Draft EIS issued by the City on December 27, 2011 and the Final EIS published on July 31, 2012. The Draft and Final EISs together shall comprise the Planned Action EIS. The mitigation measures contained in Exhibit B are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework that the City will use to impose appropriate conditions on qualifying Planned Action projects.

C. Planned Action Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in subsection 3.D and the mitigation measures contained in Exhibit B, are designated Planned Actions or Planned Action Projects pursuant to RCW 43.21C.031. A development application for a site-specific project located within the Lake Stevens Center Subarea shall be designated a Planned Action if it meets the

criteria set forth in subsection 3.D of this ordinance and applicable laws, codes, development regulations and standards of the City.

D. *Planned Action Qualifications.* The following thresholds shall be used to determine if a site-specific development proposed within the Lake Stevens Center Subarea is contemplated by the Planned Action and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Land Use. The following general categories/types of land uses, which are permitted or conditionally permitted in zoning districts applicable to the Lake Stevens Center Planned Action Area, are considered Planned Actions:

- (a) Retail and service activities;
- (b) Civic and cultural uses which are not defined as essential public facilities;
- (c) Office uses;
- (d) Commercial uses;
- (e) Lodging, such as hotels and motels;
- (f) Residential dwelling units; and
- (g) Infrastructure improvements identified in the EIS to support planned land uses.

Individual land uses considered to be Planned Actions shall include those uses specifically listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

(2) Development Thresholds.

(a) The following amount of various new land uses are contemplated by the Planned Action:

Land Use ¹	Development Thresholds
Residential	200 dwelling units
Commercial ²	150,000 gross square feet
Employment ³	150,000 gross square feet

¹ A building with multiple uses will be designated by the majority use.

² Commercial includes accommodation services, arts and entertainment, food services, retail trade, etc.

³ Employment includes corporate offices, general offices, research and development, medical clinics, technology, light manufacturing and assembly, etc.

(b) Local road projects identified in the EIS to support planned levels of growth identified in subsection (2)(a) are considered planned actions.

(c) Shifting the total build out between categories of uses may be permitted so long as the total build out does not exceed the aggregate amount of development and the trip generation reviewed in the EIS, and so long as the impacts of that development have been identified in the Planned Action EIS and are mitigated consistent with Exhibit B.

(d) If future development proposals in the Lake Stevens Center Planned Action Area exceeds the development thresholds specified in this ordinance, further environmental review may be required pursuant to WAC 197-11-172. In addition, if proposed

development would alter the assumptions and analysis in the Planned Action EIS, further environmental review may be required.

(3) Building Height. Building height shall not exceed those permitted in the underlying zoning district(s) pursuant to the standards of the Lake Stevens Municipal Code.

(4) Transportation.

(a) *Trip Ranges & Thresholds.* The numbers of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the EIS are as follows:

Total Transportation PM Peak Hour	915 trips
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Uses or activities that would exceed these maximum trip levels will require additional SEPA review.

(b) *Concurrency.* The determination of transportation impacts shall be based on the City's concurrency management program contained in Chapter 14.110 LSMC.

(c) *Off-Site Mitigation.* As provided in the EIS and Chapter 14.110 LSMC, in order to mitigate transportation related impacts, all Planned Action Projects shall pay a traffic impact mitigation fee to participate in and pay a proportionate share of off-site improvements consistent with Chapter 14.112 LSMC and the current Fees Resolution.

(d) *Director Discretion.* The Director of Public Works shall have discretion to determine incremental and total trip generation, consistent with the latest edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual or an alternative manual accepted by the Director of Public Works at his or her sole discretion, for each project permit application proposed under this Planned Action.

(5) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of impacts to any of the elements of the environment analyzed in the Planned Action EIS, or that causes significant impacts to an element of the environment that was not considered in the Planned Action EIS, would not qualify as a Planned Action.

(6) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review has been conducted.

E. Planned Action Review Criteria.

(1) The City's SEPA Responsible Official may designate as "Planned Actions", pursuant to RCW 43.21C.030, applications that meet all of the following conditions:

(a) Proposal is located within the Planned Action Area identified in Exhibit A of this ordinance;

(b) Proposed uses and activities are consistent with those described in the Planned Action EIS and Section 3.D of this ordinance;

(c) Proposal is within the Planned Action thresholds and other criteria of Section 3.D of this ordinance;

(d) Proposal is consistent with the City of Lake Stevens Comprehensive Plan;

(e) Proposal's significant adverse environmental impacts have been identified in the Planned Action EIS;

(f) Proposal's significant impacts have been mitigated by application of the measures identified in Exhibit B, and other applicable city regulations, together with any modifications or variances or special permits that may be required;

(g) Proposal complies with all applicable local, state and/or federal laws and regulations, and the SEPA Responsible Official determines that these constitute adequate mitigation; and

(h) Proposal is not an essential public facility as defined by RCW 36.70A.200(1), unless an essential public facility is accessory to or part of a project that is designated as a planned action.

(2) The City shall base its decision on review of a SEPA checklist, or an alternative form adopted with Planned Action Ordinance, and review of the application and supporting documentation.

(3) A proposal that meets the criteria of this section shall be considered to qualify and be designated as a Planned Action, consistent with the requirements of RCW 43.21C.030, WAC 197-11-164 et seq., and this ordinance.

F. Effect of Planned Action

(1) Designation as a Planned Action Project means that a qualifying proposal has been reviewed in accordance with this ordinance and found to be consistent with its development thresholds, and with the environmental analysis contained in the Planned Action EIS.

(2) Upon determination by the City's SEPA Responsible Official that the proposal meets the criteria of Section 3.D and qualifies as a Planned Action, the proposal shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA.

G. Planned Action Permit Process. Applications for Planned Actions shall be reviewed pursuant to the following process.

(1) Development applications shall meet all applicable requirements of the Lake Stevens Municipal Code (LSMC). Applications for Planned Actions shall be made on forms provided by the City and shall include a SEPA checklist, or an approved Planned Action checklist.

(2) The City's Director of Planning and Community Development or designee shall determine whether the application is complete as provided in LSMC 14.16A.220(f).

(3) If the application is for a project within the Planned Action Area defined in Exhibit A, the application will be reviewed to determine if it is consistent with the criteria of this ordinance and thereby qualifies as a Planned Action Project. The SEPA Responsible Official shall notify the applicant of his/her decision. If the project is determined to qualify

as a Planned Action, it shall proceed in accordance with the applicable permit review procedures specified in Chapter 14.16B LSMC, except that no SEPA threshold determination, EIS or additional SEPA review shall be required. The decision of the SEPA Responsible Official regarding qualification as a Planned Action shall be final.

(4) Public notice of the determination that a project qualifies as a planned action project, pursuant to Chapter 43.21C RCW, shall be mailed or otherwise verifiably provided to:

(a) All affected federally recognized tribal governments and

(b) Agencies with jurisdiction over the future development anticipated for the planned action.

The notice shall state that the project has qualified as a planned action. Other notice may be required for the underlying permit.

(5) Development Agreement.

(a) To provide additional certainty about applicable requirements, the City or an applicant may request consideration and execution of a development agreement for a Planned Action Project. The development agreement may address review procedures applicable to a Planned Action Project, permitted uses, mitigation measures, payment of impact fees or provision of improvements through other methods, design standards, phasing, vesting of development rights, or any other topic that may properly be considered in a development agreement consistent with RCW 36.70B.170 et seq.

(b) A development agreement may also include alternative mitigation measures proposed by an applicant, provided that such alternative measures shall provide mitigation that is equivalent to or better than that identified in the Planned Action EIS. The determination that mitigation measures are equivalent shall be made by the SEPA Responsible Official.

(6) If a project is determined to not qualify as a Planned Action, the SEPA Responsible Official shall so notify the applicant and prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action.

(7) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SECTION 4. Monitoring and Review.

A. The City shall monitor the progress of development in the designated Planned Action Subarea to ensure that it is consistent with the assumptions of this ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the Lake Stevens Center Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official when development with the Planned Action Area is approaching maximum threshold levels or no later than five years from its effective date to determine the continuing relevance of its assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures. Based upon this review, the City may propose amendments to this ordinance or may supplement, addend or amend the Planned Action EIS.

SECTION 5. Conflict. In the event of a conflict between this Ordinance or any mitigation measure imposed thereto, and any ordinance or regulation of the City, the provisions of this ordinance shall control, EXCEPT that the provision of any International Code shall supersede.

SECTION 6. Severability. If any section, clause, phrase, or term of this ordinance is held for any reason to be invalid or unconstitutional, such decision shall not affect the validity of the remaining portions of this ordinance, and the remaining portions shall be in full force and effect.

SECTION 7. Effective Date and Publication. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City. This ordinance shall take effect and be in full force five days after the date of publication.

PASSED by the City Council of the City of Lake Stevens this ___ day of _____, 2012.

Vern Little, Mayor

ATTEST/AUTHENTICATION:

Norma J. Scott, City Clerk/Admin Asst.

APPROVED AS TO FORM:

Grant K. Weed, City Attorney

First Reading:

Published:

Effective Date:

**EXHIBIT A
PLANNED ACTION AREA**

Exhibit A – Planned Action Area



EXHIBIT B

LAKE STEVENS CENTER SUBAREA PLAN PLANNED ACTION ORDINANCE MITIGATION MEASURES

In compliance with the State Environmental Policy Act (SEPA), the City of Lake Stevens prepared and published draft and final environmental impact statements (collectively “the EIS”) for the Lake Stevens Center Subarea Plan. The EIS identifies significant impacts to the environment that would occur as a result of future growth in the subarea, along with mitigation measures that would avoid, reduce, minimize or compensate for those impacts. The City will designate the subarea as a Planned Action for purposes of future environmental review, consistent with the requirements of RCW 43.21C.031 and WAC 197-11-164 et seq.

This exhibit to the Planned Action Ordinance summarizes mitigation measures identified in the EIS. The EIS should be reviewed to understand the full context of measures for each element of the environment. As part of its review of future development proposals within the Planned Action Area (Exhibit A), and to determine whether such proposals qualify as planned actions, the City will review the measures identified herein and require them as conditions of approval.

It should be noted that some mitigation measures identified in the EIS have already been accomplished (such as adoption of a planned action ordinance) and are not included in this exhibit. References are provided for measures that rely on adopted provisions of the Lake Stevens Municipal Code. In addition, while most mitigation measures identified in the EIS apply to development projects (public or private), a few provide direction to the City for future planning and regulatory programs. The City will consider these as part of its ongoing planning processes, including any required monitoring.

1. Natural Environment

A. Earth

Applicable Regulations and Commitments

- **Geological Assessments Required:** The City’s critical area regulations require a geological assessment for any development proposal within 200 feet of a designated geologically hazardous area. Geological assessments must contain an analysis of the potential impacts to geologically hazardous areas resulting from the proposed development and identify appropriate mitigation measures to protect development and the geologically hazardous area per LSMC 14.88.630.
- **Native Growth Protection Area:** LSMC 14.88.670 requires developers to place geologically hazardous areas and buffers not approved for alteration in a native

Exhibit A – Planned Action Area

growth protection area. Lawfully altered geologically hazardous areas are subject to a covenant of notification and indemnification/hold harmless agreement.

- **Erosion Control Measures Required:** LSMC 14.64.130 requires the implementation of sedimentation and erosion control measures for any development that would entail land disturbance. The Public Works Director must review and approve erosion control plans.

Additional Mitigation Measures

- Existing regulations provide adequate mitigation for identified impacts. No additional measures are required.

B. Water Resources

Applicable Regulations and Commitments

- **Stormwater Management:** The City's municipal code requires the use of natural drainage systems to the extent feasible in order to preserve natural topography (LSMC 14.64.100). The Code also requires all new stormwater drainage systems to be constructed in accordance with the requirements of the Department of Ecology's *2005 Stormwater Management Manual for Western Washington* (LSMC 11.06.020 and LSMC 14.64.140).
- **NPDES Phase II Municipal Stormwater Permit:** The Western Washington Phase II Municipal Stormwater Permit was issued in 2007 to implement the requirements of the Clean Water Act and the National Pollutant Discharge Elimination System as codified in Sections 11.06.020 and 14.64.140 of the City's municipal code. Local jurisdictions covered under the permit, including the City of Lake Stevens, are required to develop a stormwater management program designed to reduce the discharge of pollutants and protect water quality. In accordance with the requirements of the permit, the City of Lake Stevens has adopted a stormwater management plan focused on public education and outreach, detection and elimination of illicit stormwater discharge, controlling runoff generated by new development activities, and prevention of pollution resulting from municipal activities. Continued implementation of the measures contained in the stormwater management program would reduce pollutant loading and improve water quality in the City's lakes, streams and wetlands.
- **Critical Areas Regulations:** The Lake Stevens Center Subarea contains varied critical areas, including wetlands and streams (Fish and Wildlife Conservation Areas). Future development will be subject to the adopted critical areas regulations found in Chapter 14.88 LSMC, including all applicable protection standards, mitigation requirements and mitigation sequencing procedures. In particular, wetland mitigation is required to take the form of in-kind replacement of the impacted wetland functions and values whenever possible, and replacement

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wetlands must adhere to the design requirements of LSMC 14.88.840, including performance standards and mitigation ratios.

Additional Mitigation Measures

- **Stormwater Detention:** For properties adjacent to identified wetlands and associated buffers, new development and redevelopment shall not result in an increased rate of runoff from the site to the wetland. To prevent alteration of established hydrologic wetland processes, the municipal code requires stormwater to be either detained or infiltrated onsite.
- **Low Impact Development (LID):** The City has incorporated incentives in development regulations (Chapter 14.38 LMSC) to encourage the use of LID techniques to reduce stormwater impacts.
- **Critical Areas:** More detailed analysis will be required for future projects that occur on sites containing critical areas – including full delineation, classification and functional assessment – in conjunction with development permitting. The standards and mitigation requirements of the City’s critical area regulations (Chapter 14.88 LSMC) will be applied to such development.
- **Wetland Mitigation Banking:** LSMC 14.88.840 allows the use of credits from an approved wetland mitigation bank to compensate for unavoidable impacts to wetlands. Per LSMC 14.88.840(a)(5), projects using mitigation bank credits must be consistent with the replacement ratios specified in the mitigation bank’s certification. If mitigation credits are not available and establishment of a separate mitigation bank is not feasible, the City could encourage preservation and enhancement of these areas in exchange for increased development potential in other portions of the site or subarea.

C. Plants & Animals

Applicable Regulations and Commitments

- **Tree Retention:** The City’s land use code (LSMC 14.76.120) requires every development to retain significant trees and stands of trees that occur on the development site unless such retention would create an unreasonable burden on the developer or create a safety hazard. The code requires that significant trees removed as part of a development project be replaced, and that retained and replanted trees be protected during construction.
- **Critical Areas Regulations:** Future development in the Lake Stevens Center Subarea has the potential to adversely affect plants and animals through clearing of vegetated areas. However, the City’s critical areas regulations protect wetlands, riparian areas, and other critical areas that provide habitat for plants and animals, by limiting the activities allowed within the critical area and establishing

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appropriate protective buffers and mitigation strategies for unavoidable impacts (Chapter 14.88 LSMC).

D. Air Quality

Mitigation During Construction

Although significant air quality impacts are not anticipated due to construction, contractors will be required to comply with all relevant federal, state, and local air quality rules. In addition, implementation of best management practices will also reduce emissions related to construction. The city will consider best management practices to minimize the potential air quality impacts during development review including measures for reducing exhaust emissions and fugitive dust. Possible control measures that will be considered include the following:

- Use only equipment and trucks that are maintained in optimal operational condition
- Require all off-road equipment to have emission reduction equipment (e.g., require participation in Puget Sound Region Diesel Solutions, a program designed to reduce air pollution from diesel, by project sponsors and contractors)
- Use bio diesel or other lower-emission fuels for vehicles and equipment
- Use car-pooling or other trip-reduction strategies for construction workers
- Implement restrictions on construction truck and other vehicle idling (e.g., limit idling to a maximum of 5 minutes)
- Spray exposed soil with water or other suppressant to reduce emissions of particulate matter (PM) and deposition of particulate matter
- Pave or use gravel on staging areas and roads that would be exposed for long periods
- Cover all trucks transporting materials, wetting materials in trucks, or providing adequate freeboard (space from the top of the material to the top of the truck bed), to reduce particulate matter (PM) emissions and deposition during transport
- Provide wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways
- Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris
- Stage construction to minimize overall transportation system congestion and delays to reduce regional emissions of pollutants during construction

Mitigation During Operation

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

E. Greenhouse Gas Emissions

Based on the goals and strategies included in the Lake Stevens Center Subarea Plan, the City will consider the following strategies for reducing Greenhouse Gas emissions (GHG):

- Adopt green building standards for new development (e.g., Lead in Energy and Environmental Design (LEED) silver or better);
- Consider a commute trip reduction program for all qualifying employers in the Lake Stevens Center subarea as a future implementation measure. Expand transit options such as the Community Transit vanpool program or new fixed route bus service; and
- Implement efficient transportation design standards including the use of roundabouts and LED street lighting and area lighting, where appropriate.

2. Land Use

Many of the land use changes identified in the EIS– including increased density/intensity and a greater diversification and mix of land uses – are not considered adverse impacts. The change in the subarea’s overall land use pattern would be minor and does not require mitigation.

Potential land use conflicts, between proximate land uses of different intensity are addressed in proposed subarea development regulations and design guidelines and can be mitigated through site plan review. For example, height, bulk, and setback requirements address potential conflicts between commercial and residential land uses. Landscaping requirements will also help buffer and screen land uses of dissimilar intensity or scale. Proposed design guidelines provide approaches to site planning and building design that will reduce a range of potential impacts. These techniques are incorporated into subarea development regulations (Chapter 14.38 LSMC).

3. Population, Housing & Employment

Population

The EIS does not identify any significant adverse impacts related to population growth and no project-specific mitigation is necessary. However, to verify that growth is occurring as forecast and to comply with GMA requirements, the City will continue to monitor population growth on an ongoing basis. In addition, the Planned Action Ordinance requires the City to monitor growth and development within the subarea to ensure that it is within established thresholds.

Housing

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The EIS does not identify significant adverse impacts related to housing and no mitigation is required. It is noted that proposed subarea development regulations provide an incentive for inclusion of affordable housing within development proposals (LSMC 14.38.050).

Employment

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

4. Aesthetics

Visual Character

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

Views

- **Park & Open Space Planning:** The City will update its *Parks & Open Space Plan* to address parks and open space needs created by planned residential growth in the Lake Stevens Center Subarea. In conjunction with future parks planning, the City may identify new parks or open space areas that provide view opportunities of scenic landscape features. Proposed development regulations also provide incentives for the creation of public spaces in the subarea.
- **Design Guidelines:** The City could consider adopting guidelines that identify when and how site plans or building design can incorporate elements to protect views and/or minimize impacts to views.

Light & Glare

- **Development Regulations:** Proposed subarea lighting requirements (LSMC 14.38.080) will limit lighting intensity, avoid light spillage on adjacent properties, and reduce glare.

5. Transportation

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Concurrency

The Growth Management Act (GMA) includes provisions, generally referred to as “concurrency,” to ensure that sufficient public facilities are available for new development. GMA requirements include: (1) adopting Transportation and Capital Facilities elements in local Comprehensive Plans that identify facilities needed to accommodate projected growth and to establish a funding program to construct the necessary improvements; (2) establishing level of service (LOS) standards as a measure to determine a project’s impact potential; (3) adopting policies that require either denying permits for projects that exceed the LOS standard, modifying the LOS standard, or modifying the land use. Changes may be made to a development proposal to enable it to meet the concurrency requirements, such as by reducing project size, employing travel demand management to reduce the number of trips generated, or financing the needed improvements.

Level of Service Threshold

The City is considering changes to its adopted Levels of Service in the Lake Stevens Center Subarea. The City’s transportation consultant recognized that the citywide LOS standard of “C” would be financially prohibitive within the subarea and recommended that the City revise its standard as part of the subarea plan. To address the subarea transportation needs, and to help ensure that the desired development occurs, the City is considering a system-level LOS standard of “E.” However, based on the discretion of the Public Works Director, intersections that are built to their ultimate size would be allowed to operate at LOS F as long as other programmatic mitigation measures to reduce trip generation are implemented.

Impacted Intersections

The EIS identifies that the following subarea intersections would be deficient (i.e., fall below LOS E operations *and* meet a signal warrant) during the PM peak hour for the Preferred Alternative.

- SR-9 and Lundeen Parkway;
- Vernon Road and N Davies Road;
- SR-9 and SR-204;
- 91st Avenue NE and SR-204; and
- Market Place and SR-9.

Necessary Road Improvements

SR-9 Corridor

Roadway and intersection improvements for intersections along SR-9 – including intersections with Lundeen Parkway, SR-204 and Market Place – are under the Washington State Department of Transportation (WSDOT) and will be addressed in the *SR-9 Corridor Planning Study* or *SR-9 Route Development Plan*.

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The City of Lake Stevens could consider entering into an interlocal agreement with WSDOT, similar to many other jurisdictions in Snohomish County, to coordinate permitting, funding, and sharing of traffic impact fees.

Frontier Village Access: Vernon Road/N Davies Road and Safeway Driveway/N Davies Road Intersections

The concept for improving these access points, subject to further design, includes the following key features.

- Shopping center/Safeway N. Davies driveway converted to a public road from N. Davies Road to 7th Place NE;
- The intersection of 7th Place NE and the Safeway N. Davies Driveway would have one of the following two configurations:
 - Single lane stop-controlled approaches on the northbound and westbound legs.
 - Single lane mini-roundabout with right turn bypass lanes on the west and south approaches.

91st Avenue NE and SR-204

Adding a northbound right turn pocket would improve operations to LOS D with 53 seconds of delay (a reduction of 58 seconds). Changing the northbound and southbound signal phasing from protected left turns to protected/permitted left turns would reduce delay a further 15 seconds. However, even with these improvements, congestion at the SR-9/SR-204 intersection may adversely affect operations at this intersection.

Traffic Impact Fees

Implementing the improvements described above will require a substantial investment of money (see Appendix C of the Lake Stevens Center Subarea Plan). To help address identified impacts, and to generate the funds necessary to implement the mitigation measures described above, the City will adopt a traffic impact fee program (Chapter 14.112), as authorized by RCW 82.02.050. This city-wide program will establish fees within a traffic impact zone including the Lake Stevens Center Subarea.

Given that the majority of the traffic impacts will occur on the state highway system, the City could pursue an interlocal agreement with WSDOT. The interlocal agreement would allow the City and WSDOT to share fee revenues and help construct necessary improvements.

Transportation Benefit District

Formation of a Transportation Benefit District (TBD), as authorized by RCW 36.73.120, may be used by the City to help finance transportation improvements in conjunction with a traffic impact fee.

Transportation Demand Management

Transportation demand management (TDM) strategies include commute trip reduction programs and enhanced transit service. The City would consider a commute trip reduction

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program when a qualifying employer develops within the City. Proposed development regulations also include incentives for alternative or high-efficiency transportation modes (LCMS 14.38.050).

6. Public Services

Applicable Regulations & Commitments

All development will be required to comply with existing regulations related to emergency access, fire suppression systems, and payment of school and park impact mitigation fees.

Proposed development regulations include incentives that will encourage the provision of public spaces in new development. Proposed development regulations and subarea design guidelines address lighting of sites and buildings to ensure security.

Additional Mitigation Measures

- During construction, implement security measures such as onsite lighting, fencing, and onsite surveillance, to reduce potential criminal activity.
- The City should review current levels of service for police services to ensure that they are consistent with regional standards and with standards of comparable cities, and that they meet the needs of the community.
- Begin a planning process to identify additional park space or needs within the subarea for consideration with updates to the Parks and Recreation Element of the Comprehensive Plan. Identify land that is suitable for acquisition, and investigate the potential for acquiring easements within the utility corridor.
- The School District would continue to monitor student generation and capital needs every two years.

7. Utilities

A. Drainage

Applicable Regulations and Commitments

- **Ecology Stormwater Manual:** The City has adopted the Department of Ecology's *2005 Stormwater Management Manual for Western Washington* as its minimum design standard for stormwater infrastructure. All development meeting the minimum thresholds is required to design associated stormwater infrastructure to be consistent with these standards.
- **City of Lake Stevens Stormwater Ordinance:** Chapter 11.06 and Chapter 14.64 (Part II) of the Lake Stevens Municipal Code adopt the Department of Ecology's *2005 Stormwater Management Manual for Western Washington*. Any project that meets or exceeds the thresholds defined in the manual for new impervious area,

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drainage system modifications, or redevelopment is subject to City review and permit approval.

- **Low Impact Development:** The City's stormwater ordinance identifies Low Impact Development (LID) solutions, as defined and listed in the LID Technical Guidance Manual for Puget Sound, that are acceptable and encourages alternative standards for management of stormwater. In addition, proposed development regulations provide an incentive for the use of LID techniques (Chapter 14.38 LSMC).

B. Water

Applicable Regulations and Commitments

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

Additional Mitigation Measures

- **Joint Planning with Snohomish County PUD:** The City should consult with Snohomish County PUD to establish a joint planning process to identify and implement capital improvements necessary to serve anticipated development in the subarea.
- **Design Review for Fire Flow:** The City and developers will coordinate review of development applications with Snohomish County PUD and the Lake Stevens Fire Marshal to determine specific fire flow requirements based on project type, intensity and design. Upgrades to existing lines will be coordinated with the Snohomish County PUD. Installation of new water lines adequate to provide

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required fire flows shall be the responsibility of the developer, in accordance with the fire flow design thresholds established below.

- Commercial, Office, and High-Density Residential: 12-inch pipes and 3,000 gpm.
- Existing Medium and Low-Density Residential Areas: 8-inch pipes and 1,500 gpm.
- All Other Areas and Development Types: 10-inch pipes and 2,000 gpm.

C. Sewer

Applicable Regulations and Commitments

- **Planned Capital Improvements:** The Lake Stevens Sewer District adopted updates to its Comprehensive Plan in 2007 and 2010, describing the capital improvements planned for the near future; these include several pipeline expansions, decommissioning of several lift stations, pump upgrades, and construction of a new wastewater treatment plant. These improvements are designed to relieve existing system deficiencies and create the capacity necessary to serve future development. The City will coordinate with the Sewer District to ensure that improvements are implemented as planned and/or reprioritized as necessary to facilitate implementation of the subarea plan.

Additional Mitigation Measures

- **Joint Planning with Lake Stevens Sewer District:** The City and the Lake Stevens Sewer District should establish a joint planning process to identify and implement capital improvements necessary to serve anticipated development in the subarea, including new wastewater collection infrastructure and future expansions to the new treatment plant that may be necessary to accept projected flows from development under the subarea plan.