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20th Street SE Corridor Employment Center



Subarea Plan

ADOPTED SEPTEMBER 24, 2012

Ordinance No. 875

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I. Introduction

A. Planning Process

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

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

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

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

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



Figure 1.1 Public meeting

B. Public Process Summary

The City of Lake Stevens involved the public and solicited feedback throughout the Subarea Planning Process and Planned Action review for the 20th Street SE Corridor Subarea. The Subarea Planning Process began in January 2011. The City notified residents and relevant organizations and agencies at the beginning of the project and sought their input throughout the visioning, planning and adoption process of the subarea plan, planned actions and associated documents.

1. Early Public Review

The City completed an integrated SEPA/GMA review process for the Subarea Planning Process. Early public review included two Visioning Workshops on March 29, 2011 for both subareas and a Scoping Meeting for the Environmental Impact Statement on July 14, 2011.

2. Environmental Impact Statement Process

Although a joint Scoping Meeting was held for the two subareas, separate draft and final environmental impact statements were issued. The EIS process included numerous public meetings, Planning Commission Meetings and City Council Meetings. The following is a summary of meetings related to the EIS process.

Scoping Meeting

- July 14, 2011 Lake Stevens Center & 20th Street SE Corridor Subareas for Environmental Impact Statements

Noticing and Document Issuance Dates

- June 28, 2011 Determination of Significance and Request for comments on the Scope of the Environmental Impact Statement for Lake Stevens Center and 20th Street SE Corridor. Scoping Comment Period: June 28 to July 14, 2011.
- January 24, 2012 Notice of Publication and Availability of Draft EIS for 20th Street SE Corridor
- July 31, 2012 Notice of Publication and Availability of Final EIS for 20th Street SE Corridor

Public Meetings

- February 16, 2012 20th Street SE Corridor DEIS

City Council

- September 26, 2011 Subarea Plan/EIS Draft Alternatives
- February 13, 2012 20th Street SE Corridor DEIS

- April 23, 2012 Joint meeting with Planning Commission to discuss Preferred Alternatives
- May 7, 2012 Preferred Alternatives
- May 14, 2012 Preferred Alternatives

Planning Commission

- March 7, 2012 20th Street SE Corridor DEIS
- April 23, 2012 Joint meeting with CC to discuss Preferred Alternatives
- May 2, 2012 Preferred Alternatives

3. Subarea Plans and Associated Documents

The subarea planning process occurred between January 2011 and mid-2012. The Final Adoption Package included two subarea plans, two planned action ordinances, new subarea development regulations, new subarea design guidelines, comprehensive plan amendments, land use map amendments, code amendments and amendments to the Official Zoning Map. The draft documents were submitted to the Washington State Department of Commerce for the required 60-day review on July 6, 2012.

There has been continuous and open communication with both residents and the business community throughout the Subarea Planning Process. Articles and notices have been published in the Lake Stevens Journal and Everett Herald. The City sent postcards noticing the proposed rezones in June 2012 and the public hearings at the Planning Commission and City Council in July 2012. There were additional notices in the Lake Stevens Journal and Everett Herald and signs posted in areas where the zoning changes occurred. All of these usually elicited phone calls, emails and visits to our Permit Center. Notices for all meetings and availability of documents were also sent to the Subarea Email List with over 150 names.

In addition, staff discussed the Subarea Planning Process at most City Council, Planning Commission and Park Board meetings since the

beginning of the process. Staff also discussed the Subarea Planning Process with the Chamber of Commerce.

The City received numerous phone calls, emails and office visits from residents and property owners after sending the notice of public hearings and during the public hearing process.

Many people attended the various meetings listed below. Additional meetings have occurred with current and prospective business owners, residents and other interested parties. Many residents have called or come to the Permit Center. Staff has also been at Aquafest the past two years providing information and accepting comments.

City staff, boards and commissions, and the Council listened to every person who provided comments or public testimony. The following is a summary of public opportunities to hear about the subarea plans and related documents:

Public Workshops & Open Houses

- March 29, 2011 Visioning Workshops for Lake Stevens Center and 20th Street SE Corridor
- June 20, 2012 Proposed Zoning Map Changes for Residents within Subareas
- July 18, 2012 Community Meeting for Planned Action Ordinance

City Council

- September 26, 2011 Subarea Plan/EIS Draft Alternatives
- February 13, 2012 20th Street SE Corridor Subarea Plan
- May 29, 2012 Proposed Development Regulations and Design Guidelines
- June 11, 2012 Proposed Development Regulations
- June 25, 2012 Proposed Design Guidelines and Proposed Zoning and Land Use Maps
- July 9, 2012 Comprehensive Plan Amendments and Code Amendments

- July 23, 2012 Sign Code Issues
- August 27, September 10 and 24, 2012 City Council Public Hearings for Final Adoption

Planning Commission

- September 7, 2011 Subarea Plan
- October 5, 2011 Subarea Plan
- June 20, 2012 Proposed Design Guidelines and Proposed Development Regulations
- July 18, 2012 Proposed Design Guidelines and Proposed Development Regulations (continued)
- August 1 and 15, 2012 Planning Commission Public Hearings for comments and recommendation to Council on Final Adoption

Park Board

- January 25, 2011 Subarea Planning – Park Board Role
- March 22 & May 24, 2011 Subarea Visioning
- January 24, 2012 Draft Lake Stevens Center and 20th Street SE Corridor Environmental Impact Statements
- July 31, 2012 Discussed Preferred Alternative and publication of FEIS.

Design Review Board

- September 5, 2011 Subarea Plans and Design Guidelines

4. Economic Development

City staff, management, Economic Development Specialist, and the Mayor met with current residents, business owners, large property owners, potential business owners, and other interested parties about the potential for development in both subareas. All public meetings and open houses had a separate list for property owners interested in speaking with the Economic Development Specialist. Large commercial and businesses developers were contacted to discuss the potential

properties for future development and explain how the planned action designation would benefit development in the subareas.

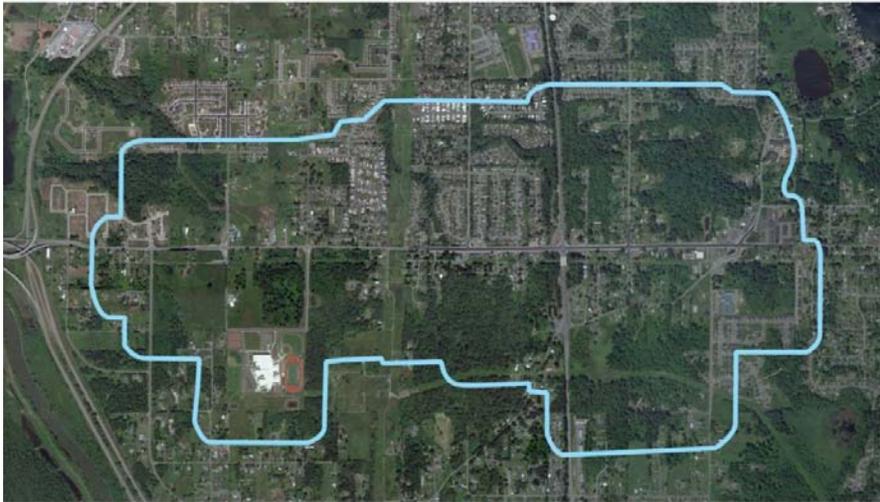


Figure 1.2 20th Street SE Corridor Subarea aerial

C. Plan Area

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

D. Purpose & Authority

To help realize its economic strategy, the City is developing a subarea plan for the 20th Street SE Corridor, as authorized under the Revised Code of Washington (RCW) 36.70A.080, to promote balanced development in this growth center and to support the addition of employment and retail growth in the City in an area with larger parcels for development. The City will adopt the subarea plan as a supplementary document to the City’s Comprehensive Plan. The subarea plan will identify the land use goals and policies for the area that in turn will frame the regulatory development regulations attached as appendices. The plan will also be the primary mechanism to identify actions and capital investments necessary to implement the plan. The City will adopt the 20th Street SE Corridor Subarea Plan in accordance with the Lake Stevens Comprehensive Plan and incorporate associated regulations as part of the municipal code. The City will also adopt the subarea plan as a planned action. A planned action is a tool that cities can use to provide regulatory certainty and encourage economic development, as allowed under the State Environmental Policy Act (RCW 43.21C.031 and WAC 197-11-164). Performing early environmental review as part of a subarea plan will streamline SEPA review for subsequent projects that are consistent with the plan.

E. Existing Conditions

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



Figure 1.3 20th Street SE/S Lake Stevens Road

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

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

Existing commercial uses total approximately 10 acres or one percent of the subarea. More than half of the commercial development in the area took place before 1990. There is one commercial node in the eastern portion of the study area, at the intersection of 20th Street SE and South Lake Stevens Road (Figure 1.5). The commercial uses are primarily auto-oriented retail and services (a small market, restaurants, etc.) as well as professional offices.



Figure 1.4 Lake Stevens Fire Conference Center



Figure 1.5 Tom Thumb Grocery Store

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

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



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

The subarea enjoys excellent transportation access because of the alignment of SR-9 north towards the City and south towards US 2 and points south and 20th Street SE’s alignment east and west towards the

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

Other elements of the circulation and transportation network include public transit, pedestrian, and bicycle facilities. With the exception of the upgraded portion of 20th Street SE, the pedestrian and bicycle network is fairly disjointed (Figure 1.7). Some roads have wide shoulders that may accommodate pedestrians or bicyclists, but do not provide dedicated facilities. Due to the piecemeal nature of past development, many sidewalks do not connect to any other facilities. Community Transit provides bus service within the subarea on 91st Avenue SE and west on 20th Street SE. Bus service targets commute trips to employment centers; however, service is relatively infrequent. There is ample parking in the 20th Street SE Corridor for existing commercial and office uses.



Figure 1.7 20th Street SE – upgraded portion

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

II. Economic Development

A. Economic Growth Strategy

The City’s overall growth strategy envisions residential and employment growth occurring in “growth centers”, with available infrastructure and services to increase employment, improve the jobs to housing balance citywide, conserve environmental resources, and provide efficient services and facilities. This growth strategy presumes that there will be complimentary services available throughout the three growth centers: Downtown Lake Stevens, the 20th Street SE Corridor, and the Lake Stevens Center. Under this scheme, each center will fill a slightly different function citywide and/or regionally, but will also cater to the needs of the immediate population in the area. Figures 2.1 and 2.2 are examples of two commercial development types for the 20th Street SE Corridor Subarea.

B. Economic Development Strategy

The long term Economic Development goal for the 20th Street SE corridor is a modern mixed-use corridor with high-quality office and employment parks complemented with nodes of attractive retail development and surrounded by higher density, well developed housing near regular bus service.



Figure 2.1 Small-scale mixed-use development



Figure 2.2 Large-scale mixed-use development

The economic, demographic, cultural, and geographic qualities of the Puget Sound region set the stage for the local economy in Lake Stevens by providing an excellent foundation for the City’s economic growth. The future success of the City and the 20th Street SE Corridor is based on a set of industries that should grow vigorously during the 21st century. These industries are identified in two ways: key industry sectors and key industry clusters.

Key industry sectors are expected to generate the largest share of the job growth in the state and reflected in the Puget Sound and Lake Stevens work forces. The key industry sectors for job growth are:

- Professional and Business Services
- Education and Health Services, being driven in large part by the aging baby boomer population and the growing need for health care services; and
- Government.

Growth in these key industry sectors is expected to be supplemented by relatively strong job growth in other sectors including retail, finance and hospitality. Thus, Lake Stevens should tap into the projected growth in key industries, while insuring that its workforce is well-educated and able to take on the types of jobs likely to grow in the future. Lake Stevens can play a major role in the growing industry sectors by siting new employment and office park expansion and serving as a retail and recreation center for employees in those industries. (Figure 2.3)

Key industry clusters differ from industry “sectors” in that they typically cross traditional industry boundaries by including producers, suppliers, consumers, and competitor firms. Clusters are geographically based by being concentrated in a particular geographical area and give that area a competitive economic advantage. The Snohomish Economic Development Council has identified three key industry clusters – aerospace, clean tech, and life sciences – that are expected to generate the greatest amount of employment growth. These clusters indicate at least some of the

employment areas in which Lake Stevens itself is positioned to succeed.



Figure 2.3 Office development

Local industry clusters are a key to understanding and growing local economies by providing for a group of firms and related economic players and institutions which draw a productive advantage from their mutual proximity and connections (Joseph Cortwright, Brookings Institution).

Clusters specifically cut across traditional occupational or industry boundaries (Figure 2.4). An example is Snohomish County’s aerospace cluster of workers in engineering, manufacturing facilities, law, finance, transportation and logistics, CAD design, marketing and others who have specialized practices to excel in the aerospace industry. One of the most effective economic development strategies for a community like Lake Stevens is to recognize and build on their local clusters rather than trying to create something entirely new.

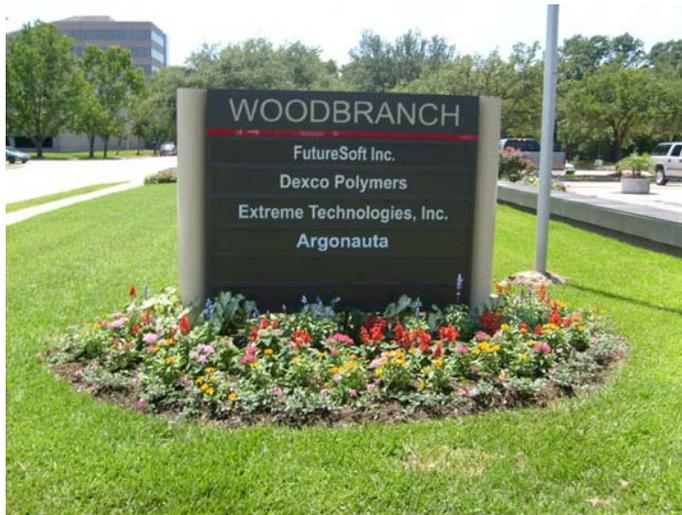


Figure 2.4 Related businesses sharing office development

Snohomish County’s industries clusters and their relation to economic development in Lake Stevens are:

- Aerospace – Due to its size and proximity to Lake Stevens, this cluster will have the greatest impact and hold the greatest potential for Lake Stevens. Lake Stevens has the potential to attract small to mid-size firms that are suppliers or collaborators with existing aerospace firms in the Everett area. Firms headed by executives who live in Lake Stevens or nearby and who are seeking shorter commutes will have a greater propensity to select Lake Stevens.
- Life Sciences – This cluster is currently located in the Bothell area and would be challenging for Lake Stevens to attempt to attract large employers due to the distance to major hospitals, healthcare facilities and existing bioscience firms. However, smaller employers may be interested in Lake Stevens.
- Clean Technology – This cluster is a relatively new cluster and not as clearly defined. Currently clustered in the Arlington

area, it is also spread through the county. Clean Technology (or green tech or alternative energy) has also been identified as a very important cluster by state and federal economic development agencies due to increasing energy process around the globe. Businesses locating in Lake Stevens may include those participating in production of solar or wind power, green building measures, energy efficient engines, or numerous other services or products. This could be an important cluster for Lake Stevens due to its potential to grow statewide and nationwide.

- Outdoor Sports and Recreational Gear - This cluster has not been targeted by the County or other areas, however, Lake Stevens could excel due to its concentration of outdoor enthusiasts and proximity to water sports, mountain sports, and walking/cycling trails (Figure 2.5). In addition, numerous major national and internationally sporting events occur annually including triathlons and rowing



Figure 2.5 Outdoor recreational equipment office and store

By considering the existing industry sectors and industry clusters described above, the 20th Street SE Corridor will include areas of office parks sized to encourage these types of businesses as well as retail and mixed use nodes where associated firms can locate to ensure proximity and connections with related businesses and institutions. Lake Stevens’ advantage in providing a well-educated workforce is enhanced by the award-winning Lake Stevens School District and proximity to local community colleges and shared programs with state educational institutions throughout Snohomish County.

C. Office Park Development and Retail Capture Opportunities

Being a crossroads for markets and nearly direct connection to Interstate 5, the 20th Street SE Corridor’s location favors its position for office and retail growth with considerable pass-through traffic from commuters to the east and north. This area can provide greater employment capacity for the City and surrounding secondary market and capture a proportion of the retail market. In addition to the economic development strategies in the section above, the following strategies will help attract additional office and retail development:

- Create a concentrated job center along with providing opportunities for higher-density residential neighborhoods in transitional areas to provide housing close to employment opportunities.
- Become an area for business park development, in the industry sectors and clusters described above, due to the proximity to existing successful sectors and clusters within Snohomish County.
- Attract a variety of different sized employers.
- Community and regional employment centers could include corporate offices, general offices, research and development, medical clinics, technology, and light manufacturing and assembly within a unified development. Secondary uses could include warehousing, storage and distribution associated with

a principal use and small-scale retail, personal and business services supporting the principal use.

- Capture retail “leakage” (i.e., goods purchased in another market that could or should be purchased locally).

The City would like to develop the 20th Street SE Corridor appearance, improve traffic and pedestrian circulation; and expand office, retail and residential development (Figure 2.6). Secondary objectives for the corridor include:

- Promote the addition of significant retail and office space in multiple retail/mixed-use nodes.
- Establish a program of road, circulation and transit improvements.
- Emphasize high quality design standards.



Figure 2.6 Outdoor seating for restaurant

D. Tourism

The Lake Stevens community has always had a tourism draw primarily because of the amenities offered by having a large beautiful recreational lake (Figure 2.7). Gradually, the area transformed from a weekend and summer resort spot to a residential community with public parks and city services. In recent years, Lake Stevens has become host to many community and athletic events that bring spectators and athletes from the area, all over the country and worldwide. Many of the activities that occur in Lake Stevens also benefit the larger community, Snohomish County and the Puget Sound area.

The recreational and scenic amenities in Lake Stevens make tourism an excellent economic development opportunity generating employment, supporting business, and contributing to a vibrant economy. The following goals support tourism opportunities:

General Tourism Goals:

- Protect and enhance the City’s tourism assets
- Encourage and advocate for the growth and development of diverse tourism businesses that reflect the community’s values and assets
- Support the natural, historic and cultural features and facilities of the Lake Stevens area as part of our economy and quality of life
- Support and encourage outdoor recreation as a prime community asset and tourism draw
- Support attractions such as events and festivals, performing and visual arts, sporting events and the unique qualities of Downtown Lake Stevens, shopping areas and neighborhoods
- Identify and encourage public and/or private development of new products, services and infrastructure that attract and serve visitors
- Support ongoing destination marketing and the development of tools that facilitate tourists’ explorations of the Lake Stevens community

Specific objectives and or activities that could enhance tourism opportunities include, but are not limited to:

1. Promote development of places to stay
2. Support uniqueness – food, retail, etc.
3. Encourage entertainment and other unique destination attractions
4. Support with way-finding infrastructure – uncluttered entryways – first impressions
5. Garner support and promotion from State and county Tourism organizations
6. Tourism focus downtown with support and encouragement from the other areas
7. Consider a unique and attractive Visitor’s Information Center, not generic
8. Get passers-by to stop to spend new money into the community
9. Support efforts and activities to keep them here longer

The City may consider developing a more targeted tourism strategy and action plan at a later time.



Figure 2.7 Lake Stevens, the jewel of the City

III. Community Vision

A. Vision

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

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

The objectives, goals, and policies of the 20th Street SE Corridor Subarea Plan echo the City’s overall vision to ensure that development is sensitive to the natural environment, and that future development

considers sustainable approaches to development and mitigates related impacts (Figure 3.1).



Figure 3.1 City of Lake Stevens’ vision is” one community around the lake”

B. Objectives

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

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

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

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



Figure 3.2 Parks and open space

IV. Plan Concept

A. Alternatives and Preferred Alternative

The draft Environmental Impact Statement (EIS) considered three land use alternatives (Table 4.1), all of which envisioned the 20th Street SE Corridor with a strong emphasis on employment growth, economic diversification and capturing the retail spending occurring outside the City. Identified development nodes encourage a more intensive mix of uses – in the same building, on the same site, or within the same area – through new zoning classifications. The Lake Stevens City Council selected Alternative 2 as the preferred land use alternative.

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

Table 4.1 Summary of growth assumptions for EIS alternatives

Alternative 2 – Employment/Commercial Emphasis

The Preferred Alternative/Alternative 2 (Figure 4.1) emphasizes employment and commercial growth that focuses growth in office parks, commercial and mixed-use nodes along the corridor, and larger complexes, with an increase in higher-density residential uses along the periphery of the subarea to provide a transition to existing single-family neighborhoods. New and amended development regulations address the mix, density, scale and form of planned development. Under the preferred alternative, the City designates the 20th Street SE Corridor Subarea as a planned action to encourage economic development and streamline SEPA review for projects that are consistent with the subarea plan and the EIS.

B. Land Use Map

Based on the plan concept map, land use designations were assigned to all parcels within the subarea (Figure 4.2). A large portion of the subarea north of 20th Street SE and west of State Route 9 remains in Medium Density Residential (MDR). Other residential areas north of 20th Street SE changed to High Density Residential (HDR) or Mixed Use (MU). South of 20th Street SE, most of the MDR changed to Commercial (COM) or MU. Table 4.2 shows acreages for designations.

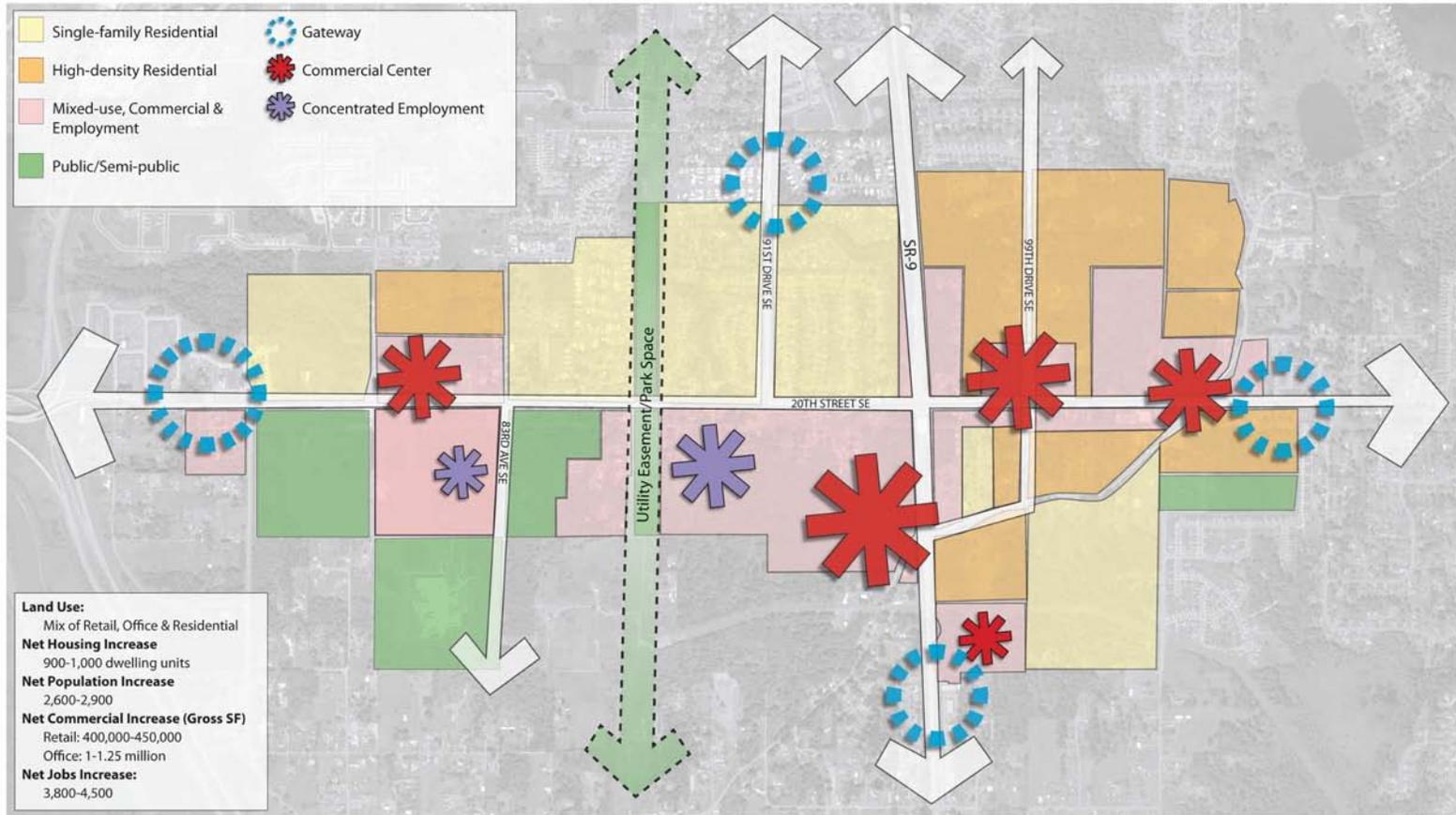
C. Zoning Map

Based on the plan concept map, zoning districts were assigned to all parcels within the subarea (Figure 4.3). A large portion of the subarea north of 20th Street SE and west of State Route 9 remains in Urban Residential (SR). Other residential areas north of 20th Street SE and east of State Route 9 changed to High Urban Residential (HUR) or Mixed Use (MU). South of 20th Street SE and west of State Route 9, most of the SR changed to Business District (BD) and the Sub-Regional Commercial changed to the new, but comparable Commercial District (CD). A node of Neighborhood Business (NB) was created north of the intersection of 20th Street SE and 79th Avenue SE and the existing commercial node at South Lake Stevens north of 20th Street SE was extended west to 99th Avenue SE. East of State Route 9 and south of 20th Street SE, some residential areas changed to MU or COM and other areas increased in density to HUR. Acreages are in Table 4.2.

Land Use Designations	Acres	Zoning District	Acres
Medium Density Residential	267	Urban Residential	267
High Density Residential	210	High Urban Residential	210
Commercial	210	Business District	100
		Commercial District	72
		Neighborhood Business	38
Mixed Use	42	Mixed-Use Neighborhood	42
Public/Semi-Public	120	Public/Semi-Public	120

Table 4.2 Summary of acreage for land use designations and zoning districts

Figure 4.1 Preferred Alternative/Alternative 2 Employment Emphasis



20th Street SE Corridor Preferred Alternative: Intensive Employment with Residential

July 2012



Figure 4.2 Land Use Map

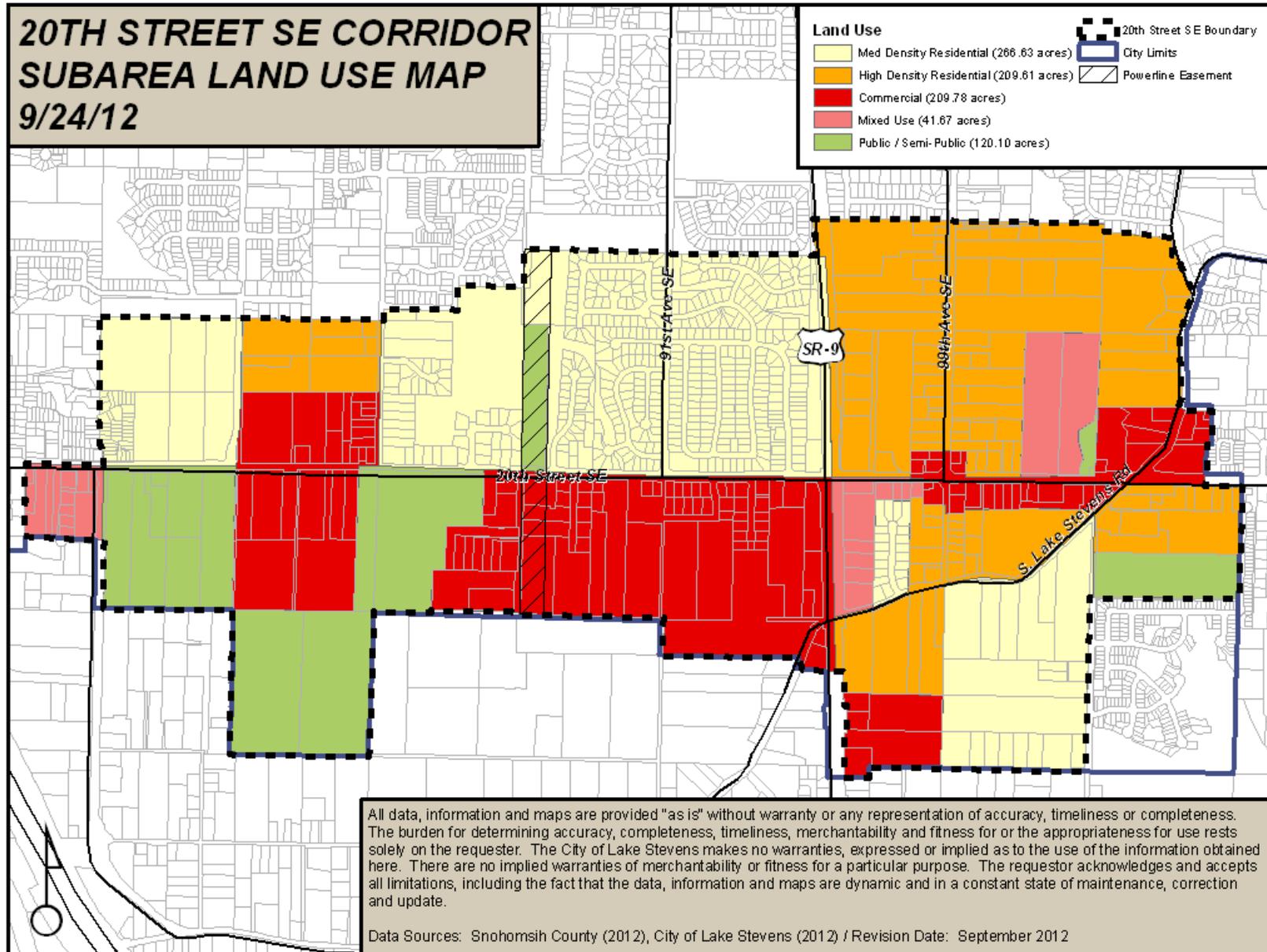
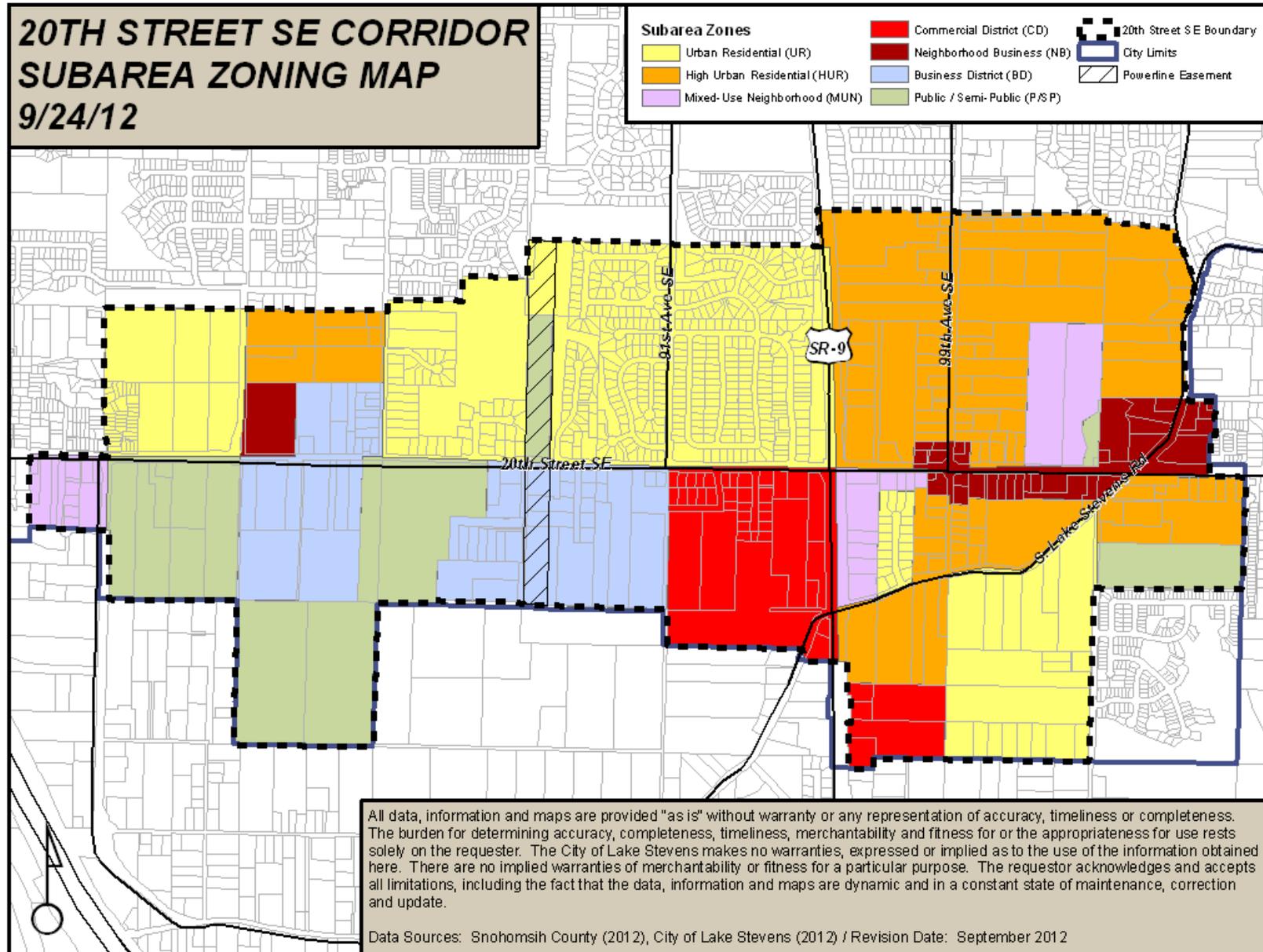


Figure 4.3 Zoning Map



V. Plan Elements

A. Goals and Policies



Figure 5.1 Community character

1. Community Character

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

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

a. Goals

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

b. Policies

Policy 1.1 – District Identity

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

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



Figure 5.2 District identity

Policy 1.2 – Gateways & Wayfinding

1.2.1 Entrance points or gateways to the district along 20th Street SE and SR-9 should be enhanced with landscaping, lighting, and signage, with the unique name assigned to the district (Figure 5.3).



Figure 5.3 Landscaping, lighting and signage identifying district

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

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

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

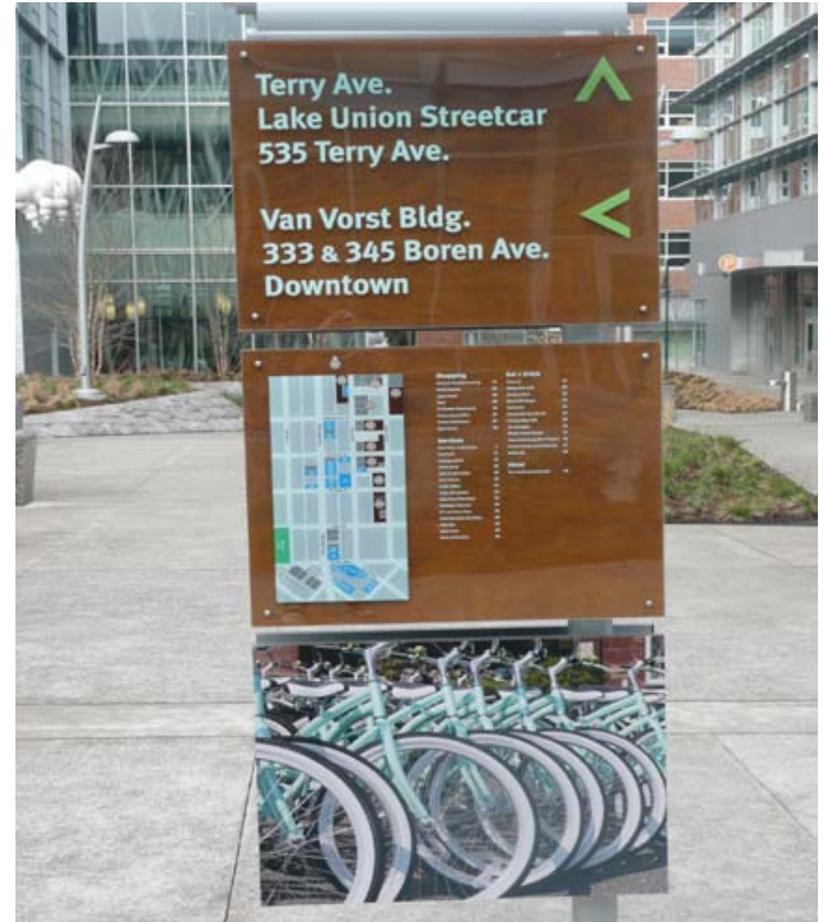


Figure 5.4 Wayfinding sign

Policy 1.3 – Design Guidelines for New Development

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

1.3.2 Establish a set of design guidelines to address best practices of streetscape design, site design, building design and signs that respect natural features, an enhanced public realm, and excellence in architecture that will appeal to high quality employers and businesses. Figure 5.4 illustrates high-quality development.



Figure 5.5 High quality new developments

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

Policy 1.4 – Incentives for Public Amenities in New Developments

1.4.1 Develop new land use regulations governing uses, intensities and heights that allow additional development potential in return for a development with specified public amenities.

- For example, specific public benefit features could include public plazas, green roofs, low impact development, trails and/or connections, green belts, and planted walkways.

Policy 1.5 – Streetscapes

1.5.1 Establish streetscape standards for major streets, indicating sidewalk widths, street trees, pedestrian-scale lightings, street furnishings and wayfinding signs to establish the tone and quality of development, as well as reinforce the design character. Figure 5.6 illustrates a well-designed streetscape.

Policy 1.6 – Public Views

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

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

Policy 1.7 – Landmarks

1.7.1 Encourage development of highly visible and architecturally dramatic buildings near designated gateways, intersection of 20th Street SE and SR-9, and at activity nodes to reinforce the district as unique. Figure 5.7 is an example of an architecturally dramatic design at a crossroads.



Figure 5.6 Streetscape



Figure 5.7 Landmarks

Policy 1.8 – High Quality Public Buildings

1.8.1 Public buildings constructed by any government entity, such as the City, school district, transit authority, utility districts, the State, or Snohomish County should exhibit a very high quality of design befitting the important role of local or regional government as illustrated in Figure 5.8.



Figure 5.8 High quality public building - Bainbridge Island City Hall

- Local examples in the district include Cavalero Mid High School and Lake Stevens Fire Administration Building (Figure 5.9).



Figure 5.9 High quality public building – Cavalero Mid High School (Photo courtesy of Benjamin Schneider)

1.8.2 Discourage strictly utilitarian structures, regardless of the function (Figure 5.10).



Figure 5.10 High quality public building – Ballard Library

2. Livable Places and Housing

Over the next twenty years, the 20th Street SE Corridor Subarea should evolve into a collection of neighborhoods that offer a range of choices in housing type and size, as well as tenure, retail goods and services, and employment. Although the subarea is envisioned for major new employers, different nodes with varying intensities and character should be designed so people can choose to live in close proximity to workplaces and daily needs. The following goals and policies are intended to create a vibrant and livable district. Figure 5.11 illustrates how to integrate different uses and define a strong community identity.

a. Goals

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



Figure 5.11 Mixed-use neighborhood development – residential over office



Figure 5.12 Urban townhouse development

b. Policies

Policy 2.1 – Urban Neighborhoods

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

2.1.2 Develop land use and zoning regulations that allow self-sufficient neighborhoods with closer proximity of buildings, more street and pedestrian connections, mixed-uses, and higher-density housing (Figure 5.12).

Policy 2.2 – Transit-Oriented Development

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

Policy 2.3 – Neighborhood Public Places

2.3.1 Provide a range of public or semi-public spaces in each neighborhood. Examples include passive and active parks, plazas, courtyards, pathways or overlooks (Figure 5.13).

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



Figure 5.13 Neighborhood public spaces

Policy 2.4 – Neighborhood Retail and Services

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

2.4.2 Consider development incentives for neighborhood shops and services that serve the immediate surrounding area in mixed-use and transitional areas. (Figure 5.14)



Figure 5.14 Mixed-use neighborhood development – office over retail

Policy 2.5 – Community Policing Through Environmental Design (CPTED)

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

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

Policy 2.6 – Lighting

2.6.1 *Develop a cohesive lighting plan for the subarea specifying the types, designs, and locations of streetlights and parking lights to ensure a uniform collection of lights in the subarea (Figure 5.15).*

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



Figure 5.15 Lighting

Policy 2.7 – Housing Choices and Density

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

2.7.2 *Encourage the creation of well-designed, higher-density residential housing as standalone developments or as part of mixed-use buildings, as illustrated in Figure 5.16.*



Figure 5.16 Higher density housing choices

2.7.3 *Develop illustrated design guidelines and standards that clearly define quality expectations for design and construction to ensure all higher-density housing creates a livable environment, is compatible with adjacent land uses and creates a transition between more intensive and less intensive development (Figure 5.17).*



Figure 5.17 Livable environments

2.7.4 *Ensure design standards and subsequent review process is mandatory.*

Policy 2.8 – Screening Less Desirable Uses

2.8.1 *Establish specific screening standards for loading areas, truck staging areas, open storage, warehousing, and utility structures, where they are close to residential areas or visible to the public, as part of the design guidelines and standards or zoning regulations (Figure 5.18).*



Figure 5.18 Trash or utility enclosure

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

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



Figure 5.19 Parking lot landscaping

3. Land Use and Intensity

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

a. Goals

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

b. Policies

Policy 3.1 – Land Uses

3.1.1 Develop or revise existing comprehensive plan designations to support the mix of land uses and support the development of distinct nodes and neighborhoods proposed in the subarea (Figure 5.20).



Figure 5.20 Mixed-use office/retail development

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

3.1.3 Identify at least one location for a natural, campus-like office park to support increased employment within the City and the region.

- For example, the area south of 20th Street SE between 79th Avenue SE and 91st Avenue SE may be appropriate as an office park.



Figure 5.21 Three-story, well-designed commercial building

3.1.4 Identify separate nodes for commercial/mixed-use development. For example, the southwest corner of 20th Street SE and SR- 9 is proposed for a large regional commercial development. The northwest corner of the same intersection or the northeast intersection of 20th Street SE and 79th Avenue SE could be identified for mixed-use development. Figure 5.21 illustrates a commercial building.

3.1.5 Identify areas for higher-density residential development as a transition between office and commercial areas and existing development.

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

3.1.6 Land uses, densities and intensities should not be the same throughout, but should vary within the subarea. The highest intensity areas should be located within a quarter mile of SR-9 or 20th Street SE with less intense uses allowed adjacent to existing residential areas.

Policy 3.2 – Heights

3.2.1 Encourage multistory development averaging two to three stories within the business parks and commercial/mixed use nodes.

3.2.2 Consider height increases up to five stories for business parks commercial/mixed use nodes for buildings that include higher quality design and public amenities (Figure 5.22).

3.2.3 Encourage multistory residential development up to three stories as a buffer between existing single-family neighborhoods and commercial developments.



Figure 5.22 Mid-rise buildings in business park

Policy 3.3 – Office Park Development

3.3.1 Require a natural, campus-like design with smaller buildings around the site with smaller parking areas or larger buildings with pedestrian-oriented architecture through the use of design standards, preservation of natural features, and areas for people to gather (Figure 5.23).



Figure 5.23 Campus-like design

3.3.2 Connect paths and walkways to adjacent schools, parks or retail areas.



Figure 5.24 Open spaces

3.3.3 Consider size and placement of plazas or open spaces which could be used for public events or public use (Figures 5.24 and 5.25).



Figure 5.25 High-rise office park with public plaza

4. Circulation and Mobility

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

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

a. Goals

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

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

b. Policies

Policy 4.1 – Layered Network and Roadway Design (Figure 5.26)

4.1.1 Provide a layered street network that prioritizes various types of travel on different roadways (Figure 5.26).



Figure 5.26 Layered street network (see Figure 6.1 for larger version)

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

Policy 4.2 – Level of Service

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

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

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

Policy 4.3 – Streets, Connectivity & Safety

4.3.1 Achieve more connectivity and accommodate development as it occurs, by identifying additional public streets of any class defined in the layered network or significant upgrades to existing streets as development occurs (Figures 5.27 and 5.28).



Figure 5.27 Pedestrian improvements to street network



Figure 5.28 Safe street network for both cars and pedestrians

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

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

- For example, block lengths on 20th Street SE should conform to a grid approximately 660 feet as this is half the distance between the existing signalized intersections along the 20th Street SE Corridor.
- In neighborhoods and streets off 20th Street SE, block lengths should be between 300 and 400 feet in length to encourage pedestrian friendly, walkable neighborhoods.

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

4.3.4 Except on arterials, roundabouts should be used in place of four-way stops to create a neighborhood identity, provide space for landscaping and art, minimize climate change impacts, and provide safety benefits (Figure 5.29).



Figure 5.29 Roundabout on Lundeen Parkway at Lake & Vernon roads

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

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

4.3.7 Implement Safe Routes to Schools programs for Cavalero Mid/High School, Skyline Elementary School, and Glenwood Elementary School (Figure 5.30).



Figure 5.30 Safe routes to school markings

Policy 4.4 – Trail Connections

4.4.1 *Develop active transportation links, including an off-street trail network that connects commercial, retail, civic and residential areas in the subarea and to the Lake Stevens Center Subarea to the north (Figure 5.31).*



Figure 5.31 Bike parking near bus stops, parks and center

4.4.2 *Encourage the development a multi-use trail along the power line corridor to connect the 20th Street SE Corridor to the Lake Stevens Center as a future element of the Parks and Recreation Plan, similar to the Centennial Trail in Figure 5.32.*

4.4.3 *Encourage the development multi-use trails through future and existing greenbelts and other open spaces in the subarea (Figure 5.33).*

4.4.4 *Develop trail standards for major trails and those adjacent to residential areas that include pedestrian-scale and energy efficient lighting to ensure safety and encourage use during the winter months.*



Figure 5.32 Centennial Trail

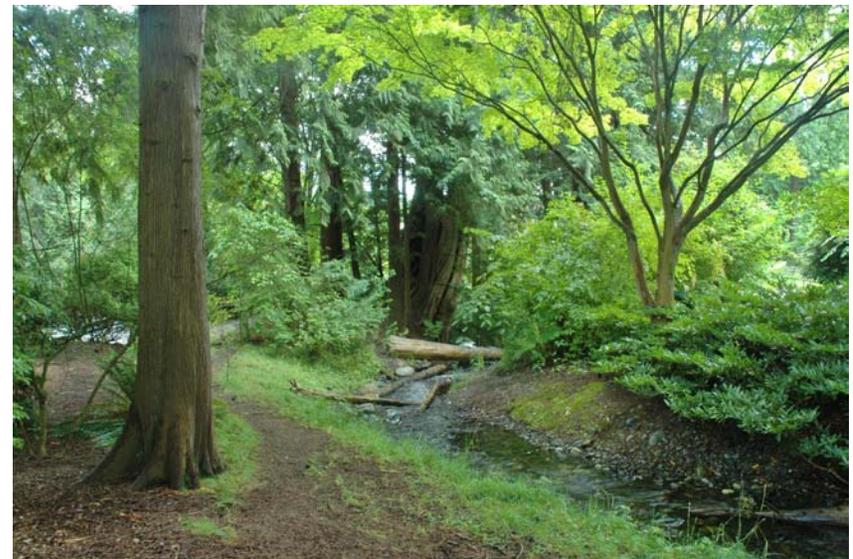


Figure 5.33 Path through natural area

Policy 4.5 – Enhance Transit

4.5.1 Support expanded transit service to allow convenient access to regional destinations, retail and employment centers, schools, and residential areas (Figure 5.34).



Figure 5.34 Transit bus stop

4.5.2 Encourage the development of amenities, such as shelters, benches, and lighting to provide a comfortable and safe environment for transit passengers in coordination with Community Transit.

4.5.3 Coordinate with Community Transit to provide a transit center within the 20th Street SE Corridor.

- Potential areas include under the power lines or in a shared use parking lot with a new residentially-focused mixed-use development.

5. Sustainability and Natural Resources

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

New development for this area should integrate into the natural systems of wetlands, creeks, and greenbelts, subject to the City’s adopted critical areas regulations. To enhance the area, the City should continue to support the retention and/or replacement of existing trees and natural vegetation including significant trees. It will be necessary to protect critical areas by ensuring stormwater is handled appropriately (Figure 5.35).



Figure 5.35 Low impact development landscaping and frontage improvements

a. Goals

Goal 5: Development and infill projects should apply best management practices and integrate site design into the natural systems and greenbelts while striving to retain natural elements such as existing vegetation and significant trees and take advantage of mountain and valley views (Figure 5.36).



Figure 5.36 Integrated drainage/landscaping design

b. Policies

Policy 5.1 – Integration of Built Environment & Natural Features

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

5.1.2 *Preserve and integrate natural vegetation and topography with built elements of the development site to protect habitat and prevent slope erosion, where feasible (Figure 5.37).*



Figure 5.37 Natural wetland and creek

5.1.3 *Parking lots should be designed as a collection of smaller lots, separated by landscaping and “stepped” to follow natural topography, as feasible*

- Wholesale grading and benching to create large contiguous parking lots is discouraged.
- Wetlands, stands of trees and greenbelts should be incorporated into parking lots and plazas rather than removed or filled in.
- New trees of significant size should be required for new parking lots.

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

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

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

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



Figure 5.38 Onsite recharge and drainage area

Policy 5.2 – Stormwater & Critical Areas

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

5.2.2 Recognize the importance of natural and critical areas and ensure all development within the subarea protects groundwater, surface water hydrology, and wildlife habitat in a manner consistent with the City’s adopted critical areas regulations.

5.2.3 New development within the subarea should utilize a variety of environmental enhancement and low impact development techniques such as rain gardens, pervious pavement, and other infiltration techniques as appropriate and feasible. Figures 5.38 and 5.39 illustrate examples of these techniques.



Figure 5.39 LID landscaping

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

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

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

6. Public Places and Community Facilities

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

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

Over time, a variety of parks would be beneficial throughout the subarea including both recreation-oriented for active recreation and passive for respite and quiet. In addition to formal parks, the land use code should require and /or provide incentives for usable public spaces (Figure 5.40).



Figure 5.40 Useable public spaces

a. Goals

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

b. Policies



Figure 5.41 Park and trail amenities

Policy 6.1 – Parks

6.1.1 Identify high-level parks and recreation planning needs for the subarea, such as recreational preferences and general locations of spaces needed to serve the anticipated population. Consider areas with critical areas, such as stream corridors, wetlands and stands of native vegetation, as passive recreation areas to protect the resource (Figure 5.41).

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

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

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

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

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

6.1.5 *Consider construction of a community center, possibly in association with a school, to provide year-round space for activities.*



Figure 5.42 Community gathering place - amphitheater

Policy 6.2 – Community Gathering Places

6.2.1 *Ensure all development provides plazas, courtyards, gardens, or other type of open space for people to enjoy themselves outside, whether it’s a few people or hundreds. Some will tend to be used principally by employees, local residents or shoppers (Figures 5.42 and 5.43).*

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



Figure 5.43 Community gathering place - park

VI. Development Typologies & Layered Street Network

A. Development Typologies

1. Office/Business

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

a. Business Park

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

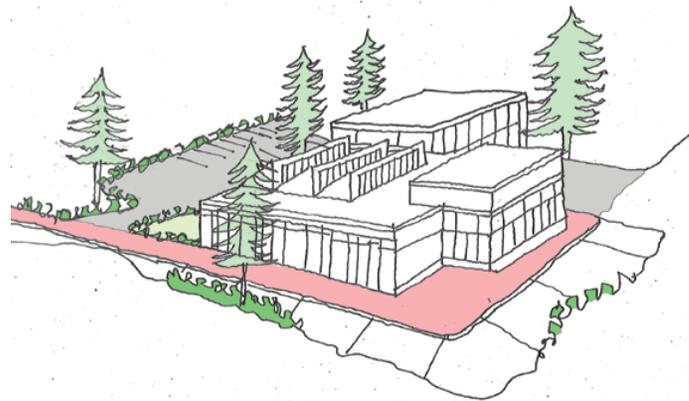


Figure 6.1 Illustration of business park development



Figure 6.2 Business park developments

b. Low-Rise Office

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

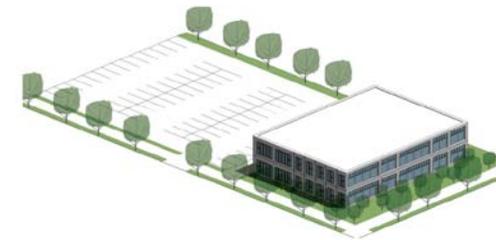


Figure 6.3 Illustration of low-rise office development



Figure 6.4 Low-rise office developments

c. Mid-Rise Office

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



Figure 6.5 Illustration of mid-rise office development



Figure 6.6 Mid-rise office developments

d. Mixed-Use Office

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

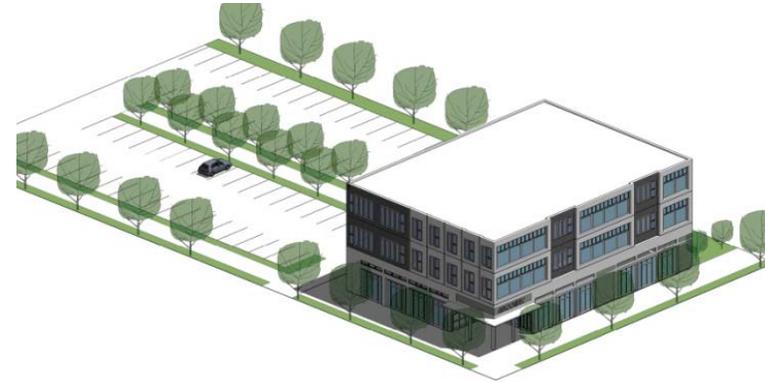


Figure 6.7 Illustration of mixed-use office development



Figure 6.8 Mixed-use office developments

2. Commercial

Commercial uses in the 20th Street SE Subarea are envisioned to include both neighborhood-oriented retail uses that serve the surrounding residential neighborhoods and larger format retail chains serving a region. The 20th Street SE Subarea will be developed with

recognition and respect for natural areas, where feasible, including views of designated woodlands and habitat corridors. Development is also intended to be pedestrian-oriented with limited parking allowed between the building and the street, lush landscaping that helps screen the building and clearly defines the pedestrian realm. Landscaping associated with stormwater management practices shall be incorporated into all parking areas.

a. Neighborhood Retail Centers

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



Figure 6.9 Illustration of neighborhood retail center



Figure 6.10 Neighborhood retail centers

b. Regional Retail Centers

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

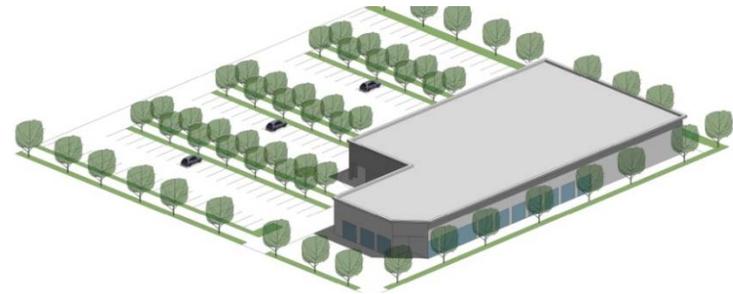


Figure 6.11 Illustration of regional retail center



Figure 6.12 Regional retail centers

3. Higher Density Residential

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

a. Multi-Family Residential

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

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



Figure 6.13 Illustration of a multi-family housing



Figure 6.14 Multi-family housing developments

b. Small Lot Single-Family Residential

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

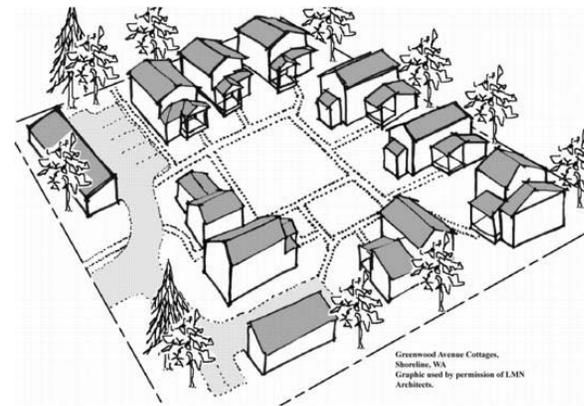


Figure 6.15 Illustration of a cottage housing development



Figure 6.16 Cottage housing developments

B. Layered Street Network

1. Network Description

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

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

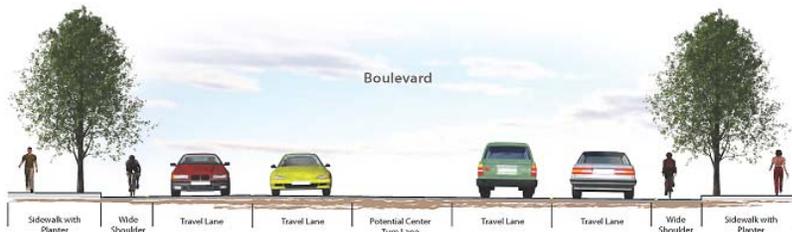


Figure 6.17 Possible boulevard street section

- **Local Street** – Smaller low-speed local streets emphasize bicycle and pedestrian travel alongside reduced automobile use. These streets should feature curb, gutter, buffered sidewalks and bicycle lanes or widened shoulders if traffic volumes are in excess of 2,000 vehicles per day (Figure 6.18). This category would also include an enhanced 99th Avenue SE

that functions as the main eastern connector to the Lake Stevens Center that would promote design amenities between the two subareas.



Figure 6.18 Possible local street section

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

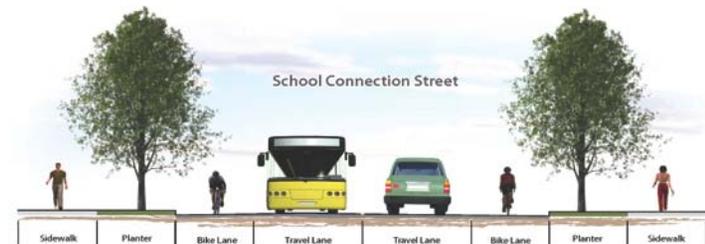


Figure 6.19 Possible school connection street section



Figure 6.20 Layered street network

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



Figure 6.21 Possible trail street section

2. Alternative Measures of Transportation Performance

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

C. Trail Network

In addition, to the street network discussed in the previous section, the subarea includes a trail network to provide non-motorized connections throughout the subarea. The trail network will include multi-use trails, for recreational purposes along the power line corridor; paved pedestrian trails, to connect neighborhoods and shopping centers; and soft trails, to provide low-impact access to green belts, open spaces or along the buffers of critical areas.

1. Multi-Use Trail

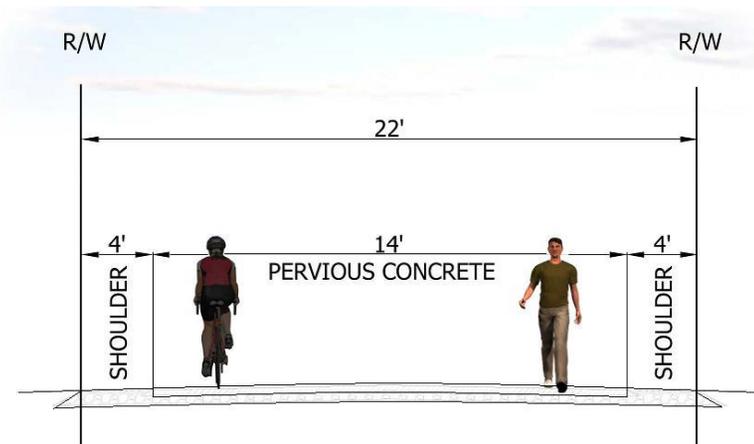
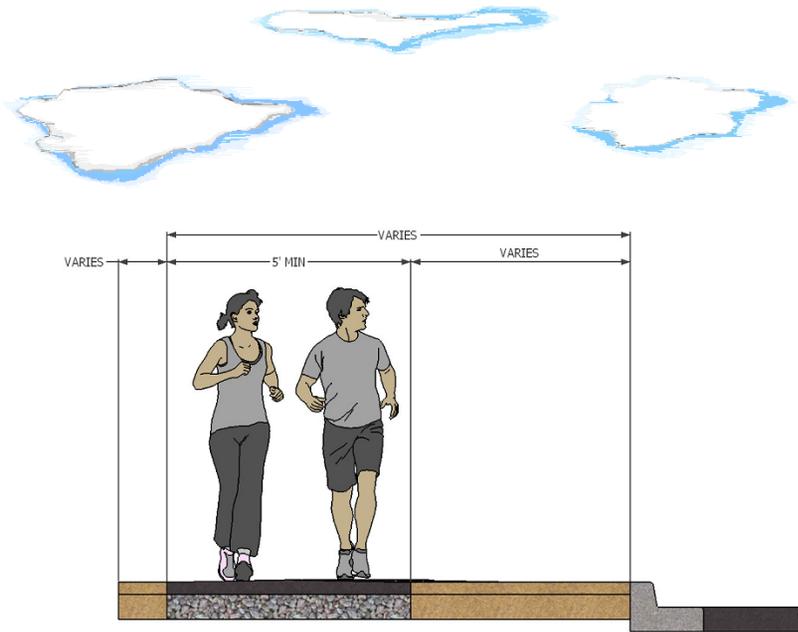


Figure 6.22 Multi-use trail cross-section

2. Pedestrian Trails



Note: Incorporate curb as needed

Figure 6.23 Paved pedestrian trail cross-section

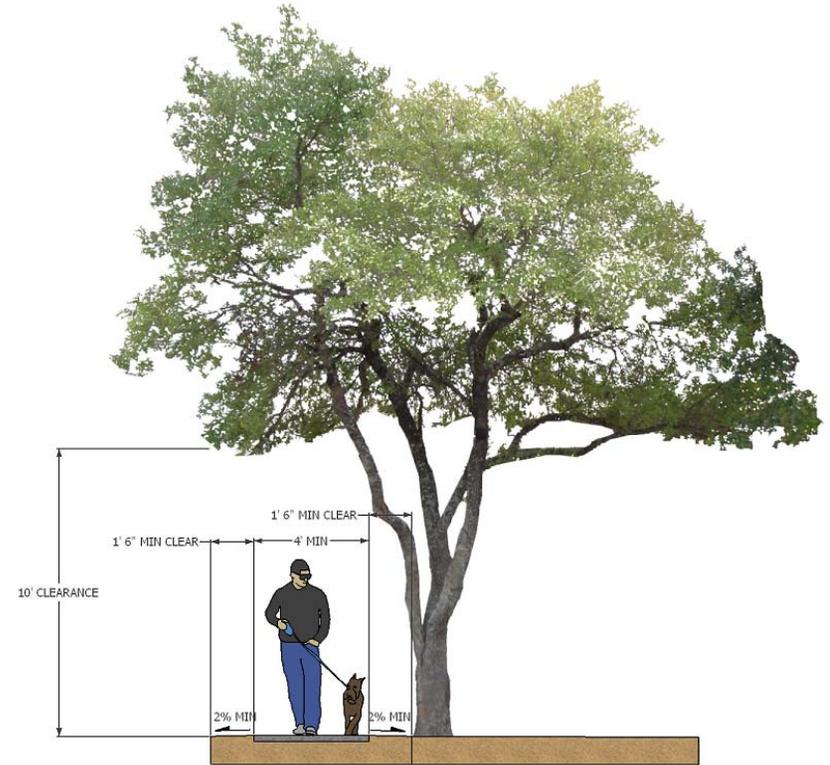


Figure 6.24 Soft pedestrian trail cross-section

VII. Implementation

A. Market and Promotion

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

B. Partnerships

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

C. Gateways and Wayfinding

To capitalize on the positive changes envisioned in the subarea plan, the City should establish a comprehensive Gateway and Wayfinding program in the future. The objective for establishing a Gateway and Wayfinding program is to develop a cohesive identification system through public signage. Future signs could reflect the unique character of the subarea and its diverse residential and commercial areas and provide clear direction to amenities, businesses, and services within the subarea for visitors and residents. A successful Gateway and Wayfinding program is a key tool to enhance economic development and help establish an attractive and dynamic subarea that connects the subarea seamlessly to greater Lake Stevens.

VIII. Associated Documents

The Subarea Plan provides guidance for the Vision, but the plan is implemented through land use regulations, design guidelines, capital facilities plan and the planned action ordinance. In addition, amendments were made to the existing Comprehensive Plan elements and Title 14 of the Lake Stevens Municipal Code for consistency with the Subarea Plan and associated documents.

A. Zoning

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

B. Design Guidelines

Design Guidelines typically overlay objective development standards. Subarea Design Guidelines are divided between site and building elements. They are intended to initiate discussion about the types of design elements that create an aesthetically pleasing and vital district. The design elements described in this section comply with the City of Lake Steven’s Vision Statement and Comprehensive Plan. Design guidelines, in general, provide a framework for how the subareas look, function, and feel to create a cohesive district. Design guidelines are intended to assist developers, property owners, architects, planners, elected officials, and interested citizens in understanding the types of projects that comply with the community’s vision for a vibrant and attractive subarea.

C. Capital Facilities Plan

This Capital Facilities Plan describes utility infrastructure required for development of the 20th Street SE Corridor including Transportation, Sewer, Water, and Stormwater. Proposed infrastructure projects are

described with typical costs estimates in accordance with Washington State law. The Capital Facilities Plan also describes likely funding mechanisms for infrastructure projects.

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

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

A Planned Action is designated by ordinance following preparation of an Environmental Impact Statement (EIS); the EIS evaluates the impacts of growth anticipated in the subarea plan and identifies mitigation measures the City will require of future development. The Planned Action Ordinance identifies the criteria that a project must satisfy to be considered as a planned action. These criteria relate to the type of land use proposed, whether its impacts have been addressed in the EIS, and whether mitigation measures are sufficient. A development proposal that meets these criteria qualifies as a planned action project and does not have to go through an independent SEPA process.

E. Planned Action Submittal Packet

Development projects submitted within the adopted subarea is required to request review as a Planned Action Project and to apply for a Pre-Application Meeting. A Planned Action Submittal Packet is available for interested applicants to assist them in developing within the subarea in a timely manner.