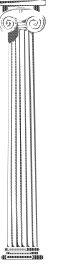


### City of Lake Stevens Mission Statement



The City of Lake Stevens' mission is not only to preserve the natural beauty that attracted so many of its citizens, but to enhance and harmonize with the environment to accommodate new people who desire to live here. Through shared, active participation among Citizen, Mayor, Council, and City Staff, we commit ourselves to quality living for this and future generations.

Growth in our community is inevitable. The City will pursue an active plan on how, when, and where it shall occur to properly plan for needed services, ensure public safety, and maintain the unique ambience that is Lake Stevens.



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**CITY COUNCIL REGULAR MEETING AGENDA**  
**Lake Stevens School District Educational Service Center (Admin. Bldg.)**  
**12309 22<sup>nd</sup> Street NE, Lake Stevens**  
**Monday, September 24, 2012 - 7:00 p.m.**

**NOTE:** **WORKSHOP ON VOUCHERS AT 6:45 P.M.**

**CALL TO ORDER:** 7:00 p.m.  
Pledge of Allegiance

**ROLL CALL:**

**GUEST BUSINESS:**

**CONSENT AGENDA:**

*A.	Approve September 2012 vouchers.	Barb
*B.	Approve September 10, 2012 regular Council meeting minutes.	Norma
*C.	Authorize the Mayor to sign the School Resource Officer Interlocal with the Lake Stevens School District.	Barb

**ACTION ITEMS:**

*A.	Adopt third and final reading of Ordinance No. 875, Comprehensive Plan related amendments.	Becky
*B.	Adopt third and final reading of Ordinance No. 876, Land Use Code related amendments.	Becky
*C.	Adopt third and final reading of Ordinance No. 877, Lake Stevens Center Planned Action.	Becky
*D.	Adopt third and final reading of Ordinance No. 878, 20 <sup>th</sup> Street SE Corridor Planned Action.	Becky
*E.	Approve Resolution No. 2012-5, fees amendment.	Becky
*F.	Adopt the Traffic Impact Fee Program - Developer's Workbook.	Mick
#G.	Authorize the Mayor to sign agreement with Terra Tech for 20th Street SE sewer.	Jan
*H.	Proclamation - October National Community Planning Month.	Vern

**DISCUSSION ITEMS:**

#A.	2013 proposed budget.	Barb
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**Lake Stevens City Council Meeting**

**September 24, 2012**

**COUNCIL PERSON'S  
BUSINESS:**

**MAYOR'S BUSINESS:**

**STAFF REPORTS:**

**INFORMATION  
ITEMS:**

**EXECUTIVE  
SESSION:**

**ADJOURN:**

* ITEMS ATTACHED	** ITEMS PREVIOUSLY DISTRIBUTED	# ITEMS TO BE DISTRIBUTED
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***THE PUBLIC IS INVITED TO ATTEND***

***Special Needs***

*The City of Lake Stevens strives to provide accessible opportunities for individuals with disabilities. Please contact Steve Edin, City of Lake Stevens ADA Coordinator, (425) 377-3227, at least five business days prior to any City meeting or event if any accommodations are needed. For TDD users, please use the state's toll-free relay service, (800) 833-6384, and ask the operator to dial the City of Lake Stevens City Hall number.*

**NOTICE:**

***All proceedings of this meeting are audio recorded, except Executive Sessions***

**BLANKET VOUCHER APPROVAL  
2012**

We, the undersigned Council members of the City of Lake Stevens, Snohomish County, Washington, do hereby certify that the merchandise or services hereinafter specified have been received and that the following vouchers have been approved for payment:

Payroll Direct Deposits	906263-906320	\$134,668.75
Payroll Checks	34071-34072	\$3,457.99
Claims	34073-34132	\$297,967.09
Electronic Funds Transfers	499-502	\$5,347.71
Void Checks	33475, 33558	(\$26.66)
Tax Deposit(s)	9/14/2012	\$49,074.86
Total Vouchers Approved:		\$490,489.74

**This 24th day of September 2012:**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Councilmember

\_\_\_\_\_  
Finance Director

\_\_\_\_\_  
Councilmember

\_\_\_\_\_  
Councilmember

\_\_\_\_\_  
Councilmember



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## Direct Deposit Register

17-Sep-2012

Wells Fargo - AP

## Lake Stevens

### Direct Deposits to Accounts

17-Sep-2012	<u>Vendor</u>	<u>Source</u>	<u>Amount</u>	<u>Draft#</u>	<u>Bank Name</u>	<u>Transit</u>	<u>Account</u>
9407	Department of Retirement (Pers	C	\$3,592.00	499	Wells Fargo	121000248	4159656917
9408	NATIONWIDE RETIREMENT SOL	C	\$1,098.25	500	Wells Fargo	121000248	4159656917
9405	Wash State Support Registry	C	\$402.46	501	Wells Fargo	121000248	4159656917
<b>Total:</b>			\$5,092.71		<b>Count:</b>	3.00	

### *Direct Deposit Summary*

<i>Type</i>	<i>Count</i>	<i>Total</i>
C	3	\$5,092.71

### Pre-Note Transactions

## Direct Deposit Register

18-Sep-2012

Wells Fargo - AP

## Lake Stevens

### Direct Deposits to Accounts

18-Sep-2012	<u>Vendor</u>	<u>Source</u>	<u>Amount</u>	<u>Draft#</u>	<u>Bank Name</u>	<u>Transit</u>	<u>Account</u>
13027	DEPARTMENT OF LICENSING	C	\$255.00	502	Wells Fargo	123456789	123123123
Total:			\$255.00	Count:		1.00	

### *Direct Deposit Summary*

<i>Type</i>	<i>Count</i>	<i>Total</i>
C	1	\$255.00

### Pre-Note Transactions

## Detail Check Register

18-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
<b>34073</b>	<b>18-Sep-12</b>	<b>969</b>	<b>Business Card</b>	<b>\$4,001.56</b>
09/12 1324			Tab dividers/Advertising/WCPCA/Econ Alliance	\$430.07
001003511104300			Executive - Travel & Mtgs	\$25.00
001003513104300			Administration - Travel & Mtgs	\$25.00
001007558003100			Planning - Office Supplies	\$16.80
001007558004300			Planning - Travel & Mtgs	\$25.00
001007558004400			Planning - Advertising	\$63.27
001007558400001			Planning - Staff Development	\$275.00
09/12 2401			Fuel/Airfare& car Barnes boat training/mtg	\$1,865.31
001008521004300			Law Enforce - Travel & Mtgs	\$46.58
001008521004301			Boating - Travel/Training	\$1,818.73
09/12 4949			Autotether marine System/PT45 Vessel	\$235.00
001008521003102			Law Enforcement - Boating Oper	\$235.00
09/12 5242			ID card for Russell Wright	\$19.00
001007558003200			Planning-Operating Costs	\$19.00
09/12 7750			100 ft Heavy Tube/parking/mtg with MJR	\$227.26
101016542004300			Street Fund - Travel & Mtgs	\$40.56
101016542004800			Street Fund - Repair & Mainten	\$186.70
09/12/4381			Postage/Transcription/Training	\$1,224.92
001008521003104			Law Enforcement-Operating Cost	\$75.50
001008521004200			Law Enforcement - Communicatio	\$555.42
001008521004901			Law Enforcement - Staff Develo	\$594.00
<b>34074</b>	<b>18-Sep-12</b>	<b>13322</b>	<b>Snohomish County Cities</b>	<b>\$35.00</b>
09/20/12			9/20/12 meeting	\$35.00
001001511604300			Legislative - Travel & Mtgs	\$35.00
<b>Total Of Checks:</b>				<b>\$4,036.56</b>

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
<b>34075</b>	<b>24-Sep-12</b>	<b>1053</b>	<b>Alexander Printing</b>	<b>\$176.79</b>
31971			<b>1500 #10 Window security envelopes</b>	\$176.79
001004514233100		Finance - Office Supplies		\$176.79
<b>34076</b>	<b>24-Sep-12</b>	<b>12540</b>	<b>ALLIED WASTE SERVICES #197</b>	<b>\$263.90</b>
0197-001502436			<b>Dumpster services - Lundeen Park</b>	\$263.90
001010576803103		Parks-Lundeen-Operating Costs		\$251.19
001010576804500		Parks - Equipment Rental		\$12.71
<b>34077</b>	<b>24-Sep-12</b>	<b>12540</b>	<b>ALLIED WASTE SERVICES #197</b>	<b>\$350.18</b>
0197-001502660			<b>Dumpster services - City Shop</b>	\$350.18
101016542003102		Street Fund Operating Costs		\$167.73
101016542004500		Street Fund - Rentals/Leases		\$7.37
410016542403102		Storm Water - Operating Costs		\$167.72
410016542404501		Storm Water - Equipment Rental		\$7.36
<b>34078</b>	<b>24-Sep-12</b>	<b>12540</b>	<b>ALLIED WASTE SERVICES #197</b>	<b>\$109.96</b>
0197-001503149			<b>Dumpster services - City Hall</b>	\$109.96
001013519903100		General Government - Operating		\$97.01
001013519904500		General Government-Equip Renta		\$12.95
<b>34079</b>	<b>24-Sep-12</b>	<b>13550</b>	<b>Case Power &amp; Equipment</b>	<b>\$3,875.52</b>
G16119			<b>Shoulder Mower repair</b>	\$3,875.52
101016542004800		Street Fund - Repair & Mainten		\$3,875.52
<b>34080</b>	<b>24-Sep-12</b>	<b>12404</b>	<b>CDW GOVERNMENT INC</b>	<b>\$10,866.61</b>
P946046			<b>MDC Replacements for patrol cars</b>	\$8,319.54
001008521006400		Law Enforcement - Capital Outl		\$8,319.54
Q270050			<b>MDC Replacements for patrol cars</b>	\$2,547.07
001008521006400		Law Enforcement - Capital Outl		\$2,547.07
<b>34081</b>	<b>24-Sep-12</b>	<b>13776</b>	<b>Chris L Griffen</b>	<b>\$300.00</b>
1Z0628884LSP			<b>Public Defender</b>	\$300.00
001013512800000		Court Appointed Attorney Fees		\$300.00
<b>34082</b>	<b>24-Sep-12</b>	<b>12004</b>	<b>CITY OF MARYSVILLE</b>	<b>\$8,222.20</b>
12-015			<b>Court Citations Aug 2012</b>	\$7,784.70
001013512500001		Municipal Court Fees		\$7,784.70
5936			<b>Highway 9 Prof Svcs</b>	\$437.50
001013519904100		General Government - Professio		\$437.50
<b>34083</b>	<b>24-Sep-12</b>	<b>13030</b>	<b>COMCAST</b>	<b>\$81.90</b>

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
08/12 0808840			<b>Shop Internet</b>	\$81.90
101016542004200			Street Fund - Communications	\$40.95
410016542404200			Storm Water - Communications	\$40.95
<b>34084</b>	<b>24-Sep-12</b>	<b>13030</b>	<b>COMCAST</b>	<b>\$116.90</b>
08/12 0827887			<b>Traffic signal control</b>	\$116.90
101016542640000			Street Fund - Traffic Control	\$116.90
<b>34085</b>	<b>24-Sep-12</b>	<b>13030</b>	<b>COMCAST</b>	<b>\$105.95</b>
09/12 0443150			<b>Internet service</b>	\$105.95
001003513104200			Administration-Communications	\$2.12
001003514104200			City Clerks-Communications	\$6.36
001003516104200			Human Resources-Communications	\$2.12
001003518104200			IT Dept-Communications	\$4.24
001004514234200			Finance - Communications	\$4.24
001007558004200			Planning - Communication	\$16.95
001008521004200			Law Enforcement - Communicatio	\$61.45
001010576804200			Parks - Communication	\$2.83
101016542004200			Street Fund - Communications	\$2.82
410016542404200			Storm Water - Communications	\$2.82
<b>34086</b>	<b>24-Sep-12</b>	<b>91</b>	<b>Corporate Office Supply</b>	<b>\$151.07</b>
131859i			<b>Supplies</b>	\$151.07
001003518103100			IT Dept-Office Supplies	\$131.04
001013519903100			General Government - Operating	\$20.03
<b>34087</b>	<b>24-Sep-12</b>	<b>9386</b>	<b>Crystal and Sierra Springs</b>	<b>\$246.39</b>
5249844090112			<b>Bottled Water</b>	\$246.39
001007558003200			Planning-Operating Costs	\$36.11
001007559003101			Building Department - Operatin	\$36.10
001008521003104			Law Enforcement-Operating Cost	\$80.70
001013519904900			General Government - Miscellan	\$46.74
101016542003102			Street Fund Operating Costs	\$23.37
410016542403102			Storm Water - Operating Costs	\$23.37
<b>34088</b>	<b>24-Sep-12</b>	<b>13893</b>	<b>Datec Inc</b>	<b>\$1,183.74</b>
30277			<b>MDC/GPS Antenna s</b>	\$1,183.74
001008521006400			Law Enforcement - Capital Outl	\$1,183.74
<b>34089</b>	<b>24-Sep-12</b>	<b>13084</b>	<b>De Jong Sawdust &amp; Shavings</b>	<b>\$90.14</b>
P193797			<b>All purpose soil 36th St Bridge</b>	\$90.14
101016595616440			36th Street Bridge Repair	\$90.14
<b>34090</b>	<b>24-Sep-12</b>	<b>473</b>	<b>Electronic Business Machines</b>	<b>\$185.04</b>
079600			<b>Copier maint</b>	\$185.04

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
001013519904800			General Government - Repair/Ma	\$185.04
<b>34091</b>	<b>24-Sep-12</b>	<b>13468</b>	<b>Feldman &amp; Lee</b>	<b>\$5,250.00</b>
08.31.12			<b>Public Defender services</b>	\$5,250.00
001013512800000			Court Appointed Attorney Fees	\$5,250.00
<b>34092</b>	<b>24-Sep-12</b>	<b>13729</b>	<b>Firstline Communications</b>	<b>\$2,840.98</b>
123705			<b>12 Month Maintenance Agreement</b>	\$2,840.98
510013519103101			License Renewal/Annual Maint	\$2,840.98
<b>34093</b>	<b>24-Sep-12</b>	<b>13764</b>	<b>Frontier</b>	<b>\$72.43</b>
09/12 0116915			<b>Phone - Trunk line</b>	\$72.43
001013519904200			General Government - Communica	\$24.14
101016542004200			Street Fund - Communications	\$24.15
410016542404200			Storm Water - Communications	\$24.14
<b>34094</b>	<b>24-Sep-12</b>	<b>13925</b>	<b>GameTime</b>	<b>\$157.35</b>
812607			<b>replacement parts Serita s playground</b>	\$157.35
001010576804800			Parks - Repair & Maintenance	\$157.35
<b>34095</b>	<b>24-Sep-12</b>	<b>13010</b>	<b>Grainger</b>	<b>\$58.32</b>
9914645644			<b>10 sets ear plugs</b>	\$58.32
101016542003102			Street Fund Operating Costs	\$58.32
<b>34096</b>	<b>24-Sep-12</b>	<b>13971</b>	<b>Granite Construction Co</b>	<b>\$194,342.74</b>
8/10-9/7/2012			<b>2012 Overlay (Lakeview, Sandy Beach, 36th St.)</b>	\$194,342.74
101016542606400			Street Fund - Overlays	\$194,342.74
<b>34097</b>	<b>24-Sep-12</b>	<b>13500</b>	<b>HB Jaeger Co LLC</b>	<b>\$314.05</b>
131890-1			<b>two manhole lids for 114th Dr &amp; 21st Pl</b>	\$314.05
410016531503104			DOE-G1100060 SW Capacity Exp	\$314.05
<b>34098</b>	<b>24-Sep-12</b>	<b>13509</b>	<b>Industrial Supply, Inc</b>	<b>\$70.15</b>
502679			<b>2 Post Hole Diggers</b>	\$70.15
410016542403103			Tools	\$70.15
<b>34099</b>	<b>24-Sep-12</b>	<b>13232</b>	<b>Integra Telecom, Inc</b>	<b>\$882.39</b>
10082353			<b>Long distance phone service</b>	\$882.39

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
001003513104200		Administration-Communications	\$6.64	
001003514104200		City Clerks-Communications	\$7.75	
001003516104200		Human Resources-Communications	\$7.19	
001003518104200		IT Dept-Communications	\$18.81	
001004514234200		Finance - Communications	\$14.94	
001007558004200		Planning - Communication	\$55.23	
001007559004200		Building Department - Communci	\$36.87	
001008521004200		Law Enforcement - Communicatio	\$141.78	
001010575304200		Historical - Communications	\$36.87	
001013519904200		General Government - Communica	\$276.57	
001013555504200		Community Center-Communication	\$36.87	
101016542004200		Street Fund - Communications	\$120.26	
410016542404200		Storm Water - Communications	\$122.61	
<b>34100</b>	<b>24-Sep-12</b>	<b>13386</b>	<b>Jerad Wachtveitl</b>	<b>\$26.66</b>
ck33475		<b><i>Reissue of ck 33475</i></b>		\$7.32
001008521004300		Law Enforce - Travel & Mtgs	\$7.32	
ck33558		<b><i>Reissue of ck 33558</i></b>		\$19.34
001008521004300		Law Enforce - Travel & Mtgs	\$19.34	
<b>34101</b>	<b>24-Sep-12</b>	<b>13885</b>	<b>Lake Industries LLC</b>	<b>\$644.27</b>
257175		<b><i>36th St Bridge debris removal</i></b>		\$329.37
101016595616440		36th Street Bridge Repair	\$329.37	
257191		<b><i>36th St Bridge debris removal</i></b>		\$74.90
101016595616440		36th Street Bridge Repair	\$74.90	
26292		<b><i>36th St Bridge debris removal</i></b>		\$210.00
101016595616440		36th Street Bridge Repair	\$210.00	
26297		<b><i>36th St Bridge debris removal</i></b>		\$30.00
101016595616440		36th Street Bridge Repair	\$30.00	
<b>34102</b>	<b>24-Sep-12</b>	<b>852</b>	<b>Lake Stevens Journal</b>	<b>\$150.75</b>
77915		<b><i>Advert - LU2012-15 Sonterra Subdiv Alt</i></b>		\$63.65
001007558004400		Planning - Advertising	\$63.65	
77947		<b><i>Advert - Ordinance 880</i></b>		\$16.75
001013514304400		General Government - Advertisin	\$16.75	
77948		<b><i>Advert - 20th ST/LS Ctr Hearing Notice</i></b>		\$70.35

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
001007558004400		Planning - Advertising		\$70.35
<b>34103</b>	<b>24-Sep-12</b>	<b>12751</b>	<b>LAKE STEVENS POLICE GUILD</b>	<b>\$1,033.00</b>
09/14/12		<b><i>Union Dues - Police</i></b>		\$1,033.00
001000281000000		Payroll Liabilities		\$1,033.00
<b>34104</b>	<b>24-Sep-12</b>	<b>860</b>	<b>Lake Stevens Sewer District</b>	<b>\$630.00</b>
09.01.12		<b><i>Utilities - sewer</i></b>		\$630.00
001008521004700		Law Enforcement - Utilities		\$140.00
001010576804700		Parks - Utilities		\$140.00
001012572504700		Library - Utilities		\$70.00
001013519904700		General Government - Utilities		\$280.00
<b>34105</b>	<b>24-Sep-12</b>	<b>12341</b>	<b>LASTING IMPRESSIONS, INC.</b>	<b>\$58.43</b>
30007		<b><i>brown uniform embr</i></b>		\$58.43
001008521002600		Law Enforcment Clothing		\$58.43
<b>34106</b>	<b>24-Sep-12</b>	<b>13147</b>	<b>LEIRA</b>	<b>\$125.00</b>
2011 Fall conf		<b><i>2011 LEIRA Fall conference</i></b>		\$125.00
001008521004901		Law Enforcement - Staff Develo		\$125.00
<b>34107</b>	<b>24-Sep-12</b>	<b>12603</b>	<b>LES SCHWAB TIRE CENTER</b>	<b>\$303.23</b>
40200062498		<b><i>Replace tire on John Deere backhoe</i></b>		\$303.23
101016542004800		Street Fund - Repair & Mainten		\$303.23
<b>34108</b>	<b>24-Sep-12</b>	<b>13404</b>	<b>LexisNexis</b>	<b>\$54.30</b>
1420700-20120831		<b><i>Data searches</i></b>		\$54.30
001008521004100		Law Enforcement - Professional		\$54.30
<b>34109</b>	<b>24-Sep-12</b>	<b>13974</b>	<b>NE Wisconsin Tech College</b>	<b>\$175.00</b>
SFT0000065144		<b><i>Aukerman Taser Recert</i></b>		\$175.00
001008521004901		Law Enforcement - Staff Develo		\$175.00
<b>34110</b>	<b>24-Sep-12</b>	<b>13711</b>	<b>New Chapter Cleaning</b>	<b>\$665.95</b>
1299		<b><i>Janitorial Services</i></b>		\$665.95
001007558004100		Planning - Professional Servic		\$21.85
001007559004100		Building Department - Professi		\$21.85
001008521004100		Law Enforcement - Professional		\$381.90
001013519904100		General Government - Professio		\$109.25
001013555504100		Community Center - Cleaning		\$87.40
101016542004100		Street Fund - Professional Ser		\$21.85
410016542404101		Storm Water - Professional Ser		\$21.85



## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
<b>34111</b>	<b>24-Sep-12</b>	<b>12684</b>	<b>NORTHWEST CASCADE INC.</b>	<b>\$218.00</b>
1-528396			<b><i>Honey Bucket rental Boat Launcd</i></b>	\$218.00
001010576804500		Parks - Equipment Rental	\$218.00	
<b>34112</b>	<b>24-Sep-12</b>	<b>1091</b>	<b>Office Of The State Treasurer</b>	<b>\$18,214.22</b>
Aug 2012			<b><i>August 2012 State Court Fees</i></b>	\$18,214.22
633008559005100		Building Department - State Bl	\$180.00	
633008589000003		Public Safety And Ed. (1986 As	\$8,435.81	
633008589000004		Public Safety And Education	\$4,999.38	
633008589000005		Judicial Information System-Ci	\$1,979.37	
633008589000008		Trauma Care	\$784.97	
633008589000009		school zone safety	\$83.72	
633008589000010		Public Safety Ed #3	\$212.68	
633008589000011		Auto Theft Prevention	\$1,101.38	
633008589000012		HWY Safety Act	\$68.37	
633008589000013		Death Inv Acct	\$55.27	
633008589000014		WSP Highway Acct	\$313.27	
<b>34113</b>	<b>24-Sep-12</b>	<b>13485</b>	<b>PAPE Machinery</b>	<b>\$9,488.47</b>
240550800			<b><i>Track hoe rental</i></b>	\$9,488.47
101016595616440		36th Street Bridge Repair	\$9,488.47	
410016531503104		DOE-G1100060 SW Capacity Exp	\$0.00	
410016542404501		Storm Water - Equipment Rental	\$0.00	
<b>34114</b>	<b>24-Sep-12</b>	<b>12450</b>	<b>PITNEY BOWES</b>	<b>\$112.12</b>
9619164-SP12			<b><i>Postage machine rental</i></b>	\$112.12
001013519904500		General Government-Equip Renta	\$112.12	
<b>34115</b>	<b>24-Sep-12</b>	<b>13927</b>	<b>Precision Electric Group Inc</b>	<b>\$9,819.72</b>
12480			<b><i>City Shop Power service</i></b>	\$9,819.72
101016543504802		Facilities R&M (City Shop)	\$9,819.72	
<b>34116</b>	<b>24-Sep-12</b>	<b>11869</b>	<b>PUGET SOUND ENERGY</b>	<b>\$109.29</b>
09.06.12			<b><i>Utilities - Gas Evidence Room</i></b>	\$74.03
001008521004700		Law Enforcement - Utilities	\$74.03	
09/06/12			<b><i>Utilities - Gas City Shop</i></b>	\$35.26
001010576804700		Parks - Utilities	\$11.75	
101016542004700		Street Fund - Utilities	\$11.75	
410016542404701		Storm Water Utilities	\$11.76	
<b>34117</b>	<b>24-Sep-12</b>	<b>13784</b>	<b>Robinson Noble</b>	<b>\$2,783.24</b>
12-726			<b><i>Engineering svcs 36th St NE Bridge</i></b>	\$2,783.24

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
101016595616440		36th Street Bridge Repair		\$2,783.24
<b>34118</b>	<b>24-Sep-12</b>	<b>12069</b>	<b>Seattle Pump</b>	<b>\$1,057.76</b>
12-3744	<b>Vactor</b>			\$1,057.76
410016542404800		Storm Water - Repairs & Maint.		\$1,057.76
<b>34119</b>	<b>24-Sep-12</b>	<b>1321</b>	<b>Setina Mfg. Co., Inc.</b>	<b>\$1,192.27</b>
52059	<b>Emergency Equip/New Patrol Cars (Partitions)</b>			\$1,192.27
001008521006400		Law Enforcement - Capital Outl		\$1,192.27
<b>34120</b>	<b>24-Sep-12</b>	<b>13715</b>	<b>Sno Co Sherrifs Office</b>	<b>\$7,275.23</b>
2012-1290	<b>Prisoner housing Aug 2012</b>			\$7,275.23
001008523005100		Law Enforcement - Jail		\$7,275.23
<b>34121</b>	<b>24-Sep-12</b>	<b>13715</b>	<b>Sno Co Sherrifs Office</b>	<b>\$32.08</b>
InmateMed Aug 2012	<b>Prisoner medical Aug 2012</b>			\$32.08
001008523005100		Law Enforcement - Jail		\$32.08
<b>34122</b>	<b>24-Sep-12</b>	<b>12363</b>	<b>SNOHOMISH COUNTY PLANNING</b>	<b>\$5,071.00</b>
I000294481	<b>2012 Sno county Tomorrow Dues</b>			\$5,071.00
001013519904905		General Government - Snoh. Co.		\$5,071.00
<b>34123</b>	<b>24-Sep-12</b>	<b>12961</b>	<b>SNOHOMISH COUNTY PUD</b>	<b>\$1,513.69</b>
103930723	<b>Utilities - Electric</b>			\$338.65
101016542630000		Street Fund - Street Lighting		\$338.65
113879432	<b>Utilities - Electric</b>			\$248.72
101016542630000		Street Fund - Street Lighting		\$248.72
127149609	<b>Utilities - Electric</b>			\$42.12
101016542630000		Street Fund - Street Lighting		\$42.12
133765711	<b>Utilities - Electric</b>			\$815.96
101016542630000		Street Fund - Street Lighting		\$815.96
140304781	<b>Utilities - Electric</b>			\$68.24
001010576804700		Parks - Utilities		\$68.24
<b>34124</b>	<b>24-Sep-12</b>	<b>1388</b>	<b>Snohomish County Treasurer</b>	<b>\$353.20</b>
Aug 2012	<b>August 2012 Crime Victims Compensation</b>			\$353.20
633008589000001		Crime Victims Compensation		\$353.20

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
<b>34125</b>	<b>24-Sep-12</b>	<b>13891</b>	<b>Tacoma Screw Products Inc</b>	<b>\$166.78</b>
10953563			<b>Saw blades/gloves/paint</b>	\$99.13
101016542003102			Street Fund Operating Costs	\$99.13
<b>10956867</b>			<b>Respirator/Saw Blades</b>	<b>\$67.65</b>
101016542003102			Street Fund Operating Costs	\$67.65
<b>34126</b>	<b>24-Sep-12</b>	<b>13821</b>	<b>Terminix Commercial</b>	<b>\$59.73</b>
317720836			<b>Pest Control - Family Center</b>	\$59.73
001013519904800			General Government - Repair/Ma	\$59.73
<b>34127</b>	<b>24-Sep-12</b>	<b>1491</b>	<b>The Everett Herald</b>	<b>\$242.88</b>
1792582			<b>Advertisement - LS2011-9 PUD Rezone</b>	\$99.88
001007558004400			Planning - Advertising	\$99.88
<b>1792719</b>			<b>Advertisement - 20th St &amp; LS Ctr Ordinances</b>	<b>\$74.08</b>
001007558004400			Planning - Advertising	\$74.08
<b>1794245</b>			<b>EVNT2012-10 Oktoberfest</b>	<b>\$68.92</b>
001007558004400			Planning - Advertising	\$68.92
<b>34128</b>	<b>24-Sep-12</b>	<b>13045</b>	<b>UPS</b>	<b>\$33.99</b>
74Y42352			<b>Evidence shipping</b>	\$11.22
001008521004200			Law Enforcement - Communicatio	\$11.22
<b>74Y42362</b>			<b>Evidence shipping</b>	<b>\$22.77</b>
001008521004200			Law Enforcement - Communicatio	\$22.77
<b>34129</b>	<b>24-Sep-12</b>	<b>13603</b>	<b>Vigilant Video</b>	<b>\$1,041.67</b>
6209			<b>aug-dec 2012 renewal</b>	\$1,041.67
001008521004100			Law Enforcement - Professional	\$1,041.67
<b>34130</b>	<b>24-Sep-12</b>	<b>13055</b>	<b>WA State Dept of Enterprise</b>	<b>\$112.90</b>
71550			<b>letterhead and business cards</b>	\$112.90
001008521003100			Law Enforcement - Office Suppl	\$112.90
<b>34131</b>	<b>24-Sep-12</b>	<b>12761</b>	<b>WASHINGTON STATE PATROL</b>	<b>\$726.00</b>
113001655			<b>Background checks CPLs</b>	\$726.00
633008589000006			Gun Permit - FBI Remittance	\$726.00
<b>34132</b>	<b>24-Sep-12</b>	<b>12253</b>	<b>WFOA</b>	<b>\$125.00</b>
11427			<b>Barb - Debt Issuance Training</b>	\$125.00

## Detail Check Register

20-Sep-12

Lake Stevens

Check No	Check Date	VendorNo	Vendor	Check Amount
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001004514234901		Finance - Staff Development		\$125.00
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<b>Total Of Checks:</b>				<b>\$293,930.53</b>
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**CITY OF LAKE STEVENS  
REGULAR CITY COUNCIL MEETING MINUTES**

Monday, September 10, 2012  
Lake Stevens School District Educational Service Center (Admin. Bldg.)  
12309 22<sup>nd</sup> Street N.E. Lake Stevens

CALL TO ORDER: 7:00 p.m. by Mayor Vern Little

COUNCILMEMBERS PRESENT: Todd Welch, Suzanne Quigley (arrived at 7:04 p.m.), Kathy Holder, Kim Daughtry, Marcus Tageant, and Neal Dooley

COUNCILMEMBERS ABSENT: John Spencer

STAFF MEMBERS PRESENT: City Administrator Jan Berg, City Attorney Cheryl Beyer, Planning Director Becky Ableman, Principal Planner Karen Watkins, Senior Planner Russ Wright, Finance Director/Treasurer Barb Lowe, Public Works Director Mick Monken, Human Resource Director Steve Edin, Police Chief Randy Celori, and City Clerk/Admin. Asst. Norma Scott

OTHERS: Larry Lundquist

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**Excused Absence.** Councilmember Dooley moved to excuse John Spencer, seconded by Councilmember Tageant; motion carried unanimously. (6-0-0-1)

**Guest Business.** None

**Consent Agenda.** Councilmember Welch noted on the August 27, 2012 minutes under Guest Business the last sentence by Mark Wakefield should read “be more pro-active against drug trafficking in the City” rather than “be involved with drug trafficking in the City.”

**MOTION:** Councilmember Tageant moved to approve the Consent Agenda with the correction to the minutes (A. Approve September 2012 vouchers [Payroll Direct Deposits 906196-906262 for \$125,626.37, Payroll checks 34004-34005 for \$3,187.67, Claims 34006-34070 for \$207,830.42, Electronic Funds Transfers 493-498 for \$139,190.65, Tax Deposit for 8.31.12 for \$44,529.98 for total vouchers approved of \$520,365.09]; B. Approve August 13, 2012 regular Council meeting minutes; and C. Approve August 27, 2012 regular Council meeting minutes), seconded by Councilmember Welch; motion carried unanimously. (6-0-0-1)

**Traffic Mitigation impact Fee Program – Elements overview.** Councilmember Quigley arrived at 7:04 p.m.

Public Works Director/Engineer Monken reviewed the differences between GMA (Growth Management Act) based TIF (Transportation Impact Fee Program) and current SEPA (State Environmental Policy Act) based processes used to determine vehicle trip impact fees. The TIF fees can be spent regionally within a defined impact area referred to as Traffic Impact Zone (TIZ) with the SEPA already completed. With current SEPA based fees each development completes a traffic study and the funds must be spent on specific streets. With the generation of trips used for GMA based fee, the fee is the same per trip for all developments. The GMA based fee is intended to replace the current SEPA based fee process. GMA based fees will be

Lake Stevens City Council Regular Meeting Minutes

September 10, 2012

set by Council. The TIZ area fee methodology is always calculated on a per trip basis. Mr Monken reviewed the proposed traffic impact zones – TIZ 1 (Downtown), TIZ 2 (Lake Stevens Center) and TIZ 3 (20<sup>th</sup> Street SE Corridor). All capital projects will be identified in each zone. Combining TIZ 2 & 3 was discussed at length. Combining TIZ 2 & 3 provides the greatest flexibility by combining the collected fees and using them where they are most needed. There is also a physical connection of SR-9 between these two subareas.

The surrounding jurisdiction fees were reviewed and where the draft Lake Stevens fees compare to other Puget Sound agencies. The Traffic Impact Fee program ties into Code Amendment Ordinance No. 876 under consideration in the public hearing this evening. Typically adjustments to the fees would occur once every three to five years.

Public Works Director Monken noted a copy of Councilmember Spencer's e-mail was provided to Council this evening and briefly reviewed his comments.

Public Works Director/Engineer Monken's question to Council is whether to combine TIZ 2 (Lake Stevens Center) and TIZ 3 (20<sup>th</sup> Street SE) zones.

Councilmember Daughtry asked if fees for SR204 will be collected. Public Works Director/Engineer Monken responded the City will work with the County and State through an agreement to collect and transfer funds for SR 204 and 9.

Discussion followed on how to determine the traffic impact fee and possibly phasing in the fee.

After a brief discussion it was the consensus of Council to combine TIZ 2 & TIZ 3.

**Public Hearing #2 and consideration of second reading of the following Ordinance Numbers: 875 (Comprehensive Plan related amendments, 876 (Land Use Code related amendments, 877 (Lake Stevens Center Planned Action) and 878 (20<sup>th</sup> Street SE Corridor Planned Action).** City Clerk Scott read the public hearing procedure. Planning Director Ableman entered into the record one e-mail from Matt Mauzey dated August 28 and e-mail and letter from Larry Lundquist. The documents are in the Council's agenda packet. Ms. Ableman reviewed the reasons for the strategic plan and what is involved: public involvement, EIS Planned Action, Comprehensive Plan, Subarea Plans, maps, Zoning Regulations, Design Guidelines, and Capital Facilities Plan.

Senior Planner Wright noted staff reviewed the Capital Facilities Plan to make sure all the projects were prioritized and ranked and to see if they met capacity for the system.

Planning Director Ableman noted that Council sets the 6-year TIP (Transportation Improvement Program) projects, which is updated annually.

Principal Planner Watkins reviewed the potential deferral of impact fees. The School District is not in favor of deferral of fees and the Sewer District would be potentially able to do it only until time of sewer connection. Ms. Watkins reviewed comparison of impact fee deferrals of other cities and counties. Some reasons to not allow payment deferrals are additional city administrative costs and funds would not be available to leverage grant funding. The County has a deferral for single-family homes because of the economic downturn. The County deferral sunsets in two years. Deferrals can be adopted by Council at any time.

Lake Stevens City Council Regular Meeting Minutes

September 10, 2012

Councilmember Tageant commented and Council concurred on not allowing deferrals because the City needs the funds to leverage grant funding.

Public testimony. Larry Lundquist, 8405 20<sup>th</sup> Street SE, commented he talked to Public Works Director/Engineer Monken. Mr. Lundquist commented/asked if there is a turn out for buses on 20<sup>th</sup> Street SE, a turn out is needed so traffic won't be slowed, there is a school over there and recommended a foot bridge to aid in traffic flow and safety on 20<sup>th</sup>, and pushing a traffic light button would stop the flow of traffic. Combining TIZ's 2 & 3 is a good idea. Mr. Lundquist asked when fees are collected. Public Works Director/Engineer Monken responded fees are collected first and then built.

MOTION: Councilmember Daughtry moved to close the public comments, seconded by Councilmember Tageant; motion carried unanimously. (6-0-0-1)

MOTION: Councilmember Dooley moved to close the public hearing, seconded by Councilmember Welch; motion carried unanimously. (6-0-0-1)

MOTION: Councilmember Tageant moved to approve second reading of Ordinance Nos. 875, 876, 877 and 878, seconded by Councilmember Holder; motion carried unanimously. (6-0-0-1)

Mayor Little noted the third and final reading will be in two weeks.

Council Person's Business: Councilmembers reported on the following meetings: Dooley – Civil Service Commission and Sewer Utility Subcommittee; Holder – Sewer Utility Subcommittee and Fire District meetings; Tageant – Sewer Utility Subcommittee; and Daughtry – Chamber candidate forum next week.

Mayor's Business: Mayor Little attended the Sewer Utility Subcommittee meeting.

Staff Reports: Staff reported on the following: City Administrator Berg – working on the budget; Public Works Director/Engineer Monken – finished overlays and stripping (20<sup>th</sup> Street NE marking will be corrected), and a local church and the Nimitz crew will be doing some volunteer service for the City.

Adjourn. Councilmember Holder moved to adjourn at 8:27 p.m., seconded by Councilmember Daughtry; motion carried unanimously. (6-0-0-1)

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Vern Little, Mayor

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Norma J. Scott, City Clerk/Admin. Asst.



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LAKE STEVENS CITY COUNCIL  
**STAFF REPORT**

**Council Agenda Date:** September 24, 2012

**Subject:** School Resource Officer Interlocal Agreement with Lake Stevens School District

**Contact Person/Department:** Barb Lowe/ Finance Director **Budget Impact:** N/A

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**RECOMMENDATION(S)/ACTION REQUESTED OF COUNCIL:**

Authorize the Mayor to sign Amendment No. 1 to the SRO ILA updating the fees in Schedule A

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**SUMMARY/BACKGROUND:**

Amendment No. 1 updates Fee Schedule A to reflect estimated costs for the 2012 – 2013 school year.

The City of Lake Stevens and the Lake Stevens School District have had an interlocal agreement to provide for a School Resource Officer at each high school in their jurisdiction for a number of years. The school district reimburses the City 75% of the SRO salary and benefits during the school year (September – June). The ILA for SRO services automatically renews each year, yet periodically, the fees in Schedule A must be updated to reflect salary and benefit increases.

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**APPLICABLE CITY POLICIES:**

RCW 39.34, Interlocal Cooperation Acts, provides authority to enter into agreements with other jurisdictions

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**BUDGET IMPACT:** N/A

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**ATTACHMENTS:**

- ▶ Exhibit A: Amendment No. 1 – School Resource Officer Interlocal Agreement
- ▶ Exhibit B: Schedule A – Fee Schedule
- ▶ Exhibit C:

**AFTER RECORDING RETURN TO:**

City of Lake Stevens  
City Clerk  
P.O. Box 257  
Lake Stevens, WA 98258

**AMENDMENT NO. 1**

**SCHOOL RESOURCE OFFICER INTERLOCAL AGREEMENT**

This Amendment No. 1- School Resource Officer Interlocal Agreement is made and entered into this 24<sup>th</sup> day of September, 2012 by and between the LAKE STEVENS SCHOOL DISTRICT ("School District") and the CITY OF LAKE STEVENS ("City").

WHEREAS School District and City are parties to a School Resource Officer Interlocal Agreement (the "SRO-ILA") dated October 19, 2010;

WHEREAS the SRO-ILA provides for annual renewals and requires the parties from time to time to adopt a Schedule A to set forth the rate and payment of the School Resource Officer;

NOW, THEREFORE, School District and City agree as follows:

1. Schedule A for 2012-2013. School District and City agree to a new Schedule A attached hereto and incorporate herein to set the rate and payment for the School Resource Officer for the School Year 2012-2013.
2. Ratification of Remaining Terms of SRO-ILA. School District and City hereby ratify and confirm all of the other terms of the School Resource Officer Interlocal Agreement.

In WITNESS WHEREOF, the parties have caused duplication originals of this Amendment No. 1 to be signed by their duly authorized officers.

CITY OF LAKE STEVENS

LAKE STEVENS SCHOOL DISTRICT

\_\_\_\_\_  
Vern Little, Mayor

\_\_\_\_\_  
Amy Beth Cook, Superintendent

ATTEST:

\_\_\_\_\_  
Norma Scott, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Grant K. Weed, City Attorney

SCHEDULE A  
FEE SCHEDULE

The School District will pay to the City of Lake Stevens the actual officer costs as set forth in Article III A-D in the ILA Agreement.

The estimate costs are as follows:

**1. The SRO estimated rate for September 1, 2012 – December 31, 2012:**

Officer Barnes \$6,770.74 per month = 75% of \$9,027.65

Estimated extra-duty rate is \$72.62 per hour (billed at time and a half)

Officer Guertin \$6,590.28 per month = 75% of 8,787.05

Estimated extra-duty rate is \$68.98 per hour (billed at time and a half)

**2. The SRO estimated rate for January 1, 2013 – August 31, 2013\*:**

Officer Barnes \$7,159.05 per month = 75% of \$9,545.40

Officer Guertin \$7,032.73 per month = 75% of 9,376.98

\*Rates will change for this period depending on medical insurance rates and COLA



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LAKE STEVENS CITY COUNCIL  
**STAFF REPORT**

**Council Agenda Date:** September 24, 2012

**Subject:** Subarea Adoption Package

<b>Contact Person/Department:</b>	Russ Wright, Senior Planner Karen Watkins, Principal Planner Rebecca Ableman, Planning & Community Development Director	<b>Budget Impact:</b>	None, Adoption Only
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**RECOMMENDATION(S)/ACTION REQUESTED OF COUNCIL:**

1. Hold a third and final reading on ordinances adopting the Lake Stevens Center and 20<sup>th</sup> Street SE subarea plans including:
    - A. Ord. No. 875 (Comprehensive Plan Related Amendments),
    - B. Ord. No. 876 (Code Related Amendments),
    - C. Ord. No. 877 (Lake Stevens Center Planned Action), and
    - D. Ord. No. 878 (20<sup>th</sup> Street SE Corridor Planned Action).
  2. Adopt updated Fees Resolution (Resolution #2012-5) with Planned Action Project fees, Traffic Impact Mitigation fees, and updated Building Fees
- 

**SUMMARY:** The purpose of tonight's meeting is for Council to hold a third and final ordinance reading of the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans and associated documents and then adopt the plans or adopt with amendments. Council could also deny the package or refer the plans back to the Planning Commission for additional study.

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**BACKGROUND/HISTORY:** Staff has briefed the public, Planning Commission, and City Council on subarea plan activity continuously over the last year. City Council selected Alternative 2 land uses as the Preferred Alternative for each subarea. Since then, staff has published the Final Environmental Impact Statements; completed the subarea plans, developed updated land use and zoning maps; produced development regulations, traffic impact regulations, and subarea design guidelines; recommended a series of comprehensive plan amendments and land use code amendments to implement the subarea plans; and developed a capital facilities plan for each subarea.

Staff has maintained a public outreach program throughout planning process that has included visioning meetings, scoping meetings, meetings on the environmental impact statements, public open houses, and four public hearings. Staff has integrated and/or responded to public comment to different documents. Additionally, staff has sent targeted mailings to affected property owners, businesses and affected agencies during different stages of the project.

Tonight, staff is presenting a complete and finished package to Council that includes the elements discussed above for action. During final review of the Ord No. 875 (Comprehensive Plan Related Ordinance) and Ord No. 876 (Code Related Ordinance), staff discovered a few areas where minor revisions were necessary:

- Removed references to consultants;

- Removed references to the Framework Plan in the Comprehensive Plan amendments, as it will be coming to Council separately; and
- Removed tables of the Sewer capital facilities in the Comprehensive Plan amendments, as they are already in the Subareas Capital Facilities Plan and the City has adopted the Lake Stevens Sewer District's CFP.

In addition, staff has attached an updated Fees Resolution with Planned Action Project fees and Traffic Impact Mitigation fees related to the Subarea Adoption Package, as well as updated Building Fees, for Council action.

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**APPLICABLE CITY POLICIES:** Lake Stevens Comprehensive Plan and Title 14 LSMC

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**BUDGET IMPACT:** There is no immediate budget effect.

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**ATTACHMENTS:**

- A. **Ordinance No. 875** – Comprehensive Plan Amendments with exhibits for the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans, amended Land Use Map, and Subareas Capital Facilities Plan
- B. **Ordinance No. 876** – Zoning Amendments with exhibits for New Subarea Design Guidelines, amended Zoning Map, New Chapter 14.38 Subarea Plans, New Chapter 14.112 Traffic Impact Mitigation Fees, and associated amendments to Title 14 LSMC.
- C. **Ordinance No. 877** – Planned Action for the Lake Stevens Center Subarea
- D. **Ordinance No. 878** – Planned Action for the 20<sup>th</sup> Street SE Corridor Subarea
- E. **Resolution No. 2012-5** – Fees Resolution with Planned Action Project fees, Traffic Impact Mitigation fees and updated Building Fees (Revisions shown in ~~strikeout~~underline and highlighted in yellow)

**CITY OF LAKE STEVENS**  
**Lake Stevens, Washington**  
**ORDINANCE NO. 875**

**AN ORDINANCE OF THE CITY OF LAKE STEVENS, WASHINGTON AMENDING THE COMPREHENSIVE PLAN, ORDINANCES NO. 726 AND 739, AS AMENDED, AND TITLE 14 LSMC, BY ADOPTING THE LAKE STEVENS CENTER SUBAREA PLAN AND THE 20<sup>TH</sup> STREET SE CORRIDOR SUBAREA PLAN, APPROVING LAND USE MAP AMENDMENTS, ADOPTING A SUBAREAS CAPITAL FACILITIES PLAN, AND AMENDING COVER PAGE, FOOTERS, TABLE OF CONTENTS, AND "PLANNING IN LAKE STEVENS" SECTION, AND THE FOLLOWING ELEMENTS: CHAPTER 1 INTRODUCTION, CHAPTER 4 LAND USE ELEMENT, CHAPTER 6 TRANSPORTATION ELEMENT, CHAPTER 7 UTILITIES AND PUBLIC SERVICES AND FACILITIES ELEMENT, CHAPTER 8 CAPITAL FACILITIES ELEMENT, AND CHAPTER 9 ECONOMIC DEVELOPMENT ELEMENT, WHICH AMEND THE COMPREHENSIVE PLAN TEXT AND FIGURES PURSUANT TO THE ADOPTED SUBAREA PLANS AND ENACTED PLANNED ACTION ORDINANCES.**

**WHEREAS**, as one of the cities in Snohomish County, the City of Lake Stevens is required under RCW 36.70A.130(4)(a) to review and, if needed, revise its Comprehensive Plan and development regulations to ensure the plan and regulations comply with the Growth Management Act, Ch. 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, and on November 27, 2006, enacted Ordinance No. 739 adopting 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 began planning for two subareas in 2011: 20<sup>th</sup> Street SE Corridor and Lake Stevens Center (a larger area around Frontier Village) with designation as Planned Action Areas; and

**WHEREAS**, the City is concurrently adopting planned action ordinances (Ordinances No. 877 and 878), subarea design guidelines, subarea land use regulations, zoning map amendments, and land use code amendments (Ordinance No. 876) in association with this Comprehensive Plan Amendment Ordinance; and

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

**WHEREAS**, the State Environmental Policy Act (SEPA) (Ch. 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) (Ch. 36.70A RCW); and

**WHEREAS**, the Lake Stevens Center Subarea Plan and 20<sup>th</sup> Street SE Corridor Subarea Plan were prepared with review of Planned Action Areas for both subareas; and

**WHEREAS**, the subareas are designated Planned Action Areas concurrently by Ordinance No. 877 for Lake Stevens Center Subarea and Ordinance No. 878 for 20<sup>th</sup> Street SE Corridor Subarea; and

**WHEREAS**, the Comprehensive Plan land use designations for the subareas include Medium Density Residential (MDR), High Density Residential (HDR), Commercial (COM), Mixed Use (MU), and Public/Semi-Public (P/SP); and

**WHEREAS**, the zoning classifications allowed under the Comprehensive Plan land use designations listed above pursuant to Table 14.36-I of LSMC 14.36.200 include Suburban Residential (SR), Waterfront Residential (WR), Urban Residential (UR), High Urban Residential (HUR), Multi-Family Residential (MFR), Mixed Use (MU), Business District (BD), Commercial District (CD), Main Street District (MS), Mixed-Use Neighborhood (MUN), Neighborhood Business (NB), and Public/Semi-Public (P/SP); and

**WHEREAS**, the City submitted the proposed subarea plans, draft land use map amendments, and draft comprehensive plan amendments for the 60-day review to the Washington State Department of Commerce on July 6, 2012 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 are addressed in this Ordinance; and

**WHEREAS**, the City held a Scoping Meeting for the related Planned Action environmental impact statements on July 14, 2011; and

**WHEREAS**, the City issued draft and final SEPA environmental impact statements for both subarea plans, planned action ordinances, and other related documents including the adoption of subarea plans, land use map amendments, and comprehensive plan amendments in December 2011, and February and July 2012 with published notices of issuance and availability of documents; 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**, on June 20 and September 10, 2012, the City held open houses for residents within the two subareas to review proposed land use and zoning map amendments; and

**WHEREAS**, on July 19, 2012 the City mailed postcards to all parcels within the two subareas and within 300 feet of the subareas to notice the potential for zoning district and land use designation changes and dates for the Planning Commission and City Council public hearings; and



**WHEREAS**, the Planning Commission conducted a duly noticed public hearing on August 1, 2012 with continuation on August 15 and forwarded a recommendation that the City Council should adopt the subarea plans, planned action ordinances and other related documents including the proposed subarea plans, subareas capital facilities plan, land use map amendments, and comprehensive plan amendments; and

**WHEREAS**, the City Council conducted a duly noticed public hearing on August 27, 2012 and continued it to September 10 to consider adopting the subarea plans, planned action ordinances and other related documents including the proposed subareas capital facilities plan, land use map amendments, and comprehensive plan amendments.

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

**Section 1.** The City Council hereby finds that the amendments in this Ordinance meet the necessary criteria for approval of amendments to the Comprehensive Plan, in that:

1. The Amendments are consistent with the Growth Management Act and other applicable State laws;
2. The Amendments are consistent with the applicable County-wide Planning Policies;
3. The Amendments are consistent with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan;
4. The Amendments can be accommodated by all applicable and available public services and facilities, including transportation;
5. The Amendments will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, and/or residents; and
6. The Amendments will result in long-term benefits to the community as a whole, and are in the best interest of the community.

**Section 2.** The Amendments shall be included with the Comprehensive Plan filed in the office of the Planning and Community Development Department and shall be available for public inspection.

**Section 3.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting the Lake Stevens Center Subarea Plan as attached and incorporated as Exhibit 1 and with listed appendices.

**Section 4.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting the 20<sup>th</sup> Street SE Corridor Subarea Plan as attached and incorporated as Exhibit 2 and with listed appendices.

**Section 5.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting the Land Use Map as attached and incorporated as Exhibit 3.

**Section 6.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting by reference the Subareas Capital Facilities Plan as attached and incorporated as Exhibit 4.

**Section 7.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by updating the cover page and footers to indicate document was amended "Sept 2012".

**Section 8.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by updating the Table of Contents, which are on pages "i" to "v" of the Comprehensive Plan, after making amendments in Sections 9 through 15 of this ordinance.

**Section 9.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to the "Planning in Lake Stevens" section, which are on pages "vi" to "vii" of the Comprehensive Plan as set forth below:

### PLANNING IN LAKE STEVENS

Prior to 2006, much of what is now the City was governed and controlled by County government. As the area grew, there was a desire to secure more local control and become "One Community Around the Lake." As a City which has grown in the past five years from a small town to a large city((-F)), the City of Lake Stevens is currently involved in many planning efforts which may present future amendments to the Comprehensive Plan. All the projects should be completed before or with the required seven year Comprehensive Plan update in 2015((4)). The planning projects are summarized below.

Citywide Economic Development Strategy. The City hired a consultant to complete an economic analysis and development strategy for the entire City in 2010, including four growth areas: Frontier Village, South Lake (20<sup>th</sup> Street SE Corridor), Old Town (Downtown), and Hartford Industrial. The Economic Development Plan included an economic assessment, fiscal outlook and retail forecast. The main findings identified that residents were spending retail dollars outside the City and that most residents left the City for employment. The UGA is the primary retail market area, but a larger area from Granite Falls to Monroe and south to Snohomish is a secondary retail market, which could be captured to increase retail dollars collected within the City. The final recommendation was to complete plans for four distinct areas of the City: Downtown, Frontier Village, Hartford area, and 20<sup>th</sup> Street SE Corridor, which correspond to the areas mentioned above.

Subarea Planning. Based on the economic development strategy, the City decided to move forward with two subarea plans – one for Frontier Village and the other for the 20<sup>th</sup> Street SE Corridor in addition to a framework plan for Downtown. In 2011, the City hired consultants to complete a subarea plan and planned action for Lake Stevens Center (a larger area around Frontier Village) and the 20<sup>th</sup> Street SE Corridor, and the framework plan for Downtown. The two subarea plans and Planned Action Ordinances with associated development regulations, design guidelines, capital facilities plans, new zoning and land use maps, and amendments to the land use code and comprehensive plan were adopted in 2012. The Downtown Framework Plan was completed in 2012.

Annexations. Since 2005, the City of Lake Stevens has increased in population and size through three large annexations. Population increased from 6,900((7,400)) to over 28((6)),000 by 2010. During the same period, the city area increased by over 2,400 acres. The City is working through the implementation of the ((recent 10,500 person)) 2009 annexation. Therefore, some chapters of the Comprehensive Plan will be updated as the information is collected and analyzed: 4 - Land Use Element, 5 - Parks & Recreation Element, 6 - Transportation Element, 7 - Capital Facilities Element, and 9 - Economic Development Element.

Shoreline Master Program. The City received a grant from the Washington State Department of Ecology (Ecology) to update the Shoreline Master Program (SMP) for consistency with the Growth Management Act and the Shoreline Master Program Guidelines by mid-2012. The City's shoreline jurisdictional areas are the shores of Lake Stevens (approximately seven miles) and one mile of Catherine Creek down river from where the outlet creek of Lake Stevens enters it. The SMP project involves a participation process with the public, and local and state agencies; an inventory of shoreline conditions; analysis of shoreline conditions to address any special issues; assigning or developing proposed environmental designations; development of shoreline goals, policies, and regulations; development of a restoration plan with implementation strategies; and final review and adoption. Amendments to the Plan may be required once the SMP update is adopted in 2012.

Park Planning. The Park Board ~~((is-))~~adopted~~((ing))~~ the Eagle Ridge Park Master Plan with review and assistance from the public in 2010 with adoption by the City Council in 2011. The Master Plan includes all uses intended to be available in the park. These uses may include railings on trail; tot lot or small playground; swings; interpretive signs; use barn as interpretive center or other educational programs (Master Gardener); maintenance and clean up; picnic tables; and amphitheater. ~~((The Master Plan will be adopted in 2010.--))~~In addition, the Park Board ~~((is-))~~will begin studying Level of Service (LOS) for parks to reflect and categorize the different types of parks and facilities. ~~((This project should be completed by 2012.--))~~

~~((Citywide Economic Development Strategy. The City hired a consultant to complete an economic analysis and development strategy for the entire City, including four growth areas (Frontier Village, South Lake/20<sup>th</sup> Street SE Corridor, Downtown, and Hartford Industrial). One or more subarea plans may be adopted as part of the project. The project is expected to be completed and adopted in early 2011. It is expected the study will include detailed changes to the growth areas, which will need to be carried forward into the Plan. Therefore, amendments to the Comprehensive Plan will occur in 2011 or later.))~~

2010 Census. The Census Bureau began collecting information for the 2010 Census. The information collected ~~((will be))~~was released in 2011~~((and 2012))~~. The reconciled OFM and Census Bureau data for Lake Stevens shows a population of 28,069. (Source: OFM Fact Sheets. OFM/Forecasting Division, February 24, 2011.) The information will allow the City to update population and other related statistics with future updates to the Comprehensive Plan. ~~((The Comprehensive Plan will be updated in 2011 or later based on the date the information is received.))~~

**Section 10.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to Chapter 1 Introduction, which updates "The Lake Stevens Vision" on page 1-9 for citizen involvement for the subarea planning process, adds a new subsection related to subarea plan visions on page 1-13 for a description of how the subareas will look after development, and adds a new paragraph on page 1-28 to describe the SEPA review for the subarea plans, as set forth below:

***New paragraph related to citizen involvement to be inserted on page 1-9 before "The Lake Stevens Vision".***

The Lake Stevens Center Subarea Plan and 20<sup>th</sup> Street SE Corridor Subarea Plan had separate and combined public participation processes. Each subarea plan includes a Public Process Summary as an appendix. The summary includes a list of public meetings, open houses, public hearings, document issuance dates, etc., held to elicit comments from the public on the Planned Actions, environmental impact statements, subarea plans, capital facilities plan, development regulations, design guidelines, and zoning map and land use map changes. Public comments and responses on the draft environmental impact statements are included in the Final EIS.

***New subsection related to subarea plan visions to be inserted on page 1-13 before “Consistency Requirements”.***

**Subarea Plan Visions**

The objectives, goals, and policies of the 20<sup>th</sup> Street SE Corridor Subarea Plan and Lake Stevens Center Subarea Plan echo the City’s overall vision to ensure that future development is sensitive to the natural environment, considers sustainable approaches to development and mitigates related impacts. The following sections describe the vision for each subarea plan.

20<sup>th</sup> Street SE Corridor Subarea Plan. The plan provides a framework for the development of an Employment Center. Being a crossroads for markets, the 20<sup>th</sup> 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 Interstate 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 by adding retail and office complexes in distinctive commercial/mixed-use nodes balanced with higher-density residential housing opportunities available to all residents. Larger employers will develop in campus-like settings alongside small nodes of shops, services, restaurants, and larger retail centers. 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.

Lake Stevens Center Subarea Plan. The plan provides a framework for the redevelopment of this area as a regional retail center. The primary impetus of the subarea plan is to influence the revitalization of the City’s retail core positively and to bestow a renewed vitality, purpose and character to the district that capitalizes on the existing infrastructure and natural setting that offers views of the lake and mountains. The subarea plan will guide the transformation of the area by adding or improving retail and office complexes in a main street and distinctive commercial/mixed-use neighborhoods balanced with higher-density residential housing opportunities. New development will be bound to high-quality design and development standards to sustain a positive development atmosphere and community image.

***New paragraph describing SEPA review for subarea plans to be inserted on page 1-28 at end of chapter.***

Draft and final environmental impact statements were issued for each subarea plan (20<sup>th</sup> Street SE Corridor and Lake Stevens Center) during the Subarea Planning Process. The documents included analysis of the subarea plans, planned actions, capital facilities plan, development regulations, design guidelines, zoning and land use map amendments, land use code amendments, and comprehensive plan amendments.

**Section 11.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to Chapter 4 Land Use Element, which amends the chapter consistent with the subarea plans and planned action ordinances by removing Figure 4.0.b on page 4-5 and reference to figure on page 4-4; adding sentence to first partial paragraph on page 4-7 under “Lake Stevens Comprehensive Plan (City and UGA”;

adding a new subsection on page 4-7 before “Rural Urban Transition Area”; changing Figure 4.0c to 4.0 and amending reference to figure on page 4-7 and adding note to figure: “Frontier Village and South Lake are no longer Growth Centers, but included in adopted Subarea Plans.”; replacing Figure 4.1 – City Land Use Map on page 4-12; adding a new land use description for “Commercial” on page 4-14 after “Planned Business District”; amending the text on pages 4-15 to 4-17 under “Existing Zoning in City and UGA”; amending pages 4-21 and 4-28 to 4-32 to include changes from subarea planning process; amending Table 4.4 on pages 4-26 and 4-27 to reflect adoption of subarea plans; and add a new “Commercial District” land use designation on page 4-35, of the Comprehensive Plan by adopting the amendments set forth below:

***Remove Figure 4.0b – Existing Land Use Map on page 4-5 and reference on page 4-4.***

***Add sentences to end of first partial paragraph on page 4-7:***

As described in the introduction, the City began an implementation process to transform Frontier Village and South Lake from conceptual to community growth centers to adopted subarea plans. The Lake Stevens Center Subarea Plan and 20<sup>th</sup> Street SE Corridor Subarea Plan were adopted by the City Council in 2012 and are incorporated into the Comprehensive Plan as part of this Land Use Element.

***New Subsection to be inserted on page 4-7 before “Rural Urban Transition Area”.***

### **Subarea Plans**

The Growth Management Act provides for subarea plans to be developed. Subarea plans focus on a specific area within a City or Urban Growth Area that has unique planning needs different from the jurisdiction as a whole. The City of Lake Stevens has adopted the following subarea plans as described in the following sections.

#### **20<sup>th</sup> Street SE Corridor Subarea Plan**

In September 2012, the City Council adopted the 20<sup>th</sup> Street SE Corridor Subarea Plan. This plan provides specific goals and policies for approximately 850 acres located across the southern portion of the city along 20<sup>th</sup> Street SE east and west of State Route 9. The plan also amended the Land Use Map for many parcels within the subarea. The Subarea Plan was prepared under the Growth Management Act; it includes plan, goals and policies, capital facilities plan, environmental impact statement, and a Planned Action Ordinance. Adoption of the plan has resulted in area specific design guidelines, development regulations and zoning districts.

### **Goals**

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

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

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

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

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

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

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

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

### **Lake Stevens Center Subarea Plan**

In September 2012, the City Council adopted the Lake Stevens Center Subarea Plan. This plan provides specific goals and policies for approximately 360 acres centered on the State Route 9/State Route 204 intersection. The plan also amended the Land Use Map for many parcels within the subarea. The Subarea Plan was prepared under the Growth Management Act; it includes plan, goals and policies, capital facilities plan, environmental impact statement, and a Planned Action Ordinance. Adoption of the plan has resulted in area specific design guidelines, development regulations and zoning districts.

#### Goals

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

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

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

**Goal 3: Land Use and Intensity** - *Encourage a mix of uses, including retail, office, entertainment, institutional, civic, tourism, and residential throughout the subarea that support the redevelopment of older properties into a more vibrant, intense and diverse center.*

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

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

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

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

**Change Figure 4.0c to add note that “Frontier Village and South Lake are no longer Growth Centers, but included in adopted Subarea Plans.”**

**Replace Figure 4.1 – City Land Use Map on page 4-12 with updated map.**

**Add one new commercial land use description at the end of the Commercial Land Use section on page 4-14 after “Planned Business District”.**

Commercial: This is a high intensity land use that includes both high-intensity retail and employment uses including community and regional retail centers, offices, business parks, and associated uses. Multi-family residential uses could be included above or behind commercial uses. It should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

**Amend pages 4-15 to 4-17 as proposed below to include changes in proposed subarea plans:**

**Existing Zoning in City and UGA**

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

With adoption of the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans, ((A))approximately ((44))12% of the land within the City, or ((6))10% of total UGA (City plus UGA) is zoned for commercial and employment uses. This compares with approximately; 26% in the City of Snohomish’s total UGA; and 29% in the City of Monroe’s total UGA.

The City’s thirteen((seven)) zones that allow employment uses primarily occur within growth centers and subareas. These zones vary in number and type of permitted uses and requirement for special or conditional use permits. The ((two))three industrial zones – Light Industrial (LI), General Industrial with Development Agreement (GIDA) and General Industrial (GI) – are exclusively within the Hartford Industrial Center. These zones permit a range of uses including manufacturing, processing and equipment

repair uses, as well as allowing indoor recreational uses, restaurants, storage, motor vehicle sales, and home occupations. Other employment zones include Sub-Regional Commercial (SRC), Planned Business District (PBD), Local Business (LB), Central Business District (CBD), Mixed Use (MU), and Public/Semi-Public (P/SP). These zones allow a wide range of employment uses including sales and rental of goods, office, some manufacturing uses, and retail uses. New employment zones since adoption of the subarea plans include Business District (BD), Commercial District (CD), Main Street District (MS), and Mixed-Use Neighborhood (MUN). Residential uses above and/or behind permitted non-residential uses are allowed in PBD, LB, CBD, ~~((and))~~ MU, BD, CD, MS, and MUN. The MUN zone is mainly a residential zone that allows mixed-use buildings or sites. ~~((t))~~ The CBD zone allows two-family and multi-family residences.

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

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

EMPLOYMENT ZONE	ACRES	PERCENT OF CITY AND UNINCORPORATED UGA
General Industrial	<del>((72.1))</del> 98.09	<del>1.23((1.6))</del> %
<u>General Industrial w/Development Agreement</u>	<u>7.01</u>	<u>0.21%</u>
Light Industrial	<del>((17.7))</del> 40.19	<del>.09((0.4))</del> %
Sub Regional Center	<del>((78.2))</del> 0	<del>0((1.7))</del> %
Central Business District	<del>((9.9))</del> 21.78	<del>0.27((0.2))</del> %
Planned Business District	<del>((40.5))</del> 64.75	0. <del>((9))</del> .81%
Local Business	<del>((7.8))</del> 13.47	0. <del>((2))</del> .17%
Mixed Use	<del>((3.7))</del> 17.64	0. <del>((4))</del> 22%
<u>Business District</u>	<u>104.11</u>	<u>1.31%</u>
<u>Commercial District</u>	<u>187.64</u>	<u>2.36%</u>
<u>Main Street District</u>	<u>32.74</u>	<u>0.41%</u>
<u>Neighborhood Business</u>	<u>37.75</u>	<u>0.47%</u>
<u>Mixed-Use Neighborhood</u>	<u>71.74</u>	<u>0.9%</u>
<del>((Urban))</del> <u>Heavy Industrial (SCC)</u>	<del>((28.3))</del> 62.02	0. <del>78((6))</del> %
<del>((Urban Commercial))</del> <u>Business Park (SCC)</u>	<del>((27.0))</del> 23.61	0. <del>30((6))</del> %
<del>((Urban Village (SCC))</del>	40.7	0. <del>2%</del> )
<b>TOTAL</b>	<del>((295.8))</del> <b>782.54</b>	<del>((6.4))</del> <b>9.83%</b>

SCC is Snohomish County Code

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



cottage housing, townhouses, and two- or three-story multi-family buildings. ~~((However, two proposed projects in the Planned Business District (PBD) zone mean that the actual space available in this zone is limited. The two projects include a 70,000 square foot commercial/retail/office development on a 15-acre site in the SR 92 PBD area (within the Hartford Industrial Growth Center), and the City's planned Civic Center in the Grade Road PBD area (within the Old Town Growth Center). The Civic Center will include 60,000 square feet of government and public service uses, 7,500 square feet of retail, and 100 residential units on a 40-acre site. These projects are currently under land use review by the City.))~~

Approximately ~~((40.7))~~14% of the City is zoned for higher-density residences ~~((multi-family))~~ while approximately ~~((71.7))~~65% is zoned for single-family residential uses. Areas zoned for multi-family and higher-density residential development are found ~~((both-))~~within designated growth centers, subareas, and several areas outside of these centers, along SR 9 and Callow Road in the northern portion of the City. A smaller area zoned for multi-family residential uses occurs along Lundeen Parkway, approximate to the northwest tip of the Lake.

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

**TABLE 4.0b - RESIDENTIAL ZONING**

	CITY ONLY		UNINCORPORATED UGA	
	Acres	Percent	Acres	Percent
<del>((Multi-family))</del> <b>Higher-Density Zoning</b>	<del>((232))</del> 814	<del>((40.7))</del> 10.23%	<del>((551.5))</del> 9.8	<del>((22))</del> 0.12%
<b>Single-family Zoning</b>	<del>((4,548))</del> 3,735.36	<del>((71.7))</del> 46.93%	<del>((1,788))</del> 1,165.71	<del>((72))</del> 14.65%

The County's zoning applies to unincorporated areas within the Lake Stevens UGA. Approximately ~~((22))~~0.12% of the unincorporated UGA is zoned for multi-family residential uses while approximately ~~((72))~~15% of the area is zoned for single-family residential. Approximately ~~((2-))~~<1% (~~1~~((4))%) of total UGA) of the unincorporated UGA is zoned for employment uses. These employment zones in unincorporated areas are found ~~((in the South Lake area and an area-))~~in the northeast portion of the City adjacent to the Hartford Industrial Center. It is assumed that similar City zoning would be applied once these areas are annexed to the City.

***Amend pages 4-21 and 4-28 to 4-32 as proposed below to include changes from subarea planning process:***

#### **Analysis of Employment Growth Strategy**

The following is an analysis of the City's employment growth strategy and potential based on the documents and information summarized in this chapter, and the existing attributes of each of the defined centers. The City's existing growth strategy, in growth centers, is illustrated in Figure 4.0((e)). It is the City's vision to accommodate and attract new businesses that provide approximately 3,500 new family-wage jobs in the UGA (2011 City limits) by 2025, 1,000 of which are targeted for the hi-tech sector. The City's current employment growth strategy calls for a mix of employment and residential uses within its Growth Centers and employment uses within the Hartford Industrial Center.

Each defined Growth Center has varying suitability and potential for future employment uses due to location, access, overall size, redevelopment potential, and range of parcel sizes. The attributes of each of these Centers are described in detail in Table 4.4. Summaries of the growth potential and issues that may limit it for each Growth Center are described.

In 2010, the City completed an Economic Development Strategy. The main findings suggested residents were spending retail dollars outside the City and leaving the City to work. In order to capture the retail spending and provide jobs within the City, the City began implementing the economic development strategy by adopting subarea plans for two Growth Centers (Frontier Village and South Lake). The Lake Stevens Center Subarea (a larger area around Frontier Village) and the 20<sup>th</sup> Street SE Corridor Subarea (including South Lake) were adopted in 2012. In order to attract development to the City, a Planned Action Ordinance was also adopted for each subarea. In addition, a framework plan was completed for Old Town (Downtown) as a precursor to a future subarea plan. Therefore, three of the initial Growth Centers have moved closer to development.

### **Old Town/Central Business District**

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

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

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

However, the historic town center portion of the Old Town Growth Center has limited potential for large employment uses.

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

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

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

~~((Frontier Village is located west of the lake at the intersection SR 204 and SR 9. It serves as a regional commercial center for east Snohomish County from North Marysville to the City of Snohomish. The 279 acres of Frontier Village consist of large scale, auto-oriented uses with a large proportion of the area dedicated to parking and low intensity strip malls on relatively large parcels. Frontier Village is primarily surrounded by single family residential neighborhoods. The Center has excellent access, being situated at the intersection of two regional highways, however large parcels result in a limited local road network.~~

~~The City recently annexed Frontier Village and the surrounding areas, therefore much of the development within the area occurred while it was part of unincorporated Snohomish County. The City is committed to the success of this Center, and is working accordingly with owners, developers, and service agencies in the area to organize land use, transportation, infrastructure and service plans. The City will also be developing a subarea plan for the Frontier Village Growth Center to better plan for intensification and subsequent improvements in the area. However, the suitability of this area for larger employment uses may be limited due to the redevelopment potential of parcels. The Buildable Lands Report shows limited employment capacity (130 jobs) for the area.~~

~~The Frontier Village Growth Center has potential as a commercial mixed-use center consisting primarily of regional retail commercial uses and higher density residential uses toward the periphery of the center. It has some potential for larger employment uses given its excellent transportation access, however, this potential is contingent upon the redevelopment potential of larger parcels.))~~

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

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

additional dwelling units. A Planned Action Ordinance, capital facilities plan, development regulations, and design guidelines were also adopted.

~~((The South Lake/20<sup>th</sup> Street SE Corridor is an area located generally along 20<sup>th</sup> St SE from the Highway 2 trestle at State Route 204 to South Lake Stevens Road within the Lake Stevens City limits. The City annexed this area on December 31, 2009. Most of the existing uses within the center are residential with a small amount of retail and professional office uses. There is also a considerable amount of vacant land.~~

~~The City is currently completing a Citywide Economic Development and Planning Strategy which includes this corridor. There is potential for South Lake to become an expanded mixed use commercial/residential center given the low intensity of existing development both within and adjacent to the existing center boundaries, and undeveloped or underdeveloped properties.~~

~~Infrastructure would need to be expanded and upgraded to City standards before any significant expansion of the Corridor occurs. The intention of the City is to develop a subarea plan which would better define the Center's boundaries, include development regulations that would avoid strip commercial development along 20<sup>th</sup> St SE, and ensure that any development is compatible with the transportation needs of 20<sup>th</sup> St SE, including auto, pedestrian, and transit access. The employment capacity could potentially increase given an expanded corridor boundary and rezoning of portions of the area that are currently underdeveloped, however the City recognizes that any expansion of this Corridor must be timed on market demand.~~

~~The South Lake/20<sup>th</sup> Street SE Corridor has potential as a residential mixed use center consisting primarily of residential uses with some office and local serving retail commercial uses.~~

~~Its ability to accommodate larger employment uses is limited due to predominant residential uses both within and immediately adjacent to the Corridor, and its location and transportation access.))~~

### **Hartford Industrial Center**

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

However, the area is still distant from the I-5 and US 2 corridors. The area is zoned General Industrial (GI) and Light Industrial (LI), which allow a wide range of non-industrial uses. The Hartford Center is adjacent to industrially zoned areas currently outside City limits, but within the City's UGA. The City and the Sewer District have attempted over the past 4 years to establish a Local Improvement District to bring the needed infrastructure into the area. Because of limitations discussed, including location, the cost benefit ratio does not yet support an improvement project.

The Hartford Industrial Center currently has capacity for 1,097 jobs, the highest employment capacity of any area within the City's UGA. However, this capacity is reduced based on a commercial/retail/office project on a 15-acre site currently under land use review by the City in the SR 92 area. It is the City's intention to promote and develop the Hartford Industrial Center as an employment center. The City will

conduct a market study of the area to determine any need for expansion, infrastructure improvements, and marketing strategies to attract the types of industries expected to locate in the Snohomish County area. Policy 3.D.5 of the Snohomish County Comprehensive Plan provides support for this effort, and states that the county shall prioritize the redevelopment of existing industrial areas and investigate potential incentives that may make redevelopment a greater financial opportunity. However, while Hartford Center could accommodate considerable employment growth in a strong market, its location and industrial emphasis have resulted in limited recent growth.

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

### **Small Neighborhood Service Centers**

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

### **Conclusion Regarding Existing Employment Growth Strategy**

The City's growth strategy focuses new development primarily within three designated Community Growth Centers (Lake Stevens Center Subarea, 20<sup>th</sup> Street SE Corridor Subarea, and Downtown) and the Hartford Industrial Center. Within its Community Growth Centers, the City has extensive capacity for ((~~a limited number of~~)) new employment uses while the Hartford Industrial Center has ((~~significant~~)) minimal capacity for new employment uses. However, each of the designated Growth Centers have varying suitability for the development of the types of employment uses that will provide a significant amount of jobs due to their location, transportation access, and availability of sizable developable parcels. Existing land use and transportation patterns, as well as topographical and environmental constraints present some challenges to the full utilization of land zoned for employment uses within the UGA. ((

~~The City's analysis of its annexation plan has revealed a fiscal deficit, limiting the City's ability to pay for needed infrastructure to serve residents and promote economic development. It is unlikely that existing Growth Centers will accommodate the types of employment uses needed to facilitate the City meeting its fiscal needs. ))~~Section III provides more discussion and analysis of the City's fiscal condition and how it relates to land use.

***Amend Table 4.4 on pages 4-26 and 4-27 to reflect adoption of subarea plans as shown below:***

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

	<b>OLD TOWN (DOWNTOWN)</b>	<b>LAKE STEVENS CENTER SUBAREA (FRONTIER VILLAGE))</b>	<b>HARTFORD CENTER</b>	<b>20<sup>TH</sup> STREET SE CORRIDOR SUBAREA ((SOUTH LAKE))</b>
<b>Size (Acres)</b>	239	359((278))	267	845((296))
<b>Subarea Planning</b>	<ul style="list-style-type: none"> <li>Framework plan completed in 2012</li> </ul>	<ul style="list-style-type: none"> <li>Subarea Plan adopted 2012</li> <li>Planned Action Ordinance adopted 2012</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Subarea Plan adopted 2012</li> <li>Planned Action Ordinance adopted 2012</li> </ul>
<b>Relation to Transportation System</b>	<ul style="list-style-type: none"> <li>Local access via 20th St NE</li> <li>Indirect access to SR 92 via Grade Rd</li> </ul>	<ul style="list-style-type: none"> <li>Direct access to SR 9 and SR 204</li> <li>Indirect access to US 2 via SR 204</li> </ul>	<ul style="list-style-type: none"> <li>Indirect access to SR 92 via Machias Rd., Old Hartford Dr.</li> <li>Indirect access to US 2 via Machias Road</li> <li>Limited internal network of roads</li> </ul>	<ul style="list-style-type: none"> <li>Indirect access to SR 9 via 20th St SE, S Lake Stevens Rd.</li> </ul>
<b>Existing Land Use Pattern</b>	<ul style="list-style-type: none"> <li>Small to medium parcels (0.2-3.0 acres) in Historic Town Center</li> <li>Existing residential uses on commercially zoned parcels</li> <li>Significant amount of multi-family residential uses and zoning in southeast portion of center with small to large parcels (0.3-10 acres)</li> <li>Medium to large parcels (1-10 acres) in Grade Rd. area, largely undeveloped</li> </ul>	<ul style="list-style-type: none"> <li>Auto-oriented commercial uses primarily on large parcels (&gt;10 acres) with smaller parcels (&lt;0.5 acres) carved out along street frontage</li> <li>Primarily multi-family residential uses and zoning at edges of center with some single family residential uses in eastern portion of center</li> <li>Significant portion of government-owned property on eastside of SR 9 @ Market Pl.</li> </ul>	<ul style="list-style-type: none"> <li>Primarily medium to large parcels (3-30 acres)</li> <li>Cluster of smaller parcels (&lt; 1 acre) in middle of center</li> <li>Largely undeveloped</li> </ul>	<ul style="list-style-type: none"> <li>Primarily medium to large parcels (1-10 acres) with several irregular parcels due to diagonal intersection</li> <li>Limited existing commercial uses and zoning at intersection of 20th St SE and S Lake Stevens Rd. in eastern portion of center</li> <li>Primarily mix of multi-family and single-family residential uses</li> <li>Several large parcels (&gt; 10 acres) zoned multi-family</li> </ul>
<b>Environmental Constraints</b>	<ul style="list-style-type: none"> <li>Wetlands and flood prone areas within Grade Rd. area</li> <li>Category 2 wetlands east of historic town center area where zoned multi-family residential.</li> <li>Catherine Creek bisects the Grade Rd. area and downtown</li> </ul>	<ul style="list-style-type: none"> <li>Wetlands between SR 9 and 91st Ave SE, near SR 204</li> </ul>	<ul style="list-style-type: none"> <li>Small amount of wetlands just north of Hartford Dr. NE and just north of 36th St NE</li> </ul>	<ul style="list-style-type: none"> <li>Wetlands at northeast corner of S Lake Stevens Rd and 20th St SE, north of S Lake Stevens Rd</li> </ul>
<b>Amenities</b>	<ul style="list-style-type: none"> <li>Lake Stevens shoreline access</li> <li>Catherine Creek</li> <li>View potential</li> </ul>	<ul style="list-style-type: none"> <li>View potential</li> </ul>	<ul style="list-style-type: none"> <li>View potential</li> </ul>	<ul style="list-style-type: none"> <li>View potential</li> </ul>

	<b>OLD TOWN (DOWNTOWN)</b>	<b>LAKE STEVENS CENTER SUBAREA (FRONTIER VILLAGE))</b>	<b>HARTFORD CENTER</b>	<b>20<sup>TH</sup> STREET SE CORRIDOR SUBAREA ((SOUTH LAKE))</b>
<b>Potential Land Use Compatibility Issues</b>	<ul style="list-style-type: none"> <li>Center has lower intensity single-family uses to the north, west, and south and higher intensity industrial uses to the east</li> </ul>	<ul style="list-style-type: none"> <li>Center is surrounded by lower-intensity single-family <u>and multi-family</u> residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Center is surrounded by lower intensity residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Center is surrounded by lower-intensity single-family residential uses</li> </ul>
<b>Conclusion</b>	<ul style="list-style-type: none"> <li>Limited potential for larger employment uses due to transportation access and small parcel sizes</li> <li>More suitable for local-serving retail and small commercial uses</li> <li>Potential as a Mixed-Use Town Center consisting of civic and local-serving retail uses, limited office and residential uses</li> </ul>	<ul style="list-style-type: none"> <li>Some potential for larger employment uses given transportation access and large parcels, but contingent upon redevelopment potential</li> <li><u>Potential for Main Street center on 91<sup>st</sup> Street NE between Market Place/SR 204</u></li> <li>Potential as a Commercial Mixed-Use Center consisting primarily of regional retail commercial uses with multi-family residential uses towards the edges of the center</li> </ul>	<ul style="list-style-type: none"> <li>Potential to accommodate larger employment uses, but limited by location and transportation access</li> <li>Potential as an Industrial Center consisting primarily of industrial uses and limited office uses</li> </ul>	<ul style="list-style-type: none"> <li><del>((limited-p))</del> Potential for larger employment uses <u>including business parks and retail centers</u> <del>((due to predominant residential uses both within and immediately adjacent to Center))</del></li> <li>Potential <del>((as a Residential))</del> <u>for Mixed-Use Centers</u> consisting primarily of residential uses with some office and local-serving retail commercial uses</li> </ul>

**35. Add a new Commercial land use designation for “Commercial District” on page 4-**

5. **Commercial District** – The Commercial District allows for high-intensity commercial and employment with some mixed-use. Principal uses include community and regional retail centers, offices, business parks, civic, cultural, recreational, and associated uses. Multi-family residential uses could be included above or behind commercial uses. This land use designation should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

**Section 12.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to Chapter 6 Transportation Element, which adds a new subsection at the end of the “Introduction” on page 6-3 of the Comprehensive Plan by adopting the amendments set forth below:

**Add the following subsection after the “Introduction” on page 6-3.**

Subarea Plans

In September 2012, the City adopted subarea plans for the Lake Stevens Center and the 20<sup>th</sup> Street SE Corridor. As part of the environmental impact statement, the consultant identified the transportation projects required for development of both subareas. A Planned Action Ordinance was also adopted setting the development thresholds for land use and the available maximum trip thresholds for each

Ord No. 875 – Subarea Comprehensive Plan Related Amendments

subarea, and identified mitigation measures for development. The need for transportation projects will depend on the pace of development within the subareas.

As part of the subarea plans, the Level of Service for the subareas has been modified from an intersection LOS Standard “C” to a system LOS Standard “E” for each subarea. The system would consist of key intersections and connecting roads servicing each subarea. Under this approach, the LOS analysis would take the accumulative average LOS from intersections within the transportation network, while excluding intersections with State Route facilities. For the 20th Street SE Corridor Subarea, this would include all intersections within the defined subarea boundaries of the 20th Street SE Corridor with the exclusion of SR-9 intersections. For the Lake Stevens Center Subarea, this would include all intersections within the defined subarea boundaries of the Lake Stevens Center excluding SR-9 and SR-204 intersections.

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

**Section 13.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to Chapter 7 Utilities and Public Services and Facilities Element, which updates the capital facilities discussion to be consistent with the adopted subarea plans and planned actions ordinances by adding to page 7-3 a paragraph to the end of the “Introduction” related to the subarea plans and planned action EIS and adding to page 7-14 a paragraph to the end of the “Sewer” subsection related to the environmental process for the subarea plans and adding two tables, of the Comprehensive Plan by adopting the amendments set forth below:

***Add to page 7-3 the following paragraph to the end of the “Introduction” section.***

The Planned Action EIS documents for the 20<sup>th</sup> Street SE Corridor and Lake Stevens Center subarea plans included updated information on utilities and public services and facilities. The City met with service and utility providers to determine the availability of service for future development within the subareas. The EIS documents provide details for each subarea plan including mitigation measures, if required. This Element will be entirely updated in 2015 as part of the 10-Year Comprehensive Plan Update.

***Add to page 7-14 the following paragraph to the end of the “Sewer” subsection.***

During the environmental impact process for the 20<sup>th</sup> Street SE Corridor and Lake Stevens Center subarea plans, the City and District reviewed projects required for development of the two subareas. Most of the projects are included in the District’s Sewer Comprehensive Plan as a capital improvement project and listed in Table 7-1. A few projects are not currently included in the District’s CIP, but will be required at some point in development of the subareas over the next 20 years. The Subareas Capital Facilities Plan and Lake Stevens Sewer District Capital Facilities Plan identify sewer system capital improvements required within the Lake Stevens Center Subarea and 20<sup>th</sup> Street SE Corridor Subarea over the next 20 years.

**Section 14.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to Chapter 8 Capital Facilities Element, which amend the chapter by adding a new subsection on page 8-5 after “Definition of Capital Improvement” related to the subarea plans of the Comprehensive Plan by adopting the amendments set forth below:



***Add new subsection after “Definition of Capital Improvement” on page 8-5.***

As part of the adopted subarea plans, the City adopted a Subareas Capital Facilities Plan, which is an important associated document to this Element. The study describes utility infrastructure required for redevelopment of the Lake Stevens Center and development of the 20<sup>th</sup> Street SE Corridor including transportation, sewer, water, and stormwater. The City is currently responsible for transportation outside of state routes and stormwater facilities. Special purpose districts provide sewer and water infrastructure and services.

The proposed projects are described for the preferred alternative, as adopted by the Council, and estimated costs representing costs typical for public works projects bid competitively in accordance with Washington State law. The estimated costs are partitioned by expected funding, which could change based on available public funding, grants, development or private financing, or negotiated development agreements. Part 1 describes the infrastructure requirements, phasing, cost partitioning and proposed financing for the Lake Stevens Center. Part 2 describes the same information for 20<sup>th</sup> Street SE Corridor. Part 3 describes financing alternatives, which can be used for either subarea.

The Capital Facilities Element is not updated with this information, as the entire chapter will be updated as part of the 2012 Comprehensive Plan Docket once the Subarea Adoption Package is adopted by Council.

**Section 15.** The City Council hereby amends the Comprehensive Plan and Ordinances No. 726 and 739, as amended, by adopting amendments to Chapter 9 Economic Development Element by removing on page 9-3 the Hartford Center Study Area map and adding a new section on page 9-4 at the end of the “Introduction” regarding the economic development strategy and subarea plans, of the Comprehensive Plan by adopting the amendments set forth below:

***Remove the Hartford Center Study Area map from page 9-3.***

***Add a new section on the Economic Development Strategy, Subarea Plans and Framework Plan at the end of the Introduction on page 9-4.***

**Economic Development Strategy**

In 2010, the City completed a Citywide Economic Development Plan. The plan assessed the entire city (including the urban growth area) to better understand the economic conditions, characteristics, qualities, and drivers affecting the City and each of its major commercial and mixed-use subareas (Downtown, 20<sup>th</sup> Street SE Corridor, Frontier Village, Hartford Industrial District). It provided a base of economic information and collected the visions for the City from City documents and key stakeholders. The plan looks at the fiscal realities of the city in order to help prioritize where the biggest effect is found in terms of stabilizing and enhancing revenues. The plan also looks at the strategic value of each subarea and how they interrelate. The reports completed as part of the Citywide Economic Development Plan include a retail forecast, fiscal outlook, market profiles, economic assessment, and action plan.

The action plan identified three focus areas for completion of framework plans: Downtown, Frontier Village, and 20<sup>th</sup> Street SE Corridor. In 2011, the City hired consultants to assist in completing two subarea plans for Lake Stevens Center (larger area around Frontier Village) and 20<sup>th</sup> Street SE Corridor, and a framework plan for Downtown. The subarea plans were adopted by the City Council in September 2012. The framework plan was completed in 2012 with plans to adopt as a subarea plan in the next few years.

The information collected and reports completed as part of the Citywide Economic Development Plan provide updated information to many sections of this chapter. This chapter will be updated completely as part of the 2015 7-Year Comprehensive Plan Update.

### **Planned Actions**

A separate Planned Action Ordinance was adopted for the Lake Stevens Center Subarea Plan and the 20<sup>th</sup> Street SE Corridor Subarea Plan in September 2012. Projects within the two subareas may request review as a planned action project. If a proposed project meets the requirements of the Planned Action Ordinance, it will be considered a planned action project.

A planned action is a development project whose impacts have been addressed by an EIS associated with a plan for a specific geographic area before individual projects are proposed. A planned action involves detailed SEPA review and preparation of EIS documents in conjunction with subarea plans and adoption of a Planned Action Ordinance designating the types of projects to be considered planned actions and including mitigation measures to be applied. Such up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects.

The intent of a Planned Action is to provide a more streamlined environmental review process at the project stage by conducting more detailed environmental analysis during planning. Early environmental review provides more certainty to permit applicants with respect to what will be required and to the public with respect to how the environmental impacts will be addressed.

While normal project review requires a threshold determination, a project qualifying as a planned action project does not require a new threshold determination. If the city or county reviews the project, verifies that it is consistent with the planned action project(s) previously designated, and determines that the impacts are adequately addressed in the EIS on which the planned action relies, project permit review continues without a threshold determination.

Designating planned action projects reduces permit-processing time. There are no SEPA public notice requirements or procedural administrative appeals at the project level because a threshold determination or new EIS is not required. The only notice requirements are those required for the underlying permit.

**Section 16. 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 17. 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.

**Section 18. Appeals.** The action of the City Council on a Type VI proposal may be appealed together with any SEPA threshold determination by filing a petition with the Growth Management Hearings Board pursuant to the requirements set forth in RCW [36.70A.290](#). The petition must be filed within the 60-day time period set forth in RCW [36.70A.290](#)(2). The appeal period shall commence upon the City Council's final decision and not upon expiration of the reconsideration period. Judicial appeal is to Snohomish County Superior Court.

PASSED by the City Council of the City of Lake Stevens this 24 day of September, 2012.

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Vern Little, Mayor

ATTEST/AUTHENTICATION:

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Norma J. Scott, City Clerk/Admin Asst

APPROVED AS TO FORM:

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Grant K. Weed, City Attorney

First Reading: August 27, 2012

Second Reading: September 10, 2012

Third & Final Reading: September 24, 2012

Published:

Effective Date:

Ord No. 875, EXHIBIT 1

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## Lake Stevens Center



## Subarea Plan

**ADOPTED SEPTEMBER 24, 2012**

**Ordinance No. 875**

## Contents

I.	Introduction.....	1
A.	Planning Process.....	1
B.	Public Process Summary.....	1
1.	Early Public Review .....	2
2.	Environmental Impact Statement Process .....	2
3.	Subarea Plan and Associated Documents .....	2
4.	Economic Development .....	3
C.	Plan Area .....	4
D.	Purpose & Authority.....	4
E.	Existing Conditions .....	5
II.	Economic Development.....	6
A.	Economic Growth Strategy.....	6
B.	Retail Capture Opportunities & Retail Destination .....	6
C.	Tourism.....	7
III.	Community Vision .....	8
A.	Vision .....	8
B.	Objectives .....	8
IV.	Plan Concept.....	9
A.	Alternatives and Preferred Alternative .....	9
B.	Land Use Map .....	10
C.	Zoning Map.....	11
V.	Plan Elements .....	12
A.	Goals and Policies .....	12
1.	Community Character .....	12
2.	Livable Places & Housing .....	14
3.	Land Use & Intensity.....	17
4.	Circulation & Mobility.....	18
5.	Sustainability& Natural Resources .....	21
6.	Public Places & Community Facilities .....	22

VI.	Development Typologies, Layered Street Network, and Trails.....	23
A.	Building Typologies .....	23
1.	Retail .....	23
2.	Office .....	24
3.	Mixed-Use .....	25
4.	Multifamily Residential .....	26
B.	Layered Transportation Network.....	27
1.	Layered Street Network .....	27
2.	Alternative Measures of Transportation Performance .....	29
C.	Trail Network .....	29
1.	Multi-use trail.....	29
2.	Pedestrian trails .....	30
VII.	Implementation.....	31
A.	Market and Promotion.....	31
B.	Partnerships .....	31
C.	Gateways and Wayfinding .....	31
VIII.	Associated Documents .....	31
A.	Zoning .....	31
B.	Design Guidelines.....	31
C.	Capital Improvement Plan .....	31
D.	Environmental Impact Statement (EIS) and Planned Action Ordinance.....	32
E.	Planned Action Submittal Packet.....	32

## Figures and Tables

<i>Figure 1.1 Public meeting</i>	1
<i>Figure 1.2 Lake Stevens Center aerial</i>	4
<i>Figure 1.3 Transit Center</i>	5
<i>Table 4.1 Summary of growth assumptions for EIS alternatives</i>	9
<i>Figure 4.1 Lake Stevens Center Preferred Alternative/Alternative 2</i>	9
<i>Table 4.2 Summary of acreage for land use designations</i>	10
<i>Figure 4.2 Lake Stevens Center Subarea Land Use Map</i>	10
<i>Table 4.3 Summary of acreage for zoning districts</i>	11
<i>Figure 4.3 Lake Stevens Center Subarea Zoning Map</i>	11
<i>Figure 5.1 District identity</i>	12
<i>Figure 5.2 Example of distinctive gateway treatment</i>	12
<i>Figure 5.3 Example of high quality design</i>	13
<i>Figure 5.4 Example of high quality streetscape</i>	13
<i>Figure 5.5 Example of a high quality and prominent public building</i>	14
<i>Figure 5.6 Example that emphasizes a strong community character</i>	14
<i>Figure 5.7 Example of a high quality transit-oriented development</i>	15
<i>Figure 5.8 Example of a neighborhood public place</i>	15
<i>Figure 5.9 Example of a distinctive lighting with cut-off shield</i>	16
<i>Figure 5.10 Well-designed high-density residential housing</i>	16
<i>Figure 5.11 Example of a high quality multistory commercial building</i>	17
<i>Figure 5.12 Layered Street Network</i>	18
<i>Figure 5.13 Possible roundabout on 91<sup>st</sup> Avenue NE between Market Street (bottom of photo) and SR 204 (off photo to north)</i>	19
<i>Figure 5.14 Possible mini-roundabout on 99<sup>th</sup> Avenue NE south of Market Street (top of photo)</i>	19

<i>Figure 5.15 Example of a well-designed public crossing</i>	20
<i>Figure 5.16 Well-designed public trail that could connect different neighborhoods, districts, or city</i>	20
<i>Figure 5.17 Public transit facility</i>	21
<i>Figure 6.1 Rendering of large-scale store with abundant landscaping</i>	23
<i>Figure 6.2 Well-designed large-scale and smaller scaled stores</i>	23
<i>Figure 6.3 Rendering of a medium sized store</i>	24
<i>Figure 6.4 Examples of main street storefronts</i>	24
<i>Figure 6.5 Illustration of a multistory office building</i>	24
<i>Figure 6.6 Illustration of a low-rise office building</i>	25
<i>Figure 6.7 Illustration of a mixed-use office building</i>	25
<i>Figure 6.8 Photo of Residential over Retail building</i>	26
<i>Figure 6.9 Photo of Office over Retail building</i>	26
<i>Figure 6.10 Illustration of a multifamily housing complex</i>	27
<i>Figure 6.11 Examples of a well-designed multifamily housing</i>	27
<i>Figure 6.12 Possible Main Street section</i>	27
<i>Figure 6.13 Possible Urban Avenue section</i>	28
<i>Figure 6.14 Possible Local Street section</i>	28
<i>Figure 6.15 Possible School Connection Street section</i>	28
<i>Figure 6.16 Possible Bicycle Focused Urban Avenue section</i>	29
<i>Figure 6.17 Possible Bicycle Focused Local Street section</i>	29
<i>Figure 6.18 Multi-use trail cross-section</i>	29
<i>Figure 6.19 Pedestrian trail cross-section</i>	30
<i>Figure 6.20 Soft trail cross-section</i>	30



## I. Introduction

### A. Planning Process

The Lake Stevens Center subarea plan is a key tool for the city to revitalize and expand its core retail area. 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 to help attract new businesses and residents. The plan's vision for revitalization provides the foundation for developing a planned action, establishing regulations and standards, and identifying desired outcomes necessary to realize the overall vision for the Lake Stevens Center and direct its subsequent redevelopment. Additionally, the plan will provide conceptual guidance as to the intent of subsequent regulations and actions.

The subarea planning process for the Lake Stevens Center 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 had a consultant team prepare separate economic assessment and economic development reports (Leland Consulting Group & LMN Architects, 2011a and 2011b). The economic assessment evaluated the opportunities and constraints associated with each growth center. 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. 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 public workshops and open houses (illustrated in 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 engaged the public consistently throughout the Subarea Planning and Planned Action process for the Lake Stevens Center. 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 joint Scoping Meeting for the subarea Environmental Impact Statements on July 14, 2011.

## 2. Environmental Impact Statement Process

The EIS process included numerous public meetings with the Planning Commission and City Council. A summary of meetings follows.

### Scoping Meeting

- July 14, 2011 Lake Stevens Center & 20<sup>th</sup> Street SE Corridor Subareas 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 20<sup>th</sup> Street SE Corridor (Scoping Comment Period: June 28 to July 14, 2011)
- December 27, 2011 Notice of Publication and Availability of Draft EIS for Lake Stevens Center
- July 27, 2012 Notice of Publication and Availability of Final EIS for Lake Stevens Center

### Public Meetings

- January 12, 2012 Lake Stevens Center DEIS

### City Council

- September 26, 2011 Subarea Plan/EIS Draft Alternatives
- January 9, 2012 Lake Stevens Center 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

- February 1, 2012 Lake Stevens Center DEIS
- April 23, 2012 Joint meeting with CC to discuss Preferred Alternatives
- May 2, 2012 Preferred Alternatives

## 3. Subarea Plan and Associated Documents

As noted above, the subarea planning process began in January 2011 and continued through mid-2012. The combined final adoption package, for both subareas, included two subarea plans, two planned action ordinances, subarea development regulations, 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. The Lake Stevens Journal and Everett Herald have published notices and articles related to the subarea plans. The City sent has sent postcards noticing the proposed rezones in June 2012 and the public hearings at the Planning Commission and City Council in July 2012. Staff also posted signs in areas where the zoning changes would occur. In addition, notices for all meetings and availability of documents were sent to the Subarea Email List with over 150 names. Staff has also been at Aquafest the past two years providing information and accepting comments.

Staff has 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. Additional meetings have occurred with



current and prospective business owners, residents and other interested parties.

The City received numerous phone calls, emails and office visits from residents and property owners through the process. City staff, boards and commissions, and the Council listened to every person who provided comments or public testimony. Many people attended the various meetings. The following summary lists 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 20<sup>th</sup> 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
- January 23, 2012 Lake Stevens Center 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 20<sup>th</sup> Street SE Corridor Environmental Impact Statements
- July 31, 2012 Discussed Preferred Alternative and publication of FEIS.

### **Design Review Board**

- June 05, 2012 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.

## C. Plan Area

Lake Stevens Center encompasses approximately 359 acres of land centered across the intersection of highways SR-9 and SR-204, as shown in Figure 1.2. The study area extends to Lundeen Park Way on the north and west, 2<sup>nd</sup> Street SE on the south, and Springbrook Road, 98<sup>th</sup> Drive and 103<sup>rd</sup> Ave NE on the east. The study area lies atop a relatively level terrace. The land east of the study area slopes toward Lake Stevens and the land to the west slopes toward Ebey Slough. Scenic elements include the Olympic Mountains to the west, Lake Stevens and the Cascades to the east, and the Cascades to the north.

## D. Purpose & Authority

To help realize its economic strategy, the City is developing a subarea plan for the Lake Stevens Center, as authorized under the Revised Code of Washington (RCW) 36.70A.080, to promote balanced development in this growth center and to support the revitalization of the City's core retail area. 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 Lake Stevens Center 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 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.



Figure 1.2 Lake Stevens Center aerial

## E. Existing Conditions

The Lake Stevens Center is a highly developed part of the city with many existing urban amenities. The visual character of the Lake Stevens Center 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.

The Lake Stevens Center includes multiple commercial retail complexes that act as a small regional center for eastern Snohomish County. Commercial uses comprise nearly 22 percent of the study area. Existing development includes approximately 680,000 gross square feet of retail development, and 230,000 gross square feet of office development (Leland Consulting Group, 2011). Most of the commercial uses are auto-oriented. General commercial uses in the vicinity include strip malls with small-sized tenants, mid-sized junior anchors, grocery stores, convenience stores, restaurants, gas stations, and one big-box retailer. Other uses include medical and professional office uses and some limited light industrial uses (e.g., storage facilities, limited manufacturing, and some auto repair uses).

Residential uses, located adjacent to the commercial areas, include single-family and multifamily developments in addition to a mobile home park. Combined residential uses total almost 52 percent of the study area, with the majority of the area devoted to single-family uses followed by multifamily. Current gross density of the subarea is approximately 2.4 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 2,442, 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 a transit facility, fire district offices, schools, and other City or County owned properties and facilities. Combined, these categories add up to approximately 15 percent of the area.

The subarea enjoys excellent transportation access because of the intersections of two regional highways, notably SR-9 and SR-204. The local road network is limited, due to existing large commercially zoned parcels and the residential subdivisions. Traffic congestion is light to moderate during the AM and PM peak hours. However, SR-9/Lundeen Parkway and SR-9/SR-204 experience increased congestion during the afternoon. Volumes are also high during the morning peak hour, particularly along southbound SR-9. Other elements of the circulation and transportation network include public transit, pedestrian, and bicycle facilities. With the exception of Lundeen Parkway and Market Place, the pedestrian and bicycle network is fairly disjointed. Many 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 and operates a transit center with the subarea (Figure 1.3). Bus service targets commute trips to employment centers; however, service is relatively infrequent. There is ample parking in the Lake Stevens Center area due to the extensive commercial uses. Many parking lots never reach capacity, which indicates that less land could be devoted to parking.

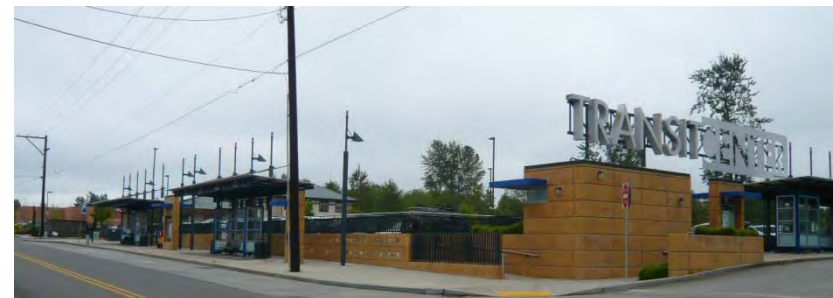


Figure 1.3 Transit Center

There are approximately 24 undeveloped 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 nearly 28 acres of wetlands, but has relatively few other critical areas or any identified protected species. As identified in the Comprehensive Plan, the current zoning configuration and small amount of undeveloped land in the study area limits the potential for single-family infill development. However, there is potential for redevelopment of larger commercial parcels, increased employment, and denser housing.

## II. Economic Development

### A. Economic Growth Strategy

The City's Comprehensive Plan notes that Lake Stevens has a relatively low job to housing balance, meaning that people that live here generally have to commute to other areas for employment. As noted, the City's 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.

According to Leland Consulting Group and LMN architects, Lake Stevens' residents travel widely for work, with Everett being the primary employment destination; in addition, a significant number of employees travel further, to Seattle, Bellevue, and other locations (LCG and LMN 2011a). This fact underpins the need for the City to diversify its economy by promoting a balanced employment sector that increases office, and retail employment with a secondary emphasis on entertainment-oriented commercial uses and industrial uses.

Redevelopment and infill construction within the subarea would positively affect the local and regional economy. The Leland Consulting Group estimates revenue would be a balanced mix of future property tax and sales tax in addition to temporary increases related to construction costs that would benefit the local and regional economy. A diversified local economy could generate revenue for the city and provide convenient employment and shopping opportunities for residents. In addition, subarea growth would create design and construction jobs during development and positively affect supporting industries such as materials manufacturing, delivery, and sales.

### B. Retail Capture Opportunities & Retail Destination

Being a crossroads for markets, the Lake Stevens Center's location favors its position for retail growth with considerable pass-through traffic from commuters to the east and north. This area can capture a greater proportion of the retail market and provide greater employment capacity for the City and surrounding secondary market. Three strategies will help attract additional retail development:

- Capture retail "leakage" (i.e., goods purchased in another market that could or should be purchased locally).
- Become a retail destination.
- Increase the City's tourism draw.

The City would like to revitalize the Lake Stevens Center appearance, improve traffic and pedestrian circulation; and expand retail, office, and residential development by enhancing the appearance of streets, sidewalks, sites, and buildings; and transforming the area into a regional center with anchor retail, a greater array of restaurants, visitor lodging, family-oriented entertainment, and public spaces. These actions will make the subarea a destination for shopping, services, dining, and entertainment.



## C. Tourism

The Lake Stevens community has always had a tourism draw primarily because of the amenities offered by having a large beautiful recreational Lake. 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 & 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.

### General Tourism Objectives

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

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 – No clutter at 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 Visitor's Information Center that is unique and attractive, 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.

### III. Community Vision

#### A. Vision

The City intends to provide a framework for the development of the Lake Stevens Center through this planning effort. The primary impetus of the subarea plan is to influence the revitalization of the City's retail core positively and to bestow a renewed vitality, purpose and character to the district that capitalizes on the existing infrastructure and natural setting that offers views of the lake and mountains. The subarea plan will guide the transformation of the area into a regional retail center by adding or improving retail and office complexes in distinctive commercial /mixed-use nodes balanced with higher density residential housing opportunities available to all residents. 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 Lake Stevens Center 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 any related impacts.

#### 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 Lake Stevens Center 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.

- Promote economic development and balanced jobs and housing.

- Recognize and strengthen Lake Stevens Center as an important crossroad for commerce for communities along SR-9.
- 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.
- Redevelop existing commercial and retail land uses from auto-oriented, strip commercial retail.
- 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.
- Incorporate mixed-use residential buildings with ground-floor retail or office that allow people to work within walking distance of their homes.
- Promote the creation of a traditional "main street" along 91st Avenue NE that features pedestrian-oriented land uses, amenities and landscaping.
- Upgrade the transportation network to ensure that multiple modes of travel have effective circulation and access to destinations.
- 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.
- Protect important environmental resources.
- Strengthen attributes that reflect Lake Stevens as a distinct, unified community.
- Create an incentive for redevelopment through a SEPA Planned Action.

## IV. Plan Concept

### A. Alternatives and Preferred Alternative

The draft Environmental Impact Statement (EIS) considered three land use alternatives (Table 4.1). The action alternatives considered varying intensities of employment growth, economic diversification, and residential growth within the Lake Stevens Center. 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)
<b>Alternative 1 – No Action</b>	50,000- 60,000	30,000- 40,000	100- 120
<b>Alternative 2 – Center Revitalization</b>	140,000- 150,000	140,000- 150,000	180- 200
<b>Alternative 3 – Residential &amp; Retail Emphasis</b>	140,000- 150,000	100,000- 120,000	500- 600

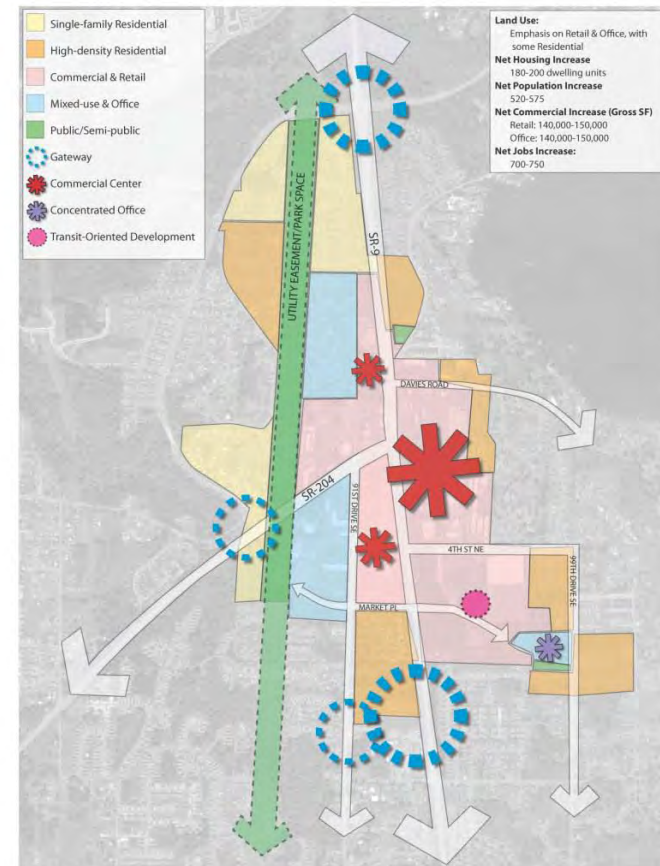
Table 4.1 Summary of growth assumptions for EIS alternatives

#### Alternative 2 – Center Revitalization

*The Preferred Alternative/Alternative 2 concept map (Figure 4.1)*

Alternative 2, emphasizes retail and employment growth and significant redevelopment in the subarea focused in existing or expanded centers and mixed-use areas alongside some higher-density residential growth along the periphery of the subarea to provide a transition to existing single-family neighborhoods. New and amended development regulations will address the mix, density, scale and form of planned development. Under the preferred alternative, the City designates the Lake Stevens Center as a planned action to encourage

economic development and streamline SEPA review for projects consistent with the subarea plan and the EIS.



LSC Preferred Alternative: Center Revitalization

July 2012



Figure 4.1 Preferred Alternative/Alternative 2 – Center Revitalization

## B. Land Use Map

Based on the plan concept map (Figure 4.1) and capacity estimates (Table 4.1), the city assigned land use designations to all parcels within the subarea, illustrated in the Lake Stevens Center Subarea Land Use Map (Figure 4.2). Generally, the land use designations are comparable to pre-subarea designations. Some notable differences include the use of the Mixed Use (MU) designation in several areas. Establishing MU areas implements some of the planning goals for balanced housing and employment, live/work options, and developing a “Main Street” along 91<sup>st</sup> Ave NE. The High Density Residential (HDR) designation expanded to some existing higher density single-family properties west of the powerline easement. This change reflects the actual land uses. The Public /Semi Public (P/SP) designation and zone also expanded to include additional governmental and utility owned parcels within the subarea. A more general Commercial designation (COM) has replaced the Sub-regional Commercial (SRC) designation. The area dedicated to the COM designation is less than the former SRC designation to accommodate the mixed-use areas. Table 4.2 shows approximate acreages for the subarea’s land use designations.

Land Use Designation	Acres
Medium Density Residential	79.5
High Density Residential	65
Commercial	120
Mixed Use	63
Public/Semi-Public	32

Table 4.2 Summary of acreage for land use designations

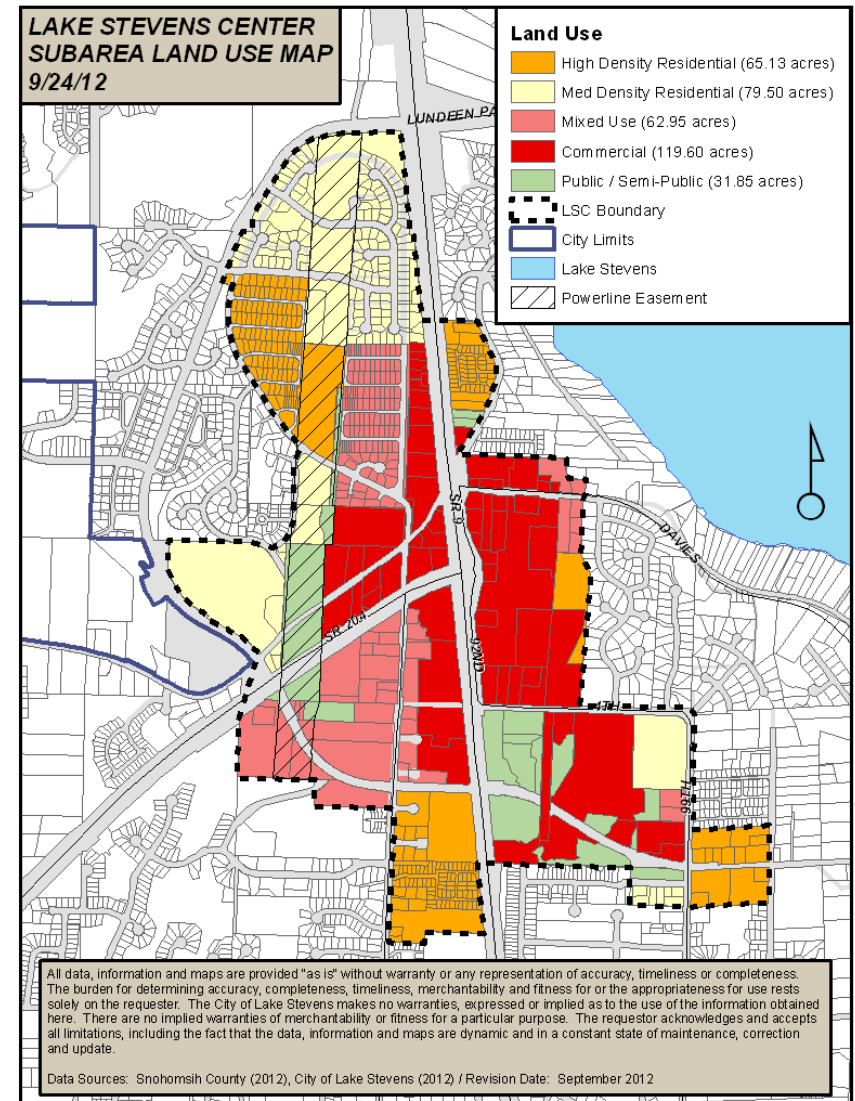


Figure 4.2 Lake Stevens Center Subarea Land Use Map



## C. Zoning Map

Some new and modified zoning districts will be used in the Lake Stevens Center to reflect the unique array of uses envisioned for this subarea. The proposed zoning districts, as shown in Figure 4.3, reflect the distribution of land use designations found in the Lake Stevens Center Subarea Land Use Map (Figure 4.2). Some of the Urban Residential properties, west of the powerline easement, were redesignated High Urban Residential (HUR) to reflect actual land uses. Additionally, some properties, previously zoned Multifamily Residential (MFR), were rezoned as HUR – the new zone provides greater flexibility in housing options. The Commercial District (CD) and Business District (BD) have replaced the Sub-regional Commercial (SRC) zone. The largest change is the establishment of two new mixed-used districts. The Mixed-Use Neighborhood (MUN) appears in many areas adjacent to the CD. The MUN district emphasizes primarily higher density residences with ground level or street front commercial uses. The second mixed-use zone is the Main Street district (MS). This district emphasizes an intensive blend of commercial and residential uses in pedestrian-oriented multistory structures. Table 4.3 shows approximate acreages for the land use designations.

Zoning District	Acres
Urban Residential	79
High Urban Residential	65
Business District	5
Commercial District	116
Mixed-Use Neighborhood	30
Main Street	33
Public/Semi-Public	32

Table 4.3 Summary of acreage for zoning districts

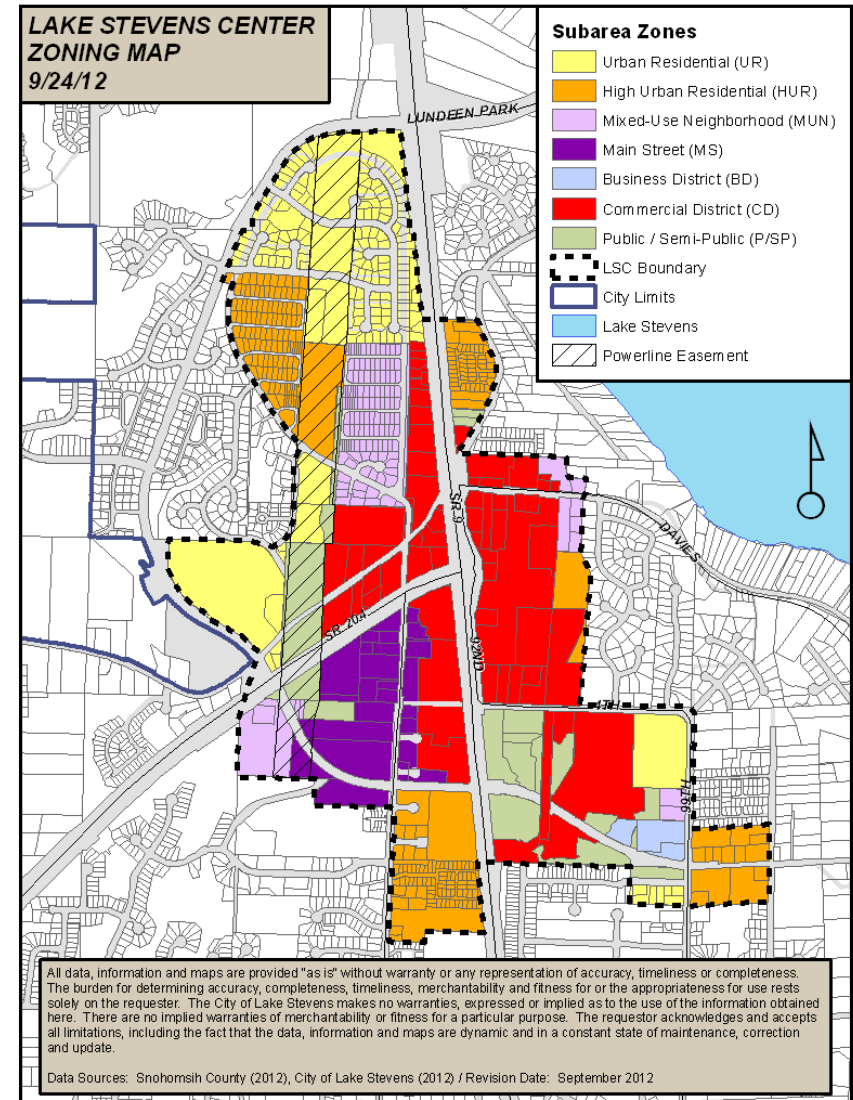


Figure 4.3 Lake Stevens Center Subarea Zoning Map

## V. Plan Elements

### A. Goals and Policies

#### 1. Community Character

The existing subarea is a relatively mature district, dominated by single-story retail uses, mixed with some office buildings and some older housing units with virtually no public spaces. Its character is confusing and restricted by the two highways and a handful of larger facilities limiting safe or comfortable walking. The streets themselves are disconnected and disorienting. There is a major transit center located roughly in the middle of the subarea, but its location is not very visible. The wide power line easement is largely unused. The following policies seek to enhance the image and identity of the area and its relationship to the community as illustrated in Figure 5.1.



Figure 5.1 District identity

#### Goals

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

## Policies

### Policy 1.1 – District Identity

**1.1.1** Assign the district a distinct name, drawing from people, events and places that are authentic to the area to imbed the district identity into the collective perception of the area.

### Policy 1.2 – Gateways & Wayfinding

**1.2.1** Post the district name at highly visible locations and key entrances into the district along SR-204, SR- 9 and other major roads so that it is clear where the district is located.

**1.2.2** Enhance gateway locations with distinctive high-quality landscaping, lighting, and signage as illustrated in Figure 5.2.

**1.2.3** Develop a wayfinding system to reinforce the image of the district by incorporating unique graphic imagery easily visible from cars that identifies local destinations, such as parks, schools, the lake, city hall, etc.

- For example, street signs could have metal frames with distinctive shapes and colors.



Figure 5.2 Example of distinctive gateway treatment

### Policy 1.3 – Design Guidelines for New Development

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

**1.3.2** *Establish a set of illustrated design guidelines that clearly define the expectations for streetscape design, site design, building design and signs that respect natural features, promote an enhanced public realm, and excellence in architecture that will appeal to high quality employers and businesses and create a livable environment compatible with adjacent land use.*

- Figure 5.3 illustrates how developers can use design effectively to establish a neighborhood’s design character.

**1.3.3** *Require public and private development to be subject to design review under the adopted design guidelines and standards.*



Figure 5.3 Example of high quality design

### 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 trails, green belts, park spaces, planted walkways, and green and low impact development.*

### Policy 1.5 – Streetscapes

**1.5.1** *Establish streetscape standards throughout the district that indicate sidewalk widths, street trees requirements, pedestrian-scale lightings, street furnishings and wayfinding signs to reinforce the design character and quality of development.*

- Figure 5.4 provides a good example of a streetscape that reinforces the neighborhood’s design character.



Figure 5.4 Example of high quality streetscape



### Policy 1.6 – View Corridors

**1.6.1** Consider identifying view corridors that are accessible from public spaces as a future element of the Parks and Recreation Plan.

**1.6.2** Develop policies and regulations to help maintain or enhance designated views of Lake Stevens and the Olympic or Cascade Mountains.

### Policy 1.7 – Landmarks

**1.7.1** Encourage land use regulations that emphasize the development of highly visible and architecturally dramatic buildings near designated gateways, as well as near the intersection of SR-204 and SR-9, that reinforce activity nodes and identify the district.



Figure 5.5 Example of a high quality and prominent public building

### Policy 1.8 – High Quality Public Buildings

**1.8.1** Encourage public agencies, such as the City, school district, transit authority, utility districts, the State, or Snohomish County to construct public buildings with high quality design befitting the role of local or regional government, as illustrated in Figure 5.5.

- Local examples would include the School District Administration building in downtown Lake Stevens.

**1.8.2** Discourage strictly utilitarian structures, regardless of the function.

## 2. Livable Places & Housing

The Lake Stevens Center subarea has the base to evolve into a complete and vibrant community center with a wide range of retail uses, employment and housing. It has many of the elements that would attract infill development, particularly denser urban housing, but lacks a distinctive image, public space and inviting streetscapes. The following goals and policies provide direction for enhancing the area's livability. Figure 5.6 illustrates how to integrate different uses and define a strong community character.



Figure 5.6 Example that emphasizes a strong community character

### Goals

**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.**

## Policies

### Policy 2.1 – Urban Neighborhoods

**2.1.1** Establish distinct neighborhoods/zones, within the subarea, that contain a variety of uses that support housing, tourism, retail and employment allowing people 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 promote self-sufficient, urban neighborhoods that allow mixed-uses and higher density housing.

### Policy 2.2 – Transit-Oriented Development

**2.2.1** Provide at least one transit-oriented development in the subarea that can take advantage of the higher, multi-directional accessibility to and from jobs near the current transit center, as illustrated in Figure 5.7



Figure 5.7 Example of a high quality transit-oriented development

### Policy 2.3 – Neighborhood Public Places

**2.3.1** Provide a range of public spaces or semi-public spaces in neighborhoods and commercial developments that may include passive or active parks, plazas, courtyards, pathways, and overlooks, as illustrated in Figure 5.8.

**2.3.2** Allow public spaces to be combined with storm drainage facilities with proper enhancements.



Figure 5.8 Example of a neighborhood public place

### Policy 2.4 –Retail &Services

**2.4.1** Encourage a broad array of shops and services that serve the immediate surrounding area, the community and regional market

**2.4.2** Encourage distinct commercial and/or service oriented districts or zones that reflect a different focus of uses that support the subarea as a whole.



- For example, identify areas appropriate for intensive retail development, moderate retail development, employment, and mixed-use development.

**Policy 2.5 – Community Policing through Environmental Design (CPTED)**

**2.5.1** Use CPTED principles to review projects, so that there are “eyes on the street” ensuring safe neighborhoods and shopping areas.

- For example, development and design regulations should give attention to safe building entrances and maintaining visibility through landscaped areas.

**Policy 2.6 – Lighting**

**2.6.1** Develop a cohesive lighting plan for the subarea that specifies the types, designs, and locations of streetlights and parking lights to ensure a uniform collection of lights in the subarea.

**2.6.2** Require all lighting fixtures to be equipped with cut-off shields to prevent light spillage onto adjacent properties and to protect night skies as shown in Figure 5.9.



Figure 5.9 Example of a distinctive lighting with cut-off shield

**Policy 2.7 – Housing Choices & Density**

**2.7.1** Develop land use regulations that provide a wide range of possible rental and owned housing options and sizes to meet the needs of people across all income levels.

**2.7.2** Encourage the creation of well-designed high-density residential housing as standalone developments or as part of mixed-use building, as illustrated in Figure 5.10.

**2.7.4** Develop regulations and standards that provide a transition between more intensive areas and less intensive development.



Figure 5.10 Well-designed high-density residential housing

**Policy 2.8 – Screening Less Desirable Uses & Elements**

**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 guideline and standards or zoning regulations.

**2.8.2** 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.

### 3. Land Use & Intensity

Because much of this subarea has developed over decades, most future changes would result from redevelopment. For example, it will be economically viable to redevelop some strip retail centers, approaching the end of their economic life, into higher intensity buildings to meet demands of the contemporary market place. Moreover, some areas may no longer be suitable for their current use; other uses could succeed them. For example, the best and highest use for a regional retail and employment center may not include some existing low-intensity uses. Finally, future developers could repurpose surface parking into development pads for mixed-use development. The plan envisions commercial and employment growth to occur in areas where redevelopment and infill could reasonably occur in 10 to 20 years with some areas developing earlier and others later depending upon access, market demand, and environmental factors among other variables.

The following goals and policies support the intensification of land uses in this area.

#### Goals

**Goal 3: Encourage a mix of uses, including retail, office, entertainment, institutional, civic, tourism, and residential throughout the subarea that support the redevelopment of older properties into a more vibrant, intense and diverse center.**

#### Policies

##### Policy 3.1 – Land Uses

- 3.1.1** Develop or revise existing comprehensive plan designations to support a distinct mix of land uses throughout the subarea.
- 3.1.2** Develop or revise existing zoning designations to support a distinct mix of land uses throughout the subarea.
- 3.1.3** Identify the location for use-specific nodes and centers to develop throughout the subarea over time.

- For example, the area west of SR-9 along 91st Avenue SE will emphasize mixed-use development, while the area to the east will be a more traditional retail center.

##### **3.1.4** Land uses, densities and intensities should vary throughout the subarea.

- For example, the core of the area, centered across SR-9 and SR-204, should have the highest intensity uses; while
- Areas along the periphery of the subarea should have less intensive uses that create a transition to residential or other less intensive uses.

##### Policy 3.2 – Heights

**3.2.1** Encourage multistory buildings within mixed-use areas, core retail areas, and multifamily developments consistent with the proposed building typologies, as illustrated in Figure 5.11.

**3.2.2** Consider height increases for mixed-use areas and core retail areas for buildings that include high-quality design and public amenities or other defined incentives.



Figure 5.11 Example of a high quality multistory commercial building

## 4. Circulation & Mobility

This subarea should have a complete transportation system that supports all modes of travel that support a number of desired outcomes for the street network, shown in Figure 5.12, and described below:

- Develop a robust multimodal transportation system that provides choices to motorists, cyclists, and pedestrians;
- Accommodate truck traffic, through the area, with minimal effects to other modes;
- Expand public transit service to serve commuters and provide convenient access to regional destinations, retail and employment centers, schools, and residential areas;
- Provide a cost effective, efficient transportation system for both the City to construct and travelers to use;
- Link 91st Avenue and 99th Avenue to 20<sup>th</sup> Street SE; and
- Minimize climate change impacts.

### 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.*

### Policies

#### Policy 4.1 – Layered Network and Roadway Design

**4.1.1** *Provide a layered street network that prioritizes various types of travel on different roadways throughout the subarea.*

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

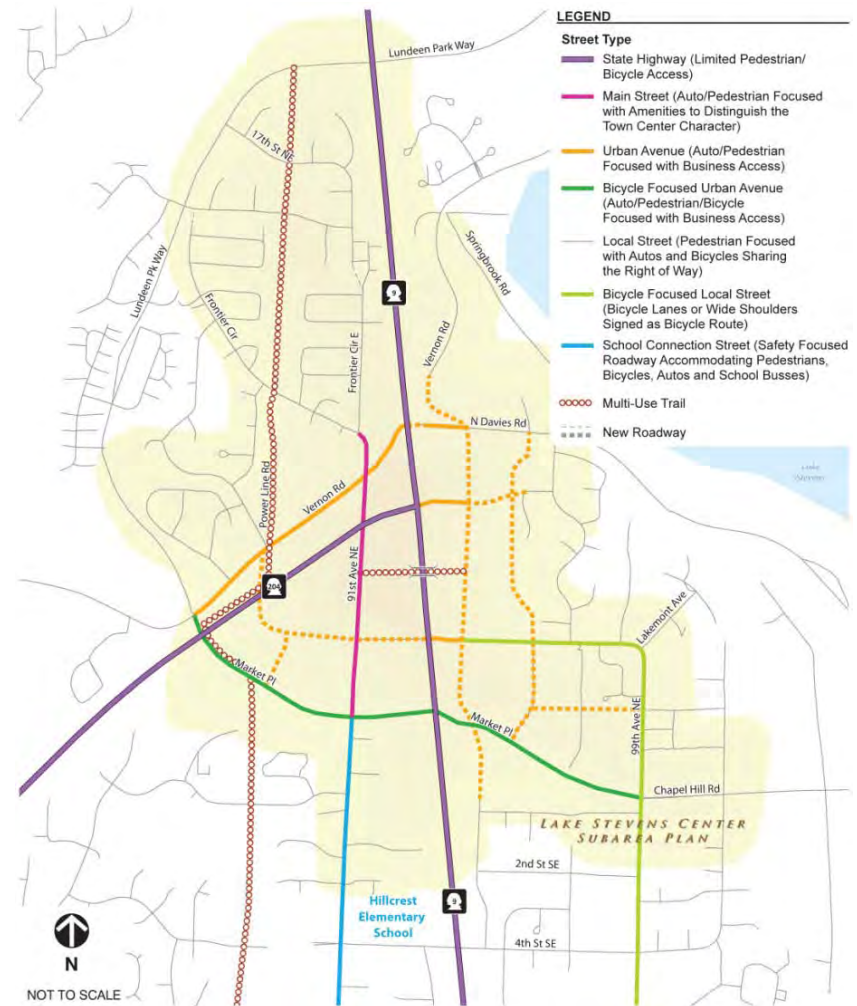


Figure 5.12 Layered Street Network



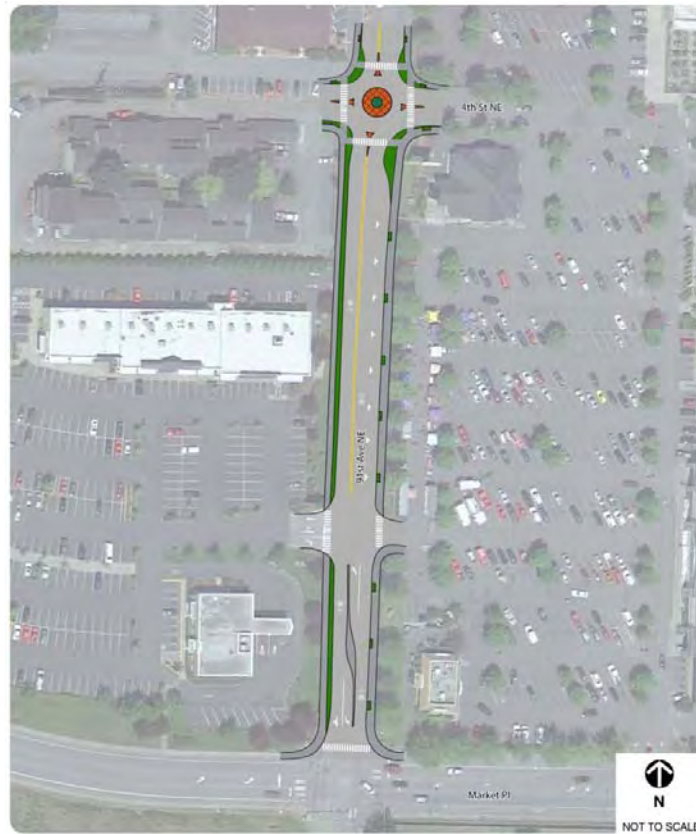


Figure 5.13 Possible roundabout on 91<sup>st</sup> Avenue NE between Market Street (bottom of photo) and SR 204 (off photo to north)

**4.1.3** Adopt a unique set of transportation design guidelines for the layered street network to distinguish the subarea within the City.

For example, roundabouts could be built to keep traffic moving and provide a gateway to a main street, as illustrated in Figure 5.13 on 91<sup>st</sup> Avenue NE or Figure 5.14 for the intersection of Market and 99<sup>th</sup> Avenue NE.

**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.



Figure 5.14 Possible mini-roundabout on 99<sup>th</sup> Avenue NE south of Market Street (top of photo)

**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** *Identify additional public streets or significant re-alignment of existing streets to achieve more connectivity and accommodate infill development as it occurs.*

- For example, connecting roadways could be built between some cul-de-sacs and existing roadway barriers removed.

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

- For example, block lengths should not exceed 300 to 400 feet in length.



Figure 5.15 Example of a well-designed public crossing

**4.3.3** *Where appropriate, streets should provide mid-block crosswalks on long blocks to allow more frequent crossing opportunities and reduce jaywalking as illustrated in Figure 5.15.*

**4.3.4** *Require single-family residential neighborhoods to provide attractive and landscaped pedestrian and bike connections through cul-de-sacs to adjacent streets or greenbelts during the subdivision or other land use approval process(es).*

**4.3.5** *Require landscaping or equivalent to buffer pedestrians from vehicle travel.*

**4.3.6** *Implement Safe Routes to Schools programs for Hillcrest Elementary School, Lake Stevens Middle School, and Skyline Elementary School.*

### 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 to each other.*

**4.4.2** *Encourage pedestrian connections to connect the two halves of the Lake Stevens Center that may include a dedicated pedestrian crossing or enhanced crosswalks across SR-9 to allow shoppers to park once and then walk between their destinations.*

**4.4.3** *Encourage the development of a multi-use trail along the power line corridor to connect the Lake Stevens Center to the 20<sup>th</sup> Street SE Corridor as a future element of the Parks and Recreation Plan.*

**4.4.4** *Encourage the development of multi-use trails, like the trail depicted in Figure 5.16, through future and existing greenbelts and other open spaces, in the subarea, through the subdivision or other land use processes.*



Figure 5.16 Well-designed public trail that could connect different neighborhoods, districts, or city

**4.4.5** *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.*

#### **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.*

**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 as shown in Figure 5.17.*



Figure 5.17 Public transit facility

## **5. Sustainability & Natural Resources**

The subarea contains wetlands, a rolling terrain with stands of trees, open fields, interwoven into an otherwise urban environment. Redevelopment and infill projects should integrate into the natural systems of wetlands, creeks, and greenbelts, subject to the City's adopted critical areas regulations and take advantage of the natural setting that offers views of the lake and mountains. To enhance and upgrade the area, the city should continue to support the retention and/or replacement of existing trees and natural vegetation including significant trees. The subarea contains a moderate amount of

wetlands, which provide valuable stormwater detention and habitat functions.

### **Goals**

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

### **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** *Where feasible, natural vegetation and topography should be preserved and integrated with built elements of the development site to protect habitat and prevent slope erosion.*

**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.*
- *New trees of significant size should be required for new parking lots.*

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

#### **Policy 5.2 – Stormwater & Critical Areas**

**5.2.1** *Recognize the importance of natural and critical areas and ensure that all development within the subarea protects ground water, surface water hydrology, and wildlife habitat in a manner consistent with the City's adopted critical areas regulations.*



**5.1.4** *New development should avoid construction on portions of the site characterized by steep slopes, both to avoid threats to building safety and to preserve natural landforms.*

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

**5.2.** *The management of stormwater is an integral part of urban infrastructure. As this subarea redevelops and intensifies, investments will be necessary to manage flows, protect natural systems, and encourage infiltration consistent with the requirements of the latest version of the Department of Ecology's Stormwater Management Manual for Western Washington.*

### **Policy 5.3 Sustainability and Low Impact Development**

**5.1.5** *New development should incorporate "best practices" in Low Impact Development, stormwater management and protection of wetlands*

**5.2.3** *New development within the subarea should utilize a variety of environmental enhancement and low impact techniques such as rain gardens, pervious pavement, and other appropriate techniques as appropriate and feasible.*

**5.1.6** *New buildings should 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.*

**5.1.7** *The zoning code and design guidelines and standards should offer incentives for implementation of Low Impact Development and LEED development.*

## **6. Public Places & Community Facilities**

Community Gathering Places can come in many different forms. Obviously, park 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. Developers will be more 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 may be beneficial throughout the subarea that could be recreation-oriented; others should be passive and offer a chance for respite and quiet. In addition to formal parks, the land use code should require (and /or provide incentives) usable publicly spaces. The subarea plan should also encourage some type of private entertainment facility in the area, such as movie theatre or bowling alley.

## **Goals**

**Goal 6: Invest in and/or plan for public and semi-public opens spaces to attract high-quality residential and employment development throughout the subarea.**

## **Policies**

### **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.*

**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:** *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 as part of the Parks and Recreation Element of the Comprehensive Plan.

## Policy 6.2 – Community Gathering Places

**6.2.1** *All development should provide plazas, courtyards, and gardens for people to enjoy themselves outside, whether it's a few people or hundreds.*

**6.2.2** *The land use regulations should consider a "sliding scale" requirement for public spaces. Some will tend to be used principally by employees, local residents or shoppers.*

## VI. Development Typologies, Layered Street Network, and Trails

### A. Building Typologies

#### 1. Retail

Commercial uses in the Lake Stevens Center will accommodate smaller retailers near residential neighborhoods or mixed-use areas and mid to large sized chain stores that cater to more traditional commercial needs. The Lake Stevens Center anticipates at least two distinct types of retail development to emerge in specific nodes or districts.

- This first core node, east of SR-9, would function as regional retail center; and
- The second area, along 91<sup>st</sup> Avenue NE, would function as a more intimate "main street" like shopping district.

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

#### a. Retail Centers

Core retail areas will accommodate large-scale stores and cater to the shopping needs of the local and regional market in eastern Snohomish County. This area would be primarily a regional retail center that could include anchor tenants (major retailers) junior anchors (mid-size retailers) and small retailers alongside some service providers and entertainment amenities. Buildings will range from single story buildings with surface parking to multistory buildings with structured parking. Figures 6.1 and 6.2 provide examples of basic building typology for large retail centers to emulate.



Figure 6.1 Rendering of large-scale store with abundant landscaping



Figure 6.2 Well-designed large-scale and smaller scaled stores

## b. Main Street at 91<sup>st</sup> Avenue NE

Intensive redevelopment along 91st Avenue NE could create a “main street.” Mixed-use or smaller scale retail could flank both sides of a redesigned street with wider sidewalks, street trees, and narrower vehicular lanes. This area would cater primarily to mid to small retailers, service providers, and may include high-density residential developments. These areas may require different regulations to facilitate the emergence of preferred development patterns over time. Figures 6.3 and 6.4 illustrate what the area could look like following redevelopment into a dynamic main street.



Figure 6.3 Rendering of a medium sized store

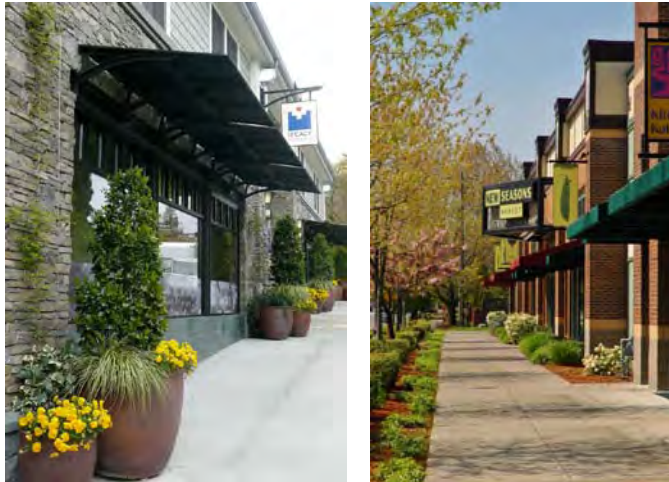


Figure 6.4 Examples of main street storefronts

## 2. Office

A combination low and medium intensity office uses, located adjacent to commercial areas, will support employment opportunities within the Lake Stevens Center. Anticipated uses include dentists and doctors, insurance agents, travel agents, attorneys, architects, etc.

### a. Mid-Rise Office

In response to the more built-up nature of Lake Stevens Center, the subarea should include mid-rise multistory office buildings that conserve land and incorporate structured parking, as illustrated in Figure 6.5. The mid-rise developments will provide employment opportunities locally and regionally and serve surrounding neighborhoods.



Figure 6.5 Illustration of a multistory office building

### b. Low-Rise Office

Low-rise office or professional buildings, as illustrated in Figure 6.6, would provide the service and employment needs of the surrounding neighborhood. These small-scale professional businesses should reflect the scale and character of the surrounding residential neighborhoods.



*Figure 6.6 Illustration of a low-rise office building*

### 3. Mixed-Use

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

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

- Horizontal mixed-use developments are suburban in nature typically and consist of different, but compatible land uses such as multifamily housing and neighborhood retail on a single site or within close proximity to a commercial center. This pattern may be appropriate in transitional areas.
- Conversely, a vertical mixed-use project, as proposed in portions of the Lake Stevens Center, typically consist of stacked, complimentary land uses. Besides maximizing the limited amount of space in existing developed areas, this approach creates a pedestrian-friendly urban form. Figure 6.7 illustrates a typical vertical mixed-use building that could be constructed in portions of the Lake Stevens Center.



*Figure 6.7 Illustration of a mixed-use office building*

#### a. Residential over Retail

The goal of Residential over Retail, as illustrated in Figure 6.8, is to generate intensity at the street level. As previously described, this is easily achieved by orienting the parking behind the building. Other pedestrian-oriented features include:

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

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





Figure 6.8 Photo of Residential over Retail building



Figure 6.9 Photo of Office over Retail building

#### b. Office over Retail

Office over Retail buildings typically provide compact retail and employment uses and often require additional parking, which in many cases triggers the need for some type of parking structure. The intent of this building type is to promote intensity and development of employment related land uses. Successful mixed-use environments with structured parking exhibit the following characteristics, as exhibited in Figure 6.9, and described below:

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

#### 4. Multifamily Residential

Multifamily residential land uses (condominiums and apartments) proposed in the Lake Stevens 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. Multifamily areas would occur adjacent to commercial and office districts and buffer less intensive single-family neighborhoods. Buildings will likely include a common or shared open space that encourages neighbors to gather and children play. Neighborhoods that include a mix of housing types and a range of affordability promote diversity-allowing singles, families as well as seniors to stay part of the community.

- Buildings should be oriented toward the street to create a consistent and unified edge.



- Street facades would 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 façade shall be oriented to a public amenity such as a park, neighborhood retail or a community service or a civic use such as a library or a post office.

Figures 6.10 and 6.11 shows the multifamily typology and photographic examples.



Figure 6.10 Illustration of a multifamily housing complex



Figure 6.11 Examples of a well-designed multifamily housing

## B. Layered Transportation Network

### 1. Layered Street Network

The Lake Stevens Center will include a layered street network that prioritizes various types of travel on different roadways, to help reflect and emphasize the character of the neighborhood:

- State Highways SR-204 and SR-9 serve as the main arterials for freight, public transit, and commuter traffic. These arterials should efficiently transport these modes, by providing turn lanes at key intersections, sidewalks (where allowed by WSDOT), and high visibility crossing treatments. Enhance the streetscape by including landscape buffers and planted medians where right-of way is available as allowed by WSDOT.
- 91st Avenue NE functions as a “main street” between Market place and Vernon Road as illustrated in Figure 6.12. This corridor supports automobile and pedestrian traffic with on-street parking. It will also include special amenities such as benches and public art to distinguish this corridor as a town center. South of Market Place, 91st Avenue will transition into a school route and function as the main western connector to the 20th Street SE Corridor that would need to carry design amenities between the two subareas.



Figure 6.12 Possible Main Street section

- Urban Avenues— Urban avenues should focus on convenient auto and pedestrian access to businesses, with some streets geared toward bicycles. These streets should provide an active pedestrian atmosphere with wide buffered sidewalks as shown in Figure 6.13.



Note: Roundabouts could be implemented to eliminate the need for a center turn lane.

Figure 6.13 Possible Urban Avenue section

- Local Streets— Smaller low-speed local streets emphasize bicycle and pedestrian travel alongside reduced automobile use as shown in Figure 5.13. These streets should feature curb, gutter, buffered sidewalks and bicycle lanes or widened shoulders if traffic volumes exceed 2,000 vehicles per day.

This category would include an enhanced 99th Avenue SE that would function as the main eastern connector to the 20th Street SE Corridor and carry design amenities between the two subareas.



Figure 6.14 Possible Local Street section

- School Connection Streets— These streets could be any class of street, but with the ultimate focus on providing safe access for pedestrians, bicycles, automobiles, and school buses. These streets should operate at low speeds and use high visibility crosswalks, as illustrated in Figures 6.15 through 6.17.



Figure 6.15 Possible School Connection Street section



Figure 6.16 Possible Bicycle Focused Urban Avenue section



Figure 6.17 Possible Bicycle Focused Local 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

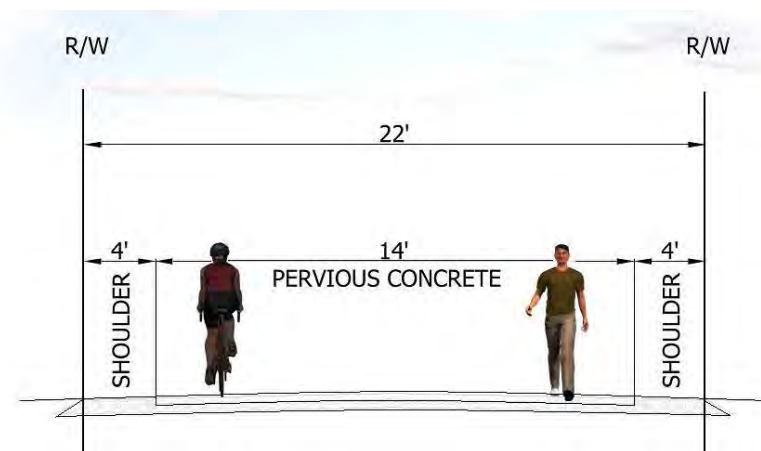


Figure 6.18 Multi-use trail cross-section



## 2. Pedestrian trails

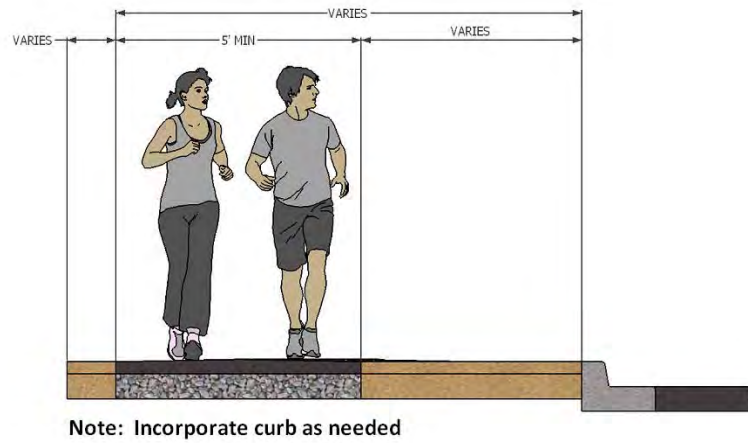


Figure 6.19 Paved pedestrian trail cross-section

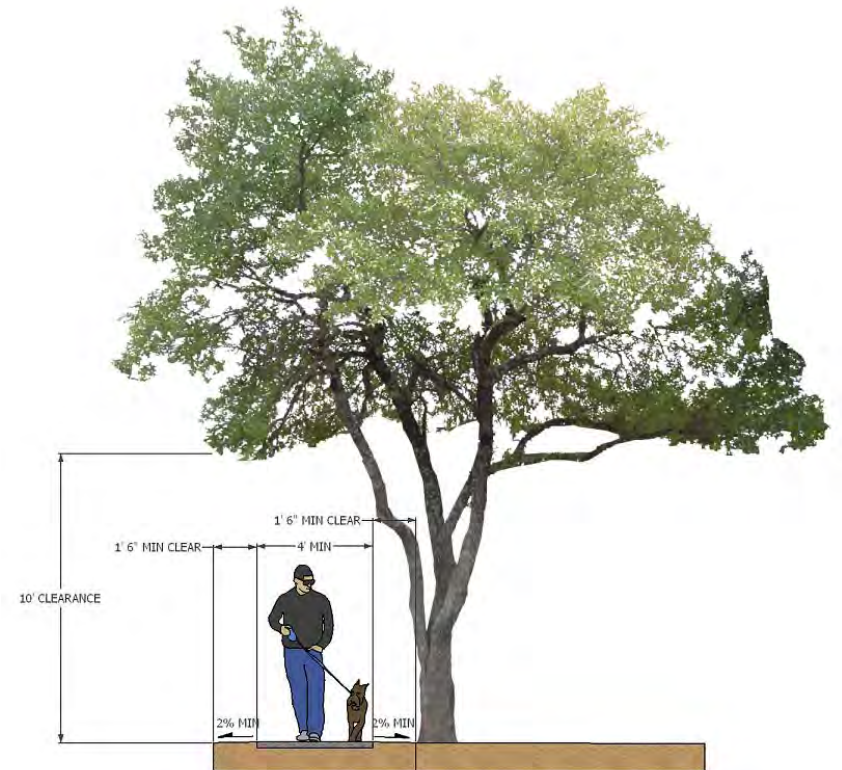


Figure 6.20 Soft pedestrian trail cross-section

## 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. However, this means that the transformation of an area will be 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 by the more assertive method.

### B. Partnerships

No city on its own can cause 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 Lakes Stevens Center subarea plan. Partners include utility districts, the school district, the County, state agencies, non-profits, 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 such things 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, the subarea will result in a cohesive district.

### B. Design Guidelines

Design Guidelines typically overlay development standards. 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 subarea. The design elements described in this section comply with the City of Lake Stevens's Vision Statement and Comprehensive Plan. Design guidelines provide a framework for how the subareas look, function, and feel. Design guidelines assist developers, property owners, architects, planners, elected officials, and interested citizens understand the types of projects that comply with the community's vision for a vibrant and attractive subarea.

### C. Capital Improvement Plan

This Capital Improvement Plan describes utility infrastructure required for redevelopment of the Lake Stevens Center including Transportation, Sewer, Water, and Stormwater. Proposed infrastructure projects are described with typical costs estimates in

accordance with Washington State law. The Capital Facility Plan also describes likely funding mechanisms for infrastructure projects.

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

The City of Lake Stevens adopted the Lake Stevens Center Subarea Plan as a Planned Action. A Planned Action is a tool that cities can use to provide regulatory certainty and encourage economic development by streamlining SEPA review for subsequent projects consistent with the plan. The State Environmental Policy Act (SEPA) authorizes this tool. Planned actions operate by allowing jurisdictions to perform up-front SEPA review for specific areas, such as subareas.

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 that the City will require of future development. The Planned Action Ordinance identifies the criteria for project to satisfy. These criteria relate to the type of land use proposed, whether its impacts have been addressed in the EIS, and whether proposed 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 must request review as a Planned Action Project and 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.



Ord No. 875, EXHIBIT 2

*A great place to*  
ATTACHMENT A  
*work shop live*

## 20<sup>th</sup> Street SE Corridor Employment Center



### Subarea Plan

**ADOPTED SEPTEMBER 24, 2012**

**Ordinance No. 875**

## Table of Contents

I. Introduction.....	4	4. Circulation and Mobility .....	32
A. Planning Process .....	5	5. Sustainability and Natural Resources.....	36
B. Public Process Summary.....	5	6. Public Places and Community Facilities .....	39
1. Early Public Review .....	6	VI. Development Typologies & Layered Street Network .....	41
2. Environmental Impact Statement Process .....	6	A. Development Typologies.....	41
3. Subarea Plans and Associated Documents .....	6	1. Office/Business.....	41
4. Economic Development.....	7	2. Commercial .....	42
C. Plan Area .....	8	3. Higher Density Residential .....	43
D. Purpose & Authority .....	8	B. Layered Street Network .....	45
E. Existing Conditions .....	8	1. Network Description .....	45
II. Economic Development .....	11	2. Alternative Measures of Transportation Performance .....	47
A. Economic Growth Strategy .....	11	C. Trail Network.....	47
B. Economic Development Strategy.....	11	1. Multi-Use Trail.....	47
C. Office Park Development and Retail Capture Opportunities .....	14	2. Pedestrian Trails.....	48
D. Tourism .....	15	VII. Implementation .....	48
General Tourism Goals:.....	15	A. Market and Promotion.....	49
III. Community Vision .....	16	B. Partnerships .....	49
A. Vision.....	16	C. Gateways and Wayfinding.....	49
B. Objectives.....	16	VIII. Associated Documents.....	49
IV. Plan Concept .....	17	A. Zoning.....	49
A. Alternatives and Preferred Alternative .....	17	B. Design Guidelines .....	49
B. Land Use Map.....	18	C. Capital Facilities Plan.....	49
C. Zoning Map.....	18	D. Planned Action Ordinance and Environmental Impact Statement (EIS) .....	50
V. Plan Elements.....	22	E. Planned Action Submittal Packet .....	50
A. Goals and Policies.....	22		
1. Community Character .....	22		
2. Livable Places and Housing.....	26		
3. Land Use and Intensity .....	30		



## List of Tables

4.1 Summary of growth assumptions for EIS alternatives .....	17
4.2 Summary of acreage – land use designations and zoning districts .....	18

## List of Figures

1.1 Public meeting.....	5
1.2 20 <sup>th</sup> Street SE Corridor Subarea aerial .....	8
1.3 20 <sup>th</sup> Street SE/S Lake Stevens Road .....	9
1.4 Lake Stevens Fire Conference Center .....	9
1.5 Tom Thumb Grocery Store .....	9
1.6 Prominent public building – Cavalero Mid High School.....	10
1.7 20 <sup>th</sup> Street SE – upgraded portion .....	10
2.1 Mixed-use development.....	11
2.2 Large scale mixed-use development .....	11
2.3 Office development .....	12
2.4 Related businesses sharing office development .....	13
2.5 Outdoor recreational equipment office and store .....	13
2.6 Outdoor seating for restaurant .....	14
2.7 Lake Stevens, the jewel of the City .....	15
3.1 City of Lake Stevens’ vision is” one community around the lake” .....	16
3.2 Parks and open space.....	17
4.1 Alternative 1 No Action Alternative .....	19
4.2 Land Use Map .....	20
4.3 Zoning Map.....	21
5.1 Community character.....	22
5.2 District identity.....	22
5.3 Landscaping, lighting and signage identifying district .....	23

5.4 Wayfinding sign.....	23
5.5 High quality new developments .....	24
5.6 Streetscape .....	24
5.7 Landmarks.....	24
5.8 High quality public building – Bainbridge Island City Hall.....	25
5.9 High quality public building – Cavalero Mid High School.....	25
5.10 High quality public building – Ballard Library .....	25
5.11 Mixed-use neighborhood development – residential over office .....	26
5.12 Urban townhouse development .....	26
5.13 Neighborhood public spaces.....	27
5.14 Mixed-use neighborhood development – office over retail .....	27
5.15 Lighting.....	28
5.16 Higher density housing choices .....	28
5.17 Livable environment .....	29
5.18 Trash or utility enclosure.....	29
5.19 Parking lot landscaping .....	30
5.20 Mixed-use office/retail development .....	30
5.21 Three-story, well-designed commercial building .....	31
5.22 Mid-rise buildings in business park.....	31
5.23 Campus-like design.....	32
5.24 Open spaces.....	32
5.25 High rise office park with public plaza.....	32
5.26 Layered street network .....	33
5.27 Pedestrian improvements to street network .....	33
5.28 Safe street network for both cars and pedestrians .....	34
5.29 Roundabout on Lundeen Parkway at Lake & Vernon roads .....	34

5.30 Safe routes to school markings .....	34	6.13 Illustration of a multi-family housing .....	44
5.31 Bike parking near bus stops, parks and center .....	35	6.14 Multi-family housing developments .....	44
5.32 Centennial Trail .....	35	6.15 Illustration of a cottage housing development .....	44
5.33 Path through natural area .....	35	6.16 Cottage housing developments .....	44
5.34 Transit bus stop .....	36	6.17 Possible boulevard street section .....	45
5.35 Low impact development landscaping/frontage improvements .....	36	6.18 Possible local street section .....	45
5.36 Integrated drainage/landscaping design .....	37	6.19 Possible school connection street section .....	45
5.37 Natural wetland and creek .....	37	6.20 Layered street network .....	46
5.38 Onsite recharge and drainage area .....	38	6.21 Possible trail street section .....	47
5.39 LID landscaping .....	38	6.22 Multi-use trail cross-section .....	47
5.40 Useable public spaces .....	39	6.23 Pedestrian trail cross-section .....	48
5.41 Park and trail amenities .....	39	6.24 Soft trail cross-section .....	48
5.42 Community gathering place – amphitheater .....	40		
5.43 Community gathering place – park .....	40		
6.1 Illustration of office park development .....	41		
6.2 Business park developments .....	41		
6.3 Illustration of low-rise office development .....	41		
6.4 Low-rise office developments .....	41		
6.5 Illustration of mid-rise office development .....	42		
6.6 Mid-rise office developments .....	42		
6.7 Illustration of mixed use office development .....	42		
6.8 Mixed use office developments .....	42		
6.9 Illustration of neighborhood retail center .....	43		
6.10 Neighborhood retail centers .....	43		
6.11 Illustration of regional retail center .....	43		
6.12 Regional retail centers .....	43		

## I. Introduction

### A. Planning Process

The 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 & 20<sup>th</sup> 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 20<sup>th</sup> Street SE Corridor. Scoping Comment Period: June 28 to July 14, 2011.
- January 24, 2012 Notice of Publication and Availability of Draft EIS for 20<sup>th</sup> Street SE Corridor
- July 31, 2012 Notice of Publication and Availability of Final EIS for 20<sup>th</sup> Street SE Corridor

### Public Meetings

- February 16, 2012 20<sup>th</sup> Street SE Corridor DEIS

### City Council

- September 26, 2011 Subarea Plan/EIS Draft Alternatives
- February 13, 2012 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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.

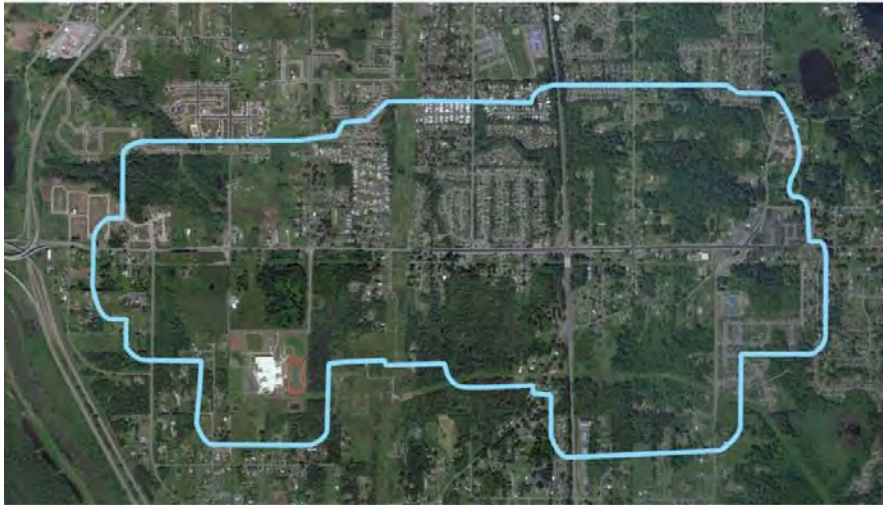


Figure 1.2 20<sup>th</sup> Street SE Corridor Subarea aerial

### C. Plan Area

The 20<sup>th</sup> Street SE Corridor encompasses approximately 845 acres in the southern portion of the City and is roughly divided into quadrants by the 20<sup>th</sup> 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 13<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> Street SE from 91<sup>st</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> Street SE/S Lake Stevens Road

The 20<sup>th</sup> Street SE Corridor includes a small office/commercial complex including the Lake Stevens Fire Administrative Offices and Conference Center on the northeast corner of 20<sup>th</sup> 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 20<sup>th</sup> Street SE near South Lake Stevens Road with a church on the northeast corner of 20<sup>th</sup> Street SE and SR-9. An undeveloped County Park with a current dog park is located on the south side of 20<sup>th</sup> Street SE at 79<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 79<sup>th</sup> 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 20<sup>th</sup> Street SE and 83<sup>rd</sup> 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 20<sup>th</sup> 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 91<sup>st</sup> Avenue SE and west on 20<sup>th</sup> Street SE. Bus service targets commute trips to employment centers; however, service is relatively infrequent. There is ample parking in the 20<sup>th</sup> Street SE Corridor for existing commercial and office uses.



Figure 1.7 20<sup>th</sup> 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 20<sup>th</sup> Street SE Corridor Subarea.

### B. Economic Development Strategy

The long term Economic Development goal for the 20<sup>th</sup> 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 20<sup>th</sup> Street SE Corridor is based on a set of industries that should grow vigorously during the 21<sup>st</sup> 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 attach 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> Street SE Corridor Employment Center through this planning effort. Being a crossroads for markets, the 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> Street SE and SR-9.
- Create pockets of parks and open space throughout the corridor.
- Continue the widening of 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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)
<b>Alternative 1 – No Action</b>	150,000-180,000	20,000-35,000	600-1,200
<b>PREFERRED ALTERNATIVE Alternative 2 – Employment/ Commercial Emphasis</b>	400,000-450,000	1-1.25 million	900-1,000
<b>Alternative 3 – Moderate Employment/Commercial &amp; Residential Emphasis</b>	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 20<sup>th</sup> 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 20<sup>th</sup> Street SE and west of State Route 9 remains in Medium Density Residential (MDR). Other residential areas north of 20<sup>th</sup> Street SE changed to High Density Residential (HDR) or Mixed Use (MU). South of 20<sup>th</sup> Street SE, most of the MDR changed to Commercial (COM) or MU. Table 4.2 shows acreages for designations.

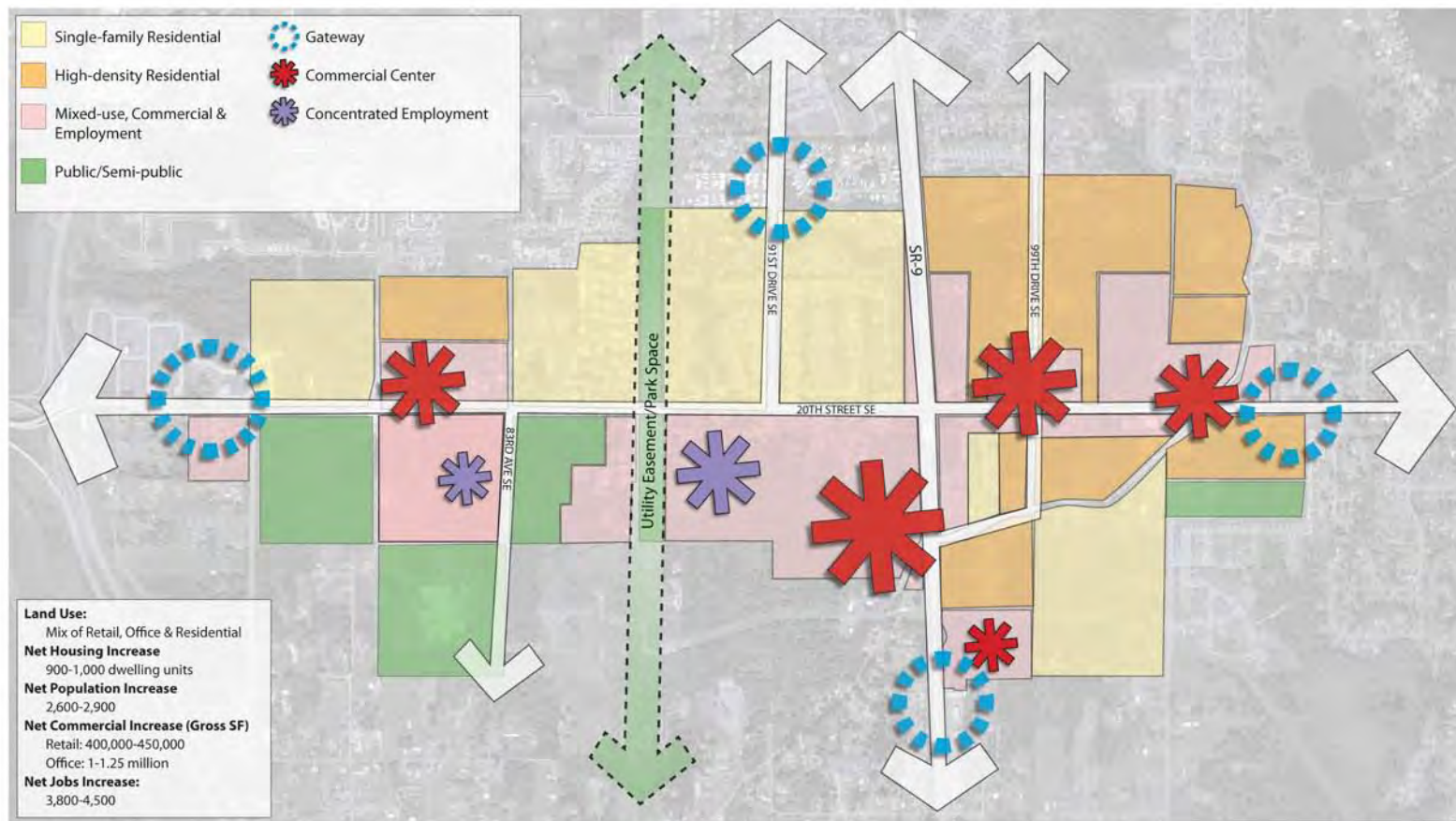
## C. Zoning Map

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 20<sup>th</sup> Street SE and west of State Route 9 remains in Urban Residential (SR). Other residential areas north of 20<sup>th</sup> Street SE and east of State Route 9 changed to High Urban Residential (HUR) or Mixed Use (MU). South of 20<sup>th</sup> 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 20<sup>th</sup> Street SE and 79<sup>th</sup> Avenue SE and the existing commercial node at South Lake Stevens north of 20<sup>th</sup> Street SE was extended west to 99<sup>th</sup> Avenue SE. East of State Route 9 and south of 20<sup>th</sup> 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

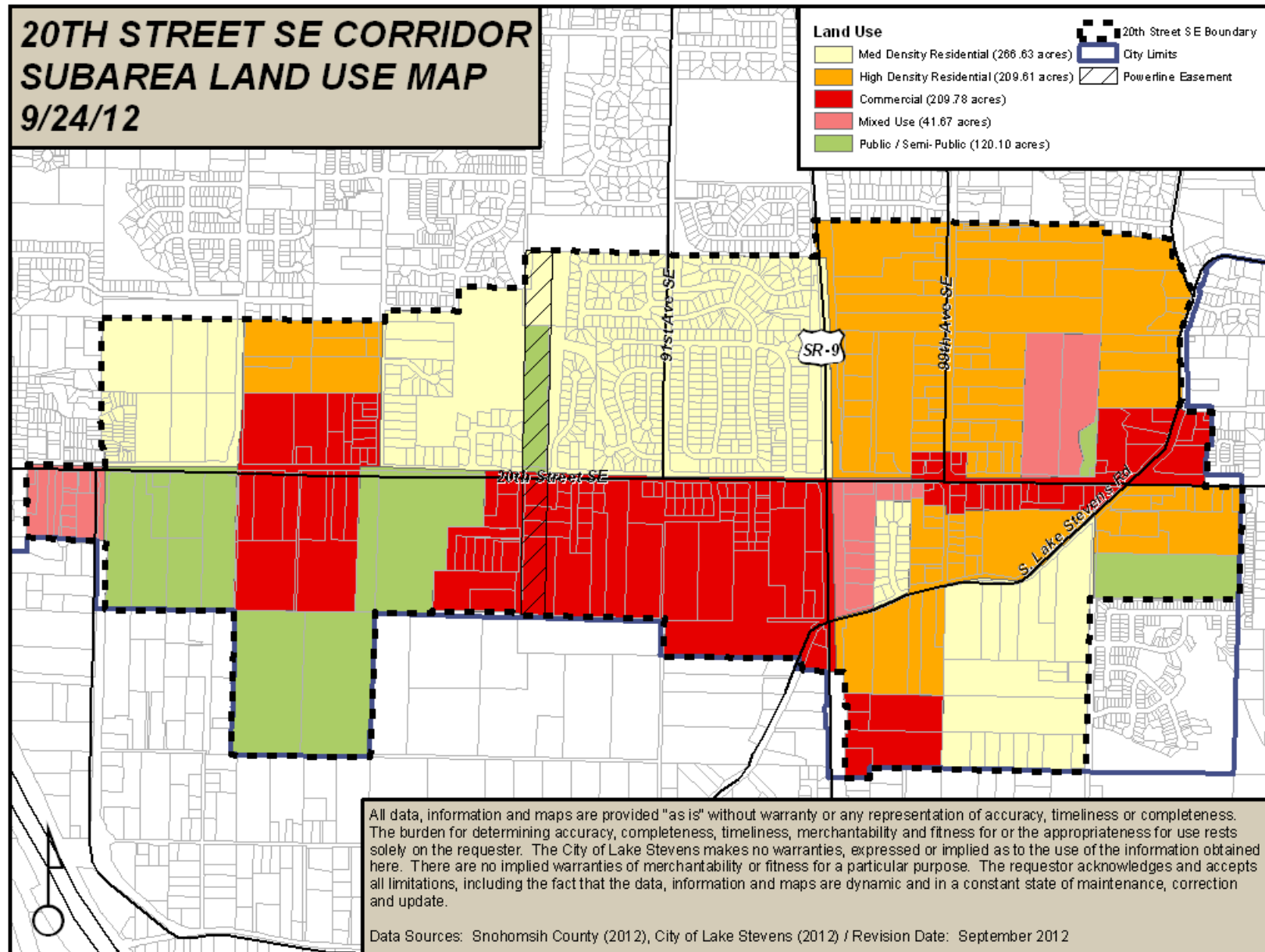
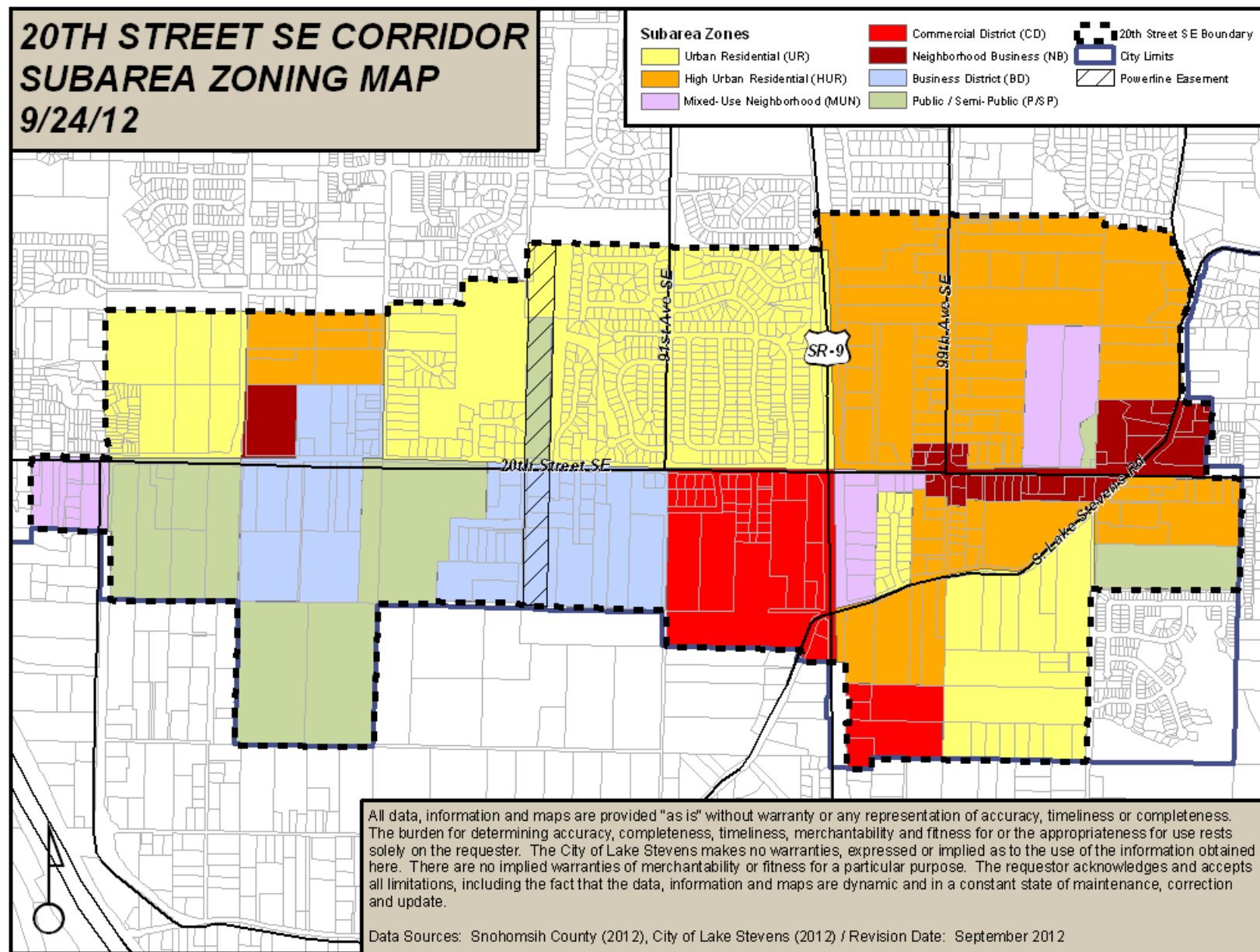




Figure 4.3 Zoning Map



## 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, Cavaleiro 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.

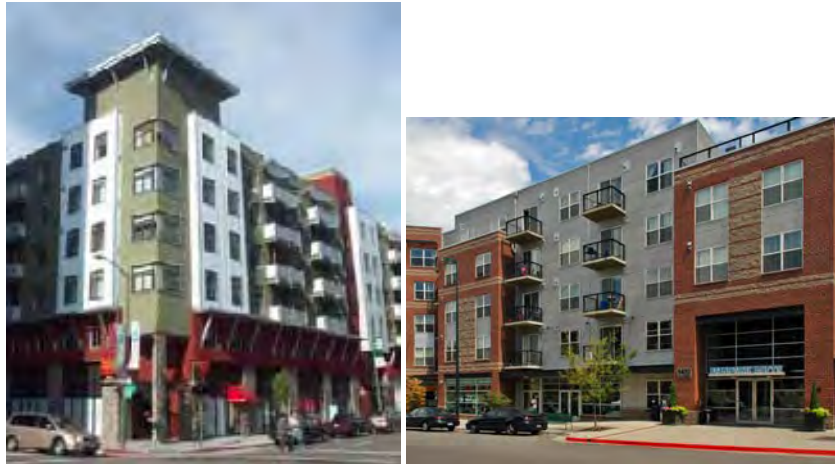


Figure 5.5 High quality new developments

**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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> Street SE between 79<sup>th</sup> Avenue SE and 91<sup>st</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> Street SE and 79<sup>th</sup> 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 91<sup>st</sup> Avenue SE and 99<sup>th</sup> 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, 24<sup>th</sup> 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 20<sup>th</sup> Street SE should conform to a grid approximately 660 feet as this is half the distance between the existing signalized intersections along the 20<sup>th</sup> Street SE Corridor.
- In neighborhoods and streets off 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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 20<sup>th</sup> 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)

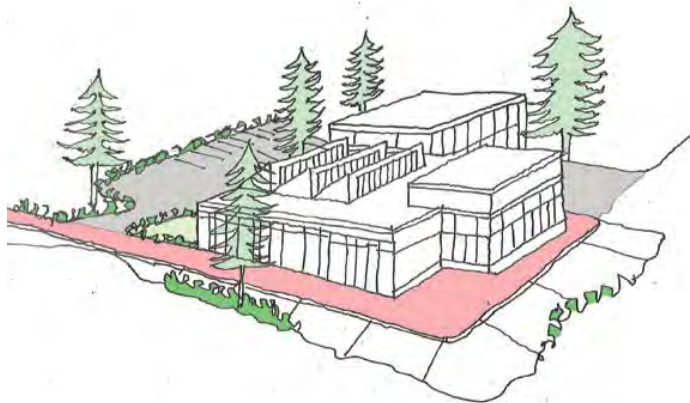


Figure 6.1 Illustration of business park development



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)

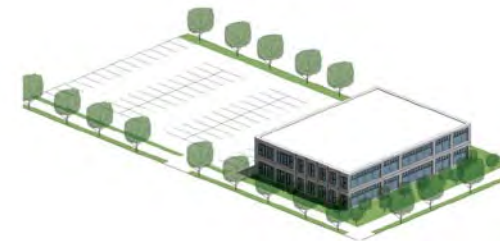


Figure 6.3 Illustration of low-rise office development



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

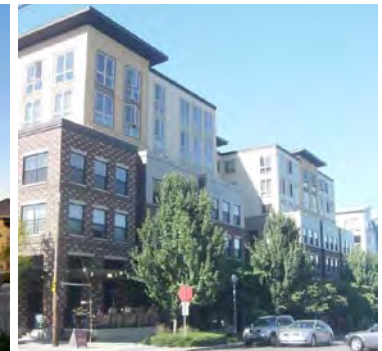


Figure 6.8 Mixed-use office developments

## **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 20<sup>th</sup> 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

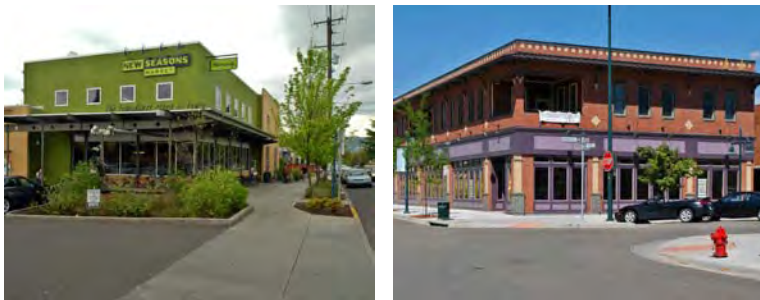


Figure 6.10 Neighborhood retail centers

#### *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 20<sup>th</sup> Street SE. These centers could include big box retail with smaller retail, restaurants, and entertainment. (Figures 6.11 and 6.12)

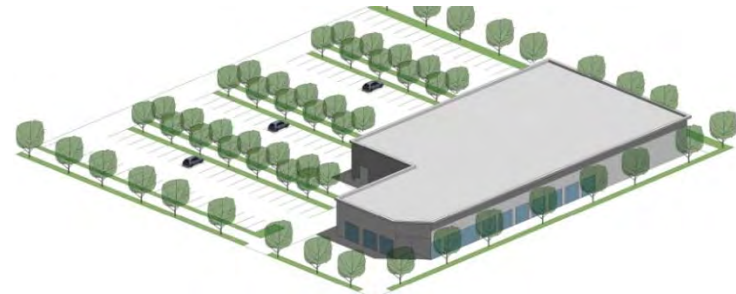


Figure 6.11 Illustration of regional retail center



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)

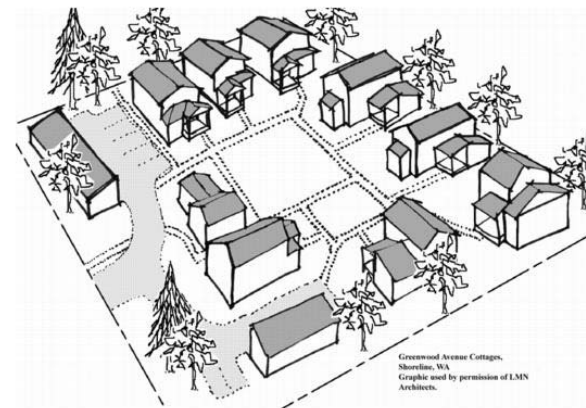


Figure 6.15 Illustration of a cottage housing development



Figure 6.16 Cottage housing developments

## B. Layered Street Network

### 1. Network Description

The 20<sup>th</sup> 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** – 20<sup>th</sup> Street SE functions as a boulevard to serve all modes of transportation and provide east-west connections. 20<sup>th</sup> 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.

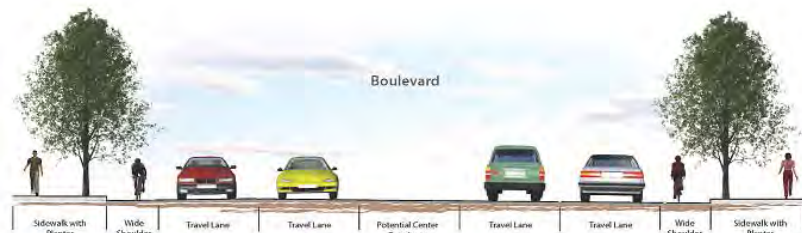


Figure 6.17 Possible boulevard street section

- **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

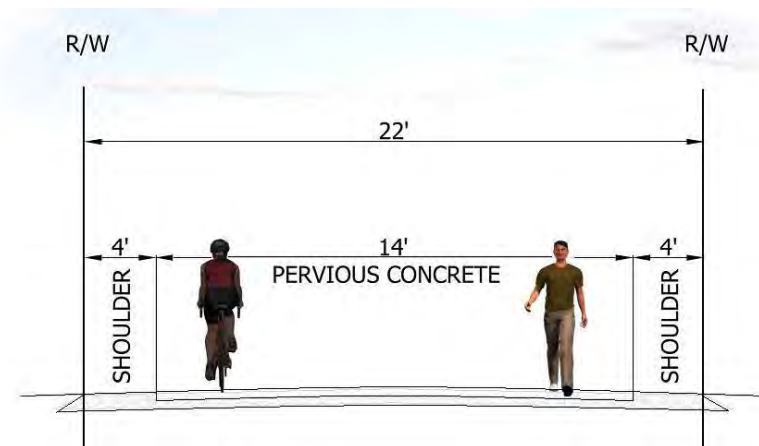
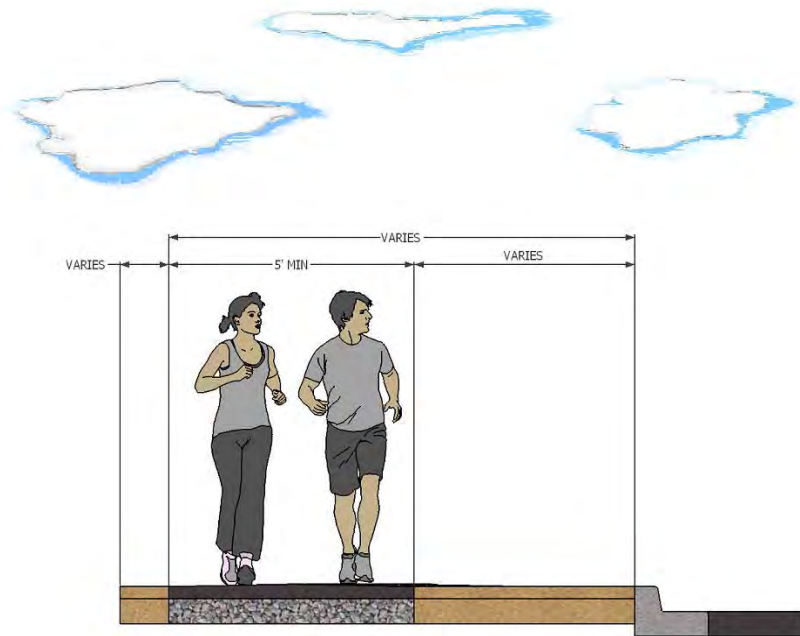


Figure 6.22 Multi-use trail cross-section

## 2. Pedestrian Trails



Note: Incorporate curb as needed

Figure 6.23 Paved pedestrian trail cross-section

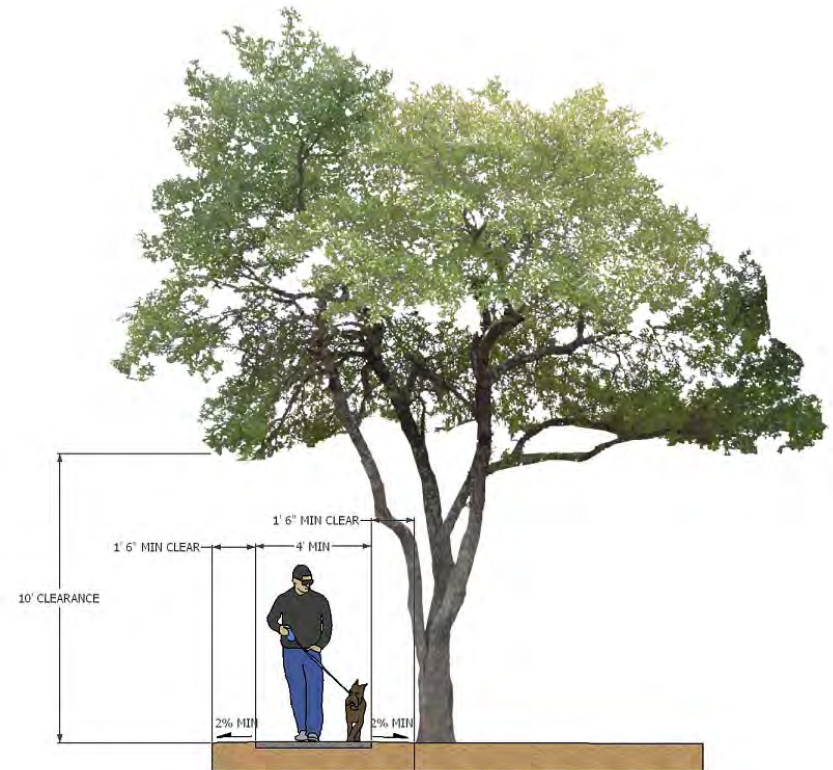


Figure 6.24 Soft pedestrian trail cross-section

## 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 20<sup>th</sup> 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 20<sup>th</sup> 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)**

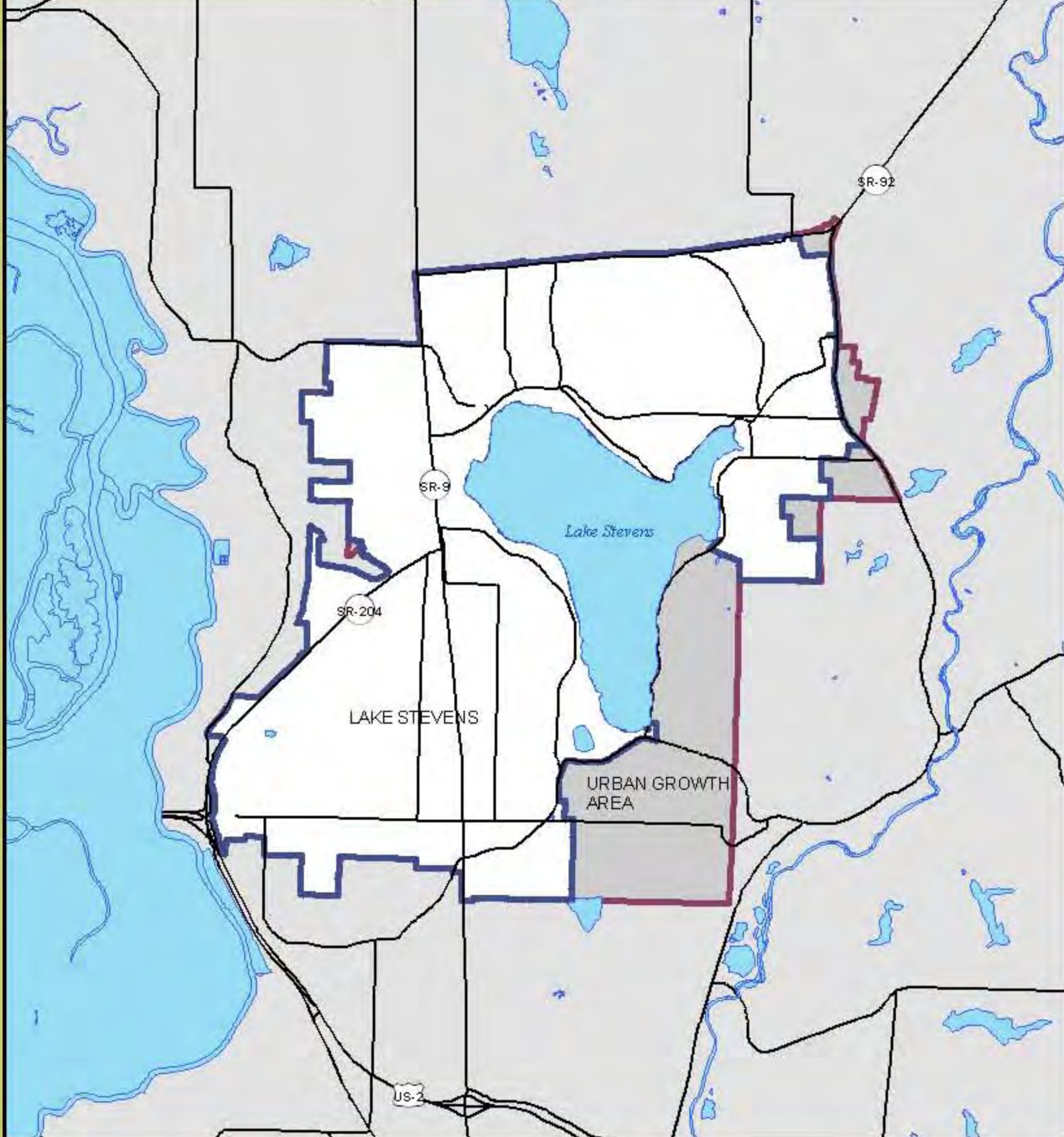
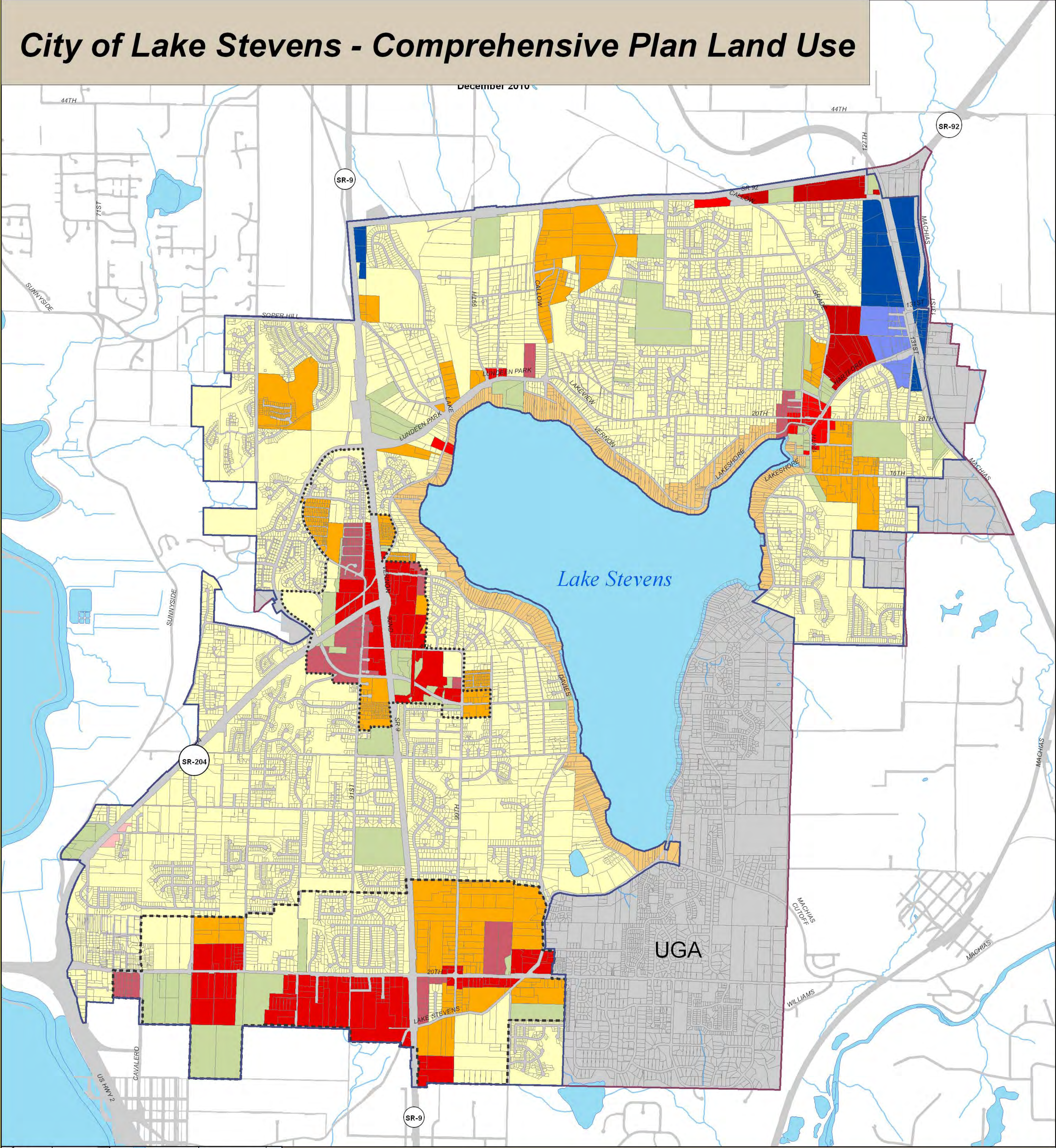
The City of Lake Stevens adopted the 20<sup>th</sup> Street SE Subarea Plan as a Planned Action. A Planned Action is a tool that cities are authorized to use to provide regulatory certainty and encourage economic development. This tool is permitted by the State Environmental Policy Act (SEPA), and operates 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.





Adopted September 24, 2012  
Ordinance No. 875



**City Land Use**

**City Land Use Designations**

- Med Density Residential (MDR)
- Waterfront Residential (WR)
- High Density Residential (HDR)
- MF Development Agreement (MFDA)
- Local Commercial (LC)
- Mixed Use (MU)
- Downtown / Local Commerce (D/LC)
- Planned Business District (PBD)

- Light Industrial (LI)
- General Industrial (GI)
- GI Development Agreement (SIDA)
- Public / Semi-Public (P/SP)

- Parcel Boundary
- City Limits
- Urban Growth Area
- Waterbody
- Stream

**Subarea Land Use**

**Subarea Land Use Designations**

- Med Density Residential (MDR)
- High Density Residential (HDR)
- Mixed Use (MU)
- Commercial (COM)
- Public / Semi-Public (P/SP)

**Subarea Boundaries**

- 20th Street SE Corridor
- Lake Stevens Center

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

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

Revision Date: September 2012

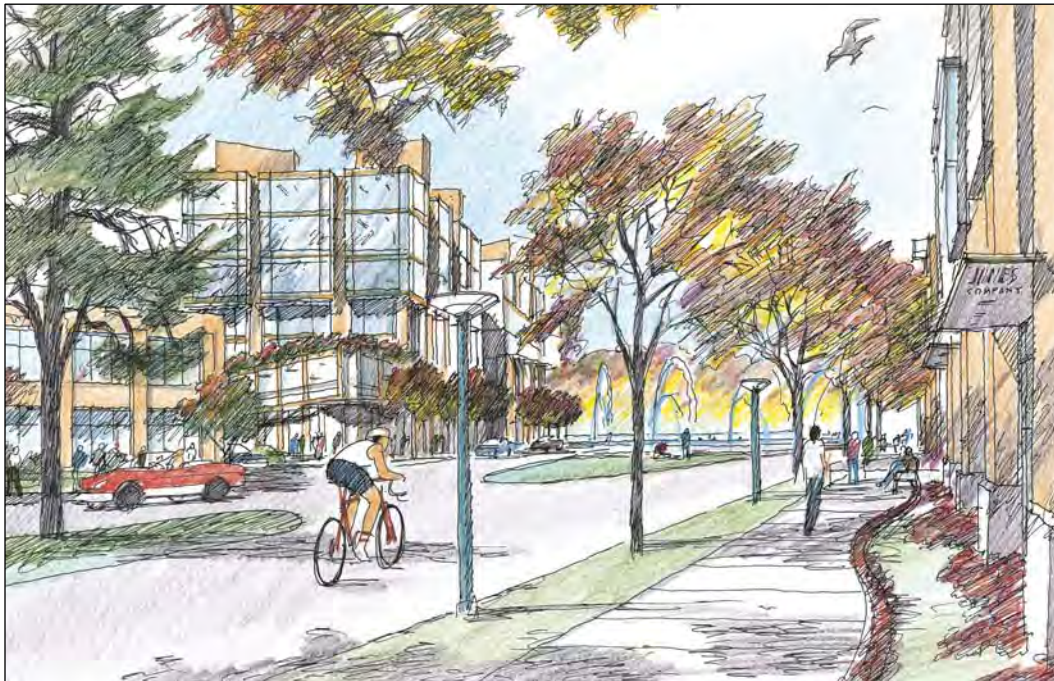


## SUBAREAS CAPITAL FACILITIES PLAN CITY OF LAKE STEVENS, WASHINGTON

LAKE STEVENS CENTER REVITALIZATION AND 20<sup>TH</sup> STREET SE CORRIDOR DEVELOPMENT  
CAPITAL FACILITIES PHASING, COST PARTITIONING, AND FINANCING STUDY

**ADOPTED SEPTEMBER 2012 (ORDINANCE 875)**

### Lake Stevens Center



**20th Street SE Corridor**

TABLE OF CONTENTS

INTRODUCTION .....2

A. INVENTORY OF EXISTING FACILITIES..... 3

B. FACILITIES NEEDS ASSESSMENT ..... 5

PART I – LAKE STEVENS CENTER SUBAREA .....6

A. CITY IMPROVEMENTS ..... 6

TRANSPORTATION IMPROVEMENTS ..... 6

OTHER CAPITAL PROJECTS ..... 12

B. AGENCY PROJECTS ..... 13

SEWER IMPROVEMENTS ..... 13

WATER IMPROVEMENTS ..... 15

LAKE STEVENS SCHOOL DISTRICT..... 16

PART II – 20<sup>TH</sup> STREET SE CORRIDOR SUBAREA .....16

A. CITY PROJECTS..... 16

TRANSPORTATION IMPROVEMENTS ..... 16

OTHER CAPITAL PROJECTS ..... 21

B. AGENCY PROJECTS ..... 22

SEWER IMPROVEMENTS ..... 22

WATER IMPROVEMENTS ..... 24

LAKE STEVENS SCHOOL DISTRICT..... 24

PART III – FINANCING ALTERNATIVES .....25

CONCLUSION AND REASSESSMENT ..... 26

APPENDIX A.....27

APPENDIX B.....29

APPENDIX C .....30

APPENDIX D.....32

APPENDIX E .....33

APPENDIX F .....35



## INTRODUCTION

The City of Lake Stevens is located in Snohomish County east of downtown Everett, straddling State Route 9 (SR-9) north of US-2 and south of State Route 92 (SR-92). The largest recreational lake in Snohomish County, Lake Stevens, sits in the center of the City and its Urban Growth Area.

In 2010, the City had Leland Consulting Group & LMN Architects prepare an Economic Development Strategy. Their report suggested significant retail “leakage” is occurring in the City (i.e., consumers were travelling outside the City to spend retail dollars), leaving an opportunity for the City to attract new retail development based on its demographics, location and quality of life.

Following this analysis, the City has undertaken a subarea planning process for two distinct areas: the Lake Stevens Center and the 20<sup>th</sup> Street SE Corridor. The vision for a revitalized Lake Stevens Center focuses on the development and redevelopment of key sites, to create an attractive mixed-use center that serves as a western “gateway” to the City. The vision for the 20<sup>th</sup> Street SE Corridor is as modern, mixed-use center with high-quality office/employment uses, interspersed with retail/mixed-use nodes. Potential target employment sectors include aerospace, clean technology, health sciences and outdoor sports/ recreational gear.

The City adopted an Economic Development program and completed two subarea plans to encourage future development within the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor. Therefore, additional infrastructure review and requirements have been completed for the two subareas in order to understand the necessary utility infrastructure for development of the subareas and to provide specific infrastructure requirements and costs for marketing of the subareas to potential developers.

The Lake Stevens Center Subarea, shown in Figure 1, comprises approximately 359 acres of land centered on the SR-9/SR-204 intersection. The study area extends north and west to Lundeen Park Way on; south to 2<sup>nd</sup> Street SE; and east to Springbrook Road, 98<sup>th</sup> Drive and 103<sup>rd</sup> Ave NE. The subarea was annexed into the City in 2009. A Draft Environmental Impact Statement was issued on December 27, 2011. A Final EIS was issued on July 27, 2012. The City Council adopted a Planned Action Ordinance, Subarea Plans, development regulations and design guidelines in September 2012.

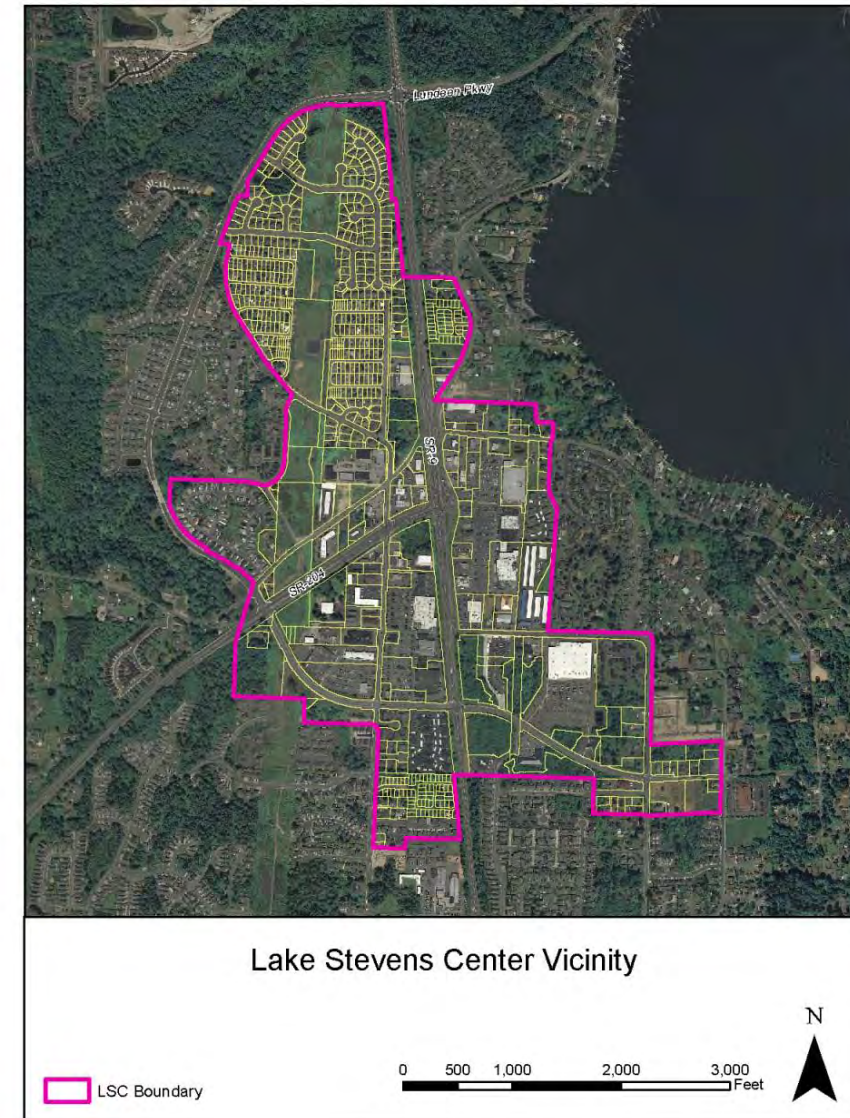
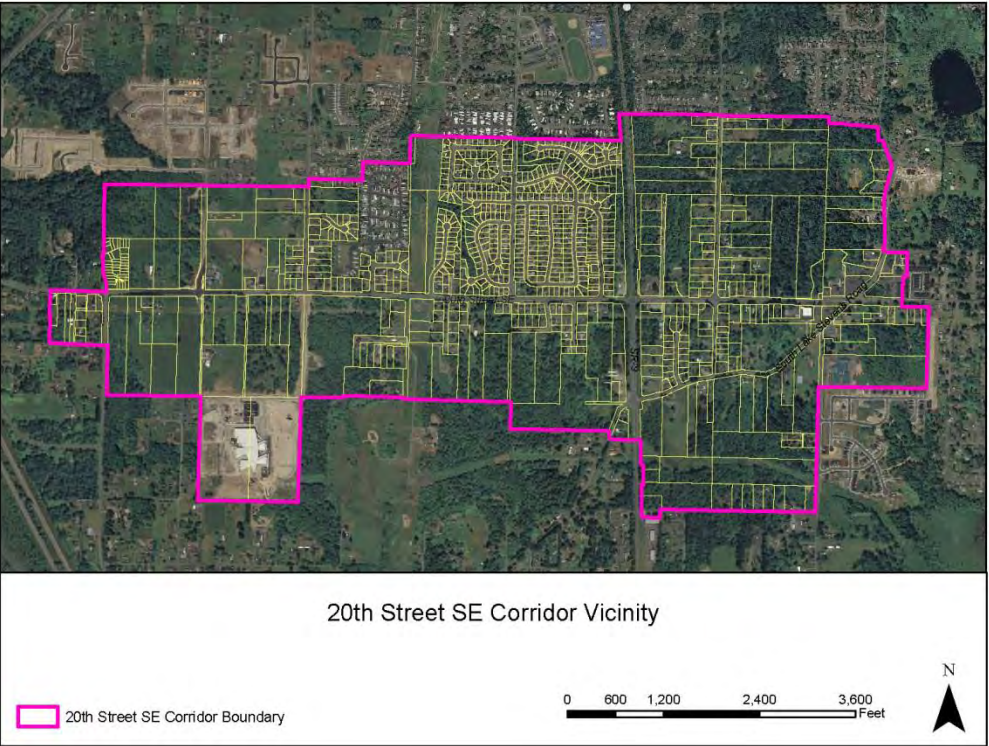


Figure 1 – Lake Stevens Center

The 20<sup>th</sup> Street SE Corridor Subarea, shown in Figure 2, is comprised of approximately 845 acres of land located on the north and south sides of 20<sup>th</sup> Street SE, and east and west of SR-9. The subarea was part of the Southwest Annexation completed on December 31, 2009. A Draft Environmental Impact Statement was issued on January 24, 2012. A Final EIS was issued on July 31, 2012. A Planned Action Ordinance, Subarea Plans, development regulations and design guidelines were adopted by the City Council in August 2012.



**Figure 2 – 20<sup>th</sup> Street SE Corridor**

### A. Inventory of Existing Facilities

The city of Lake Stevens manages a large road and infrastructure system that includes the following estimated elements as 2011:

- One hundred sixty-six miles of paved streets and/or roads;
- Two miles of unpaved streets and/or roads;
- Ninety miles of sidewalks;
- One hundred seventeen miles of storm sewers;
- Three miles of designated bicycle lanes and nine miles of multiuse paths

Within the subareas, there is an estimated 12.5 miles of stormwater pipe and 9 miles of road within the Lake Stevens Center and approximately 13 miles of storm water pipe and 11 miles of road inside the 20<sup>th</sup> Street SE Corridor. Streets vary by class from arterial to local roads. Sidewalks occur primarily along newer road sections in both areas. The stormwater system includes conveyance pipes, catch basins and water retention/detention facilities. Current city facilities represent public amenities inherited from different agencies through annexation. Figure 3 illustrates the existing street network and stormwater system for the Lake Stevens Center. Figure 4 shows the existing street network and stormwater system for 20<sup>th</sup> Street SE Corridor. Additional inventory information is included in the Draft and Final Environmental Impact Statements for the two subareas.

In addition to these city facilities, other agencies including but not limited to the Washington State Department Transportation, Bonneville Power Administration, Seattle City Light, Snohomish County, Snohomish County PUD #1, Lake Stevens Sewer District, the Lake Stevens School District, and Lake Stevens Fire own and operate a variety of public facilities in the area. Those agencies’ plans should provide a complete list facilities operated and services provided.



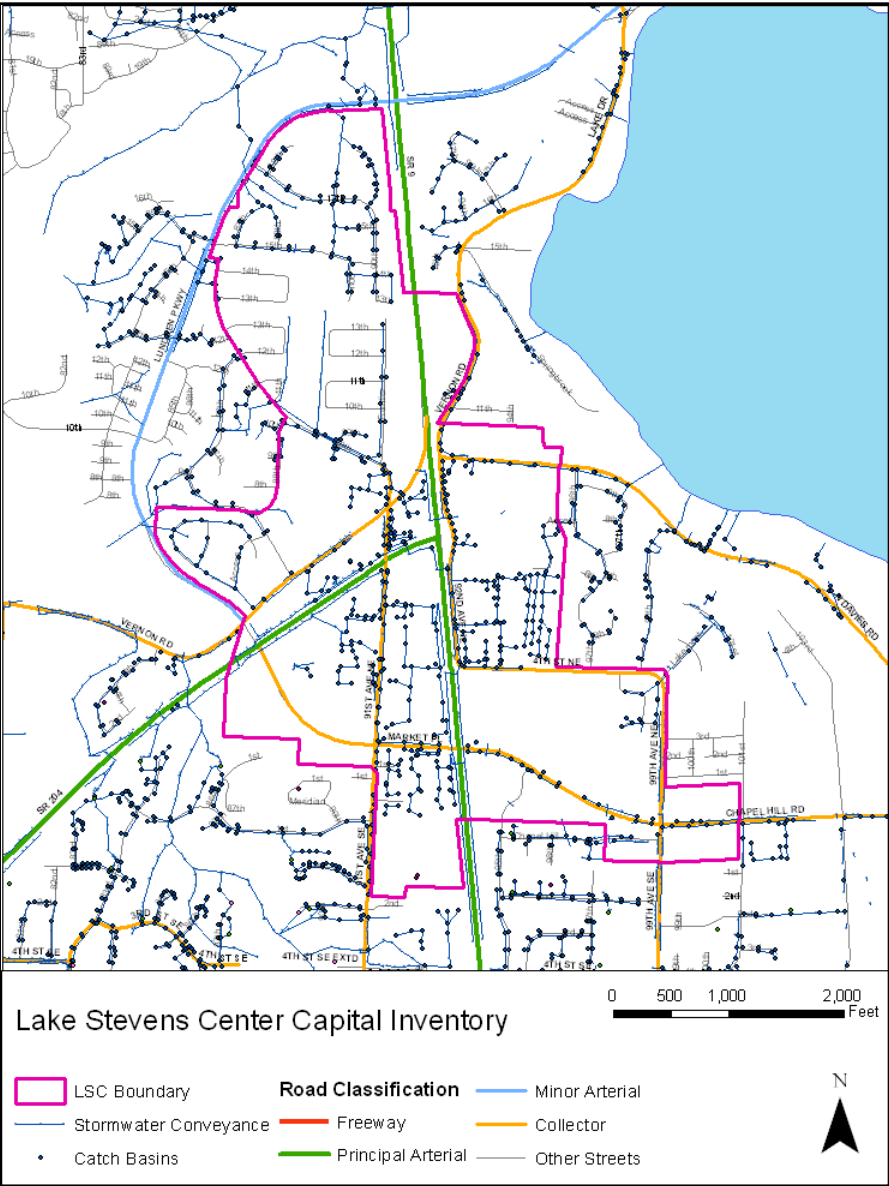


Figure 3 – Lake Stevens Center Capital Inventory

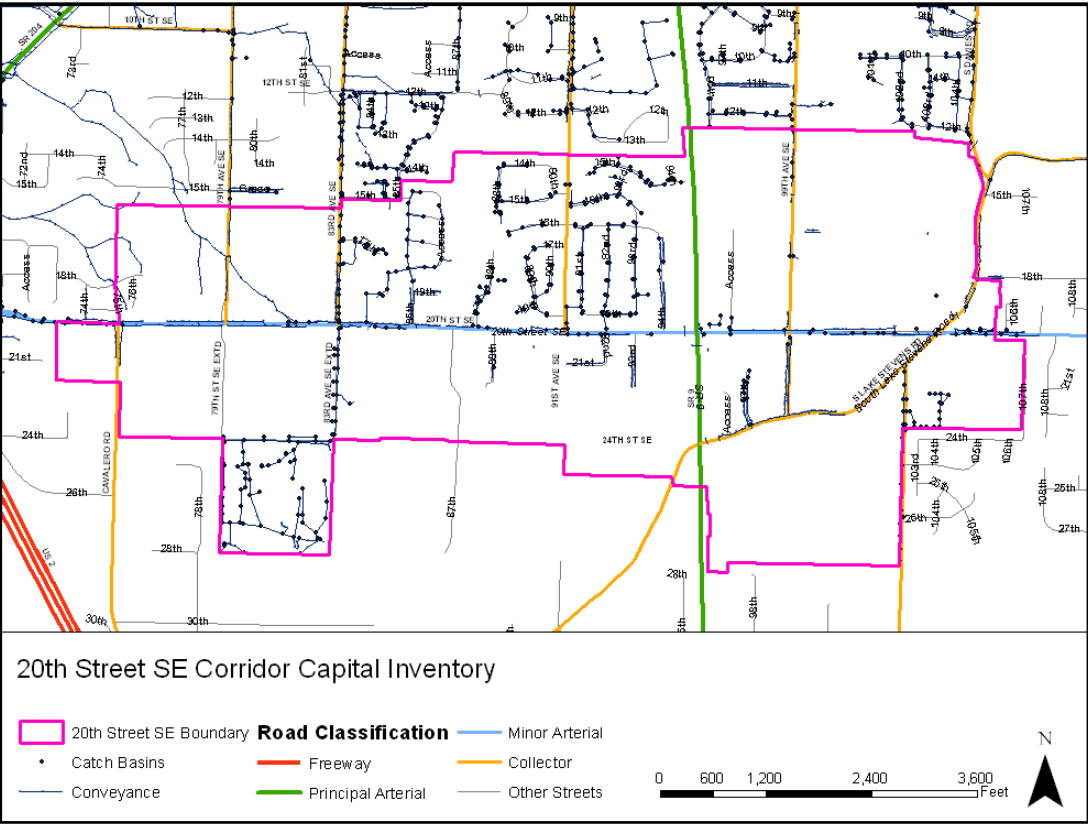


Figure 4 – 20<sup>th</sup> Street SE Corridor Capital Inventory

## B. Facilities Needs Assessment

This study describes capital expenditures for utility infrastructure and other facility improvements required to implement the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans, improve the existing infrastructure, maintain adopted levels of service, and respond to deficiencies identified in the EIS documents for both subareas. Infrastructure costs include Transportation, Sewer, Water, and Stormwater shared by the City and affected agencies. The City is currently responsible for transportation outside of state routes and stormwater facilities; special purpose districts provide sewer and water infrastructure and services. Other facilities include Parks and Recreation Improvements and a Gateway / Wayfinding program for the subarea plans. The proposed projects to implement each subarea are described in subsequent sections. Estimated costs represent expenses typical for public works projects bid competitively in accordance with Washington State law. The estimated costs are partitioned by expected funding sources, which could change based on available public funding, grants, development or private financing, or negotiated development agreements.

The original project lists grew out of technical cost estimate memoranda, prepared for the city (Fehr and Peers 2011). Each memorandum included a project list with cost estimates, project descriptions, justification, and a level of service (LOS) analysis that showed two things: the existing LOS C standard was atypical of comparable cities and that to maintain LOS C, project costs would be considerably higher. Based on this analysis, as reflected in the project lists, the City has adopted a less strenuous LOS E standard for the street network within each subarea. The subarea capital projects also reflect a change in LOS methodology that emphasizes a system-level standard for each subarea, rather an intersection-based approach. The system would consist of key intersections, connecting roads, and pedestrian/bicycle facilities to determine an accumulative average LOS within the transportation network, while excluding intersections with state routes.

The next factor considered to develop the project lists was to create a multimodal transportation system (a defined goal of the subarea plans). Projects that provide improvements to the system in total (e.g., vehicular and pedestrian/bicycle improvements) were included as key improvement because they free up road capacity and increase circulation throughout the subarea.

Finally, the projects are divided into tiers to prioritize the relative importance of project. Tier A projects are high priority projects that provide additional capacity and help meet the system wide LOS. Tier B projects typically help improve traffic capacity and circulation, expand non-motorized facilities, and reconstruct roads to match the specific cross sections proposed in the subarea plans. Both tiers are necessary to create the vibrant mixed-use centers presented in the subarea plans. As the City updates its Capital Improvement Plan, Tier B projects could be advanced to Tier A status as funding becomes available and Tier A projects are completed.

**Part I** describes the infrastructure requirements, phasing, cost partitioning and proposed financing for the Lake Stevens Center. **Part II** describes the same information for 20<sup>th</sup> Street SE Corridor. **Part III** describes financing alternatives, available to either subarea. The appendices at the end of the document include segmented project tables, segmented project maps, and estimated funding sources for each subarea. All improvements are assumed to be completed within the horizon year of 2025 to support development within the designated areas. Priorities were established using the City's Comprehensive Plan criteria found in Capital Facilities Chapter 8 and include:

Economic Considerations – Potential for financing, impact on future operating budgets, timeliness of opportunity, benefit to economy and tax base;

Service Considerations – Safety, health and welfare factors, environmental impact, and affect on quality of service;

Feasibility Considerations – Legal mandates, citizen support, and staffing availability; and

Consistency Considerations – Goals and objectives of the Subarea Plan and the Comprehensive Plan, lineage to other planned projects, plans of other jurisdictions, and Countywide Planning Policies.

The subarea capital facilities plan is separate from the City's Six-Year Transportation Improvement Plan; however, subarea projects will be evaluated annually with the City's Six-Year Transportation Improvement Plan to ensure projects priorities are relevant given development activity and funding opportunities. The Final Environmental Impact Statement for the Lake Stevens Center Subarea Plan analyzed this CFP to create a functional street network for the subarea.



## PART I – LAKE STEVENS CENTER SUBAREA

The following sections describe the utility infrastructure required for implementation of the Lake Stevens Center subarea plan. Additional infrastructure, currently described in the current Six-Year Traffic Improvement Program and the Capital Facilities Element of the Comprehensive Plan such as parks and recreation facility needs will occur over time. However, additional infrastructure would be required as development occurs.

The following sections describe the City’s utility infrastructure needs and costs within the Lake Stevens Center Subarea.

### A. CITY IMPROVEMENTS

#### TRANSPORTATION IMPROVEMENTS

This section includes a series of tables that focus on different aspects of the transportation improvements proposed for the Lake Stevens Center Subarea. Table IA-1 is an overview of system wide transportation projects divided by project type and cost. The cost estimates would include required stormwater costs as well. Parcel level stormwater costs would be borne by the developer. Table IA-1 divides project costs by state Department of Transportation projects and those projects that the City will be responsible to complete.

Table IA-2 provides the proposed capital projects list for the subarea in ranked order, with planning levels costs, tiers and estimated timing. Subsequent sections provide detailed descriptions of each project summarized in Table IA-2 and Appendix A including project location, phasing segments, prioritization, and justification.

Table IA-1  
Total Lake Stevens Center Revitalization Planning Level Transportation Costs\*

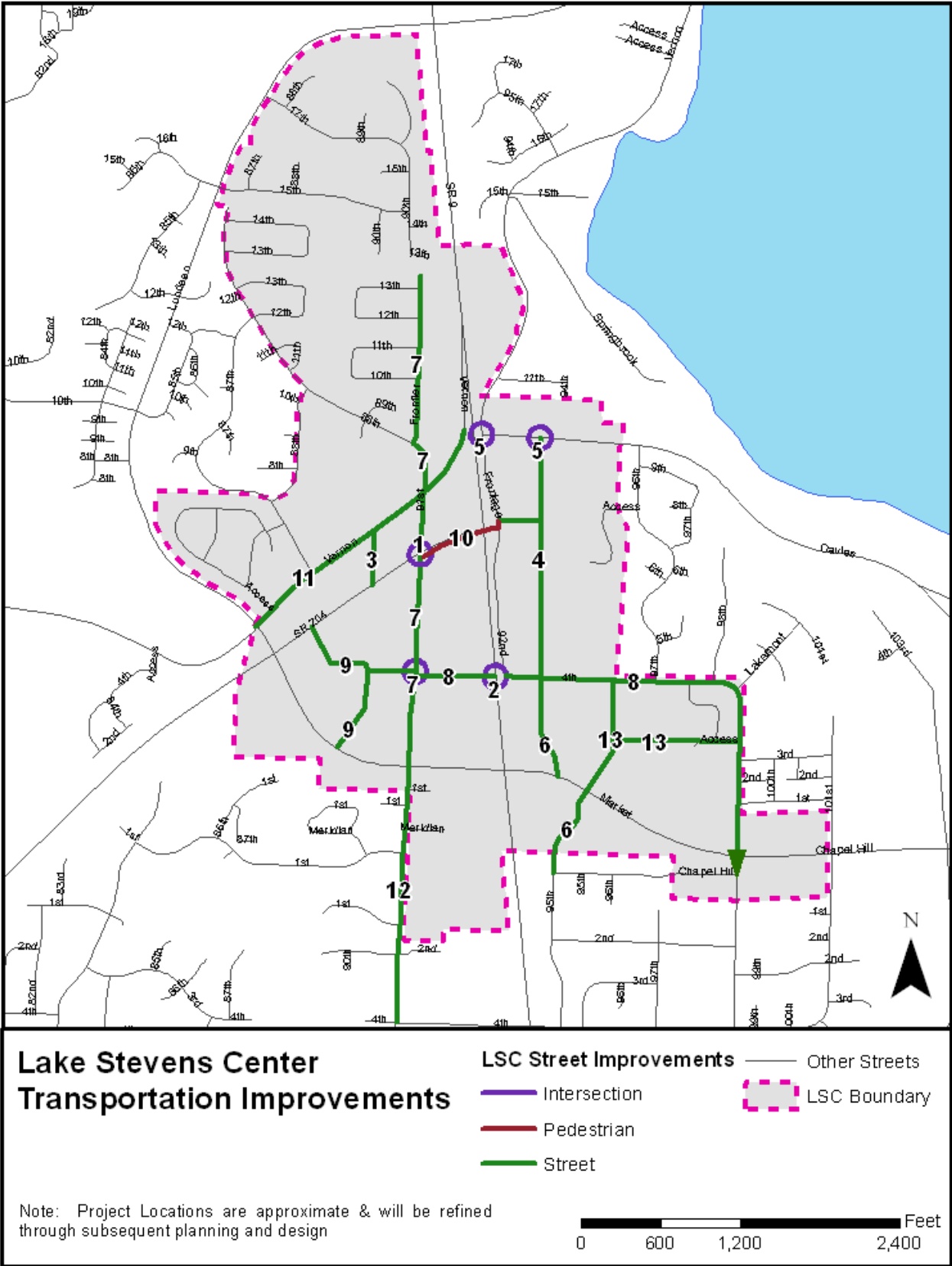
Tier A WSDOT Capacity Projects		Cost
WSDOT Total		\$164,150,000 - \$194,150,000
City Projects		Cost**
Capacity Total		\$34,787,100– \$41,052,100
City Non-Capacity/Circulation Projects		Cost
Non-Capacity/Circulation Total		\$608,000
City Total**		\$35,395,100– \$41,066,100

\*Total costs include right-of-way acquisition and construction/engineering

\*\*Range includes costs associated with Frontier Village Internal Access Road

Appendix A provides a more detailed project list for Lake Stevens Center that includes project segments, priority ranking and planning level cost estimates. Appendix E provides a combined six-year planning cost summary with assumed funding sources. Combined Table IA-2 and Appendix A constitute the Transportation Capital Facilities Plan for Lake Stevens Center. Figure 5 illustrates the location of transportation network improvements for the subarea. Appendix B shows project segments.

Figure 5 - Lake Stevens Center Transportation Improvement Map



Sources: Fehr & Peers 2011, City of Lake Stevens 2012

Table IA-2  
Lake Stevens Center Transportation Projects

Tier	ID#	Project	Total \$	Start year	Year complete
Capacity Improvements					
A	1	SR-204 & 91st Ave NE Intersection Improvements	\$791,000	2013	2015
A	2	SR-9/4th St NE Intersection	\$1,200,000	2015	Beyond 2018
A	3	90th Ave NE Connector (SR-204 to Vernon)	\$1,140,000	2016	Beyond 2018
A	4	Frontier Village Internal Access Road	\$3.8- \$6.3 million	Beyond 2018	Beyond 2018
		Option A – City constructed new N/S road between Davies Rd and 4 <sup>th</sup> St NE	\$6,265,000		
		Option B – Developer funded project, with public right-of-way	\$3,788,000		
		Option C – Initially private road with public access easements	\$0		
A	5	N Davies Roundabouts	\$300,000	Beyond 2018	Beyond 2018
A	6	Shopping Center Circulation North/South Connector (south of 4 <sup>th</sup> Street NE)	\$7,437,000	Beyond 2018	Beyond 2018
B	7	91st Ave NE Reconstruction (north)	\$2,452,500	2016	Beyond 2018
B	8	4th St NE and 99 <sup>th</sup> Ave NE Reconstruction	\$2,871,000	2017	Beyond 2018
A	9	Shopping Center Circulation East / West Connector (west of 91 <sup>st</sup> Ave NE)	\$12,227,000	Beyond 2018	Beyond 2018
A	10	SR-204/7th Place NE Pedestrian Improvements	\$195,500	Beyond 2018	Beyond 2018
B	11	Vernon Road Reconstruction	\$1,335,000	Beyond 2018	Beyond 2018
B	12	91st Ave NE Reconstruction (south)	\$1,710,000	Beyond 2018	Beyond 2018
B	13	Shopping Center Circulation Connectors (near Target)	\$3,128,000	Beyond 2018	Beyond 2018
Non-Capacity Improvements					
B	7(1)	91st Ave NE Reconstruction (north between Market Place to 4th Street NE)	\$608,000	2016	Beyond 2018
Total			\$35,395,100		
Total w/ Frontier Village Access Road			\$39,183,100 to \$41,662,100		

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

**Project No.1 – SR-204 & 91st Ave NE Intersection Improvements**

**Total Cost:** \$791,000

Project No. 1 (1) \$337,000                      Project No. 1(2) \$454,100

**Target Start Date:** 2013

**Description:** This project consists of two segments that would add new right turn pockets on the northern and southern sides of the SR-204 & 91<sup>st</sup>. Project No. 1(1) includes a new northbound right turn pocket on the north side of the intersection with revised signal phasing. Project No. 1(2) includes a new northbound right turn pocket on the south side of the intersection with revised signal phasing.

**Proposed Funding Sources:** Mitigation, Grants, LID, Other

**Location:** SR-204 & 91st Ave NE Intersection

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

**Project No.2 – SR-9/4th St NE Intersection**

**Total Cost:** \$1,200,000

**Target Start Date:** 2015

**Description:** This project would include the construction of right in and right out turn pockets at all approaches to the intersection.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Secured Debt

**Location:** SR-9 and 4<sup>th</sup> Street NE

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

**Project No.3 – 90th Avenue NE Connector**

**Total Cost:** \$1,140,000

**Target Start Date:** 2016

**Description:** Construct a connector road between SR-204 and Vernon Road using the “Urban Avenue” cross-section from the subarea plan.

90<sup>th</sup> Avenue NE Connector.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Secured Debt

**Location:** SR-204 and Vernon Rd

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.4 – Frontier Village Internal Access Road**

**Total Cost:** \$6,265,000 (Option A), \$3,788,000 (Option B), \$0. (Option C)

**Target Start Date:** Beyond 2018

**Description:** This project includes three alternatives to provide a new road through the Frontier Village Shopping Center. Option A would be a public road with ROW acquisition costs and construction costs borne by the City. Option B would be a public road with ROW acquisition costs borne by the City and construction costs borne by the property owner. Option C would be a private road with construction costs borne by the property owner with an access easement and possibility of future dedication as a public road.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Secured Debt

**Location:** Frontier Village Shopping Center between North Davies Road and 4<sup>th</sup> Street SE

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.5 – North Davies Road Roundabouts**

**Total Cost:** \$300,000

Project No. 5(1) \$150,000                      Project No. 5(2) \$150,000

**Target Start Date:** Beyond 2018

**Description:** This project consists of two segments to construct permanent roundabouts along North Davies Rd. Project No. 5(1) includes the construction of permanent roundabout at the intersection of North Davies Rd and Vernon Rd; Project No. 5(2) includes the construction of permanent roundabout at the intersection of North Davies Rd and Frontier Village Internal Access Road.



**Proposed Funding Sources:** Mitigation

**Location:** North Davies

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

**Project No.6 – Shopping Center Circulation North/South Connector**

**Total Cost:** \$7,437,000

Project No. 6(1) \$3,840,000                      Project No. 6(2) \$ 3,597,000

**Target Start Date:** Beyond 2018

**Description:** Construct a new north/south connector street (93<sup>rd</sup> Ave NE) between 4<sup>th</sup> Street NE and Market Place and realign 95<sup>th</sup> Drive NE to improve circulation between the shopping center areas using the “Urban Avenue” cross-section from the subarea plan. The project is broken into two segments: Segment 1 new road between 4<sup>th</sup> Street NE to Market Place and Segment 2 between Market Place to approximately 200 feet north of 1<sup>st</sup> Street SE.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Secured Debt, Other

**Location:** 4<sup>th</sup> Street NE to Market Place and Market Place to 1<sup>st</sup> Street SE.

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.7 – 91st Ave NE Reconstruction (north)**

**Total Cost:** \$3,060,500

Project No. 7(1) \$608,000                      Project No. 7(4) \$351,000

Project No. 7(2) \$400,000                      Project No. 7(5) \$200,000

Project No. 7(3) \$751,000                      Project No. 7(6) \$750,000

**Target Start Date:** 2016

**Description:** This project would reconstruct 91<sup>st</sup> Ave SE using the “Main Street” cross-section from the subarea plan. The project is broken into six segments: Market Place to

4<sup>th</sup> Street NE, 91<sup>st</sup> Ave NE & 4<sup>th</sup> Street SE intersection, 4<sup>th</sup> Street NE to SR-204, SR-204 to Vernon Road, Vernon Road to Frontier Circle, and Frontier Circle to 13<sup>th</sup> Street NE.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Secured Debt

**Location:** 91<sup>st</sup> Avenue NE from Frontier Circle to Market Place

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.8 – 4th St NE and 99<sup>th</sup> Ave NE Reconstruction**

**Total Cost:** \$2,871,000

Project No. 8(1) \$315,000                      Project No. 8(3) \$864,000

Project No. 8(2) \$522,000                      Project No. 8(4) \$1,170,000

**Target Start Date:** 2017

**Description:** Reconstruct 4<sup>th</sup> Street NE and 99<sup>th</sup> Avenue NE from SR-9 to 4<sup>th</sup> Street SE using the “Bicycle Focused Local Street” cross-section from the subarea plan. The project is broken into four segments: 4<sup>th</sup> Street NE from 91<sup>st</sup> Ave NE to SR-9, 4<sup>th</sup> Street NE from SR9 to 95<sup>th</sup> Ave NE, 4<sup>th</sup> Street NE from 95<sup>th</sup> to 99<sup>th</sup> Ave NE, and 99<sup>th</sup> Ave NE to 4<sup>th</sup> Street SE.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Secured Debt

**Location:** 91<sup>st</sup> Avenue NE from Frontier Circle to Market Place

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.9 – Shopping Center Circulation East / West Connector**

**Total Cost:** \$12,227,000

Project No. 9(1) \$7,524,460                      Project No. 9(3) \$4,648,540

**Target Start Date:** Beyond 2018

**Description:** This project would build additional public connector roads as the shopping center west of SR-9 redevelops using the subarea plan’s “Urban Avenue” cross-section.

**Proposed Funding Sources:** Developer Contribution, Other  
**Location:** Shopping center area bounded by SR-9, SR-204, and Market Place  
**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.10 – SR-204/7th Place NE Pedestrian Improvements**

**Total Cost:** \$195,000  
**Target Start Date:** Beyond 2018  
**Description:** Construct a six-foot attached sidewalk on the south side of SR-204 and 7th Place NE between 91st Avenue NE and Safeway Driveway across SR-9 to increase pedestrian access and safety.  
**Proposed Funding Sources:** Mitigation, Developer Contribution. Grant  
**Location:** SR-204/7th Place NE between 91st Avenue NE and Safeway Driveway  
**Justification:** Intersection improvements to satisfy legal, health, or safety requirements, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.11 – Vernon Road Reconstruction**

**Total Cost:** \$ 1,335,000  
Project No. 11(1) \$935,000                      Project No. 11(2) \$400,000  
**Target Start Date:** Beyond 2018  
**Description:** This project consists of two segments to reconstruct Vernon using the “Urban Avenue” cross-section from the subarea plan. The first segment is from SR-9 to 91<sup>st</sup> Ave NE and the second segment is from 91<sup>st</sup> Ave NE to the Lundeen Parkway and Market Place intersection.  
**Proposed Funding Sources:** Mitigation, Developer Contribution, Grant  
**Location:** Vernon Road from SR-9 to Lundeen Parkway  
**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.12 – 91st Ave NE Reconstruction (south)**

**Total Cost:** \$1,710,000  
**Target Start Date:** Beyond 2018  
**Description:** This project would reconstruct 91<sup>st</sup> Ave SE using the “School Connection” cross-section from the subarea plan.  
**Proposed Funding Sources:** Mitigation, Developer Contribution, Grant  
**Location:** 91st Avenue NE from Market Place to 4<sup>th</sup> Street SE  
**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.13 – Shopping Center Circulation Connectors (near Target)**

**Total Cost:** \$3,128,000  
Project No. 13(1) \$2,937,000                      Project No. 13(2) \$191,000  
**Target Start Date:** Beyond 2018  
**Description:** Build Urban Avenue roadway cross-section to increase connectivity through shopping center area in two segments: Segment 1 new road (94<sup>th</sup> Ave NE) between 4<sup>th</sup> Street NE and Market Place and Segment 2 east/west connector between the new north/south road and 99<sup>th</sup> Ave NE along the 3<sup>rd</sup> Street NE alignment.  
**Proposed Funding Sources:** Mitigation, Developer Contribution, Grant  
**Location:** 4<sup>th</sup> Street NE, Market Place, and 99<sup>th</sup> Ave NE  
**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.



**Project Name: Utility Corridor Trail**

**Total Cost:** \$699,600

**Target Start Date:** 2013 (planning)

**Description:** This project would provide a non-motorized multiuse paved trail beneath the power line corridor connecting neighborhoods and shopping districts, while providing recreational opportunities along the western part of the City.

**Proposed Funding Sources:** Park Mitigation Fees, Other

**Location:** Lundeen Parkway to 4th Street SE

**Justification:** Provides pedestrian connectivity, recreational opportunities for consistency with subarea plan.

**Project Name: Gateways / Wayfinding**

**Total Cost:** \$500,000

**Target Start Date:** 2014 (planning)

**Description:** Provide monument signage at key entrances into the subarea and directional signage throughout the subarea.

**Proposed Funding Sources:** Special Revenue Funds, Other

**Location:** Eastbound SR-204, northbound SR-9 and southbound SR-9 / area wide

**Justification:** Promote economic development and for consistency with subarea plan.

**B. AGENCY PROJECTS**

As noted, the city is responsible primarily for the road and stormwater system within the City and subareas. As shown above, the City has identified capital costs for sewer improvements that affect the subarea. In addition, the City has considered the capital projects of Snohomish County PUD and the Lake Stevens School District as they affect the subarea plan.

**SEWER IMPROVEMENTS**

While it is the Lake Stevens Sewer District's (LSSD) responsibility to manage the completion of sewer system improvements, the City is compelled to work closely with the District to prioritize capital improvements, based on the Subarea Plan and economic considerations. Therefore, sewer system improvements to support the subarea build-out are discussed here to facilitate achievement of the economic goals and objectives of the City.

Sewer infrastructure enhancements are assumed to be completed by the horizon year of 2025 to support potential development within the subarea, and are included in the LSSD Sanitary Sewer Comprehensive Plan, Amendments, and conceptual improvement not previously included in the LSSD plan. The FEIS describes the existing sewer system facilities and collection infrastructure within the subarea, as well sewer capacity, availability and deficiencies. The new Wastewater Treatment Facility was completed in early 2012 and has capacity to treat the estimated build-out population and businesses within the Lake Stevens Center Subarea through 2025.

There are sewer system improvements within the public realm that are required. Table IB-1 summarizes the descriptions of the sewer improvements and estimated project costs. Figure 7 illustrates the locations of the collection system options to service the Lake Stevens Center Subarea. It is important to note also that there are different collection system components (i.e., force mains, gravity sewers, lift stations, etc.) to accomplish service to individual parcels. In addition, differences will occur at the site level depending on the specific development intensity for each site.



**Table IB-1**  
**Total Lake Stevens Center Revitalization Planning Level Sewer Costs**

Sewer System Capital Improvements – Comprehensive Plan	Cost	Current Schedule
B1-A Vernon Rd West @ Vernon Rd Diversion – District funded upgrade	\$1,230,000	2023
B1-B Vernon Rd West @ Lift Station 15 Discharge –District funded upgrade	\$1,230,000	2023
Sewer System Capital Improvements – Not identified in Comprehensive Plan	Cost	Current Schedule
SR-9/SR-204 Intersection – Possible lift station east of SR-9 as Vernon Road Diversion (VRD) pipe is shallow across SR-9 & depth increased if new roadway including new piping to lift station and VRD	Unknown, needs feasibility study	With SR-9/SR-204 construction
<b>Total Sewer Improvement Costs</b>		<b>\$2,460,000</b>

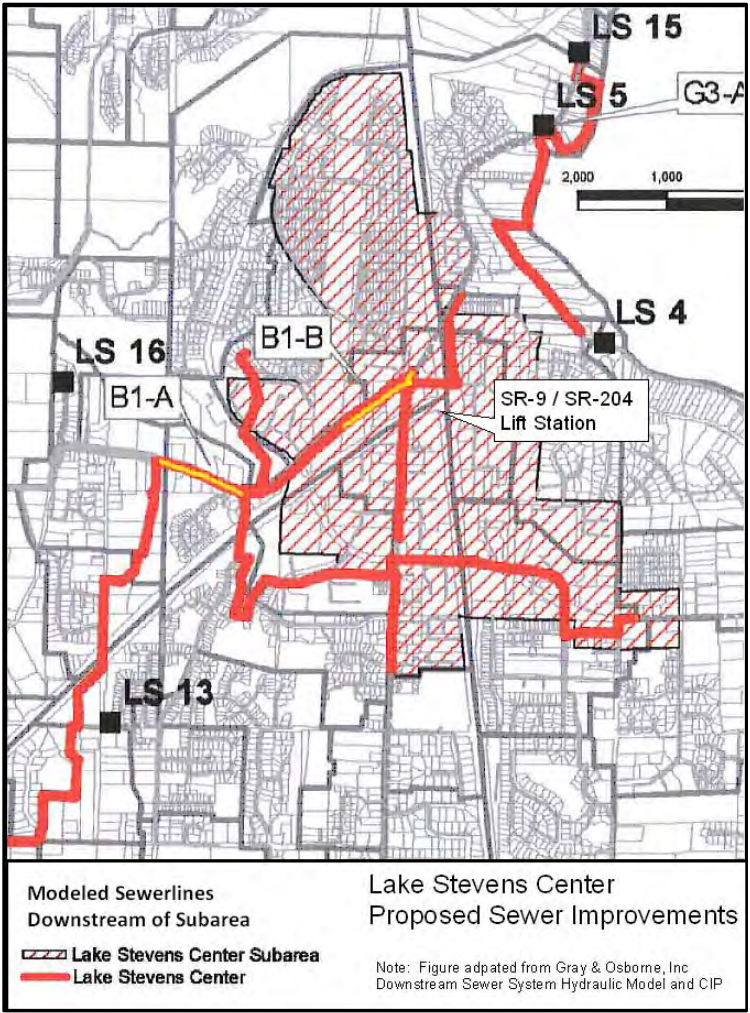
Source: LSSD Sanitary Sewer Comprehensive Plan Volumes I and II (Gray & Osborne, October 2007) and City of Lake Steven Subarea Plan Memo to LSSD (Gray & Osborne, February 2012)

**FUNDING MECHANISMS**

Traditionally, the District has expected development to pay for the improvements in advance of installation. However, some system improvements could be coordinated with City road projects for efficiency and cost savings to the public. Project priority and funding alternatives should also be coordinated consistent with the Unification Agreement between the City and the District in order to advance the goals and objectives of the plan.

The LSSD relies on several funding sources for operations, maintenance, and capital improvements including monthly service rates, general facility charges, contributions in aid (grants), and debt financing.

**Figure 7 – Lake Stevens Center Proposed Sewer Improvements**



- Service rates are the collection of fees from customers based on equivalent residential units (ERU) for sewer service.
- General facility charges are fees for sewer hookups following development also based on ERUs.

- Grants may be federal or state funds awarded to help finance capital projects.
- Debt financing includes a combination of loans and revenue bonds, which are repaid through rates and/or the formation of Utility Local Improvement Districts (ULID).

For a detailed explanation of operating revenue and expenses, refer to the LSSD Sanitary Sewer Comprehensive Plan Volumes I and II (Gray & Osborne, October 2007).

## WATER IMPROVEMENTS

While the Snohomish County Public Utility District No. 1 (PUD) is not planning any major improvements to the water distribution system within the study area, the PUD conducts an ongoing review of distribution piping throughout the water system for aging, damaged, or obsolete materials. They also update their Water System Plan periodically to incorporate changes from the City's Comprehensive Plan and zoning regulations. The PUD's 2011 update to their *Water System Plan* targets the 4-inch and 8-inches pipes in the northwest corner of the study area for replacement in the near future (Snohomish PUD, 2011) as shown in Figure 8. The *Water System Plan* did not provide specific costs estimates for this section of the project, as this is a system wide project. Other projects identified in the Water System Plan benefit the entire Lake Stevens Water System including the Walker Hill Booster Zone Intertie and the Getchell Hill Reservoir. Intensification of residential density in areas without access to adequate fire flow or expanded commercial development may create fire flow deficiencies unless there are improvements to the existing system. In general, PUD costs will be project specific when a proposed use needs additional fire or water flow to mitigated localized deficiencies. These costs will be borne by project proponents.

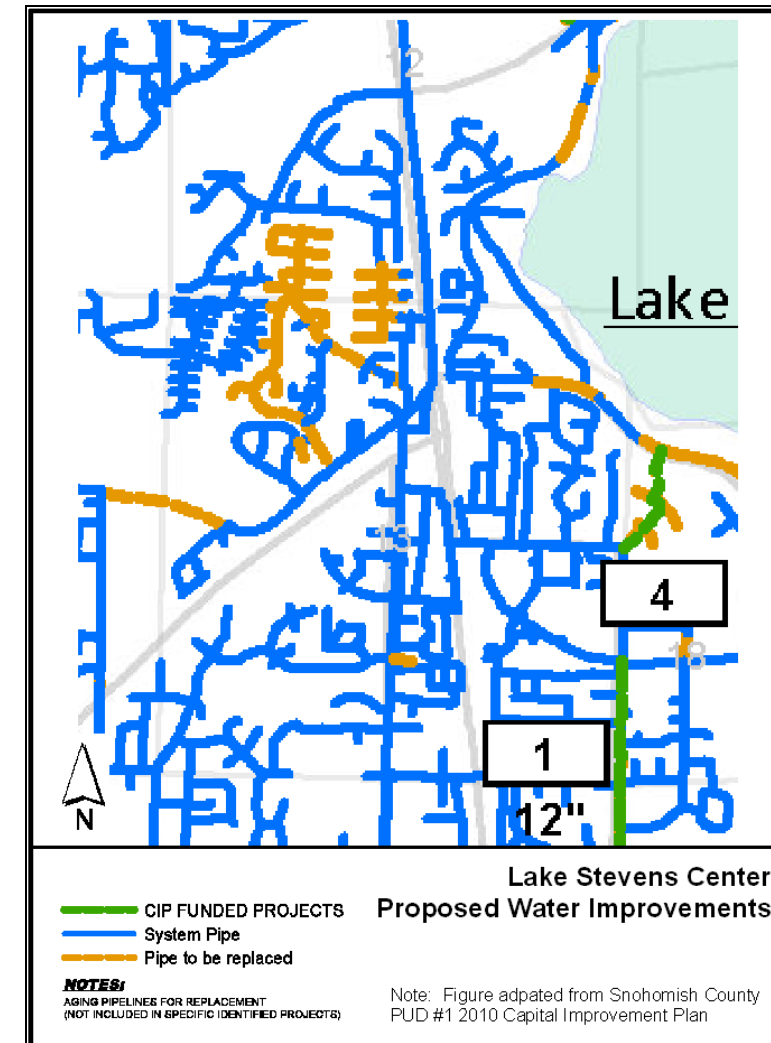
## FUNDING MECHANISMS

The PUD relies on several funding sources for operations, maintenance, and capital improvements including bond income, operating revenues, and debt financing.

- Bond proceeds include interest income from bond sales.
- Operating revenues include water sales (retail and wholesale) and facilities/connection charges.

Other revenue includes plant contributions, low-interest loans (Public Works Trust Fund and Drinking Water State Revolving Funds), competitive grants, etc. For a detailed explanation of operating revenue and expenses, refer to the Snohomish County PUD #1 Water System Plan (December 2010).

**Figure 8 – Lake Stevens Center Proposed Water Improvements**



LAKE STEVENS SCHOOL DISTRICT

The Lake Stevens School District (School District) updates its capital plan every two years based on student projections for the following six-years. The city will continue to collaborate with the school district on capital facilities and continue to collect appropriate mitigation fees on their behalf.

The School District relies on several funding sources for operations, maintenance, and capital improvements including general obligation bonds, state match funds impact fees, and tax levies.

- General obligation bonds are voter approved bonds to construct capital facilities.
- State Match Funds come from the Common School Construction Fund.
- School impact fees are funds collected by the permitting agency at the time building permits to pay for new residential development.

For a detailed explanation of operating revenue and expenses, refer to the current School District Six-year Capital Facilities Plan.

PART II – 20<sup>TH</sup> STREET SE CORRIDOR SUBAREA

The following sections describe the infrastructure required for implementation of the 20th Street SE Corridor. Part II will follow the format of Part I in describing anticipated capital costs for city and agency projects. Part II projects also share the relationship to the City’s comprehensive plan goals and Six-Year Transportation Improvement Plan described in Part I. Appendix F provides a combined six-year planning cost summary with assumed funding sources.

A. CITY PROJECTS

TRANSPORTATION IMPROVEMENTS

Table IIA-1 provides the total costs for all transportation improvements. As previously noted, the projects include associated stormwater costs and are divided into tiers to help prioritize the funding strategy and promote the City’s economic stability.

Table IIA-1  
Total 20<sup>th</sup> Street SE Corridor Planning Level Transportation Costs\*

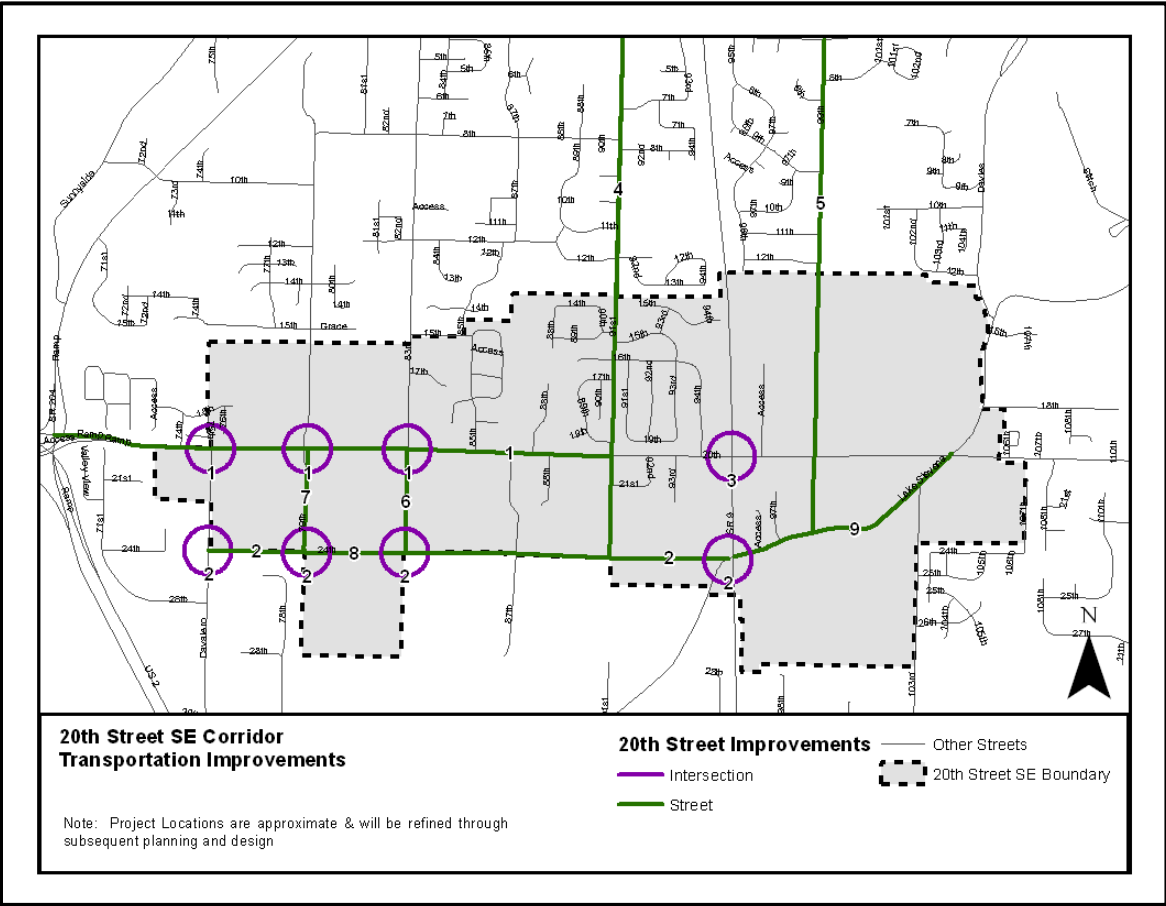
City Projects	Cost
Capacity	\$69,646,880
City Total	\$69,646,880

Table IIA-2 summarizes total anticipated transportation expenditures over the financial planning period by funding source. Table IIA-3 provides the proposed capital projects list for the 20<sup>th</sup> Street SE Corridor in ranked order with planning level costs and estimated project timing. Appendix C provides a detailed project list for the 20<sup>th</sup> Street SE Corridor that includes project segments, priority ranking and planning level estimated costs. Table IIA and Appendix D constitute the 20<sup>th</sup> Street SE Corridor’s programmed Transportation Capital Facilities Plan.

Figure 9 shows the location of specific projects. Maps showing the transportation network segments are provided in Appendix D.

Subsequent sections and tables (Table IIA-4 through IIA-12) provide detailed descriptions of each project summarized in Table IIA-3. The project descriptions summarize project location, phasing segments, prioritization, and justification. In addition, the descriptions summarize the total project cost by funding source and year.

Figure 9 – 20<sup>th</sup> Street SE Corridor Transportation Map



Sources: Fehr & Peers 2011, City of Lake Stevens 2012

Table IIA-3 20<sup>th</sup> Street SE Corridor Transportation Projects

Tier	ID#	Project	Total \$	Start year	Year complete
Capacity Improvements					
A	1	20th Street SE Corridor Completion	\$13,128,180	2013	Beyond 2018
A	2	24th Street SE	\$17,801,000	2013	Beyond 2018
A	3	20th Street SE and SR-9 Intersection	\$4,327,000	Beyond 2018	Beyond 2018
B	4	91st Avenue SE Reconstruction/Construction	\$10,269,800	2014	Beyond 2018
B	5	99th Avenue SE Reconstruction	\$10,271,600	2015	Beyond 2018
B	6	83rd Avenue SE Construction	\$2,369,500	Beyond 2018	Beyond 2018
B	7	79 <sup>th</sup> Avenue SE Construction	\$2,369,500	Beyond 2018	Beyond 2018
B	8	24th Street SE Reconstruction	\$1,728,300	Beyond 2018	Beyond 2018
B	9	South Lake Stevens Road Reconstruction	\$7,382,000	Beyond 2018	Beyond 2018
Total			\$69,646,880		

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



**Project No.1 – 20<sup>th</sup> Street SE Corridor Completion**

**Total Cost:** \$13,128,180

Project No. 1(1) \$4,051,080	Project No. 1(5) \$2,455,200
Project No. 1(2) \$400,000	Project No. 1(6) \$500,000
Project No. 1(3) \$2,864,000	Project No. 1(7) \$2,557,500
Project No. 1(4) \$300,000	

**Target Start Date:** 2013

**Description:** This project consists of multiple segments to complete the reconstruction of 20<sup>th</sup> Street SE into a 4-5 lane roadway with signalized intersection, which serves as the main east/west corridor in the subarea. This project would be constructed using the “Urban Boulevard” cross-section from the subarea plan. The project segments include the following:

- Project No. 1(1) 20th St SE between 83rd Ave SE and 88th Ave SE;
- Project No. 1(2) 20th St SE and 83rd Ave SE Intersection;
- Project No. 1(3) 20th St SE between 79th Ave SE and 83rd Ave SE;
- Project No. 1(4) 20th St SE and 79th Ave SE Intersection;
- Project No. 1(5) 20th St SE between 73rd Ave SE and 79th Ave SE;
- Project No. 1(6) 20th St SE and 73rd Ave SE Intersection; and
- Project No. 1(7) 20th St SE between 73rd Ave SE and US-2.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID

**Location:** 20th Street SE between US-2 & 91st Avenue SE

**Justification:** Street network and intersection improvements to satisfy legal, health, or safety requirements, increase road capacity, meet established LOS for consistency with the subarea plan.

**Project No.2 – 24<sup>th</sup> Street SE**

**Total Cost:** \$17,801,000

Project No. 2(1) \$800,000	Project No. 2(4) \$5,278,000
Project No. 2(2) \$3,653,000	Project No. 2(5) \$800,000
Project No. 2(3) \$800,000	Project No. 2(6) \$2,970,000
Project No. 2(7) \$3,500,000	

**Target Start Date:** 2013

**Description:** This project would construct 24<sup>th</sup> Street SE using the “Trail Street” cross-section from the subarea plan. 24<sup>th</sup> Street SE would be a frontage for new businesses and residences and provide an alternate east/west route to 20<sup>th</sup> Street SE for increased vehicular and pedestrian capacity. The project segments include the following:

- Project No. 2(1) 24th St SE and 73rd Ave SE Intersection;
- Project No. 2(2) 24th St SE between 73rd Ave SE and 79th Ave SE;
- Project No. 2(3) 24th St SE and 79th Ave SE Intersection;
- Project No. 2(4) 24th St SE between 83rd Ave SE and 87th Ave SE;
- Project No. 2(5) 24th St SE and 83rd Ave SE – Intersection;
- Project No. 2(6) 24th St SE to SR-9; and
- Project No.2(7) 24th St SE and SR-9 Intersection.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Secured Debt

**Location:** Cavalero Road to SR-9 (excludes Project No. 8)

**Justification:** Street network and intersection improvement to satisfy legal, health, or safety requirements, increase capacity and circulation meet established LOS for consistency with the subarea plan.

**Project No.3– 20<sup>th</sup> Street SE and SR-9 Intersection**

**Total Cost:** \$4,327,000

**Target Start Date:** Beyond 2018

**Description:** This project would construct dual left turn lanes on all approaches to the intersection.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Other

**Location:** 20<sup>th</sup> Street SE and SR-9

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

**Project No.4 – 91<sup>st</sup> Ave SE Reconstruction/Reconstruction**

**Total Cost:** \$10,269,800

Project 4(1) \$4,770,000                      Project No.4(2) \$5,499,800

**Target Start Date by Segment:** Beyond 2018

**Description:** This project consists of two segments. The first segment would reconstruct 91st Avenue SE between 20th Street SE and 4th Street SE. The second segment would construct 91st Avenue SE between 20th Street SE and 24th Street SE. Both segments would be constructed using the “School Connection Street” cross-section from the subarea plan. This project would increase vehicular and pedestrian circulation and safety.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Other

**Location:** 91<sup>st</sup> Ave SE

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.5 – 99th Ave SE Reconstruction**

**Total Cost:** \$10,271,600

Project 5(1) \$5,177,900                      Project 5(2) \$1,740,000

**Target Start Date:** 2016

**Description:** This project would reconstruct 99<sup>th</sup> Ave SE using the “Bicycle Focused Local Street” cross-section from the subarea plan for increased vehicular and pedestrian circulation and safety in two sections. The first segment would be from 4<sup>th</sup> Street SE to 20th Street. The second segment would be between 20th Street SE and South Lake Stevens Road.

**Proposed Funding Sources:** Mitigation, Developer Contribution, Grants, LID, Other

**Location:** 99 Ave SE between 20th Street SE and South Lake Stevens Road

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.6 – 83<sup>rd</sup> Ave SE Construction**

**Total Cost:** \$2,369,500

**Target Start Date:** Beyond 2018

**Description:** Construct 83<sup>rd</sup> Ave SE using the “School Connection Street” cross-section from the subarea plan for increased vehicular and pedestrian circulation and safety.

**Proposed Funding Sources:** Mitigation, Developer Contribution

**Location:** 83rd Avenue SE between 20th Street SE & 24th Street SE

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.7–79<sup>th</sup> Ave SE Construction**

**Total Cost:** \$2,369,500

**Target Start Date:** Beyond 2018

**Description:** Construct 79<sup>th</sup> Ave SE using the “School Connection Street” cross-section from the subarea plan for increased vehicular and pedestrian circulation and safety.

**Proposed Funding Sources:** Mitigation, Developer Contribution

**Location:** SR-204/7th Place NE between 91st Avenue NE and Safeway Driveway

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.8– 24<sup>th</sup> Street SE Reconstruction**

**Total Cost:** \$1,728,300

**Target Start Date:** Beyond 2018

**Description:** Reconstruct 24<sup>th</sup> Street SE using the “School Connection Street” cross-section from the subarea plan with a multi-use trail for increased vehicular and pedestrian capacity.

**Proposed Funding Sources:** Mitigation, Developer Contribution

**Location:** 24<sup>th</sup> Street SE between 79<sup>th</sup> Ave SE and 83<sup>rd</sup> Ave SE

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

**Project No.9 – South Lake Stevens Road Reconstruction**

**Total Cost:** \$7,382,000

**Target Start Date:** Beyond 2018

**Description:** This project would reconstruct 99<sup>th</sup> Ave SE using the “Trail Street” cross-section from the subarea plan for increased vehicular and pedestrian circulation and safety.

**Proposed Funding Sources:** Mitigation, Developer Contribution

**Location:** South Lake Stevens Road between SR-9 to Pellerin Road

**Justification:** Street network improvement to satisfy legal, health, or safety requirements, increase road capacity and circulation, increase pedestrian mobility, meet established LOS for consistency with the subarea plan.

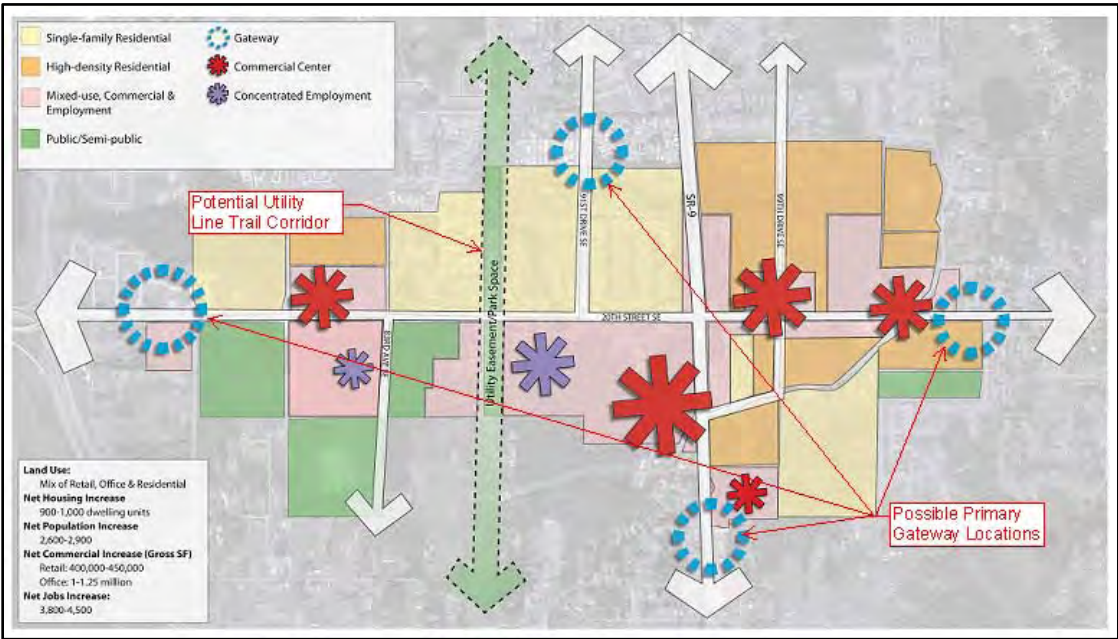
OTHER CAPITAL PROJECTS

The City will also complete additional capital projects to implement the 20<sup>th</sup> Street SE Corridor Subarea Plan that include Parks and Recreation Projects and Gateway/Wayfinding projects as described in Table IIA-13 and illustrated on Figure 10. The breakdown of planning level costs and funding sources area explained in Table IIA-14. One parks and recreation project has been identified – a multiuse trail from approximately 4th Street SE to 24th Street SE under the power line utility corridor. This trail segment would connect with parallel improvements in the Lake Stevens Center. In addition, the City is proposing to install gateway elements at key intersection within the subarea. These gateways could include monument entry signs and wayfinding, directional signage. A breakdown of projects costs and project descriptions follow in Table IIA-15 and IIA-16.

Table IIA-13 Other 20<sup>th</sup> Street SE Capital Projects

Other Capital Projects				
Project	Project Location	Project Description	Total	Start Year
Multiuse power line trail (20 <sup>th</sup> St SE Corridor)	Utility corridor from 4th Street SE to 24th Street SE	Construct multiuse trail along utility corridor	\$641,700	2013
Gateway Signage (20 <sup>th</sup> St SE Corridor)	Southbound 91 <sup>st</sup> Ave SE, Eastbound 20 <sup>th</sup> Street SE Westbound 20 <sup>th</sup> Street SE Northbound SR-9	Implement gateway elements on state route entrances into subarea	\$500,000	2014
Total			\$1,141,700	

Figure 10 – Other LSC Capital Projects



Note this map was adapted from the Preferred Alternative Map, prepared by LMN Architects



**Project Name:** Utility Corridor Trail

**Total Cost:** \$641,700

**Target Start Date:** 2013 (planning)

**Description:** This project would provide a non-motorized multiuse paved trail beneath the power line corridor connecting neighborhoods and shopping districts, while providing recreational opportunities along the western part of the City.

**Proposed Funding Sources:** Park Mitigation Fees, Other

**Location:** Lundeen Parkway to 4th Street SE

**Justification:** Provides pedestrian connectivity, recreational opportunities for consistency with subarea plan.

**Project Name:** Gateways / Wayfinging

**Total Cost:** \$500,000

**Target Start Date:** 2014 (planning)

**Description:** Provide monument signage at key entrances into the subarea and directional signage throughout the subarea.

**Proposed Funding Sources:** Special Revenue Funds, Other

**Location:** Eastbound SR-204, northbound SR-9 and southbound SR-9 / area wide

**Justification:** Promote economic development and for consistency with subarea plan.

**B. AGENCY PROJECTS**

As previously noted, the city is responsible primarily for the road and stormwater system within the City and subareas. This section will identify sewer improvements and water improvements that affect the subarea. In addition, this section will describe the relationship of the Lake Stevens School District Capital Facilities Plan to the subarea plan.

**SEWER IMPROVEMENTS**

The 20<sup>th</sup> Street SE Corridor is less developed than the Lake Stevens Center; therefore, it needs more sewer system improvements. Figure 11 illustrates the locations of the sewer projects that affect the 20<sup>th</sup> Street SE Corridor. Descriptions and cost estimates of the sewer improvements are included in Table IIB-1.

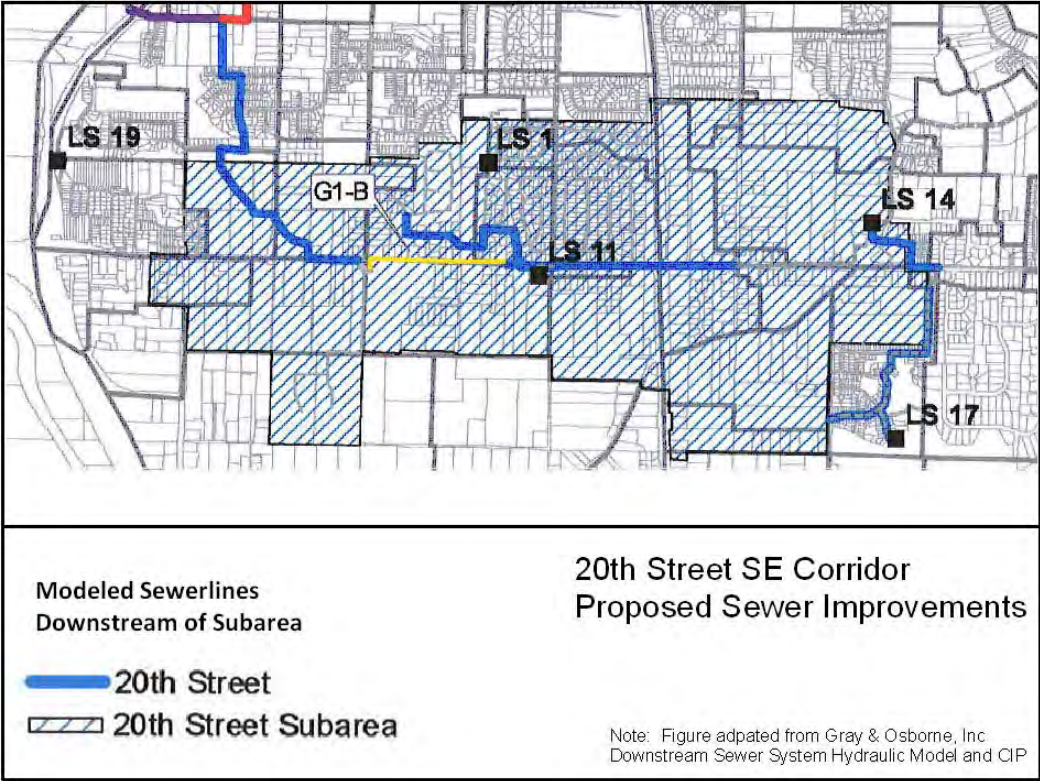
As noted in the section related to the Lake Stevens Center, the LSSD usually expects development to pay for the improvements in advance of installation. However, some system improvements could be coordinated with City road projects for efficiency and cost savings to the public. In the 20<sup>th</sup> Street SE Corridor, the City is considering sewer alternatives to provide sanitary sewer to properties near SR-9 and 20<sup>th</sup> Street SE not considered in the LSSD Capital Facilities Plan or subsequent Amendments. These may include the constructions of new lift station near 24<sup>th</sup> Street SE and an associated force main.

Project priority and funding alternatives should also be coordinated consistent with the Unification Agreement between the City and the District in order to advance the goals and objectives of the plan.

**Table IIB-1**  
**Total 20<sup>th</sup> Street SE Corridor Planning Level Sewer Costs**

Sewer System Capital Improvements – Comprehensive Plan	Costs	Current Schedule
G1-B Southwest Interceptor Phase II-B – District funded upgrade	\$1,400,000	With 20 <sup>th</sup> Street SE road improvement
B5 Lift Stations 1 and 11 – District funded upgrade	\$460,000	2016
C2-A1 Lift Station 17 – Donated	\$420,000	Any development south of S LS Rd from SR9 to 107 <sup>th</sup> Ave SE to UGA Boundary
C1-A and C1-B Lift Station 14 and Reroute flows to SWI – Donated	\$1,280,000	Completion of Lift Station 17 could push out need
G3 new Lift Station and Pipe west of 79 <sup>th</sup> – Donated	\$2,620,000	Any development S of 20 <sup>th</sup> and west of 79th
<i>Subtotal</i>	<i>\$6,180,000</i>	
Sewer System Capital Improvements – Not identified in Comprehensive Plan	Costs	Current Schedule
Two new Lift Stations and Pipes east of 79 <sup>th</sup> to SR 9 – Donated	\$2,190,000 \$2,200,000	Any development S of 20 <sup>th</sup> between 79 <sup>th</sup> and SR9
<i>Subtotal</i>	<i>\$4,390,000</i>	
<b>Total Sewer Improvement Costs</b>	<b>\$10,570,000</b>	

**Figure11 – 20<sup>th</sup> Street SE Corridor Proposed Sewer Improvements**



WATER IMPROVEMENTS

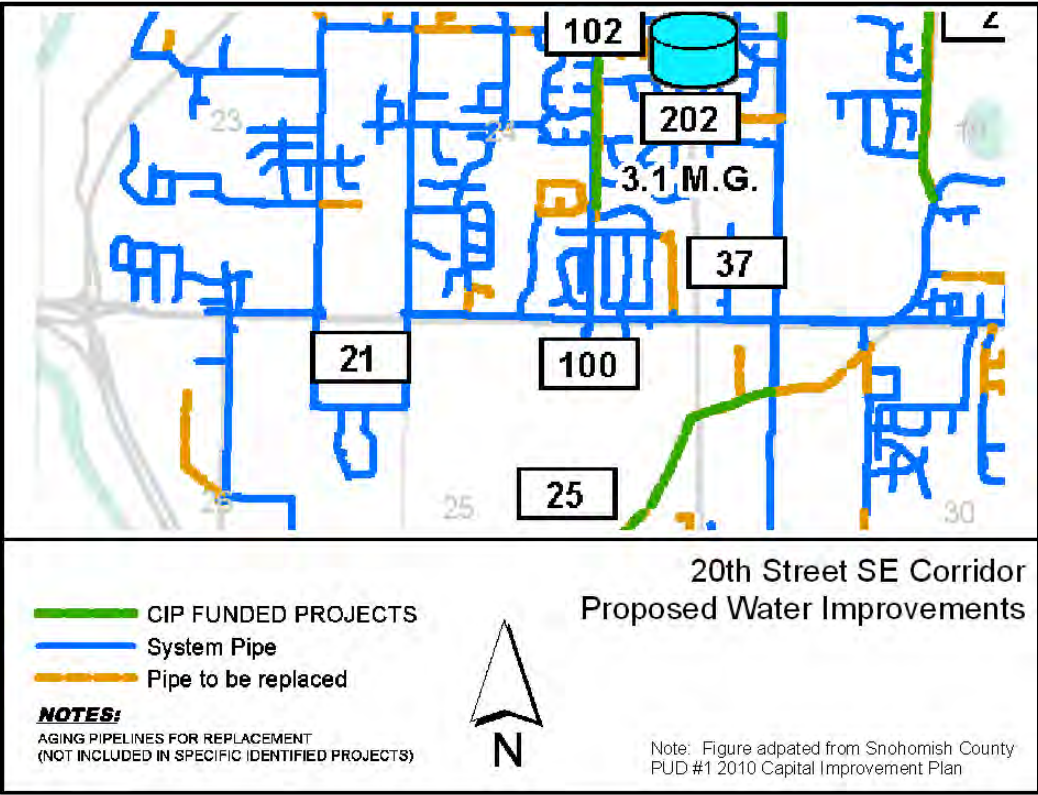
The PUD Water System Plan has identified several projects that will positively affect the development of the 20<sup>th</sup> Street SE Corridor. In addition, the PUD will continue its ongoing water main replacement program. The primary capital projects include pump station improvements and the Hillcrest Reservoir expansion. These projects are described in Table IIB-2 and the project locations are shown in Figure 12. As noted in Part I, the PUD will review the need for site-specific improvements associated with residential and commercial development. These costs will be borne by project proponents. Funding assumptions are the same as described previously.

Table IIB-2

Total 20<sup>th</sup> Street SE Corridor Planning Level Water Costs

Water System Capital Improvements –	Costs	Current Schedule
East Hewitt PS Improvements	\$669,000	2018
Hillcrest PS Improvements	\$267,000	2029
<i>Total Water Improvement Costs</i>	<i>\$936,000</i>	

Figure 12– 20<sup>th</sup> Street SE Corridor Proposed Water Improvements



LAKE STEVENS SCHOOL DISTRICT

As noted previously, the School District updates its capital plan every two years based on student projections for the following six years and collects funds from a variety of sources to finance projects. The city will continue to collaborate with the School District on capital facilities and continue to collect appropriate mitigation fees on their behalf.

PART III – FINANCING ALTERNATIVES

There are a number of financing alternatives available to the City that would provide capital for infrastructure improvements while providing a rational for the allocation of costs, facilitating private development, and enhancing the value of properties to be redeveloped.

Funding comes from a variety of sources including, but not limited to, Federal grant or loan distributions, State grant or loan distributions, Real Estate Excise Taxes, and Developer contributions. Recently, the economic conditions has created deficiencies in grant or loan funding, as well as created new opportunities and programs. The City should continually evaluate and pursue programs as they become available.

Table IIIA-1 summarizes the primary funding mechanisms for consideration as part of the subarea capital plan.

The following are a number of methods for financing infrastructure improvements. The City will determine the overall financing strategy that will likely combine a number of these methods to meet the strategic objectives for the subarea development.

Table IIIA-1 Summary of Primary Funding Mechanisms

Method of Funding	Description
General Fund	General Fund revenues mainly support general government services, security of persons and property, and parks. Sources of general fund revenue include property taxes, sales tax, fines, fees, charges for services, and investment earnings.
Impact/Mitigation Fees	Development fees, based on the impact of the development upon the City's infrastructure, assessed to offset the costs of growth to the public facilities of the City. Examples of impact fees are Transportation, Parks, and Traffic mitigation fees.
Developer Contribution	Developer contributions may include direct payments, construction of improvements in lieu of fees, dedication of right of way, development agreement, and late comers agreements.

Method of Funding	Description
Secured Debt	Secured Debt provides long-term (10-30 years) financing for capital projects. Repayment of this long-term debt is usually from General Fund Revenues for G.O. and Councilmanic. Utility rates and user fees are typical sources for repaying Revenue Bonds.
Grants	Funds received from federal & state governments or other entities to fund specific projects through a competitive application. The City regularly applies for and receives grants to fund portions of specific road projects.
LIDs	Local Improvement District (LID) is a special tax assessment fund for projects that benefit a specific geographic area and a specific needed improvement. The City issues bonds for the improvements and liens/bills the benefiting properties for their portions of the assessment.
Special Revenue Funds	Special revenue from taxes, charges for services, & other general sources, such as state shared revenues. Special Revenue Fund expenditures are limited by statute or ordinance to specific purposes. Examples are the Streets, Arterial Streets, and Hotel/Motel Tax
REET I & II	Real Estate Excise Taxes (REET) are taxes applied to sale of real estate. The City collects an amount equal to 0.5% of the transaction. The proceeds are divided equally between REET I and REET II. These funds must be used for capital projects, which includes planning, acquisition, construction, reconstruction, repair or improvement of streets, roads, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities. REET II cannot be used for new construction of park, recreational, trails, law enforcement facilities, fire protection facilities, libraries, and administrative and judicial facilities.
Other / Miscellaneous	Undetermined funds not considered that may be applied to projects with or without limitations.



## **CONCLUSION AND REASSESSMENT**

The Subareas Capital Facilities Plan allows the City to meet concurrency requirements and the adopted levels of service for capital facilities established in the Comprehensive Plan and in the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans. This document included a comprehensive description of the capital facilities necessary to implement the plans as envisioned over the planning period. This document is consistent with the goals of the Comprehensive Plan and the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans and related environmental impact statements. Finally, this document meets the mandate of the Growth Management Act by identifying capital projects and potential revenue sources. It is important to recognize that the Subarea Capital Facilities Plan rely on assumptions of what will likely occur in the future. However, the city will reassess its needs and priorities annually based on public and market demands to implement the subarea plans and incorporate any necessary changes. Any modifications to the proposed implementing projects will be identified in the Six-Year Transportation Plan or updates to the Subareas Capital Facilities Plan to reflect the latest available information and changing capital facility needs.

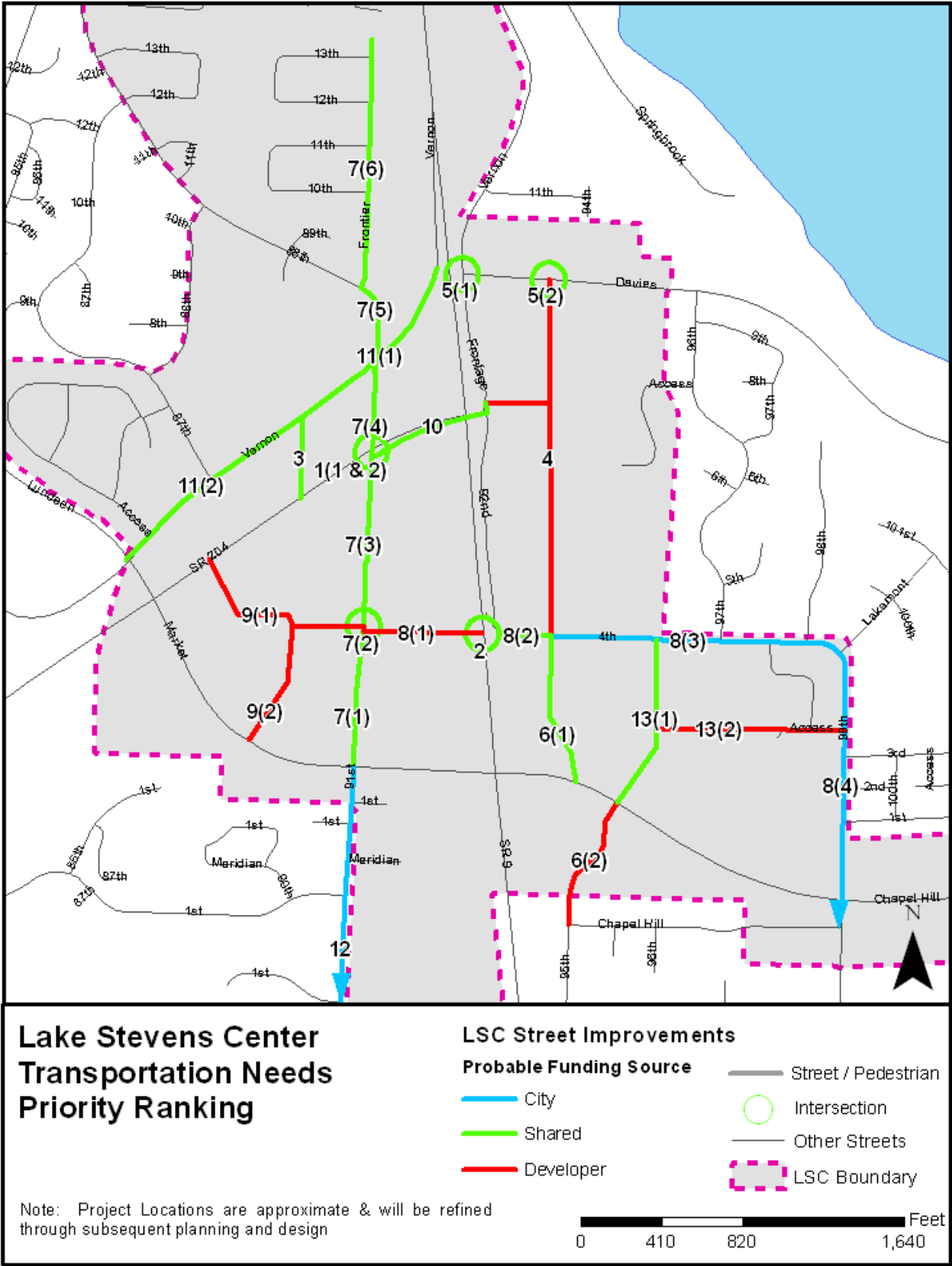
**Appendix A**  
**Lake Stevens Center Segmented Transportation Projects**

<b>Tier</b>	<b>ID#</b>	<b>Project</b>	<b>Total \$</b>	<b>Start year</b>	<b>Year Complete</b>
<b>A</b>	<b>1</b>	<b>SR-204 &amp; 91<sup>st</sup> Intersection Improvements</b>	<b>\$791,000</b>	<b>2013</b>	<b>2015</b>
	<i>1(1)</i>	<i>SR-204 &amp; 91<sup>st</sup> Intersection Improvements (north)</i>	<i>\$337,000</i>		
	<i>1(2)</i>	<i>SR-204 &amp; 91<sup>st</sup> Intersection Improvements (south)</i>	<i>\$454,000</i>		
<b>A</b>	<b>2</b>	<b>SR-9/4th St NE Intersection</b>	<b>\$1,200,000</b>	<b>2015</b>	<b>Beyond 2018</b>
<b>A</b>	<b>3</b>	<b>90th Ave NE Connector (SR-204 to Vernon)</b>	<b>\$1,140,000</b>	<b>2016</b>	
<b>A</b>	<b>4</b>	<b>Frontier Village Internal Access Road</b>	<b>\$3,788,000 to \$6,265.000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
		<b>Option A</b> – City constructed new N/S road between Davies Rd and 4 <sup>th</sup> St NE	<i>\$6,265.000</i>		
		<b>Option B</b> – Developer funded project, with public right-of-way	<i>\$3,788,000</i>		
		<b>Option C</b> – Initially private road with public access easements	<i>\$0</i>		
<b>A</b>	<b>5</b>	<b>North Davies Roundabouts</b>	<b>\$300,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
	<i>5(1)</i>	<i>North Davies/Vernon Road Roundabout</i>	<i>\$150,000</i>		
	<i>5(2)</i>	<i>North Davies/FV Roundabout</i>	<i>\$150,000</i>		
<b>A</b>	<b>6</b>	<b>Shopping Center Circulation North/South Connector (south of 4<sup>th</sup> Street NE)</b>	<b>\$7,437,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
	<i>6(1)</i>	<i>New road construction along 93<sup>rd</sup> Ave NE alignment ( 4<sup>th</sup> St NE to Market</i>	<i>\$3,840,000</i>		
	<i>6(2)</i>	<i>Realignment of 93<sup>rd</sup> Ave NE (Market to 1st Street SE)</i>	<i>\$3,597,000</i>		
<b>B</b>	<b>7</b>	<b>91st Ave NE Reconstruction (north)</b>	<b>\$3,065,500</b>	<b>2016</b>	<b>Beyond 2018</b>
	<i>7(1)</i>	<i>91st Ave NE Reconstruction (Market Place to 4th Street NE)</i>	<i>\$608,000</i>		
	<i>7(2)</i>	<i>91st Ave NE Reconstruction (91st Ave NE / 4<sup>th</sup> Street NE Intersection)</i>	<i>\$400,000</i>		
	<i>7(3)</i>	<i>91st Ave NE Reconstruction (SR-204 to 4th Street NE)</i>	<i>\$751,500</i>		
	<i>7(4)</i>	<i>91st Ave NE Reconstruction (SR-204 to Vernon)</i>	<i>\$351,000</i>		
	<i>7(5)</i>	<i>91st Ave NE Reconstruction (Vernon to Frontier Circle)</i>	<i>\$200,000</i>		
	<i>7(6)</i>	<i>Frontier Circle E Reconstruction (91<sup>st</sup> Ave to 13<sup>th</sup> St NE)</i>	<i>\$750,000</i>		

Subareas Capital Facilities Plan—September 2012

Tier	ID #	Project	Total \$	Start year	Year Complete
<b>B</b>	<b>8</b>	<b>4th St NE and 99<sup>th</sup> Ave NE Reconstruction</b>	<b>\$2,871,000</b>	<b>2017</b>	<b>Beyond 2018</b>
	<i>8(1)</i>	<i>4th St NE – SR-9 to 91<sup>st</sup> Ave NE</i>	<i>\$315,000</i>	<i>2017</i>	
	<i>8(2)</i>	<i>4th St NE - SR-9 to 95<sup>th</sup> Ave NE</i>	<i>\$522,000</i>	<i>2024</i>	
	<i>8(3)</i>	<i>4th St NE - 94<sup>th</sup> NE to 99<sup>th</sup> Ave NE</i>	<i>\$864,000</i>	<i>2025</i>	
	<i>8(4)</i>	<i>99<sup>th</sup> Ave NE - Market to 4<sup>th</sup> Street SE</i>	<i>\$1,170,000</i>	<i>2025</i>	
<b>A</b>	<b>9</b>	<b>Shopping Center Circulation Connectors (west of 91<sup>st</sup> Ave NE)</b>	<b>\$12,227,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
	<i>9(1)</i>	<i>4th St NE – 91<sup>st</sup> Ave NE to SR-204</i>	<i>\$7,578,460</i>		
	<i>9(2)</i>	<i>Shopping Center Connector –4<sup>th</sup> St NE to Market Place</i>	<i>\$4,648,540</i>		
<b>A</b>	<b>10</b>	<b>SR-204/7th Place NE Pedestrian Improvements</b>	<b>\$195,500</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
<b>B</b>	<b>11</b>	<b>Vernon Road Reconstruction</b>	<b>\$1,335,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
	<i>11(1)</i>	<i>Vernon Road Reconstruction – SR-9 to 91<sup>st</sup> Ave NE</i>	<i>\$935,000</i>		
	<i>11(2)</i>	<i>Vernon Road Reconstruction –91<sup>st</sup> Ave NE to Lundeen Parkway</i>	<i>\$400,000</i>		
<b>B</b>	<b>12</b>	<b>91st Ave NE Reconstruction (south)</b>	<b>\$1,710,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
<b>B</b>	<b>13</b>	<b>Shopping Center Circulation Connectors (near Target)</b>	<b>\$3,128,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
	<i>13(1)</i>	<i>North/South Connector</i>	<i>\$2,937,000</i>		
	<i>13(2)</i>	<i>East / West Connector</i>	<i>\$191,000</i>		

Appendix B  
LSC Transportation Segment Map



Sources: Fehr & Peers 2011, City of Lake Stevens 2012



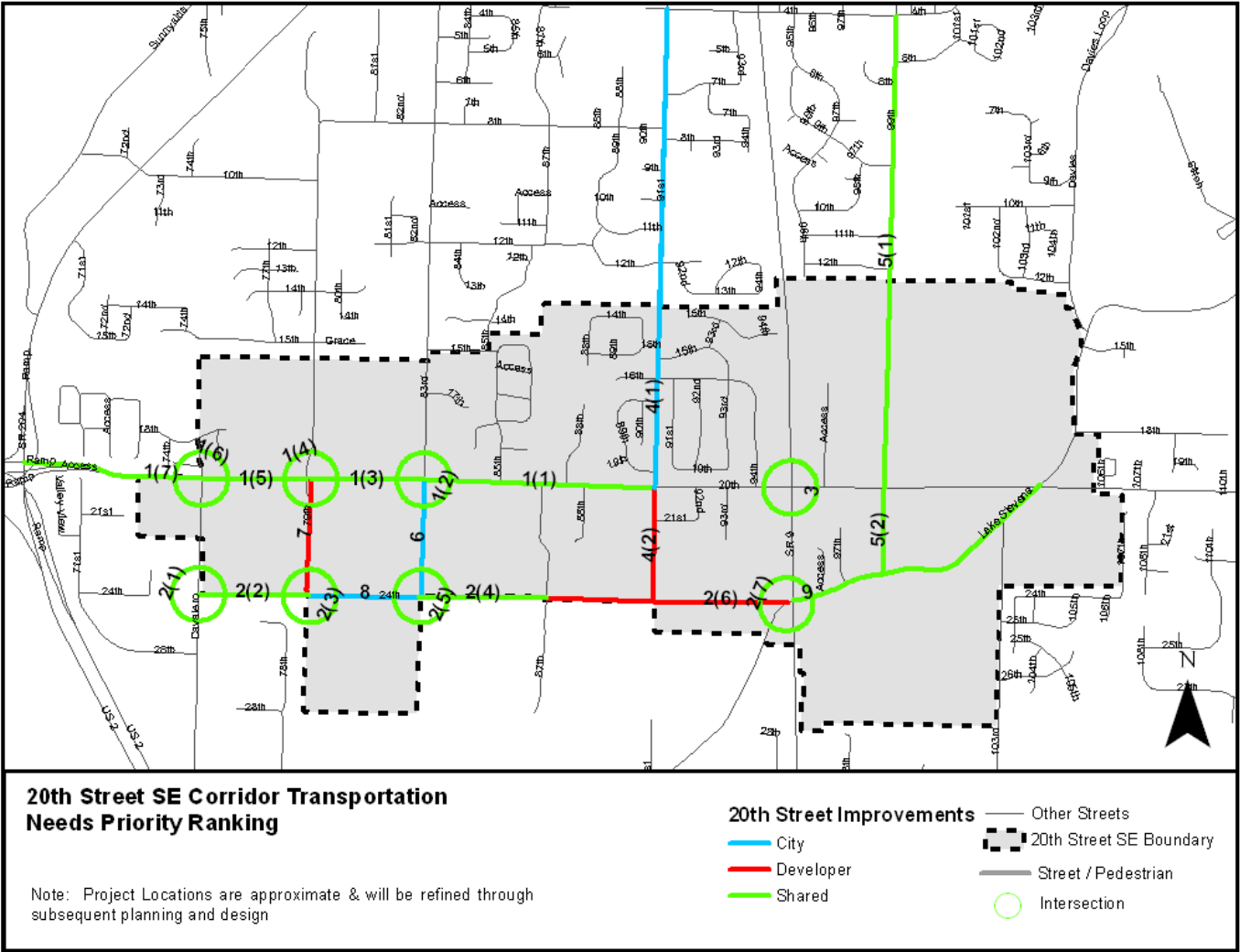
**Appendix C**  
**20<sup>th</sup> Street SE Corridor Segmented Transportation Projects**

<b>Tier</b>	<b>ID#</b>	<b>Project</b>	<b>Total \$</b>	<b>Start year</b>	<b>Year complete</b>
Capacity Improvements					
<b>A</b>	<b>1</b>	<b>20th Street SE Corridor Completion</b>	<b>\$13,128,180</b>	<b>2013</b>	<b>Beyond 2018</b>
	<i>1(1)</i>	<i>20th St SE between 83<sup>rd</sup> Ave SE and 88<sup>th</sup> Ave SE</i>	<i>\$4,051,080</i>		
	<i>1(2)</i>	<i>20th St SE and 83<sup>rd</sup> Ave SE Intersection</i>	<i>\$400,000</i>		
	<i>1(3)</i>	<i>20th St SE between 79<sup>th</sup> Ave SE and 83<sup>rd</sup> Ave SE</i>	<i>\$2,864,000</i>		
	<i>1(4)</i>	<i>20th St SE and 79<sup>th</sup> Ave SE Intersection</i>	<i>\$300,000</i>		
	<i>1(5)</i>	<i>20th St SE between 73<sup>rd</sup> Ave SE and 79<sup>th</sup> Ave SE</i>	<i>\$2,455,200</i>		
	<i>1(6)</i>	<i>20th St SE and 73<sup>rd</sup> Ave SE Intersection</i>	<i>\$500,000</i>		
	<i>1(7)</i>	<i>20th St SE between 73<sup>rd</sup> Ave SE and US-2</i>	<i>\$2,557,500</i>		
<b>A</b>	<b>2</b>	<b>24th Street SE</b>	<b>\$17,450,500</b>	<b>2013</b>	<b>Beyond 2018</b>
	<i>2(1)</i>	<i>24th St SE and 73<sup>rd</sup> Ave SE (Cavalero) Intersection</i>	<i>\$800,000</i>		
	<i>2(2)</i>	<i>24th St SE between 73<sup>rd</sup> Ave SE (Cavalero) and 79<sup>th</sup> Ave SE</i>	<i>\$3,653,000</i>		
	<i>2(3)</i>	<i>24th St SE and 79<sup>th</sup> Ave SE Intersection</i>	<i>\$800,000</i>		
	<i>2(4)</i>	<i>24th St SE between 83<sup>rd</sup> Ave SE and 87<sup>th</sup> Ave SE</i>	<i>\$5,278,000</i>		
	<i>2(5)</i>	<i>24th St SE and 83<sup>rd</sup> Ave SE - Intersection</i>	<i>\$800,000</i>		
	<i>2(6)</i>	<i>24th St SE to SR-9</i>	<i>\$2,970,000</i>		
	<i>2(7)</i>	<i>24th St SE and SR-9 Intersection</i>	<i>\$1,509,000</i>		
<b>A</b>	<b>3</b>	<b>20th Street SE and SR-9 Intersection</b>	<b>\$4,327,000</b>	<b>Beyond 2018</b>	<b>Beyond 2018</b>
<b>B</b>	<b>4</b>	<b>91st Avenue SE Reconstruction/Construction</b>	<b>\$10,269,800</b>	<b>2014</b>	<b>Beyond 2018</b>
	<i>4(1)</i>	<i>91st Avenue SE between 20th St SE and 4th St SE</i>	<i>\$4,770,000</i>		
	<i>4(2)</i>	<i>91st Avenue SE between 20th St SE and 24th St SE</i>	<i>\$5,499,800</i>		

Subareas Capital Facilities Plan—September 2012

Tier	ID#	Project	Total \$	Start year	Year complete
B	5	99th Avenue SE Reconstruction	\$10,271,600	2015	Beyond 2018
	5(1)	99th Avenue SE between 20th St SE and 4th St SE	\$4,763,800		
	5(2)	99th Avenue SE between 20th St SE and South Lake Stevens Road	\$5,507,800		
B	6	83rd Avenue SE Construction	\$2,369,500	Beyond 2018	Beyond 2018
B	7	79th Avenue SE Construction	\$2,369,500	Beyond 2018	Beyond 2018
B	8	24th Street SE Reconstruction	\$1,728,300	Beyond 2018	Beyond 2018
B	9	South Lake Stevens Road Reconstruction	\$7,382,000	Beyond 2018	Beyond 2018

Appendix D  
20th Street SE Corridor Transportation Segment Map



Sources: Fehr & Peers 2011, City of Lake Stevens 2012

Appendix E

Lake Stevens Center Six-Year Capital Facilities Cost Distribution

Lake Stevens Center Six-Year Capital Facilities Cost Distribution											Funding Source			
ID#	Project	Cost	2013	2014	2015	2016	2017	2018	Beyond 2018	Total	City			Developer Contribution
											Local	Mit	Grant	
Transportation														
1(1)	91st Ave NE/SR 204 - RTP	\$337,000	\$34,083		\$302,917					\$337,000	40%	20%	30%	10%
1(2)	91st Ave NE/SR 204 - RTP	\$454,100	\$45,927		\$408,173					\$454,100	40%	20%	30%	10%
2	SR 9/4th NE Int	\$1,200,000			\$30,000		\$100,000	\$50,000	\$1,020,000	\$1,200,000	5%	20%		75%
3	90th Ave NE Connector	\$1,140,000				\$80,000			\$1,060,000	\$1,140,000		20%		80%
4	Frontier Vill Internal Access Rd	\$6,265,000*							\$6,265,000	\$6,265,000	10%	20%		70%
5(1)	N Davies/Vernon - RAB	\$150,000							\$150,000	\$150,000		10%		90%
5(2)	N Davies/FV - RAB	\$150,000							\$150,000	\$150,000		10%		90%
6(1)	93rd Ave NE (new)	\$3,840,000							\$3,840,000	\$3,840,000	5%	25%	50%	20%
6(2)	93rd Ave NE (existing)	\$3,597,000							\$3,597,000	\$3,597,000	10%	5%	30%	55%
7(1)	91st Ave NE/4th NE Int	\$608,000				\$19,834	\$139,062	\$79,335	\$369,770	\$608,000	20%			80%
7(2)	91st Ave NE	\$400,000				\$13,048	\$91,488	\$52,194	\$243,269	\$400,000	10%	20%	20%	50%
7(3)	91st Ave NE	\$751,500				\$24,515	\$171,884	\$98,059	\$457,043	\$751,500	10%	10%		80%
7(4)	91st Ave NE Int	\$351,000				\$11,450	\$80,281	\$45,800	\$213,469	\$351,000	20%	20%		60%
7(5)	Frontier Circle E	\$200,000				\$6,524	\$45,744	\$26,097	\$121,635	\$200,000	10%	10%		80%
7(6)	4th St NE	\$750,000				\$24,466	\$171,541	\$97,863	\$456,130	\$750,000	10%	20%		70%
8(1)	4th St NE	\$315,000					\$34,561	\$57,273	\$223,166	\$315,000	10%	20%		70%
8(2)	4th St NE	\$522,000					\$57,273	\$94,909	\$369,818	\$522,000		10%		90%
8(3)	99th Ave NE	\$864,000					\$94,796	\$157,091	\$612,113	\$864,000	10%	20%		70%
8(4)	4th St NE	\$1,170,000					\$128,370	\$212,727	\$828,903	\$1,170,000	5%	10%	50%	35%
9(1)	90th Ave NE shop center road	\$7,578,460							\$7,578,460	\$7,578,460		25%	10%	65%
9(2)	13th St NE (SR 204)	\$4,648,540							\$4,648,540	\$4,648,540		10%		90%
10	Vernon Road	\$195,500							\$195,500	\$195,500	5%	5%		90%
11(1)	Lundeen/Vernon Int	\$935,000							\$935,000	\$935,000	1%	9%		90%
11(2)	91st Ave NE	\$400,000							\$400,000	\$400,000	5%	25%	10%	60%



Subareas Capital Facilities Plan—September 2012

Lake Stevens Center Six-Year Capital Facilities Cost Distribution (Continued)											Funding Source			
ID#	Project	Cost	2013	2014	2015	2016	2017	2018	Beyond 2018	Total	City			Developer Contribution
											Local	Mit	Grant	
Transportation														
12	94th Ave NE (Target)	\$1,710,000							\$1,710,000	\$1,710,000	25%	10%	50%	15%
13(1)	2nd St NE Connector (Target)	\$2,937,000							\$2,937,000	\$2,937,000	10%	25%		65%
13(2)	East / West Connector (Target)	\$191,000							\$191,000	\$191,000	5%	10%		85%
Transportation Subtotal			\$80,010		\$741,090	\$179,837	\$1,115,000	\$971,348	\$38,572,816	\$41,660,100				
Other Projects														
Power line trail		\$699,600	\$5,000				\$115,767	\$115,767	\$463,067	\$699,600		80%		20%
Gateway/Wayfinding		\$500,000		\$10,000		\$81,667	\$81,667	\$81,667	\$245,000	\$500,000	100%			
Other Subtotal			\$5,000	\$10,000		\$81,666.67	\$197,433	\$197,433	\$708,067	\$1,199,600				
Total			\$85,010	\$10,000	\$741,090	\$261,504	\$1,312,433	\$1,168,781	\$39,280,883	\$42,859,700				

Note: All cost estimates are planning level costs that represent what a distribution of funds may look like. All planning level cost estimates are subject to change.

\*This cost reflects most intensive project option for Frontier Village Internal Access Road

Appendix F

20<sup>th</sup> Street SE Corridor Six-Year Capital Facilities Cost Distribution

20th Street SE Corridor Six-Year Capital Facilities Cost Distribution											Funding Source			
ID#	Project	Cost	2013	2014	2015	2016	2017	2018	Beyond 2018	Total	City			Developer Contribution
											Local	Mit	Grant	
Transportation														
1(1)	20th St SE	\$4,051,080	\$120,032	\$300,080	\$660,176	\$540,144	\$150,040	\$40,011	\$2,240,597	\$4,051,080	5%	25%	30%	40%
1(2)	20th St SE/83rd SE - Int	\$400,000	\$11,852	\$29,630	\$65,185	\$53,333	\$14,815	\$3,951	\$221,235	\$400,000	10%	25%	30%	35%
1(3)	20th St SE	\$2,864,400	\$84,871	\$212,178	\$466,791	\$381,920	\$106,089	\$28,290	\$1,584,261	\$2,864,400	10%	25%		65%
1(4)	20th St SE/79th SE - Int	\$300,000	\$8,889	\$22,222	\$48,889	\$40,000	\$11,111	\$2,963	\$165,926	\$300,000	10%	25%	30%	35%
1(5)	20th St SE	\$2,455,200	\$72,747	\$181,867	\$400,107	\$327,360	\$90,933	\$24,249	\$1,357,938	\$2,455,200	5%	25%	30%	40%
1(6)	20th St SE/73rd SE - Int	\$500,000	\$14,815	\$37,037	\$81,481	\$66,667	\$18,519	\$4,938	\$276,543	\$500,000		25%		75%
1(7)	20th St SE	\$2,557,500	\$75,778	\$189,444	\$416,778	\$341,000	\$94,722	\$25,259	\$1,414,519	\$2,557,500	5%	25%	30%	40%
2(1)	24th St SE/73rd SE - Int	\$800,000	\$9,121	\$4,561	\$114,019	\$68,411	\$68,411	\$68,411	\$467,066	\$800,000		20%		80%
2(2)	24th St SE	\$3,653,000	\$41,651	\$20,825	\$520,637	\$312,382	\$312,382	\$312,382	\$2,132,739	\$3,653,000		20%		80%
2(3)	24th St SE/79th SE - Int	\$800,000	\$9,121	\$4,561	\$114,019	\$68,411	\$68,411	\$68,411	\$467,066	\$800,000		20%		80%
2(4)	24th St SE	\$5,278,000	\$60,179	\$30,090	\$752,238	\$451,343	\$451,343	\$451,343	\$3,081,466	\$5,278,000		20%		80%
2(5)	24th St SE/83rd SE - Int	\$800,000	\$9,121	\$4,561	\$114,019	\$68,411	\$68,411	\$68,411	\$467,066	\$800,000		20%		80%
2(6)	24th St SE	\$2,970,000	\$33,864	\$16,932	\$423,294	\$253,976	\$253,976	\$253,976	\$1,733,982	\$2,970,000		20%		80%
2(7)	24th St SE/SR 9 - Int	\$3,500,000	\$39,907	\$19,953	\$498,831	\$299,299	\$299,299	\$299,299	\$2,043,413	\$3,500,000	10%	20%		70%
3	20th St SE/SR 9 - Int	\$4,327,000							\$4,327,000	\$4,327,000	10%	50%		40%
4(1)	91st Ave SE	\$4,770,000		\$116,002	\$464,008				\$4,189,990	\$4,770,000	10%	20%	50%	20%
4(2)	91st Ave SE	\$5,499,800		\$131,995	\$533,481				\$4,828,824	\$5,499,800		20%		80%
5(1)	99th Ave SE	\$4,763,800				\$137,722			\$4,626,847	\$4,763,800	5%	20%	50%	25%
5(2)	99th Ave SE	\$5,507,800				\$159,231			\$5,348,569	\$5,507,800		20%		80%
6	83rd Ave SE	\$2,369,500							\$2,369,500	\$2,369,500		20%		80%
7	79th Ave SE	\$2,369,500							\$2,369,500	\$2,369,500		20%		80%
8	24th St SE	\$1,728,300							\$1,728,300	\$1,728,300		20%		80%
9	S Lake Stevens	\$7,382,000							\$7,382,000	\$7,382,000		25%		75%
Transportation Subtotal			\$591,948	\$1,321,938	\$5,676,249	\$3,563,842	\$2,008,463	\$1,651,895	\$54,824,347	\$69,646,880				

Subareas Capital Facilities Plan—September 2012

20th Street SE Corridor Six-Year Capital Facilities Cost Distribution (Continued)											Funding Source			
ID#	Project	Cost	2013	2014	2015	2016	2017	2018	Beyond 2018	Total	City			Developer Contribution
											Local	Mit	Grant	
Other Projects														
	Power line trail	\$6,417,000	\$5,000				\$115,767	\$115,767	\$6,180,467	\$6,417,000		80%		20%
	Gateway/Wayfinding	\$500,000		\$10,000		\$81,667	\$81,667	\$81,667	\$245,000	\$500,000	100%			
Other Subtotal			\$5,000	\$10,000		\$81,666.67	\$197,433	\$197,433	\$6,425,467	\$6,917,000				
Total			\$596,948	\$1,331,938	\$5,676,249	\$3,645,509	\$2,205,897	\$1,849,329	\$61,249,814	\$76,563,880				

Note: All cost estimates are planning level costs that represent what a distribution of funds may look like. All planning level cost estimates are subject to change.

**CITY OF LAKE STEVENS  
Lake Stevens, Washington  
ORDINANCE NO. 876**

**AN ORDINANCE OF THE CITY OF LAKE STEVENS, WASHINGTON, ADOPTING SUBAREA DESIGN GUIDELINES; AMENDING THE OFFICIAL ZONING MAP WITH TWO AREA-WIDE REZONES; ADDING A NEW CHAPTER 14.38 "SUBAREA PLANS" AND ADDING A NEW CHAPTER 14.112 "TRAFFIC MITIGATION" TO THE LAKE STEVENS MUNICIPAL CODE; AND AMENDING THE FOLLOWING CHAPTERS OF THE LAKE STEVENS MUNICIPAL CODE TO BE CONSISTENT WITH THE ADOPTED LAKE STEVENS CENTER SUBAREA PLAN, 20<sup>TH</sup> STREET SE CORRIDOR SUBAREA PLAN AND PLANNED ACTION ORDINANCES: CHAPTER 14.04 LSMC "GENERAL PROVISIONS", CHAPTER 14.08 LSMC "BASIC DEFINITIONS AND INTERPRETATIONS", CHAPTER 14.16A LSMC "ADMINISTRATION AND PROCEDURES", CHAPTER 14.16B LSMC "TYPES OF LAND USE REVIEW", CHAPTER 14.16C LSMC "LAND USE ACTIONS, PERMITS AND DETERMINATIONS – DECISION CRITERIA AND STANDARDS", CHAPTER 14.32 LSMC "NONCONFORMING SITUATIONS", CHAPTER 14.36 LSMC "ZONING DISTRICTS AND ZONING MAP", CHAPTER 14.40 LSMC "PERMISSIBLE USES", CHAPTER 14.44 LSMC "SUPPLEMENTARY USE REGULATIONS", CHAPTER 14.68 LSMC "SIGNS", AND CHAPTER 14.110 LSMC "CONCURRENCY MANAGEMENT SYSTEM" RELATED TO ADOPTION OF SUBAREA PLANS AND PLANNED ACTION ORDINANCES FOR LAKE STEVENS CENTER SUBAREA AND 20<sup>TH</sup> STREET SE CORRIDOR SUBAREA.**

**WHEREAS**, the City completed a citywide economic development strategy in 2010; and

**WHEREAS**, the recommendation was to complete planning in four subareas: Frontier Village, South Lake, Downtown, and Hartford; and

**WHEREAS**, the City began planning for two subareas in 2011: 20<sup>th</sup> Street SE Corridor (a corridor running west from South Lake) and Lake Stevens Center (a larger area around Frontier Village) with designation as Planned Action Areas; and

**WHEREAS**, the Lake Stevens Center Subarea Plan, 20<sup>th</sup> Street SE Corridor Subarea Plan, Planned Action Ordinances and related comprehensive plan amendments and land use map amendments are being adopted concurrently with this ordinance (Ordinance No. 875, 877 and 878); and

**WHEREAS**, subarea design guidelines for implementation on projects within the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subareas are proposed as allowed under LSMC 14.16C.050(b); and

**WHEREAS**, Section 14.16C.090 of the Lake Stevens Municipal Code (LSMC) sets forth the process for amendment requests to the zoning map; and

**WHEREAS**, pursuant to LSMC 14.16C.090(b)(2), the rezone is a major map amendment and an area-wide rezone, as there are more than five tracts and more than 50 acres, and associated with adoption of two subarea plans; and



**WHEREAS**, pursuant to LSMC 14.16C.090(d)(1), the request is being considered as initiated by City Council as it is required to implement the adopted Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subarea plans; and

**WHEREAS**, the Comprehensive Plan land use designations for the subject parcels include Medium Density Residential (MDR), High Density Residential (HDR), Commercial (COM), Mixed Use (MU), and Public/Semi-Public (P/SP); and

**WHEREAS**, the zoning classifications allowed under the Comprehensive Plan land use designations listed above pursuant to Table 14.36-I of LSMC 14.36.200 include Suburban Residential (SR), Waterfront Residential (WR), Urban Residential (UR), High Urban Residential (HUR), Multi-Family Residential (MFR), Mixed Use (MU), Business District (BD), Commercial District (CD), Main Street District (MS), Mixed-Use Neighborhood (MUN), Neighborhood Business (NB), and Public/Semi-Public (P/SP); and

**WHEREAS**, the City proposes to rezone portions of the Lake Stevens Center Subarea and the 20<sup>th</sup> Street SE Corridor Subarea; and

**WHEREAS**, adoption of the new regulations specific to development within subareas will streamline the review and decisionmaking process for land use actions, permits and determinations within the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subareas; and

**WHEREAS**, the City completed a traffic mitigation study to determine GMA-related traffic mitigation fees and related code amendments to ensure adequate transportation facilities both within the subareas and citywide; and

**WHEREAS**, the City submitted the proposed subarea design guidelines, planned action ordinances, proposed development regulations, draft official zoning map amendments, and draft code amendments for the 60-day review to the Washington State Department of Commerce on July 6, 2012 and received a letter dated July 9, 2012 stating the procedural requirements were met; and

**WHEREAS**, the City submitted additional information on the new Chapter 14.112 Traffic Impact Mitigation Fees to the Washington State Department of Commerce on August 24, 2012; and

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

**WHEREAS**, the City held a Scoping Meeting for the related Planned Action environmental impact statement on July 14, 2011; and

**WHEREAS**, the City issued draft and final SEPA environmental impact statements for both subarea plans, planned action ordinances, and other related documents including the adoption of subarea design guidelines, subarea zoning regulations, zoning map amendments, and code amendments in December 2011, and February and July 2012 with published notices of issuance and availability of documents; 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**, on July 19, 2012 the City mailed postcards to all parcels within the two subareas and within 300 feet of the subareas to notice the potential for zoning and land use designation changes and dates for the Planning Commission and City Council public hearings; and

**WHEREAS**, the Planning Commission conducted a duly noticed public hearing on August 1, 2012 with continuation on August 15 and forwarded a recommendation that the City Council should adopt the subarea plans, planned action ordinances and other related documents including the proposed subarea design guidelines, subarea land use regulations, zoning map amendments, and code amendments; and

**WHEREAS**, the City Council conducted a duly noticed public hearing on August 27, 2012 and continued it to September 10 to consider adopting the subarea plans, planned action ordinances and other related documents including the proposed subarea design guidelines, subarea land use regulations, zoning map amendments, and code amendments.

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

**Section 1.** The City Council adopts and incorporates the foregoing recitals as findings and conclusions as if set forth fully herein.

**Section 2.** The Subarea Design Guidelines set forth in the attached Exhibit 1 are adopted for implementation within the Lake Stevens Center Subarea and 20<sup>th</sup> Street SE Corridor Subarea.

**Section 3.** The City Council makes the following conclusions on the amended Official Zoning Map in the attached Exhibit 2 based on the decision criteria in LSMC 14.16C.090(g) and the entire record of this proceeding, including all testimony and exhibits:

- A. The Area-Wide Zoning Map amendment adopted by this ordinance is consistent with the adopted Lake Stevens Comprehensive Plan and amendments adopted concurrently with this ordinance.
  - 1. The proposed zoning within the subareas of Suburban Residential (SR), Waterfront Residential (WR), Urban Residential (UR), High Urban Residential (HUR), Multi-Family Residential (MFR), Mixed Use (MU), Business District (BD), Commercial District (CD), Main Street District (MS), Mixed-Use Neighborhood (MUN), Neighborhood Business (NB), and Public/Semi-Public (P/SP) are permitted in the Medium Density Residential (MDR), High Density Residential (HDR), Commercial (C), Mixed Use (MU), and Public/Semi-Public (P/SP) land use designations.
  - 2. The proposed area-wide rezones will create a land use pattern to enhance economic development in specific areas of the City by changing the zone classification of the subject parcels to higher intensity employment and commercial zones together with higher-density housing as a transition between the new zones and existing single-family neighborhoods.
- B. The Area-Wide Zoning Map amendment adopted by this ordinance is in compliance with the Growth Management Act.
  - 1. The Zoning Map amendment is consistent with the amended Land Use Map, which is part of the updated GMA Comprehensive Plan adopted July 27, 2006, as amended, and amended concurrently with the area-wide rezones in Ordinance No.

875.

2. The proposed area-wide rezones are consistent with the following GMA goals: focusing urban growth in urban areas, reducing sprawl, providing efficient transportation, encouraging affordable housing, encouraging sustainable economic development, retaining open space and habitat areas and developing recreation opportunities, and ensuring adequate public facilities and services.
- C. The Area-Wide Zoning Map amendment adopted by this ordinance serves to advance public health, safety and welfare because it will create a safe, pedestrian-oriented environment for future work, living, and recreation.
- D. The Area-Wide Zoning Map amendment adopted by this ordinance is warranted because of the need for additional property in employment and commercial zones to implement the Citywide Economic Development Strategy.
- E. The Area-Wide Zoning Map amendment adopted by this ordinance is suitable for development in general conformance with zoning standards under the proposed zoning districts and concurrently adopted land use code amendments.
- F. The Area-Wide Zoning Map amendment adopted by this ordinance will not be materially detrimental to uses or property in the immediate vicinity of the subject properties.
  1. The proposed zoning changes focus intense employment and commercial developments fronting on major arterials or state highways with neighborhood retail and mixed-use areas, and higher-density residential as a buffer between higher-intensity zones and existing single-family neighborhoods.
- G. The Area-Wide Zoning Map amendment adopted by this ordinance ensures adequate public facilities and services are likely to be available to serve the development allowed by the proposed zones.
  1. The concurrently adopted Comprehensive Plan amendments include a capital facilities plan for each subarea to ensure adequate public facilities and services will be available as development occurs.
- H. The Area-Wide Zoning Map amendment adopted by this ordinance is able to mitigate any probably adverse environmental impacts of the types of development allowed by the proposed zones.
  1. Draft and final environmental impact statements were issued for each subarea to ensure significant environmental impacts would not result from the proposed rezones or could be mitigated.
- I. The Area-Wide Zoning Map amendment adopted by this ordinance complies with all other applicable criteria and standards in Title 14 LSMC.
  1. The rezones comply with the decision criteria found in LSMC 14.16C.090(g), the Type VI review process and SEPA procedures.
  2. The rezones comply with the concurrently adopted subarea design guidelines and subarea land use regulations, and other applicable development chapters of Title 14 LSMC.

**Section 4.** The Official Zoning Map is hereby amended by changing the zoning designations within the Lake Stevens Center Subarea and 20<sup>th</sup> Street SE Corridor Subarea based on the area-wide zoning map amendments as attached and incorporated as Exhibit 2.

**Section 5.** Title 14 LSMC is hereby amended by adding a new Chapter 14.38 LSMC “Subarea Plans” to read as set forth in the attached Exhibit 3.

**Section 6.** Title 14 LSMC is hereby amended by adding a new Chapter 14.112 LSMC “Traffic Impact Mitigation Fees” to read as set forth in the attached Exhibit 4.

**Section 7.** Ch. 14.08 LSMC is hereby amended by amending the following definition in LSMC 14.08.010 to read as follows:

*Residence, Multi-Family* (~~((Townhouses))~~) *Townhomes and Row Houses.* ~~((A multi-family resident use in which each dwelling unit shares a common wall (including without limitation the wall of an attached garage or porch) with at least one other dwelling unit and in which each dwelling unit has living space on the ground floor and a separate, ground floor entrance.))~~ A multi-story structure containing a group of three or more attached dwelling units, in which each dwelling unit shares a common wall (including without limitation the wall of an attached garage or porch) with at least one other dwelling unit; has a separate, ground floor entrance; and each dwelling unit has open space on at least two sides.

**Section 8.** Ch. 14.08 LSMC is hereby amended by adding the following new definitions to LSMC 14.08.010:

*Accommodation Services.* Facilities that provide lodging or short-term accommodations for travelers, vacationers, and others that include bed and breakfasts, hotels, inns, and motels.

*Amusement and Recreation.* Enterprises that operate facilities or provide services that enable patrons to participate in recreational activities or pursue amusement, hobby, and leisure-time interests that may include specific uses, such as amusement parks, arcades, golf courses, and bowling centers.

*Arts and Entertainment.* Enterprises involved in producing or promoting performances, events, exhibits, or spectator sports intended for public viewing; and enterprises that exhibit objects of historical, cultural, and educational interest or animals, such as art galleries, museums and zoos.

*Construction Facilities.* Establishments designed primarily to store construction equipment and materials for the construction of buildings or engineering projects.

*Educational Services.* Facilities that provide instruction and training in a wide variety of subjects by specialized enterprises, such as schools, colleges, universities, and training centers.

*Finance and Insurance.* Enterprises engaged in financial transactions and/or in facilitating financial transactions including banking, insurance and annuities, specialized services facilitating or supporting financial intermediation, insurance, and employee benefit programs.

*Floor Area Ratio (FAR).* The ratio of the floor area of a building to the area of the lot on which the building is located.

*Food Services.* Enterprises that prepare meals, snacks, and beverages for on-premises and off-premises consumption including full service restaurants, cafes, fast food restaurants, coffee shops, and taverns.



*Health Care Services.* Facilities that provide health care and social assistance for individuals, such as physicians, dentists, mental health and social health care specialists, nursing facilities, and clinics.

*Information Services.* Enterprises that produce and distribute information and cultural products; provide the means to transmit or distribute these products as well as data or communications, and process data including publishing (software, traditional media, and internet); recording industries; broadcasting industries; and telecommunications industries.

*Light Manufacturing and Assembly.* Enterprises engaged in the mechanical, physical, or chemical transformation of materials, substances, or assemblage of components into new products. This category typically includes electronics production and assembly, machine shops, medical supplies, clothing manufacturing and similar industries, but does not include smelting, pulp mills, fertilizer production, refineries, animal products, and similar intensive industries that require large footprints and land area.

*Live/Work Unit.* A structure or portion of a structure combining a commercial/office activity and a residential unit, where the owner of the business or the owner's employee and that person's household occupy the residential space.

*Management of Companies and Enterprises.* Enterprises that administer, oversee, and manage the operation of companies, corporations, or enterprises.

*Mining, Quarrying, and Oil and Gas Extraction.* Enterprises that extract naturally occurring mineral solids (e.g., coal and ores); liquid minerals (e.g., petroleum); and gases (e.g., natural gas), processing of these materials (e.g., crushing, screening, washing, and flotation), and other preparation customarily performed at the mine site, or as a part of mining activity or mining support activities

*Mixed-Use.* A building or site with two or more different land uses, such as residential, office, manufacturing, retail, public or entertainment.

*Parking Structures/Lots, Commercial.* Facilities that provide motor vehicle parking spaces on an hourly, daily, or monthly basis and/or valet parking services.

*Personal Services.* Enterprises that provide personal benefits to individuals, such as repair shops, laundry services, personal care services, death care services, pet care services, etc.

*Places of Worship.* A church, synagogue, temple, or other place of religious worship.

*Professional, Scientific, and Technical Services.* Enterprises that perform professional, scientific, and technical activities for others that require a high degree of expertise and training. Activities performed may include legal services; accounting, bookkeeping, and payroll services; architectural, engineering, and specialized design services; computer services; consulting services; research services; advertising services; veterinary services; and other professional, scientific, and technical services.

*Public Administration.* Federal, state, and local government agencies that administer, oversee, and manage public programs and have emergency, executive, legislative, or judicial authority within a given area.

*Retail Trade.* Enterprises, such as department stores, electronic stores and hardware stores engaged in direct retail sales of goods and merchandise to the public.

*Sign, Informational/Directional.* A small sign of a noncommercial nature intended primarily for the convenience of the public. Included are signs designating restrooms, address numbers, hours of operation, entrances to buildings, directions, help wanted, public telephone, parking directions, etc.

*Sign, Monument.* A ground-mounted, freestanding sign with a wide, solid, and decorative base attached to the ground.

*Sign, Portable.* A sign not permanently attached to a building or the ground that includes A-frame, sandwich boards, and signs with mobile bases, etc, but does not include real estate, open house, or political signs.

*Sign, Projecting.* A sign that extends out from the face of a building supported by a frame or arm attached to the structure.

*Sign, Suspended.* A sign hanging down from a marquee, awning, canopy, or similar structure.

*Transit-Oriented Development.* Developments that emphasize access to public transportation and often incorporate features that encourage pedestrian activity and transit ridership.

*Warehousing, Storage and Distribution.* Enterprises that provide facilities to store general merchandise, refrigerated goods, and other warehouse products. These establishments generally handle goods in containers, such as boxes, barrels, and/or drums, using equipment, such as forklifts, pallets, and racks.

*Waste Management and Remediation Services.* Enterprises engaged in the collection, treatment, and disposal of waste materials, including hauling waste materials; operating materials recovery facilities; remediation services and facilities (i.e., those that provide for the cleanup of contaminated buildings, mine sites, soil, or groundwater); and septic pumping and other miscellaneous waste management services.

*Wholesale Trade.* Enterprises that sell or arrange the purchase of goods for resale (i.e., goods sold to other wholesalers or retailers), nonconsumer goods, and raw and intermediate materials and supplies used in production that are normally operated from a warehouse or office, characterized by having little or no display of merchandise.

**Section 9.** Ch. 14.16A LSMC is hereby amended by amending LSMC 14.16A.210 to read as follows:

**14.16A.210 Types of Review.**

(a) The purpose of this section is to provide an overview of the six levels of land use review. Land use and development decisions are classified into six processes based on who makes the decision, the amount of discretion exercised by the decision maker, the level of impact associated with the decision, the amount and type of input sought, and the type of appeal opportunity.

(b) Classification of Permits and Decisions.

(1) Type I Review - Administrative Decisions without Notice. A Type I process is an administrative review and decision by the appropriate department or division. Applications reviewed under the Type I process are minor administrative decisions and are exempt from certain administrative procedures, such as complete application review, noticing, and decision time frames. Appeals of Type I decisions are made to the Hearing Examiner, except shoreline permit appeals are made to the Shoreline Hearings Board. The permits and actions reviewed and decided as Type I are listed in the table in subsection (d) of this section.

(2) Type II Review - Administrative Decisions with Notice. A Type II process is an administrative review and decision with recommendation from staff, City departments or others and requiring public notice at the application and/or decision stages of the review. Appeals of Type II decisions are made to the Hearing Examiner, except shoreline permit appeals are made to the Shoreline Hearings Board. The permits and actions reviewed and decided as Type II are listed in the table in subsection (d) of this section.

(3) Type III Review - Quasi-Judicial Decisions - Hearing Examiner. This Type III process is a quasi-judicial review and decision by the Hearing Examiner. The Hearing Examiner makes a decision based on a staff report and, if required, the Design Review Board. A public meeting may be held prior to the Design Review Board recommendation. The Hearing Examiner considers public testimony received at an open record public hearing. Public notification is provided at the application, public hearing, and decision stages of application review. Appeals of Hearing Examiner decisions are made to Snohomish County Superior Court, except shoreline permit appeals are made to the Shoreline Hearings Board. The permits and actions reviewed and decided as Type III are listed in the table in subsection (d) of this section.

(4) Type IV Review - Quasi-Judicial Decisions - City Council with Hearing Examiner Recommendation. A Type IV process is a quasi-judicial review and recommendation by the Hearing Examiner and a decision by the City Council. The Hearing Examiner considers the recommendation from the Design Review Board, if required, as well as public testimony received at an open record public hearing. The City Council makes a decision based on a recommendation from the Hearing Examiner during a closed record public meeting. Public notification is provided at the application, public hearing, and decision stages of application review. There is no opportunity for an administrative appeal. Appeals of City Council decisions are made to Snohomish County Superior Court. The permits and actions reviewed and decided as Type IV are listed in the table in subsection (d) of this section.

(5) Type V Review - Quasi-Judicial Decisions - City Council. A Type V process is a quasi-judicial review and decision by the City Council. Public notification is provided at the application, public hearing (if any), and decision stages of application review. There is no opportunity for an administrative appeal. Appeals of City Council decisions are made to Snohomish County Superior Court. The permits and actions reviewed and decided as Type V are listed in the table in subsection (d) of this section.

(6) Type VI Review - Legislative Decisions - City Council with Planning Commission Recommendation. A Type VI review is for legislative and/or nonproject decisions by the City Council under its authority to establish policies and regulations regarding future private and public development and management of public lands. The Planning Commission makes a recommendation to the City Council. The Planning Commission will conduct a public hearing to obtain public testimony on the proposed legislation. The City Council may elect to conduct an additional public hearing. The actions reviewed and decided as Type VI are listed in the table in subsection (d) of this section.

(c) Permits and Actions Not Listed. If a permit or land use action is not listed in Table 14.16A-I, the Planning Director shall make the determination as to the appropriate review procedure.

(d) Permit-Issuing Authority and Appeal Authority. The permit-issuing authority and appeal authority for permit applications and legislative actions are established in Table 14.16A-I. A

detailed explanation for each review procedure is in Chapter [14.16B](#) under each subsection for each review type.

<b>Table 14.16A-I: Classification of Permits and Decisions</b>					
<b>Type of Review</b>	<b>Land Use Actions and Permits</b>	<b>Recommendation By</b>	<b>Public Hearing Prior to Decision</b>	<b>Permit-Issuing Authority</b>	<b>Administrative Appeal Body &amp; Hearing</b>
<b>TYPE I</b> Administrative without Public Notice	<ul style="list-style-type: none"> <li>• Administrative Design Review</li> <li>• Administrative Modifications</li> <li>• Boundary Line Adjustments</li> <li>• Change of Use</li> <li>• Code Interpretations</li> <li>• Events</li> <li>• Floodplain Development Permits</li> <li>• Grading Permit</li> <li>• Home Occupations</li> <li>• Master Sign Program</li> <li>• Reasonable Use Exceptions</li> <li>• Shoreline Exemptions</li> <li>• Signs</li> <li>• Temporary Uses</li> </ul>	None	None	Department director or designee	Hearing Examiner, except shoreline permits to State Shoreline Hearings Board, & Open Record
<b>TYPE II</b> Administrative with Public Notice	<ul style="list-style-type: none"> <li>• Administrative Conditional Use (formerly Special Use)</li> <li>• Binding Site Plans</li> <li>• <u>Planned Action Certification</u></li> <li>• SEPA Review</li> </ul>	None	None	Planning Director or designee	Hearing Examiner, except shoreline permits to State Shoreline Hearings Board, & Open Record



	(early or when not combined with another permit or required for a Type I permit)  • Shoreline Substantial Developments • Short Plats • Short Plat Alterations • Short Plat Vacations • Site Plan Reviews				
<b>TYPE III</b> Quasi-Judicial, Hearing Examiner	• Conditional Uses  • Preliminary Plats  • Shoreline Conditional Uses • Shoreline Variances • Variances	Design Review Board (if required)	Open Record	Hearing Examiner	Superior Court, except shoreline permits to State Shoreline Hearings Board, & Closed Record
<b>TYPE IV</b> Quasi-Judicial, City Council with Hearing Examiner Recommendation	• Essential Public Facilities  • Planned Neighborhood Developments • Rezone - Site-Specific Zoning Map Amendments • Secure Community Transition Facilities	Hearing Examiner with Open Record Hearing	Closed Record	City Council	None, appeal to Superior Court
<b>TYPE V</b> Quasi-Judicial, City Council	• Final Plats • Plat Alterations • Plat Vacations • Right-of-Way Vacations	Design Review Board (if required)	Open Record	City Council	None, appeal to Superior Court
<b>TYPE VI</b>	• Comprehensive	Planning	Closed	City Council	Growth

Legislative, City Council with Planning Commission Recommendation	Plan Amendments, Map & Text <ul style="list-style-type: none"> <li>• Development Agreements</li> <li>• Land Use Code Amendments</li> <li>• Rezones - Area-Wide Zoning Map Amendments</li> </ul>	Commission with Open Record Hearing	Record		Management Hearings Board & Closed Record
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(e) Associated Land Use Determinations. Associated land use determinations are decisions that need to be made as part of another land use action or permit review, as set forth in Table 14.16A-II. Each type of determination has a separate review process determined by the Planning Director or Public Works Director, except Design Review, which is reviewed pursuant to Section [14.16C.050](#).

<b>Table 14.16A-II: Associated Land Use Determinations</b>
<b>Associated Land Use Determinations</b>
• EDDS Street Deviations
• Design Review
• Miscellaneous Administrative Determinations (e.g., application requirements, waiver allowed by code in parking or landscaping, etc.)
• Right-of-Way Improvement Exception
• Underground Utility Deviations

**Section 10.** Ch. 14.16A LSMC is hereby amended by amending LSMC 14.16A.220 to read as follows:

**14.16A.220 Application Procedures.**

(a) This section describes the requirements for making application for review, including pre-application conferences, submittal requirements, and fees.

(b) Applications for development permits and other land use actions shall be made to the Department of Planning and Community Development, except Type I applications shall be made to the department which has the decision making authority (See Section 14.16A.210(d)).

(c) The property owner or any agent of the owner with authorized proof of agency may apply for a permit or approval under the type of process specified. Consent to the application must be made by the owners or lessees of property or persons who have contracted to purchase property. Signatures by agents of these parties may be accepted, if a letter from the party with ownership interest is submitted which authorizes the agent to sign the application in their name.

(d) Pre-Application Conferences.

(1) To achieve efficient and effective application of the requirements of this title, a pre-application conference between the applicant and the City staff is required for projects needing a conditional use permit, planned action certification and planned neighborhood developments.

(2) Pre-application conferences are highly recommended for applications requiring Type III, IV or V reviews, and/or design review. Pre-application conferences are optional for applications requiring Type I, II and VI reviews.

(3) Prior to submitting an application, the applicant may arrange a conference with Planning and Public Works staff to review the proposed action, to become familiar with City policies, plans and development requirements and to coordinate all necessary permits and procedures. Pre-application procedures and submittal requirements shall be determined by the Planning Director and available in the Department of Planning and Community Development.

(4) Since it is impossible for the conference to be an exhaustive review of all potential issues, the discussions at the conference shall not bind or prohibit the City's future application or enforcement of all applicable law.

(5) To request a pre-application conference, an applicant shall submit a set of preliminary plans to the City. The amount and quality of the information submitted is up to the applicant; however, better information provided initially is more likely to result in better feedback and discussion with Planning staff. At a minimum, the plans should include a basic layout of the proposal, including circulation, lot patterns and building locations, location of critical areas, and other site constraints.

(e) Submittal Requirements.

(1) The Planning Director shall specify submittal requirements, including type, detail, and number of copies, for an application to be complete. Submittal requirements for each permit application shall be available in the Department of Planning and Community Development. At a minimum the following shall be submitted with new applications:

- (i) General application form;
- (ii) Applicable fees;
- (iii) Environmental checklist (if not exempt);
- (iv) Applicable signatures, stamps or certifications;
- (v) All required items stated in the applicable development handouts.

(2) The Planning Director may waive in writing specific submittal requirements determined to be unnecessary for review of an application. Alternatively, the Planning Director may require additional material such as maps, studies, or models, when the Planning Director determines such material is needed to adequately assess the proposed project and submits the request in writing to the applicant.

(3) Applications for shoreline substantial development permits shall include submittal of the supplemental requirements set forth in Section [14.92.050](#).

(f) Determination of Complete Application.

(1) The presumption established by this title is that all of the information set forth in the specified submittal checklists is necessary to satisfy the requirements of this section. However, each development is unique, and therefore the Planning Director may request additional information, if necessary, or may waive certain items if it is determined they are not necessary to ensure that the project complies with City requirements.

(2) The Planning Director shall make a determination of completeness pursuant to Section [14.16A.230\(c\)](#).

(g) Consolidated Permit Process.

(1) When applying concurrently for a development that involves two or more related applications, individual permit numbers shall be assigned and separate permit fees shall be paid, but the applications shall be reviewed and processed collectively. A consolidated report setting forth the recommendation and decision shall be issued.

(2) Applications processed in accordance with subsection (1) of this section, which have the same highest numbered procedure but are assigned different hearing bodies, shall be heard collectively by the highest decision maker(s). The City Council is the highest, followed by the Hearing Examiner and then the Design Review Board.

(3) No hearing or deliberation upon an application for a conditional use permit, subdivision, variance, planned neighborhood development, site plan review, administrative conditional use permit, shoreline permit, or similar quasi-judicial or administrative action, which is inconsistent with the existing Zoning Map, shall be scheduled for the same meeting at which the required Zoning Map amendment will be considered by the Hearing Examiner or the City Council. This section is intended to be a procedural requirement applicable to such actions as noted in RCW [58.17.070](#).

(h) Application and Inspection Fees. Fees are set forth in a separate fees resolution adopted by the City Council.

**Section 11.** Ch. 14.16B LSMC is hereby amended by amending LSMC 14.16B.225 to read as follows:

**14.16B.225 Notice of Application.**

(a) Notice of application for Type II permits shall be provided within 14 days of the determination of completeness pursuant to Section [14.16A.230](#), Time Frames for Review. Notice shall be provided as indicated in subsection (b) of this section.

(b) Notice of Application Requirements of Type II Review.

Type II Action or Permit	Mail	Post	Publish
All Type II Actions and Permits <u>except for Planned Action Certification as specified in Section 14.16B.225(e) below</u>	X	X	X

(c) Mailed Notices and Postcard Notices. Mailings shall be completed pursuant to Section [14.16A.225](#) with the following additional requirements for shoreline substantial development permits: a statement that any person desiring to submit written comments concerning an application, or desiring to receive notification of the final decision concerning the application as expeditiously as possible after issuance of the decision, may submit the comments or requests for decisions to the City within 30 days of the last date the notice is to be published pursuant to this section.

(d) Posted Notices. Posted notices shall be completed pursuant to Section [14.16A.225](#).

(1) On-Site Posting. At least one public notice board shall be posted on the site on each public right-of-way fronting on the site.

(2) Public Posting. A public notice shall also be posted on the official notice board at City Hall.

(e) Special Notification Requirements.

(1) Planned Action Certification. A certification notice is required per Section 14.38.120(b)(5) in lieu of a notice of application; however, the planned action certification notice may be combined with other required permit notices including a notice of application.

**Section 12.** Ch. 14.16C LSMC is hereby amended by amending LSMC 14.16C.050 to read as follows:



**14.16C.050 Design Review.**

(a) The Design Review Board is created to review and make urban design decisions that will promote visual quality throughout the City. The purpose of design review includes but is not limited to the following:

(1) To encourage and promote aesthetically pleasing and functional neighborhood and commercial developments for the citizens of Lake Stevens by establishing design review standards and guidelines including site layout, landscaping, parking and preferred architectural features;

(2) To implement the City's Comprehensive Plan policies and supplement the City's land use regulations, promote high-quality urban design and development supplement land use regulation, promote a coordinated development of the unbuilt areas, improve walkability, lessen traffic congestion, provide light and air, prevent the overcrowding of land, and conserve and restore natural beauty and other natural resources;

(3) To encourage originality, flexibility, and innovation in site planning and development, including the architecture, landscaping and graphic design of proposed developments in relation to the City or subarea as a whole;

(4) To encourage low impact development (LID) by conservation and use of existing natural site features in order to integrate small-scale stormwater controls and to prevent measurable harm to natural aquatic systems from commercial, residential or industrial development sites by maintaining a more hydrologically functional landscape;

(5) To encourage green building practices in order to reduce the use of natural resources, create healthier living environments, and minimize the negative impacts of development on local, regional, and global ecosystems;

(6) To encourage creative, attractive and harmonious developments and to promote the orderliness of community growth, the protection and enhancement of property values for the community as a whole and as they relate to each other, the minimization of discordant and unsightly surroundings, the need for harmonious and high quality of design and other environmental and aesthetic considerations which generally enhance rather than detract from community standards and values for the comfort and prosperity of the community and the preservation of its natural beauty and other natural resources which are of proper and necessary concern of local government, and to promote and enhance construction and maintenance practices that will tend to prevent visual impairment and enhance environmental and aesthetic quality for the community as a whole;

(7) To aid in assuring that structures, signs and other improvements are properly related to their sites and the surrounding sites and structures, with due regard to the aesthetic qualities of the natural terrain and landscaping and that proper attention is given to exterior appearances of structures, signs and other improvements;

(8) To protect and enhance the City's community vision for living and working and thus support and stimulate business and industry and promote the desirability of investment and occupancy in business and other properties;

(9) To stabilize and improve property values to help provide an adequate tax base to the City to enable it to provide required services to its citizens;

(10) To foster civic pride and community spirit by reason of the City's favorable environment and thus promote and protect the health, safety and welfare of the City and its citizens; and

(11) To ensure compatibility between new and existing developments.

(b) The City Council shall adopt design guidelines or standards by ordinance.

(1) City of Lake Stevens Design Guidelines (*Residential Development Handbook for Snohomish County Communities*) were re-adopted on April 17, 1995 for use within City limits, excluding subareas.

(2) Subarea Design Guidelines were adopted in September 2012 as an exhibit of the Lake Stevens Center Subarea Plan and 20<sup>th</sup> Street SE Corridor Subarea Plan. To assure an attractive, pedestrian-friendly environment, all development occurring within either subarea shall comply with these design guidelines which are attached to the subarea plans. If design guidelines appear to conflict with another provision of this title, the design guidelines shall prevail.

(c) Design Review Board. Review of permit applications for conformance with the development design guidelines shall be done by the Design Review Board in public meetings, as set forth in Section [14.16A.260](#).

(d) Projects requiring design review that meet the limitations in Section [14.16C.020](#)(d) shall follow the procedures established in Chapter [14.16B](#) for a Type I permit process as an administrative design review. All other projects requiring design review shall follow the procedures in subsection (e) of this section.

(e) Procedure.

(1) Pre-Application Meeting. If design review is required, a pre-application meeting with the City is highly recommended prior to submittal of a formal application.

(2) Design Review Submittal Requirements. Seven color, hard copies and one electronic copy are required for each submittal for review by the Design Review Board.

(i) Buildings and Site Development Plans. The following information and materials shall be submitted to the City for review under this chapter:

- a. A completed application.
- b. Site plan at an engineering scale from one inch equals 20 feet to one inch equals 50 feet, showing:
  1. Location of all proposed structures and any existing structures to be retained or incorporated into the development.
  2. Location of building setback lines.
  3. Proposed pedestrian and vehicular circulation including driveways, access points, sidewalks and pedestrian pathways.
  4. Parking lot layout, design and, if applicable, loading areas.
  5. Public improvements including sidewalks, curbs, gutters, etc.
  6. Location of existing trees and vegetation to be retained.
- c. Building material samples and color chips.
- d. Plans and section drawings depicting the relationship of the proposed project to abutting properties and buildings.
- e. Building elevations and/or perspective renderings drawn to scale and indicating the exterior color and material composition (including mechanical equipment and screening).
- f. Roof plan including the location of mechanical equipment.
- g. A lighting plan, if required, adequate to determine the location, character, height and style of fixtures and the amount and impacts of spillover on adjacent properties.
- h. A brief narrative description of the design elements or objectives of the proposal and discussion of the project's relationship to surrounding properties.

(ii) Landscape Plans. The following information and materials shall be submitted to the City for review under this chapter:

- a. A completed application.
- b. Site plan at an engineering scale from one inch equals 20 feet to one inch equals 50 feet, showing:
  1. Location of all proposed structures and any existing structures to be retained or incorporated into the development.

2. Proposed pedestrian and vehicular circulation including driveways, access points, sidewalks and pedestrian pathways.
3. Parking lot layout, design and loading areas if applicable.
4. Public improvements including sidewalks, curbs, gutters, etc.
5. Location and size of existing trees and vegetation to be retained.
6. Plans and section drawings depicting the relationship of the proposed project to abutting properties and buildings.
7. Landscape plan showing the location of proposed plant materials, including a plant schedule identifying plants by common and scientific names, spacing, size at time of planting, size at maturity, location of any existing vegetation and trees to be retained, and special notes.
8. Photographs of proposed plant material.
9. Plans showing proposed grading/topography, drawn to the same scale as the landscape plan.

(iii) Sign Plans. The following information and materials shall be submitted to the City for review under this chapter:

- a. A completed application.
- b. A site plan, drawn to scale, showing the location of the building upon which the sign will be installed, surrounding buildings, and adjacent streets.
- c. A drawing showing the size, shape and exact location of the proposed sign(s). For wall or building-mounted signs, the drawing shall portray the proposed sign's relationship to any existing or proposed signs located on the same facade or common building wall. Drawings must be to scale or contain dimensions indicating the size of the sign and the length and height of the appropriate building surface.
- d. Dimensions, area (in square feet), and style of letters/symbols of the proposed signs.
- e. A colored illustration of the proposed signs.
- f. Sign materials (wood, plastic, metal, etc.) and color samples.

(iv) The Director may require the submission of such other information determined to be appropriate and necessary for a proper review of the requested action.

(3) Recommendation. A staff report of findings, conclusions and recommendations shall be forwarded to the Planning Commission and Design Review Board before a public meeting. The conclusions and recommendations shall indicate how the recommendations carry out the goals, policies, plans and requirements of the development design guidelines. The findings shall be referenced to contested issues of fact, and the conclusions shall be referenced to specific provisions of the development design guidelines and review criteria incorporated therein, together with reasons and precedents relied upon to support the same. The conclusions shall make reference to the effect of the decision upon the Comprehensive Plan, as well as the effect of both approval and denial on property in the vicinity, on business or commercial aspects, if relevant, and on the general public. The decision shall be based upon a consideration of the whole record of the application.

(f) Conformance with Design Guidelines or Standards.

(1) Structures within the following zones are subject to the design guidelines or standards adopted per subsection (b) of this section, except when the project meets the limitations in Section [14.16C.025](#)(d) or when the development is located within an adopted subarea plan and is required to meet the adopted subarea design guidelines:

- (i) Central Business District (except Class 1.100 or 1.200 uses);
- (ii) Mixed Use (except Class 1.100 or 1.200 uses);
- (iii) Neighborhood Commercial (except Class 1.100 or 1.200 uses);
- (iv) Local Business (except Class 1.100 or 1.200 uses);

- (v) Planned Business District;
- (vi) Sub-Regional Commercial;
- (vii) Commercial Recreation;
- (viii) High Urban Residential;
- (ix) Multi-Family Residential;
- (ix) Light Industrial;
- (xi) General Industrial; or
- (xii) Public/Semi-Public.

(2) Structures are subject to the design guidelines or standards adopted per subsection (b) of this section when developed under specified regulations listed below, except when the project meets the limitations in Section [14.16C.020\(d\)](#):

- (i) Planned Neighborhood Developments (Section 14.16C.080);
- (ii) Planned Residential Developments (Section 14.44.020); and
- (iii) Innovative Housing Options Demonstration Program (Chapter 14.46).

(3) No building or land use permit shall be issued for structures or uses which do not conform to the applicable guidelines or standards, except as allowed under subsection (f)(4) of this section.

(4) A building or land use permit may be issued for a structure or use that does not comply with subsections (f)(1), (2) or (3) of this section, if any one of the following findings can be made by the permit-issuing authority:

- (i) The structure is of a temporary nature which, in all likelihood, will be replaced by a permanent structure within a reasonable time frame.
- (ii) The structure is minor to the overall use of the property and will not be noticeably visible from a public right-of-way.
- (iii) The structure will not be visible from an existing, planned, or proposed public right-of-way.
- (iv) The structure is pre-existing with proposed changes to portions of the facade that are not visible from public rights-of-way.

**Section 13.** Ch. 14.16C LSMC is hereby amended by adding a new Section 14.16C.080 to read as follows:

#### **14.16C.080 Planned Action Projects.**

(a) The purpose of this section is to establish a review process for projects submitted under a planned action ordinance within the following adopted subarea plans:

- (1) Lake Stevens Center Subarea Plan; and
- (2) 20<sup>th</sup> Street SE Corridor Subarea Plan.

(b) Procedure. Proposed planned action projects shall be submitted for certification as a planned action under one of the planned action ordinances and participate in a pre-application conference.

(c) Development Thresholds and Criteria. The proposed project shall meet the development thresholds and mitigation measures adopted in the appropriate planned action ordinance and codified in Sections 14.38.120(c) and (d), and the planned action review criteria of Section 14.38.120(e).

(d) Planned Action Certification. Certification notice requirements for qualifying Planned Action Projects in Section 14.16B.225(c)(1) shall be in accordance with Section 14.38.120(b)(5).

**Section 14.** Ch. 14.16C LSMC is hereby amended by amending LSMC 14.16C.090 to read as follows:

#### **14.16C.090 Rezones - Official Zoning Map Amendments.**



(a) The purpose of this section is to set forth criteria for amendments to the Official Zoning Map, adopted pursuant to Section [14.36.100](#).

(b) Types of Rezones and Map Amendments. Rezones are either a site-specific or area-wide. Map amendments are considered major if they rezone five or more tracts of land in separate ownership or any parcel of land, regardless of the number of lots or owners, in excess of 50 acres. All other map amendments are minor.

(1) Site-specific rezones are rezones of a particular property(ies) which conform to the Comprehensive Plan or an adopted subarea plan.

(2) Area-wide rezones are rezones which require a Comprehensive Plan amendment, include a large area, or the adoption of a new or substantially revised neighborhood or area-wide zoning map amendment.

(c) Procedure. A site-specific rezone shall be reviewed in the manner and following the procedures established in Chapters [14.16A](#) and [14.16B](#) for a Type IV review. An area-wide rezone shall be reviewed in the manner and following the procedures for a Type VI review and require a concurrent amendment to the Comprehensive Plan.

(d) Initiation of Amendments.

(1) Amendments to the Official Zoning Map may be initiated by the City Council, the Planning Commission, or the City Administration.

(2) Any other person may also petition the Planning Department to amend the Official Zoning Map. The petition shall be filed with the Department of Planning and Development Services and shall include:

- (i) The name, address, and phone number of the applicant;
- (ii) A description of all land proposed to be rezoned including a map highlighting the specific parcels; and
- (iii) A rationale for the proposed map changes.

(e) Upon receipt of a petition, the Planning Director shall either:

- (1) Determine if the proposed zoning map amendments meet the decision criteria in subsection (g) of this section; or
- (2) Refer the proposed amendment to the Planning Commission for a recommendation.

(f) Special Application Requirements for Site-Specific Rezones.

(1) No application shall be filed or accepted for filing which on its face will not comply with the Lake Stevens Comprehensive Plan or an adopted subarea plan.

(2) No application without signatures of owners representing 75 percent of the area proposed for rezone shall be filed or accepted for filing.

(g) Decision Criteria. The following factors are to be taken into account by the Planning Commission and the City Council when considering a map amendment:

- (1) The amendment complies with the Comprehensive Plan Land Use Map, policies, and provisions and adopted subarea plans;
- (2) The amendment is in compliance with the Growth Management Act;
- (3) The amendment serves to advance the public health, safety and welfare;
- (4) The amendment is warranted because of changed circumstances, a mistake, or because of a need for additional property in the proposed zoning district;
- (5) The subject property is suitable for development in general conformance with zoning standards under the proposed zoning district;
- (6) The amendment will not be materially detrimental to uses or property in the immediate vicinity of the subject property;
- (7) Adequate public facilities and services are likely to be available to serve the development allowed by the proposed zone;

(8) The probable adverse environmental impacts of the types of development allowed by the proposed zone can be mitigated, taking into account all applicable regulations, or the unmitigated impacts are acceptable; and

(9) The amendment complies with all other applicable criteria and standards in this title.

(10) If the proposal is located within an adopted subarea plan,

(i) The rezone is to a zoning designation allowed within the applicable subarea; and

(ii) The rezone does not increase the established intensities adopted as part of the planned action ordinance or mitigates increased or additional impacts by supplementing, amending or adding the applicable Planned Action draft and final environmental impact statement.

(h) Approval. All amendments shall be approved by ordinance by the Lake Stevens City Council.

(i) Withdrawal. Any application for a site-specific rezone may be withdrawn upon the written request of any one of the property owners who signed the application, if the remaining owners do not own 75 percent of the area.

(j) Reapplication after Denial without Prejudice. After the Council's final action denying a rezone, no further rezone action involving substantially the same property shall be requested for at least one year. If the Council finds that extraordinary circumstances exist, or that the request might deserve approval in the near future, but not at the present time, then the rezone may be denied without prejudice. In such a case, if the rezone request is reactivated in writing by the applicant within six months, and is reheard within nine months of the date of the original action, then the original case file and number shall be used and the rezone fee shall be waived.

(k) Review or Revocation of Approval. Rezones and any concurrent or subsequent approvals issued pursuant to this chapter may be reviewed or revoked in accordance with Section [14.16A.255](#).

**Section 15.** Ch.14.32 LSMC is hereby amended by amending LSMC 14.32.010 to read as follows:

**14.32.010 Continuation of Nonconforming Situations and Completion of Nonconforming Projects.**

Nonconforming situations that were otherwise lawful on the effective date of this chapter may be continued subject to the restrictions and qualifications of this chapter and, if applicable, of an adopted subarea plan.

**Section 16.** Ch. 14.36 LSMC is hereby amended by amending LSMC 14.36.020 to read as follows:

**14.36.020 Commercial Districts Established.**

(a) The following commercial districts are hereby established: Neighborhood Commercial, Central Business District, Local Business, Mixed Use, Planned Business District, and Sub-Regional Commercial. These districts are created to accomplish the purposes and serve the objectives set forth in the remainder of this section.

(b) The Neighborhood Commercial (NC) zone is designed to accommodate neighborhood commercial activities that would cater to residential needs and to which local residents may walk.

(c) The Central Business District (CBD) is designed to accommodate a wide variety of commercial activities (particularly those that are pedestrian-oriented) that will result in the most intensive and attractive use of the City's central business district.

(d) The Local Business (LB) zone is designed to accommodate commercial development generally similar to the types permissible in a Central Business District, except that it is intended that this zone be placed along arterials to cater to commuters, or as a transition in some areas between a higher intensity zone (e.g., commercial, industrial, etc.) (~~Sub-Regional Commercial zone~~) and a lower intensity zone (e.g., residential, park, etc.) (~~zone~~), or may provide for a smaller scale shopping center that primarily serves one neighborhood or area of the City (as opposed to a sub-regional or regional shopping center).

(e) The Mixed Use (MU) zone is designed to accommodate a horizontally stratified mixture of residential and commercial uses. It is intended that this zoning classification be applied primarily in areas adjacent to the Central Business District, Community Business, Sub-Regional Commercial, or Planned Business District zones as a transition or buffer zone to residential districts.

(f) The Sub-Regional Commercial zone (SRC) is designed to accommodate the widest range of commercial activities.

(g) The Planned Business District (PBD) is designed to accommodate commercial or mixed use development, including supporting residential structures, generally similar to the types permissible in a Central Business District or Mixed Use zone. It is intended that this zone be used on sites containing sensitive resources or other sites where, due to property-specific circumstances, detailed planning would benefit all property owners involved as well as the public by, among other things, allowing for comprehensive site planning and a transfer of densities among parcels in order to avoid impacts to sensitive resources.

(h) The Business District (BD) is designed to promote community and regional employment and accommodate land uses such as corporate offices, general offices, research and development, medical clinics, technology, and light manufacturing and assembly. This district should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

(i) The Commercial District (CD) is designed to accommodate the high-intensity retail needs of the community and regional market by attracting a mix of large to small format retail stores and restaurants to create a vibrant and unified regional shopping center. Transportation accessibility, exposure to highways and arterials with adequate public services and traffic capacity characterize this district.

(j) The Main Street District (MS) is designed to provide pedestrian-oriented commercial uses that serve the community and region by attracting a variety of small (up to 10,000 gross square feet) to mid-sized (approximately 30,000 gross square feet) businesses along with high-density residential uses in proximity to other retail and residential areas. Building design and pedestrian-oriented features would support an active and pleasant streetscape. This district should include enhanced sidewalks, public spaces and amenities for pedestrians and cyclists that emphasize pedestrian movement over vehicular movement.

(k) The Mixed-Use Neighborhood (MUN) zone is designed to accommodate higher density residential development in proximity to employment and retail centers and provide basic convenience goods and services in areas with available public services and adequate traffic capacities. This district would have a minimum density of 15 dwelling units per acre and create a transition between higher and lower intensity land uses.

(l) The Neighborhood Business (NB) zone is designed to provide convenience goods, services, and opportunities for smaller scale shopping centers near neighborhoods that cater to pedestrians and commuters. This district should be located in areas with available public services, transportation accessibility to arterials and adequate traffic capacities.

**Section 17.** Ch. 14.36 LSMC is hereby amended by amending LSMC 14.36.200 to read as follows:

**14.36.200 Compatibility of Zoning Districts with Land Use Plan Defined.**

Table 14.36-I defines which zoning districts are compatible with which land use designations of the Land Use Plan of the Comprehensive Plan. Only those zones defined as compatible with a given land use designation may be applied to that land use designation when a rezone is considered.

**Table 14.36-I: Land Use Designation/Zone Compatibility Matrix**

Zone	Comprehensive Plan Land Use Designation*												
	LDR	MDR	HDR	WR	D/LC	SRC	<u>COM</u>	MU	PBD	LI	GI	<u>GIDA</u>	P/SP
Suburban Residential		X											
Waterfront Residential		X		X									
Urban Residential		X					<u>X</u>						
High Urban Residential		X	<u>X</u>				<u>X</u>						
Multi-Family Residential			X										
Neighborhood Commercial	X	X	X										
Local Business					X								
Central Business District					X								
Mixed Use								X					
Planned Business District									X				
Sub-Regional Commercial						X							
Light Industrial										X	X		
General Industrial											X		
<u>General Industrial with Development Agreement</u>												<u>X</u>	
Public/Semi-Public	X	X	X	X	X	X	<u>X</u>	X	X	X	X	<u>X</u>	X

<u>Subarea Zones</u>													
<u>Business District</u>							<u>X</u>						
<u>Commercial District</u>							<u>X</u>						
<u>Main Street District</u>								<u>X</u>					
<u>Mixed-Use Neighborhood</u>								<u>X</u>					
<u>Neighborhood Business</u>							<u>X</u>						
<u>Miscellaneous Designations</u>													
Floodplain and Floodway District	X	X	X	X	X	X		X	X	X	X	<u>X</u>	X
Shoreline Environment Designation	X	X	X	X	X	X		X	X	X	X	<u>X</u>	X

LDR = Low Density Residential

MU = Mixed Use

MDR = Medium Density Residential

PBD = Planned Business District

HDR = High Density Residential

LI = Light Industrial

WR = Waterfront Residential

GI = General Industrial

D/LC = Downtown/Local Commercial

P/SP = Public/Semi-Public

SRC = Sub-Regional Commercial

COM = Commercial (Subareas)GIDA = General Industrial w/ Development Agreement

**Section 18.** Ch. 14.40 LSMC is hereby amended by amending LSMC 14.40.010 to read as follows:

#### 14.40.010 Table of Permissible Uses.

Table 14.40-I, the Table of Permissible Uses, sets forth the permissible uses for the various zoning districts in the City, subject to other applicable provisions in this title. It should be read in close conjunction with the definitions of terms set forth in Section [14.08.010](#) and the other interpretative provisions set forth in this chapter. Permissible uses for the subarea zoning districts are not included in this table, but are included in Section 14.38.020.

**Section 19.** Ch. 14.40 LSMC is hereby amended by amending Table 14.40-I by adding Note 14 reference to the title; adding new note <sup>14</sup> Permissible and prohibited uses for Subarea zoning districts are listed in Section 14.38.020. For development within adopted subareas, see Section 14.44.030"; and making the amendment to Use Description 8.600 to read as follows:

<u>USE DESCRIPTIONS</u>	<u>SR</u>	<u>WR</u>	<u>UR</u>	<u>HUR</u>	<u>MFR</u>	<u>NC</u> <sup>4</sup>	<u>LB</u>	<u>CBD</u>	<u>MU</u> <sup>1</sup>	<u>PBD</u> <sup>5</sup>	<u>SRC</u>	<u>LI</u>	<u>GI</u>	<u>P/SP</u>
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USE DESCRIPTIONS	SR	WR	UR	HUR	MFR	NC <sup>4</sup>	LB	CBD	MU <sup>1</sup>	PBD <sup>5</sup>	SRC	LI	GI	P/SP
8.000 RESTAURANTS, BARS, NIGHT CLUBS														
8.600 Public Places of Adult Entertainment											((C))	C	A	

**Section 20.** Ch. 14.44 LSMC is hereby amended by amending LSMC 14.44.030:

**14.44.030 ((Planned Neighborhood))Development((s)) within Adopted Subareas.**

~~((Repealed by Ord. 811.))~~Developments within adopted subareas are subject to the regulations found in the standard municipal code requirements of Title 14 LSMC, except when modified by subarea specific regulations in Chapter 14.38 LSMC.

**Section 21.** Ch. 14.68 LSMC is hereby amended by amending LSMC 14.68.124 to read as follows:

**14.68.124 Incentive Provisions for Exceptional Efforts.**

(a) To encourage the integration of signage into the visual framework of its location, special consideration may be given to signs of exceptional design. Special consideration may, at the Planning ~~((Commission))~~Director's discretion, result in a relaxation of the number, dimensional and locational standards specified in this chapter. No other standards may be relaxed. This is not to be confused with a variance. It is to be based on an exceptional effort toward creating visual harmony between the sign, the building(s), and the site.

(b) Petitions for consideration of signs pursuant to this section shall be made to and decided by the Planning ~~((Commission))~~Director. The petition and application shall be presented with the entire sign plan to the ~~((Planning Commission))~~Design Review Board with a narrative outlining the proposed plan addressing, but not limited to, the following:

- (1) How the components of the sign improve legibility, readability, and aesthetics;
- (2) The relationship of the proposed sign to the community vision for the zone, as expressed in the Comprehensive Plan, intent of the zone, and Development Design Guidelines. In the Central Business District in particular, signs designed to enhance the historic character of downtown may be given special consideration;
- (3) Relationship of the sign to the immediate surroundings, including existing and proposed buildings, other signs, and landscape;
- (4) Relationship of the sign to the business that the sign is to promote; and
- (5) A colored rendering, showing the proposed sign, dimensions of the sign, and location of the sign.

**Section 22.** Ch. 14.110 LSMC is hereby amended by amending LSMC 14.110.030 to read as follows:

**14.110.030 Exemptions.**

(a) No Impact. Development which creates no measurable additional impacts on any transportation~~((;))~~ or parks ~~((or sewer))~~ facility is exempt from the requirements of this chapter. This type of development includes, but is not necessarily limited to:

- (1) Any addition or accessory structure to a residence with no change in use or increase in the number of dwelling units.
- (2) Interior renovations with increase in floor area and no change of use or, if a residential use, no increase in the number of dwelling units.

- (3) Replacement structure with no change in use, no increase in floor area or, if a residential use, no increase in the number of dwelling units.
- (4) Temporary construction trailers.
- (5) Driveway resurfacing or parking lot paving.
- (6) Normal repair and maintenance which does not increase floor area or add residential dwelling units, such as re-roofing.
- (7) Demolitions.
- (8) Clearing, grading, filling.
- (9) The Public Works and Planning and Community Development Departments shall jointly be responsible for determining if other types of development also meet this “no impact” standard so as to be included under this exemption.

(b) Exempt Permits and Decisions. The following development permits and decisions are exempt from the requirements of this chapter.

- (1) Boundary line adjustment.
- (2) Final plat.
- (3) Land use permit for temporary uses such as fireworks stands and Christmas tree lots.
- (4) Variance when not associated with a development that is subject to this chapter.
- (5) Clearing, filling and grading permit.
- (6) Sign permit.
- (7) Building permit for a fence.
- (8) Right-of-way use permit.
- (9) Rezones/comprehensive plan amendments.
- (10) Planned action projects.

**Section 23.** Ch. 14.110 LSMC is hereby amended by amending LSMC 14.110.040 to read as follows:

**14.110.040 Level of Service Standards.**

(a) Transportation. All City streets shall maintain an LOS C or better at peak hour traffic in residential areas and LOS E along arterials and collectors in other areas at peak hour. (~~except that the following segments must maintain an LOS D or better;~~)

(b) As part of the subarea plans, the Level of Service for the subareas has been modified from an intersection LOS Standard “C” or “E” to a system LOS Standard “E” for each subarea. The system would consist of key intersections and connecting roads servicing each subarea. Under this approach, the LOS analysis would take the accumulative average LOS from intersections within the transportation network, while excluding intersections with State Route facilities.

(1) For the 20th Street SE Corridor Subarea, this would include all intersections within the defined subarea boundaries of the 20th Street SE Corridor with the exclusion of SR-9 intersections. (~~((20th Street NE between 123rd Ave NE and 127th Ave NE.))~~)

(2) For the Lake Stevens Center Subarea, this would include all intersections within the defined subarea boundaries of the Lake Stevens Center excluding SR-9 and SR-204 intersections. (~~((Main Street between 16th Street NE and 20th Street NE.))~~)

(3) For the purpose of this section, transportation level of service shall be the percentage of the capacity of the roadway (number of cars that a road is capable of

handling) which is actually used by traffic during any one hour. For example, if the roadway has a capacity to serve 100 cars per hour, and it is observed that there are 70 cars per hour on that road, the percentage is 70 percent, which is also called a volume/capacity ratio. LOS C shall be defined as having a volume/capacity ratio greater than 70 percent and less than or equal to 80 percent. For LOS D, that ratio is greater than 80 percent and less than or equal to 90 percent. For LOS E, that ratio is greater than 90 percent and less than or equal to 100 percent.

~~((b))c~~ Parks. Seven and one-half acres per thousand population.

~~((c) Sewer. Downstream transport and treatment capacity of 80 gallons per day per residential equivalent.))~~

**Section 24. 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 25. 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.

**Section 26. Appeals.** The action of the City Council on a Type VI proposal may be appealed together with any SEPA threshold determination by filing a petition with the Growth Management Hearings Board pursuant to the requirements set forth in RCW [36.70A.290](#). The petition must be filed within the 60-day time period set forth in RCW [36.70A.290](#)(2). The appeal period shall commence upon the City Council's final decision and not upon expiration of the reconsideration period. Judicial appeal is to Snohomish County Superior Court.

PASSED by the City Council of the City of Lake Stevens this 24 day of September, 2012.

\_\_\_\_\_  
Vern Little, Mayor

ATTEST/AUTHENTICATION:

\_\_\_\_\_  
Norma J. Scott, City Clerk/Admin Asst

APPROVED AS TO FORM:

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Grant K. Weed, City Attorney

First Reading: August 27, 2012

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Published:

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2012

# City of Lake Stevens Subarea Design Guidelines



City of Lake Stevens

9/24/2012



# SUBAREA DESIGN GUIDELINES

## Table of Contents

<b>PREFACE</b> .....	1
<b>I. EXPLANATION OF DESIGN GUIDELINES</b> .....	2
A. What are Design Guidelines? .....	2
B. Where do the Design Guidelines Apply?.....	2
C. Structure of Design Guidelines.....	2
D. Alternative Methods to Achieve Design Compatibility .....	2
<b>II. SITE ORIENTATION AND DESIGN</b> .....	3
A. Pedestrian Orientation & Streetscape.....	3
B. Architectural Landmarks & Gateways.....	5
C. Plazas, Courtyards, & Seating Areas.....	6
E. Crosswalks & Intersections .....	8
F. Pedestrian Connections .....	9
G. Parking Lots .....	10
H. Screening of Trash & Service Areas.....	13
<b>III. BUILDING DESIGN</b> .....	14
A. Primary Orientation .....	14
B. Ground Level Details.....	15
C. Massing & Articulation.....	18
D. Architectural Character .....	19
E. Signs .....	22
<b>IV. MULTIFAMILY NEIGHBORHOODS</b> .....	25
A. Site Design (applicable to High Urban Residential and Mixed-Use Neighborhood districts) .....	25
B. Parking and Access.....	27
C. Building Design.....	28
<b>V. GLOSSARY &amp; DEFINITIONS</b> .....	30

Ord No. 876, EXHIBIT 1

## Figures

Figures 1 and 2 Show Pedestrian Zones and Pedestrian Amenities .....	3	Figure 35 Storefront Window Transparency Along The Street .....	16
Figure 3 Sidewalk Zones .....	3	Figures 36, 37, and 38 Different Blank Wall Treatments .....	17
Figure 4 Street Orientation and Site Landscaping .....	4	Figures 39, 40, and 41 Illustrate Scale-Reducing Elements Through Vertical and Horizontal Articulation .....	18
Figure 5 Preference For Location Of Drive-Through Uses .....	4	Figures 42 (Commercial) and 43 (Office / Mixed-Use) Show Desirable Subarea Amenities .....	19
Figures 6, 7, and 8 Illustrate Distinctive Gateway Treatments .....	5	Figures 44 (Mixed-Use) and 45 (Office) Typify Desirable Design Concepts For Different Uses.....	19
Figure 9 Mixed-Use Building With Plaza Space At The Corner .....	6	Figures 46 and 47 Demonstrate Use Of Materials and Windows To Enrich The Quality Of The Building .....	20
Figure 10 Pedestrian Open Space Within A Private Development .....	6	Figure 48 Varied Roof Pattern Along The Street In An Office Building .....	21
Figures 11 and 12 Examples Of Lighting Fixtures .....	7	Figure 49 Different Roof Forms.....	21
Figures 13 Pedestrian Scaled Lighting .....	7	Figures 50 and 51 Show Creative Pedestrian- Oriented Signage Along The Street.....	22
Figures 14, 15, and 16 Illustrate Decorative Road Treatments .....	8	Figures 52, 53, and 54 Illustrate Desirable Freestanding Sign Elements.....	23
Figures 17 and 18 Pedestrian Pathways And Connections.....	9	Figures 55 and 56 Examples Of High Quality Wall Sign and Pedestrian-Oriented Signs .....	24
Figure 19 Low Wall With Landscaping Along Street Edge .....	10	Figure 57 Appropriate Interior Landscaping .....	25
Figure 20 Raised Planter Along Street Edge .....	10	Figure 58 Enhanced Perimeter Landscaping .....	25
Figure 21 Enhanced Landscaping Along Street Edge.....	10	Figure 59 Inviting Outdoor Space.....	26
Figure 22 Parking Lot Landscaping .....	11	Figures 60 and 61 Examples Of Structured Parking Facilities.....	27
Figure 23 Pedestrian Path Through A Parking Area.....	11	Figure 62 Varied Pitched Roof Forms.....	28
Figures 24 and 25 Show Multipurpose Landscape Areas For Screening and Stormwater Control.....	12	Figure 63 Private Interior Open Spaces.....	28
Figure 26 Structured Parking Along Street Edge .....	12	Figures 64 and 65 Provide Examples Of Articulation and Modulation Along Street.....	29
Figure 27 Screening Of Trash Area .....	13		
Figure 28 Consolidated Meters Screened By Landscaping .....	13		
Figures 29, 30, and Figure 31 Commercial Buildings Oriented Toward Pedestrian Spaces.....	14		
Figure 32 Covered Entrance .....	15		
Figure 33 Ground Level Weather Protection Features.....	15		
Figure 34 Different Desirable Ground Level Details .....	16		

## **PREFACE**

As discussed in the subarea plans for the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor, the city of Lake Stevens has created a framework to diversify the economy and housing stock within two gateway regions to the city. The development and redevelopment projected to occur in these areas provides an opportunity to improve the visual character of these areas and serve as new focal points for the city.

The proposed land uses for each subarea will compliment the other and provide new areas for shopping, services, employment, and housing for surrounding neighborhoods and the greater city. The Lake Stevens Center will function as a retail center with distinct districts envisioned to contain multi-level retail, restaurant, and entertainment opportunities for the community. In comparison, the 20<sup>th</sup> Street SE Corridor will provide employment opportunities and neighborhood level retail. Both areas will provide opportunities for diverse higher density housing options. As planned, the subareas will provide high-quality architecture and a unique revitalized community character.

The Subarea Design Guidelines will be used in conjunction with Title 14 of the Lake Stevens Municipal Code, specifically Chapter 14.38 LSMC. The development regulations provide the prescriptive standards, while the guidelines will provide options for developing aesthetically pleasing development.

City staff developed the Lake Stevens Subarea Design Guidelines in consultation with the city boards, elected officials, and the subarea architect team. The guideline developed over several months and many meetings and community workshops. The following individuals and groups were instrumental in the preparation of the guidelines.

### **City of Lake Stevens Planning and Community Development Staff:**

Russell Wright, Senior Planner

Karen Watkins, Principal Planner

Rebecca Ableman, Planning and Community Development Director

### **City Officials:**

Design Review Board

Planning Commission

City Council

### **Consultant:** LMN Architects

## **I. EXPLANATION OF DESIGN GUIDELINES**

### **A. What are Design Guidelines?**

Design guidelines encapsulate a jurisdiction's vision for the appearance of land uses or special areas by defining specific design criteria and augmenting development regulations. As envisioned, these guidelines will direct the physical attributes of the subareas ensuring that sites and structures express unique, high-quality design while limiting "strip-like" and corporate architecture. In addition, the proposed design guidelines will help bridge development and natural amenities within the individual subareas – existing and anticipated – leading to a cohesive distinct subarea identity that reflect its location and function.

### **B. Where do the Design Guidelines Apply?**

The City shall apply design guidelines to new construction and substantial alterations within the Lake Stevens Center and 20<sup>th</sup> Street SE Corridor subareas to reinforce the desired identity of the area and encourage the efficient use of developable land. The application of cohesive design guidelines will promote a consistent quality of development and support the goals and policies of the subarea plan.

All proposed development must follow the prescriptive requirements identified in the *Lake Stevens Municipal Code* (LSMC) and *Engineering Design and Development Standards* (EDDS), unless superseded by specific design guidelines. The design guidelines apply to new construction and substantial alterations. Following LSCM 14.16C.020, the Design Review Board will review projects when the construction value is greater than \$100,000; otherwise, the city will conduct an administrative design review.

### **C. Structure of Design Guidelines**

The guidelines provide common design elements (e.g., site planning, building materials, storefronts, etc.) and best practices throughout the subareas and additional guidance for particular uses such as multifamily residential. Each design element includes an intent

statement, followed by detailed descriptions of elements that provide the design review criteria for decision makers. Each section may include conceptual examples and illustrations that identify the City's design expectations for site development and building construction.

The guidelines use imperative words to describe the implementation of design goals. The terms "shall" or "must" indicate that the requirement is mandatory; while, the terms "should" or "may" signify that there is flexibility in application. Regardless of which term is used, applicants must address the design goal in their project design. The structure of the guidelines enumerates design elements sequentially for ease of reference. Applicants should not interpret individual design elements as hierarchical; rather, each element is an option within a "menu" of options that will lead to design consistency.

### **D. Alternative Methods to Achieve Design Compatibility**

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

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

Ord No. 876, EXHIBIT 1

## II. SITE ORIENTATION AND DESIGN

### A. Pedestrian Orientation & Streetscape

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

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

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

**2. Street Landscaping** – all developments must provide landscaping along the street appropriate to the applicable street network identified in the *Subarea Plan* and according to the City's *Engineering Design and Development Standards* (EDDS).

- a. Street trees must be planted in a tree well approximately every thirty feet on center, in the public amenity area, between the sidewalk and street in commercial areas and along arterial and collectors.
  - i. Street tree wells must include either decorative pervious pavers or ornamental grating level with the sidewalk.
- b. Full planter strips are allowed along residential streets.



Figures 1 and 2 show pedestrian zones and pedestrian amenities

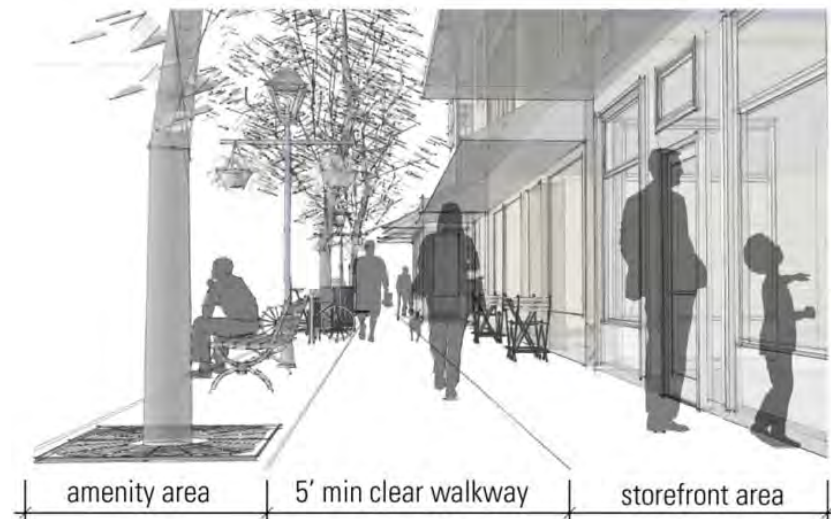


Figure 3 sidewalk zones



### 3. Setbacks

- a. Commercial buildings shall be set as close as possible to the sidewalk, but provide enough space for pedestrian uses and amenities, as described in Section II.A, subject to the following:
  - i. Distinctive entries or covered courtyards, located along a pedestrian-oriented facade, may touch the sidewalk for design purposes; and
  - ii. Buildings at the corners of intersections should be set back from the corner property lines to incorporate pedestrian amenities.

### 4. Site Landscaping

– all developments are encouraged to provide distinctive landscape elements, comprised primarily of hardy, attractive, and easily maintained native Northwest plants, appropriate to the scale of development, within pedestrian-oriented areas that may include a mix of the following elements:

- a. Planter beds that integrate standard planted materials along with perennials and/or annuals to provide seasonal color;
- b. Planters or large pots with small shrubs and seasonal flowers;
- c. Hanging baskets; and/or
- d. Special features such as rock walls, hardscape, boulders, water features.

### 5. Drive-through Uses

- a. Uses that require drive-through lanes shall provide adequate vehicle queuing space outside the public right-of-way, but on-site in vehicular circulation aisles.
- b. Drive-through lanes shall be located along secondary and rear facades, but cannot be located between the building and the public right-of-way, unless another intervening building(s) exists between the drive-through and public right-of-way and

adequately screens the drive-through;

- c. Two drive-through lanes shall be permitted for the specific business being served by the drive-through lane, with only one drive-through lane allowed in the Main Street District;
- d. Access to the drive-through shall be provided only from an associated parking area; direct access to a drive-through from a project entry drive aisle or from a public or private road shall not be allowed; and
- e. One of the methods identified in Section II.G.I.b must screen drive-through uses.



*Figure 4 street orientation and site landscaping*



*Figure 5 preference for location of drive-through uses*

Ord No. 876, EXHIBIT 1

## B. Architectural Landmarks & Gateways

**Intent – Promote distinctive architectural landmark structures at key commercial intersections**

1. **Structure** – developments situated at the intersection of two arterial streets or an arterial street and a collector street shall include an enhanced structure on the corner to mark that location as an architectural landmark. To achieve this effect, the structure's vertical dimension shall be at least 25 feet. The structure may incorporate functional space, but may be merely decorative. Landmark structures should include at least two of the following features:
  - a. A tower;
  - b. A distinctive roof form;
  - c. A pergola, trellis or arcade;
  - d. Public art with a valuation of at least 0.5% of the total construction cost;
  - e. Over-sized windows; and/or
  - f. One of the landscape elements from II.A.4.



Figures 6 (left), 7 (above) and 8 (below) illustrate distinctive gateway treatments





Ord No. 876, EXHIBIT 1

### C. Plazas, Courtyards, & Seating Areas

***Intent –Create a variety of usable and interesting open spaces within private development for pedestrian use***

1. New or renovated buildings shall provide plazas, courtyards, or other pedestrian spaces at or near their main entrances.
2. Retail Centers or business parks under common ownership, where the primary orientation is not a commercial street, may provide a central combined plaza or other pedestrian open space, easily accessible at or near their main entrances.
3. Pedestrian spaces should be a minimum of one square foot of plaza per 100 square feet of building area.
4. Plazas, courtyards and other pedestrian spaces should include at least one of the landscape elements from II.A.4.
5. Plaza or courtyard should include public seating, such as benches, tables, or low seating walls. When public seating is provided, the area must contain at least three feet of seating or one individual seat per 100 square feet of the plaza or courtyard.
6. Covered plazas or partially covered plazas are encouraged to allow year round use.



*Figure 9 mixed-use building with plaza space at the corner*



*Figure 10 pedestrian open space within a private development*

Ord No. 876, EXHIBIT 1

## D. Lighting

***Intent – Ensure that lighting reinforces the design concept, contributes to the streetscape character, and does not disturb adjacent developments***

### 1. Street Lights

- a. Pedestrian-scaled lighting, generally below 16 feet, is required along streets and in plazas and courts.
- b. Use city-approved street light fixtures along street frontages.
- c. Provide complementary lighting fixtures throughout the subarea, that enhance the area's architecture and character, including but not limited to pathway, accent, bollards, parking lot, and wall mounted light fixtures.



*Figures 11 (left) and 12(right) examples of lighting fixtures*

### 2. Site Lighting

- a. Accent lighting may be incorporated in design to draw attention to special building and/or landscape features.
- b. Up-lighting on trees and provisions for seasonal lighting are encouraged.
- c. Exterior lighting fixtures shall be high quality, incorporate architectural detail, and maintain a pedestrian-scale that enhances the site's architecture and character.



*Figures 13 pedestrian scaled lighting*



Ord No. 876, EXHIBIT 1

## E. Crosswalks & Intersections

***Intent – Enhance pedestrian safety by consolidating driveways, while providing for adequate vehicular and service access***

### 1. Crosswalks & Intersection Treatments

- a. Major intersections where two arterial streets or an arterial street and a collector street intersect shall use different materials and textures from the adjacent street paving (e.g., stamped or stained concrete, decorative pervious pavers, etc.) to demarcate crosswalks.
- b. To increase area wide aesthetic appeal, intersection control features, such as raised islands, dividers, etc. must be treated in the following manner:
  - i. When the feature is paved, it must be paved in a different material and texture than the adjacent street paving (e.g., stamped or stained concrete, decorative pervious pavers, etc.); or
  - ii. When the feature is not paved, it must provide special landscaping that may integrate planters with perennials and/or annuals, rock walls, boulders, water features, and/or accent lighting with standard planted materials.



*Figures 14 (left), 15 (above), and 16(below) illustrate decorative road treatments*





Ord No. 876, EXHIBIT 1

## F. Pedestrian Connections

***Intent – Create a network of safe and attractive pedestrian linkages that connect buildings, pedestrian spaces, and parking areas***

### 1. Pedestrian pathways

- a. Provide clearly defined and convenient pedestrian pathways not less than five feet wide in the following locations:
  - i. Between public rights-of-way and building entrances;
  - ii. Between parking lots and building entrances;
  - iii. Between adjacent developments;
  - iv. Where a transit stop abuts a site include a pedestrian walkway from the main entrance to the transit stop; and
  - v. On sites abutting vacant or underdeveloped land, provide connections for future pathways and sidewalks.
- b. Pedestrian connections should be clearly defined in a combination of at least two of the following ways:
  - i. Six-inch vertical curb;
  - ii. Trellis;
  - iii. Special railing;
  - iv. Bollards;
  - v. Special paving;
  - vi. Low seat wall and/or other architectural features;
  - vii. Pedestrian scale lighting, bollard lighting, accent lighting, or combination thereof; and/or
  - viii. Continuous landscape area (minimum three foot width) on at least one side of the walkway, except where the walkway crosses vehicular travel lanes.



Figures 17 (above) and 18 (below) pedestrian pathways and connections



Ord No. 876, EXHIBIT 1

## G. Parking Lots

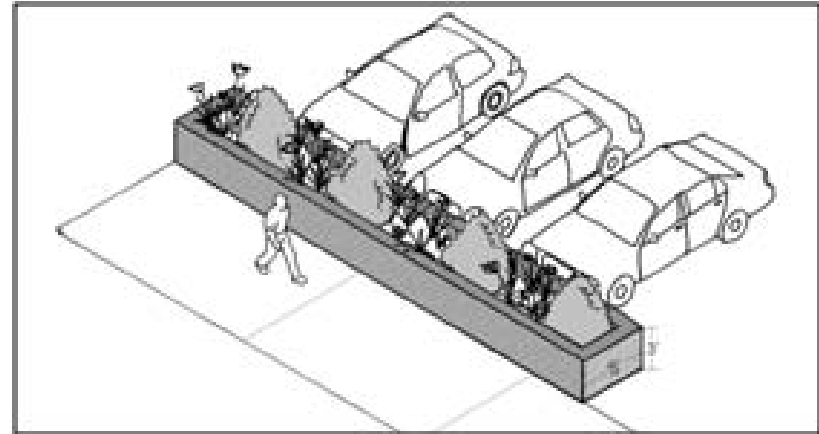
***Intent – Reduce the visual impact of parking lots through landscaping and/or architectural features; Maintain pedestrian visibility and security; and Encourage parking structures***

### 1. Parking Lot Configuration & Screening

- a. Locate parking lots behind buildings, when possible.
- b. Where parking lots remain in front of or beside buildings, parking lots shall be screened adjacent to the right-of-way with one of the following treatments:
  - i. Low walls made of concrete, masonry, or similar material not to exceed a total height of three feet, within a minimum five-foot landscape bed that contains a mix of trees and shrubs per Section 14.38.070 LSMC; and
  - ii. Raised planters made of concrete, masonry, or similar material not to exceed a total height of three feet including planter and landscape material that contains a mix of trees and shrubs per Section 14.38.070; and
  - iii. A minimum 10-foot wide landscape buffer per Section 14.38.070.



*Figure 19 low wall with landscaping along street edge*



*Figure 20 raised planter along street edge*



*Figure 21 enhanced landscaping along street edge*



Ord No. 876, EXHIBIT 1

- c. Fencing around parking lots shall be allowed if the following conditions are met:
  - i. The fence does not exceed a maximum height of six feet and any portion higher than three feet must be 75% transparent;
  - ii. The fence compliments the material or architectural style used in the development; and
  - iii. Chain link fencing, coated or uncoated, shall not be used on any street frontage, adjacent public sidewalk or adjacent to a residential or pedestrian area, but may be allowed in service areas not visible to the public.

## 2. Parking Lot Landscaping

- a. Provide landscaping within all parking areas to reinforce circulation patterns, especially at entrances, the ends of drive aisles, and along pedestrian walkways and streetscape.
- b. Provide a mix of evergreen and deciduous trees and shrubs, annuals and perennials, and groundcover to provide multi-seasonal interest, color, and texture as a unifying design element to frame human-made elements with a natural backdrop.
- c. Encourage the use of hardy, attractive, and easily maintained native Northwest plant material to conserve water.
- d. As feasible, it is strongly encouraged that all developments consider using required landscape areas to augment the developments stormwater system with Low Impact Development techniques, such as rain gardens as seen in the city's EDDS document.



*Figure 22 parking lot landscaping*



*Figure 23 pedestrian path through a parking area*

ATTACHMENT B

Ord No. 876, EXHIBIT 1



*Figures 24(above) and 25 (below) show multipurpose landscape areas for screening and stormwater control*



- ii. Provide a minimum five-foot wide landscape area along the length of the parking structure that includes the elements of Section 14.38.070 LSMC.
- iii. Wrap the front of structured parking areas with active building spaces, such as retail storefronts to blend in with other buildings; and
- iv. Excavate structured parking areas, so that living or retail space above is brought closer to ground level.



*Figure 26 structured parking along street edge*

### 3. Parking Structures

- a. Ground level parking structures shall complement the architecture of the building and cannot dominate the ground level of street frontages or primary facades and must be screened from view by at least one of the following:
  - i. Screen exterior walls with architectural details, such as banding, a frieze, cornice, trellis, reveal, decorative metal artwork, or similar;



Ord No. 876, EXHIBIT 1

## H. Screening of Trash & Service Areas

**Intent:** Screen trash, service, utility, and mechanical areas from public view in pedestrian or residential areas

### 1. Service Areas

- a. Locate service areas away from primary pedestrian areas, such as near the rear of a building or off an alley, when possible.
- b. Loading and service areas shall not face any residential district, public street or plaza space; unless no other location is possible.
- c. Consolidate garbage/recycling dumpsters.
- d. Screen all visible service, loading and trash collection areas by a combination of plantings and architectural treatments.
- e. Acceptable screening methods include:
  - i. A masonry or wood enclosure that reflects the primary building's architecture, including but not limited to consideration of proportion, color, texture, and materials (chain link fencing with complementary colored slats are acceptable on gates);
  - ii. Five-foot wide landscape screen per 14.76.040(a)(2); or
  - iii. Other treatment approved by the City.

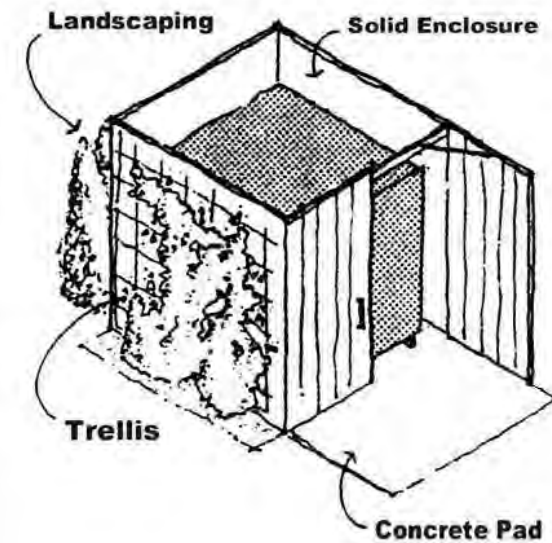


Figure 27 screening of trash area



Figure 28 consolidated meters screened by landscaping



Ord No. 876, EXHIBIT 1

### III. BUILDING DESIGN

#### A. Primary Orientation

- a. Orient windows, main entrances, and other principal building elements toward the street<sup>1</sup> to strengthen the pedestrian-oriented environment and street front pattern.
- b. Storefronts, windows, merchandise, and other aspects of business activity should be visible to people traveling along streets or along primary facades inside shopping centers.
- c. Buildings, landscaping, and other public amenities (e.g., accent lighting, outdoor dining areas, drinking fountains, distinctive paving, public art and/or water features, etc.) should be the predominant site features, rather than parking lots.
- d. Buildings/businesses facing a public street on one side and a parking lot, pedestrian pathway, and/or street on other sides, are strongly encouraged to provide a secondary entry from the parking lot, pedestrian pathway, or alley.



*Figures 29 (left), 30 (above), and 31(below) commercial buildings oriented toward pedestrian spaces*



<sup>1</sup> Private lanes or principal drive aisles inside shopping centers shall be considered streets for design purposes.

Ord No. 876, EXHIBIT 1

## B. Ground Level Details

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

### 1. Entrances

- a. Principal building entrances shall be visible from the street or primary façade and marked by at least one of the following elements:
  - i. Large entry doors;
  - ii. Recessed entrance;
  - iii. Protruding entrance; or
  - iv. Portico, arcade, or like.
- b. Principal building entrances should be further enhanced with a change in material, color, or texture.

### 2. Weather Protection

- a. Principal building entrances and primary facades shall incorporate weather protection with a minimum depth of five feet) such as awnings, canopies, pergolas, etc. that meet the following requirements:
  - i. The weather protection features shall extend along a minimum of 75% of the ground floor façade;
  - ii. The vertical dimension between the underside of a canopy and the sidewalk or entry pathway shall be at least eight feet and no more than 12 feet; and
  - iii. Plastic or similar low-quality materials are not allowed for weather protection features.



Figure 32 covered entrance



Figure 33 ground level weather protection features



Ord No. 876, EXHIBIT 1

### 3. Facade Details

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

the façade at entries; and

- iv. At least two of the elements in section III.B.3.a.

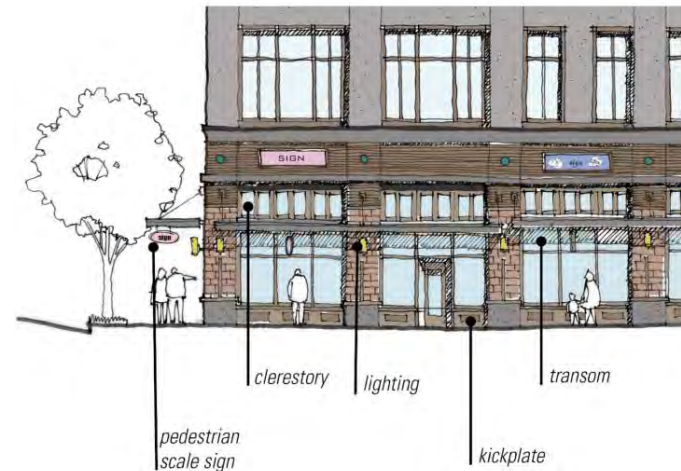


Figure 34 different desirable ground level details

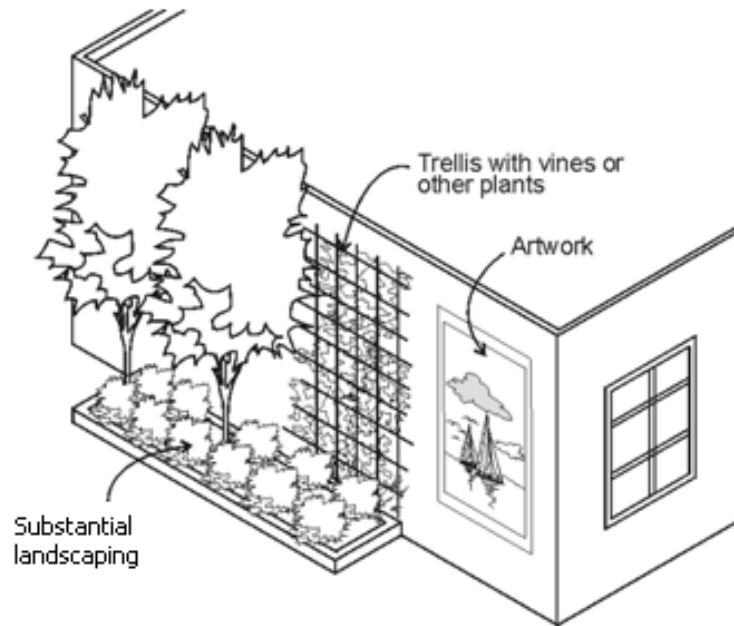


Figure 35 storefront window transparency along the street

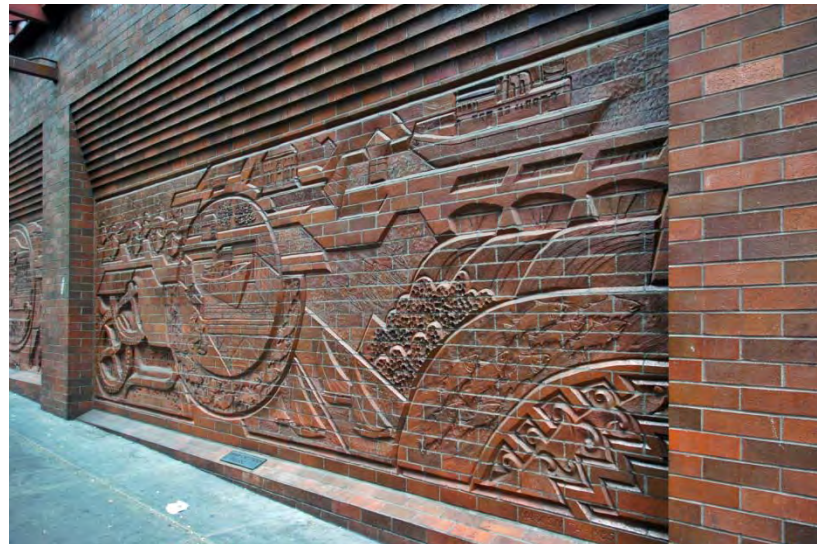
Ord No. 876, EXHIBIT 1

#### 4. Blank Wall Treatments

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



*Figures 36 (left), 37(above) and 38 (below) different blank wall treatments*





Ord No. 876, EXHIBIT 1

## C. Massing & Articulation

**Intent – Reduce the apparent bulk of buildings and facades and maintain human scale architecture**

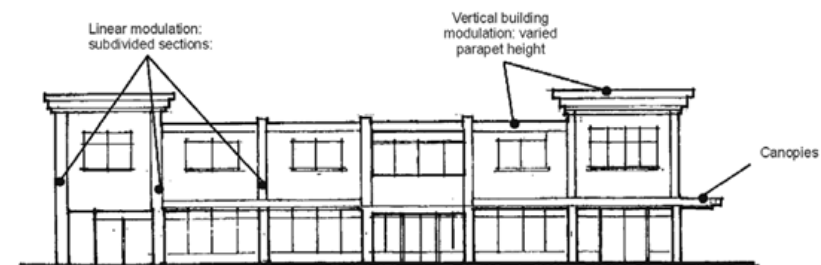
### 1. Massing

- a. Buildings above 30 feet in height must provide a defined building top, middle, and base.
  - i. The base will include distinct architectural features, masonry, and colors.
  - ii. The middle of the building will include a change in materials or color, or inclusion of distinct windows, balconies, step-backs and signage.
  - iii. The top of the building will emphasize a distinct profile or outline with elements such as a projecting parapet, cornice, upper level setback or pitched roofline.

### 2. Articulation

- a. Horizontal building façades shall include articulation, at least every 30 feet, along façades that face streets and/or where the primary entrance is oriented to a parking lot to visually divide the façade with at least three of the following methods:
  - i. Varied building heights, roof forms, and orientation;
  - ii. Changes in building material;
  - iii. Changes in building color;
  - iv. Different window types, including bay windows; and/or
  - v. Project, recess, and/or offset portions of the façade to a minimum depth 18 inches with a width of four feet.

*Figures 39 (top right), 40 (middle right), and 41 (bottom right) illustrate scale-reducing elements through vertical and horizontal articulation*





Ord No. 876, EXHIBIT 1

## D. Architectural Character

***Intent – Provide well-designed buildings that use high-quality materials that highlight subtle and refined design elements to enhance the visual character of the district***

### 1. Design Concept

- a. Establish vibrant contemporary urban districts that use high-quality, modern building materials and methods to create a visual identity that is distinct from historic architectural styles.
- b. Create a varied, non-homogenous set of buildings within each neighborhood and throughout the district.
- c. Architectural design for commercial and mixed-use buildings should minimize corporate architecture.
  - For example, some fast food franchises have specific architectural features that reinforce their identity.
  - Buildings that function as signs are discouraged because they are difficult to adapt to other future uses.



Figures 44 (above – mixed-use) and 45 (below –office) typify desirable design concepts for different uses



Figures 42 (left – commercial) and 43 (left – office / mixed-use) show desirable subarea amenities



Ord No. 876, EXHIBIT 1

## 2. Building Materials

- a. Construct buildings with durable, high-quality materials that enhance the character of the area:
  - i. Building façades should be composed predominantly of durable materials such as decorative masonry (but not flat concrete block) wood siding, and/or quality materials resembling wood, stone or masonry siding;
  - ii. Incorporate metal cladding, concrete, glass, tile as well as natural materials as secondary materials to increase aesthetic appeal;
  - iii. Tilt-up construction is allowed, when exposed concrete is finished with other materials, design patterns and colors compatible with surrounding buildings;
  - iv. Change finish materials, colors, or textures on building elements to provide further articulation, add variety, and define building details or even functions; and
  - v. Limit the use of low-quality, less durable materials with high life-cycle costs, such as plywood sheathing, “T-111”-like siding, and vinyl siding for exterior cladding.

## 3. Windows

- a. Consider multi-paned window fenestration (windows with several panes separated by mullions).
- b. Consider incorporating window trim that differs in material, provides a contrasting color to the building and/or incorporates projecting window sills.



*Figures 46 (above) and 47 (below) demonstrate use of materials and windows to enrich the quality of the building*



Ord No. 876, EXHIBIT 1

#### 4. Rooflines

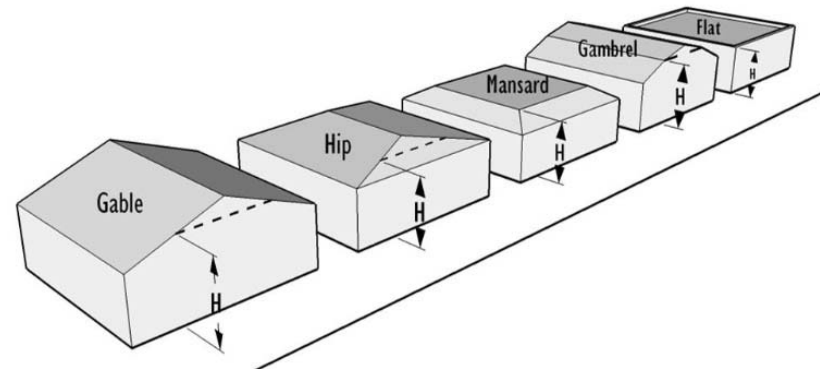
- a. Include a variety of roof slopes, details, materials, and configurations.
  - i. Provide dormers, stepped roofs, gables, or other elements to reinforce the modulation or articulation for storefront development or to break up larger buildings.
  - ii. Buildings with pitched or sloping roofs shall have a minimum slope of 4:12 and a maximum slope of 12:12.
- b. Commercial buildings with flat roofs shall be architecturally treated or articulated with a parapet wall, combined with ornamental molding, entablature, frieze, cornice or other architectural detail to create a prominent edge when viewed against the sky.
- a. Cornices shall be made of a different material and color than the predominate siding of the building.



*Figure 48 varied roof pattern along the street in an office building*

#### 5. Screening Rooftop Equipment

- a. Use low profile or recessed mechanical units on rooftops.
- b. Screen rooftop mechanical and communications equipment from the ground level of nearby streets.
- c. Screen mechanical and communications equipment with architectural features, such as an extended parapet wall or other integrated elements.
- d. Integrate mechanical and communication equipment into the design of the roofs and buildings.



*Figure 49 different roof forms*



Ord No. 876, EXHIBIT 1

## E. Signs

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

### 1. Creativity and Quality Design

- a. Signs should be highly graphic in form, expressive and individualized.
- b. Signage must include design and materials, consistent with the design and architecture of the primary building(s).
- c. Signs should use clear, bold graphic symbols and logos.
- d. Signs should convey the product or service offered by the business in a bold, graphic form.
- e. Projecting signs or suspended signs, supported by ornamental brackets, oriented toward pedestrians are strongly encouraged where allowed.
- f. Signs shall not be roof mounted or extend higher than the roof edge, parapet, or exterior wall.
- g. Signs fabricated out of mixed-media, including metal reverse-illuminated letters, illuminated individual letters, signs etched or cutout of solid material, such as wood or brass and illuminated from behind are preferred.
- h. Cabinet and plastic sheet type signs are discouraged and subject to design approval.



Figures 50 (above) and 51 (below) show creative pedestrian- oriented signage along the street



ATTACHMENT B

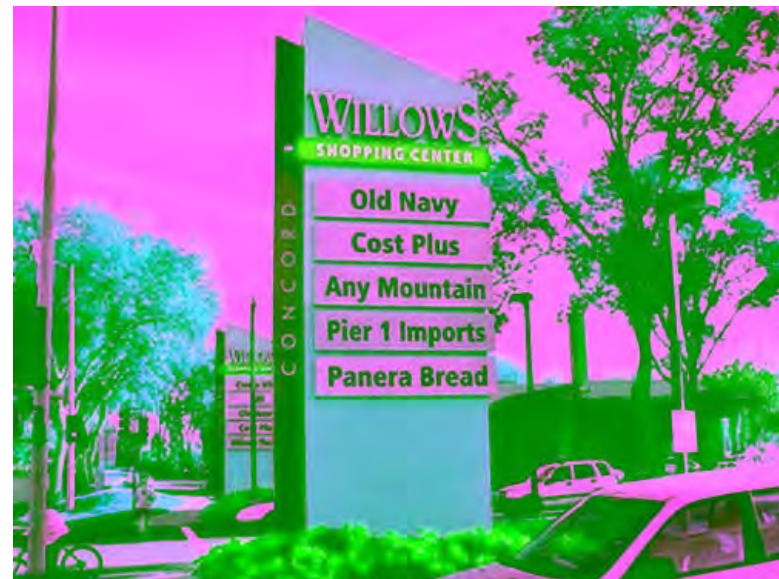
Ord No. 876, EXHIBIT 1

## 2. Freestanding Signs

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



Figures 52 (left), 53 (above), and 54 (below) illustrate desirable freestanding sign elements





Ord No. 876, EXHIBIT 1

### 3. Pedestrian-Oriented and Wall Signs

- a. All pedestrian-oriented and wall signs are subject to the following restrictions:
  - i. Pedestrian-oriented signs should be smaller in scale than those oriented to passing traffic;
  - ii. Signs projecting from facades or are suspended over walkways or sidewalks are preferred in mixed-use districts;
  - iii. Signs shall not cover architectural features such as building trim, or ornamentation including areas between vertical piers or columns, blank areas on a gabled roof, or upper reaches of a false-fronted building
- b. Wall signs must be integrated into the building's architecture and tenant layout by at least one of the following means:
  - i. Wall signs must be centered above the business' entrance;
  - ii. Wall signs must fit within the architectural features of the building, such as being centered on a recessed panel or area specifically designed for signage;
  - iii. Sign aligned within a major building element such as centered under a roof gable or special corner feature; and
  - iv. Other measures acceptable to the city that meets the intent of these guidelines.



*Figures 55 (above) and 56 (below) examples of high quality wall sign and pedestrian-oriented signs*



Ord No. 876, EXHIBIT 1

## IV. MULTIFAMILY NEIGHBORHOODS

*Intent – Reinforce the residential character of multifamily developments; and Create usable areas such as plazas, courtyards, and other outdoor spaces with robust landscaping.*

### A. Site Design<sup>2</sup>

#### 1. Orientation

- a. Orient building entrances to public streets, within the confines of the site characteristics, to enhance the character of the street that include the following:
  - i. Direct entries and access to the sidewalk on exterior buildings including to the public sidewalk;
  - ii. Pedestrian walkways or paths to every unit;
  - iii. A minimum of five-foot front landscaping that may include a mix of lawn, trees, shrubs, and seasonal flowers, subject to LSMC 14.38.070, between the building and sidewalk; and
  - iv. Decorative features, such as trellises, benches, special lighting, boulders, etc are encouraged between the building and sidewalk.
- b. Provide a frontage character compatible with existing neighborhoods, as appropriate.

#### 2. Landscaping

- a. Use landscaping to unify the overall site design and to reduce the visual impact of multifamily developments and provide usable outdoor space for residents.



*Figure 57 appropriate interior landscaping*



*Figure 58 enhanced perimeter landscaping*

<sup>2</sup> applicable to High Urban Residential and Mixed-Use Neighborhood districts

Ord No. 876, EXHIBIT 1

- i. Provide internal landscaping, in areas of the site not otherwise developed, comprised of native plants, with a mix of lawn, planting beds, trees and shrubs, annuals and perennials, rock features, water features, and/or accent lighting.
- ii. Retain existing native or desirable mature vegetation
- b. Encourage the use of hardy, attractive, and easily maintained native Northwest plant material to provide multi-seasonal interest, color, and texture.
- c. Integrate stormwater features into the landscape as attractive site amenities, not merely, as utilitarian features.

### 3. Outdoor Spaces

- a. Provide a combination of both private and common outdoor spaces visible and accessible to residents large enough to provide functional leisure or recreational activity.
  - i. Common outdoor spaces shall be a minimum of 20 percent of the site with a minimum width of 20 feet. To maximize usability, multifamily developments should combine common open spaces into larger areas.
  - ii. Common outdoor spaces used to meet these guidelines shall not be located within required buffer areas.
  - iii. Do not locate outdoor spaces adjacent to dumpster enclosures, loading/service areas or other incompatible service areas.
  - iv. Open spaces should be oriented to receive sunlight, when possible.
  - v. Taller mixed-use structures may provide roof top outdoor spaces.
  - vi. Provide lighting within outdoor spaces to provide visual interest as well as an additional security function.

- b. Common outdoor spaces shall provide at least three of the following amenities to accommodate a variety of ages and activities:
  - i. Site furnishings (benches, tables, bike racks, etc.);
  - ii. Picnic areas;
  - iii. Patios, plazas, atriums, or courtyards;
  - iv. Tot lots and play fields;
  - v. Gardens;
  - vi. Open lawn; and/or
  - vii. Sports courts, such as tennis or basketball courts.



*Figure 59 inviting outdoor space*

- c. Provide each dwelling unit with a private outdoor space that may include balconies, yards, decks, terraces, and patios not less than 50 square feet with no dimension less than five feet.
- d. Ground level open spaces are subject to the following standards:



Ord No. 876, EXHIBIT 1

- i. Screen private open spaces with berms, low walls, fences, hedges, and/or landscaping;
- ii. Limit walls, hedges, and fences to a maximum height of 42 inches that is no more than 60% opaque; and
- iii. Walls or fences must integrate with the architecture of the building and add visual interest in detail, materials, or color of the feature.

## B. Parking and Access

### *Intent – Reduce the impact of parking facilities on the streetscape and neighboring properties*

1. Limit shared ingress and egress lanes to one lane for every 300 linear feet of street frontage or one lane per lot if the frontage is less than 300 feet.
2. Preferred Parking:
  - i. Side, rear, or internal for stacked apartments or condominiums using surface lots or structures or providing carports or garages;
  - ii. Surface lots must follow the elements of Section II.G; or
  - iii. First level from streets for townhomes. Front yard parking aprons or pullouts are allowed if no alternative exists.
3. Carports and detached garages shall incorporate pitched roofs of a design similar to the principal structure; minimize blank garage doors; and provide architectural details on the garage door or structure.
4. Attached carports and garages shall incorporate pitched roofs of a design similar to the principal structure or recess garage doors from structures; minimize blank garage doors; and provide architectural details on the garage door or structure.



Figures 60 (above) and 61 (below) examples of structured parking facilities





Ord No. 876, EXHIBIT 1

5. Ground level parking structures should be screened from view by the following methods:
  - i. Screen exterior walls with architectural details, such as banding, a frieze, cornice, trellis, decorative metal artwork, or similar; and
  - ii. Provide a minimum five-foot wide landscape area along the length of the parking structure that includes the elements of LSMC 14.38.070.

## C. Building Design

***Intent – Maintain the residential scale and character of neighborhoods and project an image of quality***

### 1. Pitched Roof Forms

- a. Residential structures are encouraged to use gabled roofs to emphasize vertical proportions and create modulation.
- b. Incorporate pitched roof forms having slopes between 4:12 and 12:12.
- c. Alternate dormers and rooflines to reinforce roofline modulation.

### 2. Design to Increase Privacy

- a. Provide designs to maximize privacy from adjacent yards and residences.
  - i. Locate windows high on walls & stagger placement of windows on adjacent buildings (use sight-obscuring glass, when design cannot practically minimize privacy impacts.
  - ii. Set balconies back at least 10 feet from side or rear property lines.
  - iii. Fences used to separate private and public spaces shall not exceed 42-inches in height.



*Figure 62 varied pitched roof forms*



*Figure 63 private interior open spaces*

Ord No. 876, EXHIBIT 1

### 3. Architectural Character & Scale

- a. Use lines and rhythms to create a human scale streetscape by including a mix of vertical and horizontal elements as expressed by bays, belt lines, doors and windows.
- b. Modulate building facades along the public street at least every 30 feet by projecting or recessing portions of the façade at least four feet.
- c. Residential structures shall emphasize single-story massing elements using architectural features such as porches and bays, dormers, etc. as seen from the street.
- d. Residential structures are encouraged to change materials, colors, and/or textures on different elements to provide further articulation and additional variety and character.



*Figures 64 (above) and 65 below provide examples of articulation and modulation along street*



Ord No. 876, EXHIBIT 1

## V GLOSSARY & DEFINITIONS

**Arcade** – An arched covered passageway along a building facade open to the street frontage.

**Architrave** – The lowest division of an entablature resting immediately on the capital of the column in classical architecture and/or the molding around a rectangular opening, such as a door.

**Articulation** – Articulation means a design emphasis placed on particular architectural details, materials, changes in building plane (recessed or extended from building surface), contrast in materials, or decorative artwork.

**Awning** – Awning means a roof-like cover extending over or in front of a structure (as over the deck or in front of a door or window) as a shelter.

**Balcony** – Balcony means an outdoor space built as an above-ground platform projecting from the wall of a building and enclosed by a parapet or railing.

**Bay Window** – Bay window means typically a multi-paned window protruding from the main exterior wall.

**Belt Course** – A course of masonry that extends the length of a façade and visually stands out from the rest of the wall by color, texture, pattern, projection or recess.

**Blank Walls** – Any wall or portion of a wall over four feet in height at ground level that is longer than 30 feet and has a surface area of 400 square feet of vertical surface without a window, door, or building modulation or other architectural feature

**Bollard** – A low post made of stone, concrete, or metal or other material that delineates a pedestrian area or walkway.

**Column** – A supporting pillar that typically consists of a round shaft, a capital, and a base

**Cornice** – Cornice means in classical architecture, the top, projecting section of an architrave, also any projecting ornamental molding along the top of a building, wall, arch, etc., finishing or crowning it.

**Courtyard** – Courtyard means a partially enclosed landscaped space.

**Cupola** – Cupola means a small dome or other shaped roof projection crowning a roof or turret.

**Deck** – Deck means an outdoor space built as an above-ground platform projecting from the wall of a building or above an occupied building floor.

**Decorative Paving** – Decorative paving means any paving surface that includes colored, textured, or stamped cement concrete, in addition to decorative unit pavers, bricks, tiles, or pavers, but does not include colored or stamped asphalt.

**Eaves** – Eaves mean the under-part of a sloping roof overhanging a wall.

**Entablature** – Entablature means the upper part of an order, consisting of architrave, frieze, and cornice.

**Façade** – Any face of a building.

**Fenestration** – The design, proportioning, and disposition of windows and other exterior openings of a building.

**Frieze** – Frieze means the middle division of an architrave, between the architrave and cornice; usually decorated but may be plain.

Ord No. 876, EXHIBIT 1

**Frontage** – Frontage means the portion of a parcel typically abutting a public street.

**Gateway building** – Developments situated at the intersection of two arterial streets or an arterial street and a collector street shall include an enhanced structure on the corner to mark that location as an architectural landmark.

**Ground Level Transparency** – Windows made of clear glass.

**Landscaping** – Area that is planted with vegetation in the form of trees, shrubs, grass, annuals, perennials, and groundcover that may include accent elements such as sculpture, fountains or pools, accent lighting, benches, or other outdoor furnishings; or decorative pavers.

**Low-Impact Development** – A variety of building techniques and systems designed to lessen the environmental impact of construction activities including but not limited to bio-retention cells, engineered landscapes, green/vegetated roofs, pervious/porous pavement, drought-tolerant landscapes, tree retention, etc.

**Main Entrance** – Entrance of the building, which is most architecturally prominent and contains operable doors.

**Modulation** – Stepping back or projecting portions of a building face within specified intervals of building width and depth, as a means of breaking up the apparent bulk of a structure's exterior walls.

**Mullion** – Solid vertical strip or other upright that divides parts of a window.

**Native Landscaping** – Landscaping that exclusively uses any mix of trees, shrubs, ground cover, and flowers indigenous to the Pacific Northwest.

**Parapet** – Low wall or railing designed to architecturally protect or enhance the edge of a roof or balcony.

**Pergola** – Covered walk in a garden, or along a commercial frontage, usually formed by a double row of posts or pillars with beams above and covered with climbing plants.

**Pilaster** – Rectangular or round column or shallow pier attached to a wall constructed to coordinate with the style of the building.

**Plinth** – A continuous, horizontal portion of a wall that is closest to the ground or an adjacent walkway typically made of different material than the wall above it that extends out slightly from the wall above it.

**Portico** – Covered entrance of a building especially in classical architecture.

**Projecting Sill** – Window sill that extends at least 3 inches out from the wall in order to create a shadow line below the window.

**Public Art** – Element or feature whose primary purpose is to express, enhance, or illustrate aesthetic quality, feeling, physical entity, idea, local condition, historical or mythical happening, or cultural or social value visible to the public. Examples of artwork include sculpture, bas-relief sculpture, mural, or unique specially crafted lighting, furniture, pavement, landscaping, or architectural treatment.

**Reveal** – A long, narrow, vertical or horizontal recess in a wall intended to create a shadow line and/or diminish the scale of the wall.

**Scale, Architectural** – Perceived relative height and bulk of a building relative to that of neighboring buildings.

**Scale, Human** – Perceived size of a building relative to a human being. A building is considered to have “good human scale” if there is an expression of human activity or use that indicates the building's



Ord No. 876, EXHIBIT 1

size. For example, traditionally sized doors, windows, and balconies are elements that respond to the size of the human body, and therefore are elements in a building that indicate a building's overall size.

**Site Furnishings** – Elements intended to be used by pedestrians, such as benches, bollards, waste receptacles, drinking fountains, chairs, tables, and telephone booths.

**Special Landscape Treatment** – Landscaping provided in addition to any planting required by code that typically includes elements such as seasonal flowers, unique specimen trees, artistically designed retaining walls, accent lighting, and/or sculpture.

**Street Right-of-Way** – Land dedicated primarily to the movement of vehicles and pedestrians and providing for primary access to adjacent parcels. Secondly, the land provides space for utility lines and appurtenances and similar components.

**Streetscape** – Visual character of a street as determined by various elements such as structures, greenery, open space, views, etc.

**Transom** – Horizontal glass plane, typically encased in a wood or metal frame that separates the storefront from the upper facade.

**Trellis** – A frame supporting open latticework used as a screen or a support for growing vines or plants.

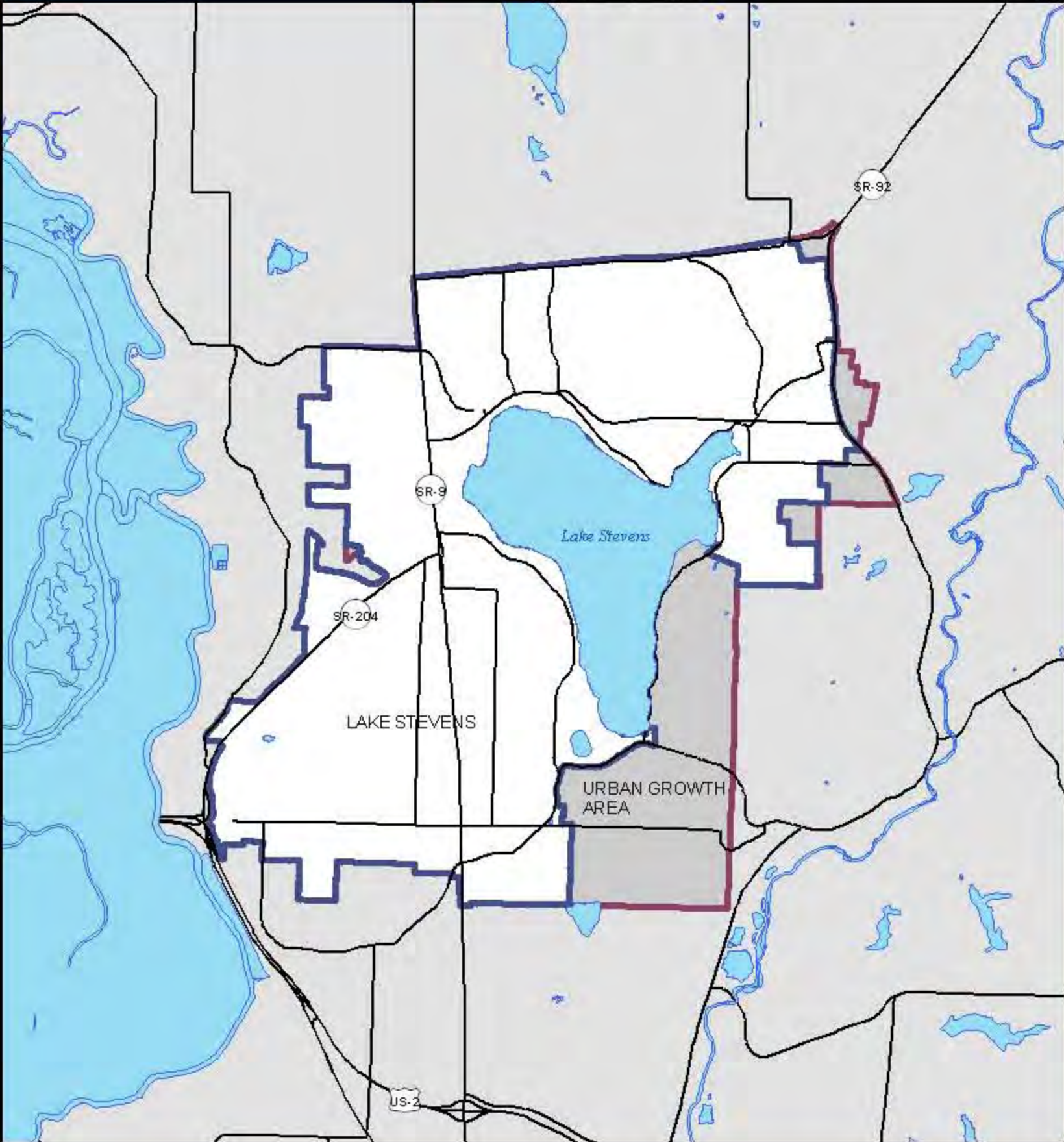
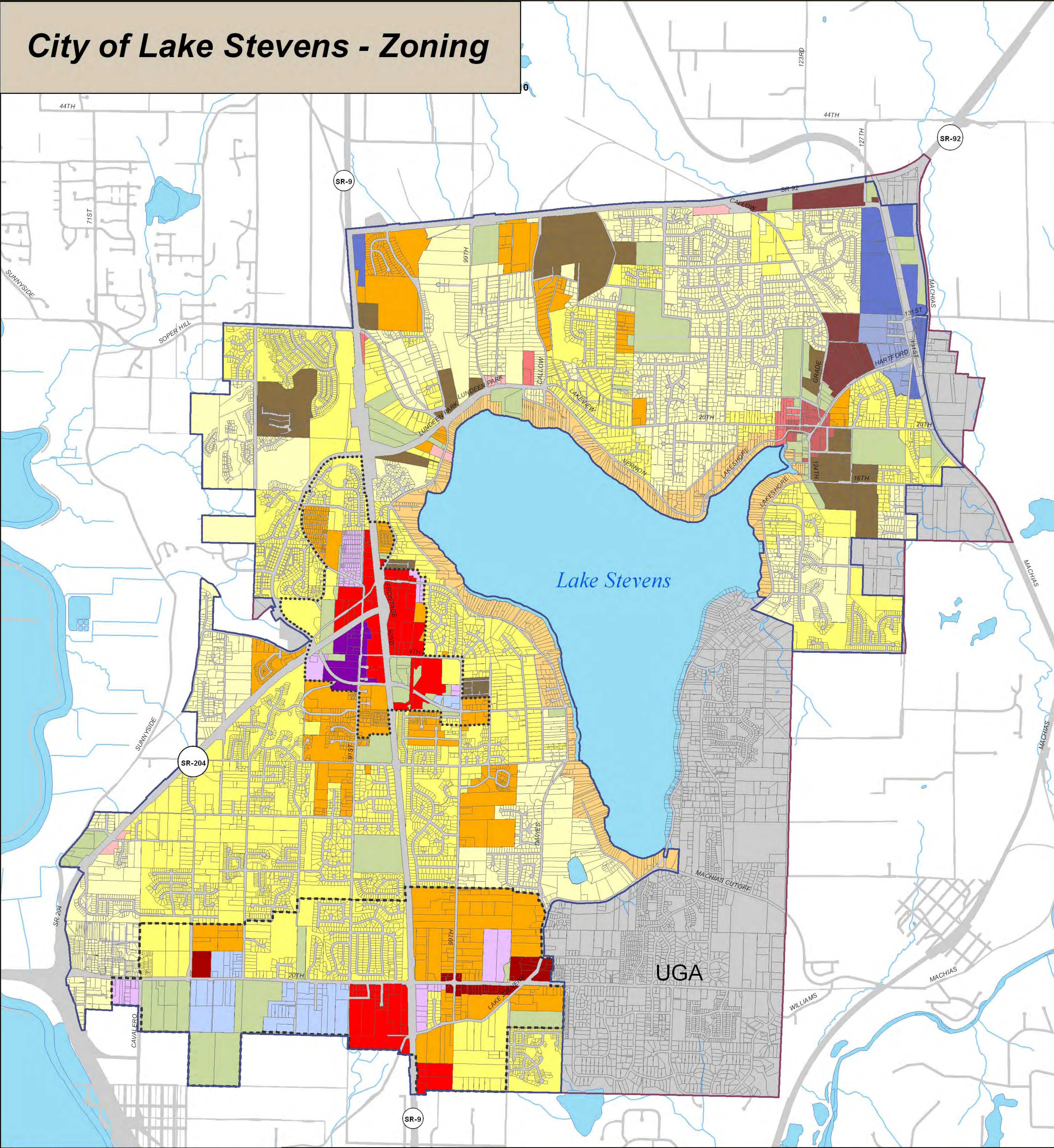
**Trim** – Framing or edging of openings and other features on a facade or indoors. It is usually of a color and material different from that of the adjacent wall surface.

**Turret** – A very small and slender tower.

**Vertical Articulation** – Visual division of a building's facade into distinct sections or elements to reduce the apparent horizontal length of the facade.

**Visually Permeable** – Allows for views through the element or feature, although such views may be partially obstructed or obscured.





Adopted September 24, 2012  
Ordinance No. 876



**City Zoning**

**City Zones**

- Suburban Residential (SR)
- Urban Residential (UR)
- High Urban Residential (HUR)
- Waterfront Residential (WR)
- Multi-Family Residential (MFR)
- MF Development Agreement (MFDA)
- Local Business (LB)
- Mixed Use (MU)
- Central Business District (CBD)

- Planned Business District (PBD)
- Light Industrial (LI)
- General Industrial (GI)
- GI Development Agreement (GIDA)
- Public / Semi-Public (P/SP)

- Parcel Boundary
- City Limits
- Urban Growth Area
- Waterbody
- Stream

**Subarea Zoning**

**Subarea Zones**

- Urban Residential (UR)
- High Urban Residential (HUR)
- Mixed-Use Neighborhood (MUN)
- Main Street (MS)
- Commercial District (CD)
- Neighborhood Business (NB)
- Business District (BD)
- Public / Semi-Public (P/SP)

**Subarea Boundaries**

- 20th Street SE Corridor
- Lake Stevens Center

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

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

Revision Date: September 2012



## Chapter 14.38 Subarea Plans

**14.38.010 Adoption** – The City of Lake Stevens has adopted the following subarea plans, as identified on the official zoning map and illustrated in Figure 14.38-I:

- (a) **Lake Stevens Center Subarea Plan** – located around the intersection of State Route 9 and State Route 204.
- (b) **20<sup>th</sup> Street SE Corridor Subarea Plan** – located along the southern border of the city along 20<sup>th</sup> Street SE.

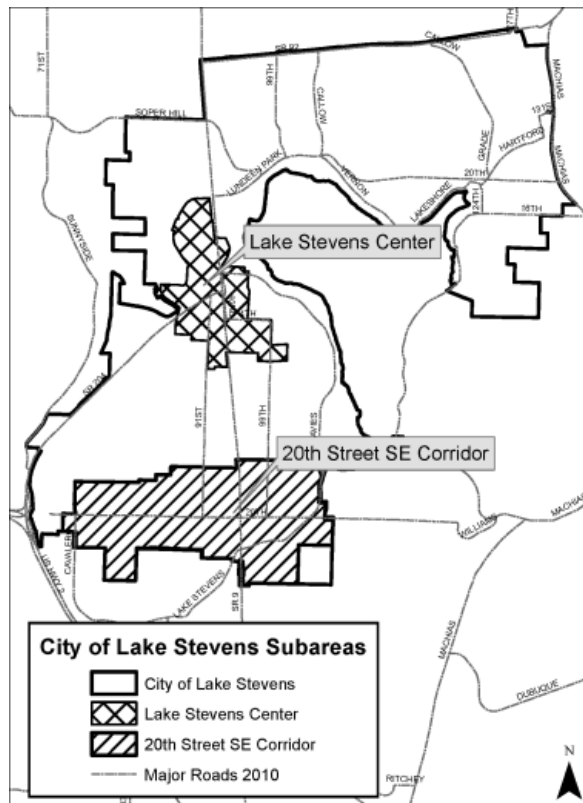


Figure 14.38-I Combined Subarea Locations

**14.38.015 Purpose** – This chapter provides detailed planning and zoning regulations for the subareas that supersede some sections of the Lake Stevens Municipal Code (LSMC). All development, within the subareas, is subject to the provisions of the LSMC, except when sections of this chapter modify the standard municipal code requirements or the section does not provide detailed provisions.

**14.38.017 Nonconforming Situations** – The city will allow legal nonconforming situations to continue within the subareas subject to Chapter 14.32 LSMC. Legal nonconforming signs may continue subject to Subsection 14.38.100(h).

**14.38.020 Zoning Districts** – The following zoning districts implement the goals, policies and distribution of land uses set forth in the Subarea Plans.

- (a) **Business District (BD)** – The purpose of this district is to promote community and regional employment and accommodate land uses such as corporate offices, general offices, research and development, medical clinics, technology, and light manufacturing and assembly. Secondary uses include warehousing, storage and distribution associated with a principal use and small-scale retail and services that support the principal uses and objectives of the district. This district should be located in areas with direct access to highways and arterials in addition to transit facilities, adequate public services and traffic capacity.

(1) Principal Uses

- (i) Educational services (colleges and or technical schools);
- (ii) Finance and insurance;
- (iii) Health care services;
- (iv) Light manufacturing and assembly;

- (v) Management of companies and enterprises;
- (vi) Professional, scientific, and technical services; and
- (vii) Transit-Oriented Development (including transit facilities/stops).

(2) Secondary Uses

- (i) Food services;
- (ii) Information services;
- (iii) Personal services
- (iv) Retail trade;
- (v) Wholesale trade; and
- (vi) Warehousing, storage and distribution.

(3) Special Regulations

- (i) Secondary service uses and retail trade shall not exceed 5,000 gross square feet;
- (ii) Wholesale trade accessory to the principal use shall not exceed 15 percent of the gross floor area of individual structures;
- (iii) Warehousing, storage and distribution accessory to the principal use shall not exceed 25 percent of the gross floor area of individual structures;
- (iv) Places of Worship over 10,000 gross square feet require a Conditional Use Permit per Section 14.16C.045; and
- (v) Wireless and cellular communications facilities require an Administrative Conditional Use Permit per Section 14.16C.015.

- (b) **Commercial District (CD)** – The purpose of this district is to accommodate the high-intensity retail needs of the community

and regional market by attracting a mix of large to small format retail stores and restaurants to create a vibrant and unified regional shopping center. Transportation accessibility, exposure to highways and arterials with adequate public services and traffic capacity characterize this district.

(1) Principal Uses

- (i) Accommodation services;
- (ii) Arts and entertainment;
- (iii) Food services;
- (iv) Retail trade; and
- (v) Transit-Oriented Development (including transit facilities/stops).

(2) Secondary Uses

- (i) Amusement and recreation industries;
- (ii) Commercial parking structures/lots;
- (iii) Educational services (colleges and/or technical schools);
- (iv) Finance and insurance;
- (v) Health care services;
- (vi) Information services;
- (vii) Personal services;
- (viii) Professional, scientific, and technical services; and
- (ix) Public administration.

(3) Residential Uses

- (i) Mixed-use multifamily residential units including apartments, condominiums, and live/work units, where the majority of residential units are located above commercial uses.



(4) Special Regulations

- (i) Health care, professional, scientific, and technical services require a Conditional Use Permit per Section 14.16C.045 when the structure's footprint exceeds 10,000 gross square feet;
- (ii) Places of Worship over 10,000 gross square feet require a Conditional Use Permit per Section 14.16C.045;
- (iii) Wireless and cellular communications facilities require an Administrative Conditional Use Permit per Section 14.16C.015; and
- (iv) Outdoor retail sales of building materials, garden equipment and supplies, and vehicles are permitted.

- (c) **Main Street District (MS)** – The purpose of this district is to provide pedestrian-oriented commercial uses that serve the community and region by attracting a variety of small (up to 10,000 gross square feet) to mid-sized (approximately 30,000 gross square feet) businesses along with high-density residential uses in proximity to other retail and residential areas. Building design and pedestrian-oriented features would support an active and pleasant streetscape. This district should include enhanced sidewalks, public spaces and amenities for pedestrians and cyclists that emphasize pedestrian movement over vehicular movement.

(1) Principal Uses

- (i) Arts and entertainment;
- (ii) Food services;
- (iii) Small to mid-size retail trade; and
- (iv) Transit facilities/stops.

(2) Secondary Uses

- (i) Amusement and recreation industries
- (ii) Commercial parking structures/lots;
- (iii) Finance and Insurance;
- (iv) Health care services;
- (v) Personal services;
- (vi) Professional, scientific, and technical services;
- (vii) Public administration; and

(3) Residential Uses

- (i) Mixed-use multifamily residential units including apartments, condominiums, and live/work units, where the majority of residential units are located above commercial uses.

(4) Special Regulations

- (i) Automotive, boat, and recreational vehicle sales and services are not allowed.
- (ii) Drive-through uses are not allowed between the building and right-of-way and are subject to screening requirements found in the applicable design guidelines.
- (iii) Theaters and performing arts venues are limited to a maximum size of 500 seats.
- (iv) The footprint of small to mid-size retail trade uses, in any single-use structure, may not exceed 30,000 gross square feet.
- (v) Health care, professional, scientific, or technical service structures' footprints may not exceed 5,000 gross square feet.

- (vi) Wireless and cellular communications facilities require an Administrative Conditional Use Permit per Section 14.16C.015.
- (d) **Mixed-Use Neighborhood (MUN)** – The purpose of this district is to accommodate higher density residential development in proximity to employment and retail centers and provide basic convenience goods and services, in areas, with available public services and adequate traffic capacities. This district would have a minimum density of 15 dwelling units per acre. This district would create a transition between higher and lower intensity land uses.
  - (1) Principal uses
    - (i) Multifamily apartments and condominiums;
    - (ii) Townhomes and row houses; and
    - (iii) Residential over retail/office including live/work units.
  - (2) Secondary uses
    - (i) Neighborhood-oriented retail trade and personal services that meet the convenience shopping and services needs of the immediate and surrounding area.
  - (3) Special Regulations
    - (i) Mixed-use building configurations may include a vertical or horizontal stratification.
      - Retail and service uses located in attached mixed-use buildings are limited to the ground level;
      - Sites with retail and service uses located in detached buildings are limited to a maximum floor area of 10,000 gross square feet;
      - Detached buildings with a footprint greater than 10,000 gross square feet require a Conditional Use Permit per Section 14.16C.045;
- Commercial uses should be oriented toward the primary frontage, with residential uses behind.
- (ii) In the 20<sup>th</sup> Street SE Corridor, the district will allow innovative housing options per Chapter 14.46 LSMC.
- (iii) Automotive, boat, and recreational vehicle sales and services are not allowed.
- (iv) Drive-through uses are not allowed between the building and right-of-way and are subject to screening requirements found in the applicable design guidelines.
- (v) Wireless and cellular communications facilities require an Administrative Conditional Use Permit per Section 14.16C.015.
- (e) **Neighborhood Business (NB)** – The purpose of this district is to provide convenience goods, services, and opportunities for smaller scale shopping centers near neighborhoods that cater to pedestrians and commuters. This district should be located in areas with available public services, transportation accessibility to arterials and adequate traffic capacities.
  - (1) Principal Uses
    - (i) Arts and entertainment;
    - (ii) Food services;
    - (iii) Personal services;
    - (iv) Small retail trade; and
    - (v) Transit facilities/stops.
  - (2) Secondary Uses
    - (i) Amusement and recreation industries;
    - (ii) Finance and insurance;
    - (iii) Professional, scientific, and technical services; and

(iv) Public administration.

(3) Special Regulations

- (i) Automotive, boat, and recreational vehicle sales are not allowed.
- (ii) Drive-through uses are subject to screening requirements found in the applicable design guidelines.
- (iii) The footprint of any single structure may not exceed 10,000 gross square feet.
- (iv) Wireless and cellular communications facilities require an Administrative Conditional Use Permit per Section 14.16C.015.

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

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

**14.38.030 Other Uses**

The intent of all of the subarea zoning districts is to encourage a wide range of uses, while restricting uses that do not support the primary purpose of the zoning district. The identified uses are derived from the *North American Industry Classification System (NAICS)*.

(a) Director's Authority – The Director has the authority to determine if uses comply with the intent of the zoning district and support the principal uses and objectives of the district following the methodology described in Section 14.40.040(a) and based on a review of specific use categories defined in the NAICS.

(b) Prohibited Uses within the subarea districts:

- (1) Adult entertainment;
- (2) Construction facilities;
- (3) Industrial uses ,except as allowed in Section 14.38.020;
- (4) Mining, quarrying, and oil and gas extraction;
- (5) Waste management and remediation services;
- (6) Uses involving outdoor sales and storage of inventory, equipment, vehicles, or materials, including towing, wrecking, and impound lots, except as allowed in Section 14.38.020(b); and
- (7) Warehousing, storage and distribution, except as allowed in Section 14.38.020(d).

### 14.38.040 Dimensional Regulations

Table 14.38-I Dimensional Regulations						
Zone	Minimum Lot Size	Building Setback (from property line) (ft)		Min. Landscape Buffer (ft) <sup>7</sup>	Min. First Floor Height (ft)	Max. Height (ft) <sup>9, 10</sup>
		Front	Side/ Rear			
Commercial Zones						
BD	NA	5	10 <sup>4, 5</sup>	5	12	55
CD	NA	5	10 <sup>4, 5</sup>	5	15	55
NB	NA	5	10 <sup>4, 5</sup>	5	15	35
Mixed-Use Zones						
MS	NA	5 <sup>1</sup>	0 <sup>4,5,6</sup>	5	15	55
MUN	NA	10 <sup>2, 3</sup>	10 <sup>5, 6</sup>	5	15 <sup>8</sup>	45
Residential Zones						
HUR	3,600 sq ft <sup>12</sup>	10 <sup>2,3</sup>	5 <sup>5</sup>	5	NA	45
UR <sup>11</sup>	7,500 sq ft <sup>12</sup>	20 <sup>3</sup>	5	NA	NA	35

**Notes:**

1. The minimum required setback is five feet and the maximum allowed setback is 10 feet in the MS District.
2. The minimum required setback is 10 feet and the maximum allowed setback is 20 feet in the MUN District.
3. Porches, covered entries, or pedestrian-oriented spaces may project up to 5 feet into front yard setbacks in residential districts.
4. Districts that allow commercial uses shall maintain a 10-foot, Type B screen when adjacent to residential zones, per Section 14.76.040(a).
5. Structures 35 feet or taller next to single-family districts must be stepped back five feet for every floor over 35 feet per Figure 14.38-II.



Figure 14.38-II illustrates stepping back the upper stories of a structure, adapted from the Everett Municipal Code.

6. Attached housing units or attached commercial structures built on separate lots can be built to the common property line. The outside setback for attached structures abutting a right-of-way, separate detached structures, or a different zone shall be 10 feet.
7. Landscape buffers will be comprised of a Type C screen per Section 14.76.040(a) along property lines; however, the City may waive the landscape buffer when adjacent properties share parking, access, or other common features that make intensive landscaping impractical. The front landscaping buffer does not apply in the MS District.
8. The first floor height of residential structures in the MUN district, without an attached retail/service component, not facing a public right-of-way may be reduced to industry standard.
9. If a project includes a parking structure or affordable housing FAR bonus, as described in Section 14.38.050(b), the City will also allow an overall height increase of 10-feet above maximum height.
10. The City will consider an increase in maximum height up to 80 feet with a Conditional Use Permit per Section 14.16C.045.
11. Maximum impervious surface for parcels in the HUR District is 65 percent.



12. When developed as a Planned Residential Development (Section 14.44.020) the per unit lot size may be reduced to 3,000 square feet for HUR District and 6,000 square feet for the UR District in return for the dedication of additional open space at the ratio of 400 square feet per dwelling unit.

### 14.38.050 Development Intensity

- (a) Floor Area Ratios – FAR expresses the relationship between lot area and a building's total floor area. To determine FAR, multiply the lot area by the FAR percentage, for the district, listed in Table 14.38-II. For example in the NB district, a 10,000 square foot lot would allow a basic 3,000 square foot building with an FAR of 0.30 ( $10,000 \times 30\% = 3,000$ ) as illustrated in Figure 14.38-III.

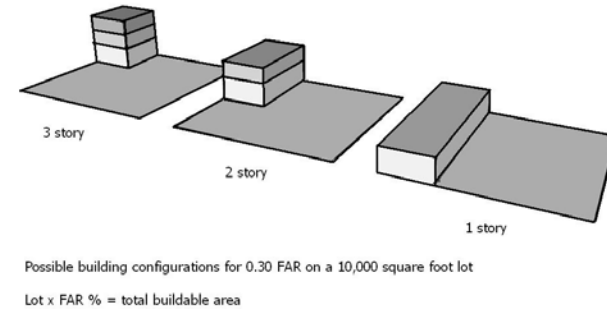
Table 14.38-II Floor Area Ratios				
	Basic Allowable		Maximum Allowable with Bonuses	
District	Non-Residential	Residential	Non-Residential	Residential
BD	0.5	NA	0.7	NA
CD	0.4	0.2	0.6	0.4
MS	0.5	0.6	0.7	1.0
MUN	0.2	0.4	0.4	0.6
NB	0.3	NA	0.5	NA

Notes:

1. Surface, tuck-under at grade or below grade parking shall be excluded from FAR calculations.

2. Allowable FAR for residential and non-residential uses occupying the same building footprint area may be added together for a combined total.
3. Hotel and other lodging shall be considered residential for purposes of this chart.

Figure 14.38-III Floor Area Ratio Example



- (b) Eligible Floor Area Ratio Bonus Features

Including any of the following elements in the subject development project will qualify for an increase in the basic allowable FAR set out in Table 14.38-II by 0.2, up to the maximum allowable.

- (1) Public Plaza – This is an outdoor space not less than 500 square feet in size, or less than 20 feet in dimension, provided at the ratio of 1.5 square foot of plaza per 100 square feet of building area beyond any other required plaza area.
- (i) The Public Plaza must contain substantial design features, defined in the applicable design guidelines.
  - (ii) For larger development sites, the total percentage of area used as a Public Plaza may be allocated among multiple spaces, so long as each Public Plaza area complies with the criteria in subsection 14.38.050(b)(1)(i).

- (iii) Outdoor seating for restaurants adjacent to the plaza may occupy up to 20 percent of the total area.
- (iv) The Public Plaza shall be open to the public during business hours.
- (2) Public Art
  - (i) The value of the artwork must equal at least one percent of the value of the total project construction.
  - (ii) The artwork must be displayed in a prominent outdoor location (such as a plaza, sidewalk, wall, entry) for public viewing.
  - (iii) The City must approve the form and content of the proposed artwork.
- (3) Public Use – Any use normally provided by government, involving general public access that may include a post office, library, city offices, community center, museum, interpretive center, meeting rooms, visitor information centers, etc. Purely administrative space, storage or maintenance operations do not qualify.
- (4) Public Restroom – A single unisex restroom or two gender-specific restrooms open to the public during normal business hours with signs posted in prominent locations that inform the public of its availability and location.
- (5) Parking Facilities – In order to qualify for this bonus feature, a minimum of 60 percent of the parking for the development, must be contained within the principal structure and/or in an adjacent detached structure.
- (6) Sustainable Development Feature – New construction or significant alterations are encouraged to use “green” building methods and incorporate low-impact development techniques, be highly energy efficient, and/or or seek varying levels of Leadership in Energy & Environmental

Design (LEED) certification. To qualify for this bonus, the development must include at least one of the following:

- (i) Achieve LEED Certification (Silver, Gold, Platinum Rating); and/or
  - (ii) Employ low impact development techniques that may include a combination of the use of high-efficiency building materials, “green-roofs,” porous paving, tree retention, rain gardens, or other methods, as defined in the *Low Impact Development Technical Guidance Manual for Puget Sound*; and/or
  - (iii) Provide incentives for alternative or high-efficiency transportation modes that may include a combination of priority HOV spaces, bicycle parking, and/or electrical hookups for electric vehicles.
- (7) Affordable Housing – Provide at least 15 percent of any housing units, contained within the development, as affordable housing to diverse households.
- (i) The maximum housing costs for rental units including basic utilities shall not exceed thirty percent of the average median income limit for a comparable housing unit within Snohomish County.
  - (ii) The maximum sales price for any housing unit shall not exceed eighty percent of the average median sales price for a comparable market rate home within Snohomish County. All affordable units developed under this chapter shall remain affordable, as defined in this section, for a period of not less than thirty years, or the minimum period required under applicable state law.
  - (iii) Prior to issuance of a certificate of occupancy, the proponent shall record a binding covenant, with the Snohomish County Auditor’s Office, that specifies the

terms and conditions of the affordable units to assure that the units remain affordable as required under this section, in a form approved by the City.

- (iv) Affordable units shall be dispersed throughout the housing development with market rate units; constructed concurrently with market rate units; and provided in a range of sizes, with comparable interior and exterior appearance and a similar number of bedrooms, to market rate units in the housing development.
  - (v) In the case of developments constructed solely to provide affordable housing, whether owner-occupied or rental, the development shall provide housing units comparable to market rate units, as defined in subsection 14.38.050(b)(7)(iv), available to other residents within Lake Stevens.
- (8) Contribution to Off-Site Public Space – To qualify for this bonus, the developer shall contribute monetarily to the construction of a public trail, park or plaza located within the subarea. The contribution shall not be less than two percent of the construction cost of the development and separate from any park mitigation fees assessed under Chapter 14.120 LSMC or other credits for fees in lieu related to development. The City shall maintain any contributed funds in a dedicated account for the public space(s).

#### 14.38.060 Parking Regulations

- (a) Purpose and Application – Ensure that parking requirements are adequate to different land uses and that the parking lot configurations contribute to an inviting and safe development. Developments within the subareas are subject to the parking regulations found in Chapter 14.72 LSMC, except when this chapter modifies the standard municipal code requirements.

- (b) Parking Ratio – Table 14.38-III establishes the specific parking requirements for the subareas.

Table 14.38-III Parking Standards <sup>1,2</sup>		
Land Use	Minimum	Maximum
<b>Commerce &amp; Industry (per gross floor area)</b>		
Health Care	2.5 stalls per 1,000 gfa	5 stalls per 1,000 gfa
Office & Business Services	2 stalls per 1,000 gfa	4 stalls per 1,000 gfa
Food Services	10 stalls per 1,000 gfa	20 stalls per 1,000 gfa
Retail Trade & Personal Services	2 stalls per 1,000 gfa	4 stalls per 1,000 gfa
Wholesale Trade	1 stall per 1,000 gfa	2 stalls per 1,000 gfa
<b>Residential (per residential unit or room)</b>		
Group, Convalescent & Nursing Homes	1 per room	1.5 per room
Multi-family Residential <sup>3</sup>	1.25 stall per unit <sup>4</sup>	2.5 stalls per unit <sup>5</sup>
Senior Housing	0.5 stalls per unit	1 stall per unit
Single-family Residential	2 per unit	NA

Notes:

- Parking requirements for uses not listed shall be per Table 14.72-1: Table of Parking Requirements in Section 14.72.010.
- Off-street parking shall include the sum of the requirements for the various uses as listed in the required parking table or consistent with Section 14.38.060(b). For example, if a site has office and residential uses, the parking area would need to include the required number of parking spaces for both uses.
- Includes mixed-use developments.

4. 1.25 spaces minimum to a maximum of 2 spaces for units with one or less bedrooms.
  5. 2.25 spaces minimum to 2.5 maximum for units with two or more bedrooms.
  - (b) Modifications – the Director or designee may approve a modification (increase or decrease) of up to 25 percent of the required off-street parking spaces.
    - (1) Parking may be located off-site in satellite parking lots, subject to Section 14.72.080, if the satellite parking lot is within 400 feet of the property and connected to the property by a lighted sidewalk or pathway.
    - (2) In cases where there are compatible uses within 400 feet of each other, operated or used at entirely different times of the day or week, the uses may share the parking facilities, subject to Section 14.72.070 and by execution of a parking agreement, approved by the city, between the owners or responsible officials of the compatible uses.
    - (3) Increases above the maximum allowed parking standard will be allowed when a traffic/parking study, conducted for a similar use and circumstances, documents that a particular use consistently requires a higher parking standard for the use than allowed.
    - (4) For zones that contain on-street parking spaces along improved frontages, adjacent uses may reduce their off-street parking requirements by a maximum 25 percent based upon a parking study demonstrating adequate on-street parking availability.
  - (c) Configuration – Parking lots shall be configured as follows:
    - (1) Parking lots that front on designated access streets may not have more than 60 feet fronting on such street.
    - (2) Parking lots that contain 50 or more parking spaces must be divided into smaller individual lots of no more than 50 spaces per lot.
    - (3) Individual lots must be separated with one of the following elements that are elevated approximately six-inches above the adjacent parking lot:
      - (i) A minimum 10-foot wide Type C landscape screen per Section 14.76.040(3) within a planter bed; or
      - (ii) A minimum five-foot wide pedestrian pathway flanked on each side with a two-foot wide Type C landscape screen per Section 14.76.040(3) within a planter bed.
    - (4) Parking areas shall be divided into bays of not more than 10 contiguous parking spaces in a row.
    - (5) At the end of each parking bay, there shall be a curbed planter with a minimum width of five feet measured from the outside of the curb.
    - (6) All parking spaces adjacent to landscape beds must provide a setback for all trees and shrubs where vehicle overhang extends into landscape areas by:
      - (i) Increasing planting bed to seven feet in width; or
      - (ii) Installing wheel stops set back two feet from the end of planting bed.
- 14.38.070 Landscaping, Screening, & Natural Vegetation**
- (a) Purpose and Application – Ensure that landscaping compliments the architecture of the development and creates an inviting environment. Developments within the subareas are subject to the landscaping, screening, tree retention, and vegetation regulations found in Chapter 14.76 LSMC except when this chapter modifies the standard municipal code requirements.



- (b) Planting requirements – Each planter shall contain at a minimum:
  - (1) One shade tree (minimum two-inch caliper) per parking area planting bed or one tree per 30 feet along paths, perimeters, or other linear planting areas;
  - (2) One 2-gallon shrub for every 10 square feet of landscape area; and
  - (3) Mulch to a depth of three inches.
- (c) Irrigation – All landscaped areas shall provide underground irrigation, unless the landscape area is planted entirely with drought resistant native or naturalized plants.
- (d) Maintenance of Landscaping –
  - (1) The property owner or responsible lessee shall maintain all landscaped areas in a healthy and safe manner; ensure landscaped areas remain free of weeds and debris; and replace dead or diseased plants with in-kind plants.
  - (2) The property owner or responsible lessee shall provide eye level visibility between the street, sidewalks, buildings, and parking areas:
    - (i) The property owner or responsible lessee shall prune shrubs and other low plantings to a height of three feet or less above the ground; and
    - (ii) The property owner or responsible lessee shall prune lower branches of mature trees to approximately eight feet above the ground.

#### 14.38.080 Lighting

- (a) Lighting design must comply with the *Illuminating Engineering Society of North America's Lighting Handbook or Recommended Practices and Design Guidelines*, latest editions, for each applicable lighting type.

- (b) Lighting levels and shielding
  - (1) Exterior lighting fixtures shall include timers, dimmers, sensors, or controllers that turn the lights off during daylight hours.
  - (2) Exterior lighting fixtures shall avoid harsh contrasts in lighting levels, prevent glare from normal viewing angles, and shield adjacent properties from light sources.
    - (i) Light fixtures shall not have bulbs or reflectors that project below the bottom rim of the fixture unless shielded by a softening diffuser.
    - (ii) Parking lot lighting fixtures should create adequate visibility at night and provide uniform lighting coverage to increase security.
    - (iii) Lighting levels shall be a maximum of two-tenths foot candles, measured five feet or beyond from an exterior property line.
  - (3) Lighting fixtures used to accent architectural features, materials, colors, style of buildings, or art shall be directed only to highlight those features.
- (c) Height Standards
  - (1) Lighting fixtures used in parking lots shall not exceed a maximum height of 30 feet.
  - (2) Lighting fixtures over 16 feet in height shall be fitted with a full cut-off shield.
  - (3) Lighting fixtures along sidewalks and paths shall not exceed a maximum height of 16 feet.
- (d) Maintenance
  - (1) Lighting fixtures used for safety and security shall be maintained in good working order.

- (2) Vegetation and landscaping shall be maintained in a manner that does not obstruct lighting fixtures.

#### **14.38.090 Street Standards**

- (a) Purpose and Application – Provide a street network unique to the subareas that emphasizes multimodal travel and grid connectivity. Street design, within the subareas, is subject to the street and sidewalk standards found in Chapter 14.56 LSMC, except when this chapter modifies the standard municipal code requirements.
- (b) Street classifications shall be per the applicable subarea plan's Layered Street Network, but follow individual construction standards found in the current City's Engineering Design and Development Standards
- (c) Block lengths should not exceed 400 feet in length; shopping districts should provide mid-block crosswalks to allow additional crossing opportunities.
- (d) Vehicular driveways for ingress and egress are encouraged to be located off arterials, whenever possible, to minimize the number of driveways and curb cuts onto public streets.
- (e) Adjacent developments should share driveways, for ingress and egress, to the greatest extent possible (cross-over agreements between properties strongly encouraged).
- (f) The sidewalk pattern and material shall continue across the driveways and curb cuts.

#### **14.38.100 Signs**

- (a) Purpose and Application – Ensure that signage provides effective advertising and identification with appropriate design, scale, and placement. Developments within the subareas are subject to the sign regulations found in Chapter 14.68 LSMC and applicable design guidelines, except when this chapter modifies the standard municipal code requirements.

#### **(b) Allowed Signs**

- (1) Changeable text signs per Section 14.68.084
- (2) Freestanding signs
- (3) Informational/directional signs
- (4) Projecting /Suspended signs
- (5) Residential signs per Section 14.68.090
- (6) Signs excluded from regulation per Section 14.68.020
- (7) Temporary signs per Section 14.68.030
- (8) Wall signs
- (9) Window signs

#### **(c) Prohibited signs**

- (1) Animated or flashing signs, except as allowed in Section 14.68.120
- (2) Off-site signs, except as allowed by Section 14.68.030 and Section 14.38.100(f)
- (3) Portable signs
- (4) Roof signs
- (5) Signs which are located on or extend over public rights-of-way
- (6) Temporary signs except as allowed by Section 14.68.030

#### **(d) Projecting/Suspended Signs, Wall Signs, and Window Signs**

- (1) Table 14.38-IV establishes the dimensional and quantitative requirements for projecting/suspended signs, wall signs, and window signs.
- (2) Projecting /Suspended signs:
  - (i) Projecting signs shall not extend more than five feet from a building facade;

- (ii) Suspended signs are limited to approximately two inches in thickness and may not extend beyond the structure to which it is attached;
- (iii) Projecting /Suspended signs must provide a minimum of eight feet of clearance from the ground to the bottom of the sign; and
- (iv) A minimum spacing of 20 feet between signs must separate projecting /suspended signs.

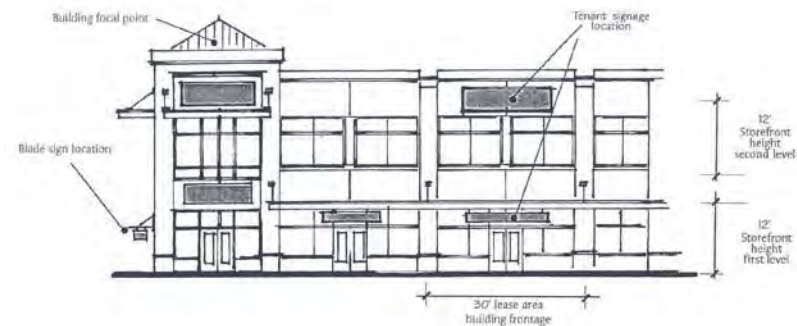
(3) Wall Signs:

- (i) Wall signs shall be generally located in the storefront area above the main entrance along primary facades and beneath the roofline or cornices on secondary facades;
- (ii) Second story signs shall be generally located directly above or below windows, but not higher than the belt course between the next story or below the roof-line or cornices, as illustrated in Figure 14.38-IV ;
- (iii) Wall signs shall be generally centered between defined architectural elements and may not extend beyond defined architectural features;
- (iv) Wall signs may be located on building focal points, if the sign does not extend beyond defined architectural features;
- (v) Wall signs shall not project more than ten inches from the building.
- (vi) Wall signage may be located on awnings and marquees or similar structures only when the design of the building facade prohibits wall signs on the storefront facade and the signage does not extend beyond defined architectural features; and

- (vii) The wall sign area calculation is defined in Table 14.38-IV and the maximum area will be based on the size of the associated gross business area, as follows:

- 5,000 gross square feet or less - 32 square feet;
- 5,001 – 15,000 gross square feet - 96 square feet; and
- over 15,001 gross square feet - 192 square feet.

- (viii) Sign area is not transferable.



*Figure 14.38-IV Signage Placement Diagram  
from Mill Creek Town Center Design Guidelines*

Table 14.38-IV Sign Standards						
Sign Type <sup>1</sup>		BD	CD <sup>2</sup>	NB	MS <sup>2</sup>	MUN <sup>2</sup>
Projecting/ Suspended	Sign Area	NA	10 sq ft max. & no more than 5 ft in width	6 sq ft max. & no more than 3 ft in width		
	Maximum Number	NA	1 projecting or suspended sign per main facade or leasable frontage			
Wall <sup>3</sup>	Sign Area	Main: 10% of building facade  Secondary: 5% of building façade	Main: 15% of building facade  Secondary: 10% of building facade	Main: 10% of building facade  Secondary: 5% of building façade		
	Maximum Number	1 per façade  2 facades may have signs	1 per façade <sup>4</sup>  3 facades may have signs	1 per façade  2 facades may have signs		
Window <sup>5</sup>	Sign Area	10% percent of window area	20% percent of window area	10% percent of window area		

Notes:

- Each leased space or building frontage may have one projecting sign or one suspended sign, but not both.
- Residential signage shall conform to Section 14.68.090.
- Wall Sign calculation: the facade area (first 12 feet of the building height) multiplied by the total facade length or leasable frontage for multi-tenant buildings (example [12 x 30 = 360] [360 x 15% = 54 sq ft]). The sign calculation for second story signage would be the leasable frontage multiplied by the height of the story (example [12 x 20 = 240] [240 x 15% = 36 sq ft]).
- Building over 15,000 gross square feet, with a primary facade length over 100 linear feet, may have two signs along the primary facade for the primary businesses and one sign per enclosed secondary business. Sign area for all signs will be included in the maximum sign area.
- Commercial signage for businesses on third stories and above would be limited to window signs.

(e) Freestanding Signs

- Table 14.38-V establishes the dimensional and quantitative requirements for freestanding signs including monument and pole/ pylon signs.
- Freestanding signs shall be located no closer than five feet to public rights-of-way or access easements measured from the face of the sign to the back of the ROW or easement.
- No signs shall obstruct sight distance at street intersections or driveways per Section 14.68.120(d).
- The height of freestanding signs shall be measured from the average ground level at the sign's base.
- Freestanding signs must provide an architectural base, with a minimum height of twelve inches.
- Each freestanding sign shall provide a landscaped area around the base of the sign per the following:



- (i) 1.25 square feet of landscaping per 1 square foot of sign area with a minimum area of 50 square feet and a minimum width of five feet measured from the outside of the curb or the edge of the landscape bed;
- (ii) The landscape area and sign base shall be protected from vehicles by a six-inch curb, if adjacent to drive aisles or parking areas;
- (iii) The landscape area must include a mix of shrubs, perennials and/or annual flowers, and other standard landscape material; and
- (iv) The landscape area may include other materials and components such as brick or concrete bases, planter boxes, pole covers, or decorative framing, and accent lighting.

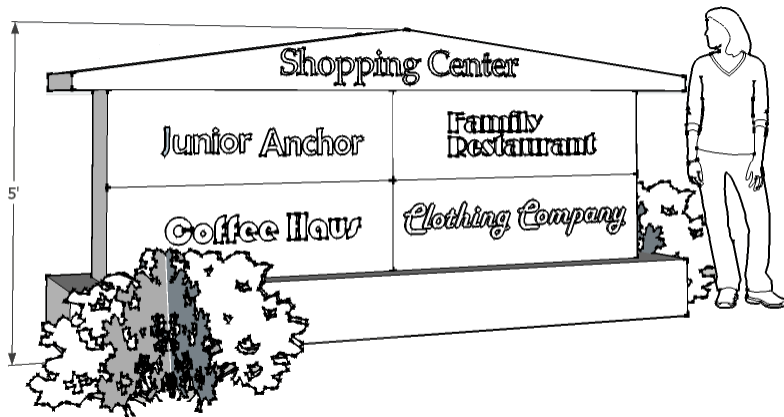


Figure 14.38-V Monument Sign

Table 14.38-V Freestanding Sign Standards						
Sign Type		CD	NC	BD	MS	MUN
Monument	Sign Area <sup>1</sup> (sq ft)	75	50	50	50	25
	Sign Height	15 ft	10 ft	10 ft	5 ft	5 ft
	Number <sup>2,3,4</sup>	1	1	1	1	1
Pole / Pylon <sup>5</sup>	Sign Area <sup>1</sup> (sq ft)	100	NA	NA	100	NA
	Sign Height	20 ft			20 ft	
	Number	1			1	

Notes:

1. For freestanding signs with multiple faces, only the sign area of a single face is calculated per Section 14.68.040.
2. Each site with commercial uses may install one freestanding identification sign or multi-tenant identification sign per site.
3. Commercial centers with more than one frontage may install two identification and/or multi-tenant identification signs with one freestanding sign along the primary frontage and a second sign along the secondary frontage, with a minimum separation of one hundred feet between the signs, including separation of off-site and highway-oriented signs. Freestanding signs located along secondary frontages must be reduced by 25 percent in sign area and height.
4. Any detached structure greater than 5,000 square feet in gross area, occupied by a single business, located on a defined building pad, within a commercial center over five acres may have an additional freestanding sign not exceeding 25 square feet in area and having a maximum height of five feet.
5. Pole/Pylon signs are limited to highway-oriented sign requirements pursuant to Section 14.38.100(f).

(f) Off-site signage

- (1) The provisions contained in this section recognize the need for certain businesses located within the Commercial District, Business District and Main Street District, in proximity to state highways (SR-9 and SR-204) and/or major arterials, but with limited visibility to install off-site signs.
- (2) The City shall review the need for off-site signage against the following criteria:
  - (i) The business(es) is located more than 100 feet from the right-of-way, measured from the nearest point to the edge of right-of-way;
  - (ii) The business(es) shall demonstrate that on-site signs cannot adequately convey the location and identity of the business(es) because of poor visibility or traffic patterns unique to its location;
  - (iii) The off-site sign does not create adverse impacts to surrounding businesses, pedestrians, or motorists including, but not limited to glare and sight obstructions.
  - (iv) The sign is not out of scale or character with allowed signs for nearby uses and employs distinct architectural features associated with the primary building or complex.
  - (v) The advertising structure does not detract from the goals, objectives, and policies of the subarea plan; and
  - (vi) The applicant has provided a recorded easement or expressed written permission, including maintenance provisions, from the property owner of the premises where the off-site sign is to be located

(3) Content of off-site signage

- (i) The off-site sign contains a message area that identifies the complex by name or district and may contain its address;
- (ii) The off-site sign identifies one or more businesses in the complex or district by name and may include corporate logos; and
- (iii) The off-site sign contains directional information, such as exit number, route information (e.g., next left); and may contain directional arrows.
- (iv) The off-site sign may not include promotional information for individual businesses or display or support temporary signs, banners, pennants, etc.

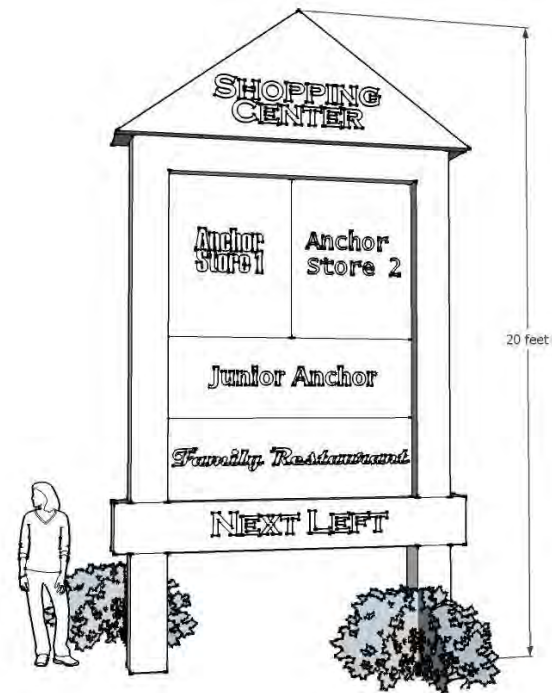


Figure 14.38-VI Off-site Sign

- (g) Informational/Directional signs mean signs within a commercial or business park development that convey information; indicate the name of a particular use, such as “pharmacy” or “lumber”; and provide direction to specific uses such as “drive-through” or “exit,” but do not contain specific advertising, except for building directories.
  - (i) Attached signs are limited to a maximum of two percent of the building facade or leased storefront area.
  - (ii) Freestanding signs are limited to a maximum of four square feet, except restaurant menu signs, which are limited to a maximum of 12 square feet.
  - (iii) Building directories are limited to a maximum of 10 square feet for the purpose of identifying upper floor tenants or first floor tenants that do not have outside building frontage adjacent to the entrance for such businesses.
- (h) Sign Modifications – To provide flexibility, the city will consider modifications to the sign regulations for signs that display outstanding design elements per the requirements of Section 14.68.124.
- (i) Legal nonconforming signs
  - (1) All legally existing signs at the time of the adoption of this ordinance that are not in compliance with the requirements of this chapter are nonconforming signs. The burden of establishing a sign’s legal status, under this chapter, is the responsibility of the sign or business owner.
  - (2) Legal nonconforming signs are subject to the requirements of Section 14.68.150 (Nonconforming Signs).
  - (3) Violations. Any violation of this chapter shall terminate immediately the right to maintain a legal nonconforming sign.

**14.38.110 Design Standards and Guidelines** – All development within the subarea districts shall comply with the adopted *Subarea Design Guidelines*.

**14.38.120 Planned Action and Mitigation**

- (a) Purpose – the purpose of this chapter is to:
  - (1) Designate areas and land uses that qualify as a planned action for purposes of environmental review of subsequent implementing projects pursuant to the State Environmental Policy Act (SEPA), Chapter 43.21C RCW;
  - (2) Establish criteria and procedures to determine whether projects qualify as planned actions;
  - (3) Streamline and expedite the land use review and approval process by relying on the environmental impact statement (EIS) completed for the planned action, including Draft and Final EIS; and
  - (4) Apply the City’s development regulations together with the mitigation measures described in the EIS, planned action ordinance and this chapter to address the impacts of future development contemplated by the planned action.
- (b) Planned action procedures
  - (1) Planned Action Area – The planned action designation shall apply to those areas, identified on the official zoning map, and according to the individual adopting ordinances. Each area has specific development thresholds that will be reviewed and documented for the appropriate area:
    - (i) The Lake Stevens Center Subarea; and
    - (ii) The 20<sup>th</sup> Street SE Corridor Subarea.
  - (2) Environmental Document – A planned action determination for a qualifying project shall be based on the environmental analysis contained in the applicable planned action EIS, as

published or hereafter revised, for the areas identified in Section 14.38.120(b)(1)(i) and (ii).

- (3) Planned Action Designated – Land uses and activities described in the applicable planned action EIS, subject to the thresholds described in Section 14.38.120(c) and the mitigation measures contained in Section 14.38.120(d), are designated planned actions or planned action projects pursuant to Chapter 43.21C RCW.
- (4) Pre-Application Conference – Applications for a Planned Action Certification requires a pre-application conference with City staff pursuant to Section 14.16A.220(d).
- (5) Public Notice – Public notice requirements for qualifying projects are considered Type II permits pursuant to Section 14.16b.225(c)(1). Notice shall be mailed or otherwise verifiably provided to:
  - (v) All affected federally recognized tribal governments and
  - (vi) 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.

(c) Development Thresholds

<b>Table 14.38-VI Planned Action Development Thresholds</b>		
	<b>Lake Stevens Center</b>	<b>20<sup>th</sup> Street SE Corridor</b>
<b>Land Use</b>		
Retail & Services	150,000 gross sq.ft.	450,000 gross sq.ft.
Office/Employment	150,000 gross sq.ft.	1.25 million gross sq.ft.
Residential	200 dwelling units	1,000 dwelling units
<b>Transportation (PM peak hour)</b>		
Total Trips	915	3,441

(d) Mitigation measures

- (1) The specific mitigation measures identified for the Lake Stevens Center Subarea are contained in Exhibit B of Ord No. 877.
- (2) The specific mitigation measures identified for the 20<sup>th</sup> Street SE Corridor Subarea are contained in Exhibit B of Ord No. 878.

(e) Planned Action Review Criteria.

- (1) The SEPA Responsible Official will designate applications that meet the following criteria as qualifying projects, pursuant to Chapter 43.21C, WAC 197-11-164, and this chapter when the project meets the following criteria:
  - (i) The proposal is located within a planned action area as identified on the official zoning map;
  - (ii) The proposal is consistent with the City of Lake Stevens Comprehensive Plan and the applicable subarea plan;
  - (iii) The proposed uses and activities are consistent with those described in the planned action EIS and zoning requirements of Section 14.38.020;
  - (iv) The proposal is consistent with the cumulative planned action thresholds identified in Table 14.38-VI of Section 14.38.120(c);
  - (v) The proposal's significant adverse environmental impacts have been identified in the planned action EIS;
  - (vi) The proposal's significant impacts have been mitigated by application of the measures identified in Section 14.38.120(d), and other applicable City regulations, together with any modifications, variances, or special permits that may be required;
  - (vii) The 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

(viii) The proposal is not an essential public facility as defined by RCW 36.70A.200(1) and Section 14.16C.060, except as permitted by Chapter 43.21C RCW.

(2) The City shall base its decision on review of a SEPA checklist, or an alternative form, adopted pursuant to Chapter 43.21C RCW, and review of the application and supporting documentation.

(f) Effect of Planned Action.

(1) Upon determination by the SEPA Responsible Official that the proposal qualifies as a planned action, in accordance with this chapter, the proposal shall not require a SEPA threshold determination or be subject to further environmental review pursuant to SEPA.

(i) Following this determination, the City will provide the applicant with written certification that their project qualifies as a planned action project and that it is subject to the final conditions of project approval.

(2) Projects that create a substantial change in the type or degree of impacts analyzed in the planned action EIS would not qualify as a planned action.

(3) Should environmental conditions change significantly from those analyzed in the planned action EIS, the SEPA Responsible Official may determine that the planned action designation is not applicable until:

(i) The applicant provides supplemental environmental review limited to those issues and environmental impacts not previously addressed or that are inconsistent with the planned action EIS; or

(ii) The applicant undergoes a separate SEPA review consistent with the City's SEPA regulations and the requirements of state law.

(g) Monitoring and Review.

(1) The City will monitor development progress in the designated planned action area to ensure it is consistent with the applicable planned action EIS regarding the type and amount of development and associated impacts, and with the mitigation measures and improvements planned for the individual subareas.

(2) The SEPA Responsible Official shall review the planned action ordinance 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 areas, the probable impacts of development, and required mitigation measures. Based on this review, the City may amend, addend, or supplement the planned action ordinance and/or EIS.

(3) If during monitoring, a project proposal, within the planned action area, is nearing the development thresholds or full build-out capacity identified in the planned action EIS, the SEPA Responsible Official shall determine if the planned action ordinance and/or EIS warrant amendments, addenda, or supplemental analysis.

**Chapter 14.112**  
**TRAFFIC IMPACT MITIGATION FEES**

Sections:

- 14.112.010 Purpose
- 14.112.020 Authority
- 14.112.030 Applicability
- 14.112.040 Exemptions
- 14.112.050 Service Areas
- 14.112.060 Mitigation of Traffic Impacts Required
- 14.112.070 Relationship to the State Environmental Policy Act (SEPA)
- 14.112.080 Calculation of Impact Fee
- 14.112.090 Offsets
- 14.112.100 Collection of Impact Fees
- 14.112.110 Uses of Impact Fee Revenues
- 14.112.120 Expenditure Requirements for Impact Fees
- 14.112.130 Refund of Fees Paid

**14.112.010 Purpose**

The purpose of this chapter is to implement the capital facilities element of the Lake Stevens comprehensive plan and the Growth Management Act by:

- (a) Ensuring adequate public street system facilities are available to serve traffic from new development.
- (b) Ensuring adequate public streets are available to serve growth and maintain existing service levels for present businesses and residents.
- (c) Establishing procedures whereby new development pays its proportionate share of the costs of street system capacity improvements, reducing transaction costs for both the City and developers, ensuring new developments do not pay arbitrary or duplicative fees.

**14.112.020 Authority.**

This chapter is adopted under RCW 82.02.050 through .100, which authorizes cities planning under the Growth Management Act, Chapter 36.70A RCW, to assess, collect, and use impact fees to help finance public facilities needed to accommodate growth. Under the authority of RCW 36.70A.070(3) and RCW 82.02.050(4), the City is authorized to impose, collect, and use impact fees.

**14.112.030 Applicability.**

This chapter applies to all new development, except as may be exempted below.

**14.112.040 Exemptions.**

The exemptions for traffic impact fees are the same as for concurrency in LSMC 14.110.030 except for Planned Action Projects identified in Section 14.110.030(b)(10), which are not exempt under Chapter 14.112 LSMC.

**14.112.050 Service Areas.**

For the provision of public streets, implementation of the capital facilities and transportation elements of the comprehensive plan and administration of this chapter, three traffic impact zones (TIZ) are established. They consist of TIZ 1 – East Lake Stevens, TIZ 2 – West Lake Stevens, and TIZ 3 – South Lake Stevens. The precise boundaries of these service areas are shown in Figure 14.112-l.

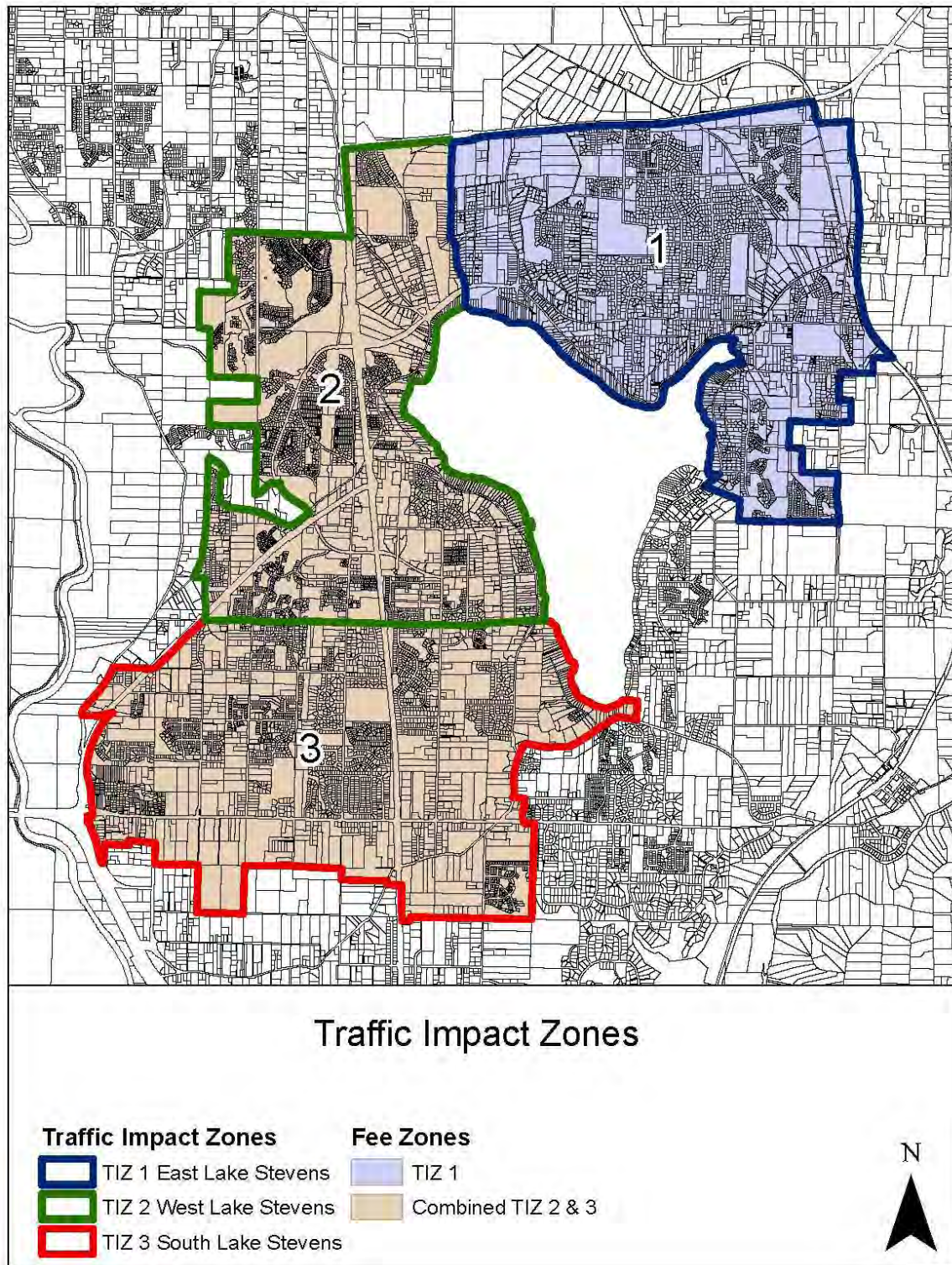


Figure 4.112-I Traffic Impact Zones

**14.112.060 Mitigation of Traffic Impacts Required.**

Any new development activity shall mitigate the development's impacts on the City's street system either by payment of an amount calculated pursuant to Section 14.112.080, or by dedication of land pursuant to Section 14.112.090, by construction of off-site street system capacity improvements pursuant to Section 14.112.090, or as otherwise provided in Section 14.112.070.

**14.112.070 Relationship to the State Environmental Policy Act (SEPA).**

This chapter establishes minimum impact fees, applied to all developments. These fees are presumed to mitigate traffic demand on the capacity of the city street system. However, each development shall be reviewed and be subject to the substantive authority of SEPA for potential adverse traffic impacts on the street system not mitigated by this fee.

**14.112.080 Calculation of Street System Impact Fees.**

(a) The traffic impact fees will be collected and spent for capacity improvements to the public street system identified in the City's capital facilities plan. In accordance with RCW 82.02.050(3), the impact fees shall only be imposed for system improvements reasonably related to development impacts and shall not exceed a proportionate share of the costs of the identified system improvements in the adopted capital facilities plan.

(b) The street system impact fee cost basis is established in the *Traffic Impact Fee Cost Basis for the City of Lake Stevens*, as amended, based on methodology consistent with the requirements of RCW 82.020.050 through .100 including, but not limited to the following:

(1) Street system capacity improvements identified in the City GMA capital facilities plan that are reasonably necessary to maintain adopted street system levels of service while accommodating the future development envisioned in the City's adopted GMA Comprehensive Plan.

(2) The costs of the needed street system capacity improvements estimated by the Public Works Director using generally-accepted engineering practices.

(3) The estimated costs adjusted (reduced) to account for portions of the identified street system improvements that will likely be constructed by new development as part of their required on-site public street improvements and/or frontage improvements.

(4) The estimated costs adjusted (reduced) to provide a credit for taxes (excluding impact fees paid under this section) paid by new development which help pay for the identified capacity improvements.

(5) The estimated costs adjusted (reduced) to account for any improvements needed to remedy any level of service deficiencies in the street system serving existing uses.

(6) The estimated costs adjusted (reduced) to reflect impacts on the capacity of the street system from new vehicle trips which have neither origin nor destination within the City of Lake Stevens (often referred to as "pass-through" trips).

(7) The final adjusted total costs of the identified improvements, as adjusted above, and aggregated for each traffic impact zone, are the cost basis of the impact fee.

(h) The number of weekday afternoon (PM) peak hour trips likely generated by existing land uses and future land uses (i.e., new development) are estimated based on current land use data and the adopted GMA Comprehensive Plan future land use map. The total existing and new trips are aggregated into the traffic impact zones.

(9) The maximum impact fee that can legally be charged to new development for each new weekday PM peak hour trip generated equals the cost basis of the impact fee divided by the new weekday PM peak hour trips for each traffic impact zone.

(10) The actual level of impact fees as established in *Traffic Impact Fee Cost Basis for the City of Lake Stevens*, as amended, shall not exceed the maximum as calculated above.



(c) A development shall mitigate its traffic impact upon the future capacity of the street system by paying an impact fee reasonably related to the impact of the development on public streets located in the same traffic impact zone as the development. A development's street system impact fee will equal the number of new average weekday afternoon (PM) peak-hour trips generated by the development, based on the latest edition of the Institute of Traffic Engineers (ITE) Trip Generation Report, times the per trip amount identified in the currently adopted Fees Resolution, for the type and location of the development, except that the following adjustments may be made:

(1) In accordance with RCW 82.02.060(5), the Public Works Director shall have the authority to adjust the amount of the impact fee to consider unusual circumstances in specific cases, based on analysis of specific trip generating characteristics of the development (e.g., mixed-use characteristics, ridesharing programs, transit availability, etc.), to ensure that impact fees are fairly imposed; and

(2) In accordance with RCW 82.02.060(5), the Public Works Director shall have the authority to adjust the amount of the impact fee to be imposed on a particular development to reflect local information when available, including studies and data submitted by the developer.

#### **14.112.090 Offsets**

(a) The required traffic impact fees shall be reduced by the amount of any payment for public street system improvements previously made for the development either as a condition of approval or under voluntary agreements with the City entered into after the effective date of the ordinance codified in this chapter.

(b) Whenever a development has agreed to, pursuant to the terms of a voluntary agreement with the City, or is granted approval subject to a condition that the developer provide right-of-way for or construct off-site street system capacity improvements that are identified in the *Traffic Impact Fee Cost Basis for the City of Lake Stevens*, as amended, as being part of the street system impact fee cost basis, the developer shall be entitled to an offset for up to the value of land or up to the actual cost of construction against the impact fee assessed under Section 14.112.060.

(c) The land value or cost of construction shall be estimated at the time of approval and shall be based on acceptable evidence and documentation provided by the developer. The evidence and documentation shall be reviewed and, if acceptable, approved by the Public Works Director or designee. When land is proposed for dedication, the person required to pay impact fees shall present either a Member of the Appraisal Institute (MAI) appraisal or evidence of the assessed value as determined by the county assessor's office. If construction costs are estimated, the documentation shall be confirmed after the construction is completed to assure that an accurate offset amount is provided. If the land value or construction cost is less than the calculated fee amount, the difference remaining shall be chargeable as an impact fee.

(d) The amount of the offset for a development activity shall not exceed the amount of the impact fee the development activity is required to pay.

(e) Any claim for offset should be made at least 30 days prior to application for a building permit so as to eliminate or minimize any delays in issuance of a permit.

#### **14.112.100 Collection of Impact Fees.**

Impact fees for each development shall be assessed and collected at the time of issuance of a building permit. Where no building permit will be associated with the development, such as a development requiring a conditional use permit, payment is required as a precondition to approval.

#### **14.112.110 Uses of Traffic Impact Fee Revenues.**

(a) Traffic impact fee revenue will be used for capital improvements on the public street system, not operating or maintenance expenses.

(b) Traffic impact fees shall be used for costs associated with city street system capacity improvements, including, but not limited to, planning, design, engineering, right-of-way acquisition, financing, project administration, construction, and/or construction engineering.

(c) In the event that bonds or similar debt instruments are issued for the advanced provision of system improvements, for which impact fees may be expended and where consistent with provisions of the bond covenants, impact fees may be used to pay debt service on such bonds or similar debt instruments to the extent that facilities or improvements provided are consistent with the requirements of this section.

(d) Traffic impact fees are collected and spent on street system improvements as opposed to project improvements, in accordance with RCW 82.02.090.

**14.112.120 Expenditure Requirements for Impact Fees.**

Traffic impact fee payments not expended within 10 years shall be refunded, pursuant to Section 14.112.130; unless the City Council makes written findings that there exists an extraordinary and compelling reason for fees to be held longer than 10 years. In order to verify these two requirements, impact fee revenues must be deposited into separate accounts of the City, and annual reports must describe revenue and expenditures

**14.112.130 Refund of Fees Paid.**

(a) Traffic impact fees collected pursuant to this chapter shall be deposited into an interest bearing account established for the City.

(b) If a development approval expires without commencement of construction, then the developer shall be entitled to a refund of impact fees paid, with interest, of the impact fee paid for that development. The developer must submit an application for such a refund to the Finance Director within 30 days prior to the expiration of the permit. By resolution, the City Council may adopt fees to offset administrative costs of collecting and refunding mitigation fees.

(c) Any funds not expended or encumbered by the end of 10 years from the date the fee was paid shall be returned to the developer/owner with interest; provided, that the developer/owner submits a request for a refund to the City of Lake Stevens within one year of the expiration of the 10-year period.

(d) Impact fees that are not expended or encumbered within these time limitations, and for which no application of a refund has been made in accordance with this section, shall be retained and expended on public street system facilities.

(e) Interest due upon the refund of impact fees shall be calculated according to the average rate received by the City on invested funds throughout the period during which the fees were retained.

**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, capital facilities plan, land use map, zoning map, code amendments, and comprehensive plan amendments (Ord No. 875 and 876) 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 27, 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**, 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, an open house on September 10, 2012 and two City Council public hearings on August 27 and September 10, 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 design guidelines, development regulations and capital facilities plan 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 land use code 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, Planned Action, Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map, proposed development regulations and design guidelines, and other comprehensive plan and code 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, Planned Action and related documents; and

**WHEREAS**, on August 27 and September 10, 2012, the Lake Stevens City Council reviewed the Planning Commission's recommendation relating to the proposed Lake Stevens Center Subarea Plan, Planned Action 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 code 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, Chapter 36.70A RCW, 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, together with adopted subarea land use 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 issued on July 27, 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/Employment 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 subarea development regulations, Chapter 14.38 LSMC, 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 <sup>1</sup>	Development Thresholds
Residential	200 dwelling units
Commercial <sup>2</sup>	150,000 gross square feet
Employment <sup>3</sup>	150,000 gross square feet

<sup>1</sup>A building with multiple uses will be designated by the majority use.

<sup>2</sup>Commercial includes accommodation services, arts and entertainment, food services, retail trade, etc.

<sup>3</sup>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 exceed 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, 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 Area 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 within 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 24 day of September, 2012.

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Vern Little, Mayor

ATTEST/AUTHENTICATION:

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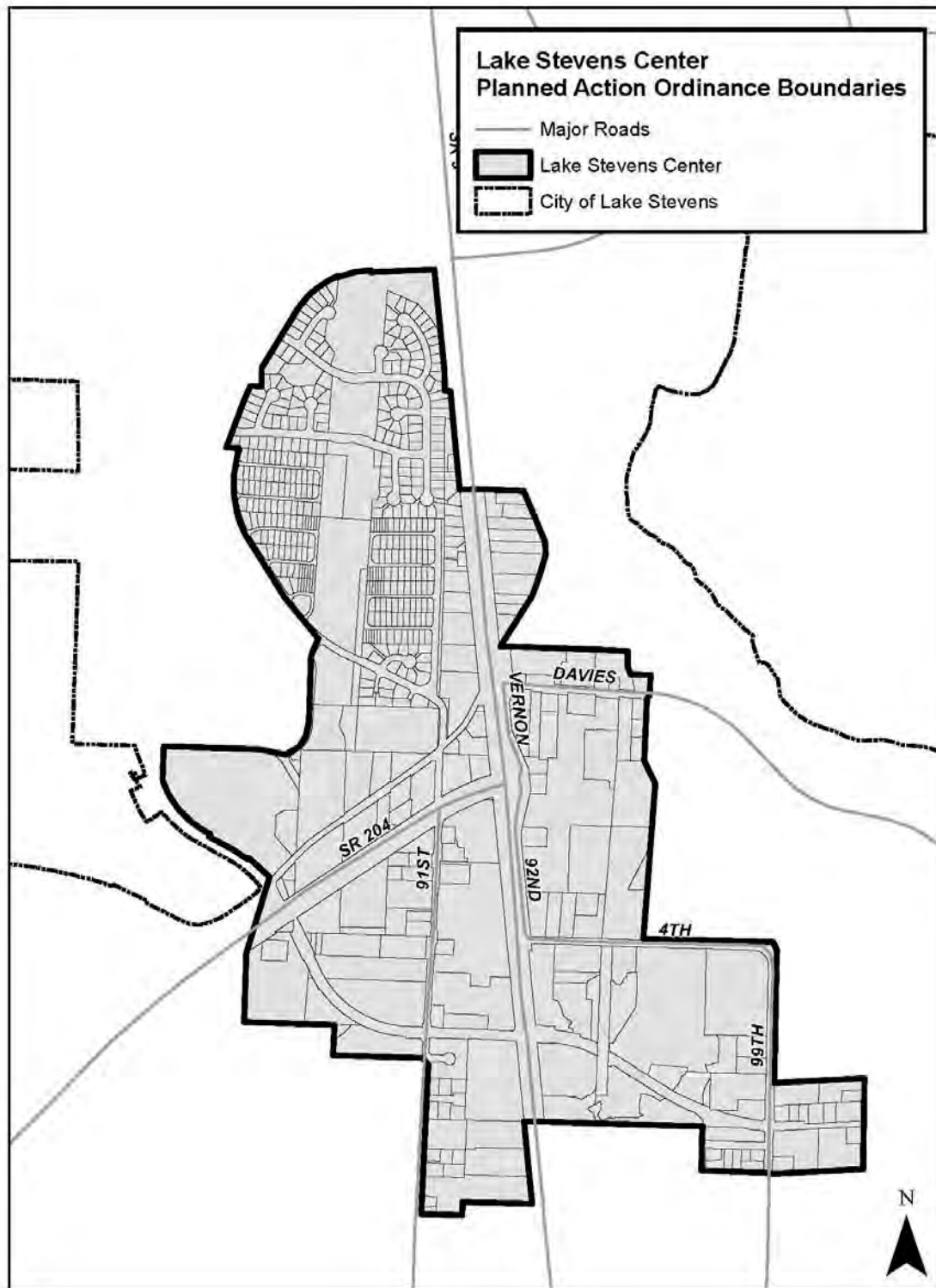
Norma J. Scott, City Clerk/Admin Asst.

APPROVED AS TO FORM:

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Grant K. Weed, City Attorney

First Reading: August 27, 2012  
Second Reading: September 10, 2012  
Third and Final Reading: September 24, 2012  
Published:  
Effective Date:

**EXHIBIT A – LAKE STEVENS CENTER 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 Planned Action EIS”) for the Lake Stevens Center Subarea Plan. The Planned Action 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 Planned Action EIS. The Planned Action 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 Planned Action 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 Planned Action 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 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**

**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

- **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 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.

**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

**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 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



**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

**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;
- 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 land use 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 land use 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**

The EIS does not identify significant adverse impacts related to housing and no mitigation is required. It is noted that proposed subarea land use 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**

**A. Visual Character**

- **Development Regulations:** Proposed zoning regulations and design guidelines to implement the subarea plan would address appropriate uses, height, setbacks, and

**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

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.

**B. 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.

**C. 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**

**A. 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.

**B. 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 adopted 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.

**C. 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;

**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

- SR-9 and SR-204;
- 91st Avenue NE and SR-204; and
- Market Place and SR-9.

**D. 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*.

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.

**E. Traffic Impact Fees**

Implementing the improvements described above will require a substantial investment of money (see Subareas Capital Facilities 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.

**F. 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.

**G. 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 program when a



**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

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, 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

**Exhibit B – Lake Stevens Center Subarea Planned Action Ordinance Mitigation Measures**

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 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.

**ORDINANCE NO. 878****AN ORDINANCE OF THE CITY OF LAKE STEVENS, WASHINGTON  
ESTABLISHING A PLANNED ACTION FOR THE 20<sup>TH</sup> STREET SE  
CORRIDOR 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, capital facilities plan, land use map, zoning map, code amendments, and comprehensive plan amendments (Ord No 875 & 876) 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 20<sup>th</sup> Street SE Corridor, 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 January 24, 2012 the City issued a Draft environmental impact statement (EIS) for the 20<sup>th</sup> Street SE Corridor 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 20<sup>th</sup> Street SE Corridor Subarea Plan which identifies impacts and mitigation measures associated with planned development in the subarea; 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, an open house on September 10, 2012 and two City Council public hearings on August 27 and September 10, 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 design guidelines, development regulations and capital facilities plan for the subarea which will help protect the environment; and

**WHEREAS**, on July 6, 2012 the City submitted the proposed 20<sup>th</sup> Street SE Corridor 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 land use code 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 are addressed in this Ordinance; and

**WHEREAS**, on August 1 and 15, 2012 the Planning Commission, after review of the proposed 20<sup>th</sup> Street SE Corridor Subarea Plan, Planned Action, Comprehensive Plan Land Use Map and Zoning Map amendments, Subarea Land Use Map, proposed development regulations and design guidelines, and other comprehensive plan and code 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, Planned Action and related documents; and

**WHEREAS**, on August 27, and September 10, 2012, the Lake Stevens City Council reviewed the Planning Commission's recommendation relating to the proposed 20<sup>th</sup> Street SE Corridor Subarea Plan, Planned Action, 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 code 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 20<sup>th</sup> Street SE Corridor 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 20<sup>th</sup> Street SE Corridor 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, Chapter 36.70A RCW, 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 20<sup>th</sup> Street SE Corridor 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 20<sup>th</sup> Street SE Corridor 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, together with adopted subarea land use 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 20<sup>th</sup> Street SE Corridor 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 January 24, 2012 and the Final EIS issued 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 20<sup>th</sup> Street SE Corridor 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 20<sup>th</sup> Street SE Corridor 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 20<sup>th</sup> Street SE Corridor 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/Employment 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 subarea land use regulations, Chapter 14.38 LSMC, 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 <sup>1</sup>	Development Thresholds
Residential	1,000 units
Commercial <sup>2</sup>	450,000 gross square feet
Employment <sup>3</sup>	1.25 million gross square feet

<sup>1</sup>A building with multiple uses will be designated by the majority use.

<sup>2</sup>Commercial includes accommodation services, arts and entertainment, food services, retail trade, etc.

<sup>3</sup>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, except for 24<sup>th</sup> Street SE.

(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 20<sup>th</sup> Street SE Corridor Planned Action Area exceed 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 Trips PM Peak Hour	3,441 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, 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 Area 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 20<sup>th</sup> Street SE Corridor Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official when development within 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:

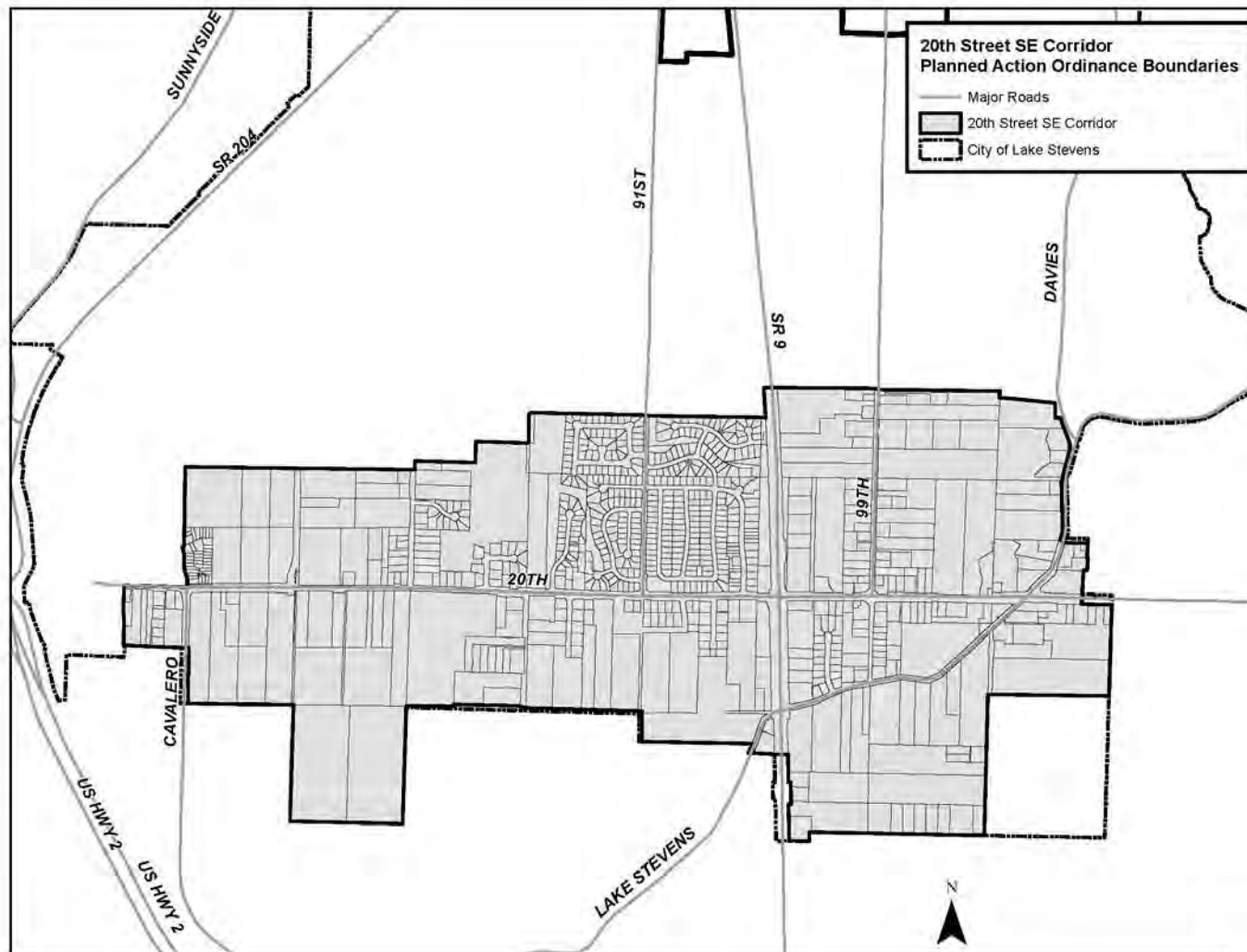
\_\_\_\_\_  
Norma J. Scott, City Clerk/Admin Asst.

APPROVED AS TO FORM:

\_\_\_\_\_  
Grant K. Weed, City Attorney

First Reading: August 27, 2012  
Second Reading: September 10, 2012  
Third and Final Reading: September 24, 2012  
Published:  
Effective Date:



**EXHIBIT A – 20<sup>TH</sup> STREET SE CORRIDOR PLANNED ACTION AREA**

**EXHIBIT B**  
**20<sup>th</sup> STREET SE CORRIDOR 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 Planned Action EIS”) for the 20<sup>th</sup> Street SE Corridor Subarea Plan. The Planned Action 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 Planned Action EIS. The Planned Action 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 Planned Action 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 Planned Action 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:** LSMC 14.88.630 requires the preparation of a geological assessment for any development proposal within 200 feet of an area designated as geologically hazardous. Geological assessments must contain an analysis of the potential impacts to geologically hazardous areas resulting from the proposed development and identify appropriate mitigation measures necessary to protect development and the geologically hazardous area.
- **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**

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

**B. Water Resources**

**Applicable Regulations and Commitments**

**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

- **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 Area Regulations:** Lake Stevens' adopted critical area regulations, Chapter 14.88 LSMC, protects wetlands and streams by limiting allowed activities and disturbance and establishing buffers of varying size based on wetland or stream classification. Future development will be subject to these regulations, including all applicable protection standards, mitigation requirements and mitigation sequencing procedures. In particular, wetlands mitigation is required to take the form of in-kind replacement of impacted functions and values wherever possible, and replacement 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 their 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 wetland hydrologic processes, adopted regulations require that stormwater be either detained or infiltrated on-site.
- **Low Impact Development (LID):** The City has incorporated incentives for the use of LID techniques (Chapter 14.38 LSMC) to encourage 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 Chapter 14.88 LSMC will be applied to such development to avoid or mitigate impacts.
- **Wetland Mitigation Banking.** LSMC 14.88.040 allows the use of credits from a state-approved wetland mitigation bank to compensate for unavoidable impacts to wetlands. Per these regulations, 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 may encourage preservation and enhancement of wetland-affected areas in exchange for increased development potential in other portions of the site or subarea.

**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

**C. Plants & Animals**

**Applicable Regulations and Commitments**

- **Tree Retention:** The City's land use code (LSMC 14.76.120) requires every development to retain existing 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 also requires that significant trees removed as part of a development project be replaced, and that retained and replanted trees be protected during construction. Similarly, the code requires retention or planting of trees along dedicated streets (LSMC 14.76.110).
- **Critical Areas Regulations:** Future development in the 20<sup>th</sup> Street SE Subarea has the potential to adversely affect wildlife and habitat through clearing of vegetated areas. However, the City's critical areas regulations (Chapter 14.88 LSMC) 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.

**2. Air**

**A. Air Quality**

**Mitigation During Construction**

Although significant air quality impacts are not anticipated with any of the subarea plan alternatives, 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 the construction phase of future projects. During development review, the City will consider best management practices to minimize potential air quality impacts, 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



**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

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

**Mitigation During Operation**

The EIS indicates that the development pursuant to the subarea plan would not result in any significant adverse air quality impacts in the study area. Consequently, no operational impact mitigation measures are warranted or proposed.

**B. Greenhouse Gas Emissions (GHG)**

Based on the goals and strategies listed in the 20th Street SE Corridor Subarea Plan, the City will consider the following GHG reduction strategies for reducing GHG emissions:

- Adopt green building standards for new development (e.g., Lead in Energy and Environmental Design (LEED) silver or better);
- Although the City is not currently subject to the commute trip reduction requirements of RCW 70.94.527, future development within the subarea may be within the statutory thresholds and may require that the City adopt a commute trip reduction program. Any development meeting the statutory criteria would be subject to this program.
- Expand transit options such as the Community Transit vanpool program or new fixed route bus service; or
- Implement efficient transportation design standards including the use of roundabouts and LED street and area lighting where appropriate.

**3. 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 land use pattern, for example, does not require mitigation.

Potential land use conflicts between proximate land uses of different intensity are addressed in proposed subarea land use regulations and design guidelines and will be mitigated through project review. For example, height and bulk limits and setback requirements in zoning regulations address potential conflicts between commercial and residential land uses. Landscaping requirements will also help to 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 land use regulations (Chapter 14.38 LSMC) and subarea design guidelines.

**4. Population, Housing & Employment**

No significant adverse impacts to population, housing or employment have been identified and no mitigation is necessary.

**5. Aesthetics**

**A. Visual Character**

- **Development Regulations:** Zoning regulations and design guidelines to implement the subarea plan address appropriate uses, heights, 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 standards have been modified to create the desired character for development sites, roads, and sidewalks and trails.
- **Design Guidelines:** Subarea-specific design guidelines will ensure that future development achieves a cohesive visual character and high-quality site planning, building design, lighting and signage.

**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

**B. Views**

- **Park & Open Space Planning:** The City will update its *Parks & Open Space Plan* to address needs created by planned growth in the 20<sup>th</sup> Street SE Corridor Subarea. 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 adequate measures that maintain or enhance specified viewpoints. Proposed development regulations also provide incentives to create public spaces in the subarea.
- **Design Guidelines and Standards:** The City may consider adopting guidelines that identify when and how site plans or building design can incorporate elements to minimize impacts to views from parks and other public spaces.

**C. 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.

**6. Cultural Resources**

**Applicable Regulations and Commitments**

- **Chapter 27.53 RCW:** Washington State law prohibits the disturbance, destruction, or removal of historic or prehistoric archaeological deposits without approval from Department of Archaeology and Historic Preservation. Persons who violate the terms of this statute are subject to both criminal and civil liability.

**Additional Mitigation Measures**

- **Archaeological Survey:** As part of the development review process, the City would require an archaeological survey for properties in the same general vicinity as the known archaeological site, and for properties which display a similar history of logging activity (e.g., timber harvesting, timber roads, sawmills, etc.), to determine the presence of archaeological or historic resources.
- **Development Agreements:** The City may consider the use of development agreements, per LSMC 14.16C.055, for any properties with known archaeological or historic resources. Such a development agreement could include mitigation measures to protect archaeological resources, such as a memorandum of agreement with DAHP regarding research and curation of artifacts, as well as construction monitoring by a qualified archaeologist.
- **Inadvertent Discovery Plan:** For development proposals on properties that are extensively forested, previously undeveloped, or known to be associated with the historic railroad or historic logging operations, the City would require the preparation of an inadvertent discovery plan to establish protocols for handling archaeological deposits uncovered during construction.

**7. Transportation**

**A. Concurrency**

Lake Stevens' adopted concurrency management system, set forth in LSMC 14.110, identifies three options an applicant may select to maintain concurrency when mitigation is required: (1) reducing the size of the development; (2) delaying the development until needed improvements are provided by the City or others; or (3) constructing the needed facilities. Changes may be made to a development proposal to enable it to meet the concurrency requirement, such as by reducing project size, employing transportation demand management to reduce the number of trips generated, or financing the needed improvements. Per the Growth Management Act, concurrency does not apply to highways of statewide significance, such as SR-9.

**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

**B. Level of Service Threshold**

The City is considering changes to its adopted Levels of Service (LOS) in the 20<sup>th</sup> Street SE Corridor 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's transportation needs, and to help ensure that desired development occurs, the City adopted 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 programmatic mitigation measures to reduce trip generation are implemented.

**C. Impacted Intersections**

The EIS identifies that the following subarea intersections would be deficient, i.e., fall below LOS E during the PM peak hour: 20th Street SE and Cavalero Road; and 20th Street SE and SR-9.

**D. Necessary Road Improvements**

**20th Street SE and Cavalero Road:** Add a signal or roundabout to the intersection of 20th Street SE and Cavalero Road. Signalizing the intersection would improve operations to LOS C during the PM peak hour. A roundabout would function at the threshold level of LOS E.

**20th Street SE and 83rd Avenue SE:** Adding a southbound right turn pocket would improve the intersection's overall LOS to D during the AM peak hour.

**20th Street SE and SR-9:** This intersection is under the jurisdiction of WSDOT, not the City of Lake Stevens. Any mitigation measures would likely arise as part of the SR-9 Corridor Planning Study (WSDOT, 2011)

**Additional Network Improvements:** The Subarea Plan and EIS identify additional improvements to the road network that are necessary as a result of growth and which were assumed in the transportation analysis. These include widening of 20<sup>th</sup> Street SE; construction of a new 24<sup>th</sup> Street SE, paralleling 20<sup>th</sup> Street SE, between Cavalero Road and the intersection of SR-9 and South Lake Stevens Road, and construction of a roundabout or installation of a signal at this new intersection; extension of 91<sup>st</sup> Avenue SE between 20<sup>th</sup> Street SE and 24<sup>th</sup> Street SE; and conversion of 79<sup>th</sup> Avenue SE to a public road between 20<sup>th</sup> Street SE and 24<sup>th</sup> Street SE.

**E. Traffic Impact Fees**

The improvements described above require a substantial investment of money to implement (See Subareas Capital Facilities 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 LSMC), as authorized by RCW 82.02.050. This citywide program will establish fees within a traffic impact zone including the 20<sup>th</sup> Street SE Corridor Subarea.

Given that the majority of the traffic impacts would occur on the state highway system, the City of Lake Stevens 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.

**F. 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.

**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

**G. Transportation Demand Management**

Transportation demand management (TDM) strategies include mandatory commute trip reduction (CTR) programs and enhanced transit service. Although the City is not currently subject to the commute trip reduction program requirements of RCW 70.94.527, future development within the subarea may be within the statutory thresholds and may require that the City adopt a CTR program. Any development meeting the statutory criteria would be subject to this program. Proposed development regulations also include incentives for alternative or high-efficiency transportation modes (LSMC 14.38.050).

**8. Public Services**

**Applicable Regulations & Commitments**

All development will be required to comply with adopted development regulations related to emergency access, fire suppression systems, and school and park impact mitigation fees. Subarea land use regulations and subarea design guidelines also include incentives that will encourage the provision of public spaces in new development, and address site and building lighting to ensure security.

**Additional Mitigation Measures**

- During construction, implement security measures such as onsite lighting, fencing, onsite surveillance, etc. to reduce potential criminal activity;
- 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; and
- The School District will continue to monitor student generation and capital needs every two years and mitigation fees may be adjusted in the future to reflect identified needs.
- The City should review current level of service standards for police services to ensure that they are consistent with regional standards and with the standards of comparable cities, and that they meet the needs of the City.
- Begin a planning process to identify additional park space within the subarea that will be considered during 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.

**9. 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, 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



**EXHIBIT B – 20<sup>TH</sup> Street SE Corridor Subarea Planned Action Ordinance Mitigation Measures**

management of stormwater. In addition, subarea land use regulations provide an incentive for the use of LID techniques (LSMC 14.38)

**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)
  - 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**

- **Design Review for Fire Flow:** The City and developers will coordinate review of development permit applications with the Snohomish County PUD and the Lake Stevens Fire Marshal to determine fire flow requirements based on project type, intensity and design. Upgrades to existing lines will be coordinated with the PUD. Installation of new water lines adequate to provide 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, 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. 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.

CITY OF LAKE STEVENS  
Lake Stevens, WashingtonRESOLUTION NO. 2012-5

A RESOLUTION REPEALING RESOLUTION NO. 2012-3 AND ADOPTING AMOUNTS FOR THE RATES, FEES, AND DEPOSITS FOR VARIOUS SERVICES PROVIDED AND ACTIONS PERFORMED BY THE CITY AND FINES LEVIED AGAINST CODE VIOLATORS, TO INCLUDE NEW LAND USE FEES FOR SERVICES ACTIONS OR PERMITS

WHEREAS, the City Council, through ordinance, has adopted regulations requiring certain actions and services; and,

WHEREAS, these various ordinances set forth that fees shall be set by resolution, and;

WHEREAS, the cost of providing these various services consistent with applicable codes, regulations, and policies periodically increase or decrease, or certain services or practices are discontinued and fees are no longer needed; and,

WHEREAS, it is the intent of the City of Lake Stevens to charge appropriate fees and charges that are consistent with the services provided and to cover the public cost of providing these various services so that the public is not subsidizing individual benefits derived therefrom;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAKE STEVENS AS FOLLOWS: Resolution No. 2012-3 is hereby repealed and the following rates, fees, and deposits for various services provided and actions performed by the city and fines levied against code violators are hereby adopted:

**Section 1. Fees and Deposits-General.**

- A. Fees. Fees are intended to cover the normal, recurring administrative costs associated with said action, such as secretarial staff time, advertising, mailings, file distribution, etc. and project review. Fees are non-refundable. The applicant is responsible for costs incurred for any portion of project/permit reviewed by a consultant hired by the City for such review.
- B. Payment Due. Fees and deposits are due at the time the action is requested (e.g., at time of application) or occurs (e.g., prior to a specific action). An applicant may pay all fees and deposits of a multi-phased project in advance; however, doing so does not vest applicable fees due. Fees due are those in effect at the time the specific action or phase of an action is requested or occurs.
- C. Late Payment Penalties. If payment is not received within 30 days of the due date specified on the invoice, the amount due shall accrue interest at the rate of 1.5 percent per month, with a maximum monthly interest accrual of \$20.00, from the date the fee became due and the date payment is actually made.
- D. Waivers. Upon petition by the applicant, the City Council may waive any of the fees or portions thereof, for any non-profit organization that provide services for the necessary support of the poor or infirm.
- E. Concurrent Applications. Concurrent applications requiring land use fees established by this resolution shall be subject to each fee cumulatively as if reviewed separately. There shall be no reduction in fees where more than one type of fee is charged for a project.

**Section 2. Land Use Fees.** Fees for various services, actions, and permits regarding land use, as per LSMC Title 14 and 16, shall be as listed in Table A. Land Use fees are in addition to Building Permit fees. Attorney fees may be recovered for specific projects. (Note: "X.XX" number refers to Use Category from Title 14 Table of Permissible Uses.)

Table A: Schedule of Land Use Fees

Action/Permit/Determination	Fee (\$)
<b>ADMINISTRATIVE APPROVALS/DETERMINATIONS – TYPE I REVIEW</b>	
Administrative Modifications	450
Boundary Line Adjustments	1,000
Changes of Use	750
Code Interpretations	150
Docks – Private (6.410)	200
Floodplain Development Permit (may also require SEPA and critical area review fees)	150
<b>Grading Permits</b>	<b>375</b>
Home Occupations	Reviewed as part of business license
Lot Line Consolidation	500
Reasonable Use Exceptions	200+critical areas review
Temporary Use	
- Temporary Residence (1.700)	125
- Temporary Mobile/Modular Public Structures (15.500) in any zone	100
- Temporary Structures (23.000)	200
<b>ADMINISTRATIVE CONDITIONAL USE PERMITS (formerly Special Use Permits)</b>	
Basic Review & administrative decision	1,000
If hearing called for in addition to previous costs)	Hearing Examiner cost
<b>ANNEXATIONS</b>	
Submission of 10% Petition	0
Submission of 60% Petition	0
If it goes to BRB hearing	0
<b>ATTORNEY FEES</b>	Applicant pays actual cost charged City plus 10/hr
<b>APPEALS PER TITLE 14</b>	
To City Council	350
To Hearing Examiner	350+Hearing Examiner cost
To Shoreline Hearings Board	75/hr
<b>BINDING SITE PLANS</b>	<b>6,000</b>
Revision	1,000
<b>COMPREHENSIVE PLAN AMENDMENTS (including area-wide-rezones)</b>	
Minor Amendment (annual cycle)	2,400
Major Amendment (5-year cycle)	3,500
<b>CONDITIONAL USE PERMITS</b>	5,500+ Hearing Examiner cost
<b>CONSTRUCTION PLAN APPROVAL</b>	
Residential developments 1-9 units	1,300 for first two reviews + 200 for each additional review
Residential developments 10 or more units	1,500 + 150 per lot for first two

Action/Permit/Determination	Fee (\$)
	reviews + 300 for each additional review
Commercial and/or non-residential developments	2,000 for first two reviews + 300 for each additional review
<b>CONSULTANT FEES</b>	Applicant pays actual cost charged City plus 10/hr
<b>CRITICAL AREA REVIEW</b>	Applicant pays actual cost charged City plus 10/hr
<b>DESIGN REVIEW</b>	
Design Review – Administrative Decision	450
Design Review - without other permit – Design Review Board	750
Design Review – with other permit – Design Review Board	300
<b>DEVELOPMENT AGREEMENT</b>	1,400
<b>EDDS DEVIATION REQUEST</b>	100
<b>ESSENTIAL PUBLIC FACILITIES (in addition to conditional use permit fees)</b>	
Essential Public Facility	Public participation costs (e.g., mailings, noticing, room rental) +consultant fees +attorney fees
Secure Community Transition Facility	Public participation costs (e.g., mailings, noticing, room rental) +consultant fees +attorney fees
<b>EVENT PERMITS</b>	
Event Level1	75
Event Level 2	225
Event Level 3	300
Event Level 4	1,050
Event Level 4 Deposit	80% of City estimated cost for City services
Event Expedited Review Fee	100
Boat Launch Closure	100/day
Recycle Containers	10/unit deposit 35/unit replacement fee for unreturned or damaged units
<b>FIREWORKS PERMITS</b>	
Fireworks Display	100
Fire Works Stand	185
<b>IMPACT FEES</b>	
Park Mitigation	
Single Family Residence and Apartments with 3+ bedrooms	2,363/dwelling
Duplex and Apartments with 2 bedrooms	1,733/dwelling
Apartments with 0-1 bedrooms	1,103/dwelling
School Mitigation	
Detached Single Family Residence	4,532/dwelling
Duplex/Apartment/Townhouse with 2 or more bedrooms	3,035/dwelling
Duplex/Apartment/Townhouse with 1 or fewer bedrooms	0
Traffic Mitigation	((Based on a project specific traffic report))
Traffic Impact Zone 1	2,000/PM Peak Hour Trip



Action/Permit/Determination	Fee (\$)
Traffic Impact Zones 2 & 3	2,900/PM Peak Hour Trip
<b>LAND USE CODE AMENDMENTS</b>	3,000
<b>MISCELLANEOUS ACTIONS/ITEMS</b>	
Permit Extension	150
Public Notice Signs Rental Fee	50
Sign Non-Return Charge – If not returned within 7 days of permit approval	10/sign
Security Administration Fee, per each security	100
<b>MISCELLANEOUS TASKS</b>	
Miscellaneous Engineering Review (e.g., storm drainage plans for Single-Family Residential & Duplexes, drainage studies, etc.)	75/hr
Miscellaneous Research or other staff time	75/hr
<b>PARK PERMITS</b>	
Park Permit without Picnic Shelter	35
Park Permit is included if Picnic Shelter is rented	0
<b>PLANNED NEIGHBORHOOD DEVELOPMENTS</b>	3,500+Hearing Examiner cost
<b>PRE-APPLICATION CONFERENCE FEE</b> (Credited toward preliminary subdivision/short subdivision application fee upon submittal of said application if received within 12 months from date of pre-application conference.)	
Without Consultant Review	400
With Consultant Review	1,100
<b>RECONSIDERATION OF DECISION by:</b>	
Planning Director	200
Design Review Board	200
City Council	200
Hearing Examiner	100+Hearing Examiner cost
<b>RECORDING FEES</b>	At cost (paid directly to Snohomish County)
<b>REZONES - ZONING MAP AMENDMENTS</b>	
Rezone Minor	500+Hearing Examiner cost
Rezone Major	1,000+Hearing Examiner cost
Area-wide Rezones	See Comprehensive Plan Amendments fee
<b>RIGHT-OF-WAY</b>	
Right-of-Way Permit	
Individual Residential (outside roadway improvements)	50
All Others	200
Right-of-Way Vacation	1,000
Road Cuts (required only for pavement cuts where roadway overlay is not required by City)	2 per square foot
<b>SEPA REVIEW (does not include critical areas review, which is a separate fee)</b>	
Planned Action Project Certification Review including SEPA Checklist	750
Review of SEPA Checklist	750
Review of requested studies	75/study per hour 2 hour minimum
Review of requested traffic studies	75 per hour 2 hour minimum
Review of requested drainage studies	75 per hour 2 hour minimum
Environmental Impact Statement (EIS)	75 per hour 10 hour minimum
Addendum	300

Action/Permit/Determination	Fee (\$)
SEPA Appeals (to Hearing Examiner)	150+Hearing Examiner cost
<b>SHORELINE PERMITS</b> (may also require SEPA and critical area review fees)	
Shoreline Conditional Use	1,200+Hearing Examiner cost
Shoreline Exemption	200
Shoreline Substantial Development	1,875
Shoreline Variance	1,200+Hearing Examiner cost
<b>SIGN PERMITS</b>	
Sign Permit	150+50/sign
Master Sign Program Permit	450
Action/Permit/Determination	Fee (\$)
<b>SUBDIVISIONS (1-9 lots – Short Plat; more than 9 lots – Plat)</b>	
Preliminary Short Plat	4,320
Final Short Plat	765
Short Plat Alteration	1,225
Short Plat Vacation	1,225
Preliminary Plat	10,030
Final Plat	1,565 + 100 per lot or unit + Survey Consultant Review cost
Plat Alteration	1,600
Plat Vacation	1,600
Street Signs (per Manual on Uniform Traffic Control Devices)	Purchased & installed by applicant per code & consistent with MUTCD
<b>VARIANCE (Hearing Examiner review)</b>	1,100+Hearing Examiner cost
<b>ZONING CERTIFICATION LETTER</b>	150

**Section 3. Building Permit Fees.** (Land Use fees, if required, are in addition to Building Permit fees.)

- A. Washington State Building Codes Adopted. The City of Lake Stevens does hereby incorporate by this reference as though fully set forth the fees from:
1. 2009 edition of the International Building Code (IBC)
  2. 2009 edition of the International Residential Code (IRC)
  3. 2009 edition of the International Mechanical Code including the 2009 International Fuel Code, 2008 National Fire Protection Association 58 (Liquefied Petroleum Gas Code) and 2009 National Fire Protection Association 54 (National Fuel Gas Code)
  4. 2009 edition of the Uniform Plumbing Code
  5. Washington State Barrier Free Regulations (Title 51 WAC)
  6. Current edition of the Washington State Energy Code
  7. 2009 edition of the International Fire Code
  8. Current edition of the Washington State Ventilation & Indoor Air Quality Code
- B. **Valuation for Calculating Building Permit Fees** (~~Any building or structure not addressed in Subsection C, below,~~) shall be determined according to the International Code Council "Building Valuation Data" which is herein incorporated by reference as though fully set forth. The "Building Valuation Data," including modifiers, is found in Building Safety Journal, and is published quarterly by the International Code Council. Subsequent semi-annual revisions of the "Building Valuation Data" shall be automatically incorporated by this reference to be effective immediately following each new publication. Building permit fees shall be based on the formulas contained in Table 1A.

**(((Building Code)))Table 1A: Building Permit Fees**

Total Valuation	Fee
\$1.00 to \$499.99	\$23.50
\$500.00 to \$1,999.99	\$23.50 for the first \$499.99 plus \$3.05 for each additional \$100, or fraction thereof, up to and including \$1,999.99.
\$2,000.00 to \$24,999.99	\$69.25 for the first \$1,999.99 plus \$14 for each additional \$1,000, or fraction thereof, up to and including \$24,999.99.
\$25,000.00 to \$49,999.99	\$391.25 for the first \$24,999.99 plus \$10.10 for each additional \$1,000, or fraction thereof, up to and including \$49,999.99.
\$50,000 to \$99,999.99	\$643.75 for the first \$49,999.99 plus \$7.00 for each additional \$1,000, or fraction thereof, up to and including \$99,999.99.
\$100,000 to \$499,999.99	\$993.75 for the first \$99,999.99 plus \$6.50 for each additional \$1,000, or fraction thereof, up to and including \$499,999.99.
\$500,000 to \$999,999.99	\$3,233.75 for the first \$499,999.99 plus \$4.75 for each additional \$1,000, or fraction thereof, up to and including \$999,999.99.
\$1,000,000 and up	\$5,608.75 for the first \$999,999.99 plus \$3.65 for each additional \$1,000, or fraction thereof.

- C. **Plan Review Fees:**  
**(((Building: Residential: 65% of the building permit fee using table 1A, Commercial 85% of the**

building permit fee using table 1A . Plumbing and Mechanical: 25% of permit fee or City's hourly cost or \$75 per hour, whichever is greater.))

**Residential:**

- New construction & additions: 65% of permit fee using Table 1A
- Repairs & Alterations: \$75.00 per hour (min. 1 hour)

**Commercial:**

- New construction & additions: 85% of permit fee using Table 1A
- Tenant Improvements (TI) & Alterations: 85% of permit fee using Table 1A OR \$75.00 per hour (min. 1 hour) as determined by the building official
- Plumbing & mechanical: 25% of permit fee or City's hourly rate of \$75.00 per hour (min. 1 hour)

D. Fire Department Commercial Plan Review.

New or Tenant Improvement Building Permits – Applies to all Occupancies except Groups R-3 and U

Construction Valuation		Fee
From:	To:	
\$0	\$1,000	\$30
\$1,001	\$5,000	\$115
\$5,001	\$10,000	\$175
\$10,001	\$20,000	\$200
\$20,001	\$45,000	\$260
\$45,001	\$100,000	\$315
\$100,001	\$250,000	\$430
\$250,001	\$500,000	\$545
\$500,001	\$1,000,000	\$690
\$1,000,001	\$1,500,000	\$775
\$1,500,001	\$2,000,000	\$835
>\$2 million		\$865 plus \$55 per \$500,000 (prorated over \$2 million)

E. Other Inspections and Fees:

See Section II Tables D and E for Sprinkler and Alarm fees.

Inspections outside of normal business hours: \$75/ hour, 2 hour minimum.

Reinspection fees assessed at \$75 per hour (1 hour minimum).

Penalty for commencing work prior to permit issuance: Double permit fee.

Inspections for which no fee is specifically indicated: \$75 /hour (1/2 hour minimum).

Additional plan review required by changes, additions or revisions to plans: \$75/hour.

For use of outside consultants for plan checking and inspections, or both: Actual Costs

F. Miscellaneous Building Permit Fees. Tables B2 and B3 specifies those fees charged for permits to be issued pursuant to the Washington State Building Code and which are not included in the provisions of Subsections A and B:

**Table B2: Schedule of Miscellaneous Building Permit Fees**

Permit	Fee (\$)
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	Permit	Plan Check	Total
((Accessory Structures/Porch Cover))	((Valued as for carport or garage per IRC, whichever it more closely resembles))		
Accessory Structures	Valued as Utility (BVD) & Table 1A	65% of permit fee	Permit fee + plan check fee
State Building Code fee (each permit) ((-WA State per RCW 19.27.085;- per unit))	\$4.50		\$4.50
Each additional residential unit (per RCW 19.27.085)	\$2.00		\$2.00
Deck ((Permit))	\$15/sq.ft. – uncovered \$17/sq.ft. – covered Refer to Table 1A	65% of permit fee	Permit fee + plan check fee
Demolition ((Permit))	\$75((50))		\$75((50))
((Dock Permit))	((Refer to building standards valuation list))		
Dock	\$30/sq.ft. Refer to Table 1A	65% of permit fee	Permit fee + plan check fee
Fence/Retaining Wall	\$75	\$75/hr (1/2 hr min)	\$75 + plan check fee
((Masonry Fireplace))	((Refer to building standards valuation list))		
Manufactured((Mobile)) Home Placement ((& Skirting))	\$225		\$225
Certificate of Occupancy ((Temporary C of O valid for 30 days))	\$100 ((75))		\$100 ((75))
Reroof:			
Residential	\$40.00	((85% of permit fee)) Same as Commercial TI	\$40.00
Residential with sheathing	\$90.00		\$90.00
Commercial	Refer to Table 1A ((B4))		Permit fee + plan check fee
Adult Family Home	\$150		\$150
Re-inspection	\$75		\$75

BVD = Building Valuation Data, August 2012, International Code Council

Table B3: Mechanical and Plumbing Fees

Mechanical Fees		Plumbing Fees	
Mechanical Permit	35.00((27.00))	Plumbing Permit	35.00((27.00))
AC unit < 100,000k	20.00	Back Flow Preventer	10.00
AC unit 100,000k – 499,999 k	30.00	Bathtub	10.00
AC unit 500,000k and up	40.00	Commercial Dishwasher	15.00
Air Handlers <10,000 CFM	13.00	Drinking Fountain	10.00
Air Handlers 10,000 CFM and up	23.00	Floor Sink or Drain	10.00
Boilers	15.00	Grease Interceptor	50.00
Commercial Incinerator	30.00	Grease Traps	10.00

Mechanical Fees		Plumbing Fees	
Condensers	20.00	Hose Bibs	10.00
Domestic Incinerator	20.00	Ice Makers	10.00
Duct Work	15.00	Kitchen Sink	10.00
Evaporative Cooler	15.00	Laundry Tray	10.00
Forced Air System <100,000 BTU	18.00	Lavatory	10.00
Forced Air System 100,000 or more BTU	24.00	Lawn Sprinkler System	10.00
Gas Clothes Dryer	15.00	Medical Gas 1- 5	50.00
Gas Piping 1 – 4 Outlets	11.00	Medical Gas, for each one over five	10.00
Additional Outlets	1.00	Mop Sink	10.00
Heat Exchanger	15.00	Other	10.00
Heat Pump	15.00	Pedicure Chair	10.00
Manf. Fireplace/ Log Lite	18.00	Reclaimed Water System	40.00
Misc. Appliance	15.00	Residential Dishwasher	10.00
Range Hood – Residential	15.00	Roof Drains	10.00
Range Hood – Commercial	150.00	Shower	10.00
Refrigeration Unit <100K	20.00	Specialty Fixtures	10.00
Refrigeration Unit 100K – 499K	30.00	Supplemental Permit	15.00
Refrigeration Unit 500K and up	40.00	Testing of Reclaimed Water System	30.00
Relocation Repair	15.00	Urinal	10.00
Stove Appliance	15.00	Vacuum Breakers 1- 5	10.00
Supplemental Permit	15.00	Vacuum Breakers, for each one over five	2.00
Vent Systems	15.00	Washing Machine	10.00
Vent w/o Appliance	10.00	Waste Interceptor	10.00
Ventilation Fans	10.00	Water Closet	10.00
Wall/Unit Heaters	20.00	Water Heater	15.00
Water Heater	15.00	Water Service	10.00
Wood Stoves	18.00		

**Section 4. Sewer Fees.** Fees for various services, actions, and permits regarding sewerage, as per LSMC Titles 6 and 14, shall be as listed in Table C (below).

Table C: Schedule of Sewer Service Rates, Fees, and Fines

Service/Action	Fee/Fine (\$)
<b>Sewer Disconnection Inspection – Capping</b>	125
<b>Sewer Re-Connection - Uncapping</b>	125
<b>Side Sewer Permit Fee</b>	
- Single-family dwelling units	250
- Duplex	375
- Tri-plex	500
- Multiple Units 4+ (apartments & condos)	250 for the first unit served, next 3 units 125 each. Sequence restarts with 5 <sup>th</sup> unit.
- Commercial or industrial buildings	250 for the first unit served, next 3 units 125 for each additional separate leasable area. Sequence restarts with 5 <sup>th</sup> unit.
- Modifications or additions to an existing side sewer servicing a building where such modification or addition is done entirely on private property	125 each
<b>Local Facilities Charge</b>	
- Sewer stub permit (except in case below)	3,530 each
- No stub provided by District	
- Exception per Developer Extension Agreement or through ULID Agreement. Stub extension is subject to reimbursable.	Check with Lake Stevens Sewer District
<b>Illegal connections to District sewer system</b>	1000 fine and 100 per day
<b>Sewer Connection Charges</b>	6,850 per residential unit or equivalent
- Grade Road Basin Charge	1,080 per residential unit or equivalent within Grade Road Basin per LSMC 6.16.100
- Grade Road Frontage Charge*	6,280 per residential unit or equivalent fronting Grade Road Sewer Main Extension per LSMC 6.16.100
	*Units subject to Grade Road Frontage charge are also subject to Grade Road Basin Charge
	The Grade Road Basin and Frontage Charges shall be updated with interest annually in January of each year with the current State Investment Pool rate until January 1, 2015
- General Facilities (except some properties in ULID)	6,850 per residential unit or

Service/Action	Fee/Fine (\$)
70-1)	equivalent
<ul style="list-style-type: none"> <li>- General Facility Reimbursable Fee per Developer Extension Agreement</li> <li>- Administrative Fee for processing sewer assessment agreements</li> </ul>	<p>May be applicable on a basin to basin case. Check with Lake Stevens Sewer District.</p> <p>1,100</p>
<b>Monthly Sewer Service Rate (LSMC 6.20.020)</b> <ul style="list-style-type: none"> <li>- Except grandfathered qualified Low Income Senior Citizens and Low Income Disabled Persons.</li> </ul>	<p>65/unit for the first 900 ft<sup>3</sup> of water consumption/unit 7.22/100 ft<sup>3</sup> (or part thereof) of water consumption/unit over 900 ft<sup>3</sup></p>
<b>Late Payment Charge (effective 1/1/97)</b> <ul style="list-style-type: none"> <li>- If the monthly sewer service charge is not received by the District on or by the last calendar day of the month there will be assessed a 10% late charge on the current month's outstanding charges and 8% annum interest charge on the total outstanding balance.</li> </ul>	
<b>Lien Fee</b> <ul style="list-style-type: none"> <li>- The fee for filing/releasing liens shall include the cost set by the Snohomish County Auditor's Office plus District administrative fee.</li> </ul>	<p>County Fee + 35</p>
<b>Collection of delinquent accounts</b> <ul style="list-style-type: none"> <li>- The fee shall be set by the collection agency</li> </ul>	
<b>Foreclosure (attorney and administrative fees)</b>	2,500



**Section 5. Animal Code Fees.** Fees for other various services, actions, and permits related to Animal Control, as per LSMC Title 5, shall be as listed in Table D.

Table D: Animal Code Fees

Permit/Action	Fee (\$)
<b>Dog/Cat License:</b> <ul style="list-style-type: none"> <li>– Each dog or cat licensed within 60 days of residency or within 60 days of acquiring pet, lifetime</li> <li>– Each dog or cat neutered or non-neutered, lifetime</li> <li>– Senior Citizen (defined as being 62 years of age or older) owners, lifetime</li> <li>– Service and guide dogs, lifetime</li> <li>– Duplicate license for lost or destroyed dog/cat tag</li> <li>– Other Code Violations: <ul style="list-style-type: none"> <li>■ First Offense, For first offense the fee for such violation will be set equivalent to the Basic Rule Violation as set forth in the Justice Information System (JIA) Law Table as published by the Administrative Office of the Courts.</li> <li>■ Second Offense, For the second offense, the fee for such violation shall be set equivalent to double the Basic Rule Violation as set forth in the Justice Information System (JIA) Law Table as published by the Administrative Office of the Courts.</li> </ul> </li> </ul>	<p>Free</p> <p>20</p> <p>Free</p> <p>Free</p> <p>4</p>
<b>Impound Fees for Cost Recovery:</b> <ul style="list-style-type: none"> <li>– Dogs and cats (at police kennel)</li> <li>- Dogs, Cats and other animals (at/or transported to animal shelter) As set forth by the Everett Animal Shelter animal impound fee schedule, plus an additional \$5.00 administrative fee for reviewing and processing billing statements.</li> <li>– Animals</li> <li>– Additionally, any costs incurred which exceed the base fee and which are associated with the collection, impoundment, maintenance, treatment, and destruction of the animal(s), any fees owing, and any costs of damage cause by the animal(s) shall be the liability of the owner. The City is not responsible for such costs incurred.</li> </ul>	<p>25</p> <p>30</p> <p>Varies</p>
<b>Pasture/Waste Management Plan (Sec 5.18.040):</b> <ul style="list-style-type: none"> <li>– Plan review fee</li> <li>– Subsequent plan modification review</li> </ul>	<p>75</p> <p>75/hour</p>

**Section 6. Miscellaneous Police Fees.** Fees for various Police services, actions, and permits shall be as listed in Table E.



**Table E: Schedule of Miscellaneous Police Fees & Fines**

Permit/Action/Service	Fee (\$)
<b>Fingerprinting:</b>	
1. For Concealed Pistol Licenses	State fee
2. People who work or reside in the City (per 2 cards)	10
3. People who do not work or reside in the City (per 2 cards)	20
<b>Lamination Services – Concealed Pistol Licenses</b>	3.50
<b>Boat Launch Parking Fees and Fine:</b>	
1. Daily	5
2. Annual Permit	75
3. Low-income Seniors (defined as being 62 years of age or older)	40
4. Failure to pay fee (50% reduction if paid within 24 hours)	40
5. Current Washington State Fishing License decal affixed to vehicle	Free
<b>DUI cost recovery:</b>	
1. Administrative fee	200
2. Jail booking fee (or as revised by Snohomish County or City of Marysville)	82
3. Daily lodging fee (or as revised by Snohomish County or City of Marysville)	61
<b>False Alarm Fees:</b>	
1. Second response to premises within six months after the first response	25
2. Third response to premises within six months after a second response	50
3. Fourth response to premises in six months after the third response and for all succeeding responses within six months of last response	100
<b>Impound Fees for Cost Recovery:</b>	
Signs if owner wants returned, per sign	25
Impound fee for wheeled recreational devices	60
Administrative storage fee for impounded vehicles	15
<b>Fine for parking:</b>	
1. Fine for parking as described in Lake Stevens Municipal Code Section 7.12.090, Prohibited Parking	40
2. Fine if paid within 24 hours	20
<b>Off-duty Officer:</b>	<b>Refer to current billable rate schedule</b>
Security for Non-profits	
Security for others (includes a 15% administrative fee)	
<b>Special Event Services Deposit:</b> (For special planned events that require additional police services)	\$100 per hour of event with one hour minimum
<b>Private buoy or marker permit (annual) (LSMC 10.16.070)</b>	30
<b>Letters for search of local criminal justice data bases</b>	10
<b>Police records research, 1 hour minimum, billed in ½ hr increments, paid in advance</b>	<b>Rate effective beginning:</b> <b>1/1/10</b> 61.00/hr
<b>Administrative dismissal of infraction for operating motor vehicle without insurance – administrative fee</b>	<b>25</b>

**Section 7. Miscellaneous Fees.** Fees for various other services, actions, and permits shall be as listed in Table F.

Table F: Schedule of Miscellaneous Fees and Fines

Permit/Action	Fee or Fine (\$)
<b>Public Works :</b>	<b>Refer to current billable rate schedule</b>
Hourly Rate for Service for Non-profits	
Hourly Rate for Service for others (includes a 15% administrative fee)	
<b>Business Licenses:</b>	
- Non-refundable Adult Entertainment (Cabaret) application Fee	100
- Adult Entertainment (Cabaret) Establishment (annual)	500
- Adult Entertainment (Cabaret) Establishment Manager/Entertainer (annual)	50/person
- Business License Registration – Application	40
- Business License Registration – Annual Renewal	25
- Temporary business license	40
- Renewal	5
- Canvassers, Solicitors and Peddlers (includes City application fee, does not include Washington State Patrol application fee. License expires one year from date of application.)	75 for the 1 <sup>st</sup> three employees, and \$10 for each additional employee
- Live music and/or dance entertainment (annual)	50
- Games (annual)	50
- Pawnbroker and Second Dealers (annual)	500
- Washington State Department of Licensing's Master License Service	Currently New Application \$15 Renewal \$9
- Business license handling fee (fees shall be automatically amended by the State)	
<b>Duplication of Public Records: (postage/delivery costs extra)</b>	
- In-house Copying of City documents for the public	15¢/page/side first \$2 charge is free
- In-house Copying of City documents to pdf when original document is not in electronic format	10¢/page/side first \$2 charge is free \$1 extra for copy to CD
- In-House duplication of City documents to CD, such as Comprehensive Plan, Lake Stevens Municipal Code Title 14, Urban Design Standards, Engineering Design and Development Standards, etc.	10/CD
- Documents or CDs printed by outside party	Actual cost to reproduce
- Maps - Duplication of maps less than 11"X17"	2
- Maps - Duplication of maps greater than 11"x17"	6
- Special requests for plotted maps, aerials, plans, etc. (each)	12
- Audio cassette recordings of meetings:	
- Duplicated by staff	1/tape
- Duplicated by outside party	Actual cost to reproduce

Permit/Action	Fee or Fine (\$)
<ul style="list-style-type: none"> <li>- Color photos (cost to reproduce)</li> <li>- Duplication of all other types of City media (i.e., photographs, audio/video tapes, blueprints) shall include the cost of duplication, postage/delivery costs, and actual staff time</li> <li>- Certified copy of a public record</li> </ul>	<p>40¢</p> <p>\$5 for 1<sup>st</sup> Page and \$1 each after the 1<sup>st</sup> Page</p>
<b>Dishonored Check Fine (in payment of City services)</b>	35
<b>Passports</b> ( fees shall be automatically amended by U.S. Dept. of State )	Consistent with effective federal changes
Age 16 and Over	Passport Fee 110 Execution Fee 25
Under Age 16	Passport Fee 80 Execution Fee 25
<b>Passport Photos</b>	\$16.00/set including sales tax



**Section 8. Community Center Rental Fees.** Fees for renting the City's Community Center shall be as listed in Table G.

Table G: Schedule of Rental Fees

Classification	Rental Amount (\$)
*Local users – see definition below	\$10/ hour or \$60/day
Non-local users	\$15/hour or \$90/day
**Non-Profit Community Interest Groups - see definition below	\$5/hour
Public utilities and any instrumentality of the United States, State of Washington, or political subdivision thereof with respect to the exercise of governmental functions	Free

1. If the City requires general liability insurance coverage, the event shall be required to provide proof of insurance in compliance with the Facility Use Permit rules ten days prior to the event. If applicant requests additional time (less than 10 days prior to the event) to provide proof of insurance, a City expedite fee of \$25 will be charged. If proof of insurance is not provided, the event will be cancelled.
2. "Local" user is a group whose coordinator or assigned member is a citizen of the City of Lake Stevens.
3. \*\*Non-Profit Community Interest Groups devoted to community interest whose activities generally take place within the geographical confines of the City of Lake Stevens. This classification would include, but not be limited to: Girl Scouts, Lake Stevens Historical Society and Lake Stevens Rowing Club. Non-profit group is defined as being registered with the Secretary of State as a non-profit.
4. A minimum security deposit of \$25 MAY be required of users when, in the judgment of the facilities scheduler, the type of facility use may necessitate such a deposit.
5. In case of a cancellation, a written ten-day advance notice must be received to qualify for a refund.

**Section 9. Lundeen Park Shelter Fees.** Fees for the rental of Lundeen Park Shelters shall be as listed in Table H (below).

Table H: Schedule of Lundeen Park Shelter Rental Fees

	Group Size	Number of shelters	Rate
Lundeen Park Single Shelter Pricing	1-25	1	\$ 40 <i>reservation fee</i> + \$ 7 <u>\$ 47</u>
	26-50	1	\$ 60 <i>reservation fee</i> + \$ 7 <u>\$ 67</u>
Lundeen Park Double Shelter Pricing	1-50 <i>(patron requests both shelters)</i>	2	\$ 80 <i>reservation fee</i> + \$ 7 <u>\$ 87</u>
	51-75	2	\$ 100 <i>reservation fee</i> + \$ 7 <u>\$ 107</u>
	76-100	2	\$ 120 <i>reservation fee</i> + \$ 7 <u>\$ 127</u>

Maximum of 50 people per shelter.

**Section 10. Stormwater Utility and Lake Management Charges.** Fees for the Stormwater Management Utility, as per LSMC Title 11, shall be as listed in Table IA (below).

**Table I: Stormwater Management Utility**

Class	Impervious Surface %	Monthly Rate	Annual Rate
Single Family	NA	\$8.67/parcel	\$104.00 per parcel
Condominium	NA	\$7.17 per unit	\$86.02per unit
Undeveloped Lot	NA	Exempt	Exempt
Exempt	Less than 1%	No Charge	No Charge
Very Light	1% to 19%	\$2.38 per 1/4 acre	\$28.61per 1/4 acre
Light	20% to 39%	\$8.00 per 1/4 acre	\$96.00 per 1/4 acre
Moderate	40% to 59%	\$13.28 per 1/4 acre	\$159.36 per 1/4 acre
Heavy	60% to 79%	\$18.06 per 1/4 acre	\$216.77 per 1/4 acre
Very Heavy	80% to 100%	\$23.90 per 1/4 acre	\$286.85 per 1/4 acre
City Roads	NA	Set in accordance with RCW 90.03.525	Set in accordance with RCW 90.03.525
State Highways	NA	Set in accordance with RCW 90.03.525	Set in accordance with RCW 90.03.525

Mobile Home parks shall be charged under the appropriate rate category by their percentage of impervious surface. Duplex, Triplex, Four-plex will be charged the base single family rate multiplied by the number of units.

Parcels with multiple single family structures will be charged the base single family rate multiplied by the number of structures.

Miscellaneous structures over 120sf, parking lots, play areas, and sport courts will be charged under the appropriate rate category by their percentage of impervious surface.

Segregated plat roads and driveways in private easements will be charged a single family base rate.

Unsegregated plat roads will be charged under the appropriate rate category by their percentage of impervious surface.

Undeveloped lots are not altered from the natural state by construction and include lakefront and split lots.

Fees for the Lake Management, as per Title 11 LSMC, shall be listed in Table IB (below).

**Table IB: Lake Management Benefit Assessment**

Class	Impervious Surface %	Monthly Rate	Annual Rate
Lakefront Lot	NA	\$16.00per parcel	\$192.00 per parcel
Split Lot	NA	\$11.33 per parcel	\$136.00per parcel

The lake front lot assessment applies to each land parcel abutting the lake shore. The split lot assessment applies to each land parcel with a portion of the lot abutting the lake shore and a portion of the lot separated from the lake shore by the city road. Each parcel abutting the lake will be charged a lakefront/split lot surcharge in addition to the appropriate Stormwater Management Utility rate.

Lakefront lots developed with only a dock or other over the water structure will receive a lakefront assessment.

Lakefront /split lot parcels with multiple single family structures will be charged the applicable assessment in addition to the single family Stormwater Management Utility rate multiplied by the number of units.

Commercial lakefront/split lot parcels will be charged a lakefront/split lot assessment in addition to the appropriate rate category by their percentage of impervious surface.

Parcels with a common interest in a community beach will be charged a proportionate share of the lakefront assessment in addition to their single family (or other) Stormwater Management Utility rate.

**Section 11. Annual Fire Inspection Fees and Fire Department Related Service fees.** Fees for fire inspection and Fire Department related Services fees shall be as listed in Table J below.

Table J: ANNUAL FIRE INSPECTION

## AND FIRE DEPARTMENT RELATED SERVICE FEES

TABLE A -- ANNUAL FIRE INSPECTION FEE			
Building size In square feet	FEE		
	B, M, R	A, E, LC, R	F, H, I, S Occupancies
0-1000	\$45	\$75	\$95
1,001-2,500	\$65	\$105	\$165
2,501-5,000	\$95	\$155	\$245
5,001-7,500	\$115	\$185	\$285
7,501-10,000	\$125	\$195	\$300
10,001-12,500	\$145	\$230	\$315
12,501-15,000	\$165	\$275	\$330
15,001-17,500	\$175	\$295	\$345
17,501-20,000	\$190	\$310	\$365
20,001-30,000	\$215	\$350	\$375
30,001-40,000	\$230	\$375	\$385
40,001-50,000	\$245	\$400	\$400
50,001-60,000	\$260	\$425	\$425
60,001-70,000	\$275	\$450	\$450
70,001-100,000	\$300	\$475	\$475
100,001-150,000	\$350	\$500	\$500
150,001-200,000	\$400	\$525	\$525
OVER 200,000	\$450	\$550	\$550
REINSPECTION FEES			
For uncorrected violations at time of first re-inspection			\$25
For uncorrected violations at time of second re-inspection			\$50
SPECIAL INSPECTION FEES			
Riser system Re testing			\$58 each
Fuel storage tank abandonment			\$58.00 each
Alarm System re-testing			\$58.00 each
SPECIAL EVENT PERMIT FIRE INSPECTIONS			



During regular business hours	\$115
After regular business hours/weekends	\$69/hour of actual
<b>PYROTECHNIC FIREWORKS</b>	
Retail fireworks	\$115
Wholesale fireworks	\$115

**FIRE DEPARTMENT RELATED SERVICE**

<b>Table B -- SPECIAL ASSEMBLY PERMITS(IFC 105.6.43)</b>	
Temporary Membrane Structures, Tents & Canopies	
(See IFC 105.6.43& IFC 24)	
Duration / Commercial Use	Fee:
< 3 days	No Fee
4 to 180 days	\$58
Temporary Assembly	
For <99 people	\$58
For >100 people	\$115
<b>Table C -- EXPLOSIVES (105.6.15)</b>	
Retail Fireworks Stand	
Retail Sales - Wood Stand	included in Fireworks Permit fee
Retail Sales – Tent	included in Fireworks Permit fee
Must meet requirements of Table B, but no additional fees required.	
Public Display	
Licensed Pyrotechnic Operators Only	\$115
Temporary Storage	\$173

<b>Table D -- NFPA 72 FIRE ALARM SYSTEMS 105.7.4</b>		
Comprehensive Fees for Permit, Review & Inspection		
Tenant Improvement or System Modification		
Number of Devices* From: To:		Fee:
1	2	\$ 86
3	5	\$ 144
6	10	\$ 201
11	20	\$ 259
21	40	\$ 345
41	100	\$ 431
101	200	\$ 546
>200		\$575 plus \$58 per 100 additional devices (prorated)
New System		
Number of Devices* From: To:		Fee:
1	100	\$403
101	200	\$546
>200		\$575 plus \$58 per 100 additional devices (prorated)
In addition to device* fees shown, the following fees also apply:		
FACP and/or Transmitter		
Replaced		\$144
New		\$230
Note: All Central Station Monitoring must be UL or FM listed.		
*Devices include separate individual portions of a Fire Alarm System such as: Initiation Devices, Notification Appliances, Flow Switches, Supervisory Switches, Magnetic Door Hold-Open devices, Remote Annunciators, Pull Stations, Beam Detectors (each piece is one device), and other such devices.		

<b>Table E -- FIRE SPRINKLER SYSTEMS (105.7.1, 105.7.11, 105.7.4)</b>		
Tenant Improvement or System Modification (NFPA 13 / 13R)		
Number of Sprinklers or Devices** From:                  To:		Fee:
1	2	\$ 86
3	5	\$ 144
6	10	\$ 201
11	20	\$ 259
21	40	\$ 345
41	100	\$ 460
101	200	\$ 546
201	300	\$ 661
>300		\$690 plus \$58 per 100 additional devices (prorated)
New System (NFPA 13 / 13R)		
Number of Sprinklers or Devices** From:                  To:		Fee:
1	100	\$431
101	200	\$546
201	300	\$690
>300		\$719 plus \$58 per 100 additional devices (prorated)
NFPA 13-D (RESIDENTIAL)		
Number of Sprinklers:		Fee*:
1 to 10		\$ 201
11 to 25		\$ 259
26+		\$ 316
*Non-required NFPA 13-D Systems Fee 50% of listed fees for voluntary installations		
Hood Suppression Systems		
Type of System:		Fee:

Pre-Engineered	\$144
Custom Engineered	\$316
Standpipe Systems	
Class I, II or III new or existing	\$173
Fire Pump (each)	
\$345 each, maximum \$575	
**Devices include separate individual portions of a Fire Sprinkler System such as: Sprinklers, Risers, Valves, Pull Stations, Beam Detectors (each piece is one device) and other such devices.	
<b>Table F -- HAZARDOUS MATERIALS FACILITY CONSTRUCTION (105.7.7)</b>	
Hazardous Materials Installation, Repair, Abandonment, Removal, Closure or Substantial Improvement	
Permits in addition to Annual Operational Permit	
Permits required when quantity exceeds permit amounts in Table 105.6.20.	
QUANTITY	FEE
1-2 Materials in Excess of Permit Amount	\$115.00
3-5 Materials in Excess of Permit Amount	\$230.00
>5 Materials in Excess of Permit Amount	\$460.00
<b>Table G -- COMPRESSED GASES (105.7.3) AND FLAMMABLE &amp; COMBUSTIBLE LIQUIDS (105.7.6) AND LP-GAS (105.7.9)</b>	
Compressed Gas Installation, Repair, Abandonment, Closure or Substantial Modification to a Compressed Gas System when the Compressed Gases used or Stored exceed the amounts listed in Table 105.6.8.	
Modification or repair of a flammable or combustible liquids pipeline. Installation or construction or Alteration of those items listed in 105.7.6	
For installation of or modification to an LP-gas system.	
Compressed Gas System	\$201
Flammable & Combustible Liquids	\$115
< 500 Gallons	\$230
>= 500 Gallons	\$575
>= 1000 Gallons	
LP-Gas System	\$86
<b>Table H -- SPRAY BOOTHS (105.7.11) AND INDUSTRIAL OVENS (105.7.8)</b> <b>Note: Separate Sprinkler Permit Required under Table E</b>	
NOT SUBJECT TO TABLE A FEES	



SPRAY BOOTHS Type:	Fee:
Pre-Engineered w/ documents	\$ 173
Site-Built or used w/o documents	\$ 288
INDUSTRIAL OVENS	\$ 288
<b>Table I -- ANNUAL BUSINESS INSPECTION FEES</b>	
1 <sup>st</sup> Inspection	In accordance with LSMC 2.52
<b>Table J -- MISCELLANEOUS FEES</b>	
Work Begun or Completed before Permit Issuance	Permit Fees Triple / No inspections until paid
After Hours Inspection (Regular Inspection Hours: 7:30am to 3:30pm)	\$86 per hour / 1 hour minimum
Firefighter Fire Watch or Standby	\$75 per hour / per firefighter 2-hour minimum per firefighter
Fire Flow Determination	\$115
Re-Inspection Fee for each inspection after the 3rd site visit, or as required by the fire code official.	\$86
<p>Fees may be reduced by the fire code official for small or short duration projects.  Note: \$25 of each fire permit issued is retained by the permit department as an administrative fee. The remainder of the fees listed is remitted to the Fire Department.  <b>"Additional plan review required by changes, additions or revisions to plans \$58.00 per hour."</b>  <b>Outside Consultant Review: Actual Costs plus 10% (Fire Marshal Review Fee)</b></p>	
<b>TABLE K -- OPERATIONAL PERMITS</b>	
An Operational Fire Permit constitutes permission to store, or handle hazardous materials, or to operate processes which may produce conditions hazardous to life or property.	
An Operational Fire Permit is required prior to engagement in the activities, operations, practices or functions described in IFC 105.6 AND, if an ongoing operation, is required to be renewed annually before expiration.	
<p>Unless otherwise indicated, Operational Permit Fees are \$100 each. If more than one permit is required for a single occupancy, all permits shall be issued under a single permit fee in the amount of \$150.</p> <p>Request for waivers of fees for non-profit events, in accordance with Title 9.28.135, shall be made in writing to the Fire Marshal no less than 7 days before the event or will not be considered.</p>	
Permit Type:	Required for:
Aerosol Products	Level 2 or 3 in excess of 500 lbs
Amusement buildings	Operation of a special amusement building

Aviation Facilities	Using a Group H or Group S occupancy for aircraft servicing or aircraft fuel-servicing vehicles
Carnivals & Fairs	Conducting a carnival or fair
Battery Systems	Installing or using lead-acid battery systems w/ a liquid capacity > 50 gallons
Cellulose Nitrate film	Storing, handling or using cellulose nitrate film in a Group A occupancy
Combustible Dust	Operation of a grain elevator, flour starch mill, feed mill, or a plant pulverizing aluminum, coal, cocoa, magnesium, spices or sugar, or other operations producing combustible dusts as defined in Chapter 2 of the IFC
Combustible Fibers	Storage and handling of combustible fibers in excess of 100 cubic feet (Agricultural storage exempt)
Compressed Gases	Storage, use or handling at normal temperature and pressure of compressed gases in excess of quantities listed in IFC 105.6.8(compressed gas-fueled vehicles exempt)
Covered Mall Buildings	1. Placement of retail fixtures or displays, concession equipment, displays of highly combustible goods and similar items in the mall 2. Display of liquid- or gas- fired equipment in the mall. 3. The use of open-flame or flame-producing equipment in the mall.
Cryogenic Fluids	Production, storage, transport on site, using, handling or dispensing cryogenic fluids in excess of the amounts listed in Table 105.6.11. Exception: Permits are not required for vehicles equipped for and using cryogenic fluids as a fuel for propelling the vehicle or for refrigerating the lading.
Cutting and Welding	Cutting or welding operations within the jurisdiction
Dry Cleaning Plants	Engaging in the business of dry cleaning or to change to a more hazardous cleaning solvent used in existing dry cleaning equipment
Exhibits and Trade Shows	Operating an exhibit or trade show
Explosives	The manufacture, storage, handling, sale or use of any quantity of explosive, explosive material, fireworks, or pyrotechnic special effects within the scope of IFC 33
Flammable and Combustible Liquids	See WAC 51-54-0100, 105.6.16
Floor Finishing	Floor finishing or surfacing operations exceeding 350 square feet (33 m2) using Class I or Class II liquids
Fruit and Crop Ripening	Operating a fruit-, or crop-ripening facility or conducting a fruit-ripening process using ethylene gas.
Fumigation and Thermal Insecticidal Fogging	Operating a business of fumigation or thermal insecticidal fogging and to maintaining a room, vault or chamber in which a toxic or flammable fumigant is used.

Hazardous Materials	Storage or Use in excess of quantities shown in Table 105.6.20.
High-piled Storage	Using a building or portion thereof as a high-piled storage area exceeding 500 square feet (46 m <sup>2</sup> )
Hot Work Operations	Hot work including, but not limited to: 1. Public exhibitions and demonstrations where hot work is conducted. 2. Use of portable hot work equipment inside a structure. Exception: Work that is conducted under a construction permit. 3. Fixed-site hot work equipment such as welding booths. 4. Hot work conducted within a hazardous fire area. 5. Application of roof coverings with the use of an open-flame device. 6. When approved, the fire code official shall issue a permit to carry out a Hot Work Program. This program allows approved personnel to regulate their facility's hot work operations. The approved personnel shall be trained in the fire safety aspects denoted in this chapter and shall be responsible for issuing permits requiring compliance with the requirements found in Chapter 26. These permits shall be issued only to their employees or hot work operations under their supervision.
Industrial Ovens	Operation of industrial ovens regulated by IFC 21
Lumberyards and Woodworking Plants	Storage or processing of lumber exceeding 100,000 board feet (8,333 ft <sup>3</sup> ) (236 m <sup>3</sup> )
Liquid- or gas-fueled vehicles or equipment in assembly buildings	Display, operation or demonstration of liquid- or gas-fueled vehicles or equipment in assembly buildings
LP Gas	1. Storage and use of LP-gas Exception: A permit is not required for individual containers with a 500-gallon (1893 L) water capacity or less serving occupancies in Group R-3. 2. Operation of cargo tankers that transport LP-gas.
Magnesium	Melting, casting, heat treating or grinding more than 10 pounds (4.54 kg) of magnesium
Miscellaneous Combustible Storage	Storing in any building or upon any premises in excess of 2,500 cubic feet (71 m <sup>3</sup> ) gross volume of combustible empty packing cases, boxes, barrels or similar containers, rubber tires, rubber, cork or similar combustible material
Open Burning	Contact Fire District Directly at 425.334.3034
Open Flames and Torches	Removing paint with a torch; or using a torch or open-flame device in a hazardous fire area
Open Flames and Candles	Using open flames or candles in connection with assembly areas, dining areas of restaurants or drinking establishments
Organic Coatings	Any organic-coating manufacturing operation producing more than 1 gallon (4 L) of an organic coating in one day
Places of Assembly	Operating a place of assembly
Pyrotechnic special effects material	Use and handling of pyrotechnic special effects material

Pyroxylin Plastics	Storage or handling of more than 25 pounds (11 kg) of cellulose nitrate (pyroxylin) plastics and for the assembly or manufacture of articles involving pyroxylin plastics
Refrigeration Equipment	Operation of a mechanical refrigeration unit or system regulated by IFC 6
Repair garages and motor fuel-dispensing facilities.	Operation of repair garages and automotive, marine and fleet motor fuel-dispensing facilities
Rooftop Heliport	Operation of a rooftop heliport
Spraying and Dipping	Conducting a spraying or dipping operation utilizing flammable or combustible liquids or the application of combustible powders regulated by IFC 15
Storage of scrap tires and tire byproducts	Establishing, conducting or maintaining storage of scrap tires and tire byproducts that exceeds 2,500 cubic feet (71m3) of total volume of scrap tires and for indoor storage of tires and tire byproducts
Temporary Membrane Structures, Tents & Canopies	The fees for this permit are in Table B. An operational permit is not required – but a construction permit is required under Table B.
Tire-rebuilding Plants	Operation and maintenance of a tire-rebuilding plant
Waste Handling	Operation of wrecking yards, junk yards and waste material-handling facilities
Wood products	Storing chips, hogged material, lumber or plywood in excess of 200 cubic feet (6 m3)

PASSED BY THE CITY COUNCIL OF THE CITY OF LAKE STEVENS THIS \_\_\_\_\_ DAY  
OF \_\_\_\_\_ 2012.

ATTEST:

\_\_\_\_\_  
Vern Little, Mayor

\_\_\_\_\_  
Norma J. Scott, City Clerk/Admin. Asst.

APPROVED AS TO FORM:

\_\_\_\_\_  
Grant K. Weed, City Attorney





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LAKE STEVENS CITY COUNCIL  
**STAFF REPORT**

**Council Agenda Date:** 24 Sept 2012

**Subject:** Traffic Impact Fee Program – Developer’s Workbook

<b>Contact</b>	Mick Monken	<b>Budget Impact:</b>	NA
<b>Person/Department:</b>	<u>Public Works</u>		

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**RECOMMENDATION(S)/ACTION REQUESTED OF COUNCIL: Adopt the Traffic Impact Fee Program Developer’s Workbook.**

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**SUMMARY/BACKGROUND:** At the 10 September 2012 Council meeting, staff presented an overview on the elements of the proposed Growth Management Act (GMA) Transportation Impact Fee Program (TIF) including:

- The methodology supporting the GMA TIF;
- Proposed Traffic Impact Zones (TIZ) and possible combining of TIZ 2 and TIZ3;
- Formula used to calculate the cost fee per vehicle trip; ;
- Maximum traffic impact fees per zone, including combining TIZ 2 and TIZ3; and
- How the City’s calculated fees compared to other Puget Sound cities.

Council directed staff to move forward with the preparation of the Traffic Impact Fee Program that combined TIZ 2 – West Lake Stevens and TIZ 3 – South Lake Stevens for setting a single impact fee amount for these two areas. Council also directed staff to provide a method to ensure that fees collected in this area were used on priority projects in both areas within the combined TIZ. Council requested that staff provide the TIF Program at the 24 September meeting.

The proposed Traffic Impact Fee Program Developer’s Workbook (Workbook), included in Exhibit A, is intended to be a user-friendly document for potential developers and staff to determine traffic impact fees. The Workbook provides three general elements: 1) an overview of the program covering an explanation of the intent and methodology on how fees were determined; 2) Policies; and 3) a developer worksheet for estimating fees. Details, such as the list of projects, Impact Fee Cost Basis table, and supporting documentation will be included in technical memoranda and in separate reference documents.

The Workbook has the fees for TIZ 2 and TIZ 3 combined and TIZ 1 as standalone fees. To address the Council’s question regarding the distribution of expenditures being equitable within the combined TIZ, a policy (TIF Policy 4) has been included. This policy requires Council’s approval for establishing priority of projects in the six-year improvement plan and requires that Council authorize any changes to the plan by action. An overview of the remaining policies covers fee determination and alternations, credits, exemptions, and fee usage.

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**APPLICABLE CITY POLICIES:**

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**BUDGET IMPACT: NA**

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**ATTACHMENTS:**

- Exhibit A – Traffic Impact Fee Program – Developer’s Workbook



**Exhibit A**

# **Traffic Impact Fee Program**

# **DEVELOPER'S WORKBOOK**

**Revision: 13 September 2012**

## Introduction

Traffic Impact Fees (TIF) are charges assessed on new development projects. The fees reimburse a portion of the costs incurred by the City to provide the transportation facilities needed to serve the new development. In Washington, The Revised Code of Washington (RCW) 82.02.050 authorizes jurisdictions to collect impact fees for public facilities identified within the jurisdiction Capital Facilities Plan. This Developer's Workbook is intended to determine the TIF for specific development types and provide planning costs to mitigate traffic impacts. In most cases, a traffic study and concurrency review is not necessary under this program. In some cases where a development's traffic impacts exceed those impacts anticipated by the City, under the current subarea plans, the City may require additional review to determine concurrency and traffic impacts through the State Environmental Policy Act (SEPA) process. The City can determine the need for a SEPA review for traffic and concurrency typically at the initial planning phase of a proposed development.

## Methodology

TIFs are based on the number of new per weekday vehicle trips generated from the proposed development during the PM peak hour multiplied by the City's established per vehicle trip fee.

To determine the per trip fee, the City was broken into three Traffic Impact Zones (TIZs). These TIZs were based around three of the identified commercial centers within the corporate limits of the City: 1) East Lake Stevens – Downtown; 2) West Lake Stevens - Lake Stevens Center; and 3) South Lake Stevens – 20<sup>th</sup> Street SE Corridor. Using physical dividers (roadways or watercourses) the zones reflect estimated limits of influence/attraction of an area to an identified center. A map showing the TIZs is included as Figure 1.

The City identified the transportation infrastructure needs to support new development and prepared cost estimates for each TIZ in the *Subareas Capital Facilities Plan*, and the *Traffic Impact Zone 1 Capital Improvement Framework Plan*, not included in this document. The cost estimates for capacity building projects were added together to determine total project costs and the proportionate share for new development. This proportionate cost share was then divided by the number of new PM peak hour trips anticipated to establish the per vehicle trip fee.

TIZ 2 and TIZ 3 centers are both within the influence of the SR-9 corridor and access from the west by US-2. To set an impact fee, these two zones were combined to ensure equity in the per vehicle trip cost due to their shared connections with the identified highways. This means, the identified transportation improvements required for the combined area can share resources from fees paid in either TIZ to construct projects. In addition, to recognize the importance of the growth centers, the individual TIZ designations were retained.

The number of PM peak hour trips for new development is determined using the latest edition of the ITE Trip Generation manual based on the planned land use. See Figure 2 for a sample ITE data page.



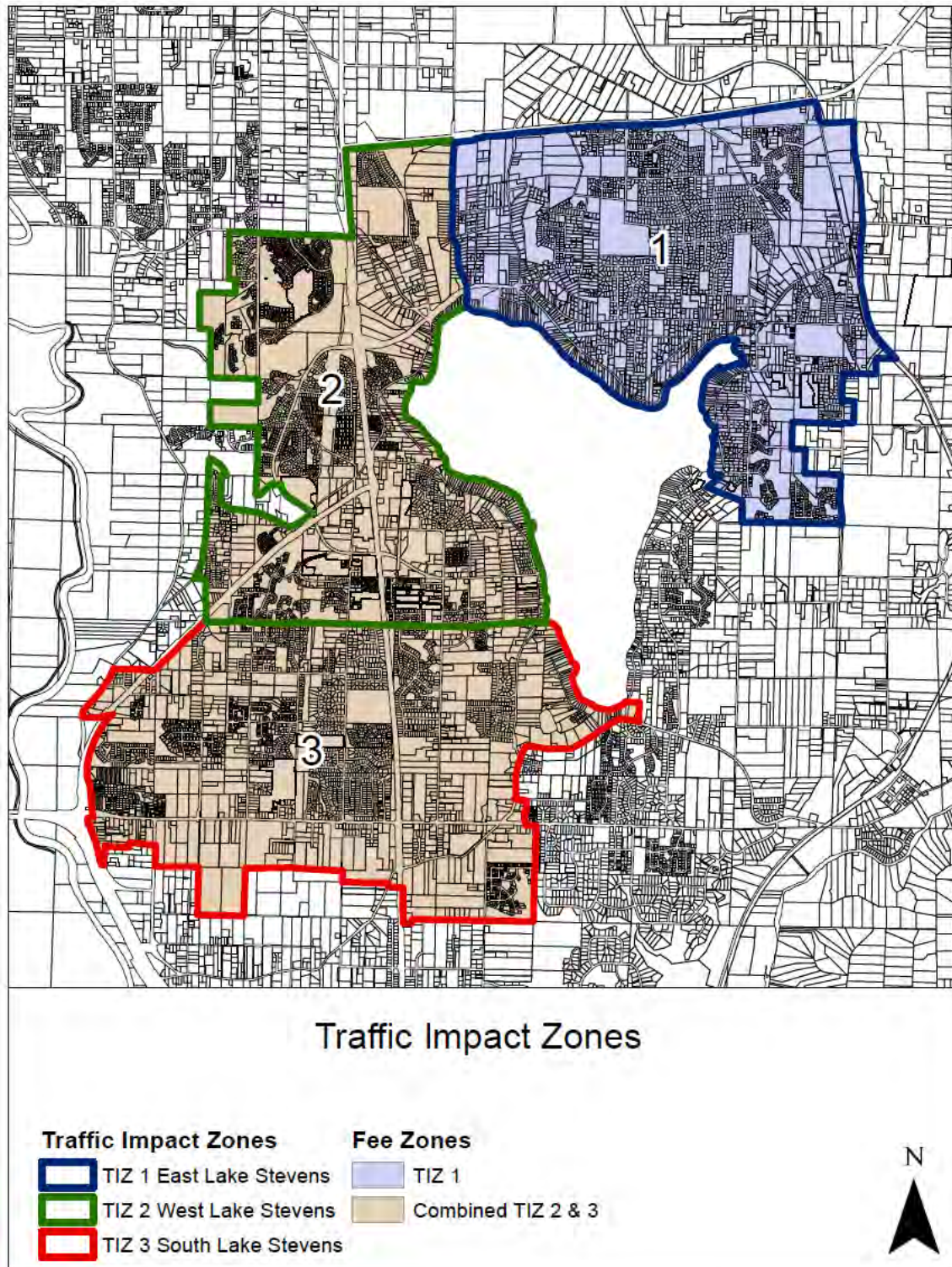


Figure 1 – Traffic Impact Zones (TIZ)

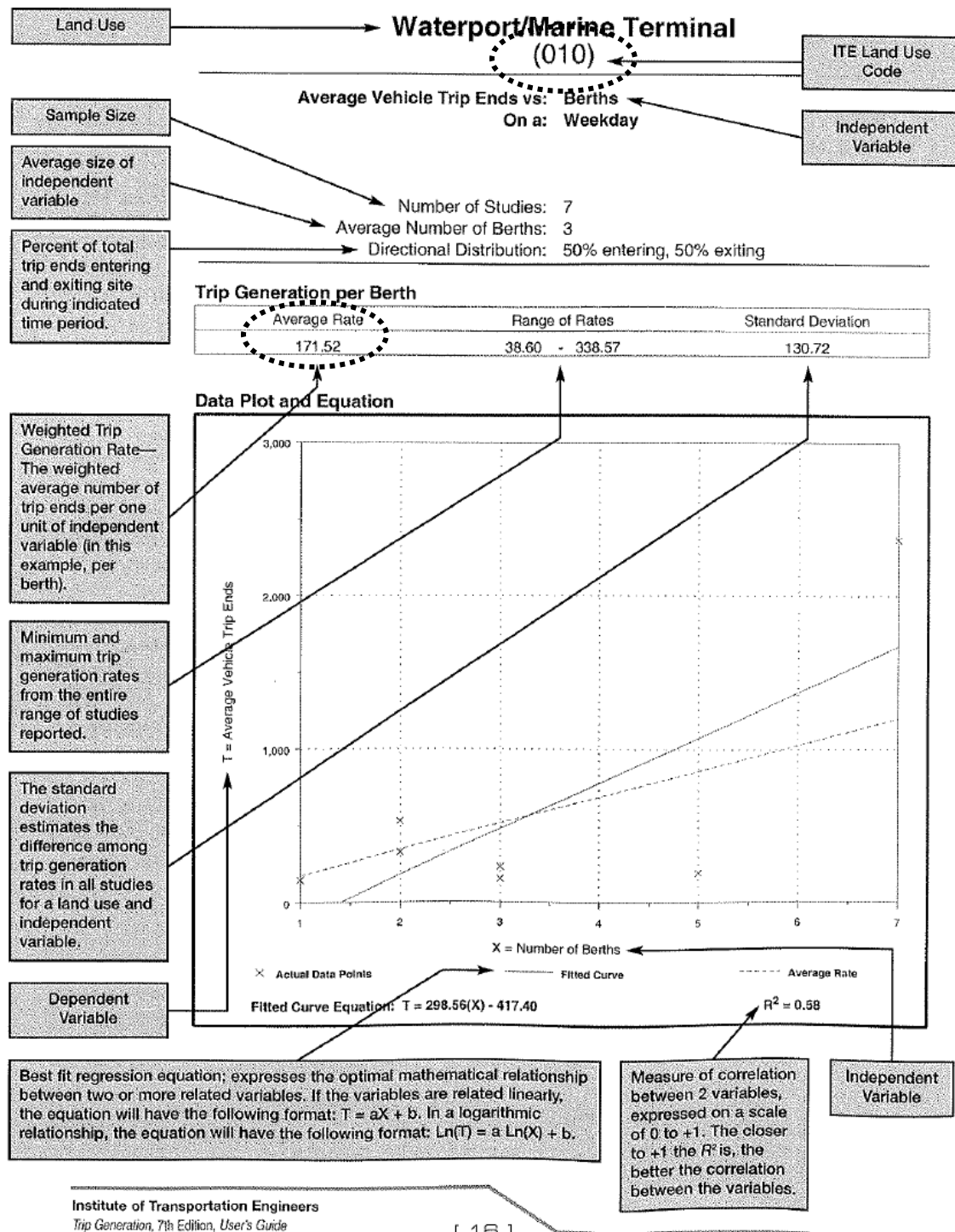


Figure 2 - Sample ITE Trip Generation Data Page

## **Policies**

- TIF Policy 1 - Offsite improvements (non-frontage) performed by a developer on identified Capital Facility Plan projects that are part of the impact fee cost basis are eligible for offsets, but they cannot exceed the amount of the impact fee the development activity is required to pay.
- TIF Policy 2 - Traffic Impact Fees shall be pooled to ensure that the fees are expended or encumbered for permissible uses within ten years of receipt.
- TIF Policy 3 - Collected traffic impact fees shall only be spent for costs associated with city street system capacity improvements within the zone or combined zone where they were collected.
- TIF Policy 4 - The City Council shall adopt a six-year transportation improvement plan (STIP) establishing the priority of projects where the City intends to expend collected fees. Any changes to the priority or addition of a project to the six-year plan shall be authorized through a Council Action.
- TIF Policy 5 - Any interest earned on impact fee payments or on invested monies in the impact fee fund, may be pooled and expended on any one or more of the transportation improvements for which the impact fees have been collected.
- TIF Policy 6 - Fees may be collected for system improvement costs previously incurred by the City to the extent that new growth and development will be served by the previously constructed improvements; provided such fee shall not be imposed to make up for any system improvement deficiencies.
- TIF Policy 7 - If a development does not fit into any of the categories specified in the transportation impact fee schedule, the developer's traffic engineer shall use the impact fee applicable to the most directly comparable type of land use specified in the impact fee schedule, with final approval by the Public Works Director or designee.
- TIF Policy 8 - If a development includes mixed uses, the fee shall be determined by apportioning the space committed to the different uses specified in the impact fee schedule.
- TIF Policy 9 - The Public Works Director shall be authorized to adjust the impact fees for a development based on analysis of specific trip generating characteristics of the development. Such adjustments may consider mixed-use characteristics and/or expected levels of ridesharing and transit usage of the development.



## City of Lake Stevens - Traffic Impact Fee Determination Worksheet

Name of Development: \_\_\_\_\_

Date Prepared: \_\_\_\_\_ Prepared by: \_\_\_\_\_

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### Base Impact Fee Calculation

1. Land use:  (1)

2. PM Peak Hour Trip Number from latest edition of ITE Trip Generation Manual

Code:  Average Trip Generation Rate  (2)

3. Pass-by Trip reduction

Percentage from Table T-1  % percentage x (2)  (3)

4. Total new Peak Hour Trips

(2) – (3)  (4)

5. Traffic Impact Zone (TIZ) Per Trip Fee: see Figure 1 for map of TIZ

TIZ 1 = \$2,039 TIZ 2 & TIZ 3 = \$2,917 Per Trip Fee:  (5)

6. Calculated Base Impact Fee

(4) X (5)  (6)

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**Offsite System Improvements** – Credits for offsite transportation improvements may be given when the improvements are portions of a project identified in the City’s Capital Facility Plan used in the determination of the Traffic Impact Fee “per trip fee.” City staff can provide a list of the system projects. The determination of a credit is based on City approved costs estimates provided by the Developer’s site engineer. A credit for offsite system improvements cannot be greater than the Calculated Base Impact Fee.

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### State Environmental Policy Act (SEPA) – excerpt from City Municipal Code

#### **14.112.070 Relationship to the State Environmental Policy Act (SEPA).**

This chapter establishes minimum impact fees, applied to all developments. These fees are presumed to mitigate traffic demand on the capacity of the city street system. However, each development shall be reviewed and be subject to the substantive authority of SEPA for potential adverse traffic impacts on the street system not mitigated by this fee.



**Table T1 Pass-by Percentages**

<b>Land Use</b>	<b>Pass-by Percentages</b>
Shopping Center	
Larger than 400,000 SF	20
100,000 to 400,000 SF	25
Smaller than 100,000 SF	35
Convenience Market	40
Discount Club/Warehouse Store	20
Bank	20
Drugstore, Bookstore	40
Yogurt/Ice Cream/Bakery Shop	50
Dry Cleaner	50
Salon, Beauty store, Barber	20
Fast Food Restaurant	50
Sit Down Restaurant	15
Auto part store	30
Service Station	45
Supermarket	20
Hardware	20
Medical, Day Care, Theater/Cinema, Auto Sales/Repair	10

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**PROCLAMATION**  
***October National Community Planning Month***

**WHEREAS**, a recent Harris poll found that 79% of Americans support community planning; and

**WHEREAS**, the same poll found that 75% of all Americans agree that engaging citizens through local planning is essential to economic recovery and job creation; and

**WHEREAS**, community planning provides an opportunity for all our citizens to be meaningfully involved in making choices that determine the future of our community; and

**WHEREAS**, the month of October is designated as National Community Planning Month throughout the United States of America and its territories, and

**WHEREAS**, the American Planning Association and its professional institute, the American Institute of Certified Planners, endorse National Community Planning Month as an opportunity to highlight the many contributions that community planning and implementation make to the quality of life, economic prosperity and environmental quality of American communities; and

**WHEREAS**, the celebration of National Community Planning Month gives us the opportunity to publicly recognize and thank our citizens who serve our community as members of our planning commission/planning board; and

**WHEREAS**, this celebration also provides the opportunity to recognize and thank our professional planning staff for their technical competence, ethical commitment, and dedication to public service; and

**WHEREAS**, this celebration also provides an opportunity to encourage our citizens to learn about and engage with the city's planning efforts that will keep our community a great a great place to live, work, and play.

**NOW, THEREFORE**, I, Vern Little, Mayor of the City of Lake Stevens on behalf of the City Council and our community do hereby proclaim the month of October, 2012 as

***COMMUNITY PLANNING MONTH***

in the City of Lake Stevens.

Under my hand and seal this 24th day of September, 2012.

\_\_\_\_\_  
Vern Little, Mayor







American Planning Association  
**Washington Chapter**

*Making Great Communities Happen*

September 5, 2012

Dear Mayor:

In March of this year, the Harris Poll surveyed American public opinion on the subject of community planning. In addition to strong support for community planning, the poll found that 75% of Americans agree that planning is essential to the economic recovery and job creation. These poll results reflect the importance that Americans generally, and Washingtonians specifically, place on planning for the future of our communities. I would like to call upon you to share this important news with your citizens.

As President of the American Planning Association (APA) Washington Chapter, I ask that your city join us in celebrating *National Community Planning Month* this October by issuing a proclamation recognizing the importance of planning in your community. Attached is a copy of a model proclamation that cites the Harris poll numbers and provides a mechanism to recognize the importance of community planning and the contributions of members of your planning commission and professional planning staff.

In some cities that have issued this proclamation in recent years, their mayor then presented the document to the Chair of the Planning Commission. This provides a good way to celebrate planning successes in your city, recognize the contributions of your citizen planning commission, and call the public's attention to the opportunity to engage in your community's planning process.

We have also sent to your planning director a draft powerpoint which can be used as a presentation to your city council. Your staff can edit the slides to celebrate local successes, highlight the importance of upcoming tasks, and add illustrative photos to tailor it to your community.

I would also like to remind you that Washington Chapter will be celebrating National Community Planning Month at our annual conference on October 11-12 at the Red Lion Hotel in Olympia. This would be an excellent training opportunity for members of your planning commission, city council, and staff to learn best practices in community planning and development in our state. It's not too late to register since early registration rates are available until September 14<sup>th</sup>.

Conference program and registration information can be accessed at

[www.washington-apa.org](http://www.washington-apa.org)



American Planning Association  
**Washington Chapter**

*Making Great Communities Happen*

Since we plan to mention the proclamations during the conference, please send a copy of your proclamation to our APA office at: "APA Washington, Andrew Estep" [office@washington-apa.org](mailto:office@washington-apa.org). We also plan to share the results with the legislators who will be present for our closing plenary session.

We hope you will decide to join us in celebrating the work of local citizens and professional planners during National Community Planning Month.

Thank you,

Jill Sterrett, FAICP  
President, WA Chapter  
American Planning Association





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