

PLANNING COMMISSION MEETING AGENDA



City of Lake Stevens Vision Statement

We are a thriving community that promotes a vibrant economy, preserves natural beauty, and supports an exceptional quality of life for all.

February 21, 2024 - 6:00 PM

Hybrid at The Mill or Via Zoom

Join Zoom Meeting: <https://lakestevenswa.zoom.us/j/82482751768>

or call in at: 253-215-8782 Meeting ID: 824 8275 1768

- 1. Call to Order**
- 2. Roll Call**
- 3. Guest Business**
- 4. Action Items**
 - A. Approve minutes for February 7, 2024
- 5. Discussion Items**
 - A. Employment Growth Targets and Integrating Climate Change into the Comprehensive Plan David Levitan
- 6. Commissioner Report**
- 7. Planning Director's Report**
- 8. Adjourn**

THE PUBLIC IS INVITED TO ATTEND

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PLANNING COMMISSION MEETING MINUTES

Hybrid-via Zoom or in the Mill's Sawyers Room

February 7, 2024



CALL TO ORDER: 6:02 pm by Chair Connor Davis

MEMBERS PRESENT: Chair Connor Davis, Vice-Chair Janice Huxford, Commissioner Linda Hoult and Commissioner Jennifer Davis, and Commissioner Duerr.

MEMBERS ABSENT: Commissioner Nathan Packard, excused. Commissioner Bruce Morton unexcused

STAFF PRESENT: Community Development Director Russ Wright, Senior Planner David Levitan, Associate Planner Jill Needham and Clerk Jennie Fenrich

OTHERS PRESENT: Councilmember Ryan Donaghue

Chair Mike Duerr called the meeting to order at 6:02 p.m. and led the Pledge of Allegiance.

Roll Call:

Five members present. Motion to excuse Commissioner Packard made by Commissioner Huxford, seconded by Commissioner Hoult. Approved 5-0-0-2. A motion to consider Commissioner Morton unexcused was made by Commissioner Huxford and seconded by Commissioner at 6:40 pm (5-0-0-2).

Guest business: None

Action Items:

Minutes from January 17, 2024, were approved as written. Motion by Commissioner Huxford to approve as written. Seconded by Commissioner Hoult. (5-0-0-2).

Discussion Items:

Senior Planner Levitan gave a presentation on housing growth targets and potential map amendments to meet said targets. He provided an overview of the process to develop the growth targets, including specific targets based on household income and unit type. The City of Lake Stevens needs to plan for an additional 4,915 housing units between 2020-2044, including about 2,000 units below 50% of area median income. Senior Planner Levitan noted that the Commission would be reviewing employment growth targets at a future meeting, and that policy review for individual elements would begin in March 2024.

Commissioner Report: Commissioner Huxford thanked Commissioner Duerr for his leadership as Planning Commissioner Chair for 2023. Chair C. Davis commented on the future roundabout at Main and

20th St NE and wondered why the drive-in restaurant on the corner was allowed to queue into the street, and hoped plans are being considered to correct this issue.

Director Report: Community Development Director Wright reported the Planning Department is very busy working on Comprehensive Plan updates. He has been preparing for the City Council retreat this week.

Adjourn: Commissioner Huxford motioned to adjourn the meeting, seconded by Commissioner Hoult to adjourn at 6:55 p.m. The motion carried unanimously (5-0-0-2).

Jennie Fenrich, Planning Commission Clerk



Staff Report Lake Stevens Planning Commission

Planning Commission Briefing

Date: **February 21, 2024**

Subject: 2044 Employment Growth Targets, Potential Map Amendments and Integration of Climate Change Policies

Contact Person/Department: David Levitan *Senior Planner*

ACTION REQUESTED OF PLANNING COMMISSION:

No action is required. Staff will provide an update on the city's employment growth targets and how the city will be integrating climate change mitigation and adaptation policies into individual Comprehensive Plan elements, which the Planning Commission will begin reviewing in March 2024. Staff is finalizing a list of potential map amendments intended to help accommodate housing capacity affordable at lower income ranges as well as the city's future employment needs. Commissioners are asked to provide feedback before these land use assumptions are incorporated into the multimodal transportation analysis being conducted for the transportation element.

BACKGROUND / DISCUSSION:

Continued Discussion of 2044 Growth Targets

At the Planning Commission's [February 7 meeting](#), staff provided an overview of the city's 2044 growth targets, which the city must plan for as part of the 2024 periodic update. Commissioners were briefed on the city's housing growth targets, with the city projected to need 4,915 new housing units between 2020 and 2044, approximately half of which need to be affordable to households making below 80% of the area median income (AMI), which is \$146,000 for a family of four and adjusted based on household size. As a reminder, cities are required to provide the zoning and policy framework to achieve their growth targets, as opposed to guaranteeing that the targets are met.

Staff noted that the city has adequate overall zoned capacity to meet its housing growth targets and that its growth rate over the last decade well exceeds the growth rate needed to meet its 2044 housing target. However, meeting the needs of current and future lower income residents will require both map amendments and new policy language and reasonable measures – actions necessary to reduce the differences between growth targets and historic development patterns - to comply with state law, including for the provision of emergency housing and permanent supportive housing (PSH) and measures to address potential displacement and gentrification. Staff introduced potential map amendments aimed to increase the potential supply of multifamily residential development, which when combined with new policies, programs and reasonable measures will improve the city's ability to provide needed housing at lower income ranges.

In addition to housing units, the city must also demonstrate that it has the ability to meet its projected employment growth through 2044. As shown in the table below and in [Appendix B](#) of Snohomish County's [Countywide Planning Policies](#), the city is projected to need an additional 3,219 jobs between 2019 and 2044 to meet its growth target, or approximately 134 jobs per year. For comparison, the city added an average of 169 jobs per year between 2011 and 2019.

Lake Stevens Growth Targets	2019/2020 Estimate	2044 Target	2020-2044 Increase
Population	38,951	48,565	9,614 people
Employment	5,675	8,894	3,219 jobs
Housing Units	13,473	18,388	4,915 housing units

Because the employment baseline year is 2019, the city can account for growth that has occurred since 2020 and deduct that from its projected future employment needs. Between 2019 and 2022, [PSRC data](#) shows that the city added 835 jobs (for a 2022 total of 6,511 jobs), which was more than double (278 jobs/year) the growth rate needed to meet its 2044 target and ~25% of the total employment growth needed by 2044.

To gauge the city's ability to meet these growth targets, staff compared the targets to the city's zoned capacity for residential and employment, which was calculated as part of Snohomish County's [2021 Buildable Lands Report](#) (BLR). According to the BLR, the city had zoned capacity for 7,738 jobs as of 2021, which is an approximately 1,160 job deficit compared to its 2044 growth target of 8,894 jobs. As noted on page LU-19 of the current [Land Use Element](#), the city is required to consider potential map amendments, policy updates, and reasonable measures to accommodate this growth.

However, as noted above the city has demonstrated its ability to exceed its employment growth targets for over a decade. A staff review of the BLR shows extensive employment growth in recent years in areas that were not anticipated to generate said growth, and as such the city believes that limited zoning changes will be needed to accommodate projected employment growth, and that the city can rely primarily on updated policies and reasonable measures.

Consistent with the city growth strategy outlined in the current comprehensive plan, the majority of the city's employment capacity is located within the city's three adopted [subareas](#) – Downtown Lake Stevens, Lake Stevens Center, and the 20th St SE Corridor – and the Lake Stevens Industrial Center (LSIC). In 2023, the city completed a market, infrastructure, and [industrial lands analysis](#) for the LSIC.

That analysis included an evaluation of different development and redevelopment scenarios and included a list of land use recommendations. For example, Scenario 1 estimated that the area could accommodate up to 697 new employees on redeveloped lots and 493 employees on vacant lots. This combined total (1,190 employees) exceeds the BLR employment capacity in this area by approximately 700 employees, and largely makes up the city's projected employment deficit. Additional infrastructure improvements combined with a defined development strategy for the area have the potential to further increase the employment capacity in the LSIC.

TABLE VII-13. – SCENARIO 1: AGGREGATED SITES				
	Average Building Coverage	Total Redevelopment Building SF	Total Redevelopment Employees	Net New Building SF and Employees
Low intensity redevelopment: Warehouse	40%	317,000 SF	254 (1,250 SF per employee)	50 230,000 SF
Medium intensity redevelopment: Manufacturing	32%	247,000 SF	309 (800 SF per employee)	105 160,000 SF
High intensity redevelopment: Office	13%	209,000 SF	697 (300 SF per employee)	493 122,000 SF

Potential Map Amendments

The city believes that updated policies and reasonable measures developed and evaluated as part of the Land Use and Economic Development elements will result in the city being able to meet its 2044 employment growth target. However, the city has identified a few map amendments in commercial and industrial areas with the potential to further increase the city's employment capacity, which are identified on Attachment 2.. These include:

- Adopting a single zoning designation for the LSIC (to either General Industrial, Light Industrial, or a new zoning designation), which is discussed in the Land Use Recommendations section of the LSIC industrial analysis.
- Changing the land use and zoning designations for several parcels on Soper Hill Rd just south of the new Lake Stevens Landing shopping center from residential to commercial. This area is also being considered for multifamily residential zoning, which would provide additional housing capacity affordable at lower income bands and provide a transition between the shopping center to the north and the low-density single family residential neighborhood to the south.
- Changing the land use and zoning designations for the site of the Clock Tower storage site from industrial to commercial.

Following up on the Planning Commission's February 7 discussion, Attachment 2 also identifies potential map amendments to increase the city's supply of housing affordable to lower income households. This list of amendments incorporates a number of factors, including proximity to transit and services and other approval criteria for map amendments identified on page 21 of the [Comprehensive Plan Introduction](#). Staff is requesting Planning Commission feedback on these potential map amendments so that it can finalize the future land use assumptions that will be used for the city's updated transportation model for the Transportation Element.

The housekeeping amendments that staff discussed – such as changing zoning designations to better match existing development or to provide consistency with adopted subarea plans – are included in Attachment 3.

Integrating Climate Change into Comprehensive Plan Elements

[HB 1181](#) was adopted in 2023 and updated the Growth Management Act ([RCW 36.70A.070\(9\)\(a\)](#)) to require jurisdictions to adopt a climate change and resiliency element (either as a new separate element or integrated into elements such as housing, transportation and land use), with sub-elements for resiliency and greenhouse gas emissions. Central Puget Sound cities (with 2024 periodic update deadlines) are required to adopt the element by 2029. Additional information can be found on the [Department of Commerce website](#).

Given the likelihood that additional state legislation related to climate change will be adopted before 2029, the city is not adopting a standalone climate change element as part of this periodic update. However, it will integrating numerous new goals, policies and strategies into existing elements based on state guidance and the city's [Climate Sustainability Plan](#) (CSP). Adopted by the City Council in June 2023, the CSP serves to serve as a framework and roadmap to manage current and future carbon emissions and climate change impacts in Lake Stevens. It includes strategies and actions within five focus areas, each with its own vision for greenhouse gas reduction and climate preparedness.

Staff and its consultant team review the CSP and has developed draft policy language for inclusion in various elements of the Comprehensive Plan, which are included in Attachment 4. New goals and policies are italicized, with new goals also capitalized. Staff will continue to review and refine these

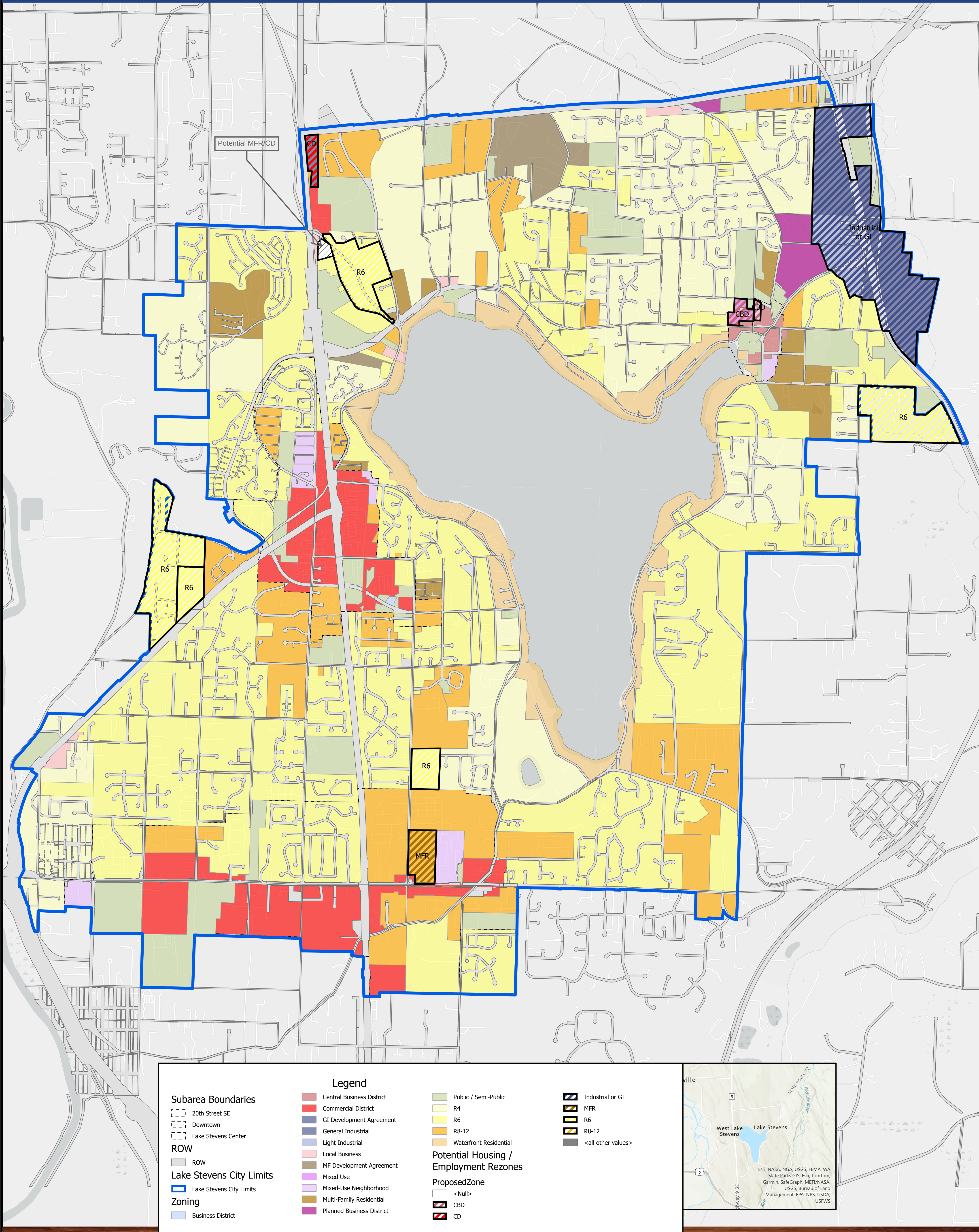
draft policies in the coming months. Commissioners are encouraged to provide preliminary feedback on the draft goals and policies, which will be discussed in more detail in coming months.

Next Steps and Future Planning Commission Discussions

Staff is currently working on several critical tasks in advance of the Planning Commission's review of individual Comprehensive Plan elements, which will begin in March 2024. These include:

- Finalizing the land capacity analysis and list of proposed map amendments
- Feeding these land use assumptions into an updated transportation model, which will include a multimodal transportation analysis and numerous new goals and policies for the transportation element
- Identifying additional opportunities for public input and engagement.

Housing/Employment Capacity Increases

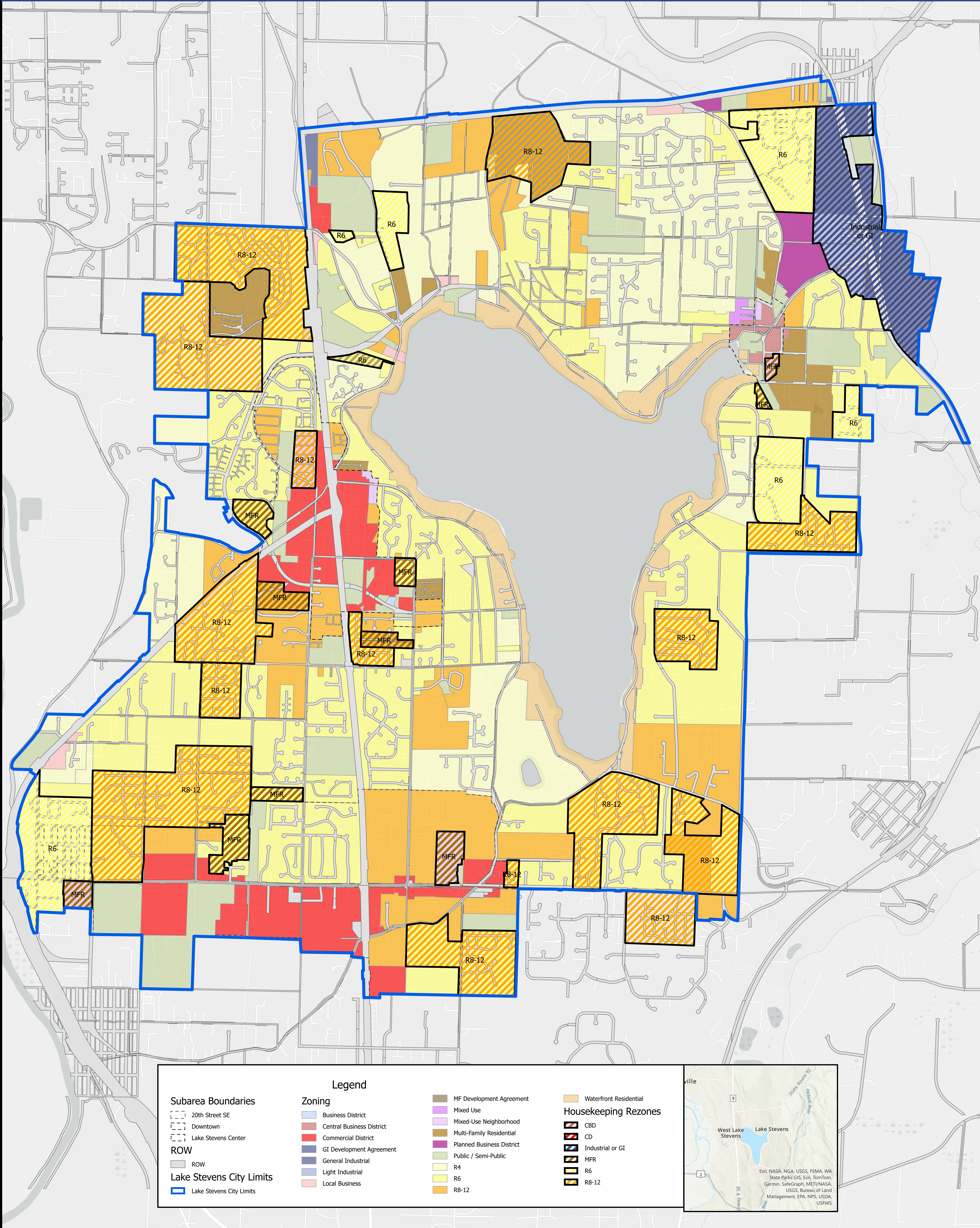


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REVISION DATE:

Housekeeping Rezones



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REVISION DATE:



2024 Comprehensive Plan Update: Climate Policy Updates



SBN Planning

January 2024



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INTRODUCTION

At the intersection of a changing climate and growing population, cities are faced with distinct challenges that require swift policy and implementation. With that foundation, the 2023 Washington House Bill (HB) 1181, signed into law on May 3, 2023, required fully planning cities to respond to these challenges. The responses required *mitigation* policies

focusing on reducing greenhouse gas (GHG) emissions and *adaptation* strategies to adjust to ongoing and unavoidable climate change impacts.

Lake Stevens completed a Climate Sustainability Plan (CSP) in 2023 with the purpose of guiding the 2024 Comprehensive Plan update process. The CSP intends to support the periodic update and prepare for the integration of House Bill 1181 requirements by laying out explicit policies that integrate climate resilience and mitigation.

The Climate Sustainability Plan applied a robust approach to public and stakeholder engagement and ended up focusing on policies around 5 major themes. These themes comprise Buildings and Energy; Transportation; Water and Natural Systems; Waste Management; and Community Resilience. Support for the development of policies within these themes included regional climate and sustainability plans, the Puget Sound Regional Council's Vision 2050: Climate Change and Resilience Guidance; the Washington State Department of Commerce draft Climate Guidance and Menu of Measures; and the Lake Stevens Comprehensive Plan. These touchstone documents ensured policies aligned with existing city planning work and incorporated regional policy guidance for compliance with HB-1181.

As this Comprehensive Plan update works to support the rapidly changing and growing population of Lake Stevens, integration of CSP policies will ensure policies align with broader climate goals. This document outlines the applications of CSP policies within Comprehensive Plan proposals. This work intends to clarify how the two planning documents are connected. The term "proposed policies" refers to existing, new, or reworded policies included in the most recent 2024 Comprehensive Plan element drafts.

LAND USE

+ Transportation

The connections between land use and transportation are well-documented in planning literature and policy. Connections between the CSP's Transportation (TR) policies and Comprehensive Plan proposals largely center around multi-modal connectivity and Transit-Oriented Development. These policies largely reflect the mitigation side of climate change responsive planning, where the intent is to reduce GHGs by reducing vehicle dependence through more efficient land use and connectivity.

Proposed Policy 2.1.4: Direct new growth to areas where infrastructure and services are available or planned to ensure growth occurs in a fiscally responsible manner to support a variety of land uses.

Proposed Policy 2.5.2: Emphasize high-quality design, pedestrian orientation and integrated flexibility in the redevelopment of downtown Lake Stevens.

Proposed Land Use Policies 2.1.4 and 2.5.2 in the Comprehensive Plan draw from the Climate Sustainability Plan's TR 1.4 strategy, focusing on walkability and street connectivity. Proposed policy 2.1.4 guides new growth to areas with existing or planned infrastructure and services. This approach is consistent with TR 1.4's objective to enhance street and multimodal connectivity, fostering the development of walkable communities. Proposed policy 2.5.2, emphasizing high-quality design and pedestrian orientation for downtown Lake Stevens redevelopment, aligns with TR 1.4. It encourages walking and biking as practical transportation modes, and its focus on flexible urban design supports diverse, accessible urban spaces.

Proposed Policy 2.3.10: Encourage nodal development through adoption of zoning designations, specific design guidelines and development regulations.

Proposed Policy 2.8.3: Promote cooperation and coordination among transportation providers, local governments and developers to ensure that developments are designed to promote and improve physical, mental and social health, and reduce the impacts of climate change on the natural and built environments.

Proposed Land Use Policies 2.3.10 and 2.8.3 in the Comprehensive Plan align with the Climate Sustainability Plan's TR 1.6 strategy on Transit-Oriented Development. Policy 2.3.10 encourages nodal development with specific zoning and design guidelines,

supporting TR 1.6's transit-oriented development goals. Policy 2.8.3, promoting stakeholder cooperation in development design for health and climate impact reduction, mirrors TR 1.6's strategy, emphasizing transit-accessible, environmentally conscious development.

PROPOSED GOAL 2.12 - ENCOURAGE ENERGY-SAVING METHODS IN TRANSPORTATION, LAND USE AND BUILDING CONSTRUCTION.

Proposed policy 2.12.1: Encourage the development of paths and easements for non-motorized transportation to facilitate pedestrian and bicycle use throughout the city.

Proposed Policy 2.12.2: Encourage new developments to compliment and improve development of a grid system to reduce public and private utility and transportation costs.

PROPOSED GOAL 2.14 - DESIGN AND BUILD A HEALTHY COMMUNITY TO IMPROVE THE QUALITY OF LIFE FOR ALL PEOPLE WHO LIVE, WORK, LEARN, AND PLAY WITHIN THE CITY.

Proposed Policy 2.14.1: Encourage mixed land use and greater land density to shorten distances between homes, workplaces, schools and recreation so people can walk or bike more easily to them.

Proposed Policy 2.14.3 - Decreases dependence on the automobile by building good pedestrian and bicycle infrastructure, including sidewalks and bike paths that are safely removed from automobile traffic as well as good right of way laws and clear, easy-to-follow signage in proximity to homes, businesses, schools, churches and parks closer to each other so that people can more easily walk or bike between them.

Proposed Land Use Goal 2.12 and Policies 2.12.1, 2.12.4, 2.14.1, and 2.14.3 in the Comprehensive Plan support the Climate Sustainability Plan's TR 1 strategy, particularly TR 1.4 on walkability and street connectivity. Proposed goal 2.12 advocates for energy-saving methods in transportation, land use, and building construction, aligning with TR 1's drive-less aim. Policy 2.12.1, promoting non-motorized transportation paths and easements, directly supports TR 1.4's walkability and bicycle path objectives. Policy 2.12.4 encourages neighborhood-compatible commercial uses to reduce driving, complementing TR 1.4. Policies 2.14.1 and 2.14.3, advocating mixed land use, greater land density, and pedestrian and bicycle infrastructure development, support TR 1.4's multimodal connectivity and accessibility enhancement goals.

Proposed Policy 2.14.2: Provide good mass transit to reduce the dependence upon automobiles.

Proposed Land Use Policy 2.14.2, as outlined in the Comprehensive Plan, is consistent with the Climate Sustainability Plan's TR 1.5 strategy, which emphasizes Public Transportation. This policy aims to enhance mass transit systems, thereby diminishing reliance on personal vehicles. It contributes to the objectives of TR 1.5 by fostering growth patterns and infrastructure developments that favor public transportation.

+ Water and Natural Systems

The integration between the Climate Sustainability Plan's Water and Natural Systems (WNS) policies and Comprehensive Plan proposals focuses on water runoff, drainage, and habitat resilience. These policies address the need to adapt to the changing climate and implement policies that support the resilience of the natural environment as it intersects with the built environment.

Proposed Policy 2.10.2: Preserve and promote a safe, clean living environment.

Proposed Policy 2.10.5: Protect and preserve wetlands and riparian corridors associated with Shorelines of the State and open space corridors within and between urban growth areas useful for recreation, wildlife habitat, trails, and connection of critical areas.

Proposed Policy 2.10.6: Encourage growth that is responsive to environmental concerns and that enhances the natural environment of the lake drainage basin and the area watersheds.

Proposed Land Use Policies 2.10.2, 2.10.5, and 2.10.6 in the Comprehensive Plan support the Climate Sustainability Plan's WNS 2.3 strategy on natural habitat resilience. Policy 2.10.2, focusing on environmental cleanliness, aids water quality maintenance, integral to aquatic habitat resilience. Policy 2.10.5, dedicated to wetlands and riparian corridors protection, aligns with WNS 2.3's aquatic habitat resilience enhancement. Policy 2.10.6 promotes environmentally conscious growth, supporting WNS 2.3's water conservation and quality protection goals.

PROPOSED GOAL 2.11 - WHERE POSSIBLE, USE ELEMENTS OF THE NATURAL DRAINAGE SYSTEM TO MINIMIZE STORMWATER RUNOFF IMPACTS.

Proposed Policy 2.11.2: Encourage new developments to implement "low impact development" techniques which can better manage stormwater while providing cost savings in terms of land and improvements.

Proposed Goal 2.11 and Policy 2.11.2 in the Comprehensive Plan support the WNS 1.1 strategy on Low-Impact Development (LID). Goal 2.11's emphasis on natural drainage systems to minimize stormwater runoff impacts aligns with WNS 1.1's LID development goals. Policy 2.11.2 encourages new developments to implement LID techniques, supporting WNS 1.1's specific LID guideline creation.



+ Buildings and Energy

Proposed Policy 2.12.3: Encourage energy-saving construction and building operation practices and the use of energy-conserving materials in all new construction and rehabilitation of buildings.

Proposed Land Use Policy 2.12.3 of Lake Stevens' Comprehensive Plan, promoting energy-saving construction and the use of energy-conserving materials, reflects multiple strategies of the Climate Sustainability Plan. This policy supports BE 1 by advocating for energy-efficient practices in new and rehabilitated buildings, aligning with BE 1.1's emphasis on efficient lighting and appliances, and BE 1.2's focus on retrofitting existing city buildings. It complements BE 2 by upholding construction standards that adhere to energy codes, as outlined in BE 2.1, and by promoting energy efficiency in buildings, which supports the goals of BE 2.2's heat pump program and BE 2.3's renewable energy incentives.

HOUSING

+ Transportation

Similar to land use, there are significant intersections between CSP Transportation policies and the Comprehensive Plan. These primarily center around supporting strategy TR 1, which focuses on reducing GHGs by reducing the demand for personal vehicle travel. Housing policies support that change by supporting Transit-Oriented Development, connecting with transit providers on significant housing development plans, and promoting development in multimodal corridors.

Proposed Policy 3.2.1: Encourage the equitable distribution of accessible and affordable housing options throughout the city and ensure appropriate access to services and amenities such as public transit, medical facilities, or other essential services.

The Comprehensive Plan Update's Proposed Housing Policy 3.2.1 aligns with the Climate Sustainability Plan's TR 1.6 Transit-Oriented Development strategy. It focuses on equitable distribution of housing close to services and public transit, supporting the sustainability strategy's goal of transit-accessible developments. This approach in Lake Stevens addresses community housing needs and contributes to climate change mitigation by encouraging public transportation use and reducing personal vehicle reliance. The policy also ensures accessibility to essential services like medical facilities, aligning with the sustainability strategy's focus on urban planning for health benefits.

Proposed Policy 3.2.6: Work with transit and transportation providers to increase access between special needs housing and community facilities and programs in Lake Stevens and the region.

Proposed Housing Policy 3.2.6 in the Comprehensive Plan complements the Climate Sustainability Plan's TR 1.5 Public Transportation strategy. It prioritizes collaboration with transit providers to connect special needs housing with community facilities and programs. This collaboration fosters transit-supportive growth, integrating all Lake Stevens areas, especially those with vulnerable populations, into the transit network.

PROPOSED GOAL 3.5 - PROVIDE A BALANCED DEVELOPMENT PATTERN, WHICH PROMOTES PEDESTRIAN ACTIVITIES, A SENSE OF COMMUNITY AND SAFETY.

Proposed Policy 3.5.1: Promote residential development in areas that allows pedestrian access to commercial areas, employment, public transportation routes, schools and park or recreational areas.

Proposed Policy 3.5.2: Develop and provide a range of housing options for workers, at all income levels which promote accessibility to jobs and provide opportunities to live in proximity to work.

Proposed Policy 3.5.4: Prioritize funding transportation facilities, infrastructure and services that explicitly advance the development of housing in designated growth centers.

Proposed Housing Goal 3.5 of the Comprehensive Plan, along with proposed policies 3.5.1, 3.5.2, and 3.5.4, support TR 1.1 on sustainable city employee commutes and telework. Goal 3.5 promotes a development pattern encouraging pedestrian activities and community cohesion, facilitating the TR 1 strategy's goal of a more active population by reducing driving.

Proposed Policy 3.5.1 promotes residential development in pedestrian-accessible areas, aligning with TR 1.1's goal of reducing reliance on personal vehicles. Proposed Policy 3.5.2 supports providing housing options near employment, aiding sustainable commuting for city staff. Proposed Policy 3.5.4 focuses on funding transportation facilities in growth centers, supporting the sustainability strategy's aim of reducing commute emissions by enhancing access to alternative transportation for city employees.

+ Water and Natural Systems

PROPOSED GOAL 3.6 - PROMOTE MEASURES THAT WILL PROLONG THE USEFUL LIFE OF STRUCTURES.

Proposed Policy 3.6.1: Invest in infrastructure (storm drainage, street paving, and recreation) to support desired growth patterns and prevent depreciation of property values.

Proposed Policy 3.6.2: Implement an active code enforcement program to help motivate owners to repair and improve maintenance of their structures and avoid extensive deterioration of housing units.

Proposed Policy 3.6.3: Promote public and private home improvement grants and loans, available from the utility companies, charitable organizations and public agencies, for housing repair and maintenance.

Proposed Housing Policies 3.6.1, 3.6.2, and 3.6.3 in the Comprehensive Plan support the Climate Sustainability Plan's WNS 1 strategy, particularly WNS 1.5 on sustainable water management. Policy 3.6.1's investment in storm drainage infrastructure supports WNS 1.5's sustainable water management goals. Policy 3.6.2, advocating for active code enforcement, indirectly supports sustainable water management by maintaining housing standards. Policy 3.6.3 promotes home improvement grants and loans for repair and maintenance, aligning with WNS 1.5's focus on education and incentives for sustainable water practices, encouraging homeowners to adopt water-efficient technologies and practices. These policies collectively support the city's goals of water sustainability and efficient resource management.

+ Buildings and Energy

Proposed Policy 3.5.7: Encourage the development of efficient and environmentally sensitive housing practices to minimize impacts to infrastructure and natural resources.

Proposed Housing Policy 3.5.7 supports several strategies in the Climate Sustainability Plan, including BE 2.2, BE 2.3, and BE 2.5. The policy focuses on minimizing infrastructure and natural resource impacts, aligning with BE 2.2's heat pump program for low-income residents. It complements the strategy's energy efficiency goals through providing incentives and educational resources. The policy's advocacy for environmentally sensitive practices matches BE 2.3's promotion of renewable energy and energy-efficient systems. It also supports BE 2.5's objective of electrifying commercial and multifamily buildings, aligning with the goal of efficient housing and transitioning to electric heating systems in low- and middle-income residences.

ECONOMIC DEVELOPMENT

+ Buildings and Energy

The proposed policies in the Economic Development element address several pieces of the CSP's Buildings and Energy policy framework. Many of the CSP's policies referenced and applied cover energy efficiency, renewable energy, and green building practices. Some of the proposed policies overlap with Community Resilience & Adaptation (CRA) and Water and Natural Resources (WNS) policies, which are referenced when applicable.

Proposed Policy 6.1.2: Invest in and promote public infrastructure and services that are cost-effective and efficient that support Economic Development goals.

Proposed Policy 6.9.2: Enhance energy efficiency in public infrastructure and promote the use of renewable energy sources while ensuring equitable access to these technologies across all community sectors.

Proposed Policy 6.9.5: Encourage urban planning that integrates green building practices and energy-efficient design.

The Lake Stevens Comprehensive Plan incorporates Economic Development policies that are instrumental in supporting the strategies outlined in the Climate Sustainability Plan. Notable among these are proposed policies 6.1.2, 6.9.2, and 6.9.5.

Proposed Policy 6.1.2 focuses on the investment in efficient public infrastructure. This aligns with the Climate Sustainability Plan's strategy BE 2.4, which aims at electrifying city facilities. The policy supports the transition to electric heating systems in city buildings, contributing to cleaner energy usage and energy efficiency.

Proposed Policy 6.9.2 emphasizes enhancing energy efficiency in public infrastructure and promoting renewable energy sources. It supports strategies BE 2.2 and BE 2.3 of the Climate Sustainability Plan, which involve expanding heat pump campaigns and increasing renewable energy use. The policy also addresses equitable access to energy technologies for low-income residents.

Proposed Policy 6.9.5 encourages green building practices and energy-efficient design in urban planning. It complements strategies BE 3.1 and WNS 1.2 of the Climate Sustainability Plan, focusing on upgrading infrastructure resilience and installing water-efficient fixtures in city facilities. The policy contributes to sustainable urban development and aligns with the goals of using cleaner energy and improving water management.

PROPOSED GOAL 6.8 - ADVANCE EQUITABLE BUSINESS OPPORTUNITIES, ENVIRONMENTAL EXCELLENCE, AND DIVERSITY IN THRIVING COMMUNITIES.

Proposed Policy 6.8.7: Provide information and resources on sustainable business practices, encouraging businesses to voluntarily adopt environmentally friendly operations.

Proposed Economic Development Goal 6.8 and Policy 6.8.7 in the Comprehensive Plan support the Climate Sustainability Plan's strategies BE 2, BE 2.2, BE 2.3, and CRA 2. Goal 6.8 focuses on advancing equitable business opportunities and environmental excellence, promoting cleaner energy and climate education strategies. Policy 6.8.7, which provides information on sustainable business practices, complements BE 2.2 and BE 2.3 by supporting energy efficiency and renewable energy adoption. It also aligns with the CRA 2 strategy by promoting climate and environmental education.

PROPOSED GOAL 6.9 - PROMOTE SUSTAINABLE AND EQUITABLE ECONOMIC DEVELOPMENT WHILE TRANSITIONING TOWARDS A LOW-CARBON ECONOMY

Proposed Policy 6.9.1: Encourage businesses to adopt green practices by offering incentives for sustainable operations and supporting the growth of green industries and eco-friendly businesses.

Proposed Economic Development Goal 6.9 and Policy 6.9.1 underpin the Climate Sustainability Plan's BE 2 strategy, focusing on cleaner energy and renewable energy promotion. Goal 6.9 aims to promote sustainable economic development and transition towards a low-carbon economy. Policy 6.9.1 encourages businesses to adopt green practices through incentives, supporting the implementation of electric heat pump campaigns and renewable energy systems, thus enhancing energy efficiency and reducing dependence on non-renewable energy sources.

+ Transportation

The CSP Transportation policies, which guide proposed changes to the Comprehensive Plan Economic Development Element, primarily deal with commuting: either emphasizing multimodal commutes or remote work. These policies tie into the broader TR 1 strategy aiming to reduce driving.

PROPOSED GOAL 6.2 - STRATEGICALLY MANAGE COMMERCIAL EXPANSION WITHIN DESIGNATED CENTERS.

Proposed Policy 6.2.1: Direct non-residential growth to the city's centers: Downtown, 20th Street SE Business Corridor, Lake Stevens Center, and Lake Stevens Industrial Center.

Proposed Policy 6.2.2: Continue implementation for each of the four growth centers through subarea planning.

Proposed Policy 6.4.1: Develop zoning strategies in employment and business districts to accommodate diverse businesses and support significant employment generators.

Proposed Policy 6.9.4: Promote sustainable transportation options, like biking and public transit.

Proposed Economic Development Goal 6.2 and its associated policies, alongside proposed policies 6.4.1 and 6.9.4 support the Climate Sustainability Plan's TR 1 strategy, particularly TR 1.4, which focuses on walkability and street connectivity. Proposed Goal 6.2 directs the management of commercial expansion to increase street and multimodal connectivity. This supports the development of dense, walkable areas conducive to walking and biking.

Proposed Policy 6.2.1 aims to direct non-residential growth to city centers, facilitating access to amenities and schools via active transportation, aligning with the objectives of TR 1.4. Proposed Policy 6.2.2 commits to the continued implementation of subarea planning for growth centers, ensuring development supports increased walkability and connectivity. Proposed Policy 6.4.1 develops zoning strategies to accommodate diverse businesses, and Proposed Policy 6.9.4 promotes sustainable transportation options, both supporting the goals of TR 1.4.

Proposed Policy 6.8.9: Encourage local businesses to consider flexible work arrangements to accommodate a diverse range of employee needs and lifestyles.



Proposed Policy 6.8.9 supports TR 1.1's goal of promoting sustainable commuting practices by advocating for flexible work arrangements, thereby reducing daily commute needs.

PUBLIC SERVICES AND UTILITIES

+ Community Resilience

Policies proposed in the Comprehensive Plan's Public Services and Utilities largely connect with the CSP's Community Resilience & Adaptation (CRA) Strategy 1, which intends to increase the city's capacity to respond to future climate impacts. This strategy is focused on adapting to and preparing for future climate impacts. In this case, policies are focused on ensuring utilities and public services are prepared for those changes.

PROPOSED GOAL 7.3 - PROVIDE FOR ADEQUATE POLICE AND FIRE PROTECTION SERVICES.

Proposed Policy 7.3.3: Coordinate police services with fire protection services and other local, state and federal agencies to develop a disaster preparedness program for Lake Stevens.

Proposed Policy 7.3.7: Consider the disaster response implications in prioritizing Fire District capital improvement and public service planning.

Proposed Public Services and Utilities Goal 7.3, along with proposed policies 7.3.3 and 7.3.7 in the Comprehensive Plan, are aligned with the Climate Sustainability Plan's CRA 1 strategy, specifically CRA 1.1. This strategy emphasizes community resilience and emergency management planning. Goal 7.3 pledges to provide adequate police and fire protection services, a commitment that supports CRA 1's goal of enhancing community resilience against climate impacts. It establishes a basis for disaster preparedness, critical for effective response to climate-related emergencies.

Policy 7.3.3 mandates coordination between police and fire services and other agencies to develop a disaster preparedness program. This directly aids CRA 1.1 by preparing emergency services in Lake Stevens for both conventional and climate-related incidents, ensuring a comprehensive response to diverse emergencies.

Policy 7.3.7 directs the integration of disaster response considerations into Fire District capital improvement and public service planning. This complements CRA 1.1 by embedding climate emergency factors into the development of key infrastructure and services, enhancing Lake Stevens' resilience to climate change challenges.

Proposed Policy 7.6.6: Replace failing septic systems within the urban growth area with sanitary sewers; use innovative and state-of-the-art design and techniques when replacing septic tanks to restore and improve environmental quality.

Proposed Policy 7.6.6 responds to the Climate Sustainability Plan's CRA 1.2 strategy, which applies a climate lens to city standards, codes, and guidelines. The policy's approach to replacing failing septic systems with innovative, environmentally sound techniques supports CRA 1.2's objective of updating city standards to improve climate resilience and environmental quality.

+ Water and Natural Resources

The integration between the Climate Sustainability Plan's Water and Natural Systems (WNS) policies and Comprehensive Plan Utilities proposals addresses mitigation and adaptation. Both WNS 1 and 2 are significant components of policies in this element. The major intersections with Comp Plan policies include stormwater management considerations, water conservation outreach, Low Impact Development policies, and waste reduction. These policies will infrastructure, development regulation, and public engagement implementations to support the full realization of successful CSP and Comprehensive Plan work.

PROPOSED GOAL 7.5 - PROVIDE ADEQUATE STORMWATER FACILITIES AND SERVICES.

Proposed Policy 7.5.2: Maintain and enforce land-use plans and ordinances requiring stormwater controls for new development and redevelopment.

Proposed Public Services and Utilities Goal 7.5 and policy 7.5.2 in the Comprehensive Plan correspond with the Climate Sustainability Plan's strategies WNS 1.5 and WNS 1.6. Goal 7.5 focuses on providing adequate stormwater facilities and services, supporting sustainable water management and conservation, key to WNS 1.5. Policy 7.5.2 mandates stormwater controls in new developments, aligning with WNS 1.5 and WNS 1.6 objectives of citywide sustainable water management and flood prevention.

Proposed Policy 7.5.3: Actively promote and support education efforts focusing on all facets of stormwater management.

Proposed Policy 7.5.3 supports the Climate Sustainability Plan's WNS 2.3 strategy, focusing on natural habitat resilience. It promotes education in stormwater management, aligning with WNS 2.3's goals of educating and outreaching on water conservation and protection, thereby enhancing water quality and habitat resilience.

Proposed Policy 7.9.2: Promote the reduction of water consumption through conservation, efficiency, reclamation and reuse to reduce wastewater generation and ensure continued water availability.

Proposed Policy 7.9.2 corresponds with the Climate Sustainability Plan's WNS 1 strategy, particularly WNS 1.5, focusing on sustainable water management. It promotes water consumption reduction through conservation, efficiency, reclamation, and reuse, reflecting WNS 1.5's promotion of sustainable water management practices.

Proposed 7.9.4: Consider the needs for both human consumption and for environmental balance, including potential impacts of climate change on regional water sources.

Proposed Policy 7.9.4 directly supports the Climate Sustainability Plan's WNS 1.1 strategy on Low-Impact Development (LID). It emphasizes low-impact development projects and techniques, aligning with WNS 1.1's goal of creating specific LID policies and guidelines for Lake Stevens.

PROPOSED GOAL 7.10 - SUPPORT LESS RESOURCE CONSUMPTION THROUGH PROGRAMS AIMED TOWARD REDUCING, REUSING, AND RECYCLING OF RESOURCES.

Proposed Policy 7.10.2: Maintain and expand reduction, re-use, and recycling programs in the city.

Proposed Policy 7.10.3: Support local, regional, state, federal, and private programs aimed at reduction, re-use, and recycling of natural resources.

Proposed Goal 7.10, with Proposed Policies 7.10.2 and 7.10.3, supports the Climate Sustainability Plan's WMM 1.5 strategy on community reuse and waste reduction. Goal 7.10 focuses on reducing resource consumption through recycling and reuse, aligning with WMM 1.5's community waste reduction goals. Policy 7.10.2, expanding city recycling and reuse programs, and policy 7.10.3, advocating for collaborative resource reduction and recycling efforts, strengthen these community initiatives.

+ Buildings and Energy

PROPOSED GOAL 7.9 - PROMOTE CONSERVATION AND ENERGY EFFICIENCY AND ALLOW FOR ALTERNATIVE DESIGN STANDARDS AND/OR MATERIALS.

Proposed Policy 7.9.1: Encourage conservation of resources and reduction of energy consumption to extend the life of existing electrical energy and infrastructure.

Proposed Policy 7.9.5: Support renewable energy resources, energy management technology and the conversion to cost-effective and environmentally sensitive alternative technologies to meet the region's energy needs.

Proposed Goal 7.9, with Proposed Policies 7.9.1 and 7.9.5 in the Comprehensive Plan, supports the Climate Sustainability Plan's BE 2 strategy, particularly BE 2.3 on renewable energy. Goal 7.9's emphasis on energy conservation and efficiency aligns with BE 2.3's focus on cleaner energy sources. Policy 7.9.1, advocating resource conservation and reduced energy consumption, and policy 7.9.5, promoting renewable energy and environmentally sensitive technologies, support BE 2.3's renewable energy initiatives.

+ Transportation

Proposed Policy 7.9.7: Reduce greenhouse gasses by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.

Policy 7.9.7 supports the Climate Sustainability Plan's TR 1 strategy, focusing on reducing vehicle use. It aims to lower greenhouse gas emissions by expanding conservation and alternative energy sources, and reducing vehicle miles traveled, supporting TR 1's goal of decreasing single-occupancy vehicle reliance.

ENVIRONMENT AND NATURAL RESOURCES

+ Water and Natural Resources

The proposed Lake Stevens Comprehensive Plan's Environment and Natural Resources policies primarily align with the Climate Sustainability Plan's WNS 2, focusing on expanding, protecting, and improving green spaces and natural ecosystems. These policies largely focus on adaptation strategies to ensure the ecosystem is able to adapt and thrive as changes take hold in the region.

Proposed Policy 4.1.1: The city will continue to prioritize the protection of wetlands, streams and creeks, lakes and ponds, aquifer recharge areas, geologically hazardous areas (e.g., steep slopes and erosion areas), significant trees, fish and wildlife habitat areas and corridors, cultural resources, and frequently flooded areas through land use policies, regulations and decisions based on best available information and in coordination with state and regional priorities.

Proposed Policy 4.1.2: Promote the retention of significant trees during development.

Proposed Policy 4.1.1 is dedicated to protecting natural resources like wetlands, streams, lakes, and significant trees through effective land use policies and regulations. This policy is instrumental in preserving and enhancing green spaces and ecosystems, crucial for ecological balance and sustainability, thereby supporting the WNS 2 strategy.

Proposed Policy 4.1.2 prioritizes the retention of significant trees in development projects. This aligns with WNS 2.2's goal of maintaining tree canopy and preventing tree loss, contributing to urban forestry development and tree preservation education efforts.

Proposed Policy 4.8.8: Provide and monitor adequate tree canopy cover and shading structures for low income communities, communities of color, and vulnerable populations such as elderly, children, differently abled, or otherwise health-burdened individuals.

Proposed Policy 4.8.8 aims to provide and monitor tree canopy cover and shading structures, with a focus on low-income and vulnerable communities. It advances the WNS 2 strategy by promoting equitable access to green spaces, essential for the well-being of all community members, especially the most vulnerable.

Proposed Policy 4.1.4: Protect salmonid streams and natural drainage ways from adverse impacts of land development in order to maintain the stream flow regime necessary for continued life cycle activities, avoid unnatural bank or bed erosion and increased turbidity.

Proposed Policy 4.1.3: Preserve existing vegetation as much as possible due to its vital role in maintaining wildlife habitat and preventing additional stormwater runoff or soil erosion from new developments.

Proposed Policy 4.1.10: Protect native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants. Environmentally sound methods of vegetation control should be used to control noxious weeds.

Proposed Policy 4.1.14: Minimize adverse stormwater impacts generated by the removal of vegetation and alteration of landforms.

Proposed Policy 4.3.3: Identify and protect wildlife corridors both inside and outside the UGA through critical areas avoidance, protection and mitigation.

Proposed Policy 4.3.6: Work with the Land Trust and other similar organizations to protect wetlands and other critical areas.

Many proposed policies in the Comprehensive Plan address Lake Stevens' CSP action WNS 2.3 related to natural habitat resilience.

Proposed Policy 4.1.4, which safeguards salmonid streams and natural drainage ways, aligns with WNS 2.3 by preserving stream flow regimes crucial for aquatic life. This protection is key to maintaining water quality and habitat resilience in the face of land development. Proposed Policy 4.1.3, emphasizing the preservation of existing vegetation, aids in maintaining wildlife habitats and reducing stormwater runoff and soil erosion, thus sustaining healthy aquatic environments and enhancing habitat resilience, in line with WNS 2.3.

Proposed Policy 4.1.10 focuses on protecting native plant communities and controlling invasive species. This supports WNS 2.3's objectives by safeguarding aquatic habitats and enhancing resilience against environmental stressors, including low water levels during summer. Proposed Policy 4.1.14 addresses the minimization of stormwater impacts due to vegetation removal and land alteration. It contributes to WNS 2.3 by ensuring water quality and conserving aquatic habitats, supporting their resilience.

Proposed Policy 4.3.3 in Lake Stevens' Comprehensive Plan, which prioritizes the identification and protection of wildlife corridors, is in sync with the Climate Sustainability Plan's WNS 2.3 objectives that focus on water conservation and quality for habitat resilience. This policy plays a key role in sustaining ecological balance and bolstering aquatic ecosystems by safeguarding critical areas.

Proposed Policy 4.3.6 advocates for cooperation with various organizations to safeguard wetlands and other vital areas. This collaborative method bolsters WNS 2.3 by ensuring the preservation of essential water resources and habitats, crucial for maintaining natural habitat resilience.

Proposed Policy 4.1.6: Promote and encourage sustainable development through efficient land use, green building design, flexibility of design (Low Impact Development, cluster development) and water conservation.

Proposed Policy 4.3.5: Support wetlands protection through non-regulatory approaches such as the adopt-a-wetland conservation program and low impact development.

Lake Stevens' Comprehensive Plan includes proposed policies 4.1.6 and 4.3.5, which correspond with the Climate Sustainability Plan's water management strategies, WNS 1 and WNS 1.1. Policy 4.1.6 backs sustainable development, efficient land use, and water conservation. It aligns with WNS 1's improved water management goal and WNS 1.1's focus on low-impact development (LID) tailored to Lake Stevens. Policy 4.3.5, advocating for wetlands protection through non-regulatory means, responds to WNS 1.5's citywide sustainable water management and conservation practices promotion among private landowners.

Proposed Policy 4.1.13: Promote retention of stormwater and encourage regional stormwater treatment solutions to maintain hydrological functions and water quality within ecosystems and watersheds.

Proposed Policy 4.1.13 in Lake Stevens' Comprehensive Plan, focusing on stormwater retention and regional stormwater treatment solutions, directly supports the Climate Sustainability Plan's WNS 1.3 strategy. It aligns with maintaining hydrological functions and water quality, essential for WNS 1.3's goal of supporting backup water supplies during droughts. The policy promotes stormwater management solutions integral to the development of new water storage systems, as specified in WNS 1.3.

Proposed Policy 4.1.15: Encourage and support the retention of natural open spaces or land uses which maintain hydrologic function and are at low risk to property damage from floodwaters within frequently flooded areas.

Proposed Policy 4.3.8: Protect natural drainage systems and courses associated with floodways, floodplains, or other areas subject to flooding.

Proposed Policies 4.1.15 and 4.3.8 in the Comprehensive Plan support the Climate Sustainability Plan's WNS 1.6 strategy on flood prevention. Policy 4.1.15, promoting the retention of natural open spaces and low-risk land uses in flood-prone areas, aligns with WNS 1.6's flood prevention project design. Policy 4.3.8, emphasizing the protection of natural drainage in flood-prone areas, directly supports WNS 1.6's flood prevention infrastructure design.

Proposed Policy 4.8.7: Support Snohomish County PUD in planning to provide backup water supplies during droughts. Support climate resilience by constructing new water storage systems such as large cisterns, water towers, and reservoirs.

Proposed Policy 4.8.7 in Lake Stevens' Comprehensive Plan reinforces the Climate Sustainability Plan's WNS 1.3 strategy on water storage. It commits to supporting backup water supply planning during droughts, in line with WNS 1.3's aim of ensuring water availability in scarcity. The policy's focus on constructing new water storage systems, including large cisterns, water towers, and reservoirs, is essential to the WNS 1.3 strategy.

+ Community Resilience

PROPOSED GOAL 4.8 - WORK WITH PUBLIC AGENCIES AND PRIVATE PARTNERS TO DEVELOP STRATEGIES TO PREPARE FOR AND MITIGATE POTENTIAL IMPACTS OF CLIMATE CHANGE, BOTH ON CITY GOVERNMENT OPERATIONS AND THE GENERAL LAKE STEVENS COMMUNITY.

Proposed Policy 4.8.2: Review comprehensive, strategic and specific plans to determine if city policies are appropriately targeted to prepare for and mitigate potential impacts of climate change.

Proposed Goal 4.8 and policy 4.8.2 in Lake Stevens' Comprehensive Plan support the CRA 1.2 strategy. Goal 4.8, focusing on developing strategies with public and private partners to mitigate climate change impacts, supports CRA 1.2's goal of applying a climate lens to city standards and guidelines. Policy 4.8.2, involving plan reviews for climate change preparation and mitigation, directly complements CRA 1.2. It emphasizes evaluating and updating city policies to enhance resilience against climate impacts.

+ Buildings and Energy

Proposed Policy 4.8.3: Make energy efficiency a priority through retrofitting city facilities.

Proposed Policy 4.8.3 in the Comprehensive Plan aligns with the Climate Sustainability Plan's BE 1 strategy, focusing on energy efficiency through retrofitting city facilities. This policy prioritizes energy efficiency in city facilities, complementing BE 1's goal of reducing energy use. It supports BE1.2, which includes partnering for energy-efficient retrofits, conducting facility assessments, developing replacement plans, identifying funding for equipment and building retrofits, and making energy efficiency improvements.

PARKS, RECREATION, AND OPEN SPACE

+ Water and Natural Resources

The integration between the Climate Sustainability Plan's Water and Natural Systems (WNS) policies and Comprehensive Plan PROS proposals focuses on greenspaces, stewardship, and Low Impact Development (LID). The policies aim to tackle the challenges posed by the changing climate through measures that promote the preservation and expansion of protected natural areas, incorporating LID practices in new park developments, protecting the tree canopy, and focusing on native plantings.

PROPOSED GOAL 5.3 - PRESERVE AND ENHANCE OPEN SPACE AND NATURAL RESOURCES AREAS INCLUDING FISH AND WILDLIFE HABITAT, MIGRATION CORRIDORS, NATURAL MEADOWS AND WATER RESOURCES.

Proposed Policy 5.3.1: Preserve open space corridors and buffers to provide separation between natural areas and urban land uses with a goal of maintaining five percent of the city as open space.

Proposed Policy 5.3.2: Plan, locate and manage park and recreation facilities so that they enhance wildlife habitat, minimize erosion, complement natural site features and create linkages within the developed area.

Proposed Policy 5.3.3: Balance the desire for public access and interpretive education with preservation of environmentally sensitive areas and other natural sites

Parks, Recreation, and Open Space Proposed Goal 5.3 and its related policies support the Climate Sustainability Plan's WNS 2.3 strategy, focusing on natural habitat resilience.

Proposed Goal 5.3 is committed to preserving and enhancing open space and natural resources, in line with WNS 2.3's goal of boosting natural habitat resilience. Proposed Policy 5.3.1 supports this through the preservation of open space corridors and buffers, essential for sustaining wildlife habitats and ecosystems.

Proposed Policy 5.3.2, which guides the planning and management of park and recreation facilities to improve wildlife habitat and minimize erosion, complements WNS 2.3. This policy ensures recreational areas are developed in harmony with natural site features and ecological linkages. Proposed Policy 5.3.3 balances public access with the preservation of sensitive environmental areas. This policy contributes to WNS 2.3 by protecting natural

sites and promoting environmental stewardship education, crucial for conserving water resources and aquatic habitats.

Proposed Policy 5.12.2: Lead in sustainable building practices by incorporating sustainability and low-impact development into the design, development, and maintenance of the park system.

Proposed Policy 5.12.2, committed to sustainable building practices, supports WNS 1.1's directive on Low-Impact Development (LID). It emphasizes incorporating sustainable and LID practices in park infrastructure, aligning with WNS 1.1's aim of developing specific LID guidelines for Lake Stevens.

Proposed Policy 5.12.5: Employ native and resource-efficient flora for landscaping, manage invasive vegetation through environmentally sound methods, and advocate for community education on invasive species.

Proposed Policy 5.12.6: Collaborate on establishing sustainability metrics related to climate change, incorporating indicators such as carbon sequestration values, water conservation, and canopy coverage.

Proposed Policy 5.12.7: Develop and implement tree planting guidelines and protocols to foster resilient plant ecosystems capable of adapting to climate change impacts, including forest fires and droughts.

Policies 5.12.5, 5.12.6, and 5.12.7 in the Comprehensive Plan reinforce the Climate Sustainability Plan's WNS 2 strategy, which targets the expansion, protection, and enhancement of green spaces and ecosystems.

Policy 5.12.5 promotes the use of native and resource-efficient plants for landscaping and invasive species management, supporting WNS 2 and WNS 2.1. This policy aligns with water-efficient landscape standards and invasive species control, including community education on these topics. Policy 5.12.6's collaboration on sustainability metrics related to climate change, such as carbon sequestration and water conservation, contributes to WNS 2's objectives. These metrics are vital for landscape management decisions, supporting ecological preservation and enhancement goals.

Policy 5.12.7 focuses on developing tree planting guidelines to support resilient plant ecosystems, responding to WNS 2.2. This policy's emphasis on guidelines for tree planting and preservation is crucial for maintaining and expanding tree canopy, aligning with WNS 2.2's goal of protecting tree canopy and preventing tree loss.



+ Transportation

The Parks, Recreation, and Open Space proposed goals and policies in Lake Stevens' Comprehensive Plan are designed to support the Climate Sustainability Plan's TR 1 strategy, with a specific focus on TR 1.4, which emphasizes walkability and street connectivity. A trail network integrated with urban pedestrian connections would support a robust multimodal transportation network, allowing for a reduction of vehicle trips and GHG emissions.

Proposed Policy 5.1.1: Provide a system of multi-purpose neighborhood, community, and mini-parks, throughout the community, accessible to all residents that meet the following levels of service:

Neighborhood Parks – one park within a one-mile radius of all residential areas and

Community Parks – one park within a 2.5-mile radius of all residential areas.

Mini-Parks - one park within a .5-mile radius of residential or commercial areas.

PROPOSED GOAL 5.2 - PROVIDE AN INTERCONNECTED SYSTEM OF HIGH-QUALITY, ACCESSIBLE TRAILS AND GREENWAY CORRIDORS THAT OFFER DIVERSE, HEALTHY OUTDOOR EXPERIENCES WITHIN A VARIETY OF LANDSCAPES AND NATURAL HABITATS, PUBLIC FACILITIES, LOCAL NEIGHBORHOODS, BUSINESS DISTRICTS AND REGIONAL TRAILS.

Proposed Policy 5.2.1: Provide a comprehensive network of multi-use trails for pedestrians, bicycles and skating using alignments along the public rights-of-way, through public landholdings as well as across cooperating private properties, which link residential neighborhoods to community facilities, parks, special use areas, commercial areas and the waterfront that meets the following level of service: one trail within one mile of residential areas. Implement Master Trail Plan as adopted.

Proposed Policy 5.2.2: Provide for a comprehensive city trail system linking the downtown area, schools, parks, and the Centennial Trail.

Proposed Policy 5.1.1 and Policy 5.2.1 in the Comprehensive Plan aim to establish a multi-purpose park system, aligning with TR 1.4's goal of enhancing street and multimodal connectivity. These elements ensure that parks are accessible to residential areas, promoting walkability and active transportation within the community.

Proposed Goal 5.2 and Policy 5.2.2 concentrate on developing an interconnected network of trails and greenways, which aligns directly with TR 1.4's aim of increasing walkability

and bicycle path accessibility. These policies facilitate active transportation by connecting key areas such as downtown, schools, and parks, reducing reliance on vehicles.

+ Community Resilience

Proposed Policy 5.11.4: Incorporate sustainable practices, conduct environmental assessments, and implement green infrastructure and conservation measures in facility development and operation.

Proposed Parks, Recreation, and Open Space policy 5.11.4 in Lake Stevens' Comprehensive Plan supports the Climate Sustainability Plan's CRA 1.3 strategy on vulnerability assessment. It mandates sustainable practices and environmental assessments in facility development and operation, supporting CRA 1.3's focus on addressing climate risks through green infrastructure and conservation measures.

+ Buildings and Energy

Proposed Policy 5.12.3: Maintain and upgrade equipment and systems for optimal performance, focusing on eco-friendly alternatives and high-efficiency fixtures.

Proposed Policy 5.12.3 focuses on maintaining and upgrading equipment and systems with eco-friendly alternatives and high-efficiency fixtures, aligning with BE 1's goal of reducing energy usage and BE 1.1's emphasis on improving energy efficiency in city facilities.

TRANSPORTATION

+ Transportation

Several Transportation goals and policies in Lake Stevens' Comprehensive Plan align with the Climate Sustainability Plan's TR 1 strategy, particularly TR 1.4, which emphasizes walkability and street connectivity.

PROPOSED GOAL 8.6 - STRIVE FOR CONTINUOUS AND LONG TERM EXPANSIONS TO THE TRAIL AND PEDESTRIAN SYSTEMS.

Proposed Policy 8.6.3: The city will continue to incorporate regular and routine consideration of bicycles in accordance with the Washington State Department of Transportation, and the American Association of State Highway and Transportation Officials (AASHTO) standards in all transportation improvements.

PROPOSED GOAL 8.7 - PROMOTE PEDESTRIAN AND BICYCLE ACCESS TO PUBLIC FACILITIES AND CENTERS.

Proposed Policy 8.7.1: Pedestrian connections take first priority over other means of non-motorized connection.

Proposed Policy 8.7.2: Pedestrian and bicycle routes will be designated on arterial and collector roadways except for designated school access routes.

Proposed Policy 8.8.6: Encourage and plan for "pedestrian-scale" neighborhoods and centers to enhance access and mobility for public transportation users.

Proposed Goal 8.6 targets the expansion of trail and pedestrian systems. Proposed Policy 8.6.3, dedicated to consistently integrating bicycles in transportation improvements, directly supports TR 1.4. These elements advance multimodal connectivity and promote infrastructure development for biking, a central component of TR 1.4's focus on enhancing walkability and bike paths.

Proposed Goal 8.7 in Lake Stevens' Comprehensive Plan focuses on enhancing pedestrian and bicycle access to public facilities and centers. It supports TR 1.4 through several key policies: Proposed Policy 8.7.1 prioritizes pedestrian connections, Policy 8.7.2 designates pedestrian and bicycle routes on major roads, and Proposed Policy 8.7.4 incorporates transit connections into pedestrian route planning.

Proposed Policy 8.8.6, promoting "pedestrian-scale" neighborhoods, reinforces TR 1.4's objectives by creating communities where amenities and schools are accessible on foot or by bike. This policy encourages denser, walkable communities, aligning with the Climate Sustainability Plan's aims for street connectivity and active transportation.

Proposed Policy 8.7.8: A comprehensive sidewalk/walkway/trail plan should be developed to provide alternative routes to employment centers, shopping areas, transit stops, schools and public and recreational facilities.

Proposed Policy 8.7.8 advocates for developing a comprehensive sidewalk, walkway, and trail plan, supporting TR 1.2's goal of a Pedestrian and Bicycle Plan. This policy emphasizes creating alternative routes to essential destinations, aligning with TR 1.2's objective of enhancing urban street design for pedestrian and bicycle accessibility.

The policy prioritizes connecting community facilities and transit stops through a network of sidewalks and trails, essential for TR 1.2's comprehensive planning. This includes project identification, scoping, and prioritization, crucial for integrating the Pedestrian and Bicycle Plan with the existing Trails Master Program.

Transportation goals and policies in Lake Stevens' Comprehensive Plan also support the Climate Sustainability Plan's TR 1 strategy, especially TR 1.5, which focuses on public transportation and the overarching goal of reducing vehicle use.

PROPOSED GOAL 8.8 - ESTABLISH MECHANISMS TO REDUCE THE DEMAND FOR TRANSPORTATION FACILITIES SUCH AS CAR/VAN POOLS, AND STAGGERED WORK HOURS.

Proposed Policy 8.8.1: In the central business district, integrate both the access and movement within the district for motorized and non-motorized traffic.

Proposed Policy 8.8.5: Coordinate public transportation corridors with Community Transit and neighboring communities.

Proposed Policy 8.13.6: Advocate with Community Transit in designating a public transportation system compatible with the city's centers' growth strategy.

Proposed Goal 8.8 and related policies (8.8.1 to 8.8.5, 8.13.6) align with TR 1.5's aim of collaborating with Community Transit for transit-supportive growth and public transportation improvements. These policies focus on integrating various traffic forms in the central business district, coordinating land use with transportation centers to promote transit use, and optimizing transit routes, stops, and schedules with Community Transit. Encouraging developers to consider public transportation and coordinating transportation corridors with neighboring areas are also key aspects of TR 1.5's goals.

These policies further support TR 1's broader strategy of driving less by promoting alternatives to single-occupancy vehicle use, such as car/van pools and staggered work hours. Proposed Policy 8.13.6's emphasis on a public transportation system compatible with city growth further underlines the commitment to reducing individual vehicle use.

Proposed Policy 8.9.4: Work with Community Transit to implement employer outreach programs to promote the use of alternative transportation modes and other worksite-based strategies such as alternative work schedules

Proposed Policy 8.13.2: Take a lead role in encouraging other modes of transportation by using more efficient vehicles and alternative-fueled vehicles in the city fleet, and by encouraging employees to use alternative modes of transportation to travel to work.

Proposed Policy 8.13.3: Encourage alternatives to automobile transportation by promoting improvements to the public transit system, increasing availability of bicycling and walking facilities, and limiting the amount of parking that may be included in some new developments.

Lake Stevens' Transportation Proposed Policies 8.9.4, 8.13.2, and 8.13.3 support the Climate Sustainability Plan's strategies TR 1.1 and TR 1.4.

Proposed Policy 8.9.4, focusing on collaboration with Community Transit to promote sustainable commuting options, supports TR 1.1's emphasis on sustainable commuting for city staff. This includes telework and flexible schedules to minimize traditional commuting. Policy 8.13.2, advocating for efficient and alternative-fueled vehicles in the city fleet and encouraging city employees to use alternative transportation modes, aligns with TR 1.1.

Proposed Policy 8.13.3 aims to encourage non-automobile transportation alternatives through public transit improvements, expanded bicycling and walking facilities, and parking limitations in new developments. It is informed by TR 1.4's objectives of enhancing street and multimodal connectivity, walkability, bicycle path availability, and access to amenities and schools through active transportation.

Proposed Policy 8.9.1: Pursue the use of Traffic Demand Management (TDM) strategies as a means to reduce traffic congestion.

Proposed Policy 8.9.3: Pursue the use of TDM strategies as an alternative or supplement to roadway capacity improvements.

Proposed Policy 8.9.6: Encourage new employers locating to the city to have or develop TDM plans to help reduce demand on the transportation system.

Proposed Transportation Policies 8.9.1, 8.9.3, and 8.9.6 support the Climate Sustainability Plan's TR 1.3 strategy on Transportation Demand Management (TDM).

Proposed Policy 8.9.1 commits to employing TDM strategies to alleviate traffic congestion, aligning with TR 1.3's focus on TDM implementation to reduce car trips and address traffic sustainably. Proposed Transportation Policy 8.9.3 promotes the use of Transportation Demand Management (TDM) strategies as alternatives or supplements to expanding roadway capacity, aligning with the Climate Sustainability Plan's TR 1.3 strategy. This policy supports more sustainable approaches rather than traditional roadway expansions, consistent with TR 1.3's focus on decreasing car trips via innovative management techniques.

Proposed Policy 8.9.6 encourages new employers within the city to create TDM plans, contributing to TR 1.3's objective of reducing transportation system demand. This policy emphasizes employer participation in TDM, in harmony with TR 1.3's aim to work with Community Transit on implementing TDM strategies, which include incentives to lessen car trips in new developments.