

CITY COUNCIL WORKSHOP MEETING AGENDA



City of Lake Stevens Vision Statement

By 2030, we are a sustainable community around the lake with a vibrant economy, unsurpassed infrastructure and exceptional quality of life.

September 3, 2024 - 6:00 PM

Two ways to participate:

In person: The Mill, Sawyers Room, 1808 Main Street, Lake Stevens

or Join Zoom Meeting: <https://lakestevenswa.zoom.us/j/84866825070>

or call in at (253) 215-8782 Meeting ID 84866825070

- 1. Call to Order**
- 2. Discussion Items**

A. Comprehensive Plan Update

David Levitan

- 3. Adjourn**

THE PUBLIC IS INVITED TO ATTEND

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NOTICE: All proceedings of this meeting are audio recorded, except Executive Sessions.

CITY COUNCIL STAFF REPORT



Agenda Date: 9/3/2024

Subject: Comprehensive Plan Update

Contact Person/Department: David Levitan, Community Development

Budget Impact: N/A

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

No action is required. Councilmembers are asked to review and provide comments on the draft 2024 Comprehensive Plan, which was issued for agency and public review on July 26, 2024 and incorporates public, Planning Commission, and City Council input provided over the past year. Staff is in the process of incorporating public, agency and Planning Commission feedback into an updated draft of the plan, which the Planning Commission reviewed at their August 19, 2024 meeting and which it is tentatively scheduled to hold a public hearing and make a recommendation to City Council on at their October 2, 2024 meeting.

SUMMARY/BACKGROUND:

The City of Lake Stevens is currently undertaking a periodic update to its comprehensive plan, which under state law must be adopted by December 31, 2024 and address projected growth through the year 2044. The current comprehensive plan was adopted in 2015 to address projected growth through the year 2035; however, the city has made yearly updates to individual chapters via the annual docketing process, which allows the city to adopt comprehensive plan text and map amendments no more than once per year.

The 2015 comprehensive plan includes an introduction and eight elements (a total of nine chapters), all of which will be updated as part of this periodic update. Over the course of the last year, the Planning Commission reviewed and provided comments on updated drafts of individual elements, including:

- The Parks, Recreation and Open Space Element (Chapter 5) at their [November 15, 2023 meeting](#);
- The Public Services and Utilities Element (Chapter 7) at their [March 20, 2024 meeting](#);
- The Introduction (Chapter 1) and Economic Development Element (Chapter 6) at their [April 17, 2024 meeting](#);
- The Environment and Natural Resources Element (Chapter 4) at their [May 1, 2024 meeting](#);
- Draft goals and policies for the Transportation Element (Chapter 8) and Capital Facilities Element (Chapter 9) at their [June 3, 2024 meeting](#); and
- Draft goals and policies for the Land Use Element (Chapter 2) and Housing Element (Chapter 3) at their [June 17, 2024 meeting](#).

In addition, the City Council held work sessions on [June 25, 2024](#) and [July 9, 2024](#) to provide their feedback on the 2024 plan's draft goals and policies, with a focus on land use, housing, transportation and capital facilities.

Planning Commission, City Council, and public comments were incorporated into the draft Comprehensive Plan (Attachment 1), which was issued for agency and public review on July 26, 2024. The draft plan and proposed zoning map amendments (Attachment 2) were posted to the [project website](#), distributed to interested parties, and posted to the city's social media channels, with an opportunity for the public to provide public feedback. As of August 29, the city had received comments from two individuals and six agencies, which are discussed in more detail below.

The Planning Commission held a work session on [August 19, 2024](#) to review the draft plan and invite the public to provide oral testimony in advance of their upcoming public hearing. No members of the public attended the meeting. Commissioners provided feedback on several goals and policies and other components of the plan, which will be reflected in the public hearing draft.

Commissioners also asked several questions regarding public noticing for the proposed land use and zoning map amendments to ensure that affected and surrounding property owners had adequate notice and context for the proposed changes. Staff is currently working on a web-based "StoryMap" that will combine a map of the proposed map amendments with background narrative and other information to better explain the reasoning behind the proposed map amendments. In the coming weeks, affected property owners as well as those within 300 feet will receive a postcard with a link to the StoryMap and information about the October 2 Planning Commission public hearing. Land use notice signs will also be posted in numerous locations for each proposed map amendment, and information will also be available on the city website and social media.

Since the draft map amendments (Attachment 2) were produced and distributed for public review, staff has proposed eliminating several map amendments that do not have the potential to increase the supply of multifamily housing affordable to households between 0 and 80% of area median income (AMI, which is currently \$150,400 for a family of four); for example, map amendments and associated rezones from R4 to R6 or R6 to R8-12. The city's growth targets and land capacity analysis show that the city already has sufficient zoned capacity to meet its 2044 growth targets for detached single family homes and middle housing such as duplexes, triplexes, and townhomes that are affordable to households above 80% AMI. At the time of this staff report, staff was still refining the updated map amendments exhibit, but plans to share an updated draft at the September 3 meeting.

As noted, city staff is currently reviewing and incorporating comments provided by several state and regional agencies, which were generally complimentary of the city's draft plan. These include:

- The Puget Sound Partnership's Ecosystem Coordination Board (ECB), whose comments were focused on opportunities to strengthen policy language related to salmon and Puget Sound recovery.
- The Washington State Department of Transportation (WSDOT), whose comments focused on "Complete Streets" and identified additional agency resources for comprehensive plan implementation.
- The Department of Natural Resources (DNR), whose comments focused on geologically hazardous areas, mineral resource lands (N/A in Lake Stevens), climate change, and natural hazard mitigation planning.
- The Washington Department of Fish and Wildlife (WDFW), who submitted a detailed comment letter recommending additional policy language regarding regional watershed coordination, discussion of climate change impacts, protection and enhancement of wildlife corridors, shoreline management, and critical areas protection.
- The Puget Sound Regional Council (PSRC), which reviewed the plan utilizing their Vision 2050 Consistency Tool and commented on the city's land use assumptions, land capacity analysis across different land use and zoning categories, analysis and mapping of natural hazards, assessment of climate change impacts on vulnerable populations, and regional collaboration on meeting greenhouse gas emissions targets.
- The Washington State Department of Commerce (Commerce), which like PSRC also asked for additional documentation on the city's land capacity analysis and housing needs analysis at each income band and corresponding zoning and included a detailed checklist on the plan's compliance with the GMA, with a special focus on climate change adaptation and mitigation (including for vulnerable populations), displacement risks for existing residents and

businesses, racially disparate impacts, and equity and environmental justice (which was discussed at the Council's July 9 meeting).

In 2023, House Bill 1181 revised the GMA to include a climate change goal and require jurisdictions to adopt a Climate Change element into their comprehensive plans, as well as specific updates to the transportation element. The city's deadline to complete this work is 2029, and the city anticipates adopting a standalone Climate Change element in the future. In the interim, the city has incorporated climate change goals and policies into existing elements and provided additional background information in the Introduction.

The city will also be undertaking a complete update to its Parks, Recreation and Open Space Element in 2025 as part of the six-year update cycle mandated by the Washington State Recreation and Conservation Office (RCO). The 2025 RCO work will also include work on the city's parks level of service and impact fee calculation. As part of this periodic update, Chapter 5 was reviewed by the Parks and Recreation Planning Board at their August 12, 2024 meeting, who did not have any proposed changes.

Format and Materials for September 3 Meeting

The City Council's September 3 meeting will include a brief staff presentation, followed by an opportunity for the public and councilmembers to provide feedback on the draft plan (Attachment 1) and proposed land use and zoning maps (Figures 2.4 and 2.5 of the draft plan). As previously noted, proposed zoning changes as of July 26 are shown in Attachment 2, but city staff intends to share changes to Attachment 2 made since the release of the public review draft at the September 3 meeting.

Next Steps

As noted above, the Planning Commission's public hearing to make a recommendation to City Council is tentatively scheduled for October 2, 2024, with the City Council expected to take action on that recommendation following their own public hearing later in October 2024. Staff will continue to update draft plan based on comments provided by the public, agencies, tribes, and other community partners, which will be followed by:

- Issuance of the State Environmental Policy Act (SEPA) threshold determination for the proposal;
- Public notice to affected property owners of proposed land use and zoning map amendments; and
- The Planning Commission's public hearing, where it will evaluate the updated draft plan and consistency with the comprehensive plan and zoning map amendment criteria in LSMC 14.16C.040, LSMC 14.16C.090, and Chapter 1 of the existing Comprehensive Plan.

APPLICABLE CITY POLICIES:

This periodic update includes changes to multiple Comprehensive Plan policies.

ATTACHMENTS:

1. Attachment 1 - Draft 2024 Comprehensive Plan
2. Attachment 2 - Proposed Zoning Map Amendments (To Be Updated)



City of Lake Stevens 2024 Draft Comprehensive Plan

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Chapter 1: Introduction



A Vision for Planning

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

Adopted by Lake Stevens City Council, September 2023

About Lake Stevens

The city of Lake Stevens is a rapidly growing community in central Snohomish County that surrounds the 1,000-acre Lake Stevens (“the lake”), the largest natural lake in the county. It is situated on a gently sloping terrace rising east from the flood plain of the Snohomish River to the foothills of the Cascade Mountains.

Upon incorporation as a city in 1960, the city had a population of approximately 900 residents centered around its historic downtown in the northeast corner of the lake. By 2002, Lake Stevens had seen modest residential growth and a series of small annexations of its urban growth area (UGA), which increased the population to just under 7,000 people across 1,500 acres. It was at this time that the city developed a goal of creating “*One Community Around the Lake*” via annexation.



In 2006, the city began a series of larger annexations (Figure 1.1), gradually expanding its boundaries to the north, west, and south of the lake and adding commercial areas along State Route (SR) 9 and 20th St SE. With the completion of the 2021 Southeast Interlocal Annexation, the city boundaries included all sides of the lake as well as the lake itself. As of 2024, the city covered approximately 7,550 acres (11.8 square miles) including the lake, with approximately 500 acres remaining within its unincorporated UGA.

Urban Growth Area (UGA): Areas designated to accommodate future growth and development. Areas must be within the UGA to be eligible for annexation.

Annexation: The act of bringing unincorporated (county) areas of the UGA into the city.

Rural Urban Transition Area (RUTA): Areas adjacent to the UGA set aside for possible future inclusion in UGA.

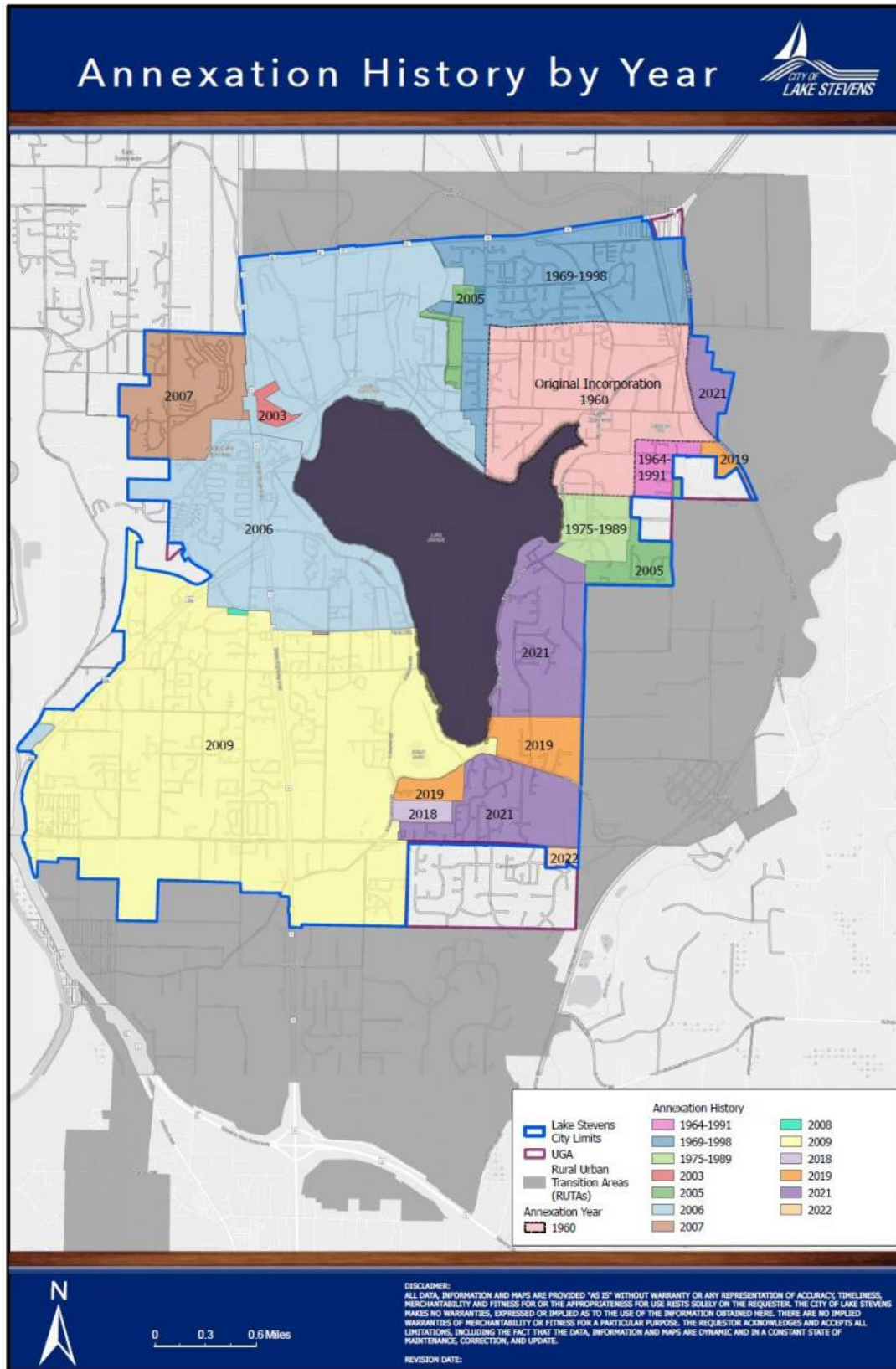
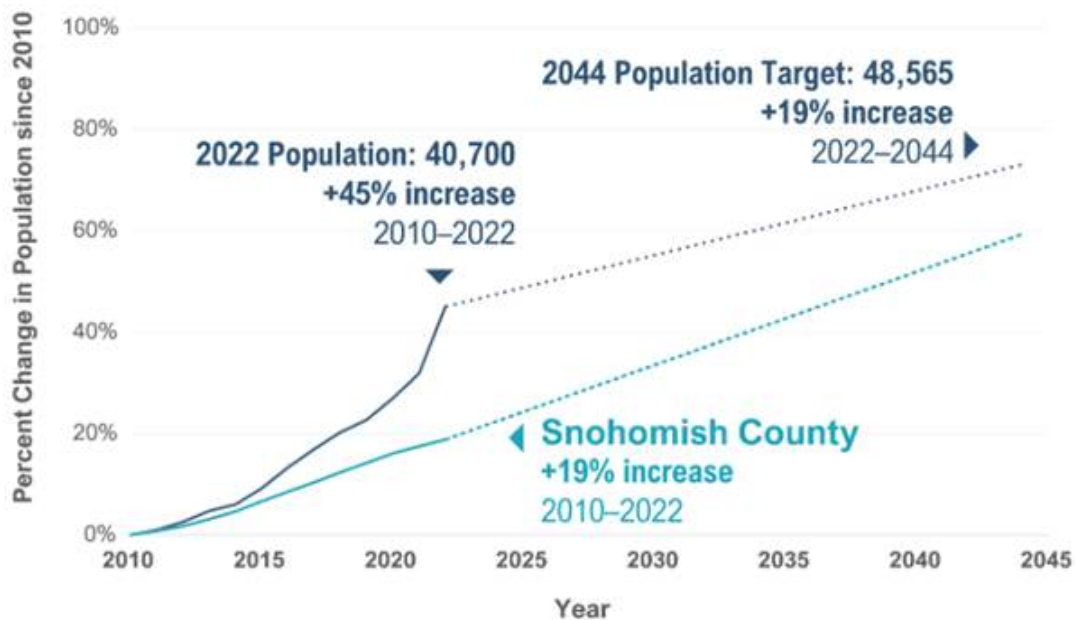


Figure 1.1 – Lake Stevens Annexation History

By April 2024, the city had an estimated population of 41,540 people, a more than 600% increase over its 2000 population, which made it the fourth most populated city in the county. Between 2012 and 2023, the city grew by approximately 3.2% per year, which was double the county average. While the city remains primarily residential in nature, as of 2023 the city had more than 6,800 jobs. Most employment is located within the city's three adopted subareas: Lake Stevens Center, Downtown Lake Stevens, and the 20th St SE Corridor and in the emerging Lake Stevens Industrial Center (LSIC) east of downtown. These subareas are discussed in detail in the Land Use Element (Chapter 2) and Economic Development Element (Chapter 6). Beyond the UGA, the city and Snohomish County have established a Rural Urban Transition Area (RUTA) as a future planning area to accommodate growth beyond the 20-year planning horizon (2044).



Lake Stevens and Snohomish County Population, 2010–2044.

Figure 1.2: Lake Stevens Population Growth

Source: 2023 Lake Stevens Housing Action Plan

The city's primary development pattern remains that of a residential suburban community, which belies its roots as an early 20th century logging and mill town. Outside of the previously mentioned commercial and industrial areas within its subareas, most of the city is comprised of detached single-family residences, although the city has begun to see more multifamily and townhome residential development in recent years as the supply of buildable land continues to decrease. This dynamic will continue to evolve as the city's growth centers grow and develop. The city's housing stock is relatively new, with significant portions of the housing inventory built in each decade since incorporation in 1960; a more detailed analysis is included in the Housing Element (Chapter 3).

Amidst the newer subdivisions, shopping centers, schools and state highways, there are a few clues remaining of the city's earlier form. At the south end of downtown where the

Rucker Mill was in the first half of the 20th century are the remaining pilings that once supported the mill over the lake. Lakefront homes and public open space now cluster where the heavy industrial activity once occurred. Most of the historic downtown is now gone, although a few of the buildings remain and are used for commercial and civic purposes. Preserving and embracing the history and unique character of the area are identified as key policy and implementation objectives in the 2018 downtown plan, which identifies the downtown core as the “historic heart of the community”. This sense of history has been incorporated into recent city projects such as the Mill at Lake Stevens multi-use building and Mill Spur festival street.



North Cove Then and Now: Rucker Mill and North Cove Park/City Hall/The Mill

Purpose of the Comprehensive Plan – Why Plan?

State Planning Context

In 1990 and 1991, the Washington State Legislature enacted the Growth Management Act (GMA) to guide local planning. Primarily codified in Chapter 36.70A of the Revised Code of Washington (RCW), the GMA was based on the concept that uncoordinated and unplanned growth would “pose a threat to the environment, sustainable economic development, and the health, safety and high quality of life enjoyed by residents of the state.”

The GMA recognized the diversity of challenges facing local jurisdictions and established comprehensive plans as the primary land use document through which local jurisdictions can manage growth and develop goals and policies to guide local decision-making for growth, development and necessary public services and facilities. The GMA has been amended several times since its original adoption, including prominent changes in 2021 related to housing (HB 1220) and in 2023 related to climate change (HB 1181).

Per RCW 36.70A.130, local jurisdictions are required to periodically update their comprehensive plans to ensure that they are consistent with GMA requirements and the city can accommodate projected population and employment growth over the next 20 years (2044). For Lake Stevens, this “periodic update” was required to be completed by December 31, 2024, with future updates required every 10 years. This process is discussed in more

detail later in this chapter and in Chapter 2. The GMA also allows cities to update their comprehensive plans once per year through an annual docketing process, which is further described under the Lake Stevens Planning section.

The GMA directs local jurisdictions to consider specific planning goals (RCW 36.70A.020) to guide policy development and the implementation of development regulations. Starting with 13 goals in 1990, the GMA now includes the following 15 planning goals:

1. Guide **urban growth** to areas with adequate public services.
2. **Reduce sprawl.**
3. Encourage efficient multi-modal **transportation** systems.
4. Plan for and accommodate **housing** affordable to all economic segments of the population (*Revised in 2021*).
5. Encourage **economic development** throughout the state.
6. Ensure private **property rights** by not taking private property for public use without just compensation.
7. Encourage predictable and timely **permit** processing.
8. Maintain and enhance **natural resource**-based **industries**.
9. Encourage retention of **open space and** development of **recreational** opportunities.
10. Protect the **environment** and enhance the State's quality of life.
11. Encourage **citizen participation and coordination** in the planning process, including vulnerable populations and overburdened communities.
12. Ensure adequate **public facilities and services** necessary to support development.
13. Identify and encourage the **historic preservation** of lands and sites of historic and archaeological significance.
14. Ensure that comprehensive plans, development regulations, plans and strategies address **climate change and resiliency** (Added in 2023)
15. Incorporate into local comprehensive plans the goals and policies of the Shoreline Management Act as set forth in RCW 90.58.020 for **Shorelines of the state** (Added in 2003).

These planning goals provide the basis for the city's comprehensive planning process and development regulations and are incorporated into local comprehensive plans through the following mandatory planning elements (RCW 36.70A.070):

- | | |
|----------------------------------|----------------------------------|
| 1. Land Use | 6. Transportation |
| 2. Housing | 7. Economic Development |
| 3. Capital Facilities | 8. Park and Recreation |
| 4. Utilities | 9. Climate Change and Resiliency |
| 5. Rural Element (counties only) | (added in 2023) |

This plan addresses the mandatory elements as individual chapters (Chapters 2 through 9), each of which includes background information and a series of goals and policies related to that topic. The one exception is the Climate Change and Resiliency Element, which the city is not required to adopt as a standalone element until 2029. However, the city did adopt a Climate Sustainability Plan in 2023 which identified numerous potential climate-related goals and policies for each mandatory element, which have been incorporated into Chapters 2 through 9.

The GMA (RCW 36.70A.080) also allows jurisdictions to include optional comprehensive plan elements related to conservation, solar energy, and recreation as well as adopt specific subarea plans that affect the physical development within its jurisdiction. The city has incorporated conservation and sustainability goals within Chapters 2 through 9 as part of its climate change and resiliency planning, while recreation goals and policies are provided within Chapter 5. The city has also adopted three subarea plans – Lake Stevens Center and the 20th St SE Corridor in 2012 and Downtown Lake Stevens in 2018 – and completed an analysis of the Lake Stevens Industrial Center in 2023. These four areas are identified as growth centers and discussed in more detail in Chapters 2, 3 and 6.

The GMA also requires the city to coordinate its planning efforts with other jurisdictions and agencies. This is especially important for the city of Lake Stevens because there are many special purpose districts serving the city and its UGA, unincorporated UGA pockets and transitional areas that remain under Snohomish County authority, and neighboring cities to the northwest and south. Long-term planning for the city is coordinated with Snohomish County, the Lake Stevens and Snohomish School Districts, Snohomish Regional Fire and Rescue, the Lake Stevens Sewer District, Snohomish County PUD, neighboring cities and others.

Overall, the city believes that its updated Comprehensive Plan meets the consistency requirements under GMA and that future decision-making and interpretations of its policies will adhere to these consistency requirements.

Regional Planning

The Puget Sound Regional Council (PSRC) is an association of cities, towns, counties, ports, and state agencies that serves as a forum for developing policies and making decisions about regional growth and transportation issues in the central Puget Sound region (Snohomish, King, Pierce and Kitsap). PSRC administers distribution of transportation funds, develops a regional transportation plan, coordinates economic development activities, provides data and forecasting information, helps ensure coordination between jurisdictions' land use and transportation plans, and provides technical assistance to its members. City staff and elected officials participate in the regional planning process through various PSRC boards and committees.

The primary coordination tool PSRC uses to implement the GMA in the central Puget Sound is the regional planning document, VISION 2050. VISION 2050 was adopted in 2020 and establishes the regional vision for the Puget Sound to augment GMA goals related to environmental protection, focused development patterns, housing affordability, sustainable regional economy, integrated transportation systems and adequate public services. It includes multicounty planning policies (MPPs), which countywide planning policies (discussed below) and local comprehensive plans must demonstrate consistency with.



VISION 2050 emphasizes growth centers as areas to concentrate future employment and population growth, linking regional and local centers with efficient multi-modal transportation system, promoting sustainability in decision-making and allocating population and employment growth within regional geographies based on community size. The PSRC strategy reinforces GMA goals to contain sprawl and encourage development where public facilities and services exist or can be provided efficiently.

Countywide Planning

The GMA requires counties to adopt countywide planning policies (CPPs) in cooperation with affected cities (RCW36.70A.210). CPPs provide a local planning framework to ensure consistency among cities and a regional vision and must be consistent with the GMA and the Vision 2050 MPPs, as shown in the graphic below. The GMA also requires each local comprehensive plan to demonstrate consistency with the CPPs.

Snohomish County facilitates collaborative countywide planning through Snohomish County Tomorrow (SCT), which is comprised of staff, local citizens and elected officials from each jurisdiction in the county. SCT has been in place since 1989 to address local planning issues. SCT provides a forum in which jurisdictions can address growth management issues best suited for multi-jurisdictional coordination in such functional areas as transportation, utilities, housing and population and employment distribution.



Source: Snohomish County

2044 Growth Targets for Lake Stevens

In 2021, the SCT Planning Advisory Committee (PAC) forwarded proposed amendments to the CPPs to the SCT Steering Committee, which is comprised of elected officials. The Steering Committee subsequently recommended approval of the policies to the County Council, which adopted the updated CPPs in September 2021. The County Council has since adopted 2044 population, housing and employment growth targets for the county and individual jurisdictions, which provide the foundation for how cities such as Lake Stevens must plan for growth over the next twenty years. These growth targets are summarized in the table below and discussed in more detail in Chapters 2, 3 and 6.

Growth Targets	2019/2020 Estimate	2044 Target	2020-2044 Increase
Population	38,951	48,565	9,614 people (25%)
Employment	5,675	8,894	3,219 jobs (57%)
Housing Units	13,473	18,388	4,915 units (36.5%)

Table 1.1 – 2044 Growth Targets (Source: Snohomish County)

The county's plan addresses many issues in the Lake Stevens UGA that are similar to those addressed in the city's updated plan.

Lake Stevens Planning

Under the GMA, jurisdictions are required to develop comprehensive plans as a framework to manage localized growth over the next 20 years. All mandatory elements discussed above must be integrated into a single, internally consistent plan, which balances the goals in each element and considers regional and countywide planning strategies and policies. Done correctly, the Comprehensive Plan should be an effective tool in implementing state, regional and countywide regulations and goals while achieving the community's vision.

The city of Lake Stevens adopted its initial GMA Comprehensive Plan in 1994 to address growth in the city and its UGA. In the initial adoption of this plan in the mid 1990's, the city held numerous public "visioning" exercises within the city and the UGA for the purpose of obtaining input from the community, public meetings, resident mail in survey and public hearings.

The first major update to the Lake Stevens Comprehensive Plan occurred in 2006, which highlighted the city's changing status from small community to a growing city. This plan introduced and described specific growth centers as the focus for the plan following workshops and meetings by the Planning Commission and direct contact with affected property owners.

The 2006 plan recommended developing subareas plans for the defined growth centers including the Downtown, South Lake (AKA 20th Street SE Corridor), Frontier Village (AKA

Lake Stevens Center) and the Hartford Road Industrial Area (now known as the Lake Stevens Industrial Center). Each subarea plan was intended to focus on a mix of uses to enhance the character and economic quality of those areas.

In 2012, the city adopted subarea plans for Lake Stevens Center and the 20th St SE Corridor. In 2018, the city adopted a subarea plan for Downtown Lake Stevens. Each subarea plan identifies preferred land uses, development strategies and design guidelines and went through significant public outreach prior to their adoption. In 2023, the city conducted an industrial lands analysis for the Lake Stevens Industrial Center (LSIC), which is projected to accommodate much of the city's future employment growth and is discussed in more detail in Chapters 2 and 6.

As part of the 2006 Comprehensive Plan process, the city developed an annexation plan that called for eventually annexing the remainder of the unincorporated area within its UGA. The annexation plan was updated in 2016, and since 2006 the city has annexed all but approximately 500 acres of its remaining UGA, as shown in Figure 1.1. The city intends to annex the remainder of its existing UGA as well as any areas that are added to the UGA through the county's 2024 periodic update.

A Vision for Lake Stevens

As part of the 2015 periodic update to the comprehensive plan, the city developed a community vision statement for the year 2035, the full version of which is included at the beginning of the Executive Summary to this plan. Based on community feedback received from surveys and other outreach conducted for this plan, the city has chosen to maintain that vision statement for the year 2044 with very minor changes, as it still reflects community ideals and priorities and a roadmap for desired growth. A clear community vision, consistent with state and local planning policies, will be essential to ensure population and employment growth occurs successfully over the next 20 years. In September 2023, the Lake Stevens City Council adopted an abbreviated version of the Vision Statement to guide the city.



As the city contemplates the next 20 years, it must embrace its position as a unified growing city. Lake Stevens aims to be a vibrant sustainable community that provides a positive development atmosphere and maintains a strong community image with excellent schools and neighborhoods. Sustainability will be achieved through environmental protection, conscientious community development and sound economic policy. The city will continue emphasizing the role of local growth centers and subarea planning as the primary locations for new development – specifically as essential pockets for economic development and focal points for new neighborhood and commercial areas.

The city will ensure that the city’s infrastructure and public services will meet the demands of the community as it grows in an economically feasible manner. Development will be sensitive to the lake, environment, and existing neighborhoods. The community will become a balanced community with sufficient and affordable housing, family-wage jobs and a variety of shopping and service options to meet the needs of Lake Stevens’ residents.

At the beginning of each element in Chapters 2 through 9 of this plan, the city has developed a topic-specific vision statement that guides the development of the goals and policies to achieve the city’s community vision, which are summarized below.

Planning Context

The city will integrate GMA principles as an essential planning framework to help direct community, regional, and statewide efforts to enhance quality of life, environmental protection, and economic vitality for the city, its residents and its interests in and around the Lake Stevens Urban Growth Area and Rural Transition Area.

Environment

The city of Lake Stevens will provide effective and ongoing investment to ensure water quality and continued environmental stewardship for current and future generations by protecting fish and wildlife habitat, critical areas and open space corridors; conserving land, air, water and energy resources; addressing and planning for climate change adaptation and mitigation; and integrating the shoreline management of Lake Stevens into land use decisions.

Land Use

As Lake Stevens continues to grow in population and area, the city will strive to create balanced opportunities for residential growth, expanded employment, increased commercial and retail services, high quality public services, and open space and recreational spaces that allow all people to live, work, learn and play throughout the community.

Housing

The city will provide a regulatory framework that supports the creation of high-quality housing (e.g., single-family houses, townhomes and apartments) with a range of densities,

which implement community design preferences and are affordable to all community members across the city.

Parks and Recreation

The city of Lake Stevens will create diverse recreational opportunities for all ages to enjoy parks, trails and activities and local events throughout the community and with expanded access to Lake Stevens.

Capital Facilities

The city will develop a realistic and achievable capital facilities plan that ensures an effective use of taxpayer and ratepayer dollars that prioritizes capital investments to maintain adopted levels of service; responds to project urgency and feasibility; and provides a clear community benefit.

Public Utilities and Services

Lake Stevens will strive to provide excellent public utilities & services to meet the health and safety needs of the community in proportion to future population growth and will continue to coordinate with local service providers such as the Lake Stevens Sewer District, Snohomish PUD, Puget Sound Energy, Snohomish Regional Fire and Rescue, and the Lake Stevens and Snohomish School Districts to ensure service continuity as the community grows.

Transportation

The city will develop an effective multimodal transportation system that emphasizes access, direct circulation and safety for vehicles, freight, public transportation, cyclists and pedestrians locally and to the region.

Economic Development

Lake Stevens will support a sustainable local economy by supporting a varied job sector for residents, promoting excellent shopping and service options, providing a stable and predictable permitting process, and fostering accountable government oversight of public funds.

The city also recognizes that it must anticipate growth in the UGA and RUTA and plan jointly with Snohomish County to ensure that these transitional areas can responsibly accommodate future urban capacities in the future. Therefore, the city's vision should cover the lands bordering the city and consider these areas in future planning studies. It has also become apparent that the city and adjacent unincorporated areas function as a larger community and should work towards common goals to maintain and improve the quality of life as a single entity.

To keep pace with growth and to respond to changing conditions, the city has incorporated annual changes to the plan through the docketing process identified above. Annual updates

can be either city-initiated or citizen-initiated, including amendments to the plan's future land use map. They may address specific concerns, clarify inconsistencies identified during the previous year, review the adequacy of the adopted level of service standards, and update any environmental information and capital facilities lists. Annual updates to the plan include public involvement through a variety of advertised public meetings and public hearings.

This periodic update constitutes the third significant GMA plan update for the city. This planning cycle focuses on significant accomplishments since implementation of the last plan, changes in land use status and patterns, and new state legislation, which have resulted in several new and revised goals and policies in each chapter. After adoption, a process will begin to implement specific city code updates to meet the plan's goals and policies.

The overall objectives of the 2024 periodic update for the Comprehensive Plan is as follows:

1. Staying current with state law and best planning practices and strategies – Integrate revised state regulations (most notably related to climate change and equity) and updates to regional and countywide strategies and policies into the city's plan.
2. Implementing the Growth Management Act – Through its plan, the city of Lake Stevens establishes a vision for the community; prioritizes goals and policies to achieve this vision; and defines clear policy to administer local regulations based on defined GMA plan elements and planning goals.
3. Maintaining local decision-making – The city of Lake Stevens continues to experience growth within and around its boundaries, which results in increasing demand for public facilities such as sewer, roads, police and fire protection. The Comprehensive Plan and implementing regulations allow the city to assert local control over regional issues with the assurance that state agencies will respect their decisions and will direct growth in a manner, which will reinforce the existing character, scale and identity of the city. A clearly articulated plan will define a clear direction for future development, ensure demands for infrastructure and services are met in an economically responsible and timely manner and inform city residents and elected officials about the implications of its policy decisions.
4. Promoting desired change – Specific development regulations and standards will enable the city to guide development and make consistent land use decisions, throughout the community, to meet its vision. These regulations include zoning, subdivision, building and environmental codes, historic preservation and design review guidelines and standards. The city will strive to provide a predictable, efficient and expeditious review process to attract development that meets the community's design, land use and environmental standards.
5. Addressing changes in the community – Regular updates to the Comprehensive Plan enable the city to keep pace with the changing nature of the community, remain current and ensure that the positive elements of growth outweigh any negatives. Changes come in many forms such as land use patterns, population growth,

household characteristics, environmental concerns, economic needs and fiscal considerations.

6. Involving Citizens and Stakeholders – The GMA requires local jurisdictions to provide significant opportunities for public involvement when developing a comprehensive plan. As part of the current review cycle the city distributed a community preference survey, hosted public open houses, and held public hearings with the Planning Commission and City Council.

The city will make every effort to continue involving citizens in the processes to develop and update the comprehensive plan, including those that have been historically excluded from or underrepresented in the planning process. As part of the current update, staff solicited direct feedback from the Youth Advisory Committee and the Mayor’s Citizen Advisory Committee in addition we hosted a tent at citywide events to ensure we have heard diverse perspectives. Broad community support for the plan is crucial for effective implementation. Following any amendments to the plan, city staff will review the city’s development regulations for consistency with the plan and updated state regulations and revise as necessary.

Integrating GMA and SEPA

This periodic update integrates requirements of the GMA and State Environmental Policy Act (SEPA). SEPA (Chapter 197-11 of the Washington Administrative Code) defines the environmental review process for evaluating the potential impacts of projects and agency regulations. SEPA requires all state and local agencies to use an interdisciplinary, integrated approach to consider environmental factors (natural and built) in both planning and decision-making. Conducting the environmental review at the planning stage (such as the adoption of a comprehensive plan) allows the city of Lake Stevens to effectively integrate the goals and requirements of SEPA and GMA, while contributing to public knowledge, environmental protection, and the fiscal efficiency of local government.

In accordance with SEPA, an environmental impact statement (EIS) must be prepared if it is determined that a proposal, such as a comprehensive plan, is likely to have significant adverse environmental impacts. An EIS provides an impartial discussion of significant environmental impacts, reasonable alternatives, and mitigation measures designed to avoid or minimize adverse impacts.

As part of the 2006 update, the city issued an EIS and considered a range of alternatives for the plan. Subsequent to the adoption of this EIS, the city has adopted addenda to the 2006 EIS, both for annual amendments to the plan and the 2015 periodic update. The city also adopted an EIS for each of the city’s three subareas.

The SEPA review of the Plan is a “planning level” analysis as opposed to a “project level” analysis; the latter is done for specific projects on specific sites and is much more detailed. A planning-level analysis is more general in nature. Because the Comprehensive Plan is more

general in its discussion of topics, the analysis will be more general than what might be found in a project-level SEPA review. It is assumed that as specific projects or decisions are made in the future, more detailed information will be provided, and that the policies of this Plan will be considered in decision making.

For the 2024 periodic update, the city prepared a SEPA environmental checklist, which determined that necessary changes to accommodate projected growth through 2044 are not anticipated to result in significant environmental impacts, so long as existing local, state and federal regulations are followed. The city has determined that previous environmental analysis, including the Planned Action EIS's for the city's three adopted subareas, has adequately addressed the potential impacts of, and proposed appropriate mitigation for, potential environmental impacts from projected growth through 2044. As such, an EIS was not required, and the city adopted an addendum to the 2006 EIS for this update. The complete environmental review can be found in Appendix A of this plan.

A. Integration Principles

The integration of SEPA and GMA results in improved planning and project decisions from the environmental prospective. Just as GMA goals cannot be addressed without consideration of environmental factors, the goals of SEPA are benefited by the examination of the "big picture" and identification of mitigation to address cumulative impacts of development that occur during GMA planning.

When planning under the GMA, the City of Lake Stevens uses the following principles:

1. Consider environmental quality as each community charts its future by involving diverse sectors of the public and incorporating early and informal environmental analysis into GMA planning and decision-making.
2. Utilize SEPA review in conjunction with other analyses and public involvement to produce better planning decisions.
3. Combine to the fullest extent possible the processes, analyses, and documents required under GMA and SEPA, so that GMA planning decisions and subsequent implementation will incorporate measures to promote the goals of GMA and SEPA.
4. Recognize that different questions will need to be answered and different levels of detail will be required at each phase of GMA planning, from the initial development of plan concepts or elements to the creation of implementation programs.
5. Focus environmental review and the level of detail needed for different stages of plan and project decisions on the environmental choices most relevant to that stage of the process, while not duplicating review that occurred for previous decisions.
6. Use environmental review on projects to help: 1) review and document consistency with GMA plans and regulations; 2) identify any impacts and mitigation needs that had not

been considered and addressed at the plan level; and 3) provide the opportunity for review by agencies, tribes, and the public.

7. Continue to maintain or improve the quality of environmental analyses for both plan and project decisions, while integrating these analyses with improved state and local planning and permitting processes.
8. Address changes to statewide planning goals and other components of the GMA, including policies and strategies that 1) address climate change adaptation and mitigation and 2) increase participation in, and provide more equitable access to, the planning process, especially for historically underrepresented participants and communities.

PLAN IMPLEMENTATION

Planning is an on-going process; improved data or changing circumstances will require amendments to the Comprehensive Plan. In particular, the city will continue to review its plan annually to address minor changes, to adjust to changes in the city's population counts and to add projects listed in the Capital Facilities Plan. The annual update can also address specific concerns, clarify inconsistencies identified during the previous year, review the adequacy of the adopted level of service standards, and update any environmental information. It is the city's intent to use the annual review to keep the data up to date and address relatively minor policy issues, so that when the five year review comes due, the community can focus its' attention on policy issues.

PLAN ADMINISTRATION GOALS AND POLICIES

GOAL 1.1 PROVIDE FOR A CONSISTENT REVIEW AND REVISION OF THE COMPREHENSIVE PLAN

Policies

- 1.1.1 Periodically review the Comprehensive plan to determine if it is effectively implementing the vision of the community.
- 1.1.2 Changes to the Comprehensive Plan should be carefully considered, responsive to the changing needs of the community, and in the best long-term interest of the entire community.
- 1.1.3 Discourage piecemeal amendments to the Comprehensive Plan by considering amendments in context with each other.
- 1.1.4 Monitor state and federal regulations and planning best practices to ensure that the plan stays current and relevant.

Revisions and Amendments to the Comprehensive Plan

A. General

The Comprehensive Plan is intended to be a guide for the public, elected officials, Planning Commission, and city staff when making decisions concerning community growth, land use and development decisions, capital improvements, and other programs. However, it should not be so rigid as to be inflexible or unresponsive to changing circumstances. The policies of the plan should be reviewed from time to time to ensure the plan keeps up with legal requirements, community needs and changing circumstances.

The City of Lake Stevens is committed to following its adopted Comprehensive Plan and will allow for an adequate period of time for policies and actions to take effect prior to considering changes to it. The City is also committed to working with the county and other relevant jurisdictions to coordinate and resolve regional issues. The policies and financial plans demonstrate how the City intends to resolve problems, and thus can be used to inform residents and businesses.

The community's vision and quality of life goals provide long-range guidance for the City. To maintain consistency and allow sufficient time for decisions to take effect these general guidelines should not be changed except during the five-year UGA boundary review or the ten-year Comprehensive Plan review allowed by the Growth Management Act.

B. Annual Amendment and Update of the Comprehensive Plan

The Comprehensive Plan is a document which guides the nature and intensity of development in the City. An amendment to the Plan is a mechanism by which the city may modify its land use, development or growth policies. Any amendment of this Plan is a legislative act requiring City Council approval and must be done in compliance with the statutory requirements of the Growth Management Act for amending plans (RCW 36.70A.130). As such, except where allowed by the GMA, amendments of the Plan may not be considered more frequently than once per year and must be done so according to the procedure outlined below. The revisions will be reviewed as a comprehensive package of amendments so the cumulative effect of all proposed amendments is fully understood.

Annual Comprehensive Plan Docket

2024 Comprehensive Plan Docket Applications Being Accepted through January 31, 2024

Every year, citizens have the opportunity to request amendments to the Comprehensive Plan and its implementing ordinances through a process known as "docketing", which is outlined in [RCW 36.70A.470\(2\)](#). As outlined in the city's [Comprehensive Plan Introduction](#) (pages I-14 through I-20), docket proposals are accepted through January 31st of each year for consideration during the current year and provide citizens with the opportunity to voice their opinion on how the city should take shape.

The city is currently undertaking a [Periodic Update](#) to its Comprehensive Plan. Per [WAC 365-196-610\(3\)\(a\)](#), any 2024 docket proposals that are accepted by the City Council will be reviewed concurrently with the Periodic Update.

The city website provides additional information on the annual docketing process

Annual amendments shall not include significant policy changes, which would be found inconsistent with the adopted Vision Goals (VG-1 through VG-8); rather, they are intended to address the following:

- Major or minor land use and road classification changes
- Amendments to Plan text including support data and implementation
- Changes to Element maps
- Minor changes to policies or clarification
- Other minor text changes

C. Exceptions to the Annual Plan Amendment Process

The City may consider amendments to the Comprehensive Plan outside of the annual amendment process under one or more of the following circumstances:

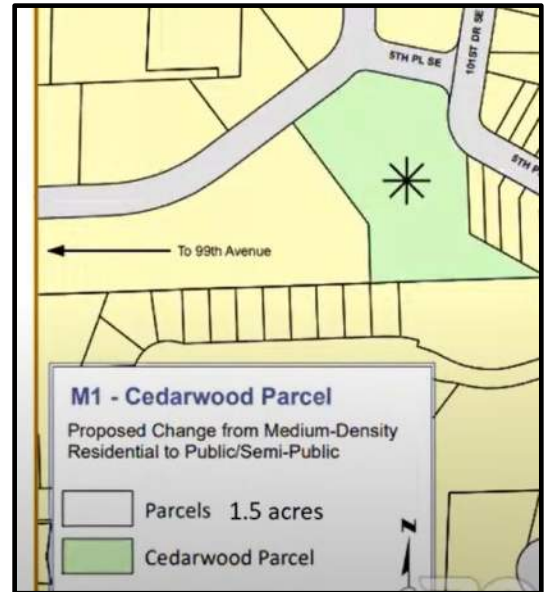
- The initial adoption of a subarea plan that clarifies, supplements, or implements jurisdiction-wide comprehensive plan policies, and may only be adopted if the cumulative impacts of the proposed plan are addressed by appropriate environmental review under Chapter 43.21C RCW;
- The development of an initial subarea plan for economic development located outside of the one hundred year floodplain in a county that has completed a state-funded pilot project that is based on watershed characterization and local habitat assessment;
- The adoption of amendment of a shoreline master program under the procedures set forth in Chapter 90.58 RCW;
- The amendment of the capital facilities element of the Plan that occurs concurrently with the adoption or amendment of the City's budget; or
- The adoption of comprehensive plan amendments necessary to enact a planned action under RCW 43.21C.031(2), provided that amendments are considered in accordance with the public participation program established by the City under RCW 36.70A.130(2)(a) and all persons who have requested notice of a comprehensive plan update are given notice of the amendments and an opportunity to comment.

D. Who May Initiate Amendments to the Comprehensive Plan?

Amendments to the Comprehensive Plan can be requested by the City Council, Planning Commission, City staff member, or by any private party including any Lake Stevens resident, property owner or other person with an interest in the City's Comprehensive Plan. Because the Plan may not be amended more than once a year, multiple requests for amendment must be consolidated into a single review process or Docket. The Docket is a compilation of proposed changes to the Comprehensive Plan.

E. Application Deadline

All applications for Comprehensive Plan amendments must be received in the City Planning Department by January 31st of any calendar year to be considered during the next amendment cycle.



Example of City-Initiated Land Use Map Amendment from 2023 Annual Docket

The various types of applications for amendments to the Comprehensive Plan are subject to the following time considerations:

- Amendments shall be considered annually. In addition, the City shall undertake a comprehensive review of land use, densities, urban growth areas, and potential annexation areas at least every 10 years after the date of the last periodic update.
- Major changes to the Comprehensive Plan's goals and policies may only be considered every five years after the date of adoption of the most recent periodic update, unless otherwise allowed by state law.
- Changes to any other text of the Comprehensive Plan may be made annually as necessary to reflect changes to population growth, other State laws, errors, or refinement of community goals and needs.
- The addition or deletion of a new or old element or subarea plan shall be considered annually.

F. Process

Proposals to amend the Comprehensive Plan undergo a two-step review: a threshold review and a final review, as described below:

1. **Threshold Review.** The threshold review process will determine those proposals that will be included in the Annual Comprehensive Plan Amendment Work Program and will determine their geographic scope.
 - a. **Planning Commission Review.** Complete applications to propose an amendment to the Comprehensive Plan submitted during the time period set forth in subsection E of this section will be reviewed by the Planning Commission. The Planning Commission will hold a public hearing and make a recommendation to the City Council, using the criteria set forth in subsections G and H, as to which amendment proposals initiated by the public should be included in the Annual Comprehensive Plan Amendment Work Program.
 - b. **Consideration of Geographic Scope.** Prior to the public hearing, the Planning Commission shall review the geographic scope of any proposed amendments. Expansion of the geographic scope may be recommended if nearby, similarly situated property shares the characteristics of the proposed amendment's site. Expansion shall be the minimum necessary to include properties with shared characteristics, and the city shall reach out to affected property owners to discuss the proposed expansion. If expansion is recommended, the notice for the public hearing shall describe the geographic scope of the proposed amendments and notice shall be expanded to include each owner of real property within 500 feet of any boundary of the originally proposed area and of the recommended expansion.
 - c. **City Council Review.** The City Council will review the Planning Commission recommendations and the criteria set forth in subsections G and H. and determine which amendment proposals will be included in the Annual Comprehensive Plan Docket and their geographic scope. Those proposals included in the Annual Comprehensive Plan Docket will then be referred back to the Planning Commission for further proceedings.
 - d. **Alternative Disposition.** Proposals not included in the Annual Comprehensive Plan Docket may, at the City's discretion, be considered as part of the department's ongoing work program or a Comprehensive Plan Update.
2. **Final Review.** The final review process will evaluate the proposed amendments included in the Annual Comprehensive Plan Docket and culminate in Council action on the proposed amendments.
 - a. **Planning Commission Review.** The Planning Commission will review the proposed amendments included in the Annual Comprehensive Plan Docket, hold a public hearing, and make a recommendation to the City Council as to each proposed amendment, using the criteria set forth in subsection I.
 - b. **City Council Action.** The City Council will review the Planning Commission recommendations and the criteria set forth in subsection I and take action on each proposed amendment in the Annual Comprehensive Plan Docket.

All amendments shall require a public hearing by the Planning Commission who shall make recommendations to the City Council. In addition to the Commission's recommendations, the Council shall also solicit input through a public hearing prior to amending the Plan.

All privately-initiated rezones related to a requested plan revision are considered a quasi-judicial action allowing for only one open-record hearing. The rezone request will not be discussed during the authorization hearing process but will be noted in the staff reports and hearing records. The open-record hearing may be held by the Planning Commission or the City Council in a separate rezone public hearing held after the associated adoption hearing by either body.

G. Submittal Requirements

Any complete application for an amendment to the Comprehensive Plan shall contain all the information as required in the Comprehensive Plan amendment submittal requirement checklist and provide responses to the appropriate questions and issues listed below. The burden of proof is upon the proponent to demonstrate the long-term benefit to the City.

All applicants for Plan amendments are responsible for providing any environmental information necessary to process the request per the State Environmental Policy Act (SEPA) and update the Comprehensive Plan Master Environmental Document.

Reasonable fees and deposits for processing Plan amendments shall be charged to the applicant. Such fees and deposits are specified in the City's Fee Schedule Resolution.

The factors listed below should be considered in reviewing map amendment requests:

- How is the proposed land use designation supported by or consistent with the existing policies of the various elements of the Comprehensive Plan? If it isn't, the development should demonstrate how the change is in the best long-term interest of the City.
- How does the proposed land use designation promote a more desirable land use pattern for the community? If so, a detailed description of the qualities of the proposed land use designation that make the land use pattern for the community more desirable should be provided to enable the Planning Commission and City Council to find that the proposed land use designation is in the community's best interest.
- What impacts would the proposed change of land use designation have on the current use of other properties in the vicinity, and what measures should be taken to ensure compatibility with the uses of other properties in the vicinity?
- Have comments been received from affected property owners and residents, and are they supportive of the proposed amendment?

The foundation for the Plan policies should be grounded in legal requirements, such as the Growth Management Act, sound planning and land use principles, the community's vision

and values, and the community's anticipated future growth needs. Policy amendments should include a discussion of how the proposal is related to:

- Changing laws, economic conditions or social values,
- Changed socioeconomic conditions,
- Shifts in land use needs due to growth trends,
- Shifts in community opinion and priorities, or
- Significant changes to the amount and characteristics of anticipated future growth.

H. Ratification of Docket and Authorization Hearing

All amendment requests will require an authorization hearing before the City Planning Commission and a recommendation shall be forwarded to the City Council for consideration before a docket is ratified by the City Council. The purpose of the authorization hearing is to determine whether or not a proposal merits consideration.

The City shall use the following decision criteria in selecting proposals for further analysis and consideration. Proposals must meet subsections 1 through 4 below and either subsection 5 or 6 below.

1. Is the proposed amendment appropriate for the Comprehensive Plan, or better implemented as a development regulation or program?
2. Is the proposed amendment legal? Does the proposed amendment meet existing state and local laws?
3. Is it practical to consider the proposed amendment? Reapplications for reclassification of property reviewed as part of a previous proposal are prohibited unless the applicant establishes there has been a substantial change of circumstances and support a plan or regulation change at this time.
4. Does the City have the resources, including staff and budget, necessary to review the proposed amendment?
5. Does the proposed amendment correct an inconsistency within or make a clarification to a provision of the Plan? OR
6. All of the following:
 - a. The proposed amendment demonstrates a strong potential to serve the public interest by implementing specifically identified goals and policies of the Comprehensive Plan; and
 - b. The public interest would best be served by considering the proposal in the current year, rather than delaying consideration to a later subarea plan review or plan amendment process.

I. Granting or Denial of Amendments

For both City and privately-initiated amendments, the City shall take into consideration, but is not limited to, the following factors when considering approval of a proposed amendment to the Comprehensive Plan:

1. The effect upon the physical, natural, economic, and/or social environments.
2. The compatibility with and impact on adjacent land uses and surrounding neighborhoods including whether the amendment would create pressure to change the land use designation of other properties in the vicinity.
3. The adequacy of and impact on public facilities and services, including utilities, roads, public transportation, parks, recreation, and schools.
4. The quantity and location of land planned for the proposed land use type and density.
5. The effect, if any, upon other aspects of the Comprehensive Plan.

The City may amend the Comprehensive Plan only if it finds the amendment meets all of the following:

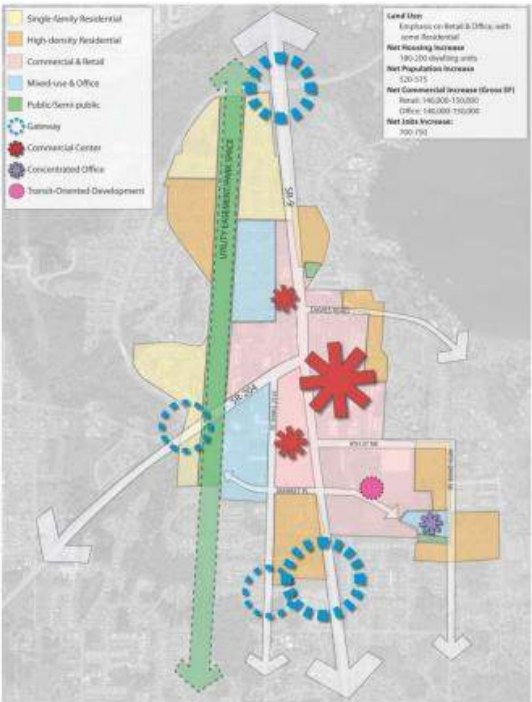
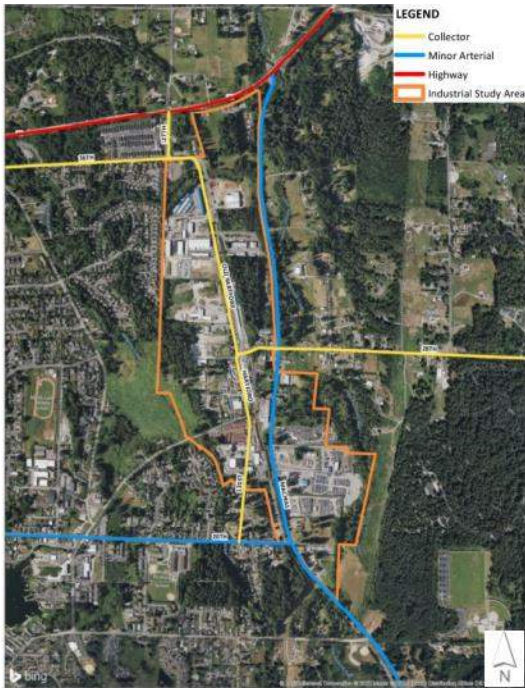
1. The amendment must be consistent with the Growth Management Act and other applicable State laws;
2. The amendment must be consistent with the applicable County-wide Planning Policies;
3. The amendment must not be in conflict with the Community Vision or other goals, policies, and provisions of the Comprehensive Plan;
4. The amendment can be accommodated by all applicable public services and facilities, including transportation;
5. The amendment will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents;
6. The amendment will result in long-term benefits to the community as a whole, and is in the best interest of the community.

J. Public Notice of Hearings

Since public involvement is critical regarding plan amendments, notice of the date, location, and time of the Planning Commission's and City Council's hearings must be published in the City's designated newspaper and on the city website. In addition to publication, notice of hearing date, place and time shall be posted on or near properties proposed for a plan change. Notice of public hearings for properties to be rezoned shall comply with the noticing requirements for Type VI review in Chapter 14.16B LSMC.

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Chapter 2: Land Use



A VISION FOR LAND USE

As Lake Stevens continues to grow in population and area, the city will strive to create balanced opportunities for residential growth, varied housing types, employment, commercial endeavors and public services for all people to live, work, learn and play throughout the community.

INTRODUCTION

Between 2018 and 2021, the city completed several annexations as it achieved its goal of creating “One Community Around the Lake.” As of July 2024, the city encompassed an area of approximately 7,275 acres (11.4 square miles), including the 1,000-acre lake and all areas surrounding the lake. Small pockets of unincorporated areas comprise the remainder of the Lake Stevens Urban Growth Area (UGA), with an area of approximately 650 acres (1 square mile). The city anticipates that the remainder of the UGA will be annexed over the next planning horizon, subject to direction from City Council and the city’s adopted Annexation Plan.

Based on the 2021 Buildable Land Report (BLR), 2023 Housing Needs Analysis (HNA) and the 2044 growth targets adopted by the Snohomish County Council, the Lake Stevens UGA has sufficient capacity to accommodate projected population growth over the next twenty years but results in a deficit of over 1,000 jobs in meeting employment growth targets. This chapter includes an analysis of employment capacity and includes several changes to previous land use designations to accommodate projected employment growth.

As discussed in more detail in the Housing Element (Chapter 3), the 2021 BLR, 2023 HNA and a subsequent land capacity analysis (LCA) also showed that the city had a demonstrated deficit of zoned capacity to accommodate housing for residents at or below 80% of Area Median Income (AMI), which will require additional areas that allow multifamily residential housing and accessory dwelling units (ADUs). This chapter includes a discussion of the LCA and the map and policy changes proposed to address the projected housing and employment deficits.

These targets factor in environmental constraints, existing development, infrastructure and services, existing and/or planned transportation corridors and areas where urban services could be extended logically. As part of the 2024 periodic update to the Comprehensive Plan, the city is required to consider new land use designations, regulations, policies or reasonable measures to address the projected housing and employment deficits.

Directly west of the city is the Snohomish River flood plain, which consists of critical habitat areas and agricultural uses. To the east are largely forested lands with limited residential development. The area south of the current city boundaries and an unincorporated portion

of the UGA is a patchwork of large-lot residences, small farms, and wooded areas with limited commercial areas.

Beyond the Lake Stevens UGA to the north, east and south, the city and Snohomish County have established a Rural Urban Transition Area (RUTA) as a future planning area to accommodate growth beyond the 20-year planning horizon. The city's Comprehensive Plan acknowledges that development policies within the RUTA will have direct and indirect impacts on the Lake Stevens community, and it has an interest in decision-making in these areas as it affects development. The RUTA directly adjacent to the Lake Stevens UGA totals approximately 5,400 acres and is largely rural in character. It contains large lot residences, several sizable tracts of forested land and limited agricultural uses. According to the Snohomish County Comprehensive Plan, RUTAs are intended as areas to set aside for potential supply of land for employment and residential land uses.

PLANNING CONTEXT

The Land Use Element presents a blueprint for growth over the next 20 years. This element considers the general location, intensity and density of land uses, how traffic, drainage, community services, etc. interact with and affect development. The Land Use Element influences how the community develops through the implementation of municipal code. This section provides an overview of the existing land use patterns within the city and its unincorporated UGA and describes the city's existing strategy for accommodating residential and employment growth within city limits and beyond.

In implementing its growth strategy, the city faces several challenges including development of land within city limits and the unincorporated UGA constrained by topography, critical areas, infrastructure needs, or ability to accommodate larger employment uses. The city and partner agencies also face challenges to fund the infrastructure needs associated with population and employment growth.

State Planning

The Land Use Element is one of the six mandatory elements required by the Growth Management Act, as detailed in RCW 36.70A.070(1). The Land Use Element must:

- Provide a future land use map;
- Consider approaches to promote physical activity;
- Provide a consistent population projection;
- Estimate population densities and building intensities based on future land uses;
- Accommodate increased employment opportunities;
- Provide a continuum of housing, with an emphasis on affordable and middle housing;

- Include provisions for the protection of groundwater;
- Describe lands useful for public purposes, including essential public facilities, airports and military installations as applicable;
- Identify open space corridors;
- Consider review of drainage, flooding and stormwater run-off;
- Designate policies to protect critical areas
- Mitigate climate impacts and adapt resilience strategies; and
- Considers transfer of development rights for significant forest or agricultural lands.

These specific state requirements are discussed in subsequent sections or as specific goals and policies as applicable.

Regional Planning

The Puget Sound Regional Council (PSRC) coordinates regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap Counties. The primary policy document is Vision 2050, which provides a regional growth strategy, policies and actions that aim to use urban lands efficiently and sustainably to accommodate population and employment growth across the central Puget Sound. Some specific land use

concerns mirror those found in the GMA, such as establishing consistent planning targets for housing and employment. The city's plan identifies housing and employment targets that are consistent with the 2021 BLR within the Land Use and Housing elements.

Regional Growth Strategy

Goal: The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.

Source: PSRC Vision 2050

Many 2050 provisions cross over into different elements, such as Environment, Development Patterns, Housing, Economic Development, Public Services and Transportation. Another important aspect of the regional strategy is to promote centers and compact urban development, which is a central theme of the city's plan, which focuses on local growth centers implemented as subarea plans. The city's subarea plans present an integrated planning approach based on incorporating economic development, environmental protection, sustainability, social justice and well-being, compact and mixed-use development and multimodal transportation. In addition, the city's municipal code provides several effective mechanisms supporting compact infill development. Another PSRC provision is healthy and active living. The city's plan promotes this ideal in the Parks, Recreation and Open Space, Land Use and Transportation elements. Finally, the city has considered the role of adjacent rural areas in meeting growth beyond this planning horizon.

Countywide Planning

Snohomish County has adopted Countywide Planning Policies that provide a consistent framework for each jurisdiction to develop its comprehensive plans. The Development Patterns Goal found in the Countywide Planning Policies states,

“The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.”

Specific policies relevant to the Land Use Element include the role of Urban Growth Areas in land use planning including future expansions or modifications, inter-jurisdictional coordination, utilities, and location of employment and housing in relation to infrastructure and transit. Another theme relevant to this element previously identified in the state and regional planning strategies is designating local centers, promoting compact urban developments and transit-oriented developments that encourage higher residential density and infill while integrating new development into existing neighborhoods. Finally, the land use element should consider annexation policies for the unincorporated UGA.

The city recognizes the importance of efficient planning and use of land within the entire UGA in order to meet the population, employment, environmental and other objectives of the GMA and established countywide planning policies. The city's Comprehensive Plan and existing growth strategy is reflective of the policies and vision within the County's Comprehensive Plan and Countywide Planning Policies.

Lake Stevens Planning

The city's Land Use Element considers the themes expressed in the state, regional and countywide plans. Specifically, the Land Use Element describes anticipated land use assumptions and growth targets over the current planning period. This information is the basis for current land use designations and zoning districts as well as the city's local growth strategy.

In order to meet projected growth targets, Appendix B of the Countywide Planning Policies shows that the Lake Stevens UGA must accommodate 50,952 residents, 19,254 housing units, and 9,017 jobs by 2044. As shown in Table 2.1, the city must plan for 9,614 new residents, 3,219 new jobs, and 4,915 new housing units by 2044. As these growth targets account for growth since 2020, the city does not receive credit for growth that occurred between 2020 and 2023.

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

Table 2.1 – 2044 City Growth Targets (Source: Appendix B, Snohomish County CPPs)

LAKE STEVENS GROWTH STRATEGY

The 2023 Snohomish County Growth Monitoring Report indicates the population of the city (when accounting for recent annexations) grew by nearly 22% between 2010 and 2023 (from 31,316 to 41,257), making it the second fastest growing city (at 2.4% annually) in Snohomish County during that period. The city previously grew by over 341 percent between 2000 and 2010 following a series of annexations and steady residential development.

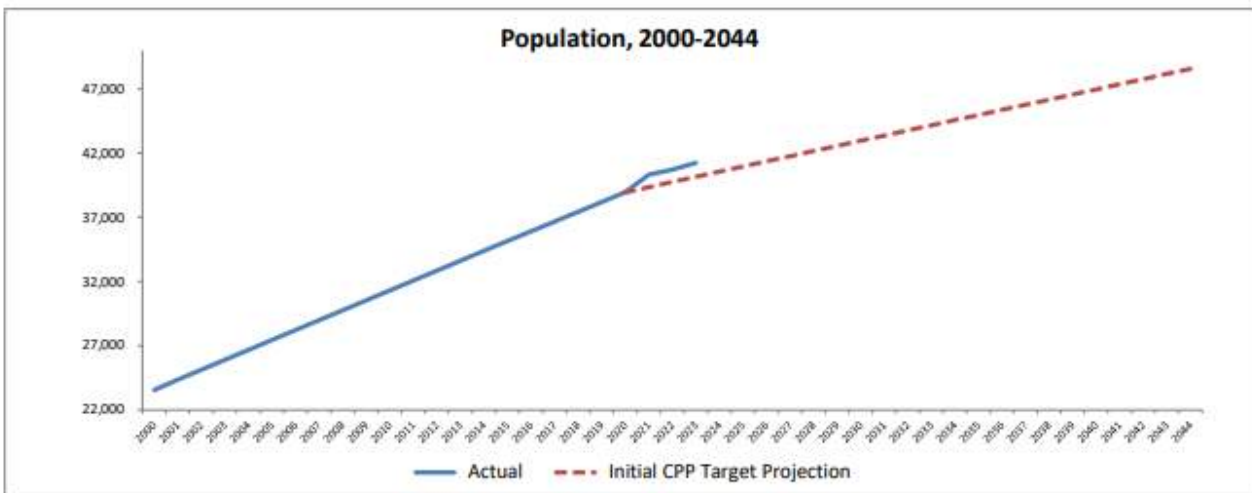


Figure 2.1 – Lake Stevens Population Growth (Source: 2023 Growth Monitoring Report)

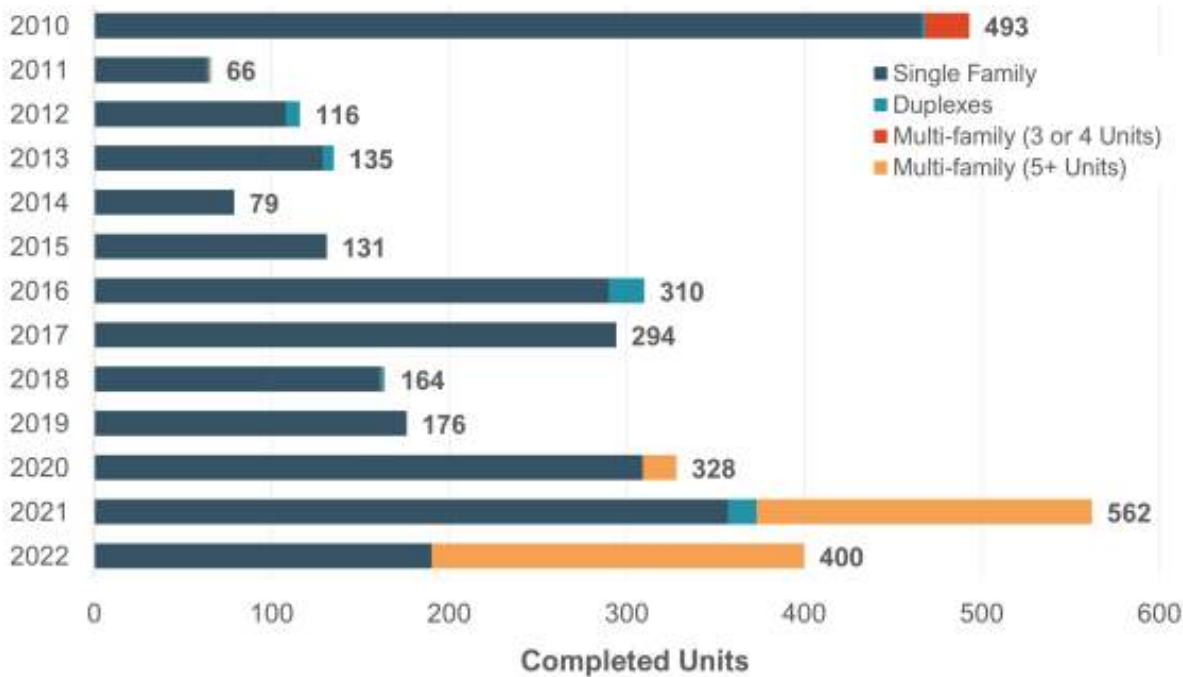


Figure 2.2 – Housing Completed by Year and Type, 2010-2022 (Source: OFM)

As shown in Figure 2.2, approximately 83% of the city’s population growth between 2010 and 2022 was provided by single family housing. As discussed in more detail in Chapter 3, the city has a documented need for more middle and multifamily housing affordable at lower income ranges, which have been factored into the land use map amendments and concurrent rezones included in this periodic update.

The city’s growth strategy directs most residential and employment growth into concentrated centers readily available for development, primarily within three adopted subareas and the industrial area in the northeastern corner of the city. It is the city’s vision to accommodate and attract new businesses that provide family-wage jobs by growing a range of employment sectors near growth centers in proximity to housing. Downtown Lake Stevens, Lake Stevens Center, and the 20th Street SE Corridor are identified as Community Growth Centers and have adopted subareas, while the Lake Stevens Industrial Area is an Industrial Center that completed an infrastructure and market analysis in 2023. Figure 2.3 illustrates the location of the four primary centers. A summary of development potential for each growth center is summarized in Table 2.2.

Each defined growth center has varying suitability and potential for future employment uses due to location, access to the transportation network, overall size, development potential, and range of parcel sizes. This growth center strategy implements countywide, regional and statewide goals by focusing development where infrastructure and services are or will be available and preserving the natural characteristics of the city. The city's growth center strategy is consistent with the public vision expressed during the community outreach for this project and others.

The city's ultimate goal for each center, based on the economic and demographic assessments, was to develop a unique subarea plan with distinguishing characteristics that serve slightly different markets ensuring economic diversity and vitality. The city has adopted three Subarea Plans: Lake Stevens Center and the 20th Street SE Corridor in 2012 and the Downtown Lake Stevens Subarea in 2018. As a development incentive, the city adopted a Planned Action Ordinance for each subarea to satisfy State Environmental Policy Act review requirements for certain levels of residential and commercial development. Adoption of the plans resulted in area-specific design guidelines, development regulations and zoning districts.

DOWNTOWN LAKE STEVENS

The greater downtown Lake Stevens includes an area of more than 200 acres near 20th St NE, Main St and Hartford Drive NE, and consists of the historic town center adjacent to the northwestern tip of the lake and associated residential areas. As adopted, the subarea plan takes in the historic downtown core encompassing a compact area of approximately 30 acres. This area has been characterized primarily by low-intensity commercial and residential development on small to medium-sized parcels.

The historic town center has several key attributes to support its revitalization including its lake front setting, strong projected population growth and the potential for higher density residential development. Development of an effective plan and an active marketing campaign for this area is a high priority for the city. In 2005, the city developed a conceptual plan for downtown Lake Stevens. In 2012, the city proposed a framework plan for the area that identified preferred land uses and potential infrastructure improvements to facilitate desired growth patterns. In 2018, the city adopted a full subarea plan that identified land uses, development intensity, parking requirements, public improvements, program development, etc. The city has completed several public improvements since 2018, including the development of North Cove Park, the Mill community facility, and Mill Spur festival street, with many more planned in future years.

Downtown Lake Stevens has some challenges, specifically access and infrastructure. Several road improvements are proposed to improve access throughout downtown and to the Lake Stevens Industrial Center, and to the regional highway system. The city continues to work with utility providers to assess needed infrastructure improvements.

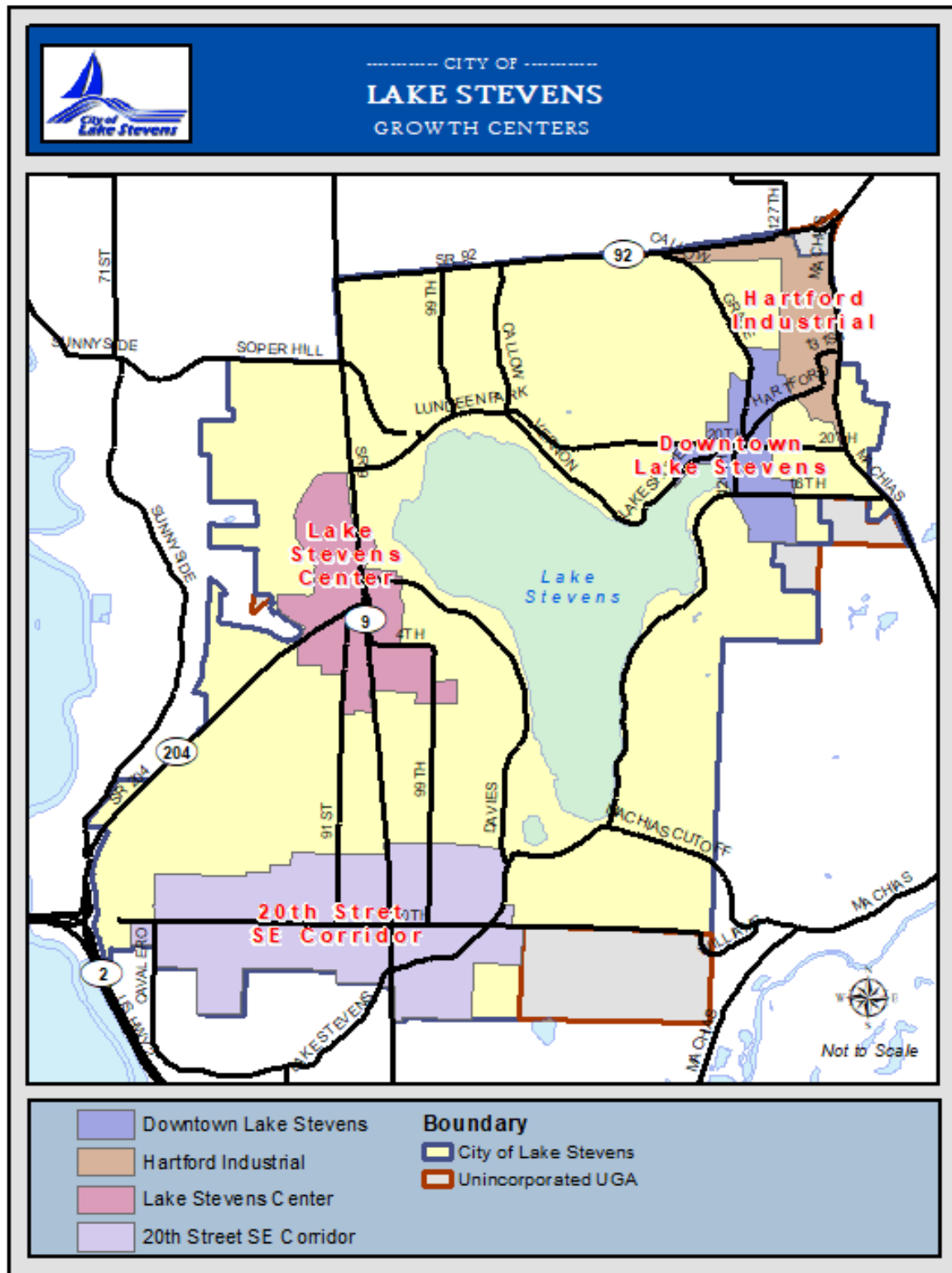


Figure 2.3 – Growth Centers Map (MAP TO BE UPDATED)

Table 2.2 - Growth and Development Potential of Existing Growth Centers

	DOWNTOWN LAKE STEVENS	LAKE STEVENS CENTER	LAKE STEVENS INDUSTRIAL CENTER	20TH STREET SE CORRIDOR
Size (Acres)	30	359	267	845
Subarea Planning	● Framework plan completed in 2012 ● Subarea plan completed July 2018	● Subarea Plan adopted 2012 ● Planned Action Ordinance adopted 2012	● Infrastructure Analysis completed in 2023; subarea plan expected in 2025.	● Subarea Plan adopted 2012 ● Planned Action Ordinance adopted 2012
Relation to Transportation System	● Local access via 20th St NE ● Indirect access to SR 92 via Grade Rd	● Direct access to SR 9 and SR 204 ● Indirect access to US 2 via SR 204	● Indirect access to SR 92 via Machias Rd., Old Hartford Dr. ● Indirect access to US 2 via Machias Road ● Limited internal network of roads	● Indirect access to SR 9 via 20th St SE, S Lake Stevens Rd.
Existing Land Use Pattern	● Small to medium parcels (0.2-3.0 acres) in Historic Town Center ● Existing residential uses on commercially zoned parcels ● Significant amount of multi-family residential uses and zoning in southeast portion of center with	● Auto-oriented commercial uses primarily on large parcels (>10acres) with smaller parcels (<0.5 acres) carved out along street frontage ● Primarily multi-family residential uses and zoning at edges of center with some single-family residential uses in eastern	● Primarily medium to large parcels (3-30 acres) ● Cluster of smaller parcels (< 1 acre) in middle of center ● Largely undeveloped	● Primarily medium to large parcels (1-10 acres) with several irregular parcels due to diagonal intersection ● Limited existing commercial uses and zoning at intersection of 20th St SE and S Lake Stevens Rd. in eastern portion of center ● Primarily mix of multi-family

	DOWNTOWN LAKE STEVENS	LAKE STEVENS CENTER	LAKE STEVENS INDUSTRIAL CENTER	20 TH STREET SE CORRIDOR
	small to large parcels (0.3-10 acres) • Medium to large parcels (1-10 acres) in Grade Rd. area, largely undeveloped	portion of center • Significant portion of government-owned property on eastside of SR 9 @ Market Pl.		and single-family residential uses • Several large parcels (> 10 acres) zoned multi-family
Environmental Constraints	• Wetlands and flood prone areas within Grade Rd. area • Category 2 wetlands east of historic town center area where zoned multi-family residential. • Catherine Creek bisects Grade Rd. area and downtown	• Wetlands between SR 9 and 91st Ave SE, near SR 204	• Small amount of wetlands just north of Hartford Dr. NE and just north of 36th St NE	• Wetlands at northeast corner of S Lake Stevens Rd and 20th St SE, north of S Lake Stevens Rd
Amenities	• Lake Stevens shoreline access • Catherine Creek • View potential	• View potential	• View potential	• View potential
Potential Land Use Issues	• Lower intensity uses to the north, west, and south and higher intensity industrial uses to the east	• Center is surrounded by lower-intensity single-family and multi-family residential uses	• Center is surrounded by lower intensity residential uses • Lack of Utilities & Infrastructure	• Center is surrounded by lower-intensity single-family residential uses

Conclusion	• Limited potential for larger employment uses due to transportation access and small parcel sizes • More suitable for local-serving retail and small commercial uses • Potential as a Mixed-Use Town Center consisting of civic and local-serving retail uses, limited office and residential uses	• Some potential for larger employment uses given transportation access and large parcels, but contingent upon redevelopment potential • Potential for Main Street center on 91st Street NE between Market Place/SR204 • Potential as a Commercial Mixed-Use Center with regional retail commercial uses with multi-family residential uses towards the edges of the center	• Potential to accommodate larger employment uses, but limited by location and transportation access • Potential as an Industrial Center consisting primarily of industrial uses and limited office uses	• Potential for larger employment uses including business parks and retail centers • Potential for Mixed-Use Centers consisting primarily of residential uses with some office and local-serving retail commercial uses
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LAKE STEVENS CENTER

Lake Stevens Center is comprised of approximately 360 acres of land centered on the State Route 9/State Route 204 intersection. In September 2012, the City Council adopted the Lake Stevens Center Subarea Plan to revitalize the center, emphasizing retail and office growth. The plan also amended the Land Use Map for many parcels within the subarea. 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. Following a recent market analysis in 2019, the city has updated the land use designation to more closely match current market conditions. 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.

20TH STREET SE CORRIDOR

The 20th 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. In September 2012, the City Council adopted the 20th Street SE Corridor Subarea Plan 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.

Following a 2019 market analysis, the city updated the potential growth sectors to more closely match current market conditions. The revised plan predicts 500,000 gross square feet of retail, 500,000 gross square feet of office, and 1,000 additional dwelling units. A Planned Action Ordinance (PAO), capital facilities plan, development regulations, and design guidelines were also adopted. As of July 2024, the city had nearly exhausted the 1,000 dwelling unit threshold with the subarea covered by the PAO.

LAKE STEVENS INDUSTRIAL CENTER

The Lake Stevens Industrial Center is an area of approximately 280 acres located in the northeast portion of the city, between Downtown Lake Stevens and unincorporated Snohomish County. It is comprised of what was previously known as the Hartford Industrial Area as well as the properties on the east side of N Machias Road annexed into the city in 2021. The area has a land use and zoning designation of Industrial, which allow a wide range of industrial uses. The area currently has a mix of low-intensity industrial uses, some retail and older single-family residential pockets, and comprises a significant portion of the city's employment capacity available for redevelopment.

It is the city's intention to promote and develop the Lake Stevens Industrial Center as a local employment center, as the area has the potential for hundreds of living wage jobs. The center's potential to accommodate larger employment uses are currently limited by location, limited visibility, lack of extensive public infrastructure and transportation access. In 2023 the city completed a market study and infrastructure analysis of the area to determine any need for expansion, infrastructure improvements, and marketing strategies to attract appropriate industries. The city anticipates additional subarea planning work in the area as an implementation task for the comprehensive plan.

NEIGHBORHOOD SERVICE CENTERS

In addition to the defined growth centers, the city has several small Neighborhood Service Centers located throughout the city zoned Local Business (LB) or Mixed Use (MU). Small neighborhood service centers serve the immediate shopping and service needs for the surrounding residential areas. These neighborhood service centers augment economic development activity citywide and balance the commercial uses found in larger growth centers.

ANNEXATION AND RURAL URBAN TRANSITION AREA (RUTA)

The city will continue to coordinate annexation of the remaining unincorporated UGA throughout the 2044 planning horizon. Additionally, the city of Lake Stevens is looking outside its borders given the impact that planning efforts have on the entire Lake Stevens community in preparation for future UGA expansions after build-out.

For the purposes of defining a Framework Plan that includes the Rural Urban Transition Area (RUTA) as an area for long-term employment growth, the city’s existing strategy for growth within the UGA has been reviewed and analyzed. Related documents such as County plans and Buildable Lands Report are discussed further below, together with summaries of information related to public services and utilities. The city recognizes the importance of review and analysis of all adjacent RUTA areas for future comprehensive planning and benefit.

The city of Lake Stevens recognizes that the UGA is bordered by areas labeled by the County as “transitional”. The city also recognizes that development policies within these areas and beyond will have direct and indirect impacts on the Lake Stevens community, its quality of life, infrastructure, transportation, services, finance and the stewardship of land and lake water quality. Therefore, the city’s vision requires its involvement in the decision-making in these areas as they affect development and its impacts.

PROJECTED EMPLOYMENT AND HOUSING DEFICITS IN BUILDABLE LANDS

Under the GMA, Snohomish County and its cities review and evaluate the adequacy of suitable residential, commercial and industrial land supplies inside the UGA for accommodating projected population, housing and employment growth every five years. Regular updates to the buildable lands report ensure that communities continue to meet growth targets for the remaining portion of its current planning horizon.

The Snohomish County Council adopted the 2021 BLR in September 2021 and the 2044 growth targets in March 2022 following a collaborative process that included city staff. As noted at the beginning of this chapter, the BLR and a subsequent land capacity analysis (LCA) showed that the city had a projected 2044 employment deficit of approximately 1,156 jobs.

	2019 Estimate	2021 BLR Capacity	2044 Growth Target	Surplus/ (Deficit)	Measures to Increase Employment Capacity
City Employment	5,675	7,738	8,894	(1,156)	• Consolidate LSIC zones into one industrial land use designation • Implement zoning changes and development code updates in support of Scenario 1 in 2023 LSIC analysis, including potential for office uses • Adopt land use and map amendments to increase employment land supply ○ Expand Downtown Lake Stevens subarea boundaries to west and adopt CBD zoning ○ Change land use and zoning designations at 20th St SE near 99th Ave SE to commercial

Table 2.3 – Measures to Address Projected Employment Deficits in 2044

Income Range	Unit Types	Growth Target	Pending	Remaining Capacity	Surplus/ (Deficit)	Measures to Increase Residential Capacity
0-30% AMI	MFR (subsidized)	1,168	0	290	(878)	• Adopt policy language permitting PSH in all residential zones and zones where hotels are permitted (per HB 1220) • Adopt land use and zoning map amendments increasing high density residential/MFR supply in city subareas ○ 20th St SE/99th Ave SE ○ 20th St SE/Cavalero ○ 99th Ave SE/NE near Chapel Hill ○ 87th Ave SE and 89th Ave SE ○ Additional throughout city
30-50% AMI	MFR (subsidized)	820	140	290	(390)	
50-80% AMI	ADUs, MFR	549	222	530	223	• Amend code to comply with HB 1337 (completed in March 2024)

Table 2.4 – Measures to Address Projected Housing Deficits at Lower Income Levels in 2044

The city's LCA (Appendix XX) showed that approximately 80% of this projected employment deficit can be met through implementation of existing subarea plans and the strategies identified in the Lake Stevens Industrial Center infrastructure and market analysis. However, additional map amendments were also required to meet the city's future employment needs, which are reflected in Figure 2.4. These included the westward expansion of the Downtown Lake Stevens subarea boundaries and additional commercial land use designations with the 20th St SE Corridor subarea, as detailed in Table 2.3.

Table 2.4 shows the city's projected housing deficits at lower income ranges based on 2023 land use and zoning designations; the city has a projected surplus of zoned capacity for housing units affordable at or above 80% AMI. As detailed in the LCA, the land use designations in Figure 2.4 reflect several changes, including additional areas designated high density residential within the 20th St SE Corridor (primarily near 99th Ave SE) and the Lake Stevens Center subarea, which will provide the multifamily residential capacity needed to accommodate the city's 2044 residential growth targets at lower income ranges. Additional detail is provided in Chapter 3.

The 2021 BLR breaks down the city's residential and employment capacity and buildable acreage by zoning district, including calculations for specific housing unit types (single-family, townhouse, multifamily, etc.) and employment types (commercial, industrial, government, etc.) The city utilized this data in developing updated goals, policies, and measures to address its projected employment capacity deficit and ensure that its supply of residential land is consistent with its housing needs.

LAND USES AND ZONING

Lake Stevens includes a mix of residential, commercial, industrial and public/semi-public land use designations. Residential designations are spread throughout the city and include both high-density and single-family oriented land uses. There are several commercial designations that vary in intensity by location. For example, the highest intensity commercial land uses are located along highways and arterials, while neighborhood level commercial use may be congregated at the intersections of arterials and collectors. The city's industrial land uses are primarily located in the northeastern corner of the city, except for one area in the northwestern corner, subject to a development agreement. Public/Semi-public land uses are spread across the city. Most public/semi-public areas include school sites, municipal services and parks. Figure 2.4, the current Comprehensive Plan Land Use Map, illustrates the distribution of land use throughout the city as well as predesignations for the UGA that would be effective upon annexation.

Residential Land Uses – Residential land uses include all single-family development and multifamily uses including, apartments, condominiums, manufactured housing, foster care facilities, group quarters, and cooperative housing.

- High Density Residential allows single-family, two-family, and multifamily residential uses. It also allows limited public/semi-public, community and recreational uses. This designation should be generally located in transitional areas between single-family designations and commercial designations where infrastructure and public transportation is readily available.
- Medium Density Residential allows single-family, two-family and some multifamily residential development with a density between four (4) to 12 units per acre based on zoning with the potential for bonuses. This designation includes detached and attached units, accessory dwelling units, townhouses, condominiums, duplexes, vacation rentals, special service homes and manufactured/mobile structures. It also allows limited public/semi-public, community and recreational uses. This designation should be generally located in transitional areas between high density designations and rural areas where infrastructure is readily available.
- Waterfront Residential allows single-family residential uses and two-family residences (duplexes) with a density of four (4) units per acre with the potential for bonuses. This designation includes detached and attached units, accessory dwelling units, detached, vacation rentals, and special service homes. It also allows limited multifamily, public/semi-public, community, and recreational uses. This designation is located in residential neighborhoods within the shoreline jurisdiction.

Through implementation of zoning regulations, the city will consider innovative and flexible residential options, in appropriate zoning districts, to allow a variety of housing. For example, the municipal code allows higher-density residential uses such as townhouses and small-lot, single-family residential units, and innovative housing options such as cottage housing. In all residential zones, cluster subdivisions and planned residential developments allow variations in housing styles and increases in housing density as a means of encouraging good design, specifically on challenging sites where natural characteristics (slopes, wetlands, streams, etc.) require careful design and development.

Commercial Land Uses – Commercial land uses include all commercial and mixed-use configurations including, small scale/neighborhood commercial, large scale retail, and employment designations.

- Downtown/Local Commercial: This designation permits moderate to higher intensity land uses including the Central Business District and other dense arrangements of professional offices and retail stores. This designation discourages uses that are land consumptive (i.e., warehouses) or that generate high-traffic volumes (e.g., drive-through businesses or gas stations). It allows mixed-use development.
- Mixed-Use Commercial: This designation permits moderate to higher intensity land use that includes both commercial and residential elements and encourages mixed-use (commercial and residential). It is intended that this land use designation will be placed where a "village atmosphere" is desired, or as a transition between high and low intensity zones.

- **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. Multifamily 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.

Industrial Land Uses – Industrial uses include a mix of light and general industrial trades geared toward manufacturing, resource extraction, agriculture, warehousing and other intensive types of land uses. As shown on Figure 2.4, industrial uses focused in the northeast corner of the city. As part of the 2024 update, the city consolidated industrial land uses into one industrial land use designation.

- **Industrial** – This designation allows a full range of industrial uses which may impact surrounding properties. This category also allows office uses, retail sales, restaurants, public/semi-public, community and recreational uses. It should be located in areas with direct access to truck routes, adequate public services, infrastructure and traffic capacity. The city looks to this designation as accommodating the future high-tech industries and family-wage jobs.

Public/Semi-Public – This category includes public buildings, public services, and transportation facilities to support operations of the city, the school district, fire district and miscellaneous other governmental functions. These services require land throughout the city.

EXISTING ZONING IN CITY AND UGA

The city establishes zoning for areas within the 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.

Commercial/Industrial Zoning Districts

The city's zoning districts that allow employment uses primarily occur within growth centers and subareas. These zones vary in type of permitted uses and requirements for special or conditional use permits. Residential uses above and/or behind permitted non-residential uses are allowed in some commercial and mixed-use zones. There remains untapped capacity for new commercial development in the Central Business District (CBD) and Mixed Use (MU) zones, where existing houses have not yet converted to commercial uses.

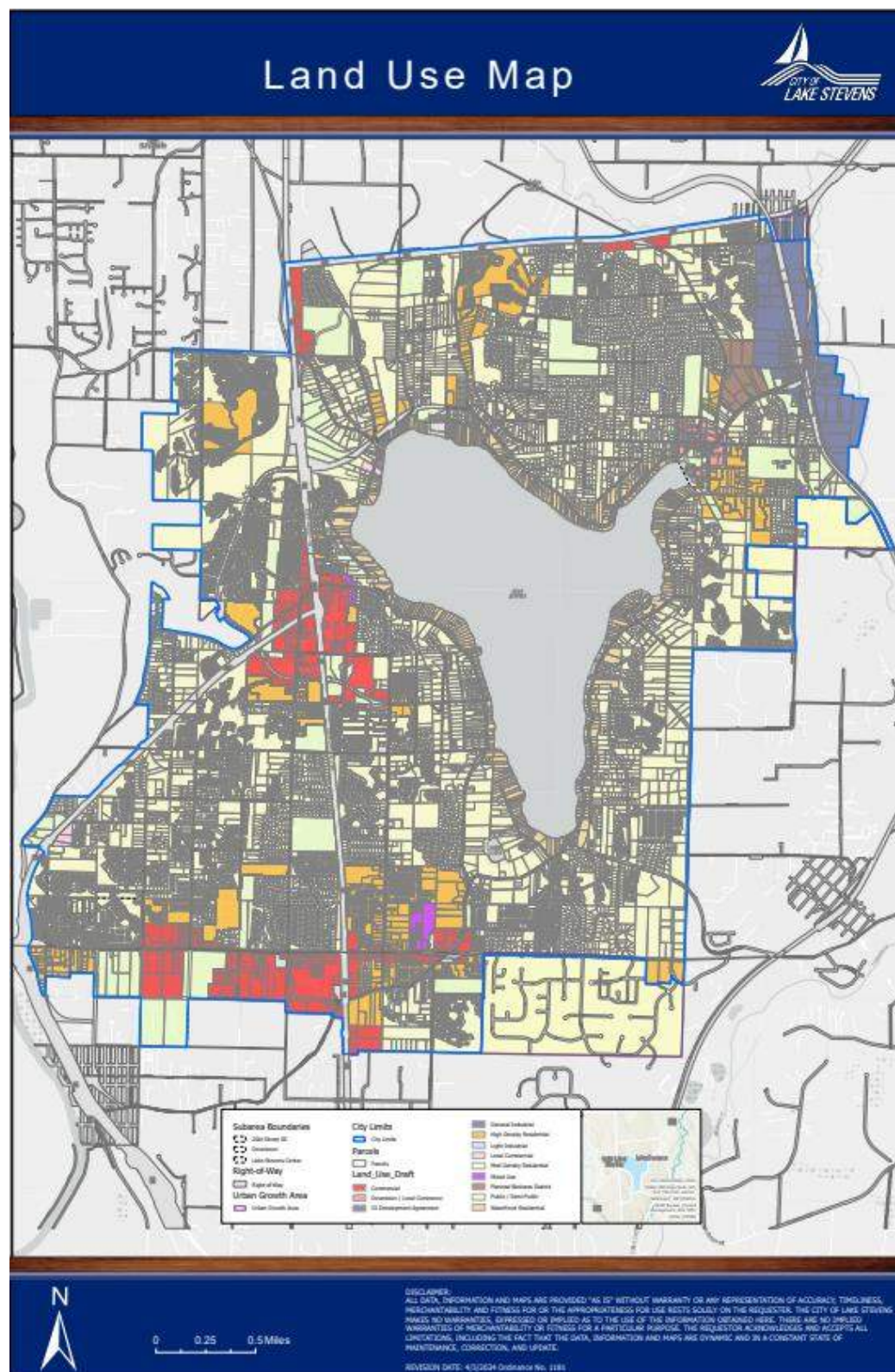


Figure 2.4 – City Land Use Map with 2024 Amendments

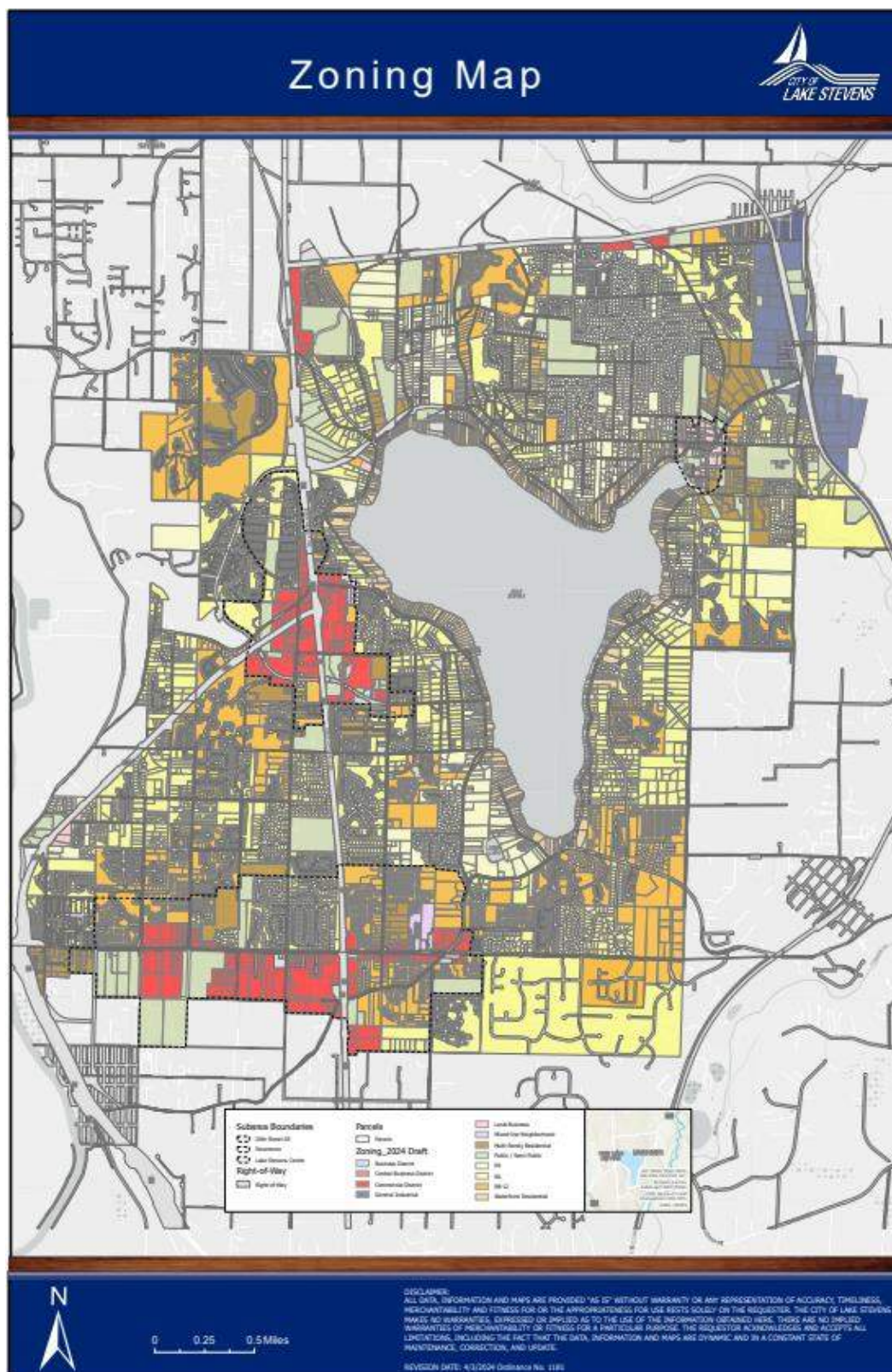


Figure 2.5 – City Zoning Map with 2024 Amendments

The city previously had three industrial zones – General Industrial (GI), Light Industrial (LI) and General Industrial with Development Agreement (GIDA) – which permitted 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. As part of the 2024 update, the city consolidated these zones into a single zone (General Industrial), which was a recommended implementation item in the 2023 LSIC analysis.

Other employment zones include 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. The CBD zone allows two-family and multifamily residences.

New employment zones since adoption of the subarea plans include Business District (BD), Commercial District (CD), Neighborhood Business (NB), and Mixed-Use Neighborhood (MUN). The BD zone is geared toward high-tech and other professional occupations. The CD zone allows the most intensive retail uses in the city, while the NB zone is geared toward retail needs of adjacent neighborhoods. The MUN zone is a mixed-use zone. With amendments to the Lake Stevens Center and 20th Street SE Corridor subarea plans, approximately 13 percent of the land within the city, or 10 percent of total UGA (city plus UGA) is zoned for commercial and employment uses.

Employment zones in the unincorporated UGA are found in the northeast portion of the city adjacent to the Lake Stevens Industrial Center. It is assumed that similar city zoning would be applied once these areas are annexed into the city.

Residential Zoning Districts

Single-family zones include R4 (previously Suburban Residential), R6 (previously Urban Residential), and Waterfront Residential. The higher-density residential zones include R8-12 (previously High-Urban Residential), Multi-family Residential, and MF Development Agreement.

Approximately 16 percent of the city is zoned for higher-density residences while approximately 64 percent is zoned for medium to lower density single-family residential uses. Areas zoned for higher-density residential development are found 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 multifamily residential uses occurs along Lundeen Parkway, approximate to the northwest tip of the lake. In 2020 the city adopted infill and innovative housing standards that allow for “middle housing” such as duplexes, triplexes and fourplexes in the R4, R6, and R8-12 zoning districts

Snohomish County zoning applies to unincorporated areas within the Lake Stevens UGA. Approximately 0.12 percent of the unincorporated UGA is zoned for multifamily residential uses while approximately 13 percent of the area is zoned for single-family residential.

DEVELOPMENT TRENDS

A look at development trends inside city limits is helpful to understand how current zoning affects future development potential inside the city and shapes the city's growth strategy.

Residential

The current population target for the Lake Stevens UGA is 50,952. Under current zoning the city and unincorporated UGA should have a surplus population based on the buildable lands report. Large portions of the city have developed within the past several decades resulting in a relatively new housing stock. Much of the development within recently annexed areas of the city occurred while these areas were part of unincorporated Snohomish County. Since 2006, Lake Stevens has experienced a steady stream of residential construction, as anticipated in the 2012 BLR and documented in the 2021 BLR and 2023 Growth Monitoring Report.

As mentioned, the BLR did not assign a large amount of residential capacity to commercially zoned and mixed-use properties, which allow apartments above the ground floor. It is difficult to predict how many dwellings these zones would accommodate because of a lack of past development history in the city. The potential for accommodating additional dwellings in mixed-use projects is increasing as the city continues to become more urban and with the focus on growth centers through the adoption of distinct subarea plans. These commercial areas do have adequate capacity to accommodate emergency, transitional and permanent supportive housing, as required by HB 1220 (2021).

Commercial and Industrial

Lake Stevens has historically had one of the lowest jobs to household ratios in the county. The city desires to increase the number of employment opportunities given the increasing size of its population and the need to maintain a sustainable and economically healthy community. The city continues to work to improve its house-to-employment ratio through the implementation of reasonable measures, development of subarea plans and its growth strategy. Additional reasonable measures and implementation strategies will need to be considered to account for the projected employment deficit.

Commercial development has been modest in the city's commercially zoned districts. Downtown Lake Stevens and Lake Stevens Center continue to redevelop. A recent market analysis performed for the city shows that this trend is changing with a reported 3.9 percent annual growth (BERK consulting 2019). The most significant growth during this time has been in Warehousing, Transportation, and Utilities (15%/year); Construction (11%/year); Finance, Insurance, and Real Estate (9%/year), and Services (3%/year).

There remains untapped capacity for new commercial development throughout the city, notably in the undeveloped or underdeveloped downtown properties and properties located in the Lake Stevens Center and 20th Street SE Corridor.

The industrial zones remain largely underdeveloped. Much of the industrial activity has occurred on the individual sites or within existing buildings. New construction has been in the form of small additions or low-employment activities (e.g., self-storage, etc.). The 2023 Lake Stevens Industrial Center (LSIC) identified infrastructure improvements and other strategies to increase employment capacity in the city’s industrial areas.

REASONABLE MEASURES

The Growth Management Act requires that cities consider “reasonable measures” to allow growth to meet the adopted population and employment targets. The following table (Table 2.5) lists the reasonable measures included in Appendix D of the Countywide Planning Policies (CPPs; most recently amended in August 2023), identifies those in effect in Lake Stevens, and comments on their effectiveness or potential.

The reasonable measures with the greatest potential to increase employment in suitable locations include establishment of an economic development strategy and encouraging development in centers through subarea planning. As the city moves forward with the implementation of its Comprehensive Plan, these reasonable measures will be reviewed, revised or added to the city’s regulations and development programs.

Table 2.5 – Reasonable Measures Included in Countywide Planning Policies

MEASURES TO INCREASE RESIDENTIAL CAPACITY			
MEASURE	ADOPTED?	APPLICABILITY	EFFECTIVENESS/POTENTIAL
Permit Accessory Dwelling Units (ADUs) in single family zones	Yes	In March 2024 the city updated its ADU code to comply with HB 1337, allowing up to two ADUs on residential lots.	The city issued 26 ADU permits between 2017 and 2023, with an additional six under review as of July 2024. The city expects an increase in ADU applications following updates to its code to comply with HB 1337, and sees them as a vital source of housing for moderate income residents.
Multi-family Housing Tax Credits to Developers	Yes	Target areas established by Ordinance 1103 and codified in LSMC 3.27.	The city approved its first MFTE application in 2023. The city is exploring updates to the MFTE process to expand its use.
Provide Density Bonuses to Developers	Yes	Planned Residential Developments (PRDs) and Subarea Plans	City allows 10-foot height bonus in subareas subject to LSMC 14.38.050 and 20% density bonus in PRDs subject to LSMC 14.18.300.

Transfer of Development Rights	Yes	Properties with critical areas	The city has adopted provisions in its subdivision code and critical areas codes to allow reduced lots size and development transfers.
Clustered Residential Development	Yes	PRDs and Cluster Subdivisions	The city has adopted provision in its subdivision code and critical areas codes to allow PRDS, reduced lots size and development transfers.
Allow Co-Housing	Yes	Shared housing by non-family members	The zoning code allows boarding houses and other congregate living arrangements in specified zones.
Allow Duplexes, Townhomes and Condominiums	Yes	Infill and Innovative Housing	LSMC 14.46 allows for duplex, triplex, fourplexes townhomes and garden apartments in most residential zones. Duplexes are permitted on any lot allowing a detached SFR, as required by HB 1110.
Increased Residential Densities	Yes	Single-family zones.	The city allows detached single-family residences in a variety of zones at densities ranging from 4.5-11 units per acre. The city updated its zoning code in 2020 to increase densities by approximately 20%.
Maximum Lot Sizes	No		The city does not have a maximum lot size requirement.
Minimum Residential Densities	Yes	Discourages residential sprawl	The city allows a range of single-family densities ranging from 4 -12 units per acre.
Reduce Street Width	Yes	Reduced street standards in residential areas	The city allows a variety of standard and reduced road profiles in its Engineering Design & Development Standards
Allow Small Residential Lots	Yes	Smaller lots in compact neighborhoods	The city allows a range of single-family lot sizes, including SFR lots as small as 3,600 sf.
Encourage Infill and Redevelopment	Yes	Zones identified in Zoning Code's Innovative Housing and Infill Chapter.	The zoning code allows cottages and attached housing options up to four units in specific areas and subject to the provisions of LSMC 14.46.
Inclusionary Zoning	No		Subarea plans encourage as an optional development incentive.
Manufactured Housing	Yes	Manufactured homes allowed under the same rules as other housing types	Lake Stevens allows manufactured housing in all residential zoning districts.

Allow garden and larger scale apartments and other moderate and higher density housing	Yes	Infill and Innovative Housing	LSMC Chapter 14.46 expanded areas where garden apartments are permitted, while larger scale apartments allowed in MFR and mixed-use zones.
MEASURES TO INCREASE EMPLOYMENT CAPACITY			
MEASURE	ADOPTED?	APPLICABILITY	EFFECTIVENESS/POTENTIAL
Economic Development Strategy	Yes	Lake Stevens Center. 20 th Street SE Corridor, and Downtown Lake Stevens Subareas.	In 2012, two subareas were adopted with planned actions to create areas for employment and additional commercial development. An Economic Development Strategy began as part of the subarea planning and will continue in the future. The Downtown Subarea plan was adopted in 2018.
Create Industrial Zones	Yes	Industrial Zones	The 2023 Lake Stevens Industrial Center (LSIC) analysis identifies significant employment capacity within the city's industrial areas. The city has consolidated zoning into one industrial district.
Zone by building type, not use	Yes, some	Current city zoning is based on use; adopted subarea plans include some regulation by building type	Minimal potential for implementation to significantly alter the growth strategy except within subareas.
Brownfields Programs	No	No known brownfields within the city	The city will explore potential funding programs for any identified brownfields.
MEASURES THAT SUPPORT INCREASED DENSITIES			
MEASURE	ADOPTED?	APPLICABILITY	EFFECTIVENESS/POTENTIAL
Urban Centers/Villages	Yes	Lake Stevens Center. 20 th Street SE Corridor, and Downtown Lake Stevens Subareas.	The city has utilized subarea planning with rezoning to increase intensity and density and create a mix of residential and non-residential uses, with transition areas between existing residential areas and planning for a multi-model transportation system.

Allow Mixed Uses	Yes	CBD and MU zones and within the subareas	City allows mixed-use in MU zones and most commercial zones.
Transit Oriented Design	Yes	Currently there is limited transit service within the Lake Stevens area	Included within subarea plans and Community Transit has identified 20 th Street SE as a transit emphasis corridor for future frequent service.
Downtown Revitalization		The Downtown Subarea Plan includes a Capital Facilities Improvement Plan.	The Downtown Lake Stevens Subarea Plan was adopted mid-2018. Several projects in the Capital Facilities Improvement Plan have already been undertaken and completed. The city will continue to support downtown revitalization through city-lead implementation measures.
Adequate Public Facilities	Yes	Concurrency standards for infrastructure.	The city has adopted concurrency standards and GMA-based traffic impact, school and park mitigation fees.
Transportation Efficient Land Use	Yes	Mixed-use zoning	No specific measures for transit oriented development.
Urban Growth Management Agreements	Yes	Interlocal agreements.	Annexation interlocal agreement with Snohomish County; Traffic interlocal agreement with Snohomish County.
Annexation plans	Yes	Annexation Plan	City adopted Annexation Plan via Resolution 2016-021. City intends to annex remainder of UGA within planning horizon.
Reduce off-street surface	Yes	Reduced minimum standard required for office uses	Subarea plans include use of low impact development and building height incentives for reducing surface coverage.
Identify and redevelop vacant buildings	No	Few vacant buildings within city and UGA	Minimal potential for additional implementation to significantly alter the growth strategy. Due to market conditions, some of the few vacant buildings have been redeveloped.
Concentrate critical services near homes, jobs and transit	Yes	Subareas	Subarea plans should bring much needed services to the city at Lake Stevens Center and along 20 th Street SE and additional planning to Downtown.

Locate civic buildings in existing communities rather than in greenfield areas	Yes		City campus, library and post office are located in historic downtown. Plans for new or replaced civic buildings are being proposed in existing commercial zoned areas, including 20 th St SE Corridor.
Implement permit expedition	Yes	Processing Code and Planned Actions	The city is committed to meeting statutory requirements in SB 5290 and has demonstrated an ability to meet permit review targets and timelines.
Streamline Regulations and Standards	Yes	Streamlined regulations	The city has adopted several SEPA Planned Actions and adopted the maximum categorical exemption thresholds for residential development.
Promote Vertical Growth	Yes	Height Bonuses	The city allows a 10-foot height increase in its subareas in exchange for quality design.
SEPA Categorical Exemptions for mixed use and infill and increased flexible thresholds	Yes	Higher SEPA Flexible Thresholds	The City adopted Ordinance 1118, which raised the SEPA flexible thresholds for SFR and MFR to the maximum allowed (30 SFR units and 60 MFR units).
MEASURES TO MITIGATE IMPACTS OF DENSITY			
MEASURE	ADOPTED?	APPLICABILITY	EFFECTIVENESS/POTENTIAL
Design Standards	Yes	Applies to commercial and high-density residential development	Community design quality and expectations have increased as a result of the adopted standards. Subarea Design Guidelines were adopted for development within the subareas using review.
Urban Amenities for Increased Densities	Yes	Planned Residential Developments (PRDs) and subareas	PRD subdivisions are eligible for a density bonus in exchange for providing amenities such as active recreation areas and tree preservation. Subarea plans allow for increased floor area ratios with a menu of amenity options.

Community Visioning	Yes	Vision Statements	Provided basis of land use policies. Updated in 2015 Plan, validated in 2024 update. Important part of subarea planning, downtown framework planning and shoreline planning.
Regional Stormwater Facilities	Yes.	Allows for regional stormwater facilities.	The city has adopted the 2019 Stormwater Management Manual for Western Washington, Appendix I-D of which describes how regional facilities can be used to meet Minimum Requirements 5, 6, 7 and 8. The city recently approved a regional facility for a large plat that reserves capacity for future development.
OTHER MEASURES			
MEASURE	ADOPTED?	APPLICABILITY	EFFECTIVENESS/POTENTIAL
Low Densities in Rural and Resource Lands	N/A	N/A	Lake Stevens does not include rural areas.
Urban Holding Zones	Yes	Does not apply to areas within the city	None
Capital Facilities Investment	Yes	Subarea Plans and GMA Traffic Impact Fees	Subarea planning included adoption of a subarea capital facilities plan and GMA traffic impact fees adopted. Expectation is that investment will spur development.
Environmental review and mitigation built into subarea planning process	Yes	Planned Action Ordinances.	Planned actions adopted for the subareas include required mitigation measures. In addition, a GMA-base traffic impact mitigation fee code was adopted with specific fees identified.
Partner with non-governmental organizations to preserve natural resource lands	In Process	TBD	City in discussions with various organizations.
Public Land Disposition	Yes.	Housing Element policies; program TBD	Updated housing policies call for potential use of city land for affordable housing.



LAND USE GOALS AND POLICIES

GOAL 2.1 PROVIDE SUFFICIENT LAND AREA TO MEET THE PROJECTED NEEDS FOR HOUSING, EMPLOYMENT AND PUBLIC FACILITIES WITHIN THE CITY OF LAKE STEVENS.

Policies

- 2.1.1 Accommodate a variety of land uses to support population and employment growth, consistent with the city's responsibilities under the Growth Management Act, PSRC Regional Growth Strategy and the Countywide Planning Policies.
- 2.1.2 Encourage and allow a diverse mix of housing types throughout the city to meet the needs of current and future residents.
- 2.1.3 Review cumulative changes to residential, commercial, industrial and public land use designations during the annual comprehensive plan cycle to ensure employment and population capacity estimates are being met.
- 2.1.4 Review land uses in conjunction with updates to the Buildable Lands Report and Growth Monitoring Report to ensure employment and population capacity estimates are being met. The strategy will be used to amend the Plan as necessary to remain consistent with actual development trends.
- 2.1.5 Direct new growth to areas where infrastructure and services are available, planned or have undergone an infrastructure analysis to ensure growth occurs in a fiscally responsible manner to support a variety of land uses.
- 2.1.6 Coordinate land use decisions with capital improvement needs for public facilities including streets, sidewalks, lighting systems, traffic signals, water, storm and sanitary sewer, parks and recreational facilities, cultural facilities and schools.
- 2.1.7 Consider and evaluate UGA expansions that have the potential to help meet city and regional growth targets for population, employment and housing.
- 2.1.8 Encourage home occupation businesses in residential areas that provide local employment opportunities while maintaining the primary residential character.



GOAL 2.2 ACHIEVE A WELL BALANCED AND WELL-ORGANIZED COMBINATION OF RESIDENTIAL, COMMERCIAL, INDUSTRIAL, OPEN SPACE, RECREATION AND PUBLIC USES.

Policies

2.2.1 Allow the following residential land use designations as described.

1. High Density Residential – Encourage a variety of middle housing and multifamily residential housing types containing three or more dwellings. Multiple structures may be located on a single parcel, and there are no density limits, provided the project meets the zoning district requirements and other pertinent codes, standards and adopted development guidelines. This land use category also allows limited public/semi-public, community, recreational, and commercial uses as well as other housing types required by state law.
2. Medium Density Residential – Encourage single-family (1 du/lot), two-family residential and a variety of middle housing options with a density between 4 and 12 units per acre with the potential for bonuses. This designation allows detached and attached units, conversions, accessory dwelling units, townhouses, condominiums, duplexes, short-term rentals, special service homes and some manufactured/mobile structures. Also allows limited public/semi-public, community, recreational, and neighborhood commercial uses as well as other housing types required by state law.
3. Waterfront Residential – Allow single-family (1 du/lot) and two-family residential uses with a density of 4 units per acre with the potential for bonuses on residential properties located adjacent to Lake Stevens subject to the regulations of the shoreline master program. This designation includes detached and attached units, accessory dwelling units, short-term rentals, special service homes, limited middle housing, public/semi-public, community, and recreational uses as well as other housing types required by state law.

2.2.2 Allow the following commercial land use designations as described.

1. Downtown/Local Commercial – Encourages medium to high intensity commercial uses and other dense arrangements of professional offices and retail stores in the downtown area and neighborhood commercial districts. This designation allows mixed-use development. This land use designation may be placed on lands between higher-intensity commercial areas and residential areas to act as a buffer. This designation also allows limited public/semi-public, community and recreational uses.
2. Mixed-Use – Allows medium to high intensity mixed-use (commercial and residential). It is intended that this land use designation will be placed where



a "village atmosphere" is desired, or on lands between higher and lower intensity uses to buffer commercial and residential areas. This designation also allows limited public/semi-public, community and recreational uses.

3. 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 are allowed above or behind commercial uses. This land use designation should be located in areas with direct access to highways and arterials that provide adequate public services and traffic capacity, in addition to transit facilities.

2.2.3 Allow the following industrial land use designations as described:

1. Industrial – This category allows a full range of industrial and employment uses which traditionally can cause impacts to surrounding properties because of the high intensity uses. The implementing zoning districts (Light and General Industrial) account for differences in the scope of industrial uses permitted and the potential impacts on surrounding properties. This designation does not allow any residential (except temporary or caretaker residences). This land use designation should be located in areas with direct access to highways and arterials that provide adequate public services and traffic capacity.

2.2.4 Allow the Public/Semi-Public land use designation, which is intended for use on all land that is publicly owned. It allows public buildings and services, recreational uses, utilities, and transportation facilities. This designation may also allow a limited range of commercial uses.

GOAL 2.3 APPLY THE COMPREHENSIVE PLAN AS A GUIDE FOR COMMUNITY DEVELOPMENT IMPLEMENTED THROUGH THE CITY'S DEVELOPMENT REGULATIONS TO ENSURE PREFERRED COMMUNITY GROWTH PATTERNS ARE ACHIEVED.

Policies

- 2.3.1 Review development standards and regulations to ensure that they possess an appropriate level of flexibility to promote efficient use of buildable lands, balanced with the need for predictable decision-making.
- 2.3.2 Preserve and promote the character of existing neighborhoods through thoughtful, clear and objective development regulations and design standards that promote compatibility between uses; respect existing neighborhoods; ensure adequate light,



air and open space; protect and improve environmental quality; and manage potential impacts on public facilities and services.

- 2.3.3 Encourage infill development on suitable vacant parcels and redevelopment of underutilized parcels. Ensure that the height, bulk and design of infill and redevelopment projects are compatible with their surroundings.
- 2.3.4 Promote architecture that is pedestrian friendly and conducive to human interaction (e.g., front porches, garages behind houses, small front yard setbacks, no "walled" neighborhoods).
- 2.3.5 Ensure that subdivisions are pedestrian friendly and include ample street trees, adequate sidewalks, walkways and paths connecting neighborhoods and surrounding uses
- 2.3.6 Review Development and Design Guidelines for Multifamily Residential, Planned Residential Developments, Commercial and Mixed-Use development.
- 2.3.7 Promote commercial uses catering to day to day needs of neighbors in locations that are accessible to pedestrian, bicycle and transit. Permissible uses shall clearly reflect this intent.
- 2.3.8 Encourage nodal development through adoption of zoning designations, specific design guidelines and development regulations.
- 2.3.9 Evaluate connectivity between neighborhoods, parks, and public facilities when considering capital improvements to ensure all residents have access to these public amenities.
- 2.3.10 The Planning Commission shall continue to welcome citizen input from all citizens within the incorporated city and unincorporated Urban Growth Area when making planning decisions that affect the city and future annexation areas.



GOAL 2.4 ENCOURAGE THE CONTINUED PLANNING OF LOCAL GROWTH CENTERS TO DEVELOP A BALANCED AND SUSTAINABLE COMMUNITY THAT PROVIDES A FOCUS FOR EMPLOYMENT, PUBLIC AND RESIDENTIAL DEVELOPMENT.

Policies

- 2.4.1 Prior to the adoption of a subarea plan, the city should develop a thorough economic and infrastructure analysis for each growth center that considers investments and expenditures to provide a full range of services and infrastructure in relation to project revenue.
- 2.4.2 Each growth center should consider impacts on existing commercial properties and residential areas to ensure the compatibility and synergy between existing and new development as a subarea plan is developed.
- 2.4.3 Future subarea planning of growth centers shall include substantial public involvement through multiple meetings, updates in the media and on city-owned modes of communication. The city shall provide clear information as to the benefits, costs, and risks so that the community can provide informed opinions to the Planning Commission and City Council.
- 2.4.4 Ensure that adequate connections are made to link growth centers, subareas and adjacent residential areas.
- 2.4.5 Periodically review and update adopted subarea plans to ensure they continue to help meet projected employment and housing needs and are consistent with the city's vision and growth strategy.

GOAL 2.5 CONTINUE TO SUPPORT THE REDEVELOPMENT OF DOWNTOWN LAKE STEVENS THAT ENCOURAGES A COMPACT COMMERCIAL DISTRICT THAT FACILITATES EASY PEDESTRIAN ACCESS BETWEEN SHOPS AND BUILDINGS, ALLOWS MIXED-USE DEVELOPMENT, PROMOTES ECONOMIC DEVELOPMENT COMPATIBLE WITH THE CHARACTER OF LAKE STEVENS AND STIMULATES A DIVERSE ARRAY OF BUSINESS TYPES TO ATTRACT VISITORS AND MEET THE NEEDS OF RESIDENTS.

Policies

- 2.5.1 Ensure that significant lakeside non-commercial public access is maintained for informal and formal recreational opportunities, and is balanced with the desire to develop a vibrant mixed-use downtown.



- 2.5.2 Emphasize high-quality design, pedestrian orientation and integrated flexibility in the redevelopment of downtown Lake Stevens.
- 2.5.3 Encourage strong traditional downtown elements as expressed in the Downtown Lake Stevens Subarea Plan that accentuate a stable design concept that will survive the life of the buildings.
- 2.5.4 Encourage more residential and mixed-use development to help meet the city's population growth targets.
- 2.5.5 Continue to implement capital improvements identified in the Downtown Lake Stevens Subarea Plan.

GOAL 2.6 PROMOTE AN ACTIVE, HEALTHY AND DIVERSE LAKE STEVENS INDUSTRIAL CENTER.

Policies

- 2.6.1 Pursue and implement incentive programs to encourage industrial and office uses, which result in high employment densities.
- 2.6.2 Permit restaurant and service uses that serve local employees and residents.
- 2.6.3 Aggressively market the Lake Stevens Industrial Center and aggressively pursue family-wage employers to that revitalized area.
- 2.6.4 Identify active transportation and transit improvements that can improve multimodal access for local employees and residents.
- 2.6.5 Periodically review development regulations to ensure that impacts are minimized, especially those that affect adjoining, non-industrially zoned areas.
- 2.6.6 Develop a subarea plan for the Lake Stevens Industrial Center that incorporates previous infrastructure and market analyses.
- 2.6.7 Pursue local improvement districts and grant funding for infrastructure development.



GOAL 2.7 COORDINATE GROWTH AND DEVELOPMENT WITH ADJACENT JURISDICTIONS TO PROMOTE AND PROTECT INTERJURISDICTIONAL INTERESTS.

Policies

- 2.7.1 Participate in the Snohomish County Tomorrow Planning Advisory Committee (PAC) to improve inter-jurisdictional coordination of land use planning activities in the adopted urban growth area.
- 2.7.2 Coordinate planning efforts among jurisdictions, agencies, and federally recognized Indian tribes, where there are common borders or related regional issues, to facilitate a common vision.
- 2.7.3 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.
- 2.7.4 Review and evaluate land uses and industries in nearby jurisdictions and consider opportunities to support local job centers and industry clusters.

GOAL 2.8 PROMOTE ANNEXATIONS OF LANDS INTO THE CITY IN A MANNER THAT IS FISCALLY RESPONSIBLE TO ENSURE THE CITY IS ABLE TO PROVIDE A HIGH LEVEL OF URBAN SERVICES.

Policies

- 2.8.1 Affiliate all urban unincorporated lands appropriate for annexation with an adjacent city or identify those that may be feasible for incorporation.
- 2.8.2 It is the city's intent to annex the remainder of the Lake Stevens Urban Growth Area over the planning horizon to become one city, considering the following:
 - a. To manage growth in the UGA it is important to note that elected officials who reside within, and represent the Lake Stevens community make the best land use and Comprehensive Plan decisions for the Lake Stevens area.
 - b. To keep locally generated sales tax revenues within the community to meet local needs rather than allowing those revenues to be distributed throughout the entire county.
 - c. To provide an accessible and open forum in which citizens may participate in their own governance.



- d. To create a larger city which can have greater influence on regional and state policy decisions and can be more competitive for grants.
 - e. To stabilize the development environment, striving to bring land use predictability to residents and property owners.
 - d. To ensure that urban infrastructure is provided at the time development occurs to minimize the need to retrofit substandard improvements in the future.
- 2.8.3 Annexations should serve to regularize city boundaries, and not divide lots. The intent is to ensure practical boundaries in which services can be provided in a logical, effective and efficient manner.
- 2.8.4 Prior to any annexation, the city should consider the effects on special purpose districts and County services within the Urban Growth Area, considering the following:
 - a. Outstanding special bonds or other debt,
 - b. Absorbing the district's or county's service provision responsibilities and acquiring the necessary assets at the appropriate stage (set by state law); and
 - c. Impacts on the district's or county's operations and personnel.
- 2.8.5 The city's intent is to minimize disruption to residents, businesses and property owners in annexed areas, considering the following:
 - a. Annexed property should be designated in the Comprehensive Plan and zoning ordinance in a manner that most closely reflects the designations of abutting properties or the vision identified in the Comprehensive Plan or subarea plans. The City Council will consider alternative designations proposed by those property included in the annexation. Council may adopt alternative designations if it finds the proposal protects the general health, safety, and welfare of the community and it meets the requirements of the Growth Management Act.
 - b. Uses that are either previously established legal non-conforming, or are made non-conforming with the annexation, will be allowed to continue in a manner consistent with the rights established in the city's land use code while the use continues.
 - c. Annexed areas shall be accorded equal accommodation in the distribution of capital improvements, maintenance of roads and other facilities, police and other services.
 - d. For annexed areas, the city shall strive to ensure annexed areas are fairly represented by the Mayor and City Council,.



- 2.8.6 At such time an annexation proposal is made, the city shall make every reasonable effort to provide accurate, timely and useful information to community members so that they may make reasoned and well-informed decisions.

GOAL 2.9 ENSURE THAT LAND USES OPTIMIZE ECONOMIC BENEFIT AND THE ENJOYMENT AND PROTECTION OF NATURAL RESOURCES WHILE MINIMIZING THE THREAT TO HEALTH, SAFETY AND WELFARE.

Policies

- 2.9.1 Preserve and accentuate the lake as the centerpiece of Lake Stevens in compliance with the shoreline master program.
- 2.9.2 Implement actions and strategies from the Climate Sustainability Plan.
- 2.9.3 Preserve and promote a safe, clean and sustainable environment.
- 2.9.4 Prohibit storage of soil, yard waste, refuse, machines and other equipment in front yard setbacks.
- 2.9.5 Where a sight distance or safety problem is created, prohibit storage of vehicles in front and side yard setbacks, except on driveways (and then no more than three) or in parking lots.
- 2.9.6 Protect and preserve wetlands, riparian corridors, 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.
- 2.9.7 Encourage growth that is responsive to environmental concerns and that enhances the natural environment of the lake drainage basin and the area watersheds.

GOAL 2.10 WHERE POSSIBLE, USE ELEMENTS OF THE NATURAL DRAINAGE SYSTEM TO MINIMIZE STORM WATER RUNOFF IMPACTS.

Policies

- 2.10.1 Encourage new developments to use low impact development techniques and natural drainage patterns where feasible and provide water quality treatment to contain storm water pollutants.
- 2.10.2 Encourage new developments to implement “low impact development” techniques which can better manage stormwater while providing cost savings in terms of land and improvements.



- 2.10.3 Adopt and keep current a stormwater control ordinance requiring best management practices for stormwater control, addressing such issues as detention, release, erosion and siltation, etc.

GOAL 2.11 ENCOURAGE ENERGY EFFICIENCY AND CLIMATE ADAPTATION IN TRANSPORTATION, LAND USE AND BUILDING CONSTRUCTION.

Policies

- 2.11.1 Consider the potential impacts of climate change when developing plans and reviewing projects, including increased flooding and reduced air quality.
- 2.11.2 Encourage new developments to complement and improve development of a grid system to reduce public and private utility and transportation costs.
- 2.11.3 Encourage energy-saving construction and building operation practices and the use of energy-conserving materials in all new construction and rehabilitation of buildings.
- 2.11.4 Encourage small scale, neighborhood compatible, commercial uses to be distributed throughout the community, thus reducing the need to drive to the nearest “big-box” retailer to pick up day-to-day convenience items. This also provides the opportunity for pedestrian access to stores along with the health and social benefits related to pedestrian activity.
- 2.11.5 Stay current on best building and energy conservation practices and encourage and incentivize their use.

GOAL 2.12 PROMOTE THE IDENTIFICATION, MAINTENANCE, AND PRESERVATION OF SPECIAL HISTORIC, GEOGRAPHIC, ARCHITECTURAL, AESTHETIC OR CULTURAL RESOURCES OR STRUCTURES WHICH HAVE SPECIAL SIGNIFICANCE BECAUSE OF HISTORICAL, ARCHAEOLOGICAL, ARCHITECTURAL, RECREATIONAL, SOCIAL, CULTURAL, AND/OR SCENIC IMPORTANCE THROUGH THE DESIGNATION OF HISTORIC LANDMARKS AND DISTRICTS AND THE ADOPTION OF APPROPRIATE INCENTIVES

Policies

- 2.12.1 Work with other public agencies and/or a local historical society to determine priorities and establish methods for public and private funding to achieve this goal.
- 2.12.2 Encourage the development of written narratives and maps for self-guided tours of significant areas and the provision for site markers to identify significant sites.



- 2.12.3 Encourage additions and alterations to significant architectural buildings to conform to the style and period of the initial construction as much as possible.

GOAL 2.13 DESIGN AND BUILD A HEALTHY COMMUNITY TO IMPROVE THE QUALITY OF LIFE FOR ALL PEOPLE WHO LIVE, WORK, LEARN, AND PLAY WITHIN THE CITY.

Policies

- 2.13.1 Continue to build out the city's active transportation network to facilitate pedestrian and bicycle use throughout the city.
- 2.13.2 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.
- 2.13.3 Coordinate with Community Transit to increase mass transit use to reduce the dependence upon automobiles.
- 2.13.4 Decrease 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.
- 2.13.5 Provide opportunities for people to be physically active and socially engaged as part of their daily routine, improving the physical and mental health of citizens by promoting community centers, public/semi-public areas and by offering access to green space and parks where people can gather and mingle as part of their daily activities.
- 2.13.6 Provide opportunities for residents to age in place and remain all their lives in a community that reflects their changing lifestyles and changing physical capabilities.
- 2.13.7 Develop high quality, compact urban communities throughout the region's urban growth area that impart a sense of place, preserve local character, provide for mixed uses and choices in housing types, and encourage walking, bicycling, and transit use.

Chapter 3: Housing



A VISION FOR HOUSING

The City of Lake Stevens will provide a fair and equitable regulatory framework that supports the creation of high-quality and diverse housing types that meets the needs and preferences of the community across all income levels and demographics.

INTRODUCTION

The Housing Element serves as a roadmap for providing housing opportunities for current and future Lake Stevens residents at all income levels and across a variety of housing types, while recognizing the unique characteristics of the community and natural environment. It is largely guided by Statewide Planning Goal 3 as outlined in RCW 36.70A.020, and includes:

- A description of the local, regional and state context;
- An inventory and analysis of existing and projected housing needs;
- Goals, policies and objectives;
- An evaluation of new state requirements and growth targets;
- Provisions for the preservation, improvement and development of housing;
- Identification of sufficient land for housing; and
- Provisions for existing and projected needs of all economic segments of the community.

This element examines Lake Stevens' current housing inventory, evaluates its condition, and illustrates how housing options addressing the diverse needs of the community can be accommodated over the next 20 years. While Lake Stevens is not mandated or expected to directly construct housing units, it is the city's responsibility to facilitate and advocate for housing development by both private and public sectors through the city's planning frameworks and regulations.

As discussed in more detail later in this chapter, Lake Stevens has a demonstrated need for a variety of housing types, including single-family residences, middle housing, accessory dwelling units (ADUs), multifamily units, emergency housing, permanent supportive housing and transitional housing. This element provides an overview of housing data and highlights specific trends relevant to Lake Stevens and utilizes numerous sources, including:

- *U.S. Census Bureau's 2022 American Community Survey (ACS) 5-year estimates*
- *2016-2020 US HUD Comprehensive Housing Affordability Strategy (CHAS)*
- *2023 Lake Stevens' Housing Action Plan (HAP) and Housing Needs Analysis (HNA)*
- *Washington State Office of Financial Management (OFM)*
- *2023 Snohomish County Housing Characteristics and Needs Report (HO-5 Report)*
- *2021 Snohomish County Buildable Lands Report*

Housing supply and affordability is a regional issue, with each jurisdiction required to do their fair share to ensure they meet the future needs of their community while working collaboratively with neighboring jurisdictions. In Lake Stevens, the city works with the Department of Commerce (Commerce), the Puget Sound Regional Council (PSRC), and Snohomish County to analyze trends and needs to help inform Lake Stevens on how best to plan for future growth in a sustainable, equitable, and collaborative manner.

This chapter's intent is to assess current housing trends, present policies, and craft strategies that will help meet its 2044 population and housing growth targets at a variety of different income levels. As detailed in the Land Use Element (Chapter 2), Lake Stevens currently has the land use to meet its 2044 population and housing targets, with the adoption of the proposed land use map amendments. Lake Stevens' largest existing deficit of housing is that which serves households making less than 80% of the area median income (AMI), most notably at or below 30% of AMI (extremely low income). Lake Stevens will require a combination of policies, regulations, programs and partnerships to meet these needs.

PLANNING CONTEXT

State Planning

Per RCW 36.70A.070(2), the Housing Element is one of the six mandatory elements required by the Growth Management Act (GMA). The GMA has seen extensive changes related to housing since this element was last updated in 2015. Most prominent among these changes was the adoption of House Bill 1220 (2021), which revised the language in the GMA to require jurisdictions to “plan for and accommodate” housing affordable to all income levels, based on growth targets at a variety of income levels. HB 1220 also added requirements related to the provision of permanent, transitional, and emergency housing, which are discussed later in this chapter. Overall, the GMA requires comprehensive plans to:

- Include an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth;
- Include a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences, middle housing, and multi-family housing at all income levels;
- Identify and amend policies, regulations, and implementation measures that may result in racially disparate impacts, displacement and exclusion in housing;
- Identify sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, permanent supportive housing and emergency housing, transitional housing, and group homes and foster care facilities; and
- Make adequate provisions for existing and projected needs of all economic segments of the community.

In addition, 2023 saw the adoption of middle housing and accessory dwelling unit (ADU) bills (HB 1110 and HB 1337) that aim to further expand infill housing opportunities, which will be an important source of future housing given the city’s lack of vacant land. These bills’ main focus is increasing the potential supply of moderate-income and market rate housing in the region at moderate densities. As a Tier 2 jurisdiction as defined by House Bill 1110, Lake Stevens is required to allow at least two dwelling units per lot that is residentially zoned, and at least four units per lot that is either within ¼ mile of major transit stops or provides at least one affordable unit. HB 1337 provides the ability to develop up to two accessory dwelling units (ADUs) per residential lots. The city amended its development code in March 2024 to comply with both HB 1110 and 1337 and has factored this additional capacity into its analysis of future housing needs.

Regional Planning

PSRC’s VISION 2050 plan provides a regional strategy for housing in the four-county Puget Sound region. VISION 2050’s policies are based on the regional growth strategy and emphasize locating housing near growth and employment centers and along transportation corridors.

Housing

Goal: The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.

Vision 2050 Housing Goal (Source: PSRC)

Key housing-related elements of this strategy include:

- Designing diverse housing to align with the Regional Growth Strategy, ensuring a balance of job opportunities and housing for current and projected needs.
- Providing a spectrum of housing types for all income levels, especially prioritizing low- to middle-income households, and ensure an equitable regional distribution.
- Enhancing housing options, especially affordable ones, in areas near transit infrastructure, bridging the density gap between single-family and multifamily units.
- Promoting homeownership opportunities, particularly for low- to middle-income groups, while addressing historical disparities faced by communities of color.
- Encouraging jurisdictions to streamline development standards and foster inter-jurisdictional collaborations and public-private partnerships for better housing solutions.
- Proactively identifying and addressing potential displacement risks for marginalized communities, deploying strategies to minimize associated impacts.

Countywide Planning

In advance of each Comprehensive Plan Periodic Update cycle, Snohomish County adopts an updated set of countywide planning policies (CPPs), which must be consistent with the GMA and Vision 2050. The current CPP (as amended in 2021) for housing reads:

“Snohomish County and its cities shall promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing stock that is in close proximity to employment, services, and transportation options.”

The countywide planning policies identify numerous challenges that the county and local jurisdictions face over the next 20 years. These include:

- Adequate supply of affordable housing for all household types, income levels, and housing unit types;
- Adequate supply of quality housing options in proximity or satisfactory access to places of employment;
- Community concerns about density and design;
- Adequate resources for, and equitable distribution of, low-income, emergency, transitional and permanent supportive housing;
- Housing types suitable for changing household demographics and an aging population; and
- Maintenance of existing affordable housing stock, including mobile home and manufactured housing.

In 2023, the county issued its Housing Characteristics and Needs Report, also known as the HO-5 Report, which requires the county and cities to create a housing report that:

- Describes the measures that jurisdictions have taken to implement or support housing CPPs;
- Quantifies and maps existing characteristics that are relevant to the results prescribed in the housing CPPs; and
- Identifies the number of housing units necessary to meet the various housing needs of the project population.

Housing growth targets for Snohomish County jurisdictions were derived from the regional growth strategy identified in Vision 2050 and allocated to individual jurisdictions and unincorporated areas following a collaborative process through Snohomish County Tomorrow. For the 2020-2044 planning period, Lake Stevens was allocated an additional 4,915 additional housing types. As shown in Figure 3.1, these housing units are allocated at specific household income levels, and the city must demonstrate the capacity to accommodate housing types affordable at each income range, based on guidance from the Washington State Department of Commerce.

Overall, the city must demonstrate adequate zoned capacity to accommodate the following projected housing needs based on a percentage of area median income (AMI), which as of 2024 was \$150,700 for a family of four and \$105,400 for a single person:

- 1,168 units at 0-30% AMI (Extremely Low Income)
 - Includes 456 Units of Permanent Supportive Housing (PSH)
- 820 units at 30-50% AMI (Very Low Income)
- 549 units at 50-80% AMI (Low Income)
- 458 Units at 100-120% AMI (Moderate), provided as middle housing units
- 1,920 units at 120% AMI or greater (Market Rate), provided in SFR units
- 304 beds of emergency housing

For permanent supportive housing (PSH) – permanent housing with integrated supportive services that aim to provide housing stability to households with at least one member with a disability - and other extremely low (0-30% AMI) and very low income (30-50%) households, jurisdictions are expected to provide this zoned capacity via multifamily housing, primarily apartments.

The HAP and subsequent analysis show that city has adequate zoned capacity at 50% and above of AMI, which can be met through a combination of detached single-family homes, duplexes, middle housing (triplexes, fourplexes, townhomes, cottage housing) and accessory dwelling units (ADUs). It is the projected need at lower income levels that required the city to consider both map amendments and policy changes to accommodate its full spectrum of housing needs. The proposed map amendments incorporated into Chapter 2 include several targeted map amendments and concurrent rezones to provide more multifamily housing (apartments and condos) opportunities. These include:

- Rezoning areas within and adjacent to the 20th St SE Corridor subarea to Multifamily Residential (MFR), most notably the east side of 99th Ave SE north of 20th St SE;
- Rezoning areas within and adjacent to the Lake Stevens Center subarea to MFR, including a large parcel north of SR 204 at Lundeen Parkway; and
- Rezoning parcels within and adjacent to the Downtown Lake Stevens subarea.

The HO-5 Report prioritizes cost-efficient housing production, exploring diverse infrastructure funding methods ranging from existing revenue streams to impact fees and bonds, ensuring they mirror the cost of new public amenities without unduly inflating housing costs. A cornerstone of the county's approach is the promotion of long-term affordable housing. This involves deploying a suite of incentives, from zoning changes to density bonuses. Additionally, metropolitan and core cities, especially those with high transit connectivity, are tasked with implementing strategies that protect historically marginalized communities from displacement, ensuring that both residents and neighborhood-based businesses are preserved and supported.



Figure 3.1 – 2044 Growth Targets by Income and Associated Housing Type

Source: Snohomish County, City of Lake Stevens

Lake Stevens Planning

As the demographic patterns in the county change, housing demand and needs will also continue to change. Over the past 15 years, the city has undertaken extensive subarea planning efforts as well as adopted zoning and development code amendments that have increased housing options, densities, and capacity in the city. These include code amendments in 2020 that expanded middle housing opportunities in most residential zones, well ahead of the adoption of HB 1110 and HB 1337 in 2023. These regulations support a shift from lower-density single-family housing to moderate-density housing and more efficient land use, which provides housing opportunities to a broader range of incomes.

In 2023, the city adopted a Housing Action Plan (HAP) that serves as the housing needs analysis (HNA) and general policy foundation for this Housing Element and is included as an appendix to the Comprehensive Plan. The HAP, along with the HO-5 Report, showed that the city had adequate zoned capacity to meet its overall housing growth targets and those at higher income ranges (80% of AMI and above), but that additional zoned capacity was needed to accommodate housing units at types affordable at below 80% of AMI, most notably apartment units and other multifamily residential housing (Figure 3.2).



Figure 3.2 – Comparison of 2021 Zoned Capacity to 2044 Growth Targets

Source: City of Lake Stevens, Snohomish County BLR

INVENTORY AND ANALYSIS

Population Data

According to the Washington State Office of Financial Management (OFM), the populations of Snohomish County and the larger four-county region both grew by approximately 20% between 2010 and 2023 (Figure 3.3). Lake Stevens has witnessed even more rapid population growth during this period, growing from just under 30,000 residents (which accounts for a series of annexations between 2006 and 2009) to 41,260 in 2023, an increase of nearly 40% (Figure 3.4).

In the past decade, the city has methodically annexed lands within the Urban Growth Area (UGA), adhering to a vision of establishing "One Community Around the Lake." Approximately 400 acres remain within the city's UGA, situated to the northeast and southeast, which are available for annexation. While annexations have played a major role in the city's population growth (including a large annexation in 2021 that added approximately 3,000 residents), new housing production has also contributed significantly to this growth, as discussed in the next section.

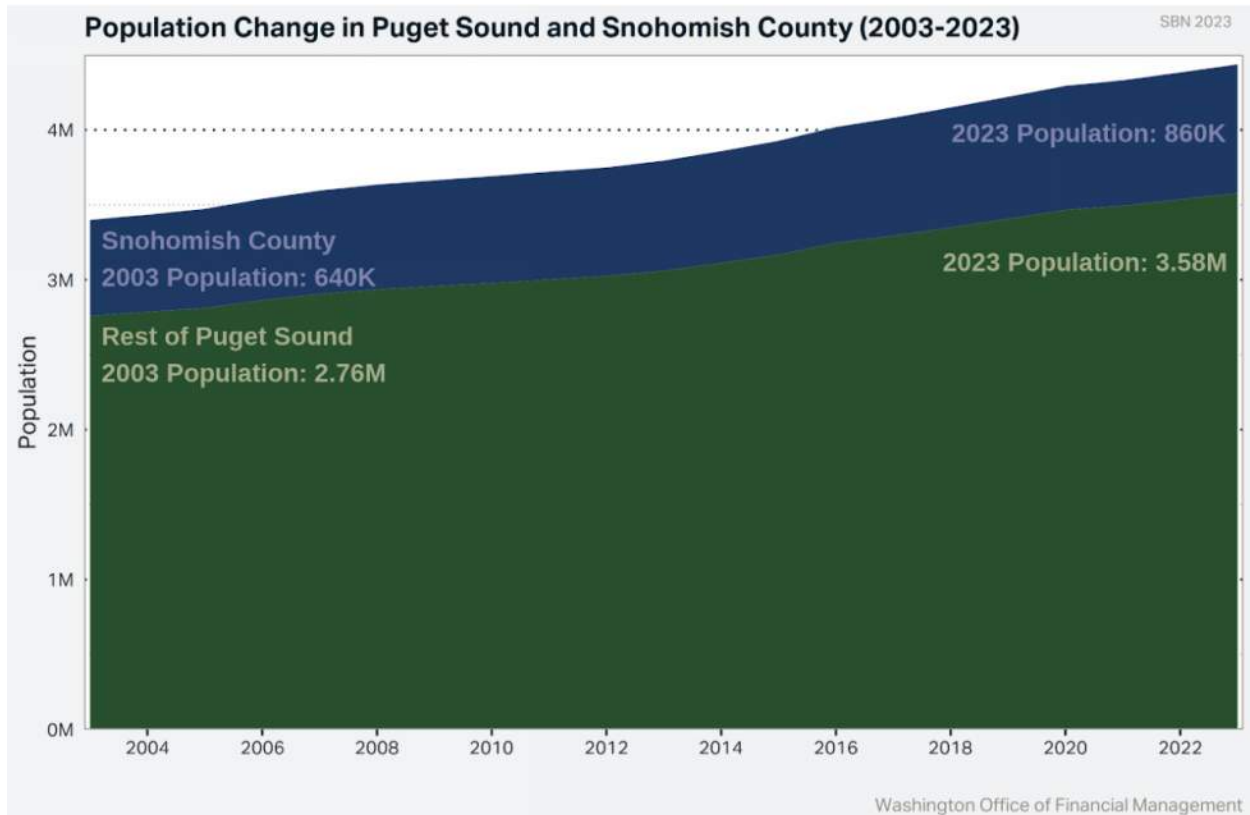


Figure 3.3: Population Change in Snohomish County and the Region (Source: OFM)

According to the 2022 ACS, the median age of Washington residents is 38.4, nearly identical to that of Snohomish County at 38.8. Lake Stevens' median age sits just below that of the state and county at 34.4. The age distribution of Lake Stevens shows a larger percentage of young families, with a relative gap of individuals in their 20s (Figure 3.5). Approximately 8.7% of the population in Lake Stevens is aged 65 and over. Planning for the future housing needs of these demographics, which may include an increased need for multifamily dwellings, senior housing, assisted living facilities, group homes, and infill housing, will be important to adequately accommodate an aging population and those just entering the housing market in the near future.

Lake Stevens currently has an average household size of 2.94 people, which is the largest in Snohomish County. The city of Lake Stevens is less ethnically diverse than Snohomish County, with approximately 85% of its 2020 population identifying as non-Hispanic White, as shown in Figure 3.5. As discussed later in this chapter, there are differences in housing tenure (rental vs ownership) by race and ethnicity that merit additional discussion and policy considerations.

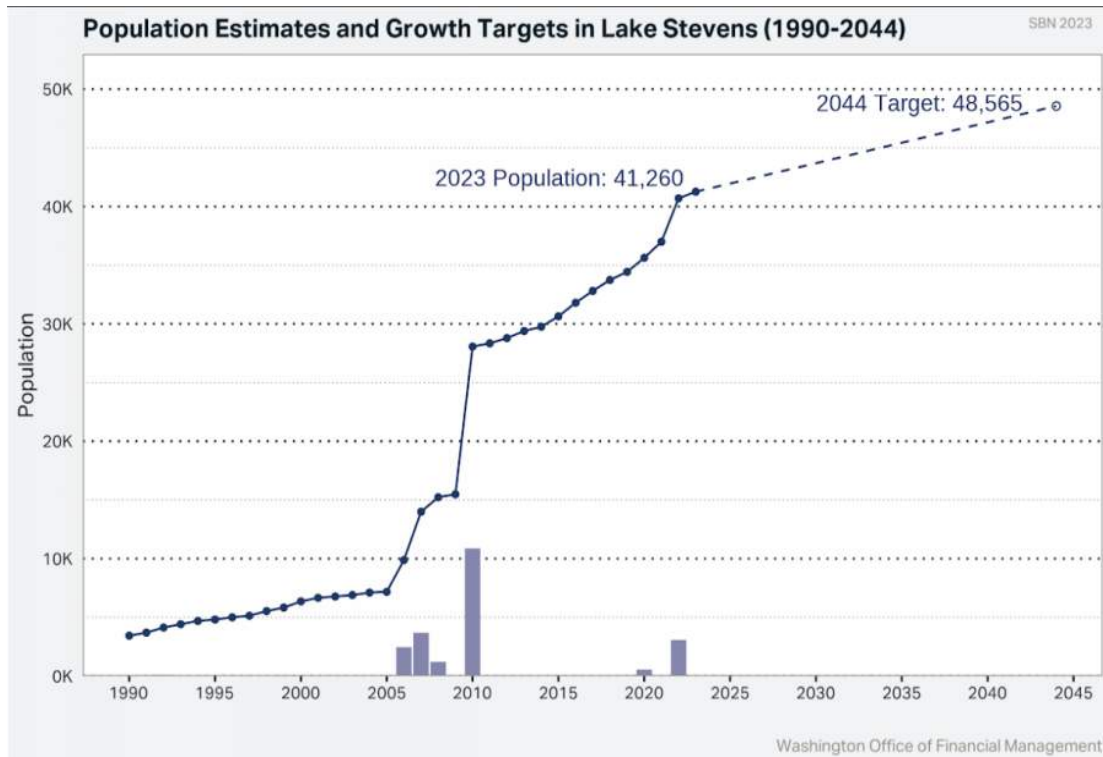


Figure 3.4: Population Growth and Projections in Lake Stevens (Source: OFM)

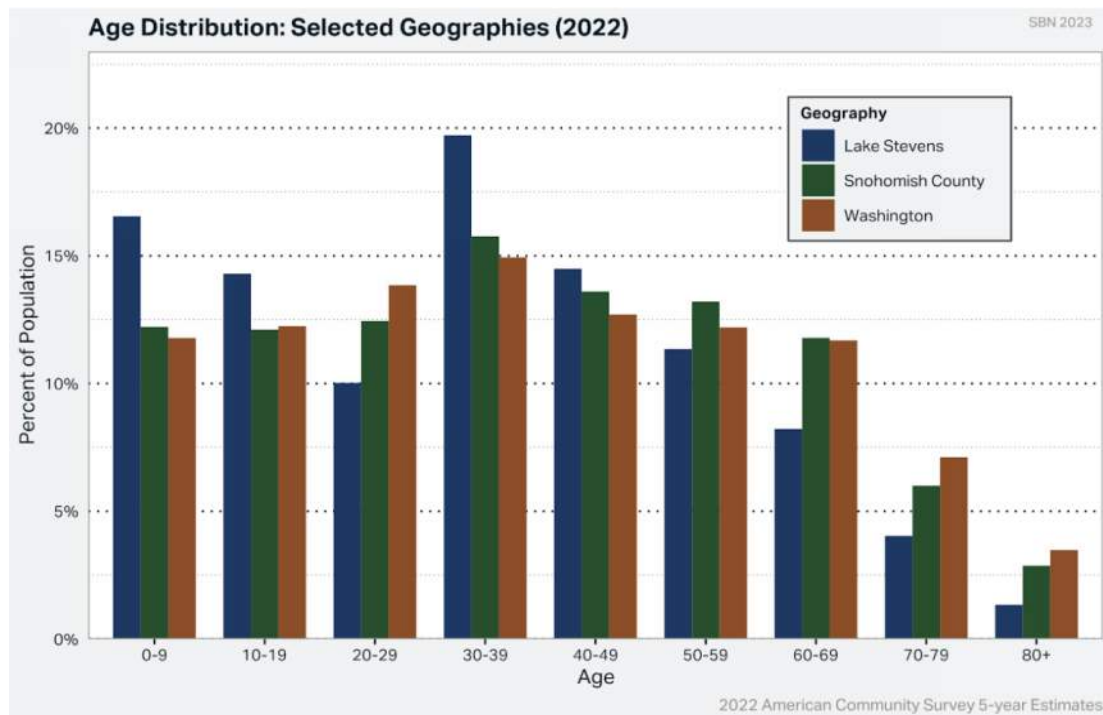


Figure 3.5: Age Distribution in City/County/State (Source: 2022 5-Year ACS)

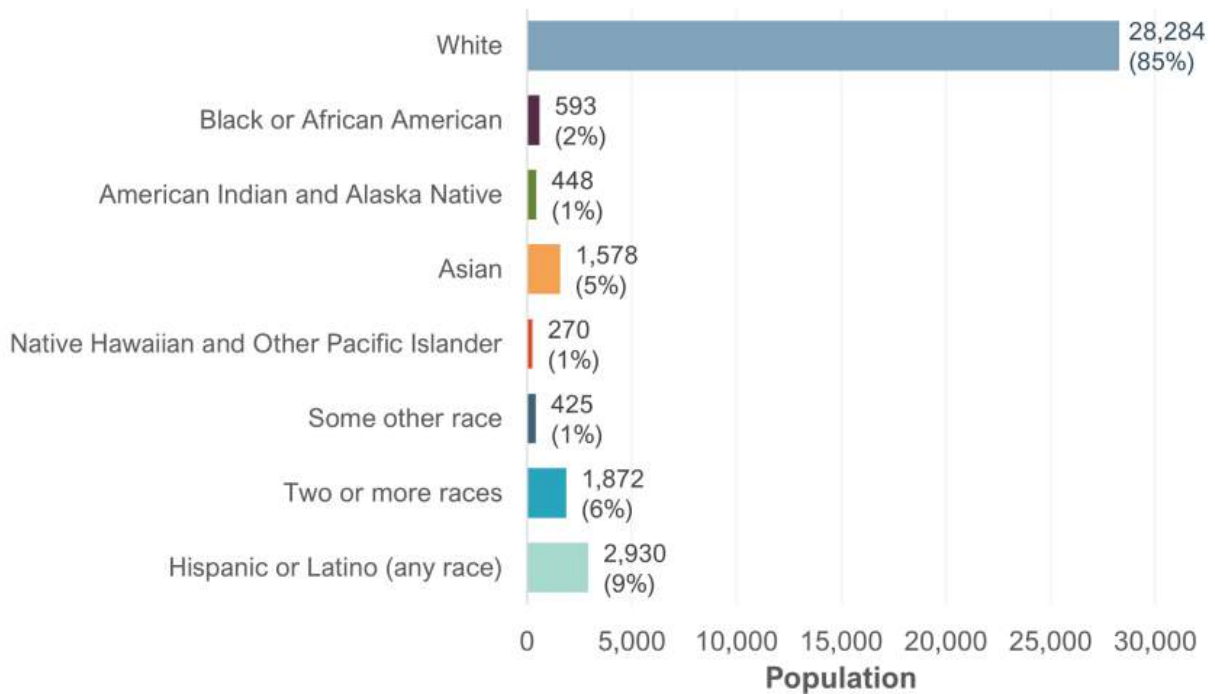


Figure 3.6: City Population by Race and Ethnicity, 2020 (Source: 2020 5-Year ACS)

Housing Stock

According to OFM data, as of April 2023 there were an estimated 14,516 dwelling units in Lake Stevens and 336,690 dwelling units in Snohomish County. Lake Stevens has a significantly higher percentage of its housing stock comprised of detached single-family homes (81.2%) than the county (64.6%), reflecting its history as a suburban bedroom community. Historically, the city has lacked a supply of mid-size and large multi-family buildings, as shown in Figure 3-7.

According to the 2022 ACS, the percentage of owner-occupied units in Lake Stevens was 76.4%, compared to 68.6% in Snohomish County. This has grown slightly since 2012 (74.3%), when the county average was 67.3%. During this period, the statewide ownership rate has remained relatively stable at around 64%, while the rate in the four-county Puget Sound region has decreased slightly from 61.7% to 61%. This suggests a local housing market more supportive of homeownership than elsewhere in the county and region – recent sale prices in the city may reflect more affordable units than nearby jurisdictions. According to the HAP, rental vacancy rates as of 2022 were about 3%.

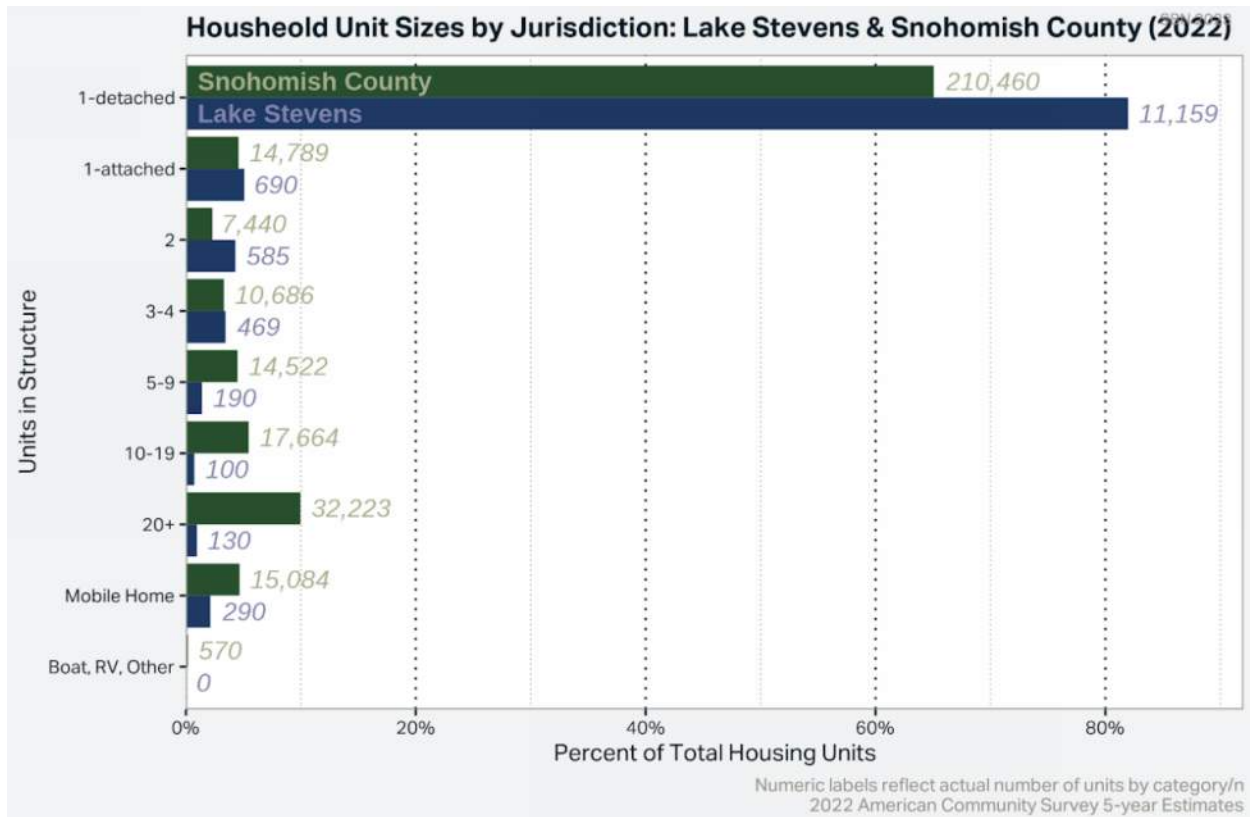


Figure 3.7 – Household Unit Size by Jurisdiction (Source: 2022 5-Year ACS)

The average lot size in Lake Stevens varies by zone, which are described in more detail in Chapter 2 (Land Use). Historically, most homes were on lots with 9,600 square feet or more. Through the 1990s and early 2000s, several planned residential developments (PRDs) were constructed with smaller lot sizes between 4,000 and 6,000 square feet. Many of the areas annexed into the city between 2000 and 2009 contained small-lot subdivisions. While lot sizes have decreased, home sizes have increased during the same time, which has impacted housing affordability. Recent city ordinances have greatly diversified lot sizes and density allowances to support more efficient and affordable housing options, with up to four units now allowed in most residential zones via the city's infill housing ordinance.

Following these recent code amendments and subarea planning efforts, the city has increased its supply of middle housing and multifamily housing in recent years. Between 2010 and 2022, the city added nearly 3,000 housing units (not including existing units that were annexed), including nearly 1,300 units between 2020 and 2022. As shown in Figure 3.8, over 400 new multi-family units were completed between 2020 and 2022, adding an important supply of rental housing and more affordable options than detached single family residences. The city receives credit towards its 2044 growth target for this recent supply.



Figure 3.8 – Housing Units Completed, 2010-2022 (Source: OFM)

Household Income, Housing Costs and Housing Equity

One of the most significant challenges confronting Lake Stevens is assessing and addressing housing affordability for its residents. Residents' quality of life is heavily influenced by their ability to find housing that meets their needs and within their financial capabilities.

"Affordable housing" is generally understood as housing that is within reach for households earning up to 80% of the Area Median Income (AMI). Such households are categorized as "low-income." Those earning up to 50% of the AMI are termed "very low-income," while those at or below 30% of the AMI are identified as "extremely low-income." These income ranges are reflected in the housing growth targets discussed earlier in this chapter, with the city expected to provide housing types that meet the needs of households at a variety of incomes.

In Lake Stevens, households of color tend to have a higher representation among renters and those with lower incomes. Out of all households, around 16% identify as households of color, including Hispanic/Latino households. These households are more likely to rent, with about 48% renting their homes, compared to 42% of white households. By income, 38% of households of color fall into the category of low income (earning less than 80% of the area's median income), a percentage that is notably higher than the 29% seen in white households. Housing affordability challenges are more pronounced for households of color. While 53% of all renters in Lake Stevens experience housing cost burdens, this figure jumps

to 64% for renters of color, indicating a significant disparity in financial strains related to housing.

The term "housing affordability", as recognized by lenders, real estate sectors, and government agencies, is based on the concept that housing expenses should not exceed 30% of a household's gross monthly income. For homeowners, this percentage encompasses taxes, insurance, and other housing-related costs. In the context of rentals, utilities are accounted for within this 30% bracket.

Figure 3.9 illustrates the proportion of Lake Stevens households by race/ethnicity and income for the year 2019. Overall, approximately 51% of city households make 100% or more of the region's median family income (MFI), including 53% of non-Hispanic households and 44% of minority households. Approximately 29% of non-Hispanic white households make 80% or less of AMI, compared to 38% of minority households. In response, the city has developed several equity-related policies to address racial disparities in household income and housing opportunities.

Households spending beyond this threshold are labeled "*cost burdened*." Those allocating more than 50% of their monthly income to housing are deemed "*severely cost burdened*," which jeopardizes their ability to cover essential needs such as food, transportation, and healthcare. While Lake Stevens has a slightly higher median income than the county, significant sections of the city's population face housing as a notable financial burden. According to CHAS data, nearly 20% of the city's households have incomes below 50% of the Area Median Income (AMI), highlighting the crucial need for affordable housing options.



Figure 3.9 – Households by Race/Ethnicity and Income (Source: 2015-2019 CHAS)

As shown in Figure 3.10, as of 2019 housing cost burden was a significant issue in Lake Stevens. Given the region’s high housing costs, this problem is not unique to Lake Stevens, and has been increasing over the past decade. However, race and ethnicity are significant factors in housing cost burden, with 64% of minority households cost-burdened or severely cost-burdened, compared to 49% of non-Hispanic white households. Approximately 16% of city residents – about one of out every six residents – are severely housing cost burdened.

The median home sales price in Lake Stevens in 2023 was \$755,000. In order to afford the median home price without being cost-burdened, a family of four would require an annual income of at least approximately \$180,000 per year based on an assumed 20% down payment and 6% interest rate, which is approximately 120% of the county AMI. Rental households are on average smaller in size that those that own their own homes. However, smaller units are more difficult to find in Lake Stevens, with only 21 percent of units being comprised of one or two-bedroom units, while 47 percent of total households in the city include two individuals or less. This indicates a need for more one and two-bedroom units in the city to support the needs of the large number of smaller households.

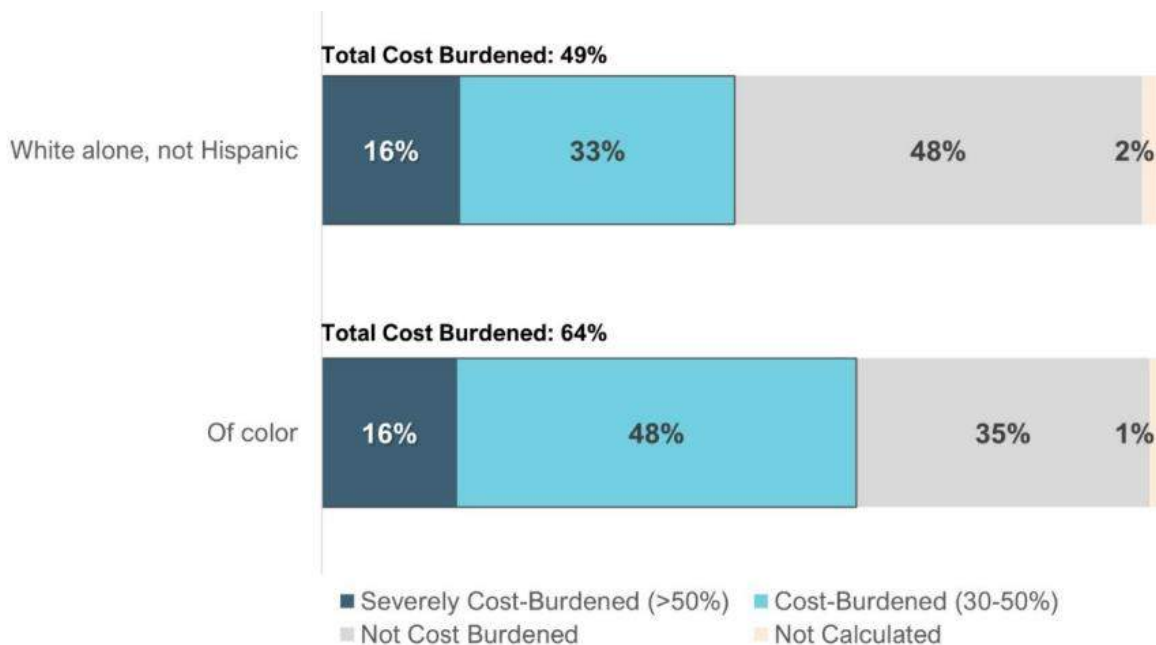


Figure 3.10 – Housing Cost Burden by Race/Ethnicity (Source: 2015-2019 CHAS)

Future Housing Needs

The Snohomish County Council adopted a 2044 population target of 1,136,309, which translates to a need for approximately 167,000 additional housing units. As discussed at the beginning of this chapter, Lake Stevens’ 2044 housing unit target is 4,915 additional units. Following code updates and zoning changes, Figure 3.2 shows that the city has adequate overall capacity to meet this growth. However, per Figures 3.1 and 3.11 over 50% of this housing need is at or below 80% AMI, needs which cannot be met by the city’s current and projected supply of land for detached single family residences.

Land Use Map and Policy Amendments to Accommodate Future Housing Needs

The Land Use Element identifies land area for single-family, multifamily and mixed-use housing as well as transitional, emergency, and permanent supportive housing. As discussed in Chapter 2, this plan has incorporated several land use map amendments to increase the supply of land that can accommodate multifamily housing, which in addition to accessory dwelling units (ADUs) is the assumed housing type for households with incomes $\leq 80\%$ AMI.

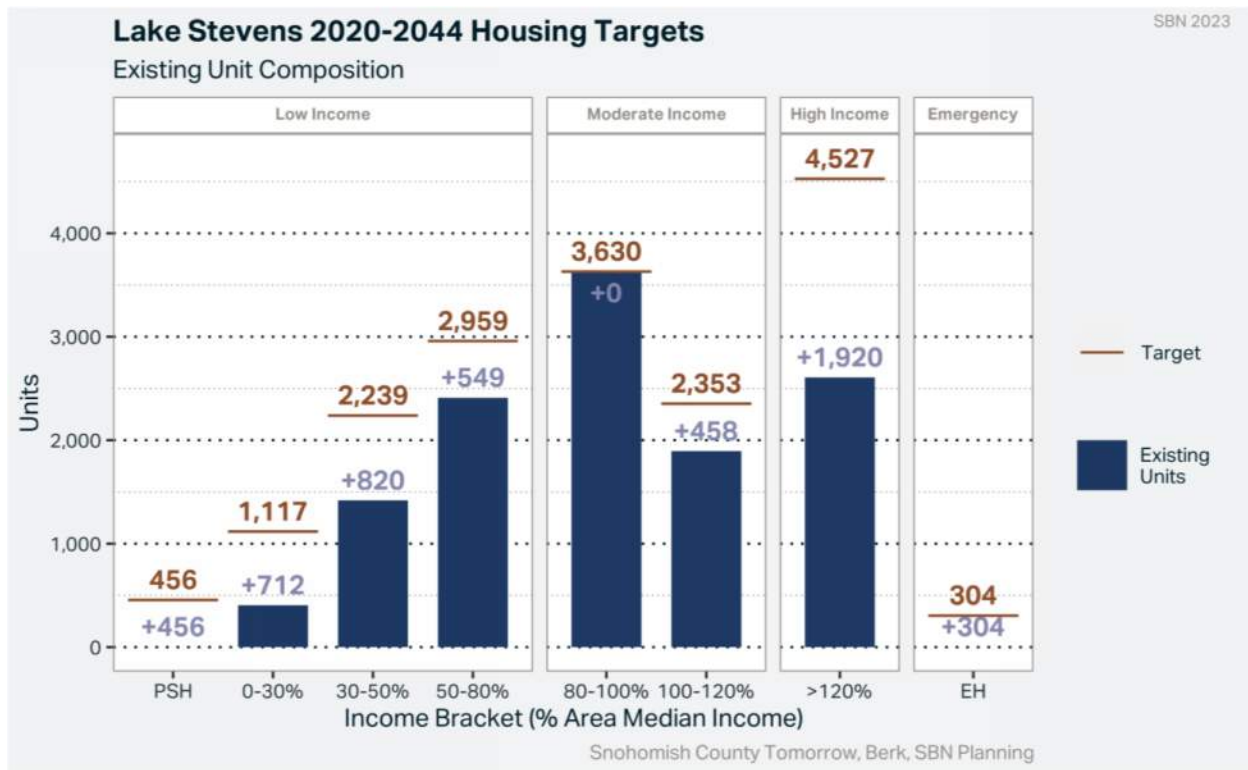


Figure 3.11 – Existing Housing and Housing Needs by Income (Source: 2021 BLR)

In addition, the city has identified a number of strategies to meet its housing targets across all income ranges and housing types and address preferences for different types of housing. Increased housing choices will help ensure the city's housing supply meets the needs of a diverse population. By allowing additional mixed-use neighborhoods and adopting policies and implementing code language that permit duplexes, triplexes, fourplexes, townhomes, and other middle housing throughout the city, Lake Stevens has taken strides to allow a wider variety of housing. In addition, the city has embraced small lot development as a standard for subdivisions. As new and innovative housing patterns emerge to provide increased housing affordability, the city will evaluate how these are compatible with existing neighborhoods.

Racially Disparate Impacts and Risk of Displacement

As amended, the GMA requires cities to analyze zoning, policies and other conditions that have resulted in racially disparate impacts – that is, historic decisions that have resulted in decreased housing opportunities for minorities, manifested in things such as lower home ownership rates and higher housing cost burden, which are discussed above. This housing element includes several proposed policies that aim to address and reduce these disparities in an effort to provide more equitable housing opportunities for the entire community.

Given the lack of vacant land, the city will need to rely primarily on infill development and redevelopment to meet its housing growth targets. However, this also increases the risk of displacement of existing residents, including lower income and minority residents. The goals and policies in this chapter also address mitigating the displacement of existing residents that could result from new development.

Permitting and Supporting Permanent Supportive Housing and Emergency Housing

Under the GMA, cities are required to provide policy language that:

- Allows emergency housing and emergency shelters in all zones that allow hotels (Commercial District, Central Business District, and Local Business) and eliminates impact fees for emergency housing. Per its growth targets, the city is required to demonstrate it has the capacity (beds) for 304 people requiring emergency housing, which it does within its existing commercial zones. The updated goals and policies in this section provide new language supporting this requirement.
- Allows permanent supportive housing and transitional housing in all zones that allow hotels and/or residential uses. As discussed in Chapter 2, the city has determined that it has adequate capacity within its existing commercial districts (which allow hotels) to accommodate the allocated 456 units of PSH, and new policy language has been added to this chapter supporting this requirement.

STRATEGIES TO ACHIEVE HOUSING AFFORDABILITY

Lake Stevens has a vested interest in improving housing affordability for all of its residents. Housing affordability is a function of land availability, density of development, local household income, and quality of housing. This is in line with the city's desire to be a sustainable community. With the residential design guidelines, careful site planning, open space, and environmental review standards, these types of developments can successfully be integrated into the Lake Stevens community. The following section includes a description of specific land use strategies that support a sustainable and affordable community for all residents.

The following section includes many land use strategies that implement housing affordability goals and policies and is largely based on the 2023 HAP. For example:

- The city has adopted a variety of zones, including high-density residential and mixed-use, to increase development efficiency;
- The city allows innovative housing options, such as small lot single family and middle housing, in most of its residential zones, and complies with HB 1110 and 1337 (2023);
- The city has adopted cluster subdivision and planned residential subdivision regulations;
- The city permits up to two accessory dwelling units per residential lot;
- The city has created density bonus provisions within its subareas; and
- Current city regulations support mixed-use development and home occupations.

As the city updates its procedural and development regulations, it will look for implementation opportunities to develop codes that support increased access to affordable housing. More innovative strategies that incentivize affordable development, such as reduced parking minimums, may also be explored in areas with access to essential services and amenities. Providing opportunities and resources for alternative development and ownership models, such as co-op housing and alternative, community land trusts, and bespoke financing, may greatly increase all residents' equity generation opportunities. The city will also continue to be an active participant with the Alliance for Affordable Housing, Housing Authority, and Snohomish County on housing topics.

Land Use Strategies

- ***Increasing Housing Capacity:*** Increasing opportunities for development in targeted areas throughout the city not only facilitates the development of additional housing but also broadens the scope for establishing diverse residential, commercial, and mixed-use spaces within the target area, contributing to a more vibrant community.

Reducing per-unit land costs can be directly approached by decreasing minimum lot sizes, increasing height limits, and enabling higher-density utilization. The city must

evaluate aspects such as compatibility with existing residences, potential expansion of utilities, and adherence to long-range population forecasts, ensuring infrastructural and service provision capacity aligns with future urban demands.

- **Lot Size Averaging:** Lot size averaging within new subdivisions allows varied lot sizes to facilitate minimum densities on sites encumbered by critical areas and associated buffers and setbacks.
- **Innovative Housing Options:** Innovative housing encourages diversity in housing choices ranging from large-lot single-family residences to small-lot developments or middle housing, including duplexes, triplexes, fourplexes, townhomes, and accessory dwelling units. Innovative housing options are meant to expand options for a different segment of the population, including singles, single-parent households, starter families, and seniors.
 - **Small Lot:** Small lot zoning districts such as those included in the High-Density Residential land use and alternative subdivision methods, including Planned Residential Developments and Cluster Subdivisions, allow denser housing options, with specific design review and controls to integrate these developments into existing neighborhoods.
 - **Infill Housing:** As large tracts of vacant land are developed, “urban infill” will provide the majority of the city’s housing supply. Infill development may include short subdivisions on large lots or the redevelopment of existing parcels without the demolition of existing structures. Infill development provisions already established in Lake Stevens allow for attached and detached single-family housing, small multifamily complexes (e.g., triplexes and fourplexes), and accessory dwelling units to meet density and affordability goals. The city updated code amendments in 2020 and 2024 that greatly expanded infill housing opportunities throughout the city.
 - **Minimum Densities:** Jurisdictions may require that new subdivisions or multifamily developments achieve minimum densities as opposed to a maximum land use density. This approach can help discourage sprawl, reduce the unit cost of land, and improve the cost-effectiveness of capital finance plans.
- **Density Bonuses:** Providing density bonuses in exchange for the construction of affordable housing can incentivize a developer to provide such housing. Alternatively, the city could adopt policies to reduce development standards for projects that provide affordable housing, including but not limited to reduced setbacks, street standards, parking, sidewalks, and utilities. As a tier 2 jurisdiction, HB 1110 has imposed some minimum density bonuses for middle housing, but the city may want to explore additional changes beyond the minimum to support broader housing goals.
- **Inclusionary Zoning:** Inclusionary zoning programs typically require that a percentage of lots in a new subdivision or residential units in a new apartment project

be set aside for low-cost housing. Density bonuses are often provided to offset the cost of the inclusionary requirement.

- **Cluster Subdivisions:** Cluster subdivisions offer a means of keeping housing development costs down by reducing minimum lot sizes and confining development to the most suitable portion of a building site. Cluster housing may entail the use of shared driveways and parking areas, reduced but more usable yard space, and architectural "techniques" to maintain privacy and a sense of space.
- **Planned Residential Development (PRD):** The city also encourages PRDs that offer incentives to projects that integrate mixed-income housing and mixed types of housing (detached, duplex, and apartments) and encourage clustering to achieve desired densities while protecting environmentally sensitive areas. PRDs do not directly provide affordable housing but make more efficient use of land and capital facilities to keep costs lower.
- **Shared Housing:** With the steady trend of larger houses for fewer people, there is a greater opportunity for shared housing arrangements, whereby non-related persons live together and share the housing costs.
- **Cottage Housing Developments (CHD):** Cottage housing developments have been proposed to provide smaller detached housing in single-family neighborhoods.
- **Cluster Housing:** Cluster housing is an architectural/design technique used in urban settings to obtain high-density single-family units on small lots. This may include cluster housing around joint community areas.
- **Manufactured Housing:** Manufactured (mobile and modular) housing provides an established record of successfully addressing affordable housing needs. Manufactured homes may occur throughout the city in standard residential neighborhoods or in dedicated parks.
- **Mixed-Use Development:** Mixed-use developments integrate various land uses into a single development or district, such as office, commercial and residential buildings grouped together in a single building or around a single site. Mixed-use developments may offer more acceptable sites for higher-density housing than established single-family neighborhoods. Mixed-use developments situated along transportation routes can help reduce reliance on private vehicles, provide housing opportunities for persons who require public transportation, and may produce an income stream from commercial rents that help subsidize low-cost housing.
- **Home Occupation/Live Work:** Another innovative housing concept is allowing expanded home occupations or live/work arrangements, where the homeowner could maintain a business inside or separate from the home. Traditional home occupation rules require that all activity occur inside the home with strict limits on signing, appearance, etc. The newer concept would have a more mixed-use appearance where a professional office could occur on a first floor, with a residence occupying the balance of the building.

Administrative Procedures

- ***Streamlined Approval Processing:*** Holding costs are one of the hidden expenses in a housing development budget. They include the variety of costs involved in carrying a project through the development phase, such as insurance, office and staff, equipment, security patrols, landscape maintenance, the financing of land and construction, etc. Shorter approval periods translate into less expensive development costs. Many jurisdictions in Snohomish County are studying or have adopted permit streamlining for affordable housing projects. It has proven successful in reducing the processing time for projects while ensuring compliance with development codes.
- ***Priority Permit Processing:*** Priority permit processing can reduce housing costs by minimizing the amount of time and expense involved in permit and approval processing. The more permits that receive priority attention, however, the less valuable the incentive may become if the priority waiting line is as long as the normal waiting line. Priority processing is most effective when used selectively, such as an inducement to develop a particular type of housing the market is not currently producing. If priority processing is offered as an incentive to develop low-cost housing, the city should establish a means of ensuring the housing is actually occupied by persons in need of low-cost housing and the housing remains affordable for an extended period.
- ***Impact Mitigation Payment Deferral:*** Jurisdictions can minimize the effect of impact fees on market-rate housing by deferring the collection of impact mitigation payments from the permit approval stage of development to either final project approval or occupancy. In Lake Stevens, for instance, school mitigation fees are deferred to the building permit stage rather than at the subdivision phase. Deferring the collection of impact fees can reduce the developer's finance costs.

Housing Production & Preservation Programs

- ***Housing Preservation:*** Existing housing often provides the best source of affordable housing. As such, preservation and enhancement of the existing stock must be a key element in a program for assuring affordable housing.
- ***Public Housing Authority:*** While the city has not created its own housing authority, the Housing Authority of Snohomish County, created pursuant to the enactment of the Housing Authorities Law in 1939, provides housing assistance within the city limits. The city is also a member of the Alliance for Affordable Housing.

The Housing Authority can underwrite the cost of low-income housing development by various means, including eligibility to administer HUD housing assistance programs and payment contracts, exemption from property taxes on housing authority facilities, and authority to issue tax-exempt bonds and low interest bond anticipation notes. Under state statute bonds and other obligations of a housing

authority are neither a debt of its respective city nor are cities liable for housing authority obligations.

- **Public Development Authority (PDA):** Jurisdictions interested in coordinating their initiatives in the areas of economic development, community revitalization, and low-income housing may consider creating a public development authority (PDA) to achieve these ends. Under RCW 35.21.730-757, cities or towns to “improve general living conditions in the urban areas of the state” and “to perform all manner and type of community services” may create PDAs.

PDAs may exercise many of the powers of housing authorities, such as owning and selling property, contracting for services, loaning and borrowing funds, and issuing bonds and other debt instruments. Any property owned or operated by a PDA that is used primarily for low-income housing receives the same exemption from taxation as the municipality that created it. By statute, all PDA liabilities must be satisfied exclusively from PDA assets and PDA creditors are denied any right of action against the municipality that created it.

- **Public and Nonprofit Housing Developers:** A less direct mode of involvement may be to establish cooperative agreements with public or nonprofit housing developers to ensure adequate levels of low-income or special needs housing is available in the community. In addition to the Everett and County housing authorities, there are nonprofit organization and other potential partners to assist with the production of emergency housing (including homeless shelters), permanent supportive housing, and transitional housing.

The city may encourage the production of these types of housing by committing land use incentives, modified development standards, surplus land or financial resources to a housing authority or nonprofit-sponsored projects targeted for their jurisdiction.

- **Market Housing:** By far, private market housing provides the greatest number of dwelling units in Lake Stevens. Lake Stevens currently has a surplus in zoned capacity for market-rate housing serving residents at or above 100% AMI. While affordable and moderate-income housing supply should be prioritized, it is important to maintain housing options for all income brackets in the city. There is some evidence that providing opportunities for market-rate housing as residents’ incomes increase maintains vacancies at more affordable tiers.

GOALS AND POLICIES

GOAL 3.1 PROVIDE A RANGE OF HOUSING TYPES AND CHOICES TO MEET THE CURRENT AND FUTURE HOUSING NEEDS OF LAKE STEVENS RESIDENTS REGARDLESS OF INCOME LEVEL OR DEMOGRAPHIC STATUS.

Policies

3.1.1 Plan for and zone sufficient buildable lands to meet the city’s housing growth targets at all income levels and accommodate a variety of housing types and densities throughout the city, including single-family, manufactured housing, middle housing, multifamily, mixed-use and accessory dwellings.

3.1.2 Consider the cumulative impact of map amendments, rezones and land use policy decisions that may reduce affordability, contribute to displacement of existing residents and impact employment or residential capacity.

3.1.3 Continue to allow diverse subdivision methods including short subdivisions, formal subdivisions, cluster subdivisions, planned residential developments and unit lot subdivisions to create diverse buildable lot types throughout the city.

3.1.4 Allow a variety of middle housing types in all residential zoning districts.

3.1.5 Encourage the distribution of multifamily housing including apartments, condominiums, townhomes and multiplexes throughout the city in appropriate zoning districts and in mixed-use and commercial developments.

3.1.6 Permit manufactured homes in all residential zoning districts in the city and encourage their preservation as a source of affordable housing.

3.1.7 Allow up to two accessory dwelling units per residential lot and encourage their development as an opportunity for affordable home occupancy or ownership.

3.1.8 Explore updates to city programs such as the Multifamily Tax Exemption (MFTE) program that have the potential to increase the city’s supply of affordable housing.

3.1.9 Identify strategies to increase multifamily and mixed use housing supply within the city’s subareas.

GOAL 3.2 INCREASE THE OPPORTUNITY FOR ALL RESIDENTS TO HAVE FAIR AND EQUITABLE ACCESS TO AFFORDABLE, SAFE, AND SANITARY HOUSING.

Policies

3.2.1 Provide opportunities for supportive, mixed income and affordable housing throughout the city. Some clustering of supportive and affordable housing may be appropriate within proximity to public transportation, medical facilities or other essential services.

3.2.2 Support land uses and development regulations designed to increase housing opportunities for current and future residents, seniors, disabled, or other special-needs populations in proximity to shopping, health care, services, recreation facilities and public transportation.

3.2.3 Encourage a range of independent living, assisted living and skilled care facilities affordable to seniors and other special-needs residents at a variety of income levels throughout the city.

3.2.4 Allow emergency housing and emergency shelters in all zoning districts where hotels are permitted and adopt a clear and objective process and standards for their siting, with a focus on areas within proximity of transit and services.

3.2.5 Allow permanent supportive housing and transitional housing in all zones where either residential uses or hotels are allowed.

3.2.6 Coordinate with regional organizations, housing authorities and nonprofit affordable housing providers to identify emergency housing and shelters, transitional housing and permanent supportive housing options.

3.2.7 Support the acquisition, rehabilitation, and preservation of existing affordable housing by agencies and organizations as an alternative to new construction.

3.2.8 Eliminate impact fees for emergency housing.

3.2.9 Evaluate city policies, regulations and land use patterns that may have contributed to racially or socially disparate impacts and exclusion of certain residents and work to remedy them.

3.2.10 Work with the county and local affordable housing providers to identify areas at risk of increased displacement of existing residents and explore and develop anti-displacement strategies to mitigate the potential impacts of redevelopment.

3.2.11 Identify city-owned real property that is surplus to its needs and viable for affordable housing development for extremely low- to moderate-income households.

3.2.12 Provide reasonable accommodations from zoning and development standards to residents with disabilities.

3.2.13 Identify programs and strategies that aim to address historic inequities in homeownership opportunities and increase opportunities for communities of color.

GOAL 3.3 ENCOURAGE THE USE OF INNOVATIVE TECHNIQUES TO EFFICIENTLY USE LAND, PROTECT NATURAL RESOURCES AND ADAPT TO CLIMATE CHANGE.

Policies

3.3.1 Develop innovative zoning regulations to encourage infill development, including small multiplexes, small lot single-family subdivisions, compact/cottage housing, manufactured housing, and accessory dwelling units.

3.3.2 Encourage planned residential developments and other development concepts that allow flexibility in lot sizes, setbacks and other development standards in exchange for community benefits such as protecting natural resources and features and providing affordable housing options.

3.3.3 Explore innovative techniques and programs that can facilitate the creation of affordable housing, including but not limited to, a housing trust fund, inclusionary zoning, design/regulation flexibility, impact fee waivers, and streamlined processing.

3.3.4 Encourage voluntary efforts to provide affordable housing within new multifamily and single-family housing developments.

3.3.5 Implement strategies and actions from the city's Climate Sustainability Plan that support access to and the development of a wide range of housing types in the city.

3.3.6 Work with partner agencies to incentivize the installation of solar panels, electric vehicle charging stations, and other improvements in residential neighborhoods to make homes more energy efficient and resilient to climate change.

GOAL 3.4 PROMOTE AN EFFECTIVE STREAMLINED PERMIT PROCESS THAT INCLUDES MEANINGFUL ENGAGEMENT AND NOTIFICATION WITH THE PUBLIC THROUGHOUT THE PROCESS.

Policies

3.4.1 Implement regulations, procedures and process improvements that provide predictability to applicants and meet statutory review timelines for residential permit applications while maintaining opportunities for meaningful public involvement and comment.

3.4.2 Implement streamlined approval processing procedures, such as centralized counter services, continuing pre-application conferences, thorough handouts summarizing building permit and approval requirements, automate over the counter permits, area-wide environmental assessments, reducing the number of residential zoning districts, reducing complicated administrative procedures, concurrent permit and approval processing, expedite routine applications, meet or exceed permit review timeframes, and elimination of multiple hearings for a single project.

3.4.3 Periodically review existing and new development regulations to ensure a continued public benefit, adequate flexibility and minimization of housing costs.

3.4.4 Provided expedited permitting to projects with a demonstrated public benefit, including affordable housing and green building projects.

3.4.5 Evaluate the use of various infrastructure funding methods including existing revenue sources, impact fees, local improvement districts and general obligation bonds to minimize housing productions costs.

3.4.6 Ensure impact fees for new housing reflect the proportionate share necessary to build infrastructure to support growth per Chapter 82.02 RCW.

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

Policies

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.

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.

3.5.3 Ensure that new development is consistent with citywide and applicable neighborhood goals and policies, including but not limited to, sustainable site standards, landscaping requirements, building design guidelines and affordability, to ensure new and existing neighborhoods are attractive and safe places to live.

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

3.5.5 Expand the supply and range of housing options, including affordable units, in designated growth centers.

3.5.6 Strive to provide housing in good condition with high-quality designs, protections from noise, odors, and other environmental stresses.

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

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

Policies

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

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.

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.

3.6.4 Support the preservation of existing subsidized, lower-cost and affordable housing.

3.6.5 Coordinate with neighborhood-based groups and volunteer organizations to promote rehabilitation and community revitalization efforts.

3.6.6 Coordinate with partner agencies and special districts to deliver services and provide infrastructure within residential neighborhoods and ensure alignment with adopted service standards and capital improvement plans.

GOAL 3.7 ENCOURAGE INTERJURISDICTIONAL EFFORTS AND PUBLIC-PRIVATE PARTNERSHIPS TO ADVANCE THE PROVISION OF AFFORDABLE AND SUPPORTIVE HOUSING THROUGHOUT THE CITY AND REGION.

Policies

3.7.1 Promote housing strategies that address housing needs identified in the Snohomish County Countywide Planning Policies for creating affordable residences for all households.

3.7.2 Work with Snohomish County Housing Authority, the Alliance for Affordable Housing, other jurisdictions and housing agencies to coordinate a regional approach to funding and meeting the housing needs of Snohomish County.

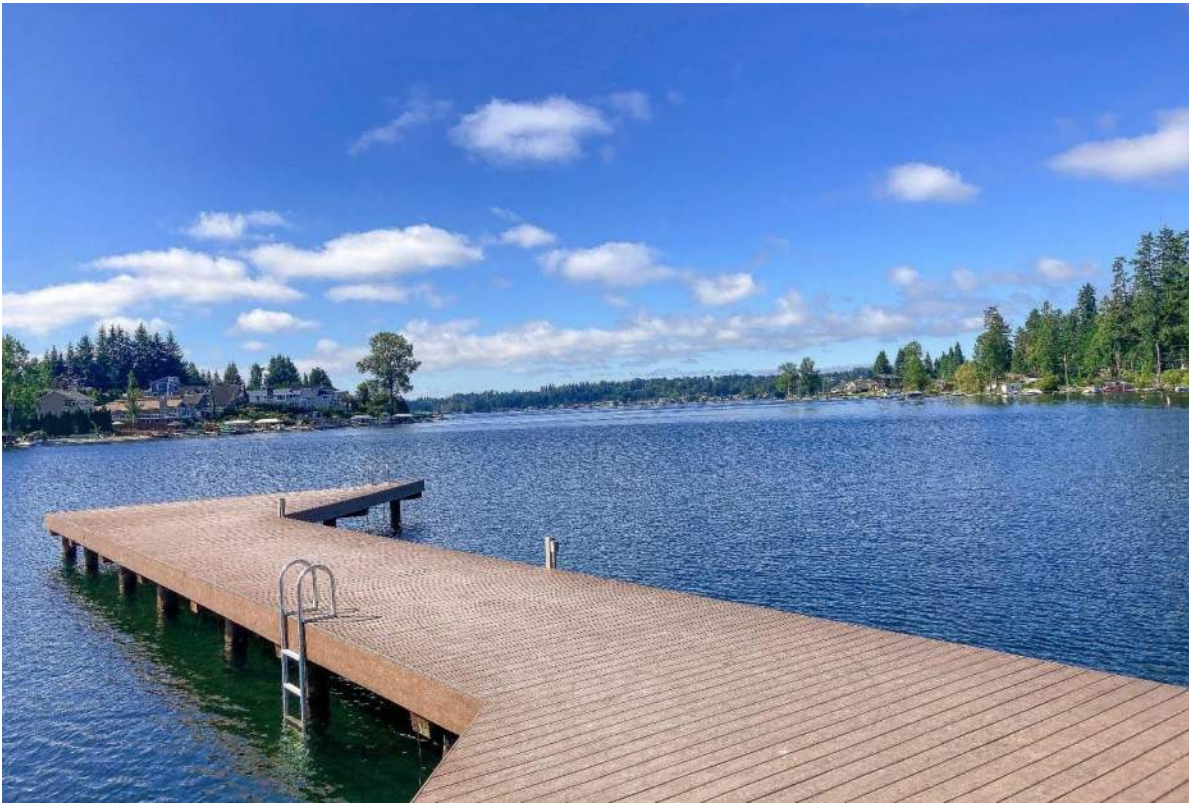
3.7.3 Support housing legislation and financial support at the city, county, state and federal levels which promotes the goals and policies of the Housing Element.

3.7.4 Periodically update the city's Housing Action Plan to evaluate the effectiveness of housing policies and regulations in meeting the housing needs for Lake Stevens.

3.7.5 Coordinate with Snohomish County on monitoring housing characteristics, needs and available buildable lands capacity.

3.7.5 Support housing goals that are consistent with Vision 2050 to accommodate needed housing and facilitate an equitable distribution of affordable housing.

Chapter 4: Environment and Natural Resources



A VISION FOR THE ENVIRONMENT AND NATURAL RESOURCES

The city of Lake Stevens will provide effective and ongoing investment to ensure water quality protection and environmental stewardship for current and future generations by protecting fish and wildlife species and their habitat, critical areas and open space corridors; conserving land, air, water and energy resources; planning for the potential impacts of climate change on the natural environment; and integrating the shoreline management of Lake Stevens into land use decisions.

INTRODUCTION

This chapter contains a basic description of the city of Lake Stevens' natural environment, its current condition, and recommendations for its protection and enhancement. It discusses policies and regulations currently in effect to protect the local environment, including but not limited to critical areas regulations, best available science, shoreline management, tree retention and stormwater management.

As part of the integrated SEPA/GMA approach to this update, this chapter also discusses how critical areas protection factors into the other elements of the Comprehensive Plan. Finally, it provides a discussion of and strategies for adapting to and mitigating the impacts of climate change by encouraging sustainable development and implementing the city's Climate Sustainability Plan, which was adopted in 2023.

Critical Areas: Wetlands, fish and wildlife habitat conservation areas (streams), critical aquifer recharge areas, frequently flooded areas, and geologically hazardous areas (RCW 36.70A.030)

Best Available Science: Information used to develop policies and development regulations to protect functions and values of critical areas (RCW 36.70A.172)



Natural Resources in the City of Lake Stevens

Significant habitat and green spaces remain within the city. Under current regulations, new developments are required to dedicate Native Growth Protection Areas (NGPA) and other buffers around critical areas (wetlands, streams, steep slopes, etc.) to assist in preserving their quality. The city also has tree retention regulations and innovative development and subdivision regulations that aim to cluster development and maximize the protection of natural resources.

The city also maintains a Shoreline Master Program (SMP) that requires land use and environmental protections along the vast shoreline areas (Lake Stevens, portions of Catherine Creek and Little Pilchuck Creek, and associated wetlands) within the city of Lake Stevens that are subject to the state’s Shoreline Management Act (SMA). Critical areas within shoreline jurisdiction are regulated under the SMP’s critical areas regulations.

The city adopted an updated Critical Areas Ordinance (CAO) in 2019 that contains provisions for “Best Available Science” (BAS) and regulates critical areas outside of shoreline jurisdiction. BAS is a requirement of the GMA, and the city will continue to update the science used for future CAO updates (the city is required to update its CAO as an implementation task, as discussed later in this chapter) based on guidance from the Department of Ecology and other state and federal agencies and which reflects the unique environmental conditions in Lake Stevens.

PLANNING CONTEXT

State Planning

Under Goal 10 of the Growth Management Act (GMA), jurisdictions must adopt policies to protect and enhance the environment and the quality of life of residents. This includes protecting the quality of air and water and availability of water. This goal includes all actions made within urban and rural areas and affects all land use decisions made by the city, specifically those related to the preservation of critical areas and shorelines within the jurisdiction of the SMA.

In 2023, the GMA was amended to include a new goal (Goal 14) that requires comprehensive plans and development strategies to adapt to and mitigate the effects of a changing climate. As noted in Chapter 1, by 2029 the city will adopt a standalone element within the comprehensive plan addressing climate change adaptation and mitigation, resiliency, and the reduction of greenhouse gas emissions. As part of the 2024 update to the plan, the city has incorporated policies addressing climate change within each of the existing elements, including those related to the environment and natural resources in this chapter.

Goal 8 of the GMA also sets requirements to ensure the maintenance and enhancement of natural resource-based industries, such as fishing, forestry and agriculture. This requirement primarily affects regional and rural areas, but the city supports the position that natural resource industries should be maintained throughout Snohomish County through active stewardship and protection of resources.

Regional Planning

In addition to the GMA goals for environmental protection, enhancement and quality of life, Vision 2050 (discussed in more detail in Chapter 1) supports the protection and preservation of open spaces, natural resources, critical areas, endangered species, and climate change mitigation and adaptation strategies through the implementation of regional and interdisciplinary strategies among local jurisdictions. These multicounty planning policies (MPPS) emphasize establishing best management practices to preserve long-term integrity and productivity of resource lands, including maintaining currently designated resource lands and ensuring compatibility with development on adjacent non-resource lands, protecting habitats and open spaces for ecological functions, and establishing long term resilience towards climate impacts.

Vision 2050 also encourages the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices, highlighting the need for a clean and pollution free environment for all residents regardless of social or economic status. Finally, Vision 2050 sets goals for reducing climate change impacts by promoting efficient land uses and transportation systems and reducing energy consumption and waste production through conservation or efficiency. As noted above, the city does not have active resource-based uses within its city limits, but does consider the effects of land use actions on open space and critical areas within the city limits through its development regulations. The city also coordinates with other jurisdictions and special interest groups on environmental issues, facilities planning and transportation planning.

Countywide Planning

As detailed in Chapter 1, the Countywide Planning Policies (CPPs) for Snohomish County establish a countywide framework for developing both county and city comprehensive plans. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county for issues affecting common borders. RCW 36.70A.100 and 36.70A.210 require that city and county comprehensive plans are consistent with each other and multicounty planning policies, while also respecting the autonomy of cities to exercise their land use powers.

The Natural Environment and Climate Change CPPs were last updated in 2021.

The city will continue to act as a steward of the natural environment by protecting natural systems, conserving habitat, improving air quality, reducing greenhouse gas emissions and addressing climate change impacts. This environmental stewardship is balanced with a care for the economic and social needs of the community through the integration of regional (PSRC) and state goals and regulations into policies designed to protect, enhance, and restore the environment, as well as mitigate and adapt to climate impacts and improve community resiliency.

Environment

Goal: The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.

Vision 2050 Environment Goal

Chapter 4 – Environmental and Natural Resources

Lake Stevens Planning

The city's Environment and Natural Resources Element considers the themes expressed in state, regional, and countywide plans to create a strategy for natural resource protection over the next 20 years. The element aims to balance environmental stewardship with the goals of addressing economic growth and providing a positive and vibrant development atmosphere.

This balance has been achieved by updating and consolidating the Goals and Policies section to ensure that the city is adequately protecting critical areas; implementing federal and state regulations such as the National Pollutant Discharge Elimination System (NPDES); protecting wildlife habitat; administering the Shoreline Master Program consistently; and providing residents of all social and economic statuses a healthy environment with minimal exposure to pollution.

In 2023, the city adopted a Climate Sustainability Plan which identified the importance of addressing climate change to maintain the city's natural resources and quality of life, and established strategies related to climate change adaptation and mitigation. Several of these strategies have been incorporated into new goals and policy language at the end of this chapter and other chapters. These policies bridge the natural environment, transportation, land use, building and energy, and waste management to create a more resilient and responsible community.

DESCRIPTION OF PLANNING AREA AND NATURAL RESOURCES

The city of Lake Stevens UGA occupies a Pleistocene glacial terrace, rising east from the floodplain of the Snohomish River in the foothills of the Cascades. Plateaus, steep ravines, wetlands, stream corridors, three drainage basins and Lake Stevens characterize the physical environment of the city. The city is located on a relatively level plateau, with minor variations in topography along the lakefront and other drainage basins. The city's central lake is the most prominent environmental feature in the community and is sensitive to the effects of urban development.

Geology and Soils

The Soils Survey conducted by the U.S. Soil Conservation Service notes that the resident soils in the area are generally suitable for urban development. Site-specific soils studies indicate many areas have relatively shallow soils above hardpan. While this may be helpful to provide a solid foundation for buildings, it limits infiltration of stormwater and urban runoff.

Chapter 4 – Environmental and Natural Resources

Surface Waters

The Lake Stevens UGA drains to the Puget Sound through three receiving water basins and numerous other streams in 23 catchments (defined areas of land through which water moves and collects). The three basins are:

- the Ebey Slough basin (also called the Sunnyside basin), which encompasses most of the city west of State Route 9 and north of 20th Street SE;
- the Snohomish River basin, which includes a portion of the city south of 20th Street SE; and
- the Pilchuck River basin, which covers the remainder of the city, with Lake Stevens as a significant sub-watershed.

Smaller water bodies are scattered across the city, including Burri Creek, Catherine Creek, Frontier Creek, Hulbert Creek, Kokanee (Mitchell) Creek, Kuhlman Creek, Little Pilchuck Creek, Lower Stevens Creek (the outflow channel from Lake Stevens), Lundeen Creek, Stitch Creek, Stitch Lake, Upper Stevens Creek, and numerous unnamed natural channels, which connect into the major basins. The city's Public Works Department manages water bodies within its limits as part of its Surface Water program (discussed later in this chapter) and is subject to regulation under the NPDES permit for Phase II Municipal Storm Separate Sewer Systems (MS4).

Lake Stevens, encompassing approximately 1,040 acres, is the most dominant physical feature within the city and its UGA. The lake provides an obvious social, recreational and aesthetic focal point for the community. It shapes the local microclimate and it is an important regional habitat for several fish, mammal, reptile, amphibian, and bird species, including protected salmonid species. Lake Stevens, portions of Catherine Creek and Little Pilchuck Creek, and associated wetlands (including those near Stich Lake) are subject to the Shoreline Management Act (SMA), while areas adjacent to Lake Stevens and Catherine Creek are designated as flood hazard zones by the Federal Emergency Management Agency (FEMA). Wetlands are often contiguous with surface water bodies in the city.

Ground Water

The Snohomish County Public Utilities District No. 1 (PUD) provides drinking water to the UGA, as further detailed in Chapter 7. Spada Lake provides most of the city's drinking water supply, which is supplemented by PUD wells within the city and surrounding areas. A few residents use wells as their main source of drinking water. The aquifer for these wells is found in the northeastern corner of the city, generally under the industrially zoned area. The depth of the aquifer is approximately 35-120 feet deep and most uses should not affect groundwater quality. The water quality is good if not overdrawn (whereupon iron may become a problem) and for most of the year does not require chlorination.

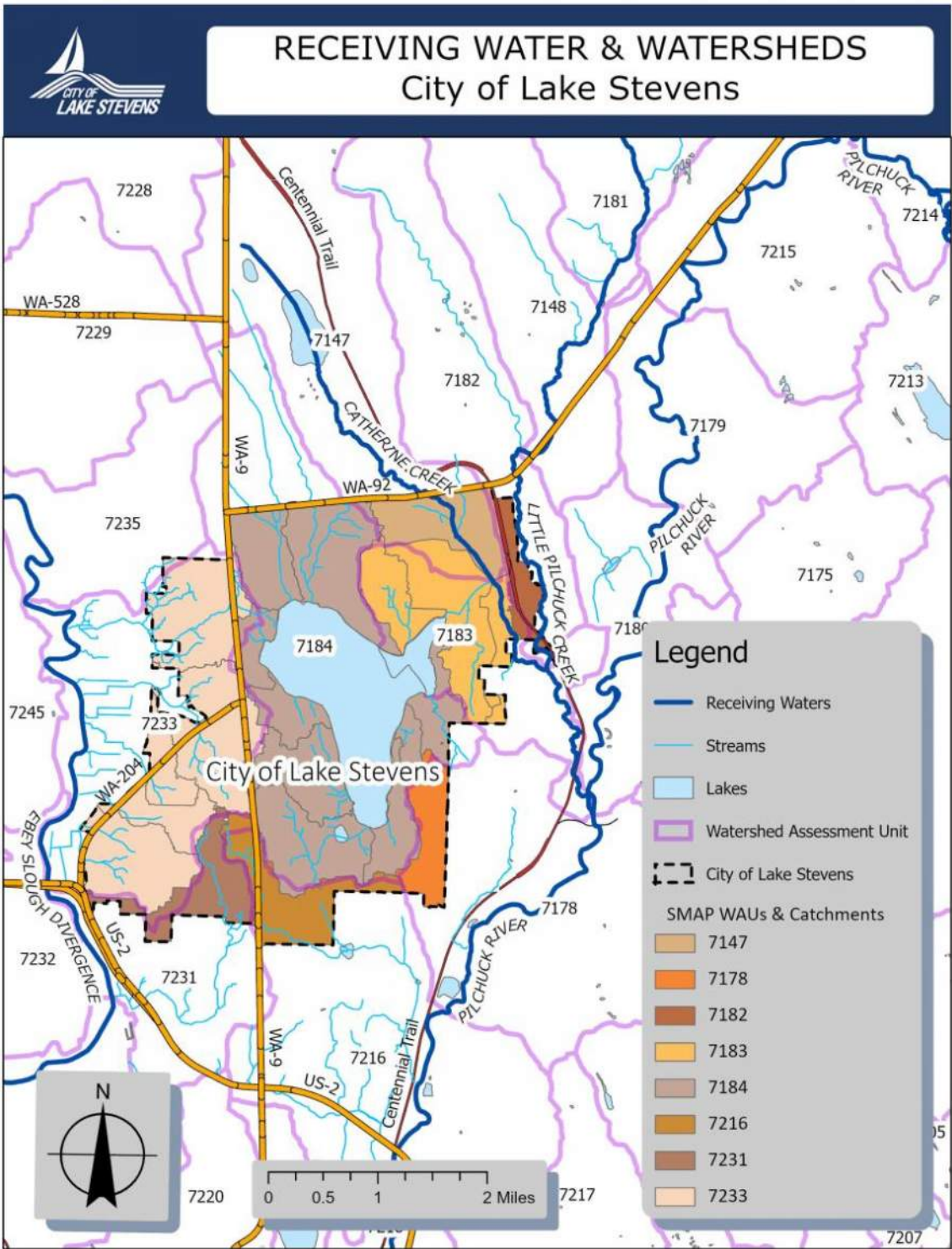


Figure 4.1 – Receiving Water and Watersheds in Lake Stevens

Chapter 4 – Environmental and Natural Resources

Fauna

Although much natural habitat has been lost to urbanization, the Lake Stevens area supports a variety of species of fish (salmon, trout, bass, catfish, perch, etc.), birds (waterfowl, songbirds, raptors and others), amphibians, reptiles, and insects and other invertebrates. Lake Stevens provides a critical resource to migrating waterfowl.

The state and federal governments list numerous species in the region as endangered, threatened or a candidate species. The city hosts seasonal runs of several different salmon species, and is notable for having Kokanee, Steelhead, Chinook, Coho and Chum salmon in various waterbodies at different times of the year..

Flora

The area supports deciduous and coniferous trees (Douglas fir, spruce, hemlock, cedar, alder, cottonwood, and maple) as well as native shrubs, herbs, grasses, and wetland plants.

Most of the habitats are disjointed and greatly impacted by urbanization, logging and agricultural activities. The city currently has tree retention regulations that require protection of significant trees, or significant stands of trees and the replacement of trees lost to urban development at a 3:1 ratio. It also has regulations for critical areas and encourages innovative subdivision design (e.g., planned residential developments, cluster subdivisions, etc.) and low impact development (LID) and green infrastructure to protect environmental resources.

There are no areas within the city designated for resource extraction or cultivation.

Climate and Weather

Summers in Lake Stevens are mild and warm (average daytime temperature in the 70's) and winters are comparatively mild (average daytime temperature in the mid-40's). The frost-free period for the city generally begins in April and ends near the first of October. Precipitation is in the form of rain and snow, averaging 39 inches annually (average low of 1.1 inches in August to an average high of 5.9 inches during the winter months of November through December). Relative humidity is high due to the water influences. The prevailing wind is westerly or northwesterly most of the year.

Chapter 4 – Environmental and Natural Resources

Air Quality

The city of Lake Stevens coordinates with the Puget Sound Clean Air Agency (PSCAA) to ensure compliance with the Environmental Protection Agency's (EPA) Clean Air Act. The city requires PSCAA review of all demolition permit applications in an effort to reduce levels of fine particulates and air toxins from construction site activity. The city also coordinates commercial building permit applications that propose emissions with PSCAA as a fellow project reviewer and (when applicable) as a SEPA lead. This public agency coordination moves the city towards its goal of improving air quality and playing an active role in reducing the impacts of climate change in the Puget Sound region.

Recent years have seen the city experience more frequent occurrences of reduced air quality from wildfires in the region. The Climate Sustainability Plan identifies goals and strategies for adapting to the potential environmental impacts of reduced air quality.



Reduced air quality from wildfire smoke (Source: Everett Herald)

Chapter 4 – Environmental and Natural Resources

Sustainability and Climate Change

As noted in the city’s Climate Sustainability Plan (CSP), climate change is a global challenge, and its impacts affect every community. The region has begun to observe the effects of climate change particularly in the character of precipitation and heat. Longer periods of dry, intense heat are anticipated in the future and will pose direct risk to residents, especially elderly and historically underserved communities of color, and have greatly exacerbated the threat and intensity of wildfires and smoke. Perennial streams may remain dry for increasingly long periods of time and stream temperatures may increase, adversely affecting local fish populations and increasing the need for mitigation strategies such as shading along stream channels. Heavy precipitation events, flooding, and decreased snowpack are all real threats to the region's stability and security moving forward.

The city of Lake Stevens is committed to addressing new state climate goals and the central Puget Sound region’s contribution to climate change by, at a minimum, complying with state initiatives and directives regarding climate change, reduction of greenhouse gasses, and increasing community resiliency through adaptation and mitigation strategies. The 2023 CSP establishes a comprehensive list of these strategies and actions, which have been incorporated into new policies in this and other chapters.

The city will, in addition to consistent implementation of the SMP, CAO, and inter-agency partnerships, enact goals and policies that encourage a reduction in the use of pesticides and chemical fertilizers to improve both water and air quality, mitigate greenhouse gas emissions, and plans for adapting to the impacts of climate change . By 2029, the city intends to adopt a standalone Climate Change element in this plan, and the city will continue to take an active stewardship role in identifying and addressing the impacts of climate change by promoting the use of innovative, sustainable, and environmentally sensitive development practices, including design, materials, construction, and ongoing maintenance.

Aquifer Recharge

Aquifer recharge is the movement of water from the ground surface (the unsaturated zone) to the saturated zone, and is vital for both effective water resource management and the continued functioning of the hydrologic cycle (Nimmo et. al.: 2005). Many land use actions have the potential to affect both the quantity and quality of groundwater, including the application of fertilizers and pesticides, the addition of impervious surfaces, and demand for water from new residential and commercial development.

A limited number of residents in Lake Stevens draw water from wells whose aquifers are located in the northeastern corner of the city. While the water quality is generally good if not overdrawn, the area is adjacent to the city’s Lake Stevens Industrial Center (LSIC) and falls within a high recharge importance area as shown in Figure 4.2, making them potentially

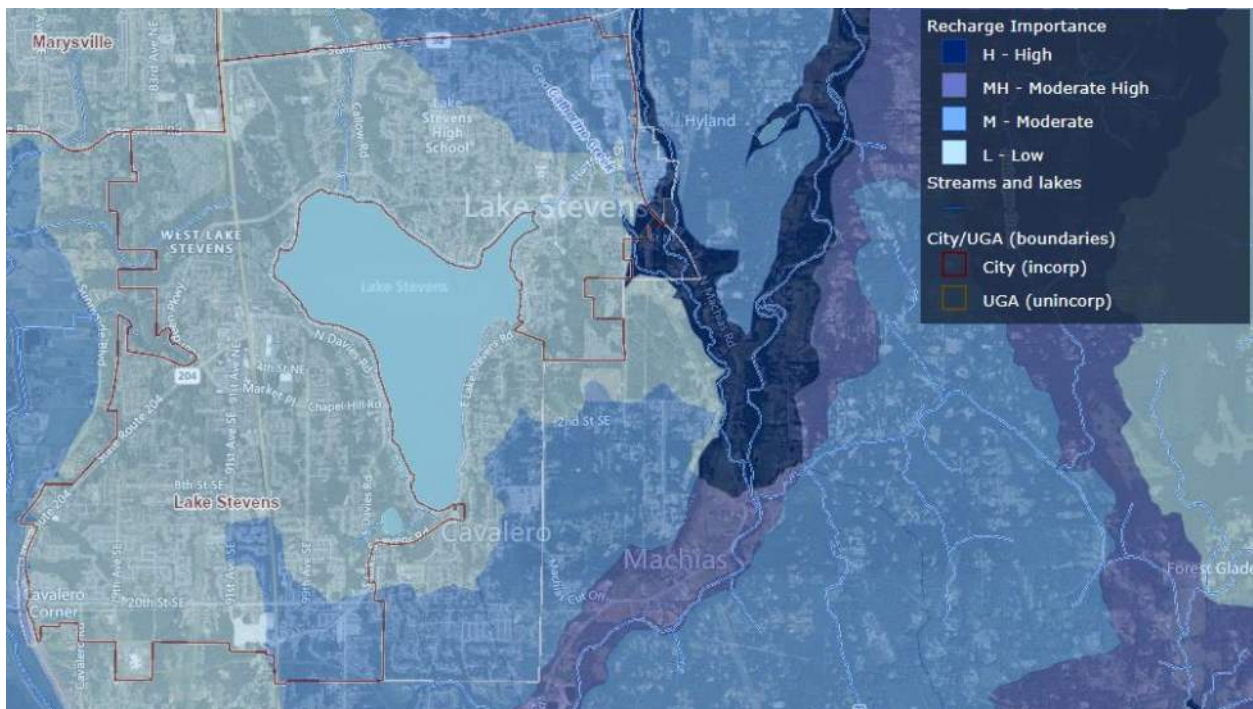


Figure 4.2: Recharge Importance Designations in City (Source: Department of Ecology)

susceptible to contamination and pollution. Planned improvements to sanitary sewer infrastructure in the area should eliminate potential septic recharge, while implementation of the city's surface water source control program will also assist with aquifer protection.

The city will continue to prioritize the protection of aquifer recharge areas as required by the GMA through impervious surface limitations for development, requirements for stormwater systems to meet Department of Ecology standards, converting septic systems to sanitary sewer, and robust protection of wetlands and other critical areas that provide invaluable functions in groundwater storage and recharge. This is especially important as the city anticipates additional commercial and industrial employment growth in the LSIC over the next twenty years.

CRITICAL AREAS

Critical areas in Lake Stevens, as defined by the GMA, include wetlands, fish and wildlife habitat conservation areas (including streams), frequently flooded areas and geologically hazardous areas, as shown in Figure 4.3. The GMA requires the city to adopt policies and implement development regulations to protect the functions and values of all identified critical areas. The city administers these regulations through Chapter 14.88 of the Lake Stevens Municipal Code (LSMC), the city's Critical Areas Ordinance (CAO). and is charged with the responsibility to designate, classify and protect critical areas within the community.

Chapter 4 – Environmental and Natural Resources

The city's last major update occurred in 2019, which incorporated new guidance for wetland ratings from the Department of Ecology and other updated best available science (BAS). The city is required to update its CAO by December 31, 2025, which will be done as an implementation task for the 2024 periodic update to this plan. As part of the CAO update, the city will incorporate updated BAS for wetlands, streams and other critical areas.

Fish & Wildlife Conservation Areas (streams and other water bodies)

Lake Stevens is approximately 1,040 acres in size and provides not only recreational enjoyment, but serves as an important regional habitat for several fish, mammal, reptile, amphibian and bird species, including those along the Pacific Flyway. Stitch Lake is located in the southern part of the city and encompasses approximately 9 acres. Lake Stevens and its shoreline-associated wetlands (including those adjacent to Stitch Lake) are subject to the Shoreline Management Act (SMA). The lakes and local streams - including Kokanee (Mitchell) Creek, Stevens Creek, Lundeen Creek, Catherine Creek, and Little Pilchuck Creek - provide aquatic and riparian habit for a variety of species and are home to priority habitats and species including Chinook, Coho Salmon, Bull Trout, Steelhead, the Northern Spotted Owl, and Marbled Murrelet. The western streams are often associated with deep gulleys or canyons that have unique qualities for relatively high isolation from the urban community above.

Flood Hazard Areas

According to Flood Insurance Rate Maps (FIRM) published by the Federal Emergency Management Agency (FEMA), areas prone to floods from a 100-year storm are limited to properties mostly fronting Catherine Creek and the lake. Snohomish County partnered with FEMA in 2019 to produce updated Digital Flood Insurance Rate Maps (DFIRM) for the region. These areas are designated as Zone A flood hazard areas. Flooding in the downtown area has been observed when area wetlands, streams and ditches have more water than they can hold.

The city regulates flood hazard areas through Chapter 14.64 LSMC and Chapter 14.88 – Part V, which was last updated in 2020 to comply with FEMA model regulations. Additional updates are expected in the future. Efforts to remap the FIRM areas associated with the lake outlet channel may present opportunities for increased floodplain restoration in the lower Stevens Creek area, and the city is exploring grant opportunities to complete this work.

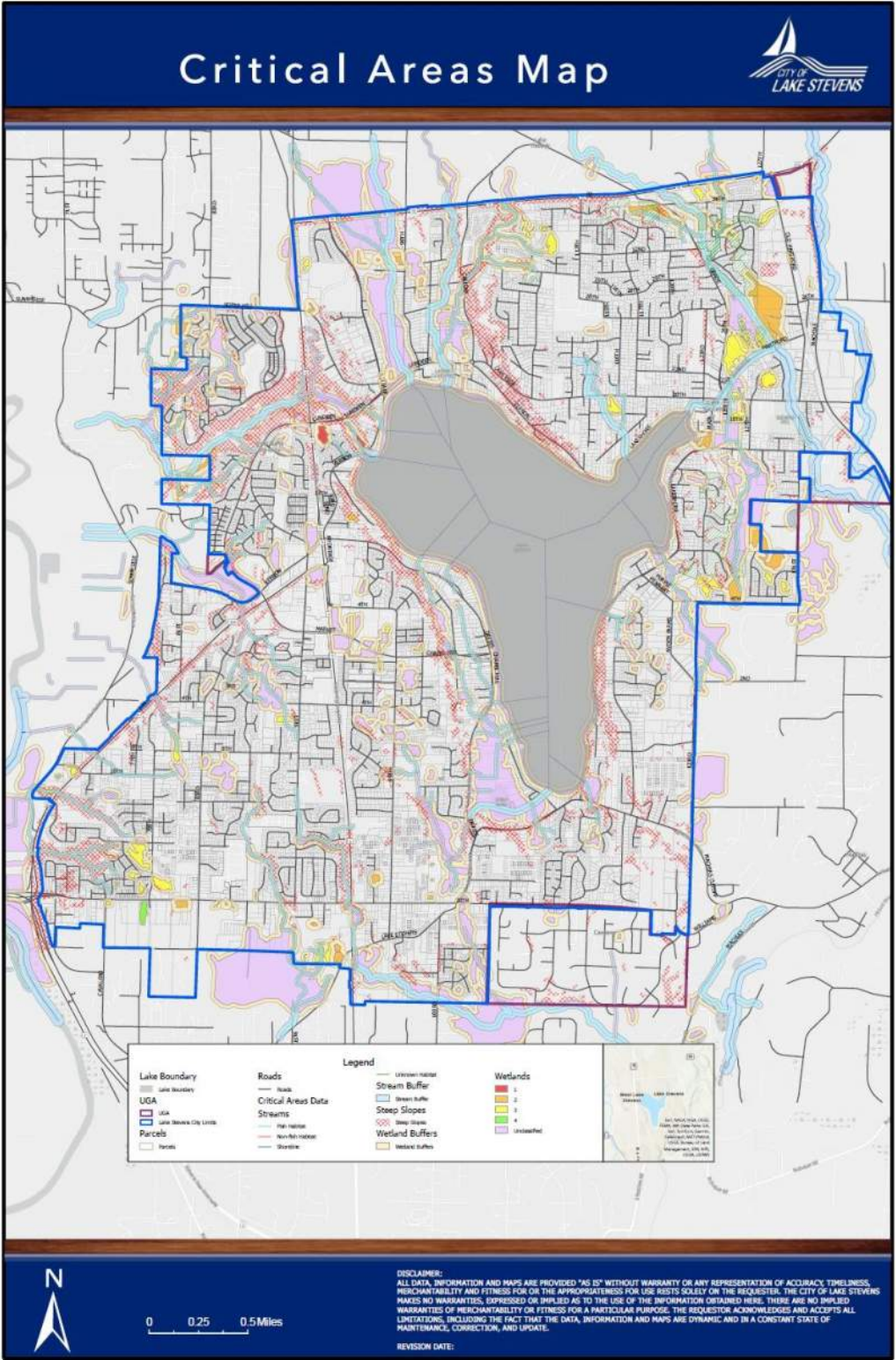


Figure 4.3 - Critical Areas in Lake Stevens

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Geologically Hazardous Areas

The geologically-recent retreat of glaciers from the Snohomish County landscape has left many steep hillsides that are susceptible to naturally occurring landslides, earthquakes, erosion, and other geological events. Steep slopes are present within the community adjacent to the western boundary of Lake Stevens, and within the northwestern portion of the city. Proposed developments within 200 feet of any area that is designated as geologically hazardous are subject to the requirement for a geological assessment that analyzes the potential impacts of said development on or off site.

Wetlands

Wetlands are fragile ecosystems which assist in the reduction of erosion, flooding and ground and surface water pollution. Wetlands also provide an important habitat for wildlife, plants, and fisheries. Wetlands also provide invaluable functions in aquifer recharge and groundwater storage. Extensive wetlands have been identified throughout Lake Stevens and the UGA – some on a very general basis from aerial mapping. Others have been precisely mapped where development has occurred over the past few years. Generally, as properties develop the wetlands are more accurately delineated and mapped based on site-specific report. The city's local regulations comply with federal and state standards and encourages development that avoids or mitigates wetland impact and discourages the alteration of land that results in significant degradation of wetlands.

Transfer of Development Rights

The city of Lake Stevens has adopted Transfer of Development Rights (TDR) regulations in Chapter 14.88 LSMC to encourage density in key locations and limit development in environmentally critical areas. LSMC 14.88.920 contains provisions for designating critical areas as sending and receiving districts. These regulations have been utilized infrequently since their adoption, but the city anticipates more frequent use as future development becomes increasingly reliant on sites encumbered by critical areas.

SHORELINE MASTER PROGRAM

The city of Lake Stevens manages the shoreline environment through implementation of the Shoreline Master Program (SMP). The Washington State Shoreline Management Act (SMA), passed in 1971, provides guidance and prescribes the requirements for locally-adopted Shoreline Master Programs. The SMA establishes a broad policy areas within its jurisdiction (200 feet of the ordinary high-water mark of the water body), giving preferences to uses that:

- Protect shoreline natural resources, including water quality, vegetation and fish and wildlife habitat;
- Depend on the proximity to the shoreline (i.e., “water-dependent uses”); and
- Preserve and enhance public access or increased recreational opportunities for the public along shorelines.

The SMA establishes a balance of authority between local and state government. Under the SMA, Lake Stevens adopted a Shoreline Master Program that is based on state guidelines but tailored to the specific needs of the community. The program represents a comprehensive vision of how shoreline areas will be used and developed over time.

Areas within SMA jurisdiction are assigned a shoreline environment designation in the city’s SMP, based on site conditions and prevalent land uses. As shown in Figure 4.4, most areas along the shores of Lake Stevens have a designation of Shoreline Residential, reflecting the residential nature of the waterfront area. Parks such as North Cove Park, Sunset Park, and Davies Beach have a designation of Urban Conservancy, which aim to “protect and restore” ecological functions and allow for public access. The Natural designation applies to wetland complexes adjacent to Lake Stevens and Stitch Lake, while the High Intensity designation applies to limited areas with commercial and industrial uses, most notably along Little Pilchuck Creek within the Lake Stevens Industrial Center.

The city of Lake Stevens’ identity is strongly influenced and defined by its setting around the lake. The lake provides varied recreational opportunities for residents and visitors. Therefore, the utilization, protection, restoration and preservation of the shoreline must be considered for all development within shoreline areas.

Historically, the city and Snohomish County shared jurisdiction of Lake Stevens, with the city regulating uses and development within city boundaries and the county within the unincorporated areas. Following a series of annexations between 2006 and 2021, the city now has jurisdiction over all areas along the lake within SMA jurisdiction, as well as the lake itself.

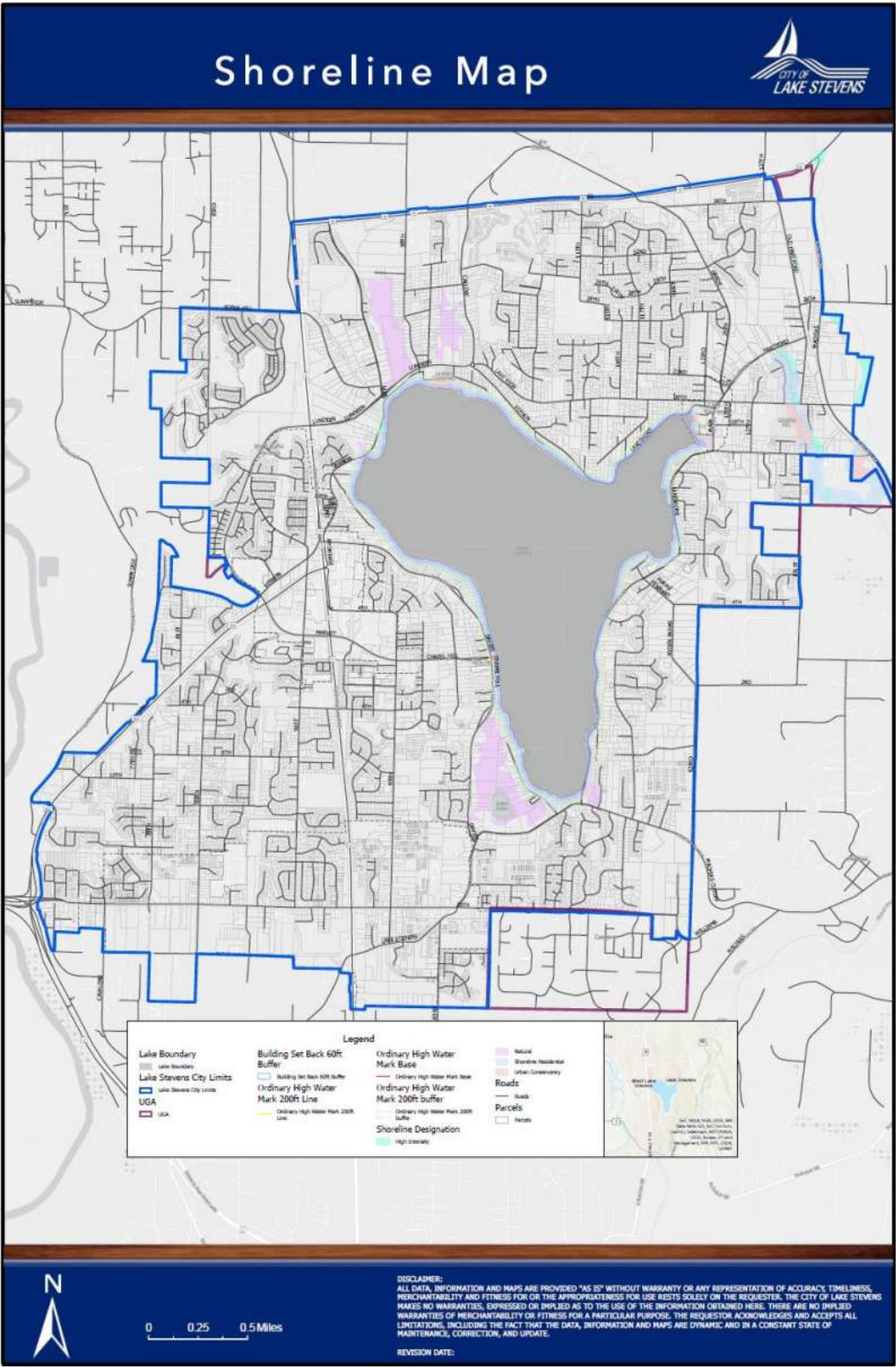


Figure 4.4 – Shoreline Designations

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The city adopted Snohomish County's SMP in 1974. Over the five decades since the original adoption of a SMP, the lake-front environment has substantially changed with additional single-family homes and subdivided lots, additional docks and bulkheads and the loss of habitat along the shoreline. Impervious surfaces have increased both within the shoreline area and in adjacent watersheds, thus increasing surface water flows and impacting water quality and habitat for fish and other animals.

To address these changes, comply with the mandates of the Shoreline Management Act, and enable the city to plan for emerging issues, the city initiated an extensive update of its SMP in 2009, with final adoption in 2014. This was followed by a state-mandated periodic update in 2019. The city is currently scheduled to complete its next SMP periodic update by 2027, and has undertaken efforts to simplify shoreline management and development in recent years, including the development of a User's Guide in 2023.

Overall, the SMP aims to preserve the public's opportunity to enjoy the physical and aesthetic qualities of Lake Stevens, Catherine Creek and Little Pilchuck Creek while protecting the functions of the shorelines so that at a minimum, the city achieves a "no net loss" of ecological functions as required for shorelines of the State.

SURFACE WATER PROGRAM

The City's Surface Water Program was created to meet NPDES requirements and establish municipal code provisions allow for permitting for stormwater impacts according to the current Stormwater Management Manual. The objective of the program is to anticipate and prevent further degradation of receiving waters from stormwater, with a higher goal of improving downstream water quality. The city has implemented or coordinated with various habitat restoration projects within the city and has adopted the Department of Ecology Stormwater Management Manual for Western Washington to address appropriate minimum requirements for new and existing development.

The city has implemented or coordinated with various habitat restoration projects within the city. The city has adopted the 2024 Department of Ecology Stormwater Management Manual for Western Washington to address appropriate minimum requirements for new and existing development. The surface water program implements a variety of activities and ensures compliance with maintenance standards, so the City's stormwater infrastructure protects downstream water quality. The program also provides information and assistance to help implement best management practices (BMPs) that protect water quality, offered to residents through a campaign called "I Love Lake," and to businesses by way of the Source Control Inspection program. Pollution sources from spills and dumping are identified and tracked in the Illicit Discharge and Detection Elimination system (IDDE) which includes opportunities for public reporting of possible issues to be investigated and corrected.

GOALS AND POLICIES

GOAL 4.1: SUSTAIN ENVIRONMENTAL QUALITY THROUGH THE PRESERVATION AND CONSERVATION OF THE NATURAL ENVIRONMENT AND RESOURCES AND BY REQUIRING DEVELOPMENT TO BE SENSITIVE TO SITE CHARACTERISTICS AND PROTECT NATURAL AND CULTURAL RESOURCES.

Policies

4.1.1 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.

4.1.2 Promote the retention of significant trees during development, recognizing their value for stormwater management and water quality, oxygen production and carbon sequestration.

4.1.3 Preserve existing native vegetation as much as possible due to its vital role in maintaining wildlife habitat and preventing additional storm water runoff or soil erosion from new developments.

4.1.4 Protect streams and natural drainage ways and associated buffers from adverse impacts of land development in order to maintain the stream flow regime necessary for continued life cycle activities, preserve associated riparian habitat, avoid unnatural bank or bed erosion and increased turbidity, and improve water quality.

4.1.5 Allow density transfers as part of subdivisions on properties with critical areas from the critical areas to the non-sensitive portions of the site.

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

4.1.7 Require all phases of conversion of forest lands to comply with the GMA, an issued Forest Practice Permit and be consistent with adopted critical areas regulations and tree protection requirements.

4.1.8 Continue to meet the requirements of the most current DOE Stormwater Manual and comply with stormwater NPDES regulations.

Chapter 4 – Environmental and Natural Resources

4.1.9 Use best management practices to ensure protection of water resources during and after construction, including bank stabilization techniques, site design, construction timing and practices, use of bio-engineering and current erosion and drainage control methods as defined in the current Stormwater Management Manual of Western Washington.

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

4.1.11 Encourage, support, and develop partnerships with local community programs to inventory, protect and enhance natural resources and increase environmental education.

4.1.12 Minimize land clearing, soil disturbance, and non-point runoff affecting water quality, erosion and sedimentation.

4.1.13 Promote the detention and treatment of stormwater and encourage innovative methods for regional stormwater facilities, green infrastructure, stormwater parks, and advanced treatment for emerging contaminants to maintain hydrological functions and water quality within ecosystems and watersheds.

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

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.

4.1.16 Coordinate with adjacent jurisdictions and local tribes on the protection of natural resources.

GOAL 4.2: IMPLEMENT THE STATE SHORELINES MANAGEMENT ACT ALONG SHORELINES OF STATEWIDE SIGNIFICANCE IN THE CURRENT OR ULTIMATE CITY LIMITS OF LAKE STEVENS. PROTECT AND ENHANCE SHORELINE VISUAL AND PHYSICAL ACCESS CONSISTENT WITH PUBLIC TRUST DOCTRINE PRINCIPLES.

Policies

4.2.1 New development within the shorelines jurisdiction shall meet the procedural, building and development land use requirements as consistent with the adopted Shoreline Master Program.

4.2.2 Promote development of convenient recreational opportunities, activities and public access to public shorelines as consistent with the adopted Shoreline Master Program.

4.2.3 Extend appropriate shorelines designations to areas within shorelines jurisdictions as they annex into the city.

4.2.4 Educate property owners within shorelines jurisdictions on the proper maintenance of docks and decks, grass and gardens and driveways or cars to reduce the types of pollutants potentially reaching the lake or creeks as consistent with the adopted Shoreline Master Program

4.2.5 Recognize that the vast majority of shoreline property is in private ownership and encourage the creation of easements to allow public access through donation or purchase, particularly in areas adjacent to publicly owned shorelines.

4.2.6 Acquire land for permanent public access to the water and protect open space as consistent with the adopted Shoreline Master Program.

4.2.7 Consider the compatibility of proposed upland uses with those allowed in each adjacent shoreline environment as defined in RCW 90.58.340.

4.2.8 Consider potential shoreline impacts from cumulative development actions of upland properties.

4.2.9 Provide adequate access, utilities and public services to meet current and future needs for uses along the shoreline as consistent with the adopted Shoreline Master Program.

4.2.10 Encourage “soft” shorelines on Lake Stevens featuring natural vegetation and materials and promote the removal of bulkheads where feasible.

GOAL 4.3: PROTECT SURFACE WATER, GROUND WATER AND AQUIFER RECHARGE AREAS AND CONSERVE ALL CRITICAL AREAS INCLUDING WETLANDS, SHORELINES, LAKES, CREEKS/STREAMS, GEOLOGICAL HAZARD AREAS AND WILDLIFE HABITATS BY LOCATING DEVELOPMENT WITHIN GEOGRAPHICALLY SUITABLE AND GEOLOGICALLY STABLE AREAS, AND COORDINATE LOCAL DEVELOPMENT REGULATIONS WITH REGIONAL, STATE AND FEDERAL POLICIES.

Policies

4.3.1 Review critical areas regulations which reflect the Best Available Science (BAS) pursuant to the GMA. These regulations must protect the functions and values of these areas and not unduly reduce property rights by requiring greater protection measures which offer diminishing beneficial returns.

4.3.2 Ensure compatibility of land uses with topography, geology, soil suitability, surface water, ground water, frequently flooded areas, wetlands, climate and vegetation and wildlife.

4.3.3 Identify and protect wildlife corridors and improve habitat connectivity both inside and outside the UGA through critical areas avoidance, protection and mitigation.

4.3.4 Maintain a current inventory of critical areas in the city.

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

4.3.6 Work with the non-profit conservation groups and similar organizations to protect wetlands and other critical areas, and explore the creation of a city-led environmental workgroup to coordinate natural resource management in the city.

4.3.7 Support the restoration of degraded shorelines and other critical areas to help minimize erosion, sedimentation and flooding.

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

4.3.9 Coordinate planned habitat restoration, surface water drainage, and water quality improvements as part of the city's capital improvement program.

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GOAL 4.4: 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.

Policies

4.4.1 Implement and periodically update the actions and strategies in the city's Climate Sustainability Plan.

4.4.2 Develop adaptive mitigation strategies that can be used by both the public and private sectors to help mitigate the potential impacts of new and ongoing development and operations.

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

4.4.4 Make energy efficiency and resource conservation a priority through retrofitting city facilities, promoting recycling or waste reduction behaviors, and automating energy conservation in facility operations.

4.4.5 Conserve fossil fuels and support federal and state policies and legislation that will lead to the reduction of greenhouse gas emissions.

4.4.6 Develop adaptive land use policies and development regulations that result in reduced greenhouse gas emissions for new development and redevelopment.

4.4.7 Monitor and evaluate opportunities to utilize state tools and resources to stay compliant with state environmental and energy strategies.

4.4.8 Support Snohomish County PUD in efforts to improve climate resilience by constructing new water storage systems to provide back-up water supplies during droughts.

4.4.9 Track and monitor tree canopy coverage in the city to better capture carbon dioxide and stormwater runoff and increase shading.

4.4.10 Consider and prioritize equity and affordability in climate adaption and mitigation strategies and actions, such as increased tree canopy coverage in lower income communities and other vulnerable populations.

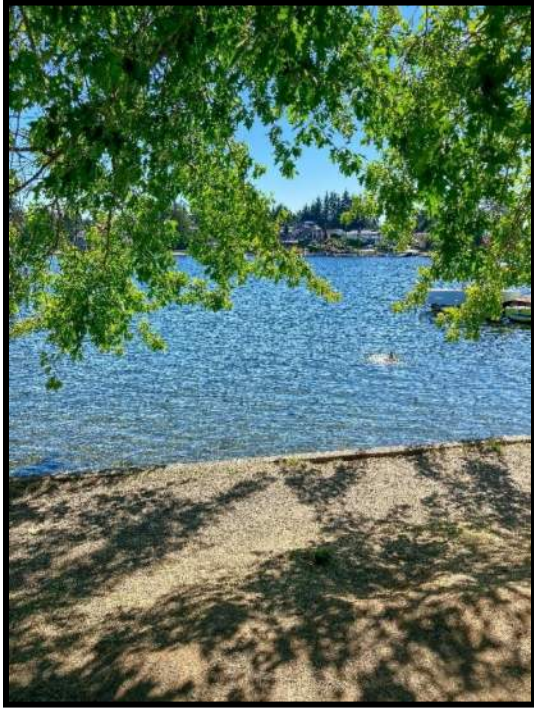
4.4.11 Work with local schools, tribes, environmental organizations and partner agencies to educate the public on the impacts of, and strategies for addressing, climate change.

4.4.12 Encourage climate-resilient vegetation and landscaping.

Chapter 4 – Environmental and Natural Resources

4.4.13 Incorporate emissions reduction and other environmental requirements into the city's contracting process.

Chapter 5: Parks, Recreation and Open Space



A VISION FOR PARKS

Enriching lives through diverse parks and recreation experiences.

INTRODUCTION

Public parks, recreational services and facilities and open spaces improve the quality of life for community residents by providing areas for families and friends to socialize. Parks and open spaces create natural buffers between neighborhoods and create functional corridors for humans and wildlife throughout the urban environment.

The Parks, Recreation and Open Space Element of the Comprehensive Plan (“Park Plan”) establishes specific goals and policies that will help guide decision-making related to acquisition, development and improvement of facilities and lands. The Park Plan contains an inventory of the city's current parks, recreation facilities and open spaces; analyzes the city's ability to provide adequate parks, recreation services, and open space; sets service standards and guidelines; and identifies implementation strategies.

PLANNING CONTEXT

State Planning

The Park Plan conforms to the Growth Management Act (GMA) (Chapter 36.70A RCW) and considers the planning criteria developed by the Washington State Recreation and Conservation Office (RCO).

The GMA includes several sections relating to parks, recreation, and open spaces:

- RCW 36.70A.020(9) establishes a planning goal to “Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.” Capital improvements are included within the definition of “Public Facilities.”
- RCW 36.70A.030 (Mandatory Element). Cities may impose impact fees for the provision of Public Facilities (including publicly owned parks, open space and recreation facilities) (RCW 36.70A.040, RCW 82.02.050). Impact fees must be based on demands on existing facilities by new development, and additional improvements required to serve new development (RCW 82.02.090).
- RCW 36.70A.070(8) requires a park and recreation element, which is consistent with the capital facilities plan element as it relates to park and recreation facilities. Furthermore, this section states, “The element shall include: (a) Estimates of park and recreation demand for at least a ten-year period; (b) an evaluation of facilities and service needs; and (c) an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand. “

Chapter 5 – Parks, Recreation and Open Space Element

- RCW 36.70A.150 states jurisdictions shall identify lands useful for public purposes and that includes recreation.
- RCW 36.70A.160 requires jurisdictions to “identify open space corridors within and between urban growth areas. They shall include lands useful for recreation, wildlife habitat, trails and connection of critical areas as defined in RCW 36.70A.030.”

Regional Planning

The regional perspective for parks and recreation emphasizes identifying availability of lands and opportunities for parks and co-location of facilities, such as schools and parks, in support of its growth strategy including links between open space and neighborhoods.

Countywide Planning

In its General Policy Plan, Snohomish County sets goals and policies for countywide parks and recreation facilities. The county’s plan emphasizes the implementation of state and regional standards and guidance. Some of the primary goals include providing access to diverse, sustainable, effective and efficient services, programs and facilities, maintaining a level of service tied to growth, preserving cultural and historic resources, and coordination with other agencies.

Lake Stevens Planning

The Park Plan incorporates the state, regional and countywide perspectives and includes the planning elements (listed below) as recommended by the RCO, which ensures continued eligibility for grant funds administered by that agency:

- Inventory,
- Public Involvement,
- Demand & Need Analysis,
- Goals & Objectives,
- Level of Service,
- Capital Improvement Program (six-year plan for acquisition, development, renovation, & restoration projects), and
- Plan Adoption.

FACILITY CLASSIFICATIONS, CHARACTERISTICS AND INVENTORY

There are many reasons for governments to provide parks, open space, recreational opportunities, cultural amenities and trails for their citizens. Parks offer innumerable physical and psychological benefits by providing safe places for the community to exercise, recreate, meditate, and generally escape daily pressures. The city of Lake Stevens has a variety of parks ranging from small mini-parks serving a block or two to community parks designed to provide recreational opportunities to the city and beyond. In addition, special use and school parks, open spaces, and trails expand the variety of recreation areas available to the community. The inventory of parks, open spaces, and trails includes a mix of city and

county facilities. Table 5.1 provides a brief description of the facilities, within or adjacent to the city of Lake Stevens, and describes the various park classifications; provides descriptions for each classification; and lists typical sizes, amenities and community service areas.

Inventory of Facilities

The following section includes an inventory of the parks, open space tracts, recreational facilities, and cultural programs and facilities found within or near the city. The city has approximately 107 acres of public parks, 10 acres devoted to special uses, 5.2 acres of mini-parks, 93 acres of open space and approximately five miles of the Centennial trail (adjacent to or within city limits) in addition to approximately five miles of park trails. The numbers include city and county facilities (mini-parks, neighborhood parks and community parks), special use parks, trails and open space (undeveloped property and Native Growth Protection Areas). In addition to the public facilities described, there are approximately 145 acres of private parks and open spaces and an additional three miles of private trails that complement the city's inventory. Different homeowner's associations are responsible for these facilities created during the subdivision process for specific neighborhoods.

Community Parks

Community parks have the largest service area and attract citizens from across the community. A large size and variety of amenities characterize community parks. These parks provide a mix of informal, active, and passive recreation areas with permanent facilities. Community Parks are generally at least 10 acres, but must be large enough to provide room for multiple uses such as sports fields, a recreation center and group-use shelters alongside large open areas and playgrounds.

Community parks should provide easy vehicular and pedestrian access to park users from the street network, sidewalks and bike lanes with dedicated parking areas. Community parks may benefit from multijurisdictional cooperation for facility planning, development and maintenance.

Chapter 5 – Parks, Recreation and Open Space Element

TYPE	TYPICAL SIZE	DESCRIPTION & TYPICAL AMENITIES	TYPICAL AREA SERVED
Community Park	> 10 acres	Informal, formal, active, & passive recreation parks that serve a community with a mix of features (e.g., playgrounds, landscaping, picnic areas, trails, sports fields, structures, parking, special features, permanent restrooms, etc.)	Within 2.5 miles of residential areas
Neighborhood Park	≤ 10 acres	Informal, active, & passive recreation areas that serve adjacent residential neighborhoods that provide multi-use areas with a mix of playgrounds, landscaping, picnicking, trails, single or small sports fields, parking, restrooms, etc.	Within 1 mile of residential areas
Mini-Park	≤ 1 acre	Small public/private areas including playgrounds, landscaping, plazas, and picnic benches that serve the needs of the immediate neighborhood or commercial district	Within ½ mile of residential or commercial areas
School Parks	Varies	Playfields, playgrounds, sports & recreation facilities located at schools, distributed throughout the City, that may substitute for other park types and compliment the City's inventory	Varies
Special Use Parks & Facilities	Varies	Any public or private park or facility providing a unique experience or specific recreation need and/or commercial purpose distributed throughout the city	Varies
Trails & Pedestrian Facilities	Varies	Soft surface or paved trails, walking paths, sidewalks or multi-use trails for walking, hiking, and bicycling distributed throughout the city	1 multi-use trail w/in 1 mile of residential areas
Open Space	Varies	Low intensity and passive recreation areas such as Native Growth Protection Areas, greenbelts, or undeveloped areas distributed throughout the city	Varies, based on resource availability

Table 5.1 – Park, Recreation & Open Space Classifications and Characteristics

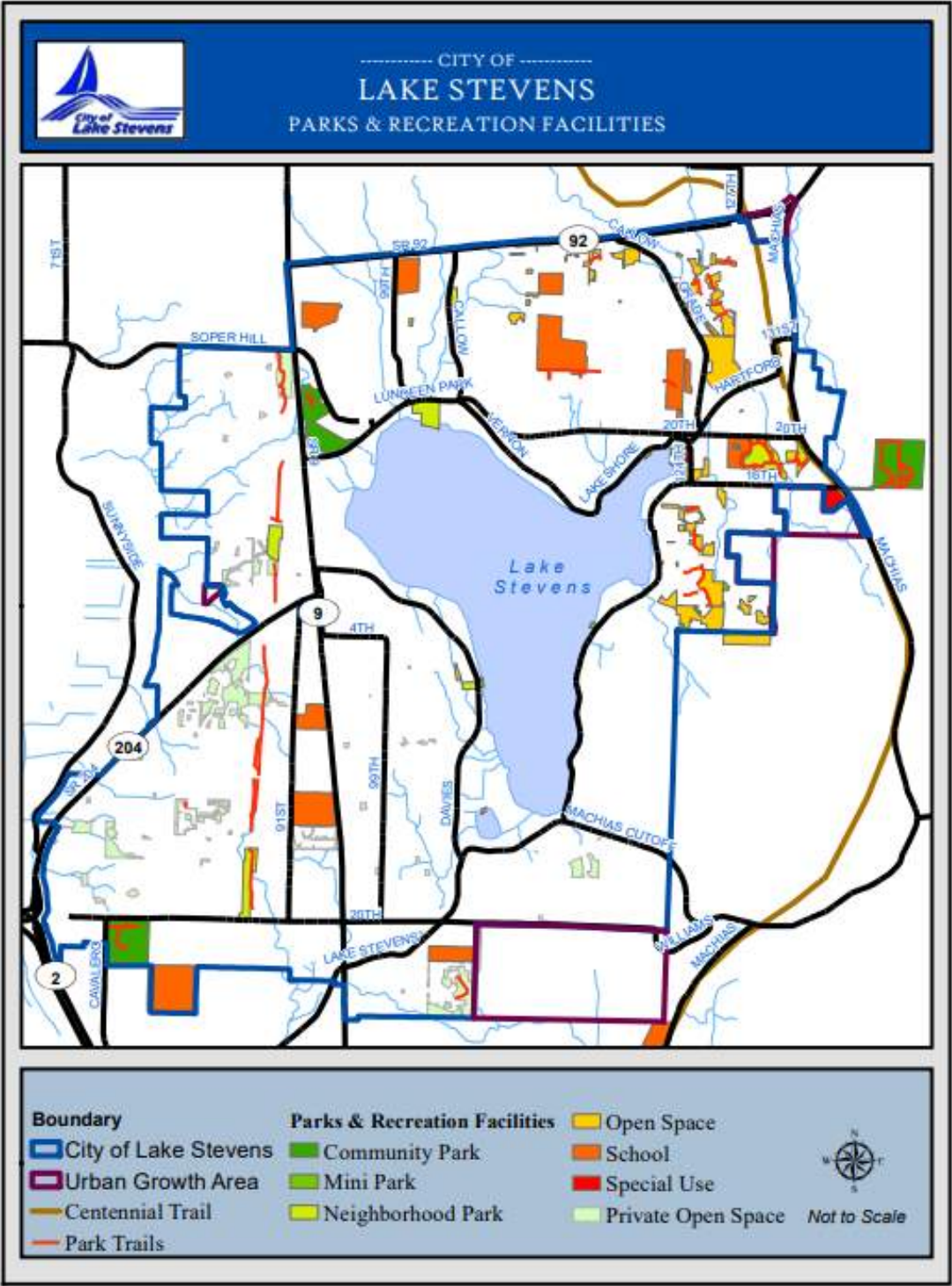


Figure 5.1 – Lake Stevens Parks & Recreation Facilities

Chapter 5 – Parks, Recreation and Open Space Element

Cavalero Community Park – The park is located off 20th Street SE, in the southwestern part of the city. Snohomish County recently worked with the city to develop a skate park, basketball courts and picnic areas, which opened in 2020. The park has an existing dog park and open space. This site is well poised to house a multi-sport complex and other organized sporting areas.



Eagle Ridge Park — City Council adopted the Eagle Ridge Park Master Plan in 2010. The master plan includes details for park development and proposed amenities and recreational opportunities. The overall vision for the park is that of an ‘outdoor classroom’ with both passive and active recreational activities that embrace and enhance the natural beauty of this park. Eagle Ridge currently houses the Lake Stevens Senior Center, soft trails, and open spaces. Phase 1 has been completed, adding a community garden parking and picnic areas. This park is notable for its eagle habitat. The master plan for this park envisions picnic shelters; an amphitheater; interconnected trails and educational features such as an interpretive center, outdoor classrooms and interpretive signage. The plan promotes the use of Low Impact Development in design and construction.



Chapter 5 – Parks, Recreation and Open Space Element

Lake Stevens Community Athletic Park

LSC Park, east of the city limits, is a 43-acre Snohomish County park. This park provides the largest athletic complex near Lake Stevens with baseball/softball fields, soccer fields and basketball courts. LSC Park also includes a picnic shelter, playground, walking path, permanent restrooms and landscaping.



As shown in Table 5.2, Lake Stevens Community Park provides the widest variety of recreational and active amenities. However, once Eagle Ridge and Cavalero parks are completed, each park will diversify the overall profile for community-level parks and contribute a unique set of amenities.

FACILITY	LOCATION	OWNER	ACRES	PICNIC SHELTER/BENCHES	PLAYGROUND	TRAIL/PATHWAY	BASKETBALL	FOOTBALL/SOCCER FIELDS	SOFTBALL/BASEBALL	VIEW CORRIDOR	RESTROOMS	COMMUNITY CENTER	OPEN SPACE	LANDSCAPING	OTHER
Cavalero Community Park	2032 79 th Ave SE	Snohomish County	32.93		X	X	X			X	X		X	X	X
Eagle Ridge	2424 Soper Hill Road	City of Lake Stevens	28.20			X				X		X	X		X
Lake Stevens Community Park	1601 North Machias Rd	Snohomish County	43.24	X	X	X	X	X	X		X		X	X	
Total Acres			104.37												

Table 5.2 – Community Park Inventory

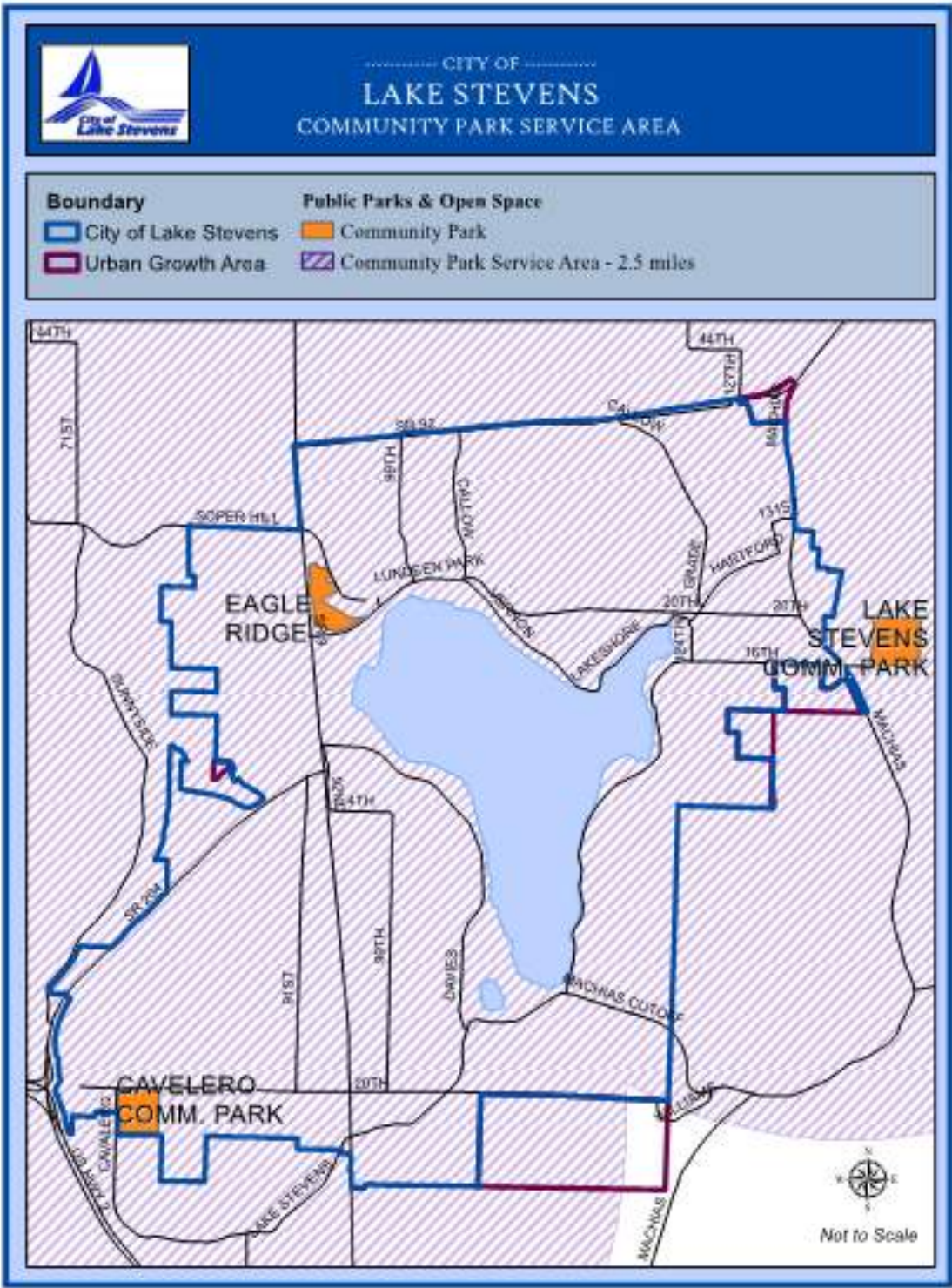


Figure 5.2 – Community Park Distribution

Chapter 5 – Parks, Recreation and Open Space Element

Planning efforts for these parks should build on the unique characteristics of the site and address underrepresented or community preferred recreational uses. Figure 5.2 illustrates the distribution of community parks within and adjacent to Lake Stevens. As shown, there is a small gap, in the service area, located in the southeastern border of the Urban Growth Area. This small gap creates a minor divergence from the service standard for community parks. This gap may need to be addressed in the future if opportunities arise to provide additional meaningful recreation lands in the vicinity. It is more important to assure that Eagle Ridge and Cavalero parks provide a mix of high-quality recreational amenities, as they develop.

Neighborhood parks

Neighborhood parks are the “backbone” of the city’s parks inventory. These parks offer common gathering sites for social interaction, physical activity and play to residents from contiguous neighborhoods or a larger service area depending on amenities provided. Neighborhood parks should be in highly visible and centralized locations that provide convenient and safe access for vehicles, pedestrians and bicyclists.

This park type often incorporates passive and active recreational opportunities as well as providing multi-purpose facilities. Neighborhood parks should include restrooms and parking areas.

Catherine Creek Park – An eight-acre community park, which the city leases from the Lake Stevens School District. This park is located adjacent to Mount Pilchuck Elementary School, between 20th Street NE and 16th Street NE. The park is maintained primarily as a natural park with a network of trails, access to Catherine Creek, and picnic facilities. It also includes a unique disc golf course, installed and maintained by the community in 2000.



Centennial Woods Park — A 6.3-acre passive recreation park purchased in 1997 through the Snohomish County Conservation Futures grant program. This park includes trails through the site, which connect the Centennial Trail to Catherine Creek Park (with an eye on an eventual connection to downtown). Future plans include a pump track and possible expansion on adjacent parcels.

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Frontier Heights Park – A 7-acre multi-use park located at 8801 Frontier Circle West in the Lake Stevens Center Subarea. The city acquired this property in 2017 from the homeowner’s association of the adjacent neighborhoods. A Master Plan was developed in 2019. In 2020 the City began construction on Phase I improvements, including adding a walking path, basketball court, playground and parking. Future phases will include pickleball courts, multi-use sports field, a sensory garden, exercise stations and a viewing labyrinth.

Lundeen Park – A 9-acre multi-use park located south of Lundeen Parkway at 99th Avenue NE. Facilities include a public pier, 500 feet of shoreline, swimming area, two basketball courts, playground for 2-5 years and 5-12 years, Sarita’s Memorial, interpretive stations along a salmon-spawning creek, public restrooms, a rinse-off shower, a covered picnic area and public parking spaces. The Lake Stevens Chamber of Commerce maintains a Visitor Information Center at the park.



North Cove Park – A 3.66-acre waterfront park located at the northeastern end of the lake. Access is available to downtown Lake Stevens, next to the City Hall complex. North Cove Park has been renovated over three phases and includes: a multi-use facility, The Mill on Lake Stevens, that provides meeting space, covered patios, festival space and three-season section for community events. The park also has a 250-foot municipal boardwalk / pier (fishing, interpretation & picnicking), picnic areas that include tables, shelters, inclusive playground, benches, and paths. Parking facilities are shared with City Hall.



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The city completed Phase II improvements in June 2021, which included additional parking, a new playground, a viewing deck, critical area replanting, picnic shelters and restrooms. Phase III improvements were completed in late 2022 which included the westward extension of 18th Street NE to create the Mill Spur festival street, which hosts festivals and open-air markets and provides improved pedestrian access to North Cove Park.

Oak Hill Park – A 2.63-acre park located at Oak Road and Callow Road. This park includes a playground, restroom, picnic shelters, basketball court and a walking trail.



Davies Beach – A 2.5-acre neighborhood park located four miles from downtown, across the lake, on Davies Road. Facilities include a public boat launch, a motorized and non-motorized temp mooring dock a fishing pier, a swimming area, restrooms, picnic tables, and 80 parking spaces. This park is especially busy during summer weekends. A row house is located on the property offering rowing programs for the community.

West Lake Park – A 12.36-acre park located in the southwestern quadrant of the city that underwent a master planning process in 2021. The master plan includes sports fields, dog park, parking, trailhead, walking trails and a new playground. The park will undergo a formal naming process.

As shown in Table 5.3, Lundeen Park and North Cove Park provide the widest variety of amenities, notably beach access, picnic facilities and playgrounds. Both Centennial Woods and Catherine Creek provide good locations to expand nature trails and add permanent restrooms and parking areas. Many people consider North Cove Park the “heart of downtown”. This Park underwent a master planning effort and construction began in 2019. The North Cove Park plan increases public access to Lake Stevens for pedestrians and boaters, provides ADA accessibility throughout and picnic areas. Situated in North Cove Park, the Mill is a public facility that provides rental space, public plaza, festival venue and community gathering space. All the neighborhood parks could expand playground facilities and add small athletic components. North Cove and Lundeen parks should continue to promote and develop water-related activities.

Figure 5.3 illustrates the distribution of neighborhood-level parks within Lake Stevens. As shown, there are gaps in the services area in the southeastern part of the city. To provide equity of distribution, the city should concentrate its effort to acquire lands in the southeastern part of the city for additional neighborhood parks as opportunities arise. In 2017 acquisition of Frontier Heights as a public park eliminated the service gap in the western part of the city. The acquisition of West Lake Park meets the level of service for the southwestern area of the city.

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FACILITY	LOCATION	OWNER	ACRES	PICNIC SHELTER / BENCHES	PLAYGROUND	TRAIL / PATHWAY	BASKETBALL	BEACH / SWIMMING	DOCK	BOAT LAUNCH	VIEW CORRIDOR	RESTROOMS	OPEN SPACE	LANDSCAPING	OTHER
Catherine Creek Park	12708 20th St NE	Lake Stevens School District	16.55			X							X		X
Centennial Woods Park	131st Dr NE	City of Lake Stevens	6.02			X							X		
Frontier Heights	8801 Frontier Circle	City of Lake Stevens	7.2	X	X	X	X				X		X		
Lundeen Park	10108 Lundeen Parkway	City of Lake Stevens	10.05	X	X	X	X	X	X		X	X	X	X	X
North Cove Park	Main St & North Lane	City of Lake Stevens	3.66	X	X	X		X	X		X	X	X	X	X
Oak Hill Park	Oak Road	City of Lake Stevens	2.63	X	X	X	X				X	X		X	
Davies Beach	20 South Davies Rd	City of Lake Stevens	2.48					X	X	X	X	X		X	X
West Lake Park	20 ⁶ Street SE & 88th Avenue SE	City of Lake Stevens	12.36										X		X
<i>Neighborhood Parks Total Acres</i>			60.95												

Table 5.3 – Neighborhood Park Inventory

Mini-Parks

Mini-parks often referred to as “pocket parks” or “tot lots” are the smallest recreation sites within the park inventory. Mini-parks may be public or private. Many were created with neighborhood subdivisions. Mini-parks should be easily accessible to surrounding neighborhoods or within commercial centers. Ideally, mini-parks connect neighborhoods or commercial centers by paths, trails, sidewalks, bikeways or greenways.

North Lakeshore Swim Beach – A popular 0.5-acre waterfront park providing lake access for summertime swimmers on North Cove. This park is located approximately 0.2 miles west of downtown on North Lakeshore Drive. Facilities include 560 square feet of useable beach, a 600 square foot municipal swimming dock, a portable restroom, and 10 parking spaces.



Sunset Beach – This is a 0.25-acre, city-owned, waterfront park whose primary use is water access and picnic shelters. It is located 0.3 mile south of downtown on East Lake Stevens Road. Facilities include a public dock, picnic tables, portable restroom and nine parking spaces. This park is especially busy during the summer season. The park underwent a full redevelopment in 2023.

North Lakeshore Swim Beach and Sunset Park provide parallel amenities, as shown in

Table 5.4. In addition to the public mini-parks there are approximately 18 acres of private mini-parks.

Trail and Park associated with Woodland Hills Subdivision- This 0.6-acre park is located within the Woodland Hills Subdivision it is equipped with a playground and walking trail.

The city will continue to promote mini-parks in new neighborhoods and commercial areas as they develop, especially where gaps exist in the city, as shown in Figure 5.4.

k- This 0.9-acre park is located within the Catherine Creek neighborhood and is equipped with a playground and picnic facilities.

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FACILITY	LOCATION	OWNER	ACRES	PICNIC SHELTER/BENCHES	PLAYGROUND	TRAIL/PATHWAY	BEACH/SWIMMING	SOFTBALL/BASEBALL	DOCK	VIEW CORRIDOR	OPEN SPACE	LANDSCAPING
Mini-Park – Public												
Bryce Park	Bryce Drive	City of Lake Stevens	.09	X	X							
North Lakeshore Swim Beach	North Lakeshore Dr	City of Lake Stevens	0.71				X		X	X		
Sunset Park	410 E Lake Stevens Rd	City of Lake Stevens	0.60	X			X		X	X		X
Woodland Hills	79 th Ave SE	City of Lake Stevens	.66		X	X						
Mini-Park – Created w/ Subdivisions Dedicated to the Public												
Semi-Public Mini-Parks			3.86		X	X					X	X
Mini-Park Parks Total Acres			5.17									

Table 5.4 – Mini-Park Inventory

School Parks

School parks constitute ancillary facilities, complementing the community's inventory. School parks often provide recreational needs not available at other parks or provide similar functions as other park types. For example, elementary playgrounds provide a similar benefit to residential areas commonly met by mini-parks or neighborhood parks; whereas, middle schools and high schools may provide community-level or special-use park functions depending on available amenities. Because schools are typically located within residential neighborhoods, they are easily accessible and evenly distributed throughout the community.

Additionally, school campuses provide areas for sports activities, informal recreation uses, and potentially special activities.

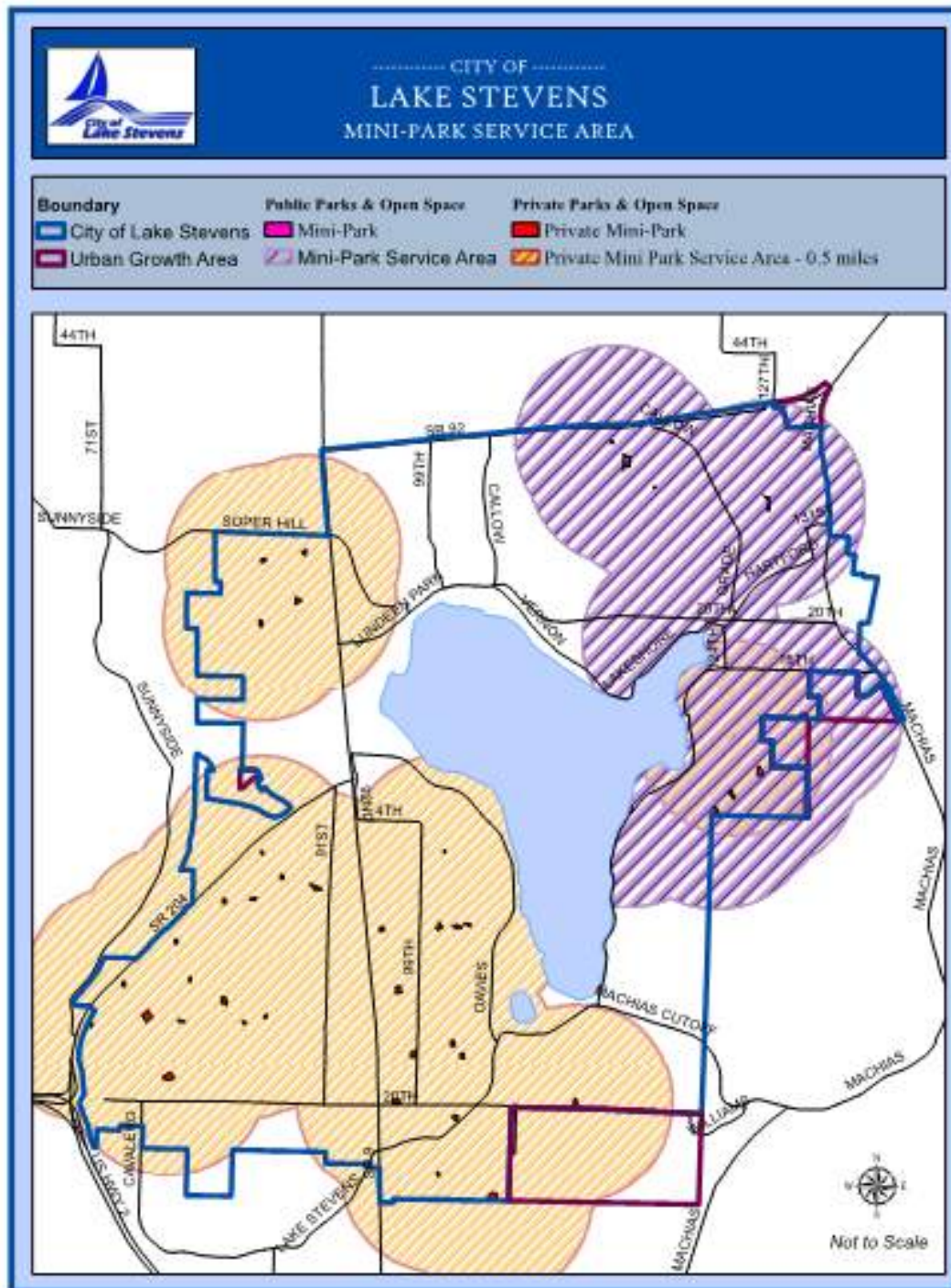


Figure 5.4 – Mini-Park Inventory

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The Lake Stevens School District (LSSD) owns the largest percentage of formal recreational/athletic facilities in the city. Many of the facilities are open to the public on a regular basis. The Park Plan promotes policies, which will allow the city to participate in jointly developing and managing parks and recreational facilities with the LSSD and other providers of leisure services to ensure efficient and effective use of the community's resources, avoiding redundant services and facilities.

As described in Table 5.5, the LSSD has seven elementary schools – each has playground facilities and a mix of other amenities. There are two middle schools, one mid-high school and one high school. Each school contains a different mix of athletic fields and play courts. The high school also houses a swimming pool, open to the public, which functions as a special use site.

FACILITY	LOCATION	PLAYGROUND	TRAIL/PATHWAY	BASKETBALL	TRACK	TENNIS	FOOTBALL/SOCCER FIELDS	SOFTBALL/BASEBALL	SWIMMING POOL	GYMNASIUM	OPEN SPACE
Cavelero Mid-High	8220 24th St SE		X		X	X	X	X		X	X
Centennial Middle	3000 S Machias Rd			X	X	X		X		X	X
Glenwood Elementary	2221 103rd Ave SE	X					X	X		X	X
Highland Elementary	3220 113th Ave NE	X					X	X		X	X
Hillcrest Elementary	9315 4th St SE	X		X	X			X		X	X
Lake Stevens High	2602 115th Ave NE				X	X	X	X	X	X	
Lake Stevens Middle/ Skyline Elementary	1031 91st Ave SE	X	X	X	X			X		X	X
North Lake Middle	2226 123rd Ave NE		X		X		X	X		X	X
Pilchuck Elementary	12708 20th St NE	X	X	X			X	X		X	X
Stevens Creek Elementary	9317 29 th Street NE	X	X	X				X		X	X
Sunnycrest Elementary	3411 99th Ave NE	X	X	X						X	X

Table 5.5 – School Parks Inventory

Open Spaces and Natural Resources

Open spaces consist of undeveloped lands, passive recreation areas or Native Growth Protection Areas, both public and private. Open spaces allow residents to engage in low-intensity and passive recreation activities such as hiking and bird/wildlife watching, while protecting natural areas and resources. Typical amenities include soft trails, boardwalks, interpretive signage and scenic views. Open space may provide habitat corridors for wildlife and links between neighborhoods for humans. Open spaces frequently buffer potentially incompatible land uses. Open space should be distributed throughout the city.

Currently, the land use code requires dedication of Native Growth Protection Areas on lands with critical areas such as wetlands, streams, and steep slopes during development. The city also requires the dedication or creation of open space as a condition of approval for some subdivisions and attached housing developments. These set asides form a large portion of the open space inventory for the city that must be managed cooperatively between the city, homeowners, homeowners' associations, other agencies and even non-profit land trusts.

The city has many natural resources with the primary resource being Lake Stevens, a 1,040-acre lake and its tributaries, which provide migration, spawning, and rearing habitat for resident and anadromous fish species. The city provides a variety of habitat niches for terrestrial and aquatic wildlife and birds; notably there are many Bald Eagles that live around the lake. Public agencies own many of these open spaces; others are dedicated through the development process or as gifts from property owners. Generally, open spaces are located in critical areas and are retained in a natural state to protect the resource. In total, the city of Lake Stevens includes nearly 124 acres of public and semi-public open space and an additional 111 acres of privately held open space. Together these areas equal approximately four percent of the city. As previously noted, much of this property is within dedicated Native Growth Protection Areas. Open spaces with the potential for passive recreation uses are listed below.

Downtown Open Spaces – Approximately five acres of open space exist between 16th Street NE and 18th Street NE, in downtown Lake Stevens. This area could be developed into a natural classroom with interpretive information, and connected by trails, sidewalks and boardwalks.

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Mill Cove Reserve – A one-acre passive open space purchased in 1997 through the Snohomish County Conservation Futures grant program. The wooded site is at the location of the historic Rucker Mill and contains wetlands and shore lands. From the site, one can see the pilings that supported the old mill over the lake. The city will continue to seek grant opportunities to finance trails, signage and other passive recreation amenities.

Trails and Pedestrian Facilities

Soft surface and paved trails, walking paths, sidewalks and multi-use trails for walking, hiking and bicycling make up the category of trails and pedestrian facilities. Paths and trails enhance connectivity between neighborhoods, parks, schools, transit facilities and commercial areas throughout the community and provide opportunities for alternative transportation. Recreational paths and trails can meander away from the road network, creating a focus on interacting with the natural or built environment. Sidewalks provide safe, direct routes between points along a road network. In 2020 the city adopted the first Trails Master Plan to guide development of new trails and provide level of service standards.

Approximately six miles of public or semi-public trails exist in the city. Many of the shorter trails link road segments. Some of the newer subdivisions include soft trails within the outer portions of critical area buffers or as paths between different areas. One trail circumscribes the western and southern borders of the high school property. Two miles of trails meander through Catherine Creek Park. The city added a new 0.8-mile multi-use path along South Lake Stevens Road in 2020. Gravel trails leading through Centennial Woods Park connect Catherine Creek Park to the Centennial Trail. The Lake Stevens Reserve neighborhood has a network of gravel trails that provide pedestrian access. There is also a network of informal trails in the power line corridor, located in the western portion of the city.

The Snohomish County Centennial Trail skirts the eastern city limits, 1.7 miles of which are managed by the city. Nearly 5 miles of the Centennial Trail is adjacent to the city between Centennial Middle School and the Rhododendron Trail Head.

The 30-mile trail stretches between the Skagit County line to the north and the city of Snohomish to the south. The trail is planned to extend from the southern Snohomish/King County line to the northern Snohomish/ Skagit County line. The trail serves pedestrians, bicyclists, skaters, and equestrians.

Figure 5.5 provides an overview of public and private open spaces and trail locations.

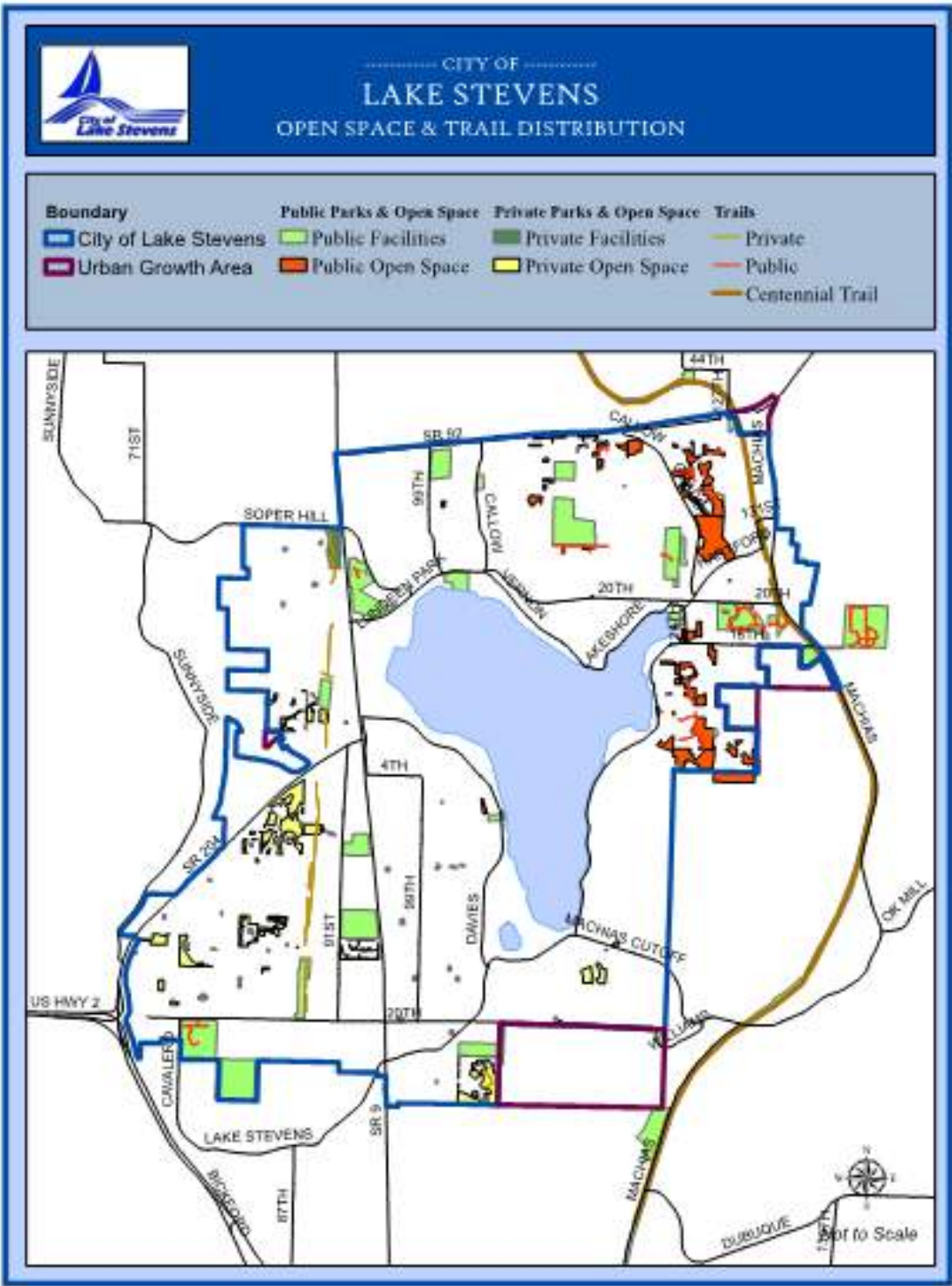


Figure 5.5 – Open Space and Trail Distribution

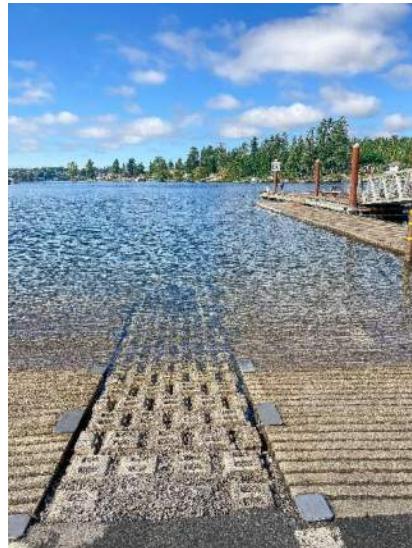
Special Use Parks & Facilities

Special use parks may be any park type or facility (private or public) with a specialized amenity that provides a unique experience, a particular sport or activity, and may provide a revenue income. Special use parks may include boat launches, cultural facilities, community centers, recreation centers/facilities or public art. Commercial enterprises geared toward the lake such as non-motorized uses or the Centennial Trail could compliment the city's inventory of special use facilities. The size of these facilities varies depending on the proposed use and available amenities. Special use parks should be distributed throughout the city. Because demand for special use facilities is generated from within and outside the city limits, the city, county, and other recreation providers should cooperate on locating special use sites.

Bonneville Field Ball Park – A three-acre baseball field, which also provides informal trailhead parking for the Centennial Trail, is located at the intersection of 16th Street NE and Hartford-Machias Road. The Lake Stevens Little League operates this site. Facilities include a baseball diamond and approximately 35 parking spaces. The park is used primarily by organized little league teams during the summer.

North Cove Boat Launch – A one-acre public boat launch and parking lot, with 30 spaces, is located on the eastern shore of North Cove. Access is from 17th Place NE, off Main Street. The Washington State Department of Fish and Wildlife owns this site and leases it to the city. Most users are boaters, anglers, and jet-skiers launching their watercraft. Use is heaviest on summer weekends.

Grimm House – The historic Grimm House, associated with the Rucker Mill, is located next to North Cove Park. Through volunteer efforts, the house has been relocated and renovated.



Historic Sites – The potential for historic sites in Lake Stevens is excellent because of the city's rich past linked to logging and railroads, evident in remains around the lake. There are trestle remains from the mill operations, in the lake, dating back to the turn of the century.

Lake Stevens Historical Museum –The museum houses permanent and rotating exhibits illuminating the town's history, the Society's office, and a 1,000-piece historical photograph collection. The Lake Stevens Historical Society, formed in 1982, operates this museum. The Lake Stevens Historical Society is operated by a 15-member board and is a group of about 110 individuals dedicated to preserving community history through the collecting of information and artifacts and educating the public. In 2021 the museum was moved to a temporary location in Downtown Lake Stevens.

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Lake Stevens Senior Center – The Lake Stevens Senior Center, located at Eagle Ridge Park, welcomes all older adults to share in fellowship, classes and social events in the Lake Stevens area. The Senior Center is in a 2,800 square foot building with a commercial kitchen, dining/multi-purpose room, barrier-free bathrooms, office space and additional class and meeting rooms.

Lochsloy Field – The Lake Stevens School District owns this 15-acre site, located north of SR-92, between Lake Stevens and Granite Falls. Facilities include numerous soccer fields and a large parking area. Organized league teams use the park primarily during the spring, summer and fall.

The Mill on Lake Stevens – This approximately 9,190 square foot multi-use facility constructed in 2020 provides meeting space, covered patios, festival space and three-season section for community, private and corporate events.

Cedarwood Community Center – An approximately 5,000 sf facility located near 5th Pl SE and 101st Ave SE that was acquired by the city in 2021 and is scheduled for future renovations.

Sno-Isle Regional Library, Lake Stevens Branch – The city owns a 4,750 square foot building at 2211 Grade Road that houses the library. The Sno-Isle Libraries provide library services to the community here.



Table 5.6 lists some well-known and popular special use sites and facilities.

Recreation Programs, Events and Special Providers

Aquafest – Lake Stevens’ annual city celebration is usually held in July. It includes an aqua-run, children’s activities, fireworks, vendor booths and several parades.

Lake Stevens Boys and Girls Club – A one-acre property located at the intersection of 16th Street NE and Main streets. Clubs, Inc., a non-profit organization composed of representatives of the Lake Stevens Lions Club and the Lake Stevens Junior Athletic Association (LSJAA), owns this property. The Boys and Girls Club includes a recently remodeled building, teen center, gymnasium and a small meeting room (50-60 person occupancy) available for rent. This room is available at no cost to service clubs and scout troops. The property also includes a baseball diamond (Bond field), used for youth team sports, and storage/concession area, operated and maintained by LSJAA, behind the gymnasium. Approximately 75 parking spaces are available on the property.

Lake Stevens Junior Athletic Association (LSJAA) – A non-profit youth organization, the LSJAA organizes seasonal teams for soccer, football, and basketball., funded by user fees.

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FACILITY	LOCATION	OWNER	ACRES	FOOTBALL/ SOCCER FIELDS	SOFTBALL/BASEBALL	DOCK	BOAT LAUNCH	SWIMMING POOL	VIEW CORRIDOR	OTHER
Bonneville Field	13420 16 th Street NE	City of Lake Stevens	7.32		X					X
North Cove Boat Launch	North Drive	WA Dept of Fish & Wildlife	0.89			X	X		X	X
Grimm House	Mill Spur	City of Lake Stevens	0.60							X
The Mill	1808 Main Street	City of Lake Stevens	.58							X
Library	2211 Grade Rd	City of Lake Stevens	1.16							X
Lochsloy Field	6710 147 th Ave NE	Lake Stevens School District	15.17	X	X					
Special Use Parks Total Acres			24.81							

Table 5.6 – Special Use Inventory

Lake Stevens Little League – A non-profit youth baseball and softball organization that organizes seasonal teams and maintain Bonneville Field.

Lake Stevens School District – The LSSD offers evening and weekend classes in sports, hobbies, job skills, continuing education and other recreational classes. The LSSD operates the indoor swimming pool. The LSSD Community Education program currently provides recreation and leisure service programming, such as summer youth recreation programs and adult programs, in the fall, winter and spring.

Rowing Clubs – Different rowing clubs use Lake Stevens frequently, hosting several large regattas on the lake, as well as offering competitive rowing opportunities for juniors and adults.

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Scouting, 4-H, Church Youth Programs, Other Special Interest Groups – All the scouting organizations are represented in Lake Stevens, as well as 4-H. Additionally, many of the churches have youth programs.

Water Ski Club- The Lake Stevens Water Ski Club was started in the late 1940's and hosted the West Coast Regional Championships in North Cove. The club is open to all interested families and friends who are looking for fun on and off the water.

FUTURE NEEDS AND LEVELS OF SERVICE

Methodology and Public Process

The city traditionally based its level of service for parks and recreation facilities on an overall population ratio. Under this model, using the 2012 population estimate, the city provided approximately five acres of developed or planned parkland per 1,000 residents. Comparatively, this is within the level of service ranges provided by neighboring communities. As a first step to providing an adequate land supply, setting a broad population-based goal is acceptable. However, the city recognized that there were inherent problems with this method. The city and its UGA have a limited amount of large usable lands remaining. As the city's population grows, it is not likely that it can continue to acquire a larger inventory of new parkland. Secondly, a population-based model ignores access to different types of parks, special features and an equitable distribution throughout the community. Finally, this older method does not inform a jurisdiction on the city's satisfaction with individual facilities, the inventory or identify preferences for specific types of amenities.

At the last park element update the city determined the existing model of a population-based methodology did not adequately represent the needs of the community. In 2013 the City updated the methodology to include an acceptable individualized distance for residents to travel to reach each classification of parks, trails and facilities.

First, the city developed a park classification system previously described in Table 5.1. Second, the city completed an updated inventory of public and private facilities. The inventory categorized the facility by its classification, included current acreage and identified specific amenities available at each location. Third, the city proposed new level of service standards and mapped the distribution of different park facilities throughout the community based on the defined levels of service. The maps include an overall park distribution and individual distribution of different park types to determine access to residential areas. Fourth, the city developed and distributed a parks and recreation survey. The survey contained questions related to demographics, access to facilities, facility use and preferences, community desires, satisfaction and potential funding sources. Based on these results and recommendations by the community, Park Board and Planning Commission new service levels were set.

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As part of the 2019 update staff distributed a refined survey via social media and posted it on the city's website in spring of 2019. The Park and Recreation Planning Board held several regular meetings throughout the year. Staff also briefed the Planning Commission and City Council about the project throughout 2019 at open public meetings. Staff has refined the needs assessment based on survey responses and comments from the community and city officials.

Level of Service Standards and Goals

The level of service standard (LOS) for park facilities are based on residential access and equitable distribution of facilities to different park types and trails community wide. The LOS standard for community parks is one park within 2.5 miles of residential areas. The LOS standard for neighborhood parks is one park within one mile of residential areas. The service goal for mini-parks (public and private) is one mini-park within 0.5 miles of residential areas. The LOS standard for multi-use trails is one trail within one mile of residential areas. The LOS standard for open space is five percent of the community. Within each facility, the city will strive to maintain a mix of amenities that reflect community use preferences as defined in the most current Lake Stevens Parks and Recreation Survey.

Needs Assessment

Survey respondents suggested that community level parks should receive the highest priorities, but a desire to see all park types was evident from responses. Some of the most popular uses included walking/hiking, picnicking, beach/dock use, and swimming. Some of the most desired improvements include walking, hiking and multi-use trails, picnic areas, public docks, a community garden, playgrounds, a skate park and improved restrooms. Overall respondents claim to be somewhat satisfied with the facilities and amenities. The most common complaint was a perceived lack of park properties, amenities and lake access. Respondents identified the cost of park maintenance and land for additional access as major issues to be resolved. Popular funding sources include public and private partnerships and fund matching. Additional questions focus on forming a recreation program and determining offerings to be included.

Through a process of applying the adopted parks and open space LOS standards, reviewing the current inventory and analyzing the 2019 Parks and Recreation Survey a clear picture of the city's needs for public park and recreation programs and facilities emerges. Five main categories comprise the current needs assessment: Planning, Acquisition, Site Development and Improvements, Maintenance and Recreation programming. Each element provides the basis for developing a capital improvement plan. Decision-makers should prioritize the selection of capital projects based on gaps in the service for different park types, distribution of amenities throughout the park network, community preferences, opportunities, and likelihood of partnerships with other jurisdictions or private groups.

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Park Planning

To improve existing recreational facilities and design new facilities, the city needs to develop master plans for specific uses in existing parks, in addition to new facilities added to the inventory. Master plans should consider the distribution of existing inventoried facilities and identify locations for improving and developing preferred uses and amenities from the community survey. Specifically, new master plans should consider opportunities to add trails, playgrounds, picnic areas, permanent restrooms and active recreation areas including sports fields and facilities. Additionally, master plans should identify potential locations for additional trails and shoreline acquisition and development.

The following list includes a series of proposed planning efforts, based on responses from the community survey, to implement the Park Plan.

1. Coordinate with Snohomish County to plan park facilities jointly within or adjacent to the city. Examples include future construction phases of Cavalero park, transfer of some park facilities, and a long-term analysis of county properties outside city limits.
2. Develop a master plan for Centennial Woods Park with passive use and other amenities. Develop a master plan for non-motorized uses of the waterfront including swimming areas, beach use, rowing/paddling and public docks/piers. Improved shoreline access and a variety of water-related activities are important identified issues by residents. This project should be coordinated with a variety of user groups and stakeholders.
3. Prepare an open space plan for the various downtown shorelines, wetlands and riparian open spaces (e.g., Mill Cove Reserve, 16th and 18th Street wetlands and) with an emphasis on low impact development, interpretative education and linkages. The community identified habitat protection and development of interpretive sites as an important goal for the community parks, recreation and open space system.
4. Implement a wayfinding program developed with the City Beautification Plan in 2020, to identify the locations of parks and recreational facilities throughout the community. A wayfinding program would be crucial to providing a uniform image and highlighting existing and proposed site improvements.

Acquisition

Based on the distribution of park facilities and survey responses, the city should identify opportunities to acquire the following lands to meet the recreational needs of city residents. Decision-makers should include one or more of these potential acquisitions as placeholders on the capital program list to act on as opportunities are identified.

1. The city should identify a location for a new public neighborhood level park in the southeastern part of the city, near 20th Street SE.
2. The city should identify locations for additional shoreline properties on Lake Stevens. Shoreline acquisition should consider expansion of current properties, a balanced distribution of access points on all sides of the lake, lands that can provide a mix of

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active and passive recreation activities and linear access tracts for trails, paths and view corridors.

3. Rights-of-way/easements for multi-use trails, pedestrian paths and sidewalks throughout the city with an emphasis on lakefront locations, the power line corridor in the western part of the city and east/west connections to the Centennial Trail and downtown.

Site Development

Some projects are ready for immediate implementation and construction. Decision-makers should give these projects a high-priority for inclusion on the capital project list. As the city completes other master plans, Council should consider adding these as future capital projects.

1. Complete construction of Eagle Ridge Master Plan's Phase 1 improvements (e.g., landscaping, trail development, interpretive signs, etc.) and start construction of Phase 2 improvements (e.g., restroom facilities area, etc.) and Phase 3 improvements (e.g., playgrounds, picnic shelter, amphitheater, etc.).
2. After acquisition of right-of-way/easements, the city should begin constructing the power line trail in phases.
3. Frontier Heights – Implement future phases of the Master Plan including exercise stations, viewing labyrinth, multi-use sports field, pickleball courts, sensory garden and additional parking.
4. West Lake Park – Construct the Master Plan that includes athletic fields, dog park, trailhead, playground and parking.

Park Improvements / Maintenance

Several projects do not need significant planning but will help implement community desires and preferences and should be included on the capital project list. Such projects involve maintenance and repairs or improvements to existing facilities. Many of these projects could be completed through cooperative efforts between the city and stakeholder groups. Specific examples for consideration as a capital project follow.

1. Repair existing soft trails at Catherine Creek Park and Centennial Woods. This may include clearing brush and installing new surface materials on trails. The city should endeavor to define trailheads and install location and wayfinding signage between the two sites. As appropriate, city staff could install additional amenities at these sites including formal seating areas and picnic facilities along with restroom facilities.
2. Coordinate with user groups to repair and improve the disc golf course in Catherine Creek Park.

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3. Construct a pedestrian pathway between Downtown Lake Stevens and the Centennial Trail along Hartford Drive NE terminating at land dedicated to the city for creating a new trail connection. The project would include improvements along Hartford Drive NE such as directional signage, striping and other safety features.

Recreation Programming

Lake Stevens currently provides seasonal events for community recreation. Recreation programming began in 2020 through a third-party vendor. Additional programming will be developed over a 5-year plan to increase offerings to all ages and abilities.

Capital Projects

An analysis of existing conditions and projected needs in the previous section highlighted the areas of concern and opportunities for Lake Stevens. The Capital Facilities Element contains a strategy for achievement of the city's goals considering the existing conditions in the city and identified needs. Capital projects will be prioritized based on the survey result preferences, needs assessment, levels of service and relationship to economic development opportunities. The following list of different project types should be considered for inclusion in the Capital Facilities Element.

Planning Project No.1 Bayview Trail Phase 1-4

Total Cost: \$500,000

Description: Develop 100% design plans, critical area study, acquisition plan and permitting.

Location: 8th Steet SE to Soper Hill Road to connect with the Marysville Bayview Trail alignment.

Justification: This project would help meet the public demand for active outdoor recreation and provide an interconnected system of high-quality, accessible trails

Planning Project No.2 Centennial Woods

Total Cost: \$100,000

Description: Develop a park master plan for Centennial Woods starting with a conceptual design in 2022, parking lot(s), picnic opportunities and trail connections. Full design and construction will take place in a later phases.

Location: Adjacent to Catherine Creek Park and connects to the Centennial Trail between 16th Street NE and 20th Street NE.

Justification: This project would help meet the public demand for active outdoor recreation. The location is adjacent to the Centennial Trail, the longest, multi-use trail in Snohomish County.

Planning Project No.3 Downtown Open Space Master Plan

Total Cost: \$50,000

Description: Open space plan for various downtown open spaces including shoreline, wetland, and riparian areas. The plan would include environmental analysis, identify appropriate connections between areas, develop interpretive information and provide engineered details for boardwalks, viewing areas and signage.

Proposed Funding Sources: Impact fees, Grants

Location: Mill Cove Reserve, Grade Road Open Space, Wetlands between 16th Ave NE and 18th Ave NE

Justification: This project would meet the identified preference for balanced habitat protection and development of interpretive sites as an important component in the community parks, recreation and open space system.

Acquisition Project No.1 Lakeside Path Right-of-Way/Easement Acquisition

Total Cost: \$1,610,066

Phase 1 (Northern Section approximately 3,800 linear feet) – \$237,382

Phase 2 (Eastern Section approximately 3,600 linear feet) – \$222,684

Phase 3 (Western/Southern approximately 18,000 linear feet) – \$1,150,000

Description: Purchase rights-of-way/easements for walking paths around the lake.

Proposed Funding Sources: Local Contributions, Impact fees, Grants

Location: Road network around Lake Stevens

Justification: This project would meet the identified preference for developing safe walking paths and multi-use trails throughout the community.

Acquisition Project No.2 Neighborhood Park Acquisition

Total Cost: \$500,000 to \$1 million

(Southeast Lake Stevens between 5 – 10 acres)

Description: Identify locations for and acquire lands for a neighborhood level park in the southeastern part of the city.

Proposed Funding Sources: Impact fees, REET

Location: Southern part of the city, near 20th Street SE

Justification: This project would meet the Level of Service standard for access and distribution of neighborhood level parks.

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Acquisition Project No.3 Shoreline Acquisition

Total Cost: \$1 – 1.5 million

Description: Identify locations for and acquire shoreline property that can provide a balance mix of water related activities around Lake Stevens.

Proposed Funding Sources: Impact fees, Grants

Justification: This project would meet the identified preference for acquisition and development of additional shoreline properties as an important part of the community parks, recreation and open space system.

Acquisition Project No.4 – Power Line Trail Right-of-Way/Easement Acquisition

Total Cost: \$1,000,000

Phase 2 (Northern Portion approximately 6,350 linear feet)

Description: Purchase rights-of-way/easements for multi-use trails in the power line corridor.

Proposed Funding Sources: Impact fees, Grants

Location: Power line corridor in the western part of Lake Stevens

Justification: This project would meet the identified preference for developing safe walking paths and multi-use trails throughout the community.

Development Project No.1 – North Cove Boat Launch Marina

Total Cost: \$3,200,000

Description: Redevelopment of the existing facilities to accommodate guest moorage and first responder moorage.

Proposed Funding Sources: Impact fees, Grants

Location: 12301 17th Place NE

Justification: This project would help meet the goal of improving and expanding public shoreline and water access.

Development Project No.2 – Remaining Phases of the Eagle Ridge Master Plan

Total Cost: \$4,000,000

Description: Construct remaining improvements in the Eagle Ridge Master Plan.

Proposed Funding Sources: Impact fees, Development, Grants, ARPA

Location: Eagle Ridge Park

Justification: This project would meet the identified preference for developing community level parks.

Development Project No.3 Frontier Heights Redevelopment Phase II and III

Total Cost: \$3,500,000

Proposed Funding Sources: Impact fees, Grants, ARPA

Description: Add parking along Frontier Circle West, add pickleball court, labyrinth, sensory garden, multi-use athletic field, exercise stations and landscaping.

Proposed Funding Sources: Impact fees, Development, Grants

Location: 8801 Frontier Circle W

Justification: This project would meet the identified need of multi-use athletic fields and increasing active recreation opportunities throughout the community. This project would revitalize this neighborhood and increase economic development in the surrounding area. This project would meet the identified preference for developing neighborhood level parks.

Development Project No. 4 Bayview Trail Phase Oa

Total Cost: \$699,960

Phase 1 (Southern Segment construct trail from 20th Street SE to 12th Street SE) – cost included with West Lake Park project)

Phase 2 (Northern Segment construct approximately 1267 linear feet) – \$699,960

Description: Construct multi-use trail along utility corridor.

Proposed Funding Sources: Impact fees, Pandemic Recovery

Location: Power line corridor in the western part of Lake Stevens

Justification: This project would meet the identified preference for developing safe walking paths and multi-use trails throughout the community.

Development Project No. 5 – West Lake Park Ballfields Development and Dog Park

Total Cost: \$1,600,000

Description: Renovate existing facilities in two phases to increase safety standards. Phase I will include re-grading the existing fields. Phase II will include a dog park, and elements identified in master plan. This property will be a trail head for the Bayview Trail.

Proposed Funding Sources: Pandemic Recovery, Impact Fees

Location: 8629 20th Street SE

Justification: This facility would improve a public neighborhood level park in southwestern Lake Stevens and satisfy goals identified in the Trails Master Plan.

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Improvement Project No.1 – Replace Low Float Dock at North Cove Boat Launch

Total Cost: \$150,000

Description: Replace low float dock and install new abutment.

Proposed Funding Sources: Impact fees, Local Contribution

Location: 1301 17th Place NE

Justification: This project would help meet the goal of improving and expanding public shoreline and water access.

Improvement Project No.2 Hartford Road Walking Path/Trail Head

Total Cost: \$50,000

Description: Improve the pedestrian pathway between Downtown Lake Stevens and the Centennial Trail along Hartford Drive NE and construct a new trailhead at the intersection of Hartford Road and 131st Ave NE.

Proposed Funding Sources: Mitigation, Grants

Location: Hartford Drive NE between 20th Street NE and 131st Ave NE

Justification: This project would meet the identified preference for developing safe walking paths and multi-use trails throughout the community.

Improvement Project No.3 – Catherine Creek and Centennial Woods Trail Improvements

Total Cost: \$15,206

Phase 1 (Catherine Creek approximately 4,460 linear feet) – \$11,097

Phase 2 (Centennial Woods approximately 1,127 linear feet) – \$4,110

Description: Improve existing soft trails at Catherine Creek and Centennial Woods.

Proposed Funding Sources: Impact fees, Local Contribution

Location: Catherine Creek and Centennial Woods Parks

Justification: This project would meet the identified preference for developing safe walking paths and multi-use trails throughout the community.

Improvement Project No. 4 – Cedarwood Clubhouse

Total Cost: \$4,230,000

Description: Lake Stevens acquired the Cedarwood Clubhouse in 2021 for future use a community recreation center for youth and community use. The Cedarwood Clubhouse is within an apartment complex built in 1978 and includes a 5,000-square-foot gymnasium and separate restroom facility. It was closed years ago over security and

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vandalism concerns and has been dormant since. Numerous emergency repairs are needed to remediate building deficiencies including roof repairs, new siding and windows along with ADA access and site improvements. Future phases will include interior remodels.

Location: Intersection of 101st Ave SE and 5th Place SE

Proposed funding sources: State (\$1.2 million requested), Federal \$1 million, local, grants

Justification: This project would meet the city's need for a safe indoor recreational space for youth and community needs.

Improvement Project No. 5 – Davies Beach Improvements

Total Cost: \$400,000

Description: Replace / Repair docks and pier at Davies Beach

Location: 20 South Davies

Justification: This project would meet the city's need for safe water access on the shoreline of Lake Stevens.

Improvement Project No. 6 – Bonneville Field

Total Cost: \$1,000,000

Description: Replace turf field with synthetic turf and add neighborhood level park amenities that may include picnic areas, a small playground and walking paths.

Location: 13420 16th Street NE

Proposed Funding: Pandemic Relief

Justification: This project would help meet the city's need for improved youth athletic facilities.

Financing

Parks and recreation facilities users do not necessarily recognize political boundaries; therefore, it is imperative that jurisdictions plan for and provide recreation facilities to meet the needs of the community jointly. Recognizing this fact also allows a more efficient system to be established using scarce tax dollars to provide for the recreational needs of regional populations. For example, it is more efficient to build a swimming pool between two jurisdictions where demand exists than to build two separate pools three blocks from each other simply because each city feels that tax dollars should be spent in individual communities. The city should continue to place emphasis on a balanced, cooperative approach to parks and recreation planning.

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In accordance with the Revised Code of Washington Sections 82.02.050 and 82.02.060, the city is to provide a balance between impact fees and other sources of public funds to meet its capital project needs. Revenues from property taxes, user fees (if imposed), sales taxes, real estate taxes, grants and other revenue sources need to be used to pay the proportionate share of the growth-generated capital facilities costs. Therefore, the city's commitment to improving the parks system is not solely reliant on impact fees.

Impact Fees

Once a LOS is adopted, impact fees may be assessed under GMA to ensure that levels of services are maintained as the population grows. It is required that impact fees be based on the LOS in place at the time of development. It is in the city's interest to ensure impact fees are current as allowed under GMA based upon the level of service established in this element. The amount that could be charged new development would be determined through a separate fee study.

General Revenues

Unlimited general obligation bonds may be submitted to voters for park and recreation purposes. These bonds require approval by at least 60% of the resident voters during an election that has a turnout of at least 40% of those who voted in the last state general election. The bond must be repaid from a special levy which is not governed by the six percent statutory limitation on the property tax growth rate.

Grants

While the city has been successful in obtaining grants for parks, it will continue to apply for grants for acquisition, development, recreation programming and maintenance. With a larger community, it is anticipated that the city's resources could be better leveraged with more and larger grants.

Special Revenue Funds

Conservation Futures: By state law, counties can elect to levy up to \$0.065 per \$1,000 of assessed valuation for all county properties to acquire shoreline or other open space lands. In 1997, the city obtained conservation future funds to purchase about 21 acres of open space lands contained in three parks.

Real Estate Excise Tax (REET): State law allows counties the option of imposing excise taxes on the sale of real estate. The tax may be imposed up to \$0.25 per \$1,000 in sale value to be used to finance capital facility developments, including the acquisition and development of park and recreational facilities.

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Foundations and Contributions

The Arts and Parks Foundation was established as a 501(c)(3) as an avenue for people to make tax-exempt contributions that directly support parks and art activities. Contributions can be from service clubs, individuals or organizations wishing to make a one-time or periodic gift to parks.

Fundraising

Lake Stevens will promote fundraising opportunities within events, dedication of amenities and legacy gifts of properties and funds in cooperation with the Arts and Parks Foundation.

GOALS AND POLICIES

An analysis of existing park, recreation and open space facilities along with community input provide the basis for establishing goals and policies within the Park Plan. The goals and policies provide guidelines and actions for achieving that Plan. Goals are broad intent statements that describe a desired outcome. Policies provide the framework for developing specific measurable actions.

GOAL 5.1 PROVIDE A HIGH-QUALITY, DIVERSIFIED PARKS, RECREATION AND OPEN SPACE SYSTEM THAT PROVIDES RECREATIONAL AND CULTURAL OPPORTUNITIES FOR ALL AGES AND INTEREST GROUPS.

Policies

- 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:
 - a. Neighborhood Parks – one park within a one-mile radius of all residential areas and
 - b. Community Parks – one park within a 2.5-mile radius of all residential areas.
 - c. Mini-Parks - one park within a .5-mile radius of residential or commercial areas.
- 5.1.2 Provide a park, recreation and open space system with activities for all age groups and abilities, equally distributed throughout the community, with an emphasis on youth-oriented activities.
- 5.1.3 Provide a balanced mix of active recreational facilities including but not limited to court and field activities, skateboard/BMX areas, and multi-use trails and passive recreation facilities, including but not limited to, hiking/walking, shoreline access and picnicking accessible to the largest number of participants.
- 5.1.4 Promote balanced lake access for pedestrians and motorized and non-motorized watercraft so all segments of the population can enjoy the lake and have access to its recreational opportunities.
- 5.1.5 Encourage the inclusion of performing arts facilities in public parks and recreation areas and incorporate visual arts into the design of park features, such as railings, benches, buildings and other amenities.
- 5.1.6 Support the use of indoor community spaces for arts and crafts, music, video, classroom instruction, meeting facilities and other spaces for all age groups on a year-round basis.
- 5.1.7 When appropriate and economically feasible, participate in the development of special interest recreational facilities.
- 5.1.8 Continue to participate in the annual Aquafest community celebration.

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- 5.1.9 Identify recreational and cultural needs opportunities for special needs populations.
- 5.1.10 Support the Lake Stevens Historical Society in their efforts to inventory significant historical and archaeological resources and to provide information to the community on its history.
- 5.1.11 Create a recreation program that provides activities for all ages and abilities.
- 5.1.12 Support community events that create pride and provide for economic development.

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.

Policies

- 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.
- 5.2.2 Provide for a comprehensive city trail system linking the downtown area, schools, parks, and the Centennial Trail.
- 5.2.3 Establish a multi-use trail around the lake, choosing a route that best provides lake access and/or views.
- 5.2.4 Establish a north/south trail under the power lines as identified in the Lake Stevens Center and 20th Street SE Corridor subarea plans.
- 5.2.5 Establish an east/west sidewalk trail along 24th Street SE and South Lake Stevens Road to connect to the Centennial Trail as identified in the 20th Street SE Corridor subarea plan.
- 5.2.6 Establish, expand and/or improve nature trails and boardwalks through open spaces with an emphasis on Eagle Ridge Park, Catherine Creek Park, Centennial Woods, Mill Cove Reserve, and the Grade Road Open Space.

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

Policies

- 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.
- 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.
- 5.3.3 Balance the desire for public access and interpretive education with preservation of environmentally sensitive areas and other natural sites
- 5.3.4 Maintain and enforce leash laws and animal at-large laws to stem wildlife predation.
- 5.3.5 Preserve lake and other scenic views for the public when considering land use decisions and when siting park and recreation facilities.
- 5.3.6 Plan for an open space system that may include:
 - a. Natural or scenic areas,
 - b. Water bodies and drainage easements,
 - c. Public/private passive park and recreation sites,
 - d. Cultural, archaeological, geological and historical sites,
 - e. Large reserve tracts, private parks, common ground, and buffer areas from residential development,
 - f. Utility corridors, and
 - g. Trail corridors that may function as wildlife corridors.

GOAL 5.4 ASSERT PARKS AND RECREATION AS CRITICAL INFRASTRUCTURE AND VITAL PUBLIC SERVICE.

Policies

- 5.4.1 Advocate for funding options to maintain and operate parks and recreation programs.
- 5.4.2 As park system expands, provide sufficient financial and staff resources to maintain the system to high standards.
- 5.4.3 Periodically review growth impact related fees and assess methodologies to finance projects.

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GOAL 5.5 MAXIMIZE PARK FACILITIES BY LEVERAGING, SHARING AND EFFICIENTLY USING RESOURCES.

Policies

- 5.5.1 Cooperatively plan for joint-use facilities, meeting and class rooms, athletic fields, and other facilities with the Lake Stevens School District, Lake Stevens Junior Athletic Association, Snohomish County Parks Department and other public or private providers of recreation services and facilities that are of mutual benefit to each agency and the users/participants in the city and its Urban Growth Area.
- 5.5.2 Create a comprehensive, balanced park, recreation and open space system that integrates city facilities and services with resources available from the Lake Stevens School District, Snohomish County and other state, federal and private park and recreational lands and facilities in a manner that will best serve and provide for area residents' interests.
- 5.5.3 Support continued cooperation between the city, non-profit organizations, the Lake Stevens School District and other agencies for continuation and development of recreation programming for youths, seniors and other segments of the population to avoid duplication, improve facility quality and availability, which reduces costs and represents area residents' interests through joint planning and development efforts.
- 5.5.4 Establish inter-local agreements between the city, county, school district and private non-profit organizations and other agencies to provide for athletic facilities to serve the needs of the city and the Urban Growth Area.

GOAL 5.6 MAINTAIN PARK FACILITIES TO MAXIMIZE LIFE OF THE FACILITIES AND TO PROVIDE AN ATTRACTIVE AND PLEASING ENVIRONMENT FOR USERS.

Policies

- 5.6.1 Design and develop facilities, which reduce overall facility maintenance and operations requirements and costs. Where appropriate, use low maintenance materials, settings or other value engineering considerations that reduce care and security requirements and retain natural conditions and experiences.
- 5.6.2 Develop a maintenance management system to estimate and plan for life cycle maintenance in addition to replacement costs.
- 5.6.3 Provide operation and maintenance to insure safe, serviceable, and functional parks and facilities. Provide adequate funding to operate and maintain existing and new special use sites.
- 5.6.4 The city shall establish creative methods to efficiently expand park and trail maintenance services such as encouraging volunteer efforts, continued use of the State Department of Corrections crews and mutual coordination with other local agencies.

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- 5.6.5 Where appropriate, the city should initiate joint planning and operating programs with other public and private agencies to provide for special activities like shoreline access, aquatic facilities, marinas and community festivals.
- 5.6.6 In the design of parks, encourage the use of materials and designs to reduce the occurrence and impacts of vandalism. Parks design which provides for easy surveillance of facilities by residents and by police can reduce vandalism. Use of materials such as graffiti resistant coatings can reduce these impacts.
- 5.6.7 Repair acts of vandalism immediately to discourage park property and city recreation facilities from becoming targets for further such acts.
- 5.6.8 Ensure that all park and recreation facilities owned and operated by the city comply with ADA accessibility requirements.
- 5.6.9 Establish a formal volunteer network as volunteerism is a significant source of energy and ideas. The city must continue to tap and improve existing opportunities to involve the community in its own programs. The city shall formalize a volunteer program that includes "adopt a park," and "adopt a trail," and similar programs.
- 5.6.10 Coordinate with Lake Stevens Police in park design to reduce unsafe park environments to reduce crime.

GOAL 5.7 THE CITY RECOGNIZES THAT LAND IS IN HIGH DEMAND AND THAT ACQUISITIONS MUST BE PURSUED AS QUICKLY AS POSSIBLE TO IMPLEMENT THE COMMUNITY'S VISION CONCURRENTLY WITH DEVELOPING AND IMPROVING EXISTING FACILITIES TO ACHIEVE A HIGH-QUALITY AND BALANCED PARK AND RECREATION SYSTEM.

Policies

- 5.7.1 Add capacity at existing parks by expanding or improving facilities to accommodate current and future populations and desired uses including walking/hiking trails, active recreation and passive recreation.
- 5.7.2 Acquire additional shoreline lands for trails, public docks, waterfront fishing, wading, swimming, boating and other water related recreational activities.
- 5.7.3 Cooperate with public and private agencies and with private landowners to set aside land and resources necessary to provide high-quality, convenient park and recreation facilities before the most suitable sites are lost to development.
- 5.7.4 Work with developers to identify additional parks, recreation and open space opportunities in redeveloping areas.
- 5.7.5 Prioritization for new park and recreation facilities shall take into consideration areas within the community that are under-represented by parks, types of desired facilities not presently available, availability of properties appropriate for a particular type of park and availability and opportunities for grants and other funding sources.

- 5.7.6 With a developer requirement of paying GMA-based park mitigation fees, developers are still encouraged to install mini-parks voluntarily for the benefit of their developments; however, such mini-parks shall not be credited against meeting the developer's mitigation obligation. The city has not defined a LOS for mini-parks, but encourages one park within a half-mile radius of all residential areas

GOAL 5.8 DEVELOP PARK AND TRAIL DESIGN STANDARDS.

Policies

- 5.8.1 Standardize facility design to ensure consistency and quality in the Lake Stevens park system, and establish a standard for trail signage including interpretive, safety and regulatory signs.
- 5.8.2 Develop trail improvements using the Lake Stevens Trails Master Plan to design and development standards that facilitate maintenance, security and other appropriate personnel, equipment and vehicles and includes:
- a. Trail systems with appropriate supporting trailhead improvements that include interpretive, directory and mileage signage as well as rules and regulations for trail use.
 - b. Provide site furnishings such as benches, bike racks, dog waste stations and trash containers.
 - c. Locate trails in conjunction with park sites, schools, and other community facilities to increase local area access to the trail system and to take advantage of access to existing restrooms and drinking water, thereby reducing duplication of supporting improvements.
 - d. Design outdoor picnic areas, trails, playgrounds, courts, fields, parking lots, restrooms, and other active and supporting facilities to be accessible to individuals and organized groups of all physical capabilities, skill levels, age groups, income and activity interests.
- 5.8.3 Implement the provisions and requirements of the Americans with Disabilities Act (ADA) and other design and development standards that will improve park facility safety and security features for park users, department personnel, and the public-at-large.
- 5.8.4 Promote sustainable landscapes to increase the ecological functions of natural areas and utilize native vegetation in planted areas, where possible.
- 5.8.5 Choose durable products to promote human health in a safe environment and consider life-cycle analysis of materials options. Incorporate green building technology including nontoxic materials and sustainable development practices. Select local products where feasible. Consider environmental as well as economic impacts

GOAL 5.9 INCREASE AWARENESS OF PARK AND RECREATION ACTIVITIES.

Policies

- 5.9.1 Promote the use of local parks through the media, Aquafest, other festivals and by providing information as to their availability such as publishing maps showing park locations and their available facilities.
- 5.9.2 Promote and provide volunteer opportunities.
- 5.9.3 Facilitate community involvement, stewardship and environmental education.
 - a. Continue and expand the volunteer work party program.
 - b. Continue and expand the Adopt-a-Trail program.
 - c. Develop interlocal management agreements.
 - d. Encourage participation in community trail events.
 - e. Expand on existing relationships with schools, business and non-profit organizations to integrate environmental education and a sense of stewardship via local educational programs and volunteer events.
- 5.9.4 Promote environmental protection as part of providing a successful park and recreation program by establishing a permanent celebration promoting Earth Day activities
- 5.9.5 Where appropriate, use adopt-a-park programs, neighborhood park watches, park police patrols and other innovative programs that will increase safety and security awareness and visibility.
- 5.9.6 Provide historic and natural interpretation opportunities throughout the city's park system.
- 5.9.7 Promote commercial recreation opportunities along the Centennial Trail and on and near the lake.
- 5.9.8 Utilize interpretive materials to highlight features such as native flora and historic points of interest

GOAL 5.10 CREATE EFFECTIVE AND EFFICIENT METHODS OF ACQUIRING, DEVELOPING, OPERATING AND MAINTAINING FACILITIES AND PROGRAMS THAT ACCURATELY DISTRIBUTE COSTS AND BENEFITS TO PUBLIC AND PRIVATE INTERESTS.

Policies

- 5.10.1 Establish financing mechanisms to ensure that adequate parks, open space and recreation facilities are available to the community.

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- 5.10.2 Investigate innovative available methods or the financing of maintenance and operating needs in order to reduce costs, retain financial flexibility, match user benefits and interests and increase facility services.
- 5.10.3 The city shall explore, and where appropriate, adopt a creative funding strategy which takes advantage of traditional sources such as capital budgeting, grants, and developer contributions, but also non-traditional sources including, but not limited to, volunteers, dedication of benches or other amenities for fundraising, interlocal agreements, donations, foundations, interjurisdictional partnerships and other appropriate mechanisms.
- 5.10.4 In developing the park system, encourage donations and dedications, conservation easements, innovative land use contractual agreements and other methods involving foundations, organizations, associations, trusts, developers, landowners, others from the private sector and neighboring and regional governments.
- 5.10.5 Allow fee stewardship programs to be established in conjunction with recognized land conservancies to maintain dedicated natural areas in lieu of permitting homeowner associations to assume such responsibilities (assuming the city does not wish to assume such responsibility).

GOAL 5.11 EXPAND ACTIVE RECREATION FACILITIES.

Policies

- 5.11.1 Assess existing active recreation and athletic facilities, explore innovative solutions, and engage communities to better meet community needs.
- 5.11.2 Investigate sites for new athletic facilities that will help meet anticipated growth in the city and region efficiently and sustainably.
- 5.11.3 Partner with private and public organizations for funding opportunities for indoor and outdoor athletic facilities in an equitable and inclusive manner that caters to the city's diverse needs and foster a sense of community ownership and belonging.
- 5.11.4 Design diverse recreational programs and explore multi-use designs and flexible spaces for varied activities and events.

GOAL 5.12 FOSTER RESILIENCE AND CLIMATE ADAPTATION IN THE LOCAL PARK SYSTEM BY INTEGRATING ENVIRONMENTAL IMPROVEMENT AND SUSTAINABILITY INTO ALL STAGES OF PARKS, RECREATION AND OPEN SPACE PLANNING, DEVELOPMENT, OPERATIONS AND MAINTENANCE.

Policies

5.12.1 Ensure cohesive and comprehensive environmental strategies are incorporated into park management and operations.

5.12.2 Incorporate sustainable building practices, low-impact development and energy-efficient components into the design, development, and maintenance of the park system.

5.12.3 Identify and prioritize environmentally degraded areas within parks and open spaces, implementing site-specific restoration plans when feasible.

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

5.12.5 Establish sustainability metrics that evaluate climate change adaptation, resiliency, water conservation, and tree canopy coverage within the parks and recreation system.

5.12.6 Expand community education opportunities on topics such as environmental conservation, invasive species management, and the importance of sustainability to foster a sense of community stewardship and responsibility.

GOAL 5.13 IMPROVE PUBLIC ACCESSIBILITY AND FOSTER A SENSE OF COMMUNITY STEWARDSHIP OF THE WATERFRONT AREAS OF LAKE STEVENS.

Policies

5.13.1 Protect and cultivate the Lake Stevens shoreline as a distinct regional asset for recreation, education, and environmental conservation, emphasizing its significance to the community's identity.

5.13.2 Address and enhance safety and accessibility at existing publicly-owned water access locations, ensuring they meet the community's needs.

5.13.3 Seek and, as funding permits, procure additional waterfront properties to bolster existing public access points and recreational areas.

5.13.4 Develop and maintain partnerships within the community that advocate for waterfront access, protection, and utilization, reinforcing collective efforts for waterfront preservation and enjoyment.

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Chapter 6: Economic Development



A VISION FOR ECONOMIC DEVELOPMENT

Lake Stevens will embrace an equitable and sustainable local economy by supporting a varied job sector for residents, promoting excellent shopping and service options, providing a stable and predictable permitting process and fostering accountable government oversight of public funds.

INTRODUCTION

Simply stated, the Economic Development Element evaluates Lake Stevens's local economy and its financial capacity to support economic growth and a high quality of life. Economic development is essential to ensure the city of Lake Stevens has balanced revenue sources and a diverse tax base, enabling the city to attract businesses and residents, maintain service levels and operations, and construct thoughtful infrastructure. Economic vitality relies on partnerships and investments by the private sector and other agencies who help the city complete its economic development strategy.

The city's economic goals and policies promote sound financial principles; a predictable, business-friendly climate, enabling economic opportunities for all; and allowing the Lake Stevens economy to remain competitive. The goal for the city is to improve the living standards of the community by promoting sustainable and equitable access to local jobs, retail and personal services.

This element aims to identify the strengths and weaknesses within the local economy and marketplace and builds upon existing economic strategies at county and regional levels, emphasizing the importance of collaboration in economic planning. The goals and policies at the end of the chapter provide the framework for the city's economic vision for 2044.

PLANNING CONTEXT

State Planning

Per RCW 36.70A.070(7), each comprehensive plan shall include an economic development element establishing local goals, policies, objectives and provisions for economic growth and vitality and a high quality of life. This chapter uses a multi-faceted approach to describe the local economy encompassing demographics, employment patterns, income levels, business sectors and sales data; identifies strengths and weaknesses and proposes policies, programs, and projects to foster economic growth and address future needs. WAC 365-196-435 states the element should include:

- (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales and other information as appropriate;
- (b) A summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors, and supporting factors such as land use,

transportation, utilities, education, workforce, housing and natural/cultural resources; and

- (c) An identification of policies, programs, and projects to foster economic growth and development and to address future needs.

Regional Planning

The Puget Sound Regional Council (PSRC) addresses Economic Development on a regional scale through Vision 2050. The Multi-County Planning Policies (MPPs), embedded in Vision 2050, are designed to stimulate and sustain economic expansion throughout the area focuses on the following goals:

Economy

Goal: The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.

Source: PSRC

- Opening economic opportunities to everyone,
- Competing globally, and
- Sustaining a high quality of life.

The city of Lake Stevens has a smaller role to play in the region as it relates to large-scale employment; however, the city provides other unique opportunities to support the regional and county economic condition. MPPs directly relate to economic development and recognize the need of each jurisdiction to attain fiscal responsibility in Washington State and in the PSRC regional context.

County Planning

Countywide planning policies (CPPs) support economic development while balancing other land use and growth objectives. The Economic Development and Employment Goal and its 18 underlying policies were adopted in 2021 and developed with input from Lake Stevens and other local jurisdictions and provide important direction for this element.

Snohomish County prioritizes economic development to ensure its residents have access to living wage jobs and affordable housing. Key economic strengths of the county include its transportation infrastructure, workforce development and skilled workforce, and support for advanced manufacturing and high-tech industries. The county has also created a number of initiatives that aim to bolster tourism. Each jurisdiction, including Lake Stevens, has a vital role to fill to support Snohomish County's economic growth. The city participates with Economic Alliance Snohomish County (EASC). EASC supports economic growth and opportunity through leadership, partnerships and business advocacy acting as the countywide chamber of commerce and economic development organization.

Lake Stevens Planning

The city of Lake Stevens maintains its commitment to invest in strategies and programs to support economic growth, including subarea planning and planned actions, and will continue these planning efforts. The city has also taken on a leadership role in efforts to coordinate utility and other service provider investments so that public dollars are spent judiciously and wisely for the public's benefit.

ECONOMIC DEVELOPMENT STRATEGY

Prior to 2006, Lake Stevens' boundaries were limited to the northeastern portion of the city and contained limited retail service and employment opportunities in the historic downtown and adjacent Hartford District. The city formulated an economic development strategy and annexation plan to grow the city's population and local economy. Between 2006 and 2010, the city annexed over 4,300 acres of land, bringing over 17,000 new residents into the city. Annexations of the Lake Stevens Center along SR-9 in 2006 and the 20th Street SE corridor in 2009 added greater economic opportunities for the city.

The 2010 economic analysis assessed economic conditions and characteristics of the city and its urban growth area. The analysis provided a retail forecast, fiscal outlook, market profiles, and overall economic assessment. Out of this effort, the city developed its Growth Centers Strategy to prioritize planning efforts in major commercial and mixed-use areas with a goal of reducing local market deficits and enhance revenues. The growth strategy contemplated the strategic value of each center related to the others.

To help implement the city's economic growth strategy, the city has adopted three subarea plans (Downtown Lake Stevens, Lake Stevens Center and the 20th Street SE Corridor) and a framework plan for the Lake Stevens Industrial Center. These plans aim to increase citywide retail, service, and employment opportunities and support the city's financial sustainability. The subarea plans include planned action ordinances that shifted environmental review to the planning stage with an aim to streamline economic development.

Downtown Lake Stevens Subarea Plan



July 10, 2018
Ordinance No. 1026

In addition, the city has updated its market and retail forecasts and supplemented the growth strategy with a Beautification Plan to establish community design preferences for public amenities. The city has also worked with consultants to identify remaining areas in the city where economic productivity can be increased and to represent the city at trade shows and connect business with property owners.

According to data from PSRC, the Washington State Office of Financial Management (OFM) and the 2023 Snohomish County Growth Monitoring Report, city employment increased almost 70% between 2010 and 2023, from 4,086 jobs to 6,826 jobs, with nearly all of that increase (other than the 2021 Machias Industrial Area annexation) attributed to job growth as opposed to annexation. Implementation of this growth strategy has also added approximately 10,000 new residents and 1,800 acres of land since 2010. As of April 2024, Lake Stevens was the fourth largest city in Snohomish County.

	2010 Estimate	2023 Estimate	2010-2023 Increase
Population (People)	31,316	41,260 (2023)	9,944
Acres (excluding lake)	5,763	7,542 (2023)	1,779
Employment (Jobs)	4,086	6,826 (2023)	2,740

Table 6.1 - City Growth, 2010-2023 (Sources: PSRC, OFM, Snohomish County)

Through each phase of implementation, the city has had extensive public engagement for each subarea plan and the industrial analysis to solicit input on appropriate commercial, mixed-use and industrial land uses to support local jobs and a vibrant local economy. In 2015, community members were asked to pick which industries would be most important to Lake Stevens over the next 20 years. As part of this update, the city held open houses in 2023 and 2024 and conducted a similar survey to gauge whether community priorities had changed.

The 2015 and 2023 surveys yielded similar results – each showed a preference for high-tech, medical, retail and professional offices at a near equal rate as shown in Figure 6.1, with support for the manufacturing sector about half that of other sectors. These preferences align with market trends for the city and reflect common public concerns about compatibility between manufacturing and nearby residential uses.

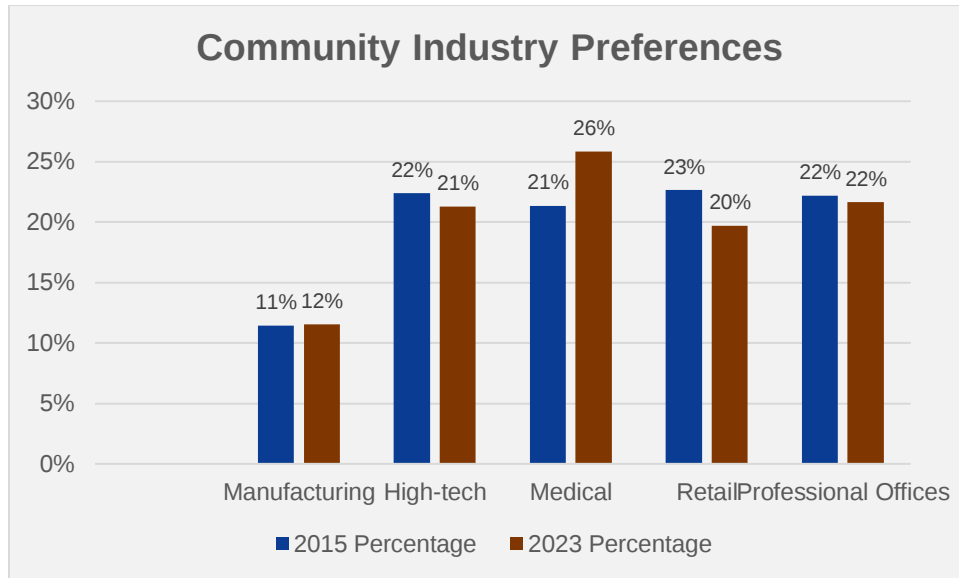


Figure 6.1 - Community Industry Preferences Comparison, 2015 and 2023

Source: 2015 and 2023 Lake Stevens Community Surveys

CURRENT ECONOMIC CONDITIONS

Covered Employment and Top Employers

PSRC produces and compiles *covered employment estimates* to help communities understand current employment trends by sector. In 2015, employment in Lake Stevens was less diversified across job sectors compared to neighboring communities, such as Snohomish, Arlington, or Monroe. Since the last periodic update, there has been a shift in job distribution, indicating more balanced employment opportunities and growth in various industry sectors per the American Community Survey data, as shown in Figure 6.2.

Figure 6.2 shows the top job sectors in Lake Stevens as of 2022. In 2015, education-sector jobs comprised nearly half (45%) of the city's employment base, whereas in 2022 education and healthcare were just below 20% of the aggregate market. Manufacturing has grown to over 15% percent of the market. Combined professional, management and science jobs make up over 10% of the local market. Retails sales has increased to over 10% of the market, which has resulted in a more balanced tax portfolio for the city. Construction continues to also be a significant part of the industry sector in the city.

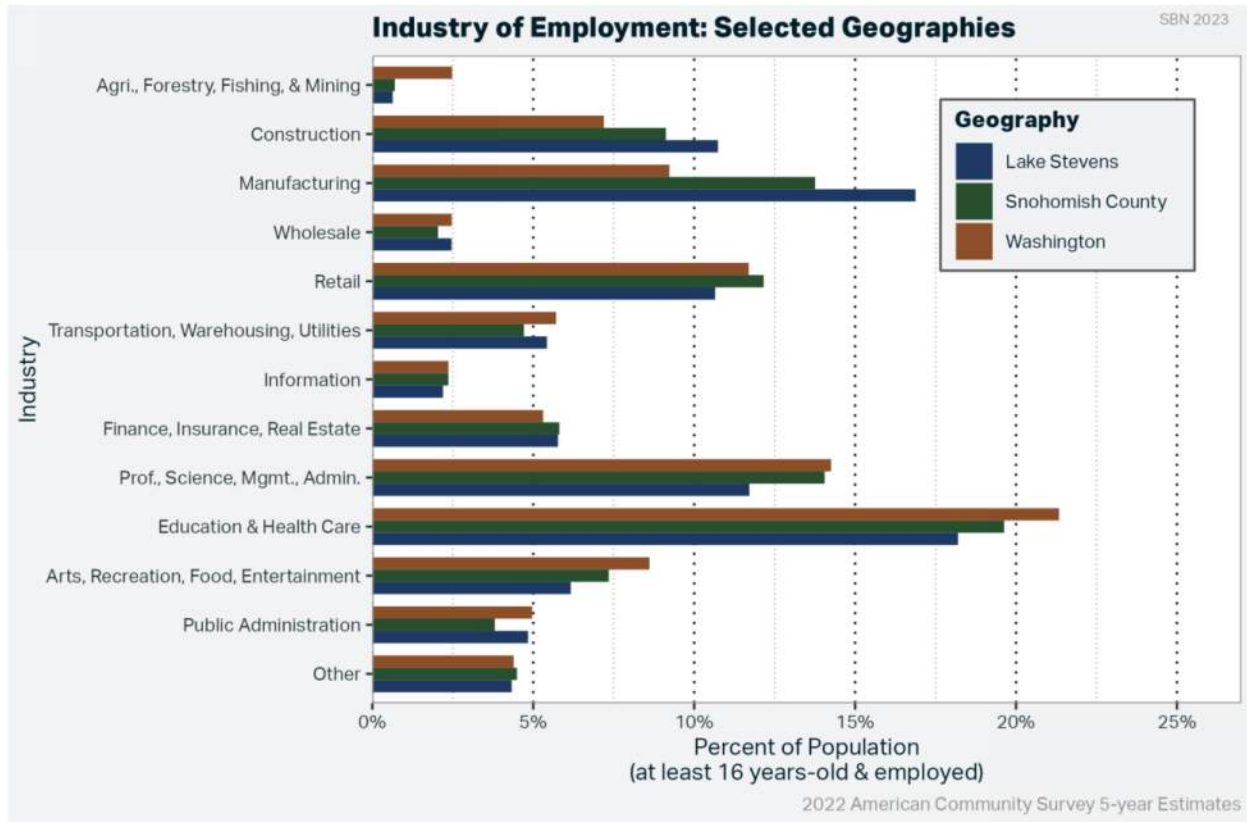


Figure 6.2: 2022 Employment Industry Comparison for the City, County and State

Source: 2022 American Community Survey 5-Year Estimates

Breaking this down beyond the industry sectors, the top employers in the Lake Stevens area are the Lake Stevens School District, city of Lake Stevens, Safeway, Target, Haggen, Cobalt Enterprises and Costco. This summary of top employers generally aligns with the primary industry sectors shown in Figure 6.2.

Employment Capacity and Jobs to Housing Ratio

For the planning period between 2019 and 2044, Snohomish County is projected to add 171,818 jobs, with 3,219 of those jobs allocated to Lake Stevens. Supported by a targeted growth of 167,443 housing units and 308,352 people, these targets suggest the county will continue to see consistent economic growth in the coming years.

Lake Stevens is currently one of many “bedroom communities” in the central Puget Sound. Annexations have added a significant number of housing units to the city, adding over 3,600 people since 2019 according to the Growth Monitoring Report. Housing construction also contributed to housing growth, with nearly 1,200 units built between 2019 and 2022, increasing the number of housing units in the city to 14,417 units.

As noted above, the city was estimated to have 6,511 jobs and 14,417 housing units as of 2022. This offers a job-to-housing ratio of 0.45 as illustrated in Figure 6.3. The jobs-to-housing ratio for Snohomish County UGAs was 1.05 in the same report. A community like Lake Stevens, with a jobs-to-housing ratio of less than 1.0, typically sees labor exported to other cities where greater employment opportunities exist, which affects commute patterns and impacts air quality and traffic congestion. The ratio demonstrates that the city has a local labor force that new or growing businesses in the city could tap into for expansion, provided there is an alignment in skills and market.

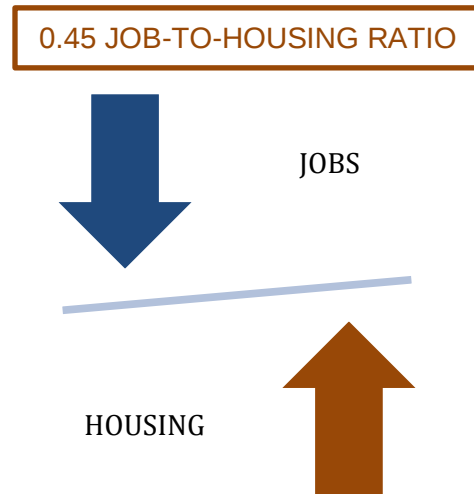


Figure 6.3 Jobs-to-Housing Ratio
Source: OFM, Snohomish County

Recent years have seen a better balance between housing and employment growth. Between 2019 and 2022, the city added approximately 835 jobs to go along with the 1,200 new housing units, a 0.7 jobs to housing ratio that is nearly 50% higher than the 0.45 ratio identified above.

Education

Comparatively, the city of Lake Stevens has a reasonably educated population. As shown in Figure 6.3, 24.6 percent of the population are high-school graduates with a similar rate for individuals with some college, which is higher than the county average. Nearly 32% percent of city residents have a bachelor's degree or higher, which is below the county and state average.

Education Attainment (Population 25 Years and Older)	
Measure	Value
High school or equivalent degree	24.6%
Some college, no degree	25.7%
Associate's degree	12.1%
Bachelor's degree	22.0%
Graduate or Professional degree	10.2%

Table 6.2 - Lake Stevens Education Attainment
Source: 2022 American Community Survey 5-Year Estimates

Income

The city of Lake Stevens has an average household median income of \$111,821, outperforming Snohomish County and Washington State as shown in Figure 6.4. Median income (AMI) defines the midpoint of the city's income levels for households. Stated another way, 58.6% of households have a median income \$100,000 or greater. This includes families and married couples. For nonfamily households the median income drops to \$75,625, but this is still above the county average of \$63,136.

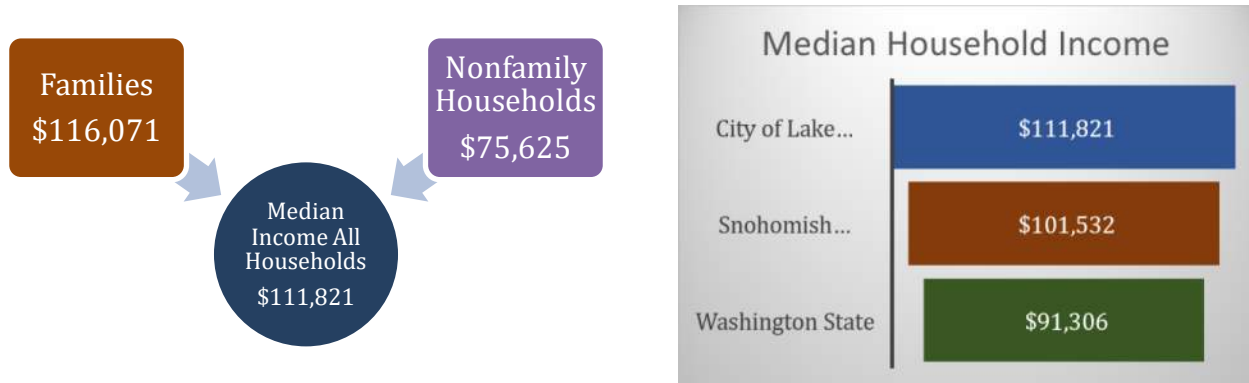


Figure 6.4 Median Household Income in Lake Stevens, Snohomish County and Washington

Source: 2022 American Community Survey 5-Year Estimates

At the lower end of the economic spectrum, according to the 2022 American Community Survey 5-Year Estimates, Lake Stevens has a poverty rate of 5.3%, which is about half of the Washington average. Gender, age and education do not significantly differ from the city average. However, the poverty rate increases for those identifying as Black/African American to the county average. Those who identify as Two or More Races or Hispanic/Latino exceed the county average.

These statistics generally suggest a strong local economy with a greater earning potential for residents. This economic climate presents an opportunity to attract new businesses and industries. Higher disposable incomes translate to increased spending within the city, fostering a thriving local business community and generating additional sales tax revenue for reinvestment into city infrastructure and services.

Commute Patterns

According to the 2022 American Community Survey 5-Year Estimates, the average commute time for workers in Lake Stevens is 35.1 minutes. This exceeds the county (30.5 minutes) and state (26.3 minutes) averages. This is not surprising as the county's main employment centers are in Everett, other parts of Snohomish County and King County. Approximately 80% of commuters drive to work with over 73 percent driving alone and nearly seven percent carpooled.

The drive alone rate is nearly 11 percent higher in Lake Stevens than Snohomish County. Drive alone commuting have a greater impact on roads, bridges, and highways. Car commuting also increases emissions and carbon affecting environmental health. An additional 3.4 percent used other modes of transportation to commute to work including public transit, walking or other. This is also not surprising as the public transit system connecting greater Snohomish County to Lake Stevens is limited. The survey data also suggests 15.6 percent of workers worked from home, which is below the county average of 21.6 percent.

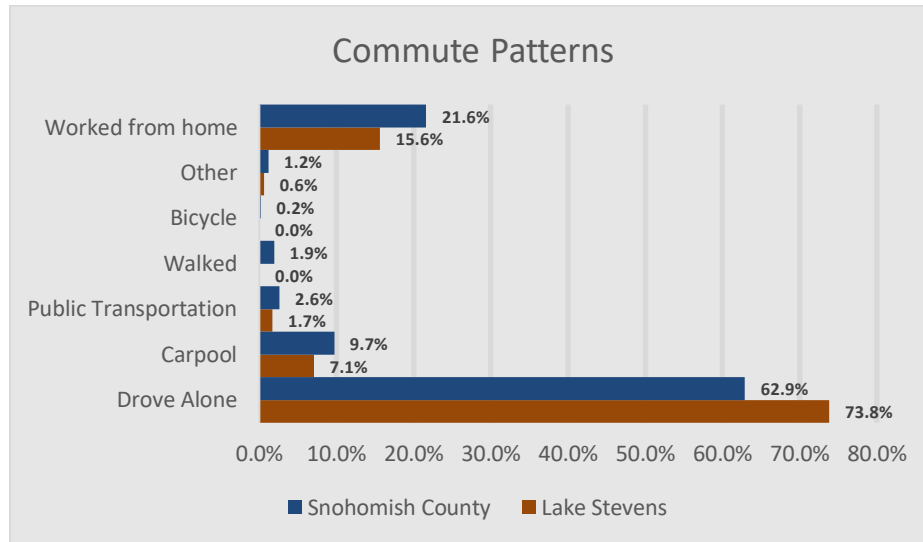


Figure 6.5 Commute Patterns Comparison: Lake Stevens and Snohomish County.

Source: 2022 American Community Survey 5-Year Estimates

Workforce Demographics

According to PSRC, workforce demographics provides a detailed description of what groups are included in the local economy considering age, race, ethnicity and gender, etc. Lake Stevens has a lower median age (34.5) relative to Snohomish County (38.2) with a higher concentration of young families as shown in Figure 6.6. As these families mature, they will need diverse employment opportunities. Forecasting career trajectories of this younger demographic, the city can plan for a diverse job sectors, such as technology, healthcare, and green industries. The presence of young families highlights a need for education and childcare facilities, parks, and family-friendly community programs to support the workforce's needs.

When compared to Snohomish County and Washington State, Lake Stevens' the city's distribution by race indicates the population of Lake Stevens is more homogenous with most residents (74.3 percent) identifying as white – Hispanics/Latinos comprise the second largest racial demographic at 11.04 percent of the population. This group is closer to the county and state average. The distribution of males to females is roughly equal with males making up 50.45 percent of the populations and females making up 49.55 percent of the population. Overall, Lake Stevens has an employment rate of 68.3 percent with over 20,000

people in the labor market. The state average is 61.1 percent. Females 16 or older make up 62.6 percent of the labor market.

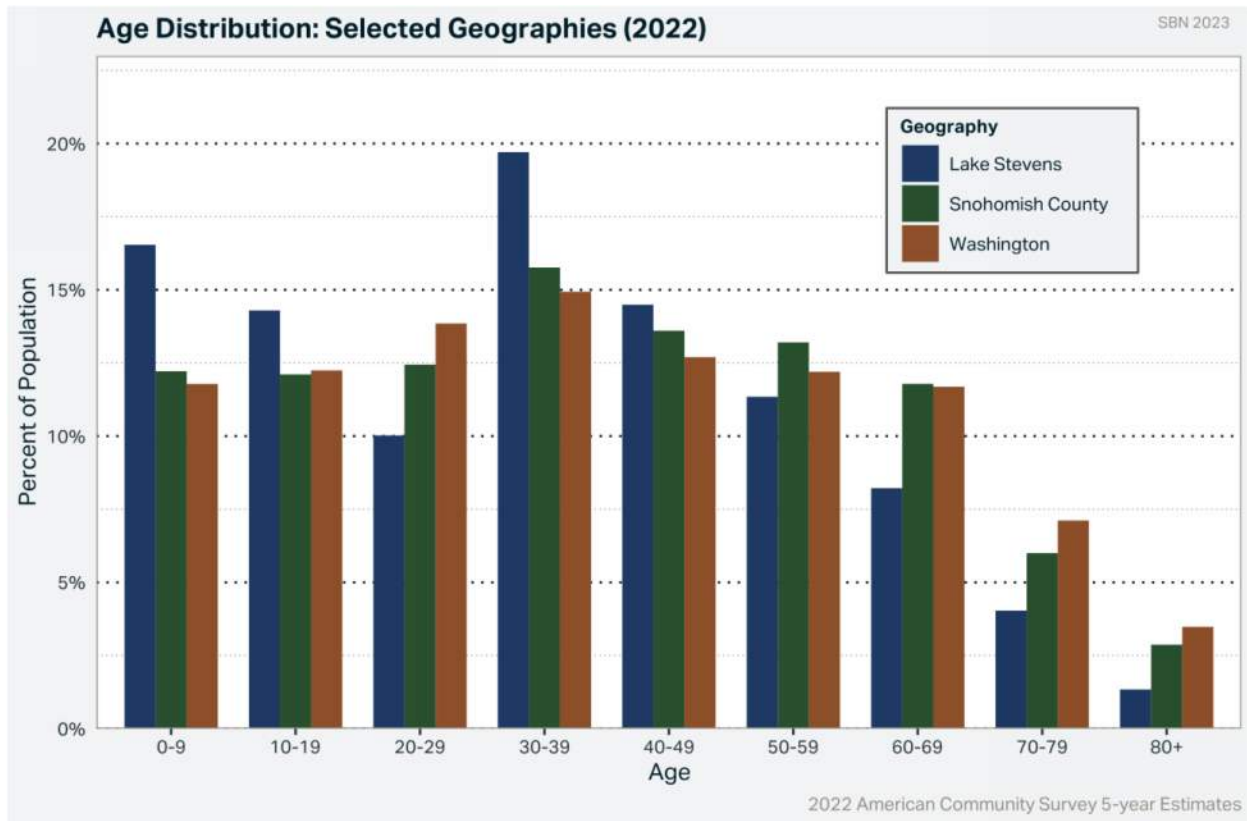


Figure 6.6 Age Comparison: Lake Stevens, Snohomish County, Washington

Source: 2022 American Community Survey 5-Year Estimates

Retail Sales

The city monitors its long-term financial position using a 6-year forecast to ensure fiscal responsibility. Economic Development is a priority and budget decisions are made based on benefit and viability. Taxable retail sales are a valuable gauge of consumer spending and the health of the local economy. Increased retail sales suggest consumer confidence and a robust economy, while a downtrend may indicate economic decline. Tracking the direction and momentum of retail sales is crucial for forecasting revenue, budgeting for city services and planning for infrastructure needs. Understanding taxable retail sales by industry type offers insights into the business mix of Lake Stevens.

In the last decade, the city has seen a marked growth in housing related building and construction. It has also experienced noticeable increase in general merchandise and grocery items indicating expanded local goods and services with the potential to attract more residents and businesses. Increased sales within the city translate to higher tax collections, which support enhanced city services and infrastructure investments.

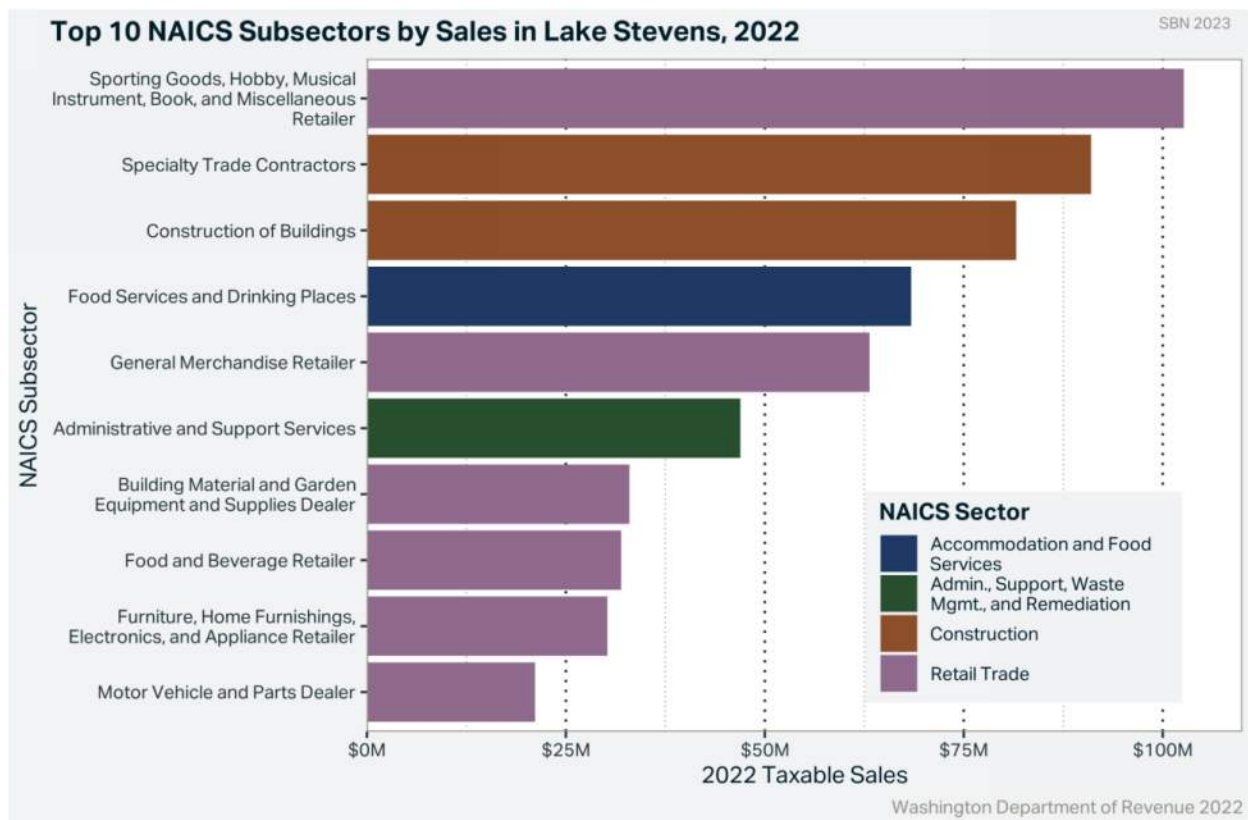


Figure 6.7 Top 10 NAICS Subsectors by Retail Sales in Lake Stevens, 2022

Source: Washington Department of Revenue

STRENGTHS AND WEAKNESSES

The city's economic strengths and attractions are the beautiful lake and the special events that take place because of the unique venue, a family-friendly environment, a school district with a great reputation and a community grounded in civic involvement.

Throughout this element, the city has described the economic conditions of the city including demographics, workforce, industry sectors and most importantly the implementation of its growth strategy. As shown earlier, the job sector in Lake Stevens has become more balanced since the last major plan update and the city has seen an increase of over 300,000 square feet of new commercial construction between 2015 and 2024. This is an important indicator showing the city's growth strategy and community investments have been successful.

Four basic conditions must be satisfied for development to occur in a city:

- Available, suitable land for development – is there space where development can happen?
- Market demand for that development – do people or businesses want to locate there?
- Fiscal capacity of the host city to serve new developments and necessary infrastructure.

- Land use regulations – do local regulations allow the development?

Available, suitable land and access to utilities remain key weaknesses in the Lake Stevens market limiting the potential for the city to meet its fiscal needs through land in the existing UGA. Based on the locational requirements of the land use types discussed above and the city's growth strategy, only limited land within city limits is available or well positioned to accommodate the types of growth in new land uses needed to achieve the city's fiscal objectives. Based on the analysis of the city's existing growth, the city may need to look to land outside its UGA sometime in the future to generate revenues needed to meet its fiscal goals. The other remaining weakness is the current disparity in the jobs-to-housing balance.

With an educated workforce, strong financial capacity and a growing commercial sector, Lake Stevens is poised to continue improving its local economy. The biggest opportunity for success is for the city to continue promoting its economic growth strategy. Expansion of goods, services and employment in the Lake Stevens Center, 20th Street SE Corridor, Downtown Lake Stevens and the Lake Stevens Industrial Center will continue to provide the greatest benefit to the community.

Several attributes increase the potential attractiveness and efficacy of Lake Stevens as a location for economically stimulating development, making it a contender for needed commercial and employment opportunities already enjoyed by its neighboring jurisdictions. These included:

- Good highway access with convenient connections to Interstate 5 as well as to US
- Highway 2 across the Cascades to eastern Washington.
- Potential for large contiguous parcels. Large land parcels greatly simplify the development of uses for which land is a significant required resource.

As detailed in the Land Use Element (Chapter 2), the city has identified a number of land use map amendments and reasonable measures to address its projected deficit in zoned employment capacity when compared to its 2044 employment growth target of 8,894 jobs. The proposed amendments and existing zoning appear to offer the capacity needed to keep up with regional development targets and broader market trends. One of the major questions that remain in Lake Stevens surrounds what types of commercial and industrial development the city can attract. Over the next 20 years, as the population continues to grow, demographics may shift, and broader regional markets could impact local industries. The city should ensure it has a stable foundation and the flexibility to accommodate adjustments to employment demand by maintaining a diverse mix of land uses and zoning designations.

Employment Uses Associated with Fiscal Benefit

Specific employment land uses that should be considered for their fiscal benefit are discussed below. A diversity of housing types should also continue to be promoted.

- **Offices and flex-space**, particularly larger uses. Office businesses contribute sales and utility taxes through their operation and B&O taxes and generate spillover sales

or other activity driven by their employees. In addition, offices typically impose lower demands on city infrastructure and services than other use types. Smaller office-type businesses serving local needs will typically generate relatively lower net fiscal benefits than would larger companies. Large companies generally look for large blocks of office space that can allow employees to be in close proximity and can be reconfigured to suit changing needs. Buildings with large floor plans are the most common approach to this need.

- **Retail and general commercial, particularly retailers focusing on high-value items, unique items, or high volumes.** Retailers that sell high-value items can produce large sales tax revenues while requiring relatively less service costs. Similarly, businesses that sell more unique products can attract customers from a broader region, effectively expanding the tax base the city is able to draw upon. Certain larger businesses, such as big-box stores, can generate significant levels of sales as well. However, such volume-oriented retailers involve higher numbers of trips, with commensurately higher infrastructure and city service costs per dollar of tax revenue generated. Large retailers prefer locations with high visibility and high traffic volumes. Large retail businesses require large land areas with good access and visibility from major roads and traditionally demand extensive parking, generally making them incompatible with denser, walkable mixed-use environments. Pedestrian access is of primary importance.
- **Entertainment-oriented commercial uses.** Entertainment-oriented commercial uses, such as restaurants, theaters, and the like can generate substantial direct revenue for the city and spur greater visitation and activity in the area, producing a synergistic effect that benefits other nearby businesses as well. A well-designed and well-planned entertainment or mixed-use center can maximize this potential for such positive spillover effects. Entertainment-oriented commercial developments require relatively large areas within which to arrange a mix of complementary uses and activities that give such areas their energy.
- **Educational Facilities.** Higher education facilities, such as community colleges or small, local four-year colleges, can have spillover effects that generate fiscal benefits. The siting of higher education facilities is typically not market driven. Rather, sites tend to be selected based on criteria specific to the educational facilities' needs. Small campuses tend to support on-site multi-family housing and a small amount of retail, such as a campus bookstore and student-based food service. Depending on the size of the campus and the number of students, additional off-site multi-family housing may be necessary to fill demand. The amount that students and faculty contribute to the local economy depends on the number and type of amenities provided on campus as well as existing shopping facilities within a short drive. Technical colleges are one alternative that may leverage nearby technical business needs and may work well within a light-industrial development as a supportive use. The city should coordinate with higher education providers to collaborate on mutually beneficial actions.
- **Industrial uses.** Industrial businesses typically generate lower direct fiscal benefits than do residential and retail uses that provide property and sales taxes. In addition, to the extent that industrial businesses "export" products beyond the city itself, the shift to a destination-based sales tax system will reduce local sales tax revenues.

However industrial businesses can bring countervailing advantages: for example, value-adding manufacturing companies may pay relatively high wages that spill over into other areas of the city such as higher retail spending or higher residential property values. The ultimate net fiscal impact of industrial development thus depends on the specifics of what businesses can be grown or induced to locate in the city. Light industrial users will need larger plots with good transportation connectivity. Common to all industrial uses is a need for good transportation access and a need to be somewhat remote from residential and even other commercial users who may complain about the noise and traffic impacts industrial businesses may generate. Because of this, industrial users often cluster together where they not only do not experience such potential complaints but can also benefit from potential synergies among different companies. These characteristics can make industrial uses well suited for locations located on the fringe of an urban core and adjacent to major transportation corridors. Medical facilities often cluster together in a campus-like setting, providing a benefit by sharing specialized resources and equipment. Medical facilities can also provide a wide range of high-quality employment and educational opportunities.

GOALS AND POLICIES

GOAL 6.1: IMPROVE THE CITY'S ECONOMIC CONDITIONS FOR A HEALTHY VIBRANT, AND SUSTAINABLE COMMUNITY WITH A HIGH QUALITY OF LIFE

Policies

- 6.1.1 Maintain responsible financial stewardship and accountability.
- 6.1.2 Invest in and promote public infrastructure and services that are cost effective and efficient that support Economic Development goals.
- 6.1.3 Preserve and protect the natural beauty including the lake and the spectacular mountain and scenic views.

GOAL 6.2: MANAGE COMMERCIAL GROWTH IN CENTERS.

Policies

- 6.2.1 Concentrate commercial development within established subareas and growth centers: Downtown Lake Stevens, the 20th Street SE Corridor, Lake Stevens Center, and the Lake Stevens Industrial Center.
- 6.2.2 Identify the role each center has in the city's economic balance.

GOAL 6.3: ENHANCE RETAIL AND PERSONAL SERVICES GROWTH TO ADDRESS THE COMMUNITY'S NEEDS AND EXPAND THE CITY'S RETAIL SALES TAX BASE.

Policies

- 6.3.1 Focus business recruitment efforts toward the needs of the Lake Stevens community demographic.
- 6.3.2 Use available retail recapture data for advancing recruitment targets.
- 6.3.3 Develop a Business Retention and Expansion program to foster and grow local business.
- 6.3.4 Strive to improve the jobs-to-housing balance by supporting policies to attract living wage jobs to promote economic opportunity and sustainability for residents
- 6.3.5 Create destination shopping experiences where feasible, such as downtown, that take advantage of the community assets.
- 6.3.6 Develop incentives to entice businesses to locate in Lake Stevens.

GOAL 6.4: SUPPORT EMPLOYMENT GROWTH IN THE CITY.

Policies

- 6.4.1 Develop zoning strategies for employment/business areas that is flexible to support diverse employment growth and large employers.
- 6.4.2 Identify sectors of the economy where opportunities exist to create additional jobs and identify potential strategies for attracting employment.
- 6.4.3 Ensure the city retains sufficient and strategically allocated industrial/business zoned land to improve the city's jobs-to-household balance.
- 6.4.4 Encourage office uses in industrial zones to balance existing service, retail, and industrial based jobs.
- 6.4.5 Attract and develop industry clusters that can capitalize on existing businesses in the city and region, including those recognized in the Regional Economic Strategy.

GOAL 6.5: ENHANCE AND SUPPORT TOURISM IN LAKE STEVENS AS A PREMIER DESTINATION.

Policies

- 6.5.1 Grow the city's tourism through special events that are consistent with the community's values.
- 6.5.2 Promote tourism using multiple media outlets and highlight the community assets.
- 6.5.3 Explore expanding additional options for tourist lodging.
- 6.5.4 Invest in public spaces and recreational facilities to attract tourists.
- 6.5.5 Support and promote the arts within the Lake Stevens.

GOAL 6.6: PARTICIPATE IN AND FOSTER PUBLIC AND PRIVATE PARTNERSHIPS.

Policies

- 6.6.1 Engage with other public agencies to partner in projects that would benefit the public and support.
- 6.6.2 Allow for opportunities to create public/private partnerships when feasible.

Chapter 6 – Economic Development Element

- 6.6.3 Encourage public and private partnerships to sponsor and promote public improvement programs, community events, and support implementation of the Beautification Plan.
- 6.6.4 Support education and training programs to enhance the local workforce in coordination with regional organizations, institutions, businesses, and other stakeholders to expand higher education and employment resources.

GOAL 6.7: PROVIDE A PREDICTABLE AND EFFICIENT DEVELOPMENT ATMOSPHERE.

Policies

- 6.7.1 Create streamlined process for licensing and permitting development projects that meet the city's land use goals.
- 6.7.2 Create clear fair and equitable development standards and permissible uses.
- 6.7.3 Identify municipal code provisions that may preclude emerging industries, technologies, and services that promote environmental sustainability, especially addressing climate change and resilience from entering the city.

GOAL 6.8: SUPPORT BUSINESSES AND JOB CREATION, INVESTING IN ALL PEOPLE, SUSTAINING ENVIRONMENTAL QUALITY, AND CREATING GREAT CENTRAL PLACES, DIVERSE COMMUNITIES AND HIGH QUALITY OF LIFE.

Policies

- 6.8.1 Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living wage jobs for the city's residents.
- 6.8.2 Support business startups, small businesses and locally owned businesses to help them continue to prosper.
- 6.8.3 Address unique obstacles and special needs – as well as recognize the special assets – of disadvantaged populations in improving the region's shared economic future.
- 6.8.4 Foster appropriate and targeted economic growth in distressed areas to create economic opportunity for residents of these areas.
- 6.8.5 Conduct a business equity analysis to understand to understand economic disparities that may impacting disadvantaged or underrepresented communities.
- 6.8.6 Develop strategies and programs that aim to minimize the displacement of existing businesses due to new development and redevelopment.

GOAL 6.9 SUPPORT EQUITABLE AND DIVERSE BUSINESS OPPORTUNITIES.

Policies

- 6.9.1 Coordinate with local organizations to facilitate networking and knowledge-sharing events that expand access for underrepresented communities to resources and mentors and minimize the risk of displacement.
- 6.9.2 Encourage volunteer programs where experienced business leaders share their expertise with startups from underrepresented communities.
- 6.9.3 Encourage retention and recruitment of locally, women-, and minority-owned small businesses and start-ups and established and emerging industries, technologies, and services that promote environmental sustainability.
- 6.9.4 Encourage local businesses to consider flexible work arrangements to accommodate a diverse range of employee needs and lifestyles.
- 6.9.5 Recognize and celebrate the role of culturally diverse communities in contributing to the economic vitality of the city.

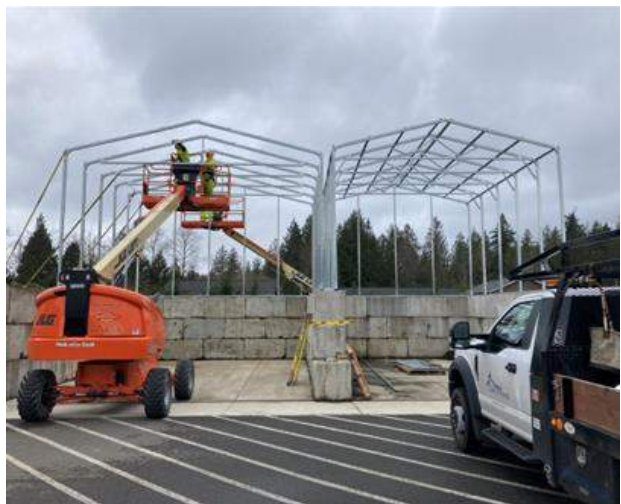
GOAL 6.10: PROMOTE SUSTAINABLE ECONOMIC DEVELOPMENT ACTIVITIES WHICH CONSIDER THE AREA'S ENVIRONMENTAL HEALTH, NATURAL RESOURCES, PUBLIC SERVICES, AND FACILITIES.

Policies

- 6.10.1 Encourage businesses to adopt green practices by offering incentives for sustainable operations and supporting the growth of “green” industries.
- 6.10.2 Collaborate with local organizations to educate and inform businesses about the importance of businesses integrating socially and environmentally responsible practices into their operation.
- 6.10.3 Use city communication channels to encourage urban planning that integrates green building practices and energy-efficient design.
- 6.10.4 Implement the Climate Sustainability Plan and encourage environmentally sound practices by the city, residents and businesses.

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Chapter 7: Public Services and Utilities



A VISION FOR PUBLIC SERVICES AND UTILITIES

Lake Stevens will strive to provide excellent public utilities and services to meet the health and safety needs of the community in proportion to future population growth and will continue to coordinate with local service providers to ensure service continuity as the community grows and the city adopts to a changing climate.

INTRODUCTION

This element addresses public utilities and services available in the city of Lake Stevens, including water, wastewater (sewer), stormwater, fire protection, parks and recreation (discussed in more detail in Chapter 6), police, and schools. As required by state law, it specifically considers the general location, proposed location and capacity of all existing and proposed utilities and public facilities, including public structures and utility lines. It also discusses levels of services for current and future residents and businesses. The discussion in this section relates to several other elements including Natural Resources, Parks and Recreation, Land Use, Transportation and Capital Facilities.

As the city contracts for many urban services, much of the planning for utilities in the Urban Growth Area (UGA) is the responsibility of various service providers and special purpose districts, who prepare their own plans with input from the city. The city and utility plans are often interrelated, as the utilities provide service to the city and activities in the city affect the demands upon the utilities. The boundaries of many service providers extend a short distance outside the designated UGA and may provide guidance on potential expansion of the UGA in the future.

The city cooperates with other cities and service providers in the joint delivery of utilities and services. The city is open to all opportunities to coordinate and cooperate with neighboring service providers.

As part of subarea planning efforts for the 20th Street SE Corridor, Lake Stevens Center, Downtown Lake Stevens and the Lake Stevens Industrial Center, the city evaluated utilities and public services and facilities and met with service and utility providers to determine the availability of service for future development within the subareas. The subarea and local economic center documents provide details for each planned area including strategies and mitigation measures, if required.

PLANNING CONTEXT

State Planning

The Growth Management Act (GMA) identifies a Utilities Element as a mandatory element for local comprehensive plans in RCW 36.70A.070(4). Per the GMA, local jurisdictions must plan for the public service and facility needs in their communities based on projected growth. Planning for public services and utility facilities is imperative to guarantee sufficient local amenities for current and future residents within a defined level of service.

Local public services and facilities include municipal services, police, sewer and water infrastructure, schools, parks, etc. Regional services and facilities may include fire protection, telecommunications, transportation and electrical infrastructure. Communities must also incorporate policies to consider the location of essential public facilities such as education facilities, transportation facilities, correctional facilities, solid waste facilities and mental health/substance abuse facilities. Local jurisdictions must also develop a financing plan for public services and facilities, which is described in the Capital Facilities Plan.

The Washington Utilities and Transportation Commission (WUTC) regulate utilities and transportation. The WUTC is empowered to regulate utilities such as electrical, gas, irrigation, telecommunication and water companies. The WUTC has jurisdiction over rates and charges, services, facilities and practices of utilities. Any change in customer charges or service provision policy requires WUTC approval. The WUTC also requires gas providers to demonstrate that existing ratepayers will not subsidize new customers. It is responsible for the regulation of intrastate pipelines and partners with federal regulators to ensure that federal regulations for interstate pipelines are followed.

The State Department of Ecology (Ecology) Spill Prevention, Preparedness and Response Program addresses the environmental impacts of utilities and regulates cleanup operations with approved advanced plans for emergencies. Ecology regulates and requires planning for water quality for cities and counties through the National Pollution Discharge and Elimination System (NPDES) program, which is a stormwater permit in its Phase II implementation for Municipal Separate Storm Sewer Systems (MS4s) like the city operates. Ecology also regulates stormwater discharges for several industrial properties in the city under a related permit.

In 2023, House Bill 1181 amended the GMA to create a new climate goal and require cities to develop a new climate change element, which the city must adopt by 2029. The GMA also requires comprehensive plans and implementing ordinances and programs to adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; and to foster resiliency to climate impacts and natural hazards. In advance of the adoption of that standalone element, the city has incorporated several goals and policies related to climate resiliency and greenhouse gas emissions into this element and other elements, drawing primarily from the city's 2023 Climate Sustainability Plan (CSP) as well as Vision 2050 and countywide planning policies.

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House Bill 1181 also amended the GMA to specifically require that utility elements for local jurisdictions identify all public entities that own utility systems, and that the local jurisdiction works collaboratively with these entities to include information about those utilities in their comprehensive plan. This chapter provides an analysis of the public services provided by partner agencies and special districts that serve the city, including any system improvements needed to accommodate projected growth.

Regional Planning

The Puget Sound Regional Council (PSRC) Vision 2050 plan reiterates GMA goals and emphasizes providing adequate public services and facilities in a coordinated and cost-effective manner to support projected growth and development in the central Puget Sound region. Vision 2050 calls for the efficient use and conservation of resources and facilities across the region and includes a

Public Services

Goal: The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

PSRC Vision 2050 Public Services Goal

Public Services goal and 30 underlying multicounty planning policies that aim to address regionwide issues. In Lake Stevens, water, electric, sanitary sewer and fire services are provided by independent agencies or special service districts. The city will continue to coordinate with agencies and service districts for local and regional delivery of services and facilities.

Countywide Planning

The Snohomish County Countywide Goal for Public Services and Facilities (2021) is consistent with the Vision 2050 Public Services goal and states,

“Snohomish County and its cities will coordinate and develop and provide adequate and efficient public facilities and services to ensure the health, safety, conservation of resources, and economic vitality of our communities and all residents.”

The specific policies draw distinctions between services and facilities in urban and rural areas. Of note, Policy PS-1 identifies cities as the preferred urban service providers. As such, cities determine appropriate levels of service in incorporated areas or coordinate with the county through interlocal agreements for unincorporated areas to address services and facilities. Countywide, the cities and county should coordinate together and with service providers to determine the location and extent of public services and facilities to support jobs and housing.

The countywide Public Services goal also emphasizes conservation of public services, resources and facilities. Countywide planning policies identify standards for establishing

Chapter 7 – Public Services and Utilities Element

and mitigating local, regional, statewide and federal essential public facilities. It also recommends the cities and county collaborate with public agencies and special districts to identify opportunities for the co-location of local essential public facilities.

Lake Stevens Planning

The city provides many municipal services, including governance, administration, planning and community development, building permits, public works and projects, governmental financing, grant development and management, and police services. Planning and provision of other services and utilities in the UGA is the responsibility of special purpose districts and utility providers. Future staffing levels are directly related to the degree to which annexations occur. Following several annexations between 2018 and 2021, the city developed a strategic staffing plan that aims to continue to provide high levels of service to the community as the city grows.

The city does not currently have a central municipal campus. Services are spread out at different locations including City Hall and the Permit Center at North Cove Park in Downtown Lake Stevens; the Public Works offices, Maintenance and Equipment Yard in the Lake Stevens Industrial Center; and the Police Station in SE Lake Stevens. In 2023, the city began planning for a new Municipal Services Campus (City Hall and Permit Center) adjacent to the Police Station, which is anticipated to be completed in late 2025 or early 2026.

The city cooperates with other cities and service providers in the joint planning and delivery of services within its UGA based on current and future growth projections, adopted levels of service and concurrency requirements. The Comprehensive Plan provides policy guidance on how utilities and services shall be planned and provided to ensure consistency between city and county planning documents.

Services provided directly by special purpose districts include health, school, fire, power, judicial and library services. Snohomish Regional Fire and Rescue (Fire District), which was created through the merger of the Lake Stevens Fire District with Snohomish County Fire District 7 in 2020, provides fire protection services within the city and UGA (Figure 7.3).

The city asserts its interest to participate in the planning of rural areas outside of the UGA where future UGA expansions could occur. Utility and service planning requires that the city be involved in the planning and decision-making of these areas both to comment on future service impacts and to do its own service planning.

The following section provides specific descriptions of public services and utilities within the city and its UGA.

INVENTORY AND DESCRIPTION OF PUBLIC SERVICES AND UTILITIES.

Police Services

The Lake Stevens Police Department (Police Department) provides a full range of local law enforcement services within the City of Lake Stevens. These services include crime suppression and investigation, traffic enforcement, traffic accident investigation, marine law enforcement, community-oriented problem solving and partnerships with residents to solve quality of life issues throughout the community. The Police Department also contracts some of its services, including dispatch, jail, court services and vehicle maintenance.

The Police Department's community policing philosophy is based on the premise that a safe community requires positive, trusting, and productive relationships with all stakeholders. In 2022, the Police Department responded to approximately 23,400 incidents. The average response time for the Police Department is three to four minutes for emergency calls and six to 10 minutes for all other calls. The Police Department is also part of a mutual aid agreement, which allows law enforcement agencies to assist each other with resources and personnel when requested.

In 2020, the Police Department conducted research to determine an appropriate staffing formula. The formula compares calls for service with the number of officers necessary to meet the call load as determined by the time needed to handle the calls and the time available to answer the calls. The formula considers workload, discretionary time, administrative time, reactive time, and current work schedule. As calls for service change over time, it is important to maintain the ratio which allows for a community policing philosophy. Maintaining a police force with adequate staffing levels to meet the adopted levels of service (LOS) standards will require anticipating increases in population, calls for service, annexations, mandated training requirements, and retirements.

2020 saw the Police Department move into its new headquarters at South Lake Stevens Road and 20th St SE, which has significantly more space than its previous location and will allow the department to continue to grow alongside the city.



Lake Stevens Police Headquarters

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Stormwater

The City of Lake Stevens provides surface water management and a stormwater utility for the entire city. The system captures surface runoff from roadways and impervious areas with assets that consist of catch basins, culverts, pipes ditches, facilities for stormwater treatment and detention, streams, wetlands, and other water bodies. Within the system are two lakes, Stitch Lake and Lake Stevens. The stormwater system covers an area of approximately 7,547 acres (11.8 square miles) and is broken into 23 catchment areas. Within the stormwater system, there are approximately 123 city-owned or operated facilities, 5,975 catch basins, 28 miles of roadside ditches, 130 miles of pipe and 60,500 feet of culverts.

City funds for stormwater improvements are provided by two sources, the General Fund and the Stormwater Management Utility Fund. The percent and extent of impervious surface on parcels determines the amount of fee charged to a parcel. Funds are used to implement many aspects of the stormwater and surface water programs at the city. Additional funding is provided by fees on parcels within the shoreline management areas. By means of an interlocal agreement, fees are collected and provided to the city by Snohomish County.

The city has numerous older developments approved and constructed to rural standards and historical suburban developments created under Snohomish County permitting. In some cases, stormwater detention/retention, water quality and conveyance and storm drainage facilities may not have been required or required to current standards at the time of construction. While new projects provide facilities to standards established in the current Stormwater Management Manual of Western Washington, the older developments may continually affect neighborhoods, streets and the lakes by conveying runoff that is not adequately conveyed, detained, or treated. As part of a citywide stormwater inventory, opportunities for regional stormwater treatment systems should be developed where feasible.

Some of the detention systems and ditches within subdivisions and commercial developments are privately owned and maintenance is the responsibility of the individual property owner(s), which is often under a homeowners' association or property management service. As the city approves new projects, they must meet the requirements of the Department of Ecology (DOE) stormwater manual and include maintenance provisions for the owner(s). The city inspects these private systems periodically to ensure work is getting done and systems are functional but is not tasked with doing the work. The Washington Department of Transportation also operates a stormwater system in State Routes 9 and 204.

Lake Stevens is the city's largest surface water feature and was annexed into the city in 2021. The Lake itself covers 1,013 acres and has a maximum depth of 150 feet with an average depth of 62 feet. The contributing named creeks are Stevens, Lundeen, Kokanee, and Stitch

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Creek. The outlet for Lake Stevens is the ditched channel of Lower Stevens Creek, which connects to the north-south flowing Catherine Creek. Along the eastern boundary of the city is the Little Pilchuck River, and the various drainages on the west side of the city flow to the Ebey Slough system of the Snohomish River.

The lake has and one regulated outfall weir monitored by the city which controls the lake level. In 2010, the city adopted a Lake Level Management Plan to provide guidance and policy to perform this service. Currently the weir is structurally compromised, funds have been allocated for it, and plans are in development to replace the structure with an automated system.

Typically, between March and October the city manages the level of the lake. This serves three purposes:

- 1) Maintain the lake at a level to sustain summer stream flows for aquatic habitat and water quality;
- 2) Protect downstream channel/flood from flash surges during heavy rainfall events; and
- 3) Maintain recreational usage of the lake in the historical shallow areas on the northwest side of the lake.

In July of 2024, the Washington State Department of Ecology (DOE) issued a new “NPDES Phase II” municipal stormwater permit that affects Lake Stevens. This permit was issued under the authority delegated to Ecology to implement requirements of the Federal Clean Water Act. The stormwater permit covers municipal separate storm sewer systems that discharge to surface waters that are not part of a combined sewer system and is valid through July 2029. The city is currently operating under the requirements of this permit. The city updates its Stormwater Management plan yearly per the requirement of its National Pollutant Discharge Elimination System (NPDES) permit. The NPDES program regulates discharges of water to ensure pollutants do not enter waters of the United States. The service area and drainage basins of the city are shown on Figure 7.1.

Parks and Recreation Services

The City of Lake Stevens Parks Department was created as a standalone department in 2022 and provides many services to the community in addition to the facilities they create and maintain. The functions of the Parks Department are outlined in the Parks and Recreation element of this plan (Chapter 6).

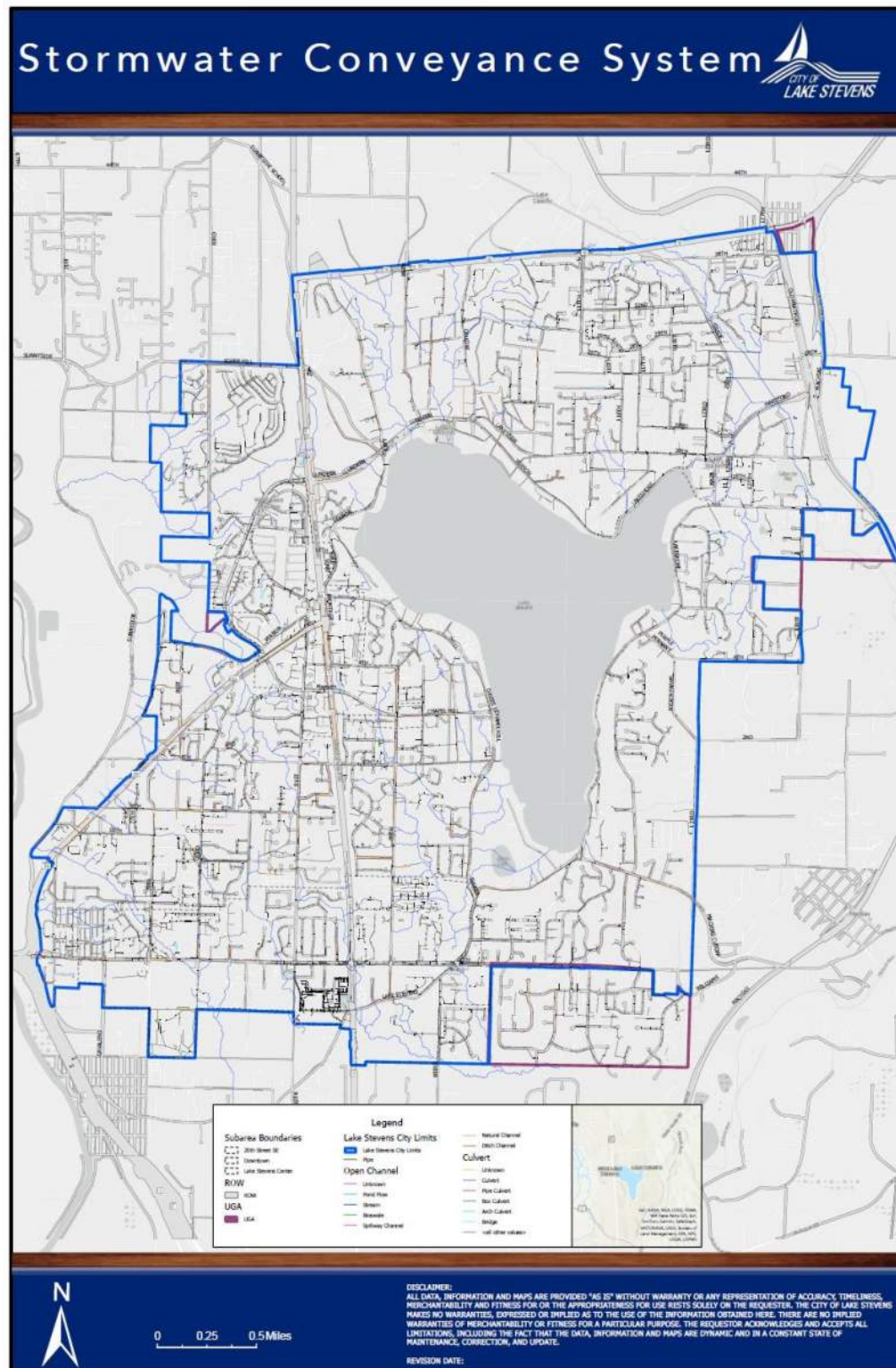


Figure 7.1 - Lake Stevens Stormwater Conveyance System

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Sewer/Wastewater

In May of 2005, the city of Lake Stevens and the Lake Stevens Sewer District (LSSD) entered into an interlocal agreement (ILA) entitled “Unified Sewer Services and Annexation Agreement.” Under the ILA, LSSD provides, maintains and operates sewer facilities throughout its district boundaries. The approximately 12.8 square mile service area includes the current city limits (including the lake), Lake Stevens UGA and a small area of overlap into the Marysville UGA. The entire boundary is shown in Figure 7.2.

The agreement also laid the groundwork for the eventual assumption of the Sewer District and its facilities. In December 2020, the City Council adopted an ordinance calling for the city to assume the sewer district as allowed by state law. As of July 2024, that process and schedule was still being finalized.

As of 2020, LSSD provided residential sewer service to 12,767 equivalent residential units (ERUs) with an estimated population of 36,896 people. These connections are largely in the Lake Stevens UGA, with about 108 connections in plats either in the rural area or in the Marysville UGA. LSSD served an additional 958 ERUs for commercial and school connections, for a total of 13,725 ERUs.

The sewer system consists of a new wastewater treatment facility (WWTF, membrane bioreactor process, 2012), a former wastewater treatment plant site, 30 lift stations, and 126 miles of sewer pipes, including over nine miles of force mains (4” to 19” diameter). The collection system is a “separate” sewer system, designed to receive domestic, commercial and industrial pre-treated wastewater. The Sunnyside WWTF has a current permitted maximum month average daily flow capacity of 5.01 million gallons per day (mgd).

The former plant has been decommissioned and LSSD has transferred most of the properties in that area to the City of Lake Stevens. A future project will address final vacation of the site and its purpose to the city. It holds potential as a regional stormwater facility or stormwater park and could be utilized in the future if the city seeks expansion of the UGA in the Sunnyside area.

In October 2022, LSSD adopted a new (2021) Sanitary Sewer Comprehensive Plan. The 2021 plan presents the comprehensive planning needs for wastewater collection, transmission, treatment and discharge for the planning period of 2021 through 2041. The city has adopted these plans by reference into the city of Lake Stevens Comprehensive Plan.

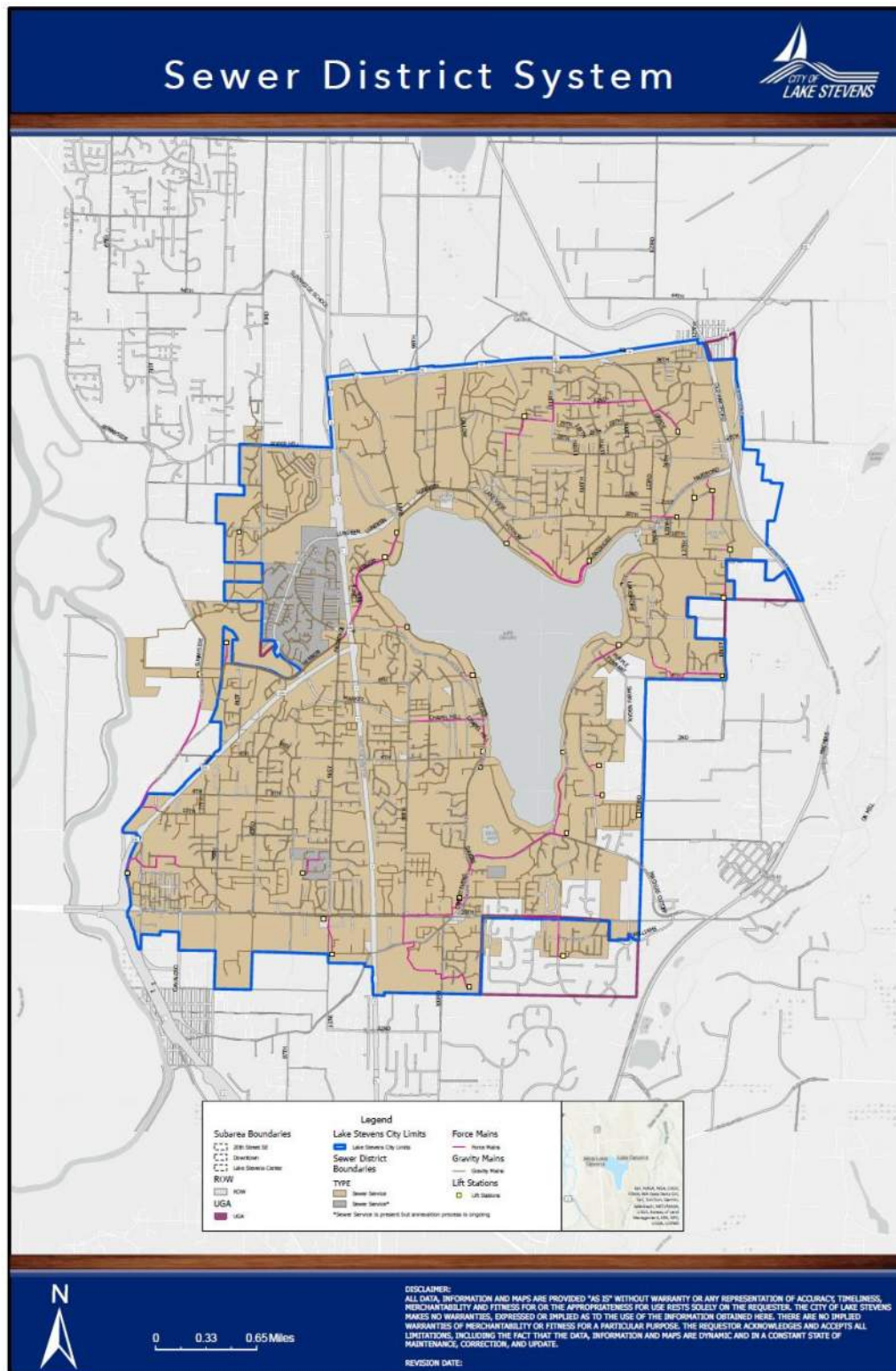


Figure 7.2 - Lake Stevens Sewer District Boundaries

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The 2021 Sewer Plan incorporated growth projections from the 2021 Buildable Lands Report to estimate the sewer system's ability to meet future conveyance and treatment needs in the city and UGA. Per Tables 3-6 and 5-11 of the 2021 plan, the system was anticipated to serve 19,632 ERUs by the year 2041, an approximately 43% increase from 2020. This growth is projected to result in 4.94 mgd of maximum month flow to the treatment facility by 2041, just below the 5.01 mgd capacity authorized by the NPDES permit.

The plan estimates that full build out (before any land use map amendments proposed as part of the 2024 periodic update) will result in 21.923 ERUs and 5.13 mgd of maximum month flow, which slightly exceeds the current plant capacity. As part of the next update to the sewer plan, the city will need to assess treatment capacity based on updated city zoning and development assumptions.

Additionally, the city and LSSD coordinate on capital facilities planning to benefit the community and its economic development. During the environmental impact process for the 20th Street SE Corridor and Lake Stevens Center subarea plans in 2012, the city and LSSD reviewed projects and capital improvements required for development of the two subareas over the next 20 years. The city and LSSD continue to plan jointly for the city's Growth Centers, including Downtown Lake Stevens and the Lake Stevens Industrial Center.

This plan asserts a goal of eliminating all septic systems over time as the sewer system and the city limits expand. New developments, re-built structures, new industrial development in the Hartford Road and other non-residential areas would all be required to provide sewers to the extent the existing system is available or can be extended.

There are several existing sanitary sewer lines which extend under or along the bed of Lake Stevens. A plan for these lines to be removed will be needed to ensure the longevity of the system for these customers and for the safety of public using the lake.

Snohomish Regional Fire and Rescue

In August 2019, voters approved the merger of the Lake Stevens Fire District and Snohomish County Fire District 7, which became effective in January 2020 and was later renamed Snohomish Regional Fire and Rescue (SRFR). As of the district's 2022 annual report, the combined district covered an area of approximately 140 square miles, including the 46 square miles that Lake Stevens Fire previously served in Lake Stevens and its UGA (Figure 7.3). The district provides fire prevention and suppression services, emergency medical services (EMS) including Advanced Life Support (ALS), technical rescue and fire marshal services. In 2019, the combined district responded to over 17,000 calls. The district has 11 fire stations, including two in Lake Stevens:

- Station 81 (12409 21st Street NE, Lake Stevens 98258)
- Station 82 (9811 Chapel Hill Road, Lake Stevens 98258)

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SRFR adopted a new Capital Facilities Plan and Strategic Plan in 2021, which the city has adopted by reference. In 2022, the Washington Surveying and Rating Bureau completed its most recent evaluation of the fire protection capabilities for the city of Lake Stevens. This evaluation resulted in a rating of Protection Class 3, which placed the city in the top 11% of Washington communities for fire protection rating. SRFR also became just the fifth civilian fire agency in Washington state to receive international accreditation from the Commission on Fire Accreditation International (CFAI) in 2022.

Annually the Fire District performs fire code compliance activities, inspects commercial and public buildings for the city of Lake Stevens and reviews land use and building permits through the Fire Marshal's office.

Snohomish Regional Fire and Rescue and the city will continue to partner together to meet the fire protection and emergency medical services needs of the community. The city will adopt future versions of the Snohomish Regional Fire and Rescue CFp by reference.



Fire Station 81 (Source: Snohomish Regional Fire and Rescue)

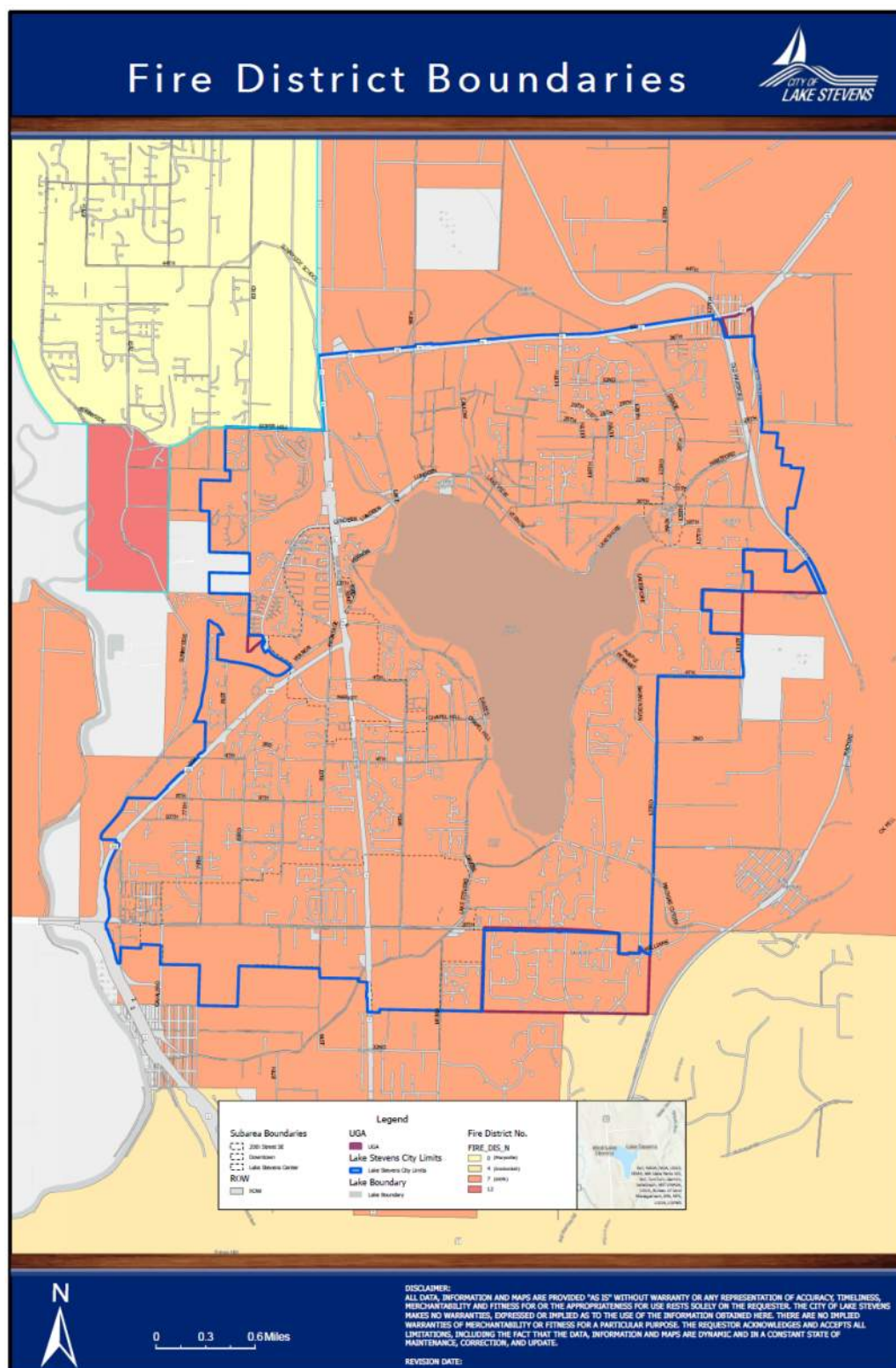


Figure 7.3 – Snohomish Regional Fire and Rescue Service Area

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Lake Stevens School District

The Lake Stevens School District covers approximately 37 square miles, encompassing all of Lake Stevens as well as portions of unincorporated Snohomish County and a small portion of the city of Marysville. The district is located south of the Marysville School District and north of the Snohomish School District (see Figure 7.2).

As of March 2024, there was a student population of 9,243 served by seven elementary schools grades K-5 (Stevens Creek, Mt. Pilchuck, Hillcrest, Sunnycrest, Glenwood, Highland and Skyline), two middle schools grades 6-7 (Lake Stevens and North Lake), one mid-high school grades 8-9 (Cavelero), one high school grades 10-12 (Lake Stevens), one early learning center and one homeschool partnership program for grades K-12 (HomeLink). The district also owns approximately 71 acres of vacant land at four undeveloped sites.

The district has experienced steady upward growth in enrollment for the past four decades. Student enrollment remained relatively constant between 1973 and 1985 (15%) and then grew significantly from 1985 through 2005 (approximately 120%). Between 2012 and 2023, student enrollment increased by 1,459 students, or approximately 18%, compared to a 3% increase countywide during this period.

The district has been, and is projected to continue to be, one of the fastest growing districts in Snohomish County based on the Office of Financial Management population forecast. Population forecasts estimate the Lake Stevens UGA population will increase to 50,952 people in 2044. Likewise, the population within the district boundaries is projected to rise from 50,461 in 2020 to 67,294 in 2044, an increase of 33%. Planned improvements in the district through the Year 2029 based on enrollment projections include one new elementary school, the expansion of two existing elementary schools, the expansion of one middle school, the installation of additional portable classrooms at existing facilities and new site acquisitions (for two schools) and improvements.

The city has adopted by reference the current Lake Stevens School District No. 4 Capital Facilities Plan, which was most recently updated and adopted by the Lake Stevens School District Board of Directors in July 2024 for the 2024-2029 planning period. This Plan provides the basis for charging GMA-based impact fees as implemented in the city's Land Use Code. The district participates in the school impact mitigation fee program and issues an updated Capital Facilities Plan every two years. The city applies a discount to the calculated rate, as do most other cities in Snohomish County.

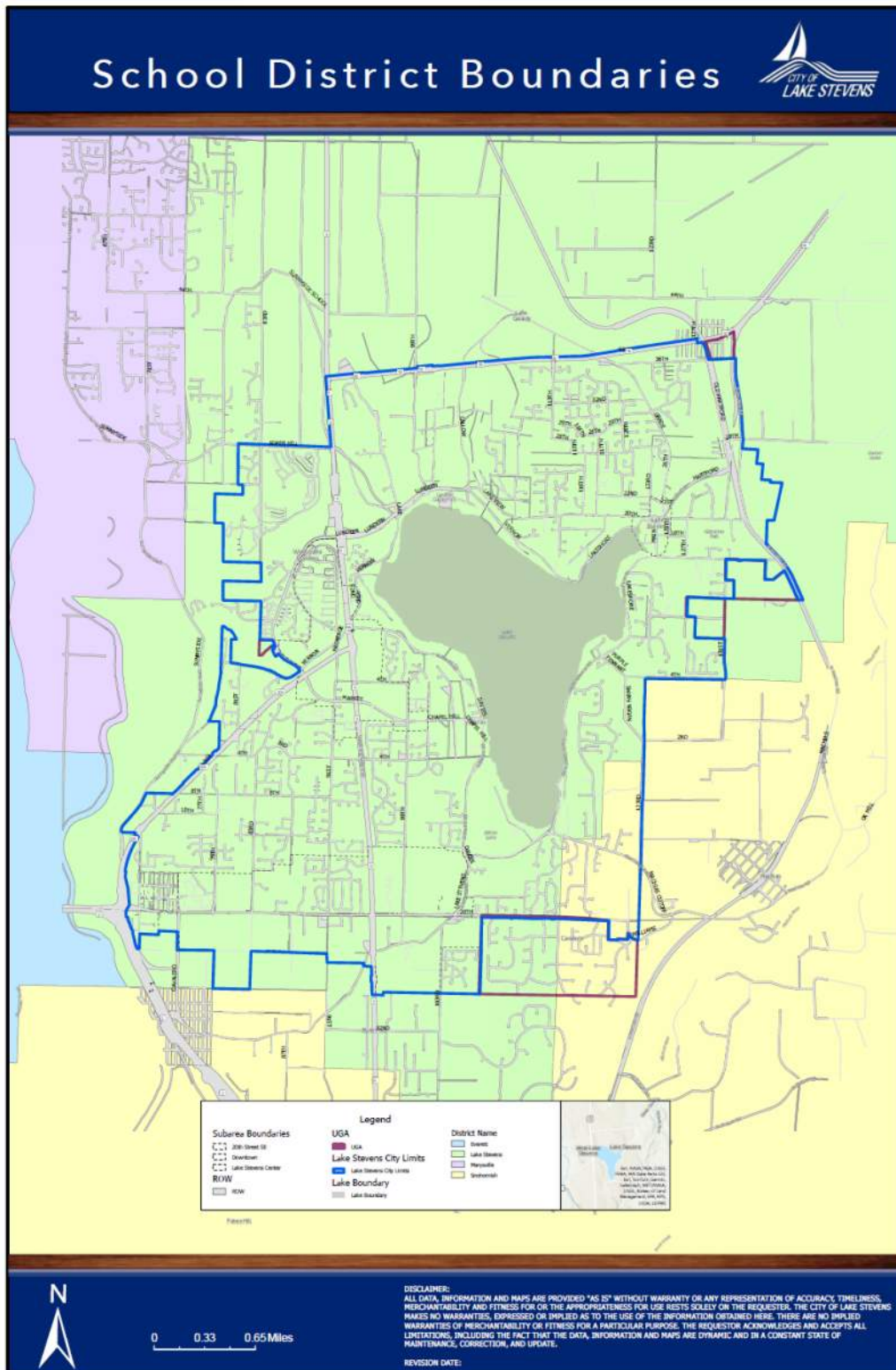


Figure 7.4 - School District Boundaries

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Snohomish School District

The Snohomish School District covers areas in the southeastern portion of the city that were annexed between 2018 and 2022, as well as portions of the UGA south of 20th St SE. No Snohomish School District schools are currently located within the boundaries of the city or its UGA. The majority of students in the city and its UGA that are served by the Snohomish School District attend Cascade View Elementary, Centennial Middle School, and Snohomish High School, with a small area of the UGA south of 20th within the boundaries of Machias Elementary. The city adopted the Snohomish School District's Capital Facilities Plan by reference into the Comprehensive Plan in 2021. The updated plan for the 2022-2027 planning period was adopted by the Snohomish School District Board of Directors in July 2022.

Snohomish County Health Department

The Snohomish County Health Department provides public health services for all of Snohomish County. Previously known as the Snohomish Health District, it was integrated into the county government in January 2023. The most common task the department performs in the Lake Stevens area is approving septic systems. Other responsibilities include food service inspections and issuing state permits for certain (potentially noxious) activities (e.g., septic sludge recycling, soil processing, etc.).

Solid Waste

Waste Management Northwest provides solid waste services within the city under a ten-year contract that expires in 2031. Recycling is provided by East Snohomish County Association of Recycling Cities (ESCARC), contracting with Fiber International. ESCARC members are Monroe, Snohomish, Lake Stevens, Sultan, Granite Falls and Gold Bar. These cities pool resources to provide the capital facilities for lower cost recycling. The city receives curbside service from B'll's Disposal service, which is a division of Fiber International.

Natural Gas

Puget Sound Energy (PSE) provides natural gas service through a city franchise. PSE is the largest natural gas company in Washington serving approximately 900,000 customers in ten counties and 64 cities. It is a demand-driven utility, meaning that no service is initiated until requested by a specific customer.

A liquid natural gas (LNG) pipeline operated by Northwest Pipeline Corporation flows in a north-south orientation in the eastern portion of the city. A hazardous liquid pipeline also flows in a north-south orientation through the northwest corner of the city, turning to the southwest and passing east of the Sunnyside area.

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According to PSE's 2022 Environmental, Social and Governance (ESG) Report, methane is the primary component of natural gas and has a global warming potential that is approximately 25 times greater than carbon dioxide. PSE has set a goal to reach net zero carbon emissions for natural gas used in customer homes and businesses by 2045. PSE continues to identify and develop strategies to achieve that goal.

As discussed in more detail in the Environment and Natural Resources Element (Chapter 4), the city adopted a Climate Sustainability Plan (CSP) in 2023. A major component of the CSP is the planned transition away from using natural gas and other fossil fuels over the next twenty years and an increased reliance on electricity (primarily generated by renewable energy sources), which is consistent with the 2021 Washington State Energy Strategy. The CSP includes several strategies to help facilitate an equitable transition away from natural gas, several of which have been incorporated into Comprehensive Plan policies in this element.

Telecommunications

Telecommunication facilities are private utilities that provide services such as television (broadcast, cable and satellite), phone (direct lines and cellular) and internet. Content is transmitted by a variety of methods that may include cable lines, electrical wires, satellites or fiber and optical fibers. Wireless technology includes traditional broadcasting, radio transmission and cellular networks. Telecommunication services often use existing infrastructure along utility corridors and public rights-of-way. The increased use of small cell wireless technology in recent years will require the city to continue to assess how to balance telecommunication needs with the quality of the built environment.

The telecommunications industry is rapidly evolving and will continue changing over the next 20 years. Telecommunications services are integral to the modern world and economy. For example, the telecommunications industry is the primary conduit for information exchange between individuals, corporations and public service providers. As this industry changes, there may be unknown impacts on land use planning, existing facilities and regulatory oversight. The city should coordinate with service providers to plan for the construction and reconstruction of facilities and provide feedback on capacity, design and equipment.

Electricity

The Public Utility District No. 1 of Snohomish County (PUD) serves the city of Lake Stevens as well as the remainder of Snohomish County and Island County. Approximately 80% of its power supply is purchased from the Bonneville Power Administration (BPA), with the remainder provided by a mix of renewable resources that include output from the PUD's Jackson, Youngs Creek and Woods Creek hydroelectric projects, and several long-term contracts for wind, landfill gas, biogas, and biomass. As of December 2023, nearly 75% of its power supply was hydroelectric.

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Biomass	1%
Hydroelectric	74.6%
Nuclear ¹	9.4%
Solar	3.3%
Wind	8.2%
Unspecified ^{1, 2}	3.5%
Total	100%
<i>Based on data received from the state of Washington on 12/27/23</i>	
¹ BPA-supplied.	
² The 2019 Legislative update to the Fuel Mix Disclosure requirement adds a new category for "unspecified resources" of electric power. For information on this update, visit the Washington State Department of Commerce website: Fuel Disclosure	

PUD Electricity Data as of 2023 (Source: Snohomish County PUD)

The PUD uses an 115,000-volt transmission system to distribute electricity from three major BPA delivery points in Snohomish County to distribution substations. These substations transform the transmission voltage to 12,500-volt distribution voltage. PUD electrical facilities of less than 55,000 volts (55 kV) are referred to as distribution facilities. Facilities of more than 55,000 volts (55 kV) are referred to as transmission facilities.

There are three distribution substations, Hartford, Lake Stevens and Frontier, within the city limits of city of Lake Stevens. The city is fully served by these substations with distribution lines that extend service to all residential, commercial and public customers. According to the PUD, there is ample capacity to meet existing and future demand for both the incorporated city limits as well as the UGA.

In addition to PUD facilities, there are other transmission lines that pass through the city as regional power transmission facilities. A 500 Kilovolt BPA line extends along the eastern city limits in the vicinity of Little Pilchuck Creek. Two north-south oriented corridors are roughly parallel to each other and are located in the western third of the city, with a 230 Kilovolt line operated by Bonneville Power Administration clustered with two 230 KV lines operated by Snohomish City Light, and the other corridor with a pair of 230 Kilovolt lines by Puget Sound Energy. Several 69 Kilovolt distribution lines operated by Puget Sound Energy are scattered through the city, including to a Snohomish PUD substation at 36th St NE and Old Hartford Rd in the northeast corner of the city.

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The CSP calls for the electrification of the system's building supply (a transition away from natural gas and other greenhouse gases and shift towards cleaner electricity) over the next 20 years. According to the PUD's 2023 Integrated Resource Plan (IRP), the annual electrical load growth rate for the 2024-2045 planning period is 2.07%, which is more than double the estimated annual rate from just two years earlier (0.96%). This reflects both the planned electrification of buildings and the anticipated widescale adoption of electric vehicles and will require continued coordination between the city and PUD to meet future electricity needs.

Water Utilities

Except for a few homes on wells, the Public Utility District No. 1 of Snohomish County (PUD) provides water service. The PUD currently owns and operates nine water systems, including the Lake Stevens Integrated Water System that serves the city and surrounding areas. The service area is bounded on the west by Ebey Slough and the Snohomish River; on the north by Marysville and Arlington; on the east by the Snohomish County Commercial Forest-Forest Transition Area (CF-FTA); and on the south by the boundaries of other water systems. As of December 2019, it served a population of 51,625 people and had just under 21,000 connections.

The city of Everett's transmission lines from Spada Lake pass through the water service area in a designated corridor approximately one block south of 20th St SE, delivering water to Everett and other water customers. In 2012, PUD converted its emergency wells in the northeast corner of the city to full-time use to supplement water purchased from Everett.

The PUD's Walker Hill storage reservoirs (4 million gallons capacity) and Hillcrest reservoirs (6 million gallons capacity) serve both the city and the UGA. The distribution system within the city is shown in Figure 7.5. In 2012, PUD constructed water main extensions to merge its Lake Roesiger water system into the Lake Stevens system. In 2014, PUD constructed water main extensions to merge its Dubuque water system into the Lake Stevens system.

According to Table 5-7 of the 2021 Water System Plan, the PUD estimated that the population within the Lake Stevens integrated service area would increase between 1.15% and 1.51% annually, which is consistent with the city's projected 2044 growth targets. The 2021 plan found that the system will have adequate capacity through 2041 (the 20-year planning period) when factoring in proposed improvements identified in the plan.

The following is an overview of the Lake Stevens water system and its major facilities, as well as proposed improvements.

Source – Eleven connections to the city of Everett's Transmission Pipeline Nos. 3 and 5 provide the primary water supply to the Lake Stevens Water System, with backup connections on the No. 2 line. Water from five of these connections flows by gravity into the water system, while the remaining six have pump stations to deliver the water. Four

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connections are inside the city limits, including one connection shared with the city of Marysville. As stated earlier, two wells supplement the primary water supply. As of early 2024, PUD was conducting a susceptibility assessment of the wells serving the Lake Stevens water system to identify potential sources of contamination to the groundwater supply.

Storage – The PUD Lake Stevens water system contains eight storage reservoirs, with a combined capacity of over 14 million gallons. Four of these reservoirs are located in the city (two each at the Walker Hill and Hillcrest tank sites). The water storage capacity in the city is 10 million gallons. According to the 2021 plan, PUD anticipates adding three new storage reservoirs within the Lake Stevens water system by 2041 to accommodate projected growth and will be conducting a condition assessment and seismic analysis for several older storage facilities.

Transmission and Distribution Pipelines – There are over 408 miles of pipe in the PUD's Lake Stevens water system. Pipeline sizes range from 3/4 to 30 inches and materials include cast iron, asbestos cement, ductile iron, galvanized, and steel. The 2021 plan identifies approximately \$70 million in planned improvements by 2041, with additional improvements to be funded by private development.

Booster Pump Stations – At higher elevations, booster pump stations provide additional pressure. The Lake Stevens water system is served by five main supply pump stations, including for the Machias, Walker Hill and Hillcrest areas, with an additional 12 booster pump stations located throughout the service area. The 2021 plan identifies proposed improvements to the Walker Hill pump station to increase capacity.

Pressure Reducing Stations – There are 35 pressure-reducing stations throughout the Lake Stevens Water System that help regulate pressure and define the separate pressure zones. Inside the city limits, there are six pressure zones served by seven pressure-reducing stations, which provide reasonable pressure to all city consumers.

The PUD normally designs its water facilities to provide fire flow capacity of at least 1,000 gallons per minute (gpm). In some areas, flows up to 3,000 gpm are available. Developers must fund and construct any improvements necessary to bring water to their projects and to achieve fire flow required by the Fire Marshal. The PUD's water source and storage are adequate for projected growth within its water service area.

Chapter 7 – Public Services and Utilities Element

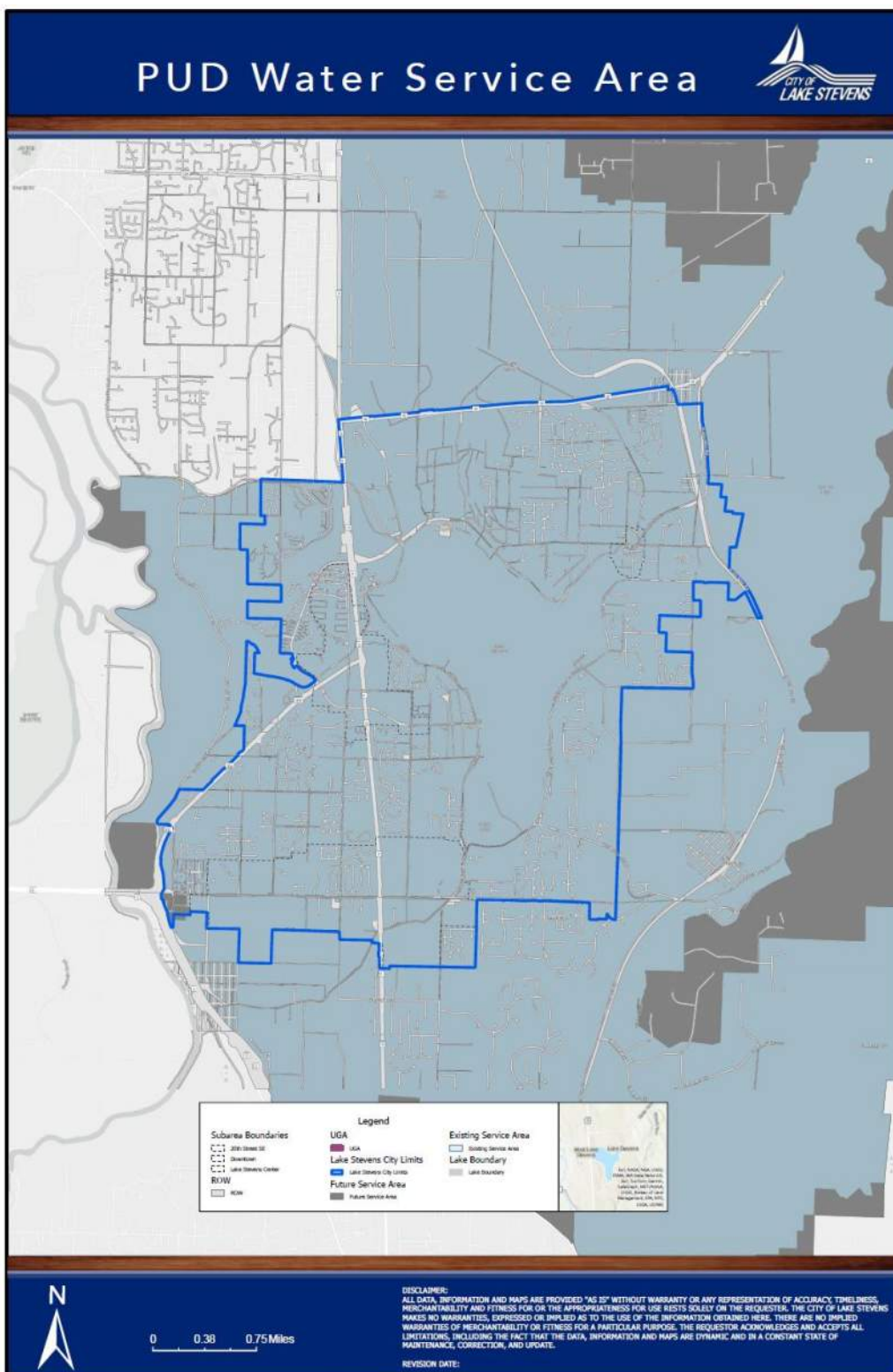


Figure 7.5 – Map of Water Facilities

Chapter 7 – Public Services and Utilities Element

Essential Public Facilities

Under GMA provisions (RCW 36.70A.200) and countywide planning policies (EPF-1 through EPF-5), jurisdictions shall include a process for identifying and siting essential public facilities. An essential public facility can be any facility owned or operated by a federal, state or local government, public utility, transportation authority or other entities that provide public services. Essential public facilities are typically difficult to site, such as education facilities, regional transportation facilities (e.g., airports), solid waste-handling facilities, regional transit authority facilities, state or local correctional facilities and in-patient facilities including substance abuse, mental health and group homes.

The GMA provides that no comprehensive plan or development regulations may preclude the siting of essential public facilities. However, jurisdictions can impose reasonable conditions or mitigations on essential public facilities through its comprehensive plan or development regulations, provided these do not preclude the siting of the facility. The city has adopted essential public facilities standards within the municipal code.

GOALS AND POLICIES

GOAL 7.1 COORDINATE WITH CITY DEPARTMENTS, SPECIAL PURPOSE DISTRICTS, UTILITY COMPANIES AND OTHER SERVICE PROVIDERS TO ENSURE THE ADEQUATE AND EQUITABLE DISTRIBUTION OF PUBLIC SERVICES AND FACILITIES THROUGHOUT THE CITY AND CONSISTENCY WITH OTHER COMPREHENSIVE PLAN ELEMENTS.

Policies

- 7.1.1 Coordinate with city departments to ensure public facilities are adequately maintained and distributed to support the community's needs and that each department's planning documents are consistent.
- 7.1.2 Coordinate with special purpose districts, utility providers, and local and regional service providers to ensure utilities and public facilities are adequately maintained and distributed to support the community's needs and that each agency's planning documents are consistent.
- 7.1.3 Identify strategies to improve equitable access to and provision of utilities and public services, including to neighborhoods, groups and community members that have been historically underserved.
- 7.1.4. Prepare and adopt a detailed master storm drainage plan for the city to coordinate storm drainage and detention/retention consistent with the concept plan adopted as part of this element .
- 7.1.5 Prepare and adopt a detailed master sewer plan for the city to coordinate sewer and detention/retention consistent with the concept plan adopted as part of this element.
- 7.1.6. Protect existing regional transmission facilities for Snohomish County PUD, Lake Stevens Sewer District and Puget Sound Energy from encroachment by incompatible urban development.

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GOAL 7.2 PROVIDE HIGH QUALITY, EFFICIENT, AND COST-EFFECTIVE CITY SERVICES THAT MEET THE NEEDS OF THE ENTIRE COMMUNITY.

Policies

- 7.2.1 Strive to maintain efficiency in the provision of city government services through continual evaluation and improvement of administrative, technical and personnel procedures and practices, as well as the Lake Stevens Municipal Code.
- 7.2.2 Devote adequate funds to ensure quality staffing.
- 7.2.3 Ensure that elected officials, appointed commissioners and staff maintain and/or improve their levels of expertise through continued education, development and peer consultation.
- 7.2.4 Take advantage of affordable technological advances where it results in better and more efficient levels of service.
- 7.2.5 In order to expand services to the citizens of Lake Stevens in a fiscally responsible manner, continue and expand the practice of interagency cooperation by sharing personnel and facilities wherever possible.
- 7.2.6 Provide adequate public facilities to support the city's administrative and field operations.
- 7.2.7 Identify existing gaps in public services and develop strategies to provide them in a more equitable manner.

GOAL 7.3 PROVIDE FOR ADEQUATE POLICE AND FIRE PROTECTION SERVICES.

Policies

- 7.3.1 Periodically review and update police staffing analysis based on national practices using a work-load based model.
- 7.3.2 Maintain and update the Police Department Strategic Plan including goals to reduce crime and addressing conditions affecting the quality of life of the community.
- 7.3.3 Coordinate police services with fire protection services and other local, state and federal agencies to develop and maintain disaster preparedness and hazard management programs for Lake Stevens.
- 7.3.4 Support Snohomish Regional Fire and Rescue (Fire District) to maintain its adopted level of service.

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- 7.3.5 Coordinate with the Fire District on review of submitted site and building plans.
- 7.3.6 Coordinate land use density and growth projections with the Fire District's capital facilities plan and budget in order to provide current and future services within the city.
- 7.3.7 Consider the disaster response implications in prioritizing Fire District capital improvement and public service planning.

GOAL 7.4 SUPPORT THE PROVISION OF ADEQUATE SCHOOL FACILITIES AND LOCAL EDUCATION PROGRAMS.

Policies

- 7.4.1 Support the Lake Stevens and Snohomish school districts to maintain their adopted levels of service.
- 7.4.2 Coordinate land use density and growth projections with the school districts' capital facilities plans and budgets in order to provide services within the city.
- 7.4.3 Adopt by reference each school district's Capital Facilities Plan. The City Council shall review the CFPs every two years to ensure consistency with the requirements of the GMA; the impact fee calculation is consistent with the city's adopted formula; and the CFP has been adopted by each district's Board of Directors.
- 7.4.4 Collaborate with local school districts to launch environmental education programs that address topics such as climate change and natural resource protection.

GOAL 7.5 PROVIDE ADEQUATE STORMWATER FACILITIES AND SERVICES.

Policies

- 7.5.1 Continue to implement programs and projects designed to meet the goals and requirements of Department of Ecology's NPDES permit and stormwater manual.
- 7.5.2 Maintain and enforce land use plans and ordinances requiring stormwater controls for new development and redevelopment.
- 7.5.3 Actively promote and support education efforts focusing on all facets of stormwater management, including the benefits of low impact development.

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- 7.5.4 Develop and maintain a comprehensive stormwater inventory and identify needs to ensure a functioning stormwater system.
- 7.5.5 Integrate distributed, small-scale stormwater controls and prevent measurable harm to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites by maintaining a more hydrologically functional landscape.
- 7.5.6 Promote education of controlling the release of chemicals from residential fertilizing and weed/insect control on Lake Stevens and its watershed.

GOAL 7.6 STRIVE TO PROVIDE ADEQUATE SEWER SERVICES TO EVERY RESIDENCE AND BUSINESS IN THE CITY.

Policies

- 7.6.1 Support the Lake Stevens Sewer District to maintain its adopted level of service until which time the district is assumed by the city.
- 7.6.2 Support the implementation of the Lake Stevens Sewer District capital facilities plan. Coordinate land use density and intensity with the Sewer District's capital planning work and budget in order to provide services within the city.
- 7.6.3 Continue to work with the Lake Stevens Sewer District to review and amend existing regulations to provide commonality, consistency, predictability and concurrent levels of sewer permits and regulation.
- 7.6.4 Coordinate city-sponsored capital improvements with the Lake Stevens Sewer District, Snohomish County Health Department and neighboring jurisdictions to ensure effective and cost-efficient provision of sewer service.
- 7.6.5 Support the Lake Stevens Sewer District in accomplishing sewer expansions in future expanded urban growth boundaries and high priority development areas within the city as well as priority development areas such as Downtown Lake Stevens and the Lake Stevens Industrial Center.
- 7.6.6 Gradually replace all septic systems within the urban growth area with sanitary sewers, using innovative and state-of-the-art design and techniques to restore and improve environmental quality.
- 7.6.7 Support efforts to require new development within the urban growth area to obtain sanitary sewer systems or fit it with dry sewers in anticipation of connection to the

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sewer system. Alternative technology to sewers should only be considered when it can be shown to produce treatment at standards that are equal to or better than the sewer system and where a long-term maintenance plan is in place.

GOAL 7.7 PROCESS PERMITS FOR UTILITY FACILITIES AND OTHER SERVICE PROVIDERS IN A FAIR, TIMELY AND PREDICTABLE MANNER.

Policies

- 7.7.1 Promote co-location of new public and private utility distribution facilities and coordination of construction timing to minimize construction-related disruptions and reduce the cost to the public of utility delivery.
- 7.7.2 Provide timely and effective notice to utilities to encourage coordination of public and private utility trenching activities for new construction and maintenance and repair of existing roads.
- 7.7.3 Encourage provision of an efficient, cost effective and reliable utility service by ensuring land will be made available for the location of utility lines or other utilities.
- 7.7.4 Promote the extension of distribution lines to and within the urban growth area. Coordinate land use and facility planning to allow eventual siting and construction of any utility distribution lines within or adjacent to rights-of-way which are being dedicated or within roads which are being constructed or reconstructed.
- 7.7.5 Encourage system design practices that improve climate and natural disaster resiliency and minimize the number and duration of service interruptions.
- 7.7.6 Formulate, interpret, and apply the city’s land development regulations to allow the timely development of utility facility additions and improvements.

GOAL 7.8 ENSURE THAT UTILITIES PROVIDE SERVICE IN A MANNER THAT IS ENVIRONMENTALLY SENSITIVE, RESILIENT, EQUITABLE, SAFE, RELIABLE AND COMPATIBLE WITH THE SURROUNDING PROPERTIES.

Policies

- 7.8.1 Proposals for electricity generation facilities should be scrutinized carefully to avoid impacts on local air and water quality.
- 7.8.2 consider public utility substations, transmission facilities and other regional facilities as “necessary public facilities” for purposes of permit review, provided that utility providers can prove locational need and significant mitigation of impacts.

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- 7.8.3 Work with local utility providers to identify grants and incentives available to the public to increase efficiency and reduce the impacts of climate change, with a special focus on lower income and historically underserved communities.

GOAL 7.9 TAKE ACTION TO SUPPORT AND ENCOURAGE CONSERVATION, ENERGY EFFICIENCY AND CLIMATE CHANGE MITIGATION IN PUBLIC FACILITIES AND UTILITY SYSTEMS.

Policies

- 7.9.1 Encourage conservation of resources and reduction of energy consumption to reduce greenhouse gas emissions and extend the life of existing electrical energy and infrastructure.
- 7.9.2 Work with Snohomish County PUD and partner agencies/districts to promote and incentivize energy efficient systems and products.
- 7.9.3 Install energy efficient products in new and existing city facilities, including a transition to electric heating systems in new and retrofitted city buildings.
- 7.9.4 Promote the reduction of water consumption through conservation, efficiency, reclamation and reuse to reduce wastewater generation and ensure continued water availability.
- 7.9.5 Coordinate with water purveyors and local and tribal governments to identify and develop additional and redundant water supply sources to meet the region's long-term water needs and growth strategy, recognizing the potential impacts on water supply from climate change and fisheries protection.
- 7.9.6 Consider the needs for both human consumption and for environmental balance, including potential impacts of climate change on regional water sources.
- 7.9.7 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.
- 7.9.8 Promote low impact development projects and techniques on non-LID projects to conserve and use existing natural site features.
- 7.9.9 Improve electric vehicle infrastructure in the city and transition towards electrification of the city's vehicle fleet in an effort to reduce greenhouse gas emissions as practicable.

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- 7.9.10 Reduce the rate of energy use per capita, both in building use and in transportation activities.
- 7.9.11 Reduce greenhouse gases by expanding the use of conservation and alternative energy sources and by reducing vehicle miles traveled by increasing alternatives to driving alone.
- 7.9.12 Conduct periodic vulnerability assessments to identify city and utility infrastructure vulnerable to the impacts of climate change and natural disasters and develop appropriate adaptation and mitigation strategies.
- 7.9.13 Incorporate a climate change lens into the process of adopting new and updated city standards, codes and guidelines.

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

Policies

- 7.10.1 Promote demand management and the conservation of services and facilities prior to developing new facilities.
- 7.10.2 Maintain and expand reduction, re-use, and recycling programs in the city.
- 7.10.3 Support local, regional, state, federal, and private programs aimed at reduction, re-use, and recycling of natural resources.
- 7.10.4 Work with local solid waste providers to establish a percentage reduction target for waste disposed of in landfills.
- 7.10.5 Allow zoning for businesses aimed at recycling materials when it does not pose a threat to the community's health and welfare.
- 7.10.6 Examine the feasibility of requiring, through zoning or other legislative mechanisms, that distributors of hazardous, noxious or toxic materials accept those materials for recycling.

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GOAL 7.11 ESTABLISH A PROCESS AND IMPLEMENT DEVELOPMENT REGULATIONS TO IDENTIFY AND SITE LOCAL ESSENTIAL PUBLIC FACILITIES, CONSISTENT WITH THE PROVISIONS OF THE GMA.

Policies

- 7.11.1 The city will not preclude the siting of essential public facilities; however, it shall enforce its Comprehensive Plan and development regulations to ensure reasonable compatibility with other land uses when considering location and intensity of development.
- 7.11.2 Local essential public facilities should be sited to support the countywide land use pattern, support economic activities, reduce environmental impacts, provide amenities or incentives, and minimize public costs. This siting process should include:
 - a. A definition of these facilities;
 - b. An inventory of existing and future facilities;
 - d. A public involvement strategy;
 - e. Assurance that the environment and public health and safety are protected; and
 - f. A consideration of alternatives to the facility.
- 7.11.3 Collaborate with public agencies and special districts to identify opportunities for the co-location of local essential public facilities.
- 7.11.4 Consider the location of local essential public facilities inside Urban Growth Areas, unless it is demonstrated that a non-urban site is the most appropriate location for such a facility. Local essential public facilities located outside of an Urban Growth Area shall be self-contained or be served by urban governmental services in a manner that shall not promote sprawl.
- 7.11.5 Develop reasonable conditions, alternatives and/or mitigation requirements to address the potential adverse impacts of siting local, regional, statewide, or federal essential public facilities.

Chapter 7 – Public Services and Utilities Element

GOAL 7.12 AS THE CITY ANNEXES NEW AREAS STRIVE FOR A SMOOTH TRANSITION OF SERVICE PROVIDERS TO MINIMIZE FINANCIAL AND LOGISTICAL IMPACTS ON CITIZENS.

Policies

- 7.12.1 Under the Growth Management Act and Lake Stevens Comprehensive Plan the city is likely to be the provider of general government services within the Urban Growth Area. For potential annexation it is the city's policy to have interlocal agreements achieving the orderly transition of services during annexation.
- 7.12.2 Establish an interlocal agreement model with Snohomish County and other service provider agencies to facilitate the transfer of governance within the city's UGA in an expeditious and consistent manner.
- 7.12.3 The city asserts its interest in areas outside the UGA where it is possible that future UGA expansions could occur. The city will become involved in these areas' planning and decision making, both to comment on future service impacts and to assist its own service planning.

Chapter 8: Transportation



A VISION FOR TRANSPORTATION

The city will develop an effective multimodal transportation system that emphasizes access, direct circulation and safety for vehicles, freight, public transportation, cyclists and pedestrians locally and to the region.

INTRODUCTION

The city of Lake Stevens and its UGA connect to the greater region by several regional highways. The local transportation system consists of a dispersed network of roads. This type of road network is reflective of the suburban development pattern within the city and its surrounding area. SR-9 is the major north-south highway that transects the Lake Stevens UGA. It connects to major east-west routes, including US-2, SR-92, SR-204, and 20th St SE. US-2 is a major route that connects Lake Stevens with the I-5 corridor and Everett. SR-92 defines the northern boundary of the city and provides an east-west route that extends from SR-9 eastward to Granite Falls. SR-204 serves as a connector between US-2 and SR-9. Machias Road is a north-south minor arterial extending north to SR-92 and south to US-2 and defines the city's eastern boundary and the eastern boundary of the RUTA south of the city. Except for these major routes and a limited number of arterial type streets, the street pattern within the Lake Stevens UGA is largely discontinuous. This street pattern tends to concentrate traffic flows onto collector and arterial roads.

PLANNING CONTEXT

State Planning

The Transportation Element's objective is to guide development of the city's transportation system in a manner that supports the city's vision and goals. The city has developed this chapter in accordance with RCW 36.70A.070(6)(a) to address motorized and non-motorized transportation needs of the city of Lake Stevens. It represents the community's policy plan for the next twenty years. The Growth Management Act (GMA) encourages jurisdictions to develop efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. The GMA also directs jurisdictions to incorporate the following items into their local comprehensive plans:

- Land use assumptions used in estimating travel demand.
- An inventory of existing transportation facilities and services.
- Multimodal LOS standards to gauge the performance of the system.
- Identification of actions and requirements needed to bring existing facilities and services up to standard.
- Forecasts of future travel demand based on the land use plan.

- Identification of improvements and programs needed to address current and future transportation system deficiencies, including Transportation Demand Management strategies.
- A realistic multi-year financing plan that is balanced with the adopted level of service standards and the land use element.
- An explanation of intergovernmental coordination and regional consistency.

Local transportation elements must also include the following:

- State-owned transportation facilities in the transportation inventory.
- The adopted LOS for state-owned transportation facilities.
- Identification and assessment of GMA concurrency requirements and the applicability to highways of statewide significance.
- An estimate of the impacts to state-owned transportation facilities resulting from local land use assumptions.

Regional Planning

Vision 2050 provides a structure for consideration of transportation issues for freight, roads, transit, bicycles and walking across the Puget Sound to support the regional growth strategy. A key concept revolves around linking regional and local growth centers into the decision-making process. Vision 2050 also recognizes the environmental and climate challenges created by transportation infrastructure and supports energy-efficient, sustainable and safe transportation options. Finally, it emphasizes a range of funding options to address transportation needs and promote prioritization criteria for funding.

Countywide Planning

The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient, affordable, equitable, inclusive and safe multi-modal transportation system that supports state-level planning, the Regional Growth Strategy, and local comprehensive plans and promotes economic vitality, environment sustainability, and human health.

The countywide planning policies emphasize a coordinated, efficient transportation system that minimizes impact to the climate and employs adaptive management strategies to meet growth patterns throughout the county. The countywide planning goals (including the transportation goal listed above) also echo the state and regional perspective of establishing multimodal transportation linkages between growth centers and residential areas. Snohomish County suggests the countywide planning policies “are intended to guide transportation planning by the County and cities in Snohomish County and to provide the basis for regional coordination with the Washington State Department of Transportation (WSDOT), the Puget Sound Regional Council (PSRC), and transportation operating agencies.” (Source: Countywide Planning Policies: Effective July 19, 2023)

Local Planning

The Transportation Element considers the location and condition of the transportation system; the cause, scope and nature of transportation problems; future needs; and addresses Level of Service (LOS) Standards. The type and availability of transportation resources are major factors in development of land use patterns, while conversely, the way land is used greatly influences the need and location for new transportation facilities. The relationship between transportation and land use is one of continuous interaction and must be coordinated. The city's transportation plan integrates the assumptions from the Land Use Element and incorporates the state, regional and countywide principles for an effective transportation system.

TRANSPORTATION SYSTEM INVENTORY

This Transportation Element addresses all arterial (major and minor) and collector roads located within the city of Lake Stevens and the Lake Stevens Urban Growth Area including those which are the responsibility of the Washington State Department of Transportation (State highway system), the county or the city. The city compiled existing roadway functional classifications, the most recently available traffic volume counts and collision data. The inventory of the transportation system is included in this section.

Study Area

The study area includes all of the Lake Stevens city limits and Urban Growth Area (UGA). The UGA has been delineated with Snohomish County, consistent with the requirements of the GMA. The city lies adjacent to the UGAs of Everett, the City of Snohomish, and Marysville. Unincorporated areas of Snohomish County surround portions of Lake Stevens, and sections of the city limits are used to define portions of the regional Urban/Rural Boundary between urban and rural lands. A map depicting the transportation planning study area is shown in Figure 8.1.

Roadway Functional Classification

Roads in Lake Stevens are classified according to a hierarchy of function as follows:

1. Freeway/Expressway – state designated route, typically with limited access control. Road considered to have regional significance. Speeds range from 35 to 55 mph (typical).
2. Major Arterial – city designated route, typically highways and arterials with limited access and left turn movement is controlled. Roads considered to have regional significance. Speeds range from 30 to 35 mph (typical).

3. Minor Arterial – city designated route, typically connecting to highways, arterials, and collectors. Limited access is preferred. Roads considered to have local with some minor regional significance. Speeds range from 25 to 35 mph (typical).
4. Collector – city designated route, typically connecting neighborhoods to arterial roadways. Collectors may have direct access if no other alternative exists. These roads are considered to have local significance. Speeds range from 25 to 30 mph (typical).
5. Local Access – city designated route, typically connecting neighborhoods to collectors. There is no access control. Roads considered to provide direct access to residences. Typical speed is 25 mph.

The city's functional classification designations have been determined based on each route's regional significance and operational characteristics. Figure 8.2 shows the existing street system as well as signalized and roundabout controlled intersections within the City.

This information is used in determining access control, frontage improvements required for development, guides programming of roadway improvements, and determines maintenance service priority levels for emergency events such as snow and ice control.

For the Lake Stevens UGA, all roadways were classified by Snohomish County using the federal functional classification system. The major classifications of County roadways are principal arterial, minor arterial, collector and local access street.

The backbone of the city's transportation system is its highway and major arterial system. These streets provide mobility and access for a range of travel modes and users. Lake Stevens' major regional arterials are SR-9, SR-92, SR-204 and 20th Street SE.

Minor arterials generally provide circulation for local traffic movement. These include Lundeen Parkway, 20th Street NE, Grade Road, 91st Avenue NE/SE and Soper Hill Road (west of SR-9). North-south travel within downtown Lake Stevens primarily occurs along 91st Avenue SE, and Main Street (East Lake Stevens Road to the south and Grade Road to the north) East-west circulation is provided by 20th Street NE north of the lake, and 20th Street SE south of the lake.

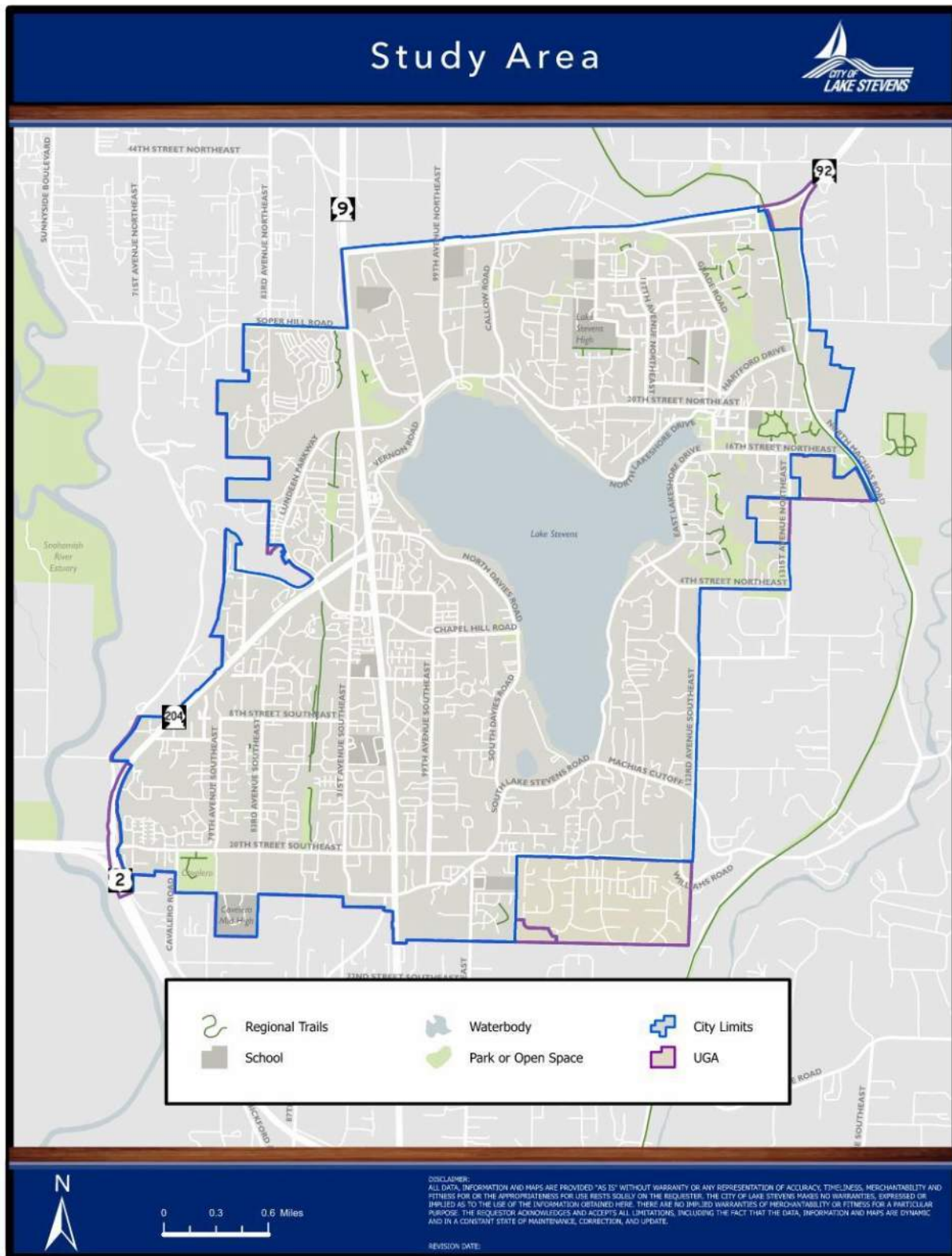


Figure 8.1 - Study Area

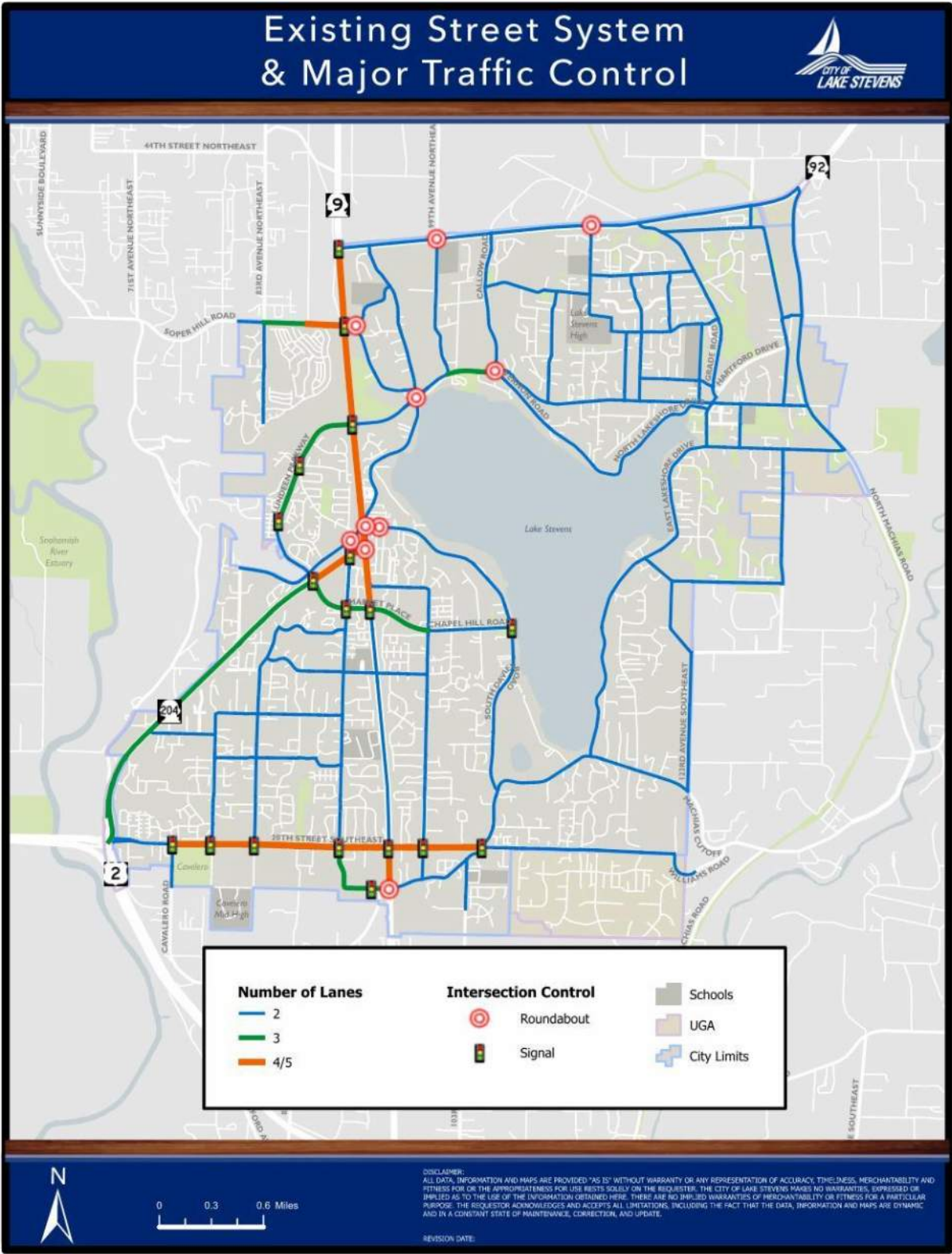


Figure 8.2 - Existing (2024) Street System & Major Traffic Control

State Routes

The Washington State Department of Transportation (WSDOT) coordinates with the city of Lake Stevens on projects within the UGA and city limits.

SR-9 is a highway of statewide significance (HSS) running north-south parallel to Interstate 5 from Snohomish County/King County to the Arlington area. Within the city, SR-9 begins approximately 0.1 miles south of 20th Street SE and ends on the north side of the SR-92 intersection. Approximately 3.6 miles lie within the city limits. This is a limited access roadway. The approximate weekday average daily traffic (ADT) volume is approximately 36,000 (north of SR-204).

SR-204 is a state highway that connects Lake Stevens to US-2 to the west. US-2 is a highway of regional significance that provides connectivity to Interstate 5 via US-2 and SR-9. Within the city, SR-204 begins at 71st Avenue SE and ends at SR-9. Approximately 1.8 miles are within the city limits. This is a limited access roadway. The approximate weekday ADT volume is approximately 36,000 (between Market Place and SR-9).

SR-92 is a regional connector between SR-9 and the city of Granite Falls. Within the city, SR-92 begins at the SR-9 intersection and ends approximately 250 feet east of 127th Drive NE. This is not a limited access roadway and is under the right of way jurisdiction of the city. Approximately 2.4 miles are within the city limits. The approximate weekday ADT is approximately 19,000 (east of SR-9).

Truck Routes

In 2011, the city adopted, through Ordinance 863, a designated truck route system and established weight limits on all streets. The designated truck routes within the city are:

- State Route 9
- State Route 92
- State Route 204
- 20th Street SE between US 2 and the east city limits
- Machias Road

Truck route exceptions are provided for repair, pickup, delivery and for businesses that operate trucks from within the city. (This does not apply where a residence is also a place of business.)

Access to the city's industrial area in the northeast portion of the city is along collector roadways which are not considered truck routes.

Roadway Design Standards

The City of Lake Stevens has adopted Roadway Standards commonly referred to as the EDDS (Engineering Design and Development Standards) which set specific and consistent road design elements. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii. The standards also provide requirements for the location and installation of utilities within the right-of-way.

The standards are intended to support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with storm water management, sensitive areas, and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

Traffic Calming

Variations in roadway standards allow the installation of traffic calming measures for the purpose of slowing traffic. Traffic calming consists of physical design and other measures installed on roadways to reduce motor-vehicle traffic speeds as well as improving safety for pedestrians and cyclists. Possible techniques include traffic circles, mini roundabouts, streetscaping, chicanes (roadway barriers) or road diets (reduction in lanes).

On-Street Parking

On-street parking is typically limited with availability found primarily on local access and collector classification roadways. Along older street corridors, such as 20th Street NE, availability of parking is limited and the quality of the available parking spaces is low (typically graveled shoulder).

Generally, the demand for on-street parking does not exceed the available parking areas within the city. On-street parking in residential areas is typically sufficient to handle vehicles that cannot be accommodated on private property. The primary exception is during special events and around Lake Stevens High School, City Hall, Festival Street and North Cove Park.

Public Transportation

Community Transit provides regional bus service with routes to Seattle, Granite Falls, Marysville and Everett. The Lake Stevens Transit Center, located at 9600 Market Place in the Lake Stevens Center subarea, provides bus connections for active Community Transit bus routes. The Lake Stevens Transit Center also provided a Park & Ride facility with 207 vehicular parking spaces and 13 bicycle parking spaces. Community Transit has designated two additional Park & Pool locations for vanpools and carpools at Ebenezer Lutheran Church (2111 - 117th Avenue NE) and Holy Cross Lutheran Church (9613 - 20th Street SE). A map of transit routes and stops in Lake Stevens is shown on Figure 8.3.

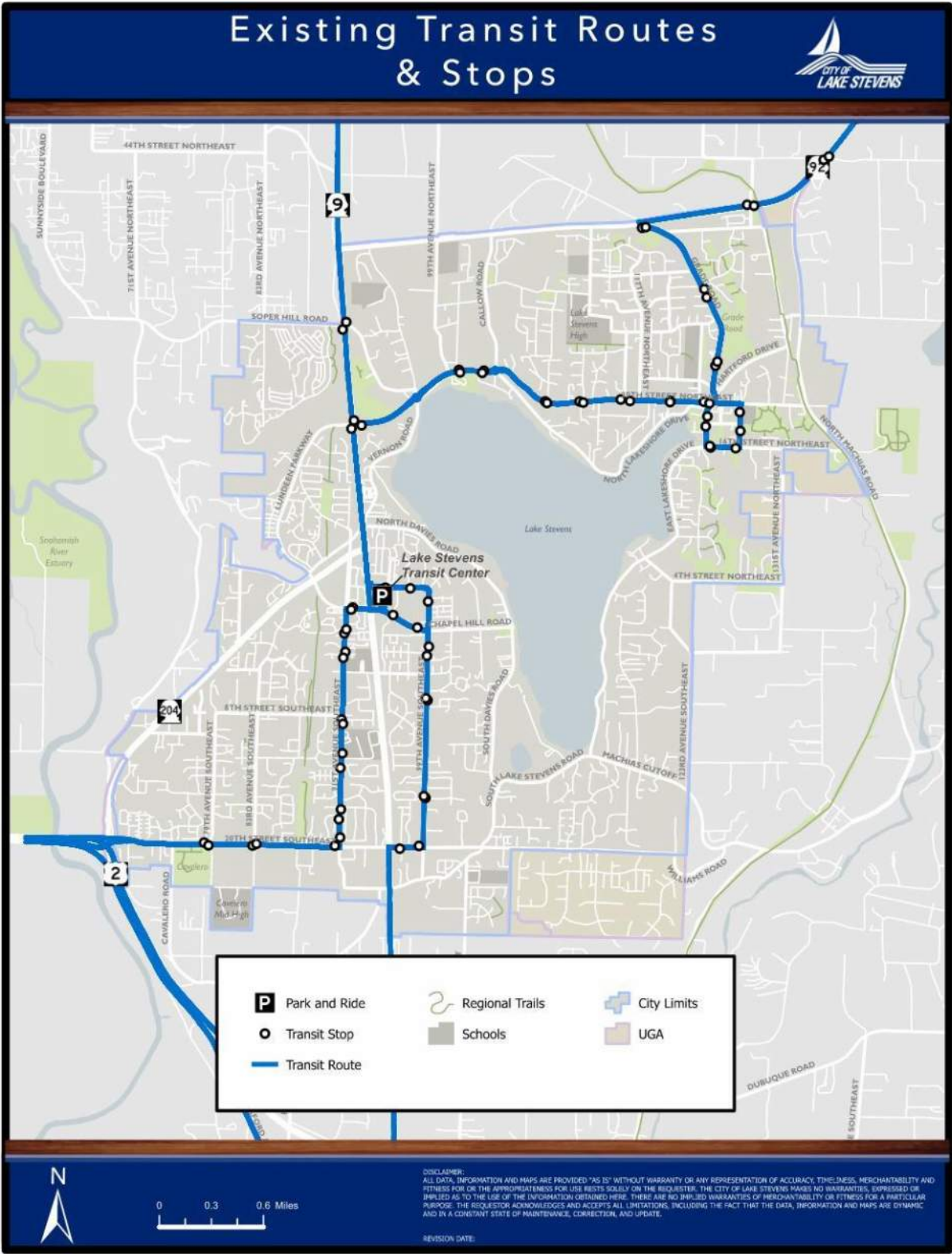


Figure 8.3 - Existing Transit Routes and Stops

Active Transportation Facilities

Bicycle and pedestrian routes are discontinuous throughout the city, having been constructed in a piecemeal manner over the years. Existing facilities include bicycle lanes, paved shoulders and shared-use paths. An inventory of existing pedestrian and bicycle facilities are shown on Figures 8.4 and 8.5, respectively. This map also depicts School Safe Walk routes and planned active transportation connections.

Trails

The Centennial Trail, a multi-modal (pedestrian, bicycle, horse, etc.) facility was built by Snohomish County and runs along the eastern border of the city. Picnic areas, bicycle racks and other amenities are provided. Two trailhead connections have been constructed to provide Lake Stevens residents with connections to the Centennial Trail. The SR- 92 Overpass trailhead is located along 127th Drive NE (between SR-92 and 36th Street NE) and the Lake Stevens trailhead is located along 20th Street NE (near the intersection with Machias Road).

Many of the older residential areas are not yet connected by trail to recreational areas, schools, or shopping areas. Chapter 5 presents a discussion of the trail system in Lake Stevens as part of the Parks and Recreation Plan. The Land Use Section discusses how the Centennial Trail can assist in bringing pedestrian and bicycle traffic to the downtown.

Bicycle Facilities

As a unifying road feature, bicycle facilities including dedicated lanes and shared lanes (e.g., sharrows), are proposed along several streets connecting the city's growth centers and adjacent neighborhoods. Dedicated bike lanes can currently be found along the following roadways:

- 20th Street SE, between 88th Avenue SE and 106th Avenue SE
- Lundeen Park Way, between SR 9 and SR 204
- Market Place, between SR 204 and 91st Avenue SE

In addition to these on-street bicycle lanes, the city's existing bicycle network also includes multi-use paths (including along South Lake Stevens Road and 83rd Avenue NE) which provide off-street facilities for active transportation use. The city's existing bicycle facilities are shown in Figure 8.4.

Sidewalks

City code requires new development projects to construct frontage improvements, including non-motorized facilities, landscaping and lighting improvements, in public right of way and internally as a part of the development approval. In 2023, the city completed an ADA Self-Evaluation and Transition Plan that identifies priorities and recommendations that the City can implement over time to achieve an ADA-compliant public right-of-way.

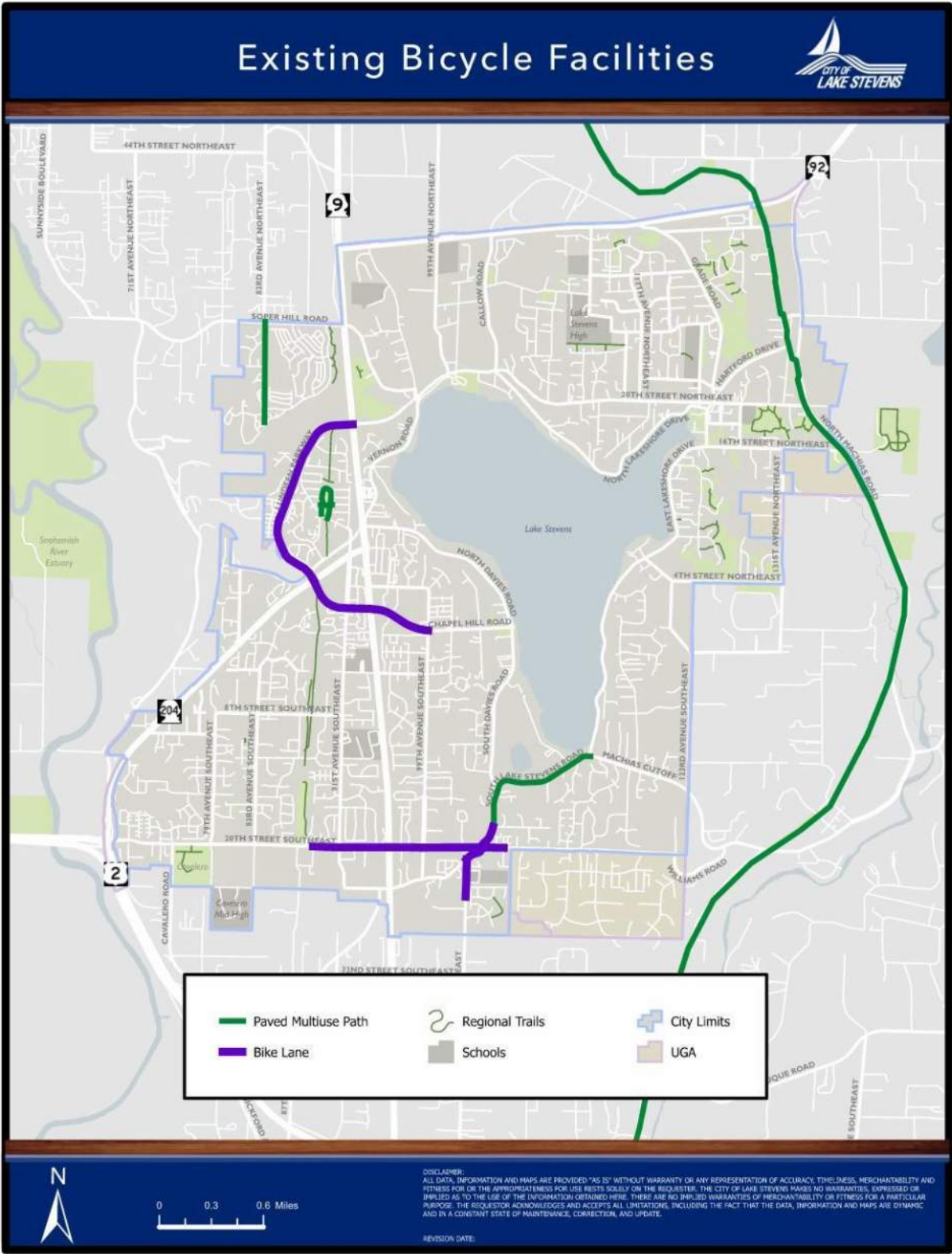


Figure 8.4 - Existing Bicycle Facilities

The pedestrian features include concrete sidewalk, paved shoulder, asphalt path, and dedicated gravel shoulders. Funding opportunities are sought in the form of grants from state and federal agencies to augment budget dollars for construction of improvements.

Recent improvements to the pedestrian/sidewalk network include a multi-use path along S Lake Stevens Road between Machias Cutoff and 18th Street SE and 103rd Avenue SE and 100th Drive SE. These facilities provide a wide, off-street facility for use by pedestrians and bicyclists. The city's existing network of pedestrian facilities is shown in Figure 8.6.

TRANSPORTATION SYSTEM PERFORMANCE

Daily traffic volumes were assembled to provide a general understanding of travel patterns throughout the City. The volumes were collected in June 2023. Figure 8.6 shows total daily vehicle volumes on major City roadways. PM peak hour intersection turning movements were also collected to assist in evaluating system performance.

As shown in Figure 8.6, the regional WSDOT facilities are those that experience the highest traffic volumes. The City roadways with the heaviest volumes are 20th Street NE and 20th Street SE, which experience between 15,000 and 21,000 average daily vehicles. Other City roadways range from approximately 1,000 to 11,000 average daily vehicles.

Traffic Operations

Traffic operations were evaluated based upon the latest level of service (LOS) methodologies contained in the Highway Capacity Manual (HCM), Transportation Research Board. The HCM is a nationally recognized and locally accepted method of measuring traffic flow and congestion. Criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays, to LOS F, indicating extreme congestion with significant vehicle delays. At signalized intersections, LOS is defined in terms of average delay per vehicle. At un-signalized intersections, LOS is measured in terms of the average delay per vehicle and is typically reported for the worst traffic movement instead of for the whole intersection.

Intersection LOS analysis was performed for major intersections within the study area based on 2023 conditions. Major intersections throughout the City were selected for analysis, based upon location and likelihood that they might be impacted by future growth.

The PM peak hour vehicle volumes were used as the basis for the LOS assessment due to the higher traffic volumes that occur during that time. Table 8.1 presents the PM peak hour delay and LOS conditions at the study intersections for the weekday PM peak hour. Figure 8.7 maps out the existing weekday PM peak hour LOS conditions at the study intersections. The intersection LOS conditions represents the 2023 existing conditions and provides a basis to evaluate the forecast traffic operations against. The time shown is in seconds and is calculated for a specific intersection based on the average delay from all approaches over a one-hour PM peak hour period.

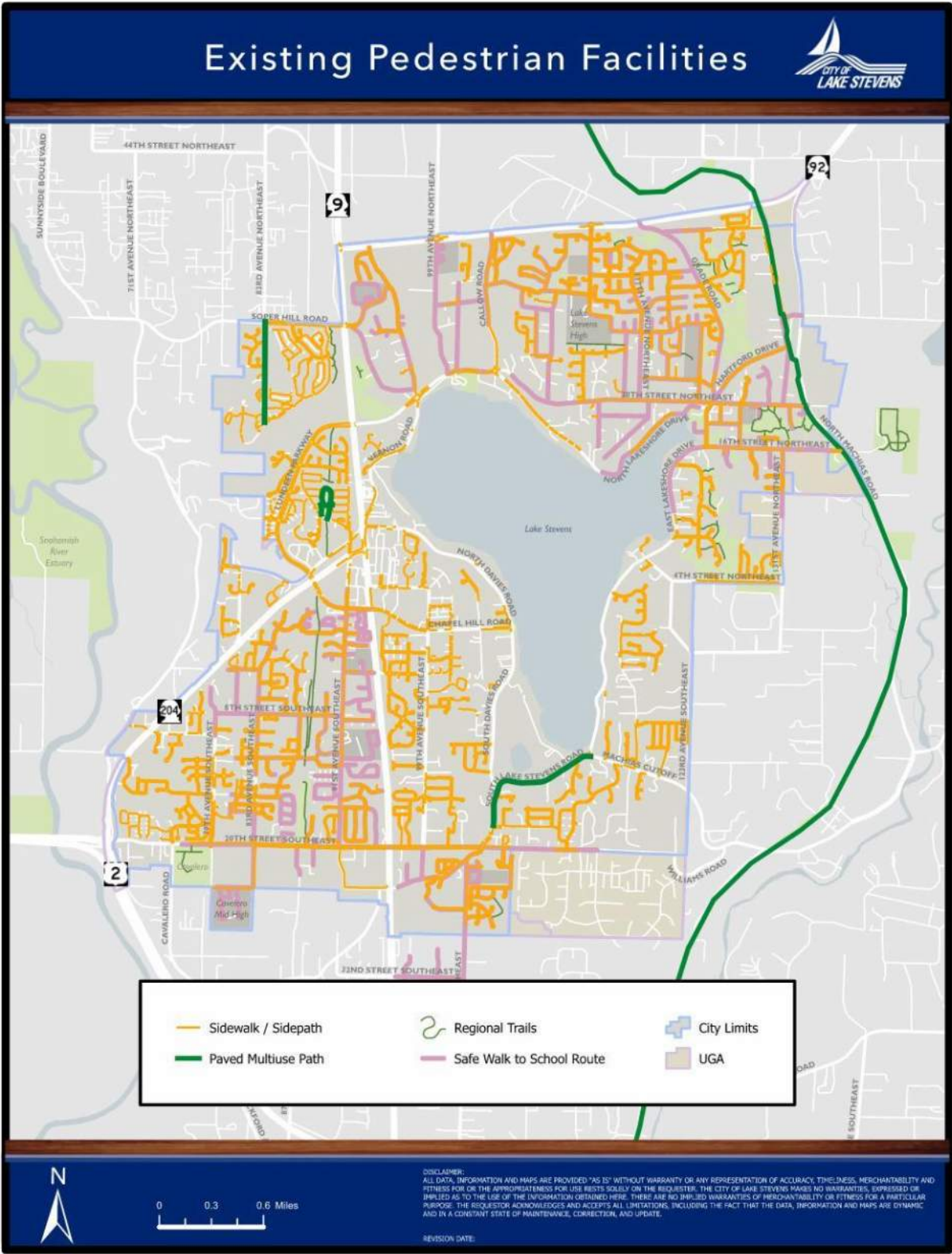


Figure 8.5 - Existing Pedestrian Facilities

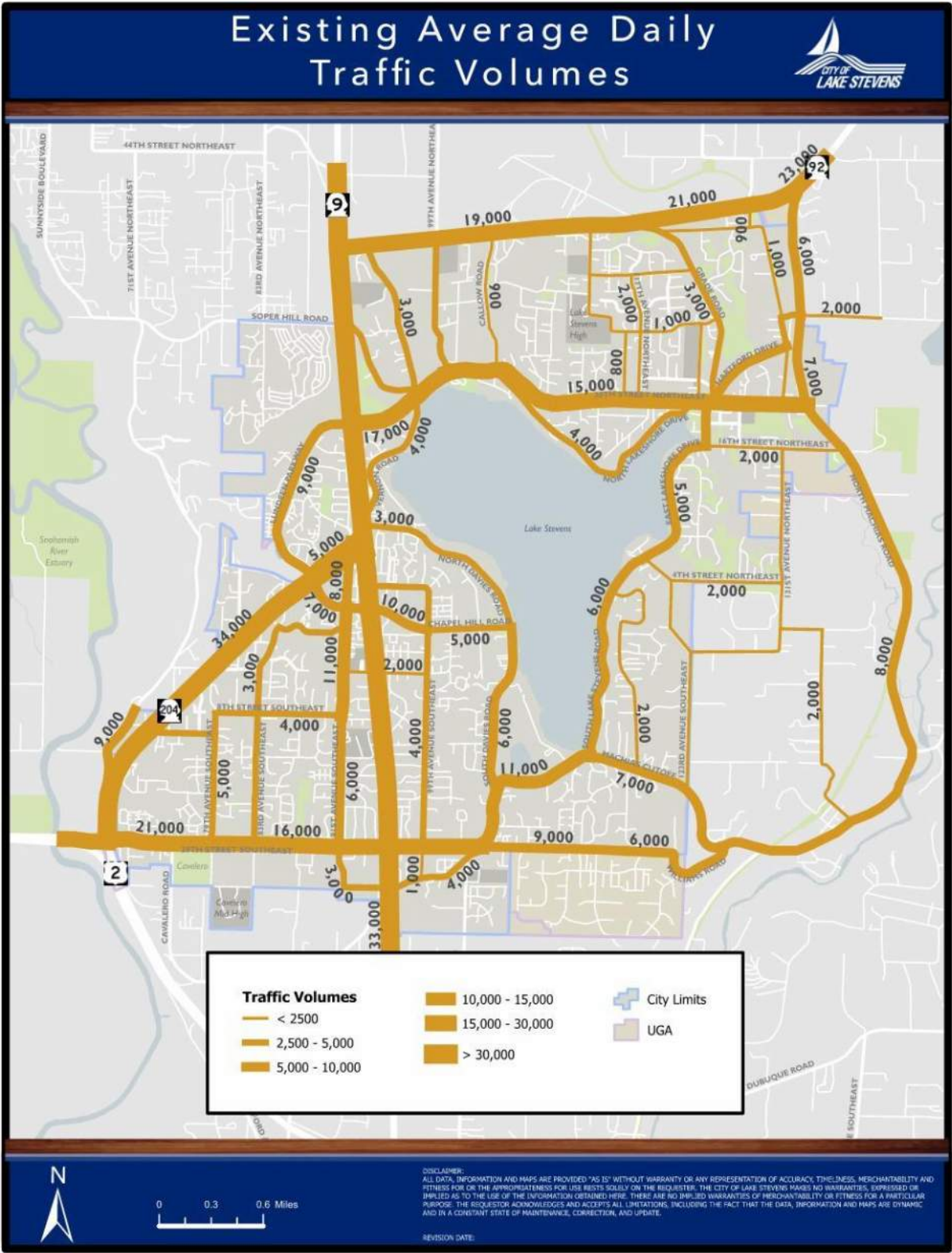


Figure 8.6 - Existing Average Daily Traffic (ADT) Volumes

Intersection	2023 Existing		
	LOS¹	Delay² (WM)³	Control⁴
Callow Rd/SR 92	C	19 (NB)	TWSC
Grade Rd/SR 92	F	182 (NB)	TWSC
127th Dr NE/SR 92	C	17 (NB)	TWSC
127th Dr NE/36th St NE	A	9 (SB)	TWSC
Grade Rd/32nd St NE	A	9 (EB)	TWSC
Grade Rd/26th St NE	A	10 (EB)	TWSC
99th Ave NE/Lundeen Park Way	B	14 (NB)	TWSC
117th Ave NE/20th St NE	B	12 (SB)	TWSC
123rd Ave NE/20th St NE	A	10 (EB)	AWSC
Main St/20th St NE	B	14 (WB)	AWSC
Main St/N Lakeshore Dr	B	13 (EB)	TWSC
18th St NE/Main St	C	15 (SB)	TWSC
Main St/E Lake Stevens Rd	B	11 (EB)	AWSC
N Machias Rd/28th St NE	B	12 (NB)	AWSC
N Machias Rd/20th St NE	B	14 (EB)	TWSC
N Machias Rd/16th St NE	C	16 (EB)	TWSC
91st Ave NE/Market Pl	C	22	Signal
99th Ave NE/Market Pl	B	13 (EB)	AWSC
Davies Rd/Chapel Hill Rd	B	11	Signal
91st Ave SE/4th St SE	C	18 (EB)	TWSC
91st Ave SE/8th St SE	C	18 (EB)	TWSC
SR 204/Everett Rd	D	27 (EB)	TWSC
SR 204/Sunnyside Blvd	F	114 (EB)	TWSC
79th Ave SE/20th St SE	B	19	Signal
83rd Ave SE/20th St SE	A	9	Signal
91st Ave SE/20th St SE	B	16	Signal
99th Ave SE/20th St SE	A	9	Signal
S Lake Stevens Rd/20th St SE	C	28	Signal
S Lake Stevens Rd/S Davies Rd	B	15 (NB)	AWSC
S Lake Stevens Rd/Machias Cut-Off	B	13 (SB)	TWSC
118th Ave SE/Machias Cut-Off	B	10 (SB)	TWSC
E Lake Stevens Rd/118th Ave NE	C	15 (WB)	TWSC

1. Level of Service, based on Highway Capacity Manual 6th Edition methodology.
2. Average delay in seconds per vehicle.
3. Worst movement reported for stop-controlled intersections.
4. Intersection traffic control: "Signal" is traffic signal; "TWSC" has stop signs on minor approach; "Round" is a roundabout.

Table 8.1 - Existing (2023) Weekday PM Peak Hour LOS at Study Intersections

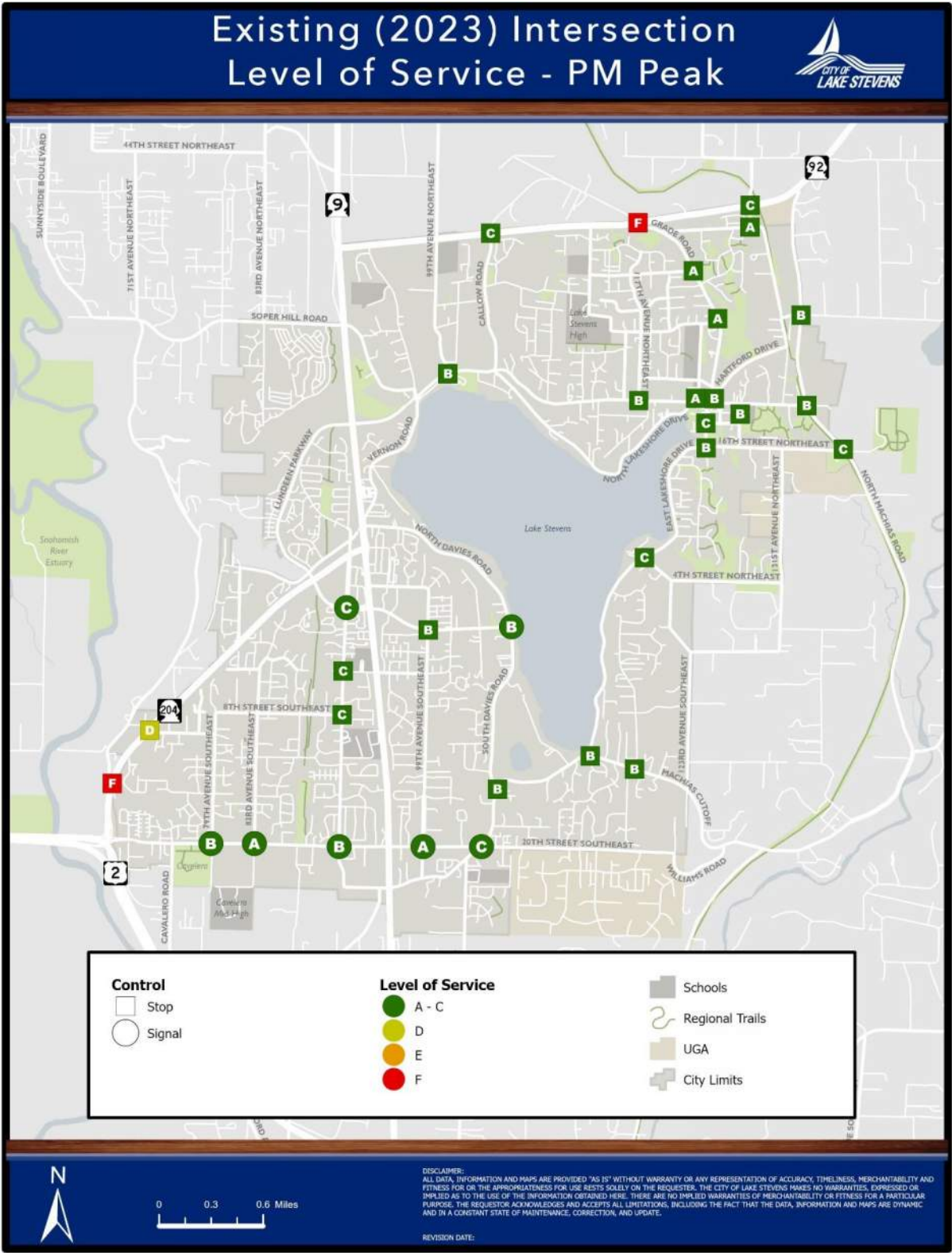


Figure 8.7 - Existing (2023) Intersection Level of Service (LOS)

Traffic Safety

Historical collision data were provided by WSDOT for the five-year period from 2018 to 2022 (the most recent data available). Over this five-year period, 1681 crashes were reported. Figure 8.8 presents the annual collision rates within Lake Stevens over the five-year period. Analysis of crash rates and trends show that the number of collisions per year on Lake Stevens streets has remained relatively constant over the five-year period.

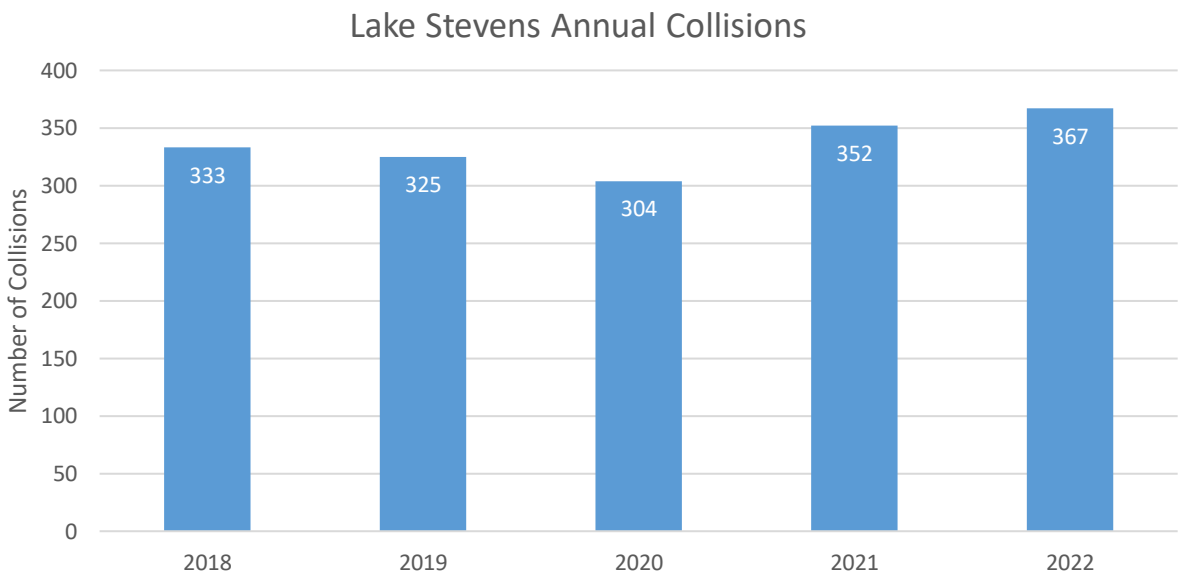


Figure 8.8 - Annual Collision Summary

Figure 8.9 summarizes the collision data by severity. Of the collisions occurring during this period, five (approximately 0.3%) resulted in fatalities and 424 (approximately 25%) resulted in serious injury.

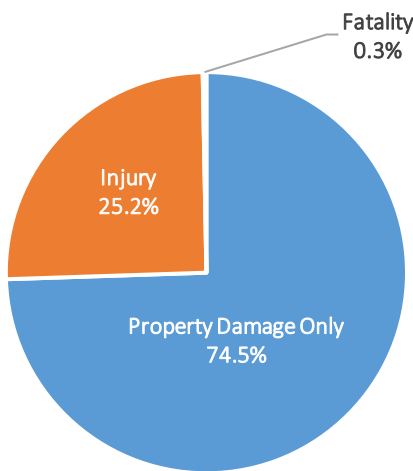


Figure 8.9 - Collisions by Severity

The type of collisions most frequently reported were rear-end crashes which accounted for approximately 34 percent of all collisions within the city. The second most often reported crash type were angle collisions which are characterized by one vehicle striking another at an angle that is between a side impact at 90 degrees, and a rear-end collision. A chart displaying the proportion of collision types is shown in Figure 8.10.

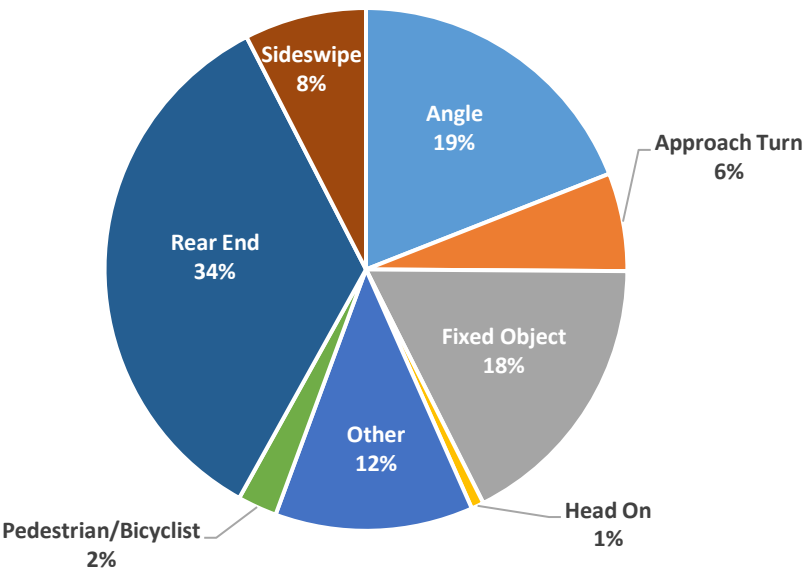


Figure 8.10 - Collisions by Type

Intersections along SR-9 showed significantly higher crash rates than other locations in the city, as well as being the location of numerous serious injury crashes. Figure 8.11 shows the location of collisions within the City over the five-year period, as well as those crashes which resulted in fatalities or serious injuries.

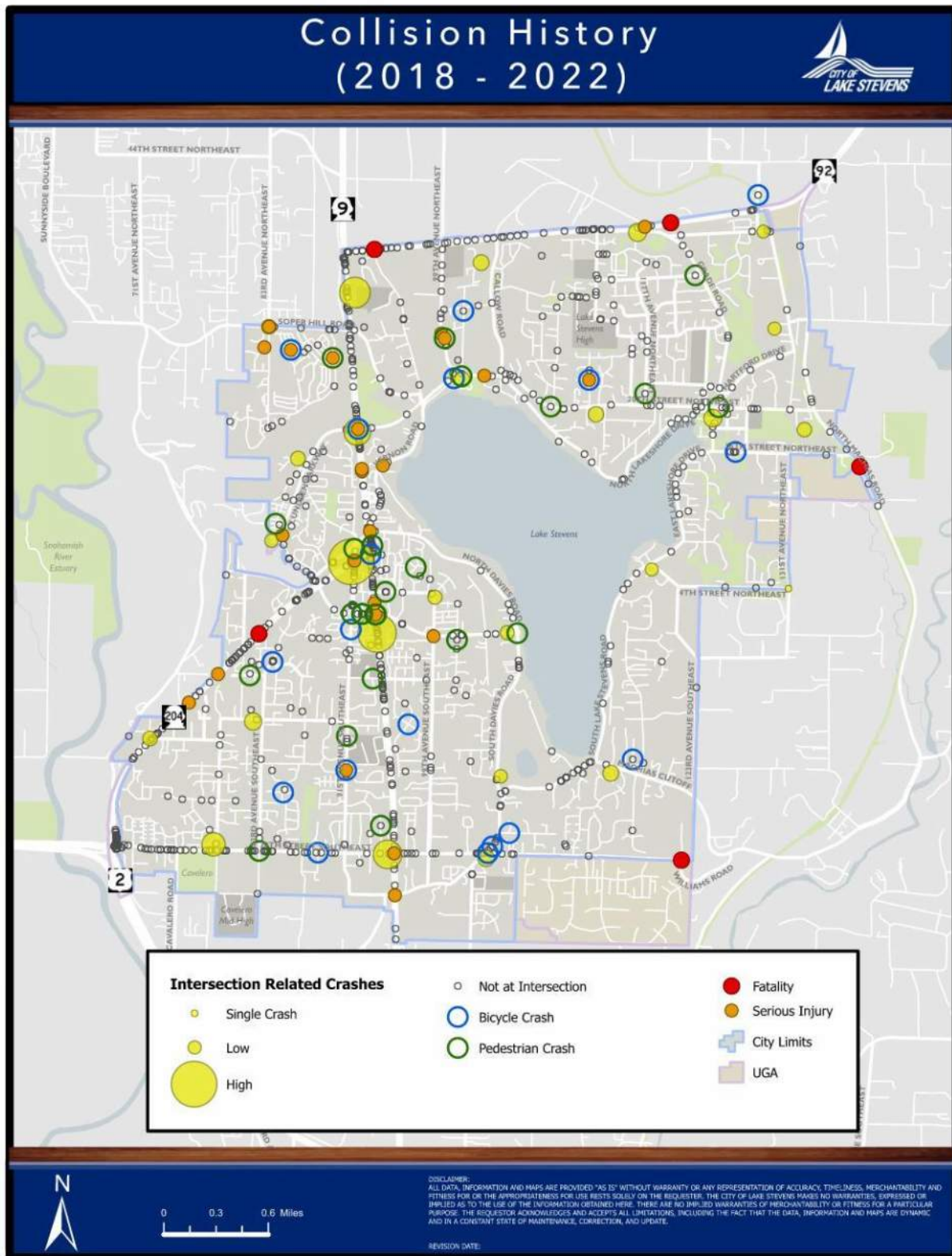


Figure 8.11 - Collision History (2018-2022)

TRAVEL FORECASTING AND ALTERNATIVES ANALYSIS

The Transportation Systems Plan portion of the Transportation Element is partially developed based on the evaluation of the existing transportation system. The analysis of the existing transportation system identified locations with current operational, safety, and alternative transportation mode deficiencies.

To provide a framework for future transportation system needs, the plan must also consider the transportation needs of future growth. The Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future. The City of Lake Stevens selected a 2044 horizon year for the plan. Year 2044 provides a long-range look at the transportation system needed to support anticipated growth in the City and surrounding region. Travel forecasts have been developed and analysis has been conducted for average weekday conditions during the PM peak hour. The weekday PM peak hour generally has the highest overall traffic volumes in the community and thus provides the basis for identifying capacity-related improvement needs.

The primary analysis of 2044 travel forecasts was initially based on the following travel forecasting assumptions:

- Improvement projects in the City of Lake Steven’s Transportation Improvement Plan (TIP).
- Improvement projects in TIPs from adjacent jurisdictions.
- Puget Sound Regional Council’s Transportation Plan compilation of regional projects.
- City of Lake Stevens land use plan.
- Land use plans from adjacent jurisdictions.

Based on these assumptions, travel forecasts were developed using the Lake Stevens-Marysville-Arlington travel demand model. The model is a tool that is used to convert existing and future land uses into trips. Alternative roadway and intersection projects were then evaluated to understand the effect they would have on travel patterns within the study area and their ability to resolve existing and future deficiencies. The following provides an overview of the land use assumptions, travel demand model, and the alternatives analysis used in preparing the travel forecasts. The travel forecasts provide a technical basis for identifying the transportation improvement projects in the transportation systems plan.

In addition to addressing existing transportation system issues, the City must develop its transportation system to accommodate forecast growth. The Growth Management Act (GMA) requires that the transportation planning horizon be at least ten years in the future. The City has adopted 2044 as the forecast year for the Transportation Element, consistent with the Land Use Element.

The City’s travel demand model was updated to support the evaluation of future transportation system needs. The travel demand model provides a tool for forecasting long-

range traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The model is also useful in evaluating transportation system alternatives. However, it must be noted that the specific land use forecasts included in the model are intended for planning purposes only and in no way are intended to restrict or require specific land use actions. The land use forecasts are consistent and supportive with the City's growth targets.

Land Use Forecasts

Travel forecasts are largely derived based the on changes in residential dwelling units and employment within the City and surrounding communities. Travel forecasts must incorporate growth in travel demand entering and exiting the greater Lake Stevens area, which reflect changes in regional growth forecasts. The regional changes in travel demand are based on land use plans for the Cities of Lake Stevens, Marysville, and Arlington.

Dwelling Unit Growth

Within Lake Stevens, the number of residential dwelling units is forecast to grow from 15,539 units (year 2023 data) to 20,357 units by 2044. This represents an annual growth rate of approximately 1.5 percent.

Approximately 33 percent of the dwelling unit growth is expected to be located within the 20th Street SE Corridor subarea, with over two-thirds of the housing growth in this area expected to be single-family homes. Additionally, approximately 27 percent of the dwelling unit growth is expected to occur within the Lake Stevens Center subarea, with most of the dwelling units in this area also projected to be single-family homes. The multifamily housing growth within these two subareas is expected to account for over 80 percent of the planned multifamily housing growth within the City.

Employment Growth

Within Lake Stevens, the number of employees is forecast to grow from 5,531 (year 2023 data) to 9,055 employees by 2044. This represents an annual growth rate of 3.2 percent.

Approximately one-third of the expected employment growth within the City is expected to occur within the Industrial Center subarea along Old Hartford Road. The employment is expected to comprise a variety of industrial and commercial uses. Approximately 25 percent of the additional employment growth is expected in the 20th Street SE Corridor subarea and will primarily consist of commercial uses.

Planned Improvements

Adapted from the existing street network, the future street network includes various planned transportation improvements. For analysis purposes, only projects associated with vehicle operations and roadway capacity have been analyzed in the City's travel demand model.

The future 2044 Baseline scenario includes only the projects that have been recently completed or are funded and will be completed in the near future. This scenario provides a baseline for identifying future traffic operational deficiencies, which are used to establish a framework for developing the Transportation Systems Plan. The 2044 Baseline scenario includes the following recent and planned improvements in the City.

- Series of roundabouts at the SR 204/SR 9/ Vernon Road intersections (completed 2023)
- Roundabout at SR 9/Lake Stevens Road (completed 2022)
- Roundabout at Main Street/20th Street NE intersection (anticipated 2025)

Travel Forecasts

The results of the future 2044 analysis were used to develop the framework for the recommended transportation network and ultimately the transportation systems plan. A recommended transportation network model scenario was created to estimate forecast 2044 travel demand within the City. The resulting traffic forecasts were evaluated to identify the resulting levels of service (LOS).

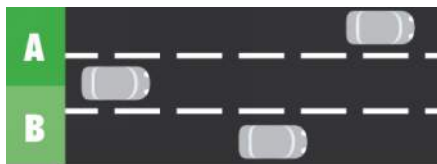
Level of Service Standards

Multimodal level of service standards are required for active transportation facilities, locally owned arterials, and transit routes that serve urban growth areas, to monitor system performance, and to help achieve the statewide goal of environmental justice. LOS standards establish the basis for the concurrency requirements in the GMA, while also being used to evaluate impacts as part of the State Environmental Protection Act (SEPA). Agencies are required to “adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the transportation element of the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with development” (RCW 36.70A.070(6)(b)). Therefore, setting the LOS standard is an essential component of regulating development and identifying planned improvements for inclusion in the Transportation Element.

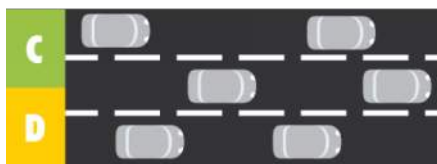
Vehicle Level of Service

Methodology

Level of service is both a qualitative and quantitative measure of roadway and intersection operations. Vehicle level of service uses an “A” to “F” scale to define the operation as follows:



LOS A: Primarily free flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delays at intersections are minimal.



LOS B: Reasonably unimpeded traffic flow operations at average travel speeds.

LOS C: Stable traffic flow operations. However, ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues may contribute to lower than average travel speeds.



LOS D: Small increases in traffic flow may cause substantial increases in approach delays and decreases in speed.

LOS E: Significant delays in traffic flow operations and lower operating speeds.

LOS F: Traffic flows at extremely low speeds. Intersection congestion is likely, with high delays and extensive vehicle queuing.

Weekday PM peak-hour traffic operations were evaluated at major intersections using Synchro 11.0 software. Intersection traffic operations evaluate the performance of signalized and stop-controlled intersections according to the industry standards set by the Highway Capacity Manual (HCM). At signalized and all-way stop-controlled intersections, LOS is measured in average control delay per vehicle and is typically reported using the intersection delay. At stop-sign-controlled intersections, LOS is measured in delay per vehicle and is reported for the worst movement. Traffic operations for an intersection can be described with the same range of levels of service as roadways (LOS A through F).

State Highway Vehicle LOS Standards

The City of Lake Stevens is served by several state highways: US-2, SR-9, SR-92, and SR-204. SR-9 is classified as a Highway of Statewide Significance (HSS). Per WSDOT’s Highway Systems Plan, the LOS standards for HSS facilities are set forth by State law. State law sets LOS D for HSS facilities in urban areas and LOS C for HSS facilities in rural areas. Since SR 9 is located within the Lake Stevens urban area, the LOS D standard applies. GMA concurrency requirements do not apply to HSS facilities, per State legislation.

SR-92 is a State Highway of Regional Significance, Tier 2 and SR-204 is a State Highway of Regional Significance, Tier 1. The level of service standard for regionally significant state highways in the central Puget Sound region is set by PSRC in consultation with WSDOT and the region's cities and counties. PSRC has established LOS D for SR-92 and LOS E Mitigated for SR-204. PSRC notes that it will measure the level of service for regionally significant state highways on a one-hour PM peak period basis. Furthermore, PSRC notes that local agencies will need to decide whether to apply concurrency to state highways of regional significance.

Lake Stevens Vehicle LOS Standards

The city of Lake Stevens has set a citywide standard of LOS E for major and minor arterials and collector roadways. Along the 20th Street SE corridor, LOS is determined as an average of all intersections from South Lake Stevens Roadway to Cavalero Road. On local access roadways the standard is LOS C.

Snohomish County Vehicle LOS Standards

The city is surrounded by county roads and there are county roads which traverse through the city. The county's LOS standards are based upon travel times on arterial segments, which form corridors throughout unincorporated Snohomish County. The LOS for urban areas is LOS E to maintain an average speed of 10 miles per hour.

Active Transportation Level of Service

Methodology

Active transportation LOS standards were developed to evaluate the quality and connectivity of pedestrian and bicycle facilities within the City. The planned active transportation network is presented in Figure 8.14 of the Transportation Systems Plan section of the Transportation Element. As shown in this figure, the planned active transportation network identifies the future vision for a comprehensive network of active transportation facilities. The City envisions an interconnected system of on-road and off-road facilities, that include sidewalks, pathways, shared-use trails, and key connections. The active transportation network contains a series of Primary or Secondary Routes, which are defined further in the Transportation Systems Plan section of the Transportation Element.

The active transportation LOS standards are presented in Table 8.2. These standards utilize a comprehensive approach to evaluating the active transportation system, emphasizing both the completeness and comfort-level of the system. Table 8.3 provides the evaluation criteria.

LOS	Rating	Standard
	Good	Direct routes. Non-motorized facilities (including paths or sidewalks and bike lanes, as appropriate) are continuous, with infrequent gaps, and are the appropriate scale for the type of street. Frequent designated crossing opportunities, actuated signal controls, and design elements for accessible and complete streets.
	Acceptable	Routes may be less than direct, but they are often quieter and more scenic than direct routes. Network connectivity is satisfactory though the connections may be far apart. Facilities are present but are discontinuous or only available on one side of the street or may be somewhat undersized for the street type. Crossing opportunities are present but may lack actuated signal controls. Some travelers may have a less-than-comfortable travel experience some times of the day.
	Poor	Routes are indirect and offer no parallel alternate routes on quieter streets. There are no network connections, no practical alternate routes. Facilities are non-existent, or are grossly undersized for the street type, or are in such poor physical condition that they constitute a hazard. Travel is stressful for most people even during off-peak travel times.

Table 8.2 - Active Transportation LOS Overview

Generally, a green/good LOS indicates a roadway has pedestrian facilities (sidewalks and paths) which are direct and well connected to a variety of land uses with frequent crosswalks and sufficient separation from vehicular travel (based on the context of the roadway). Based on the road classification, bike lanes may be separated or within the travel lane. An orange/acceptable LOS indicates that a roadway's pedestrian facilities may provide infrequent crossing opportunities, discontinuous/indirect facilities, or may provide insufficient separation/protection from vehicular traffic based on the volumes/speed along the roadway. A red/poor LOS generally indicates a lack of facilities along the roadway, or facilities that have substantial barriers to convenient and connected pedestrian travel.

As shown in Table 8.2, roadways lacking the appropriate active transportation facilities would be assigned a red/poor LOS. For roadways with active transportation facilities, those roadways would be evaluated and assigned a LOS score based on three measures of the active transportation facilities: (1) completeness, (2) connectivity, and (3) comfort. Each of these network components are defined further below:

- **Completeness** relates to the area served by infrastructure. It addresses the degree of system continuity and the extent of the area served by the non-motorized system.
- **Connectivity** refers to the ways that infrastructure is considered in development patterns – street connections and non-motorized pathways increase traveler route choices. Connectivity also includes the ability to make modal linkages such as pedestrian connections from residential neighborhoods to high-frequency transit corridors.
- **Comfort** pertains to the sense of safety people might feel when walking or biking along a street, and the effects that traffic volumes and speeds might have on that

experience given the available infrastructure and whether it is appropriate for the speed and volume of traffic.

To provide an objective evaluation of each roadway segment, criteria were identified for the three components of the active transportation network listed above. Table 8.3 below summarizes the evaluation criteria which are applied to determine the quality of the active transportation facilities based on the three system components. The LOS score (green/good, orange/acceptable, red/poor) for each roadway is determined based on a comprehensive review of the completeness, connectivity, and comfort of the active transportation facilities.

Network Component	Evaluation Criteria	Description
Completeness	Level of Network Completion	The City's Traffic Impact Zone (TIZ) areas can be used to measure the percent completion of the active transportation network within each zone.
Connectivity	Level of Network Connectivity	Gaps in the active transportation network can be reviewed to determine whether active transportation facilities provide direct, indirect, or no connectivity between residential neighborhoods and key destinations (schools, parks, transit facilities, etc.) in each TIZ
Comfort	Level of Traffic Stress (LTS)	Pedestrian/Bicycle LTS are measured on a scale from 1-4, with LTS 1-2 generally considered to be acceptable with LTS 3-4 indicating higher stress levels. Reference WSDOT Design Bulletin 2022-01 or City design guidelines for guidance on scoring LTS based on roadway speed, volume, and facility type.

Table 8.3 - Active Transportation Facility Evaluation Criteria

Active Transportation LOS Standards

The City has established LOS standards for its active transportation network based on the methodology presented in Table 8.2. The long-term vision for the City would be to have all roadways within the planned active transportation network achieve a green or good LOS; however, in the near-term, the objective would be to achieve, at minimum, an orange or acceptable LOS along all roadways. As the City grows and develops, the City plans to update the pedestrian LOS standard to require a green/good LOS along all roadways to accommodate increased pedestrian demand associated with land use growth. The City utilizes these standards to prioritize investments in the pedestrian network and identify where significant gaps in the system need to be addressed to serve the City's land use plan.

Transit Level of Service

Methodology

While Transit service is not under the City's control, it is an important component of the overall transportation system. As required by GMA, the City has adopted transit level of

service standards that define the type of local amenities that the City can help provide to allow for safe and convenient access to transit stops, and comfortable facilities when transit riders reach a transit stop.

The future transit network assumes eventual implementation of Community Transit's Journey 2050 Long Range Plan that envisions increased service frequency and coverage throughout the County. In Lake Stevens, Regular Bus – Frequent (15-20 min service, fixed route) and Regular Bus – Base (30 min service, fixed route) transit service is planned to be provided at some point in the future.

The transit LOS standards shown in Table 8.4 emphasize improved access to transit stops, along with improved amenities. The LOS designations are shown in green, orange, and red and correspond to good, acceptable, and poor LOS, respectively. A green/good LOS indicates a transit stop that has high quality amenities, and sidewalks and crosswalks serving it. An orange/acceptable LOS indicates a transit stop is lacking some critical amenities or is missing sidewalk/crosswalk connections. Transit riders accessing transit stops with an orange LOS may be required to travel out of direction to utilize a crosswalk or walk for a short distance along a shoulder or gravel pathway. A red LOS indicates no designated facilities are provided at or around the transit stops and is considered unacceptable.

LOS	Rating	Amenities	Sidewalk Connectivity	Crosswalk Access
	Good	High-quality stop amenities (e.g., benches, shelters, bike parking)	Full sidewalk connectivity provided within ¼ mile of bus stop	Marked crosswalks provided within 250 feet of a bus stop
	Acceptable	Basic Stop amenities, (e.g., pole and bus stop sign)	Good sidewalk connectivity provided within ¼ mile of bus stop, with some gaps in the network	Marked crosswalks provided over 250 feet from a bus stop
	Poor	No facilities exist	No/limited pedestrian facilities connected to the bus stop	No facilities exist

Table 8.4 - Transit LOS Overview

Transit LOS Standards

The City has established LOS standards for transit based on the expected type of service being planned for in the Journey 2050 Long Range Plan. While the long-term vision for the City would be to achieve a green/good LOS for all transit stops, a green/good LOS is the standard for planned Regular Bus – Frequent service routes and an orange/acceptable LOS is the standard for existing and planned Regular Bus – Base service routes. The long-term project list identified in the Transportation Element would implement the orange LOS along existing and planned local routes.

Future Traffic Operations

The 2044 forecast traffic volumes for two transportation network conditions were analyzed: (1) baseline improvement projects only, and (2) with plan improvements. The results of the future baseline LOS analysis were used to develop the framework for the recommended transportation network, and ultimately, the long-term project list. The analysis provides a summary of future traffic operations with and without the long-term improvement projects, which are summarized in the transportation systems plan section of the Transportation Element.

The LOS analysis was conducted for the 2044 horizon year similar to the analysis conducted for the existing traffic conditions. Table 8.5 summarizes the forecast intersection operations for baseline and with improvement scenarios during the average weekday PM peak hour. Figure 8.12 illustrates the forecast intersection operations assuming all improvements on the long-term project list have been completed. With eventual implementation of the long-term project list, the intersections are expected to meet the City's established vehicle LOS standards.

Intersection	2044 Baseline			2044 With Improvements		
	LOS¹	Delay² (WM)³	Control⁴	LOS	Delay (WM)	Control
Callow Rd/SR 92	C	24 (NB)	TWSC	C	24 (NB)	TWSC
Grade Rd/SR 92	F	706 (NB)	TWSC	A	17 (NB)	RAB
127th Dr NE/SR 92	C	25 (NB)	TWSC	C	25 (NB)	TWSC
127th Dr NE/36th St NE	B	13 (SB)	TWSC	B	13 (SB)	TWSC
Grade Rd/32nd St NE	A	10 (EB)	TWSC	A	10 (EB)	TWSC
Grade Rd/26th St NE	B	11 (EB)	TWSC	B	11 (EB)	TWSC
99th Ave NE/Lundeen Park Way	C	18 (NB)	TWSC	C	18 (NB)	TWSC
117th Ave NE/20th St NE	B	13 (SB)	TWSC	B	13 (SB)	TWSC
123rd Ave NE/20th St NE	B	10 (EB)	AWSC	B	10 (EB)	AWSC
Main St/20th St NE	A	6 (WB)	RAB	A	6 (WB)	RAB
Main St/N Lakeshore Dr	C	19 (EB)	TWSC	C	19 (EB)	TWSC
18th St NE/Main St	D	25 (SB)	TWSC	D	25 (SB)	TWSC
Main St/E Lake Stevens Rd	B	14 (EB)	AWSC	B	14 (EB)	AWSC
N Machias Rd/28th St NE	F	80 (NB)	AWSC	A	11 (WB)	RAB
N Machias Rd/20th St NE	E	49 (EB)	TWSC	E	49 (EB)	TWSC
N Machias Rd/16th St NE	E	37 (EB)	TWSC	E	37 (EB)	TWSC
91st Ave NE/Market Pl	C	27	Signal	C	27	Signal
99th Ave NE/Market Pl	C	17 (EB)	AWSC	C	17 (EB)	AWSC
Davies Rd/Chapel Hill Rd	B	11	Signal	B	11	Signal
91st Ave SE/4th St SE	D	29 (WB)	TWSC	D	29 (WB)	TWSC
91st Ave SE/8th St SE	E	42 (EB)	TWSC	E	42 (EB)	TWSC
SR 204/Everett Rd ⁵	F	84 (EB)	TWSC	B	12 (EB)	TWSC
SR 204/Sunnyside Blvd ⁵	F	738 (EB)	TWSC	E	44 (EB)	TWSC
79th Ave SE/20th St SE	C	29	Signal	C	29	Signal
83rd Ave SE/20th St SE	A	10	Signal	A	10	Signal
91st Ave SE/20th St SE	B	17	Signal	B	17	Signal
99th Ave SE/20th St SE	A	9	Signal	A	9	Signal
S Lake Stevens Rd/20th St SE	C	33	Signal	C	33	Signal
S Lake Stevens Rd/S Davies Rd	C	21 (NB)	AWSC	C	21 (NB)	AWSC
S Lake Stevens Rd/Machias Cut-Off	B	14 (SB)	TWSC	B	14 (SB)	TWSC
118th Ave SE/Machias Cut-Off	B	10 (SB)	TWSC	B	10 (SB)	TWSC
E Lake Stevens Rd/118th Ave NE	C	18 (WB)	TWSC	C	18 (WB)	TWSC

1. Level of Service, based on Highway Capacity Manual 6th Edition methodology.
2. Average delay in seconds per vehicle.
3. Worst movement reported for stop-controlled intersections.
4. Intersection traffic control: "Signal" is traffic signal; "TWSC" has stop signs on minor approach; "RAB" is a roundabout.
5. Future (2044) With Improvements intersection LOS based on analysis conducted as part of the *US 2/SR 204/20th Street SE Interchange Justification Report* (WSDOT, April 2018).

Table 8.5 - Future (2044) Weekday PM Peak Hour Intersection Levels of Service

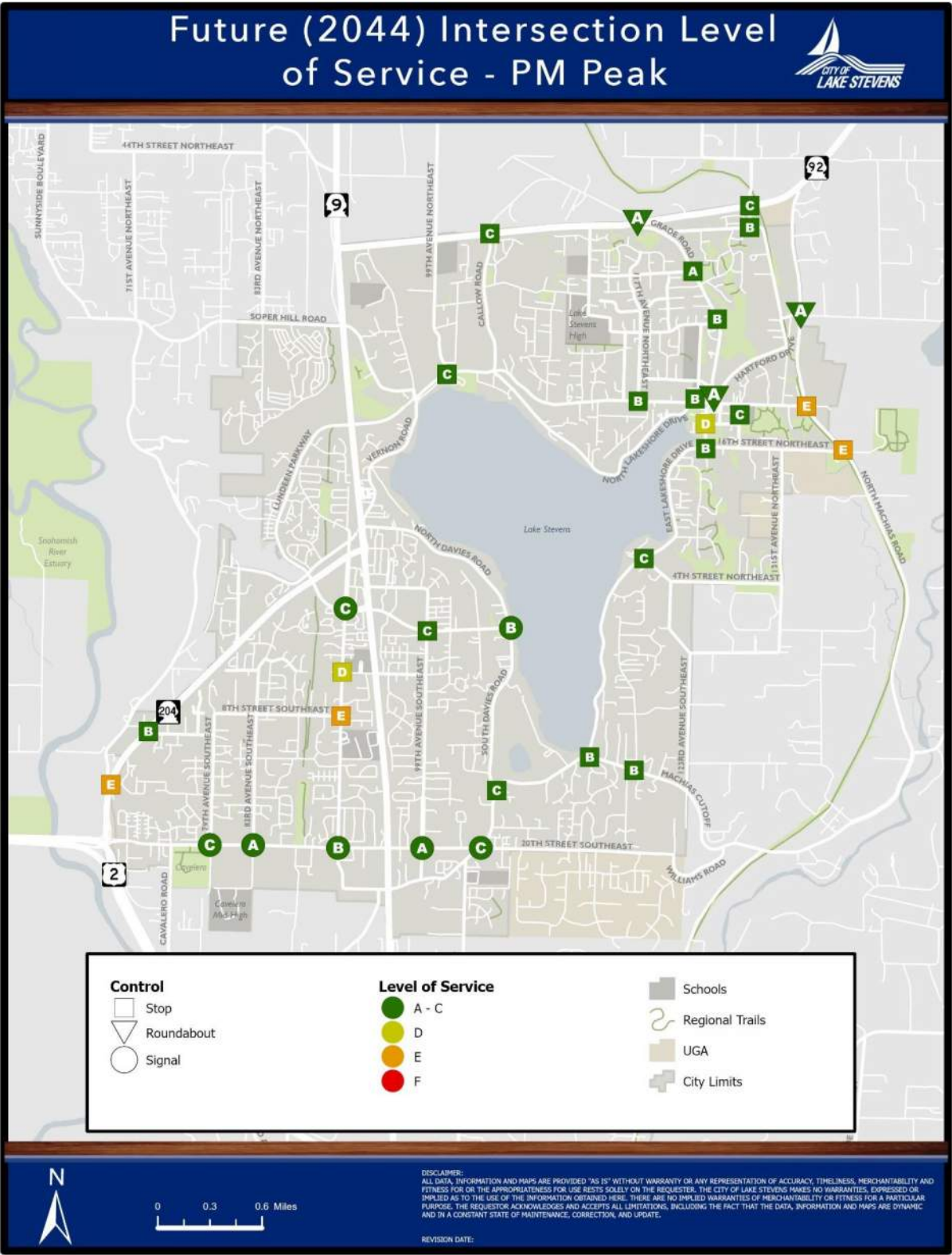


Figure 8.12 - Future (2044) Weekday PM Peak Hour Intersection LOS w/ Improvements

TRANSPORTATION SYSTEMS PLAN

The transportation systems plan provides the blueprint for improvement projects and programs to meet the multimodal transportation needs of the community. The transportation systems plan section of the Transportation Element provides a long-range strategy for the City of Lake Stevens to address current and forecast transportation issues and identified needs, implement transportation goals and policies, and realize the intent of the community's Vision. The plan is based upon an analysis of the existing transportation system, forecasts of future travel demands, the anticipated availability of resources, and the desire of the City create an efficient transportation system that puts a priority on multimodal mobility and community livability. The plan builds upon the City's policies and standards and seeks to give specific shape to the City's transportation goals and vision.

The transportation systems plan focuses on three components of the transportation system:

- Streets and Highways.
- Public Transit and Travel Demand Management.
- Active Transportation Facilities

These are the basic elements of the transportation system upon which mobility within and through Lake Stevens depends. The core of the transportation systems plan covers street and highway improvements with a focus on the major corridors within the City. The street system serves the movement of all travel modes in the community, including transit, pedestrian, and bicycle modes.

Streets and Highways

Streets and state highways are the core of the transportation system serving the City of Lake Stevens and surrounding communities. They provide for the overall movement of people and goods, for a wide range of travel modes. Streets and highways serve automobile trips, trucks, transit, vanpools, carpools, and the majority of bicycle and pedestrian travel. The street and highway section identifies the functional roadway system, roadway design standards, designated truck routes, and general needs and strategies related to local streets and street maintenance.

Functional Classification

Roadway functional classification provides for a hierarchy of roadways. These classifications also act as a guide for future development of the overall street system. The purpose of the functional classification plan is to provide a hierarchy of arterial and local streets. Arterial streets serve higher traffic volumes and may have few access points. Local streets provide neighborhood circulation and access to individual parcels. Collector streets link arterials and local streets and may provide access to individual parcels. A well-connected system of streets enhances overall mobility and facilitates greater opportunities for pedestrian and bicycle travel. The roadway classifications shown in Figure 8.13 include principal arterials, minor arterials, collector streets, and local streets. The roadway functional classification descriptions are summarized in Table 8.6.

The specific alignments of new streets will be defined as part of the street design or during the review of new development proposals. The alignments will take into account property ownership, topography, environmental impacts, site design, traffic studies, and other considerations. Some future street connections are needed in the southern areas of the City. These new connections will provide improved emergency response, access, and connectivity for pedestrians, bicyclists, and vehicles as the areas redevelop.

Functional Classification	Description
Principal Arterials	Regionally significant streets that link communities while also connecting important locations within the City. Principal arterials most often facilitate the system's largest traffic volumes. Access to local streets and driveways is discouraged.
Minor Arterials	Major streets that provide important intra-city connections, but may also play a regional role. Access to local streets is encouraged while driveway access is discouraged.
Collector Streets	Intra-community streets connecting residential neighborhoods with commercial and activity centers or principal and minor arterials. Driveway access is often provided along these routes. The City has designated two types of collector roadways, Boulevard Collector and Neighborhood Collector. The key differentiator is primarily the design of the roadway, with Boulevard Collectors providing a landscaped median to separate each direction of travel.
Local Streets	Streets providing circulation within neighborhoods or commercial areas and direct access to abutting properties.

Table 8.6 - Functional Classification Definitions

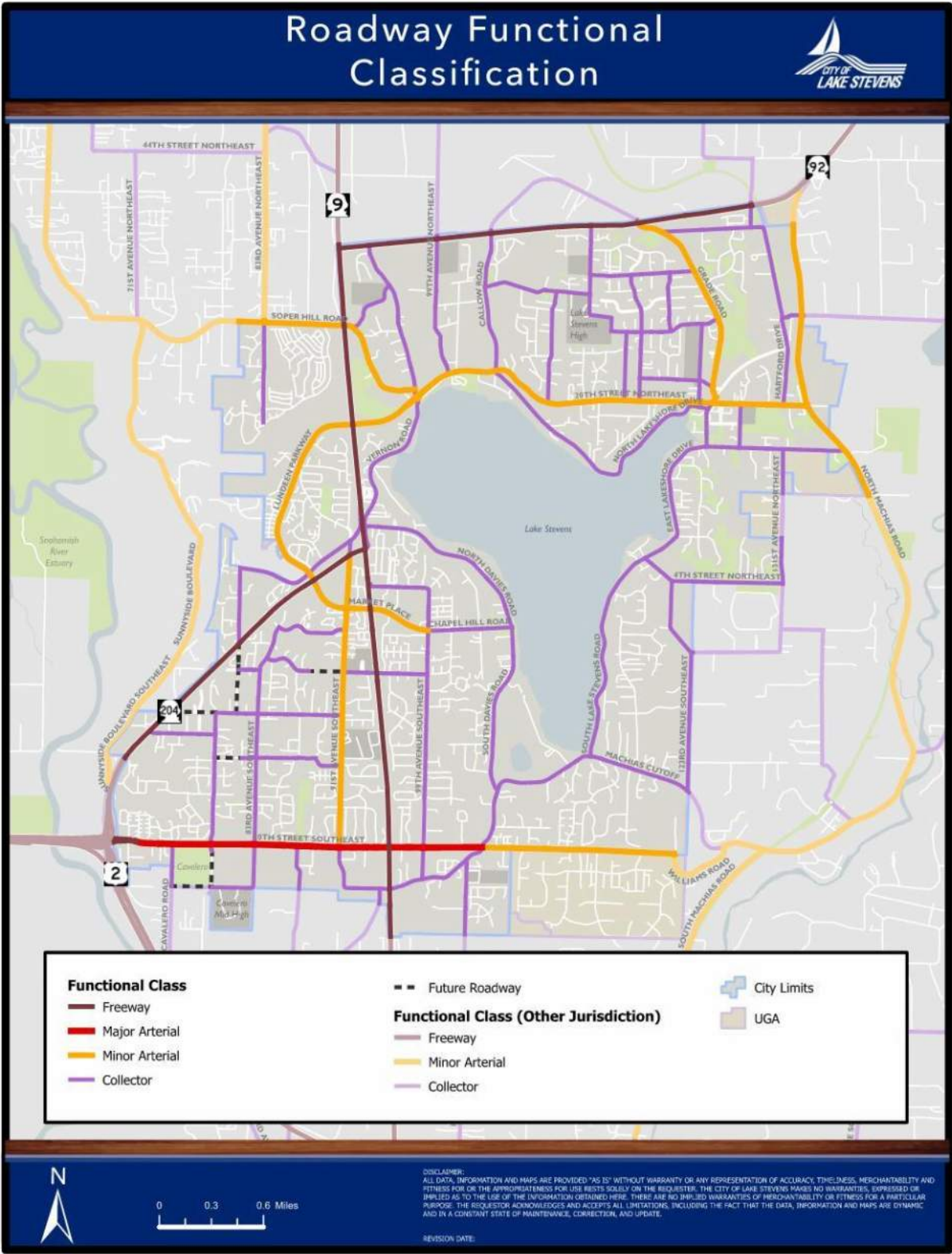


Figure 8.13 - Roadway Functional Classification

Roadway Design Standards

The City of Lake Stevens adopts Engineering Design and Development Standards as periodically updated which prescribe specific and consistent road design elements. The city has also adopted layered street networks within the subarea plans that also prescribe specific and consistent road design elements. The standards include items such as right-of-way needs, pavement width, type and width of pedestrian and bicycle facilities, and roadway and intersection radii. The standards also provide requirements for the location and installation of utilities within the right-of-way.

The standards support the City's goals in providing adequate facilities to meet the mobility and safety needs of the community, as well as complying with stormwater management, sensitive areas, and other regulations. The standards are intended to assist design professionals and developers for all new and reconstructed roadways and right-of-way facilities, both public and private, within the City.

Truck Routes

WSDOT's Freight and Goods Transportation System (FGTS) classifies state highways, county roads, and city arterials according to average annual gross truck tonnage. The following corridors in and around Lake Stevens are designated as part of a Strategic Freight Corridor: SR - 9, SR-92, and US-2.

As mentioned in the Transportation System Inventory, the designated truck routes within the City (as adopted through Ordinance 863) are SR-92, SR -9, SR-204, and 20th Street SE between US 2 and the eastern City limits. These routes provide connections from the surrounding land uses to the regional transportation system. If trucks have an origin/destination within the City, they should limit travel on non-designated streets to the shortest practical travel route between the origin/destination and a designated truck route.

Local Streets

Improvement to or construction of new local streets are not explicitly defined in the Transportation Element and are assumed to be built through developer mitigation requirements. Local street system plans may be prepared as part of future neighborhood or subarea studies. For example, increased commercial and residential development within any of the four planning subareas within the City will need to be balanced with appropriate circulation roadways to allow alternate access routes and provide acceptable levels of vehicular and active transportation connectivity. The actual alignment of the future circulation roadways will be determined based on property boundaries, environmental impacts, and engineering considerations.

Street Maintenance Program

To maximize the use and efficiency of the existing and future transportation infrastructure, the City will continue with a comprehensive, systematic street maintenance program. The program will evaluate arterials and local roadways for pavement condition, signage, sight distance restrictions (such as vegetation blocking sight lines), and neighborhood safety impacts. Traffic control devices, including traffic signals, should be monitored and serviced regularly. As needed, the program will also be used to evaluate speed limits based on functional classification, design, and roadway conditions.

The City's Pavement Preservation Program sets aside money annually to evaluate pavement conditions throughout the City and identify the highest priority roadways for repaving/resurfacing. To assure that the existing and future transportation infrastructure is preserved in a cost-effective manner, the City will allocate annual budget resources to maintaining existing infrastructure.

Transit

To provide a comprehensive transportation system, the City of Lake Stevens recognizes the importance of transit and transportation demand management (TDM) programs. In general, these programs build on regional programs with some refinements to reflect the specific needs of the City.

Community Transit Long Range Plan

Journey 2050 is Community Transit's vision for providing more service, more choices, and one easy-to-use system through 2050. As the long-range service and capital vision, Journey 2050 details the service expansion and capital investments necessary to meet growing population and employment demands, while also providing a system that is equitable, efficient, and environmentally friendly. Community Transit envisions expanding bus service by 2050, reducing headways providing riders with more convenient options for traveling by transit and decreasing the time it will take to get there. Journey 2050 envisions the implementation of bus rapid transit (BRT) service throughout Snohomish County, supported by regular bus service with headways of 30 minutes or less along all lines as part of the long-range 2050 network. The improvements necessary to support the planned network are ambitious, integrated with the services of other agencies, and are not yet fully funded.

Transit Development Plan

The Transportation Element has been coordinated with Community Transit's 2024-2029 Transit Development Plan Journey 2050 Long-Range Plan. Currently, transit service in Lake Stevens is provided along several key corridors within the City: 20th Street NE, 91st Avenue SE, 99th Avenue SE, and 20th Street SE. These existing routes serve Lake Stevens Transit center located near the SR 9/4th Street NE intersection. Park & Ride lots are located within the City (see Figure 8.3). Community Transit regularly reviews its service plans and route structure to address possible improvements or reductions in service.

To support future development activity, the City encourages Community Transit to implement the recommendations in the Journey 2050 Plan to provide improved coverage and increased service frequency, especially on the weekends. Increased service frequency and coverage is desired by the City to make transit use more convenient and to meet growing local travel demands.

Regional Transit Routes

Fixed route bus service is projected to provide more frequent regional transit services between Lake Stevens, Marysville, Everett, and Seattle. Changes to future routes should be consistent with

the Journey 2050 Plan and the needs of the Lake Stevens community, based on a collaborative planning process engaging local community members.

Carpooling and Vanpooling

Community Transit should continue to offer tools to encourage carpooling and vanpooling by City residents. The City will work with Community Transit to increase awareness that carpooling and vanpooling programs and resources are provided.

Transit Accessibility

The City will coordinate with Community Transit in the evaluation of accessibility to public transportation facilities. The City's road standards require sidewalks on all streets thereby supporting transit service accessibility. The sidewalk and active transportation projects identified as part of the Transportation Element seek to prioritize connection to key arterials along which transit buses operate. The City will continue to work with Community Transit to ensure high-quality transit services and facilities are maintained as the City continues to grow.

Transportation Demand Management Program

In addition to potential future increases in transit service, transportation demand management (TDM) programs can support the mobility needs of the community. TDM programs target travel behavior rather than transportation infrastructure. These programs should be coordinated with regional agencies such as Snohomish County, Community Transit and PSRC to provide a broader basis for reducing single-occupant vehicle travel and expanding alternative transportation choices.

Lake Stevens is a growing community with increased urban levels of development. TDM strategies are typically most effective in denser and larger urban settings. However, TDM program strategies coordinated with regional agencies can provide alternatives for residents and employees within Lake Stevens.

The Washington Commute Trip Reduction Law (RCW 70.94.521) requires TDM performance targets for firms with over 100 employees working at the same location. However, the Commute Trip Reduction program does not currently apply to Lake Stevens because the area does not have major employment sites meeting the above criteria. Potential TDM strategies for the City of Lake Stevens include the following options:

Flexible/Alternative Work Schedules

Flexible work schedules allow employees to adjust start/end times to accommodate carpools, vanpools, or transit options. Alternative work schedules may be used to reduce the number of days an employee commutes during peak travel periods. These programs help reduce the need for adding capacity to highways and arterials and reduce the levels of peak hour congestion.

Telecommuting

The use of telecommunications technology can allow some employees to work from home. This reduces the need for travel to/from a work site for some weekdays.

Site and Street Design

Sidewalks and/or other hard surface pathways that connect a development to adjacent pedestrian and bicycle facilities shall be provided when feasible. Pathways should incorporate pedestrian scale lighting and provide reasonably direct pedestrian access between arterials or collectors and existing or future transit stops. Transit shelters should be considered along arterial streets where the number of transit riders or service frequency warrants them.

Active Transportation Facilities

Bicycle and pedestrian facilities play a vital role in the City's transportation environment. The City's active transportation system is comprised of facilities that promote mobility through walking, biking, or the use of other nonmotorized devices. A well-established system encourages healthy recreational activities, reduces vehicle demand on City roadways, and enhances safety within the community.

The City desires to have active mode connections to all parts of the City, unless special circumstances make it prohibitive. The City has an annual program to enhance active transportation and ADA facilities. The information provided within the ADA Transition Plan is used to identify and prioritize curb ramp and sidewalk repairs, maintenance, and reconstruction as part of the annual program. Where possible, segments of arterials and collectors that do not have sidewalks, bike lanes, or adequate walkways on both sides of the street are improved as part of the identified capital projects or through the annual active transportation facilities program.

The Future Active Transportation System, shown in Figure 8.14, identifies the future vision of a comprehensive network of active transportation facilities. The City envisions an interconnected system of on-road and off-road facilities, that include sidewalks, pathways, shared-use trails, and key connections.

The active transportation network contains a series of Primary or Secondary Routes. Corridors identified as Primary or Secondary Routes are not indicative of a hierarchy for future active transportation facility development, rather they are used to make a distinction between routes that are more regional or that extend completely through the community (primary), and those that serve to make the second leg of the journey to connect to destinations, extend into neighborhoods, or complete a loop (secondary). Table 8.7 further defines the functions of each tier within the Active Transportation Plan Network.

Hierarchy	System Function
Primary Network	Backbone of the system. Offers direct connections to majority of important community destinations, usually on arterials or collectors. Primary Network routes are often the most attractive route in terms of convenience in urban areas.
Secondary Network	Supportive to the Primary Network, often providing system continuity by connecting segments of the primary network with on-street or off-street facilities. Secondary Network routes sometimes offer more comfortable routes on quieter streets, although the route may not be as direct as the Primary network.
Other Streets	This encompasses the majority of streets within the City (including residential neighborhood streets). While not specifically identified within the Active Transportation Plan Network, many of these roadways provide pedestrian and/or bicycle facilities in line with roadway design standards. Other Streets provide access to the Primary and Secondary Networks.
Trails	Trails represent the off-street pedestrian and bicycle facilities within the City. Trails often provide the direct connectivity of Primary Network routes but are located along alignments away from roadways (creating a more comfortable pedestrian and bicycle environment).

Table 8.7 – Active Transportation Network Definitions

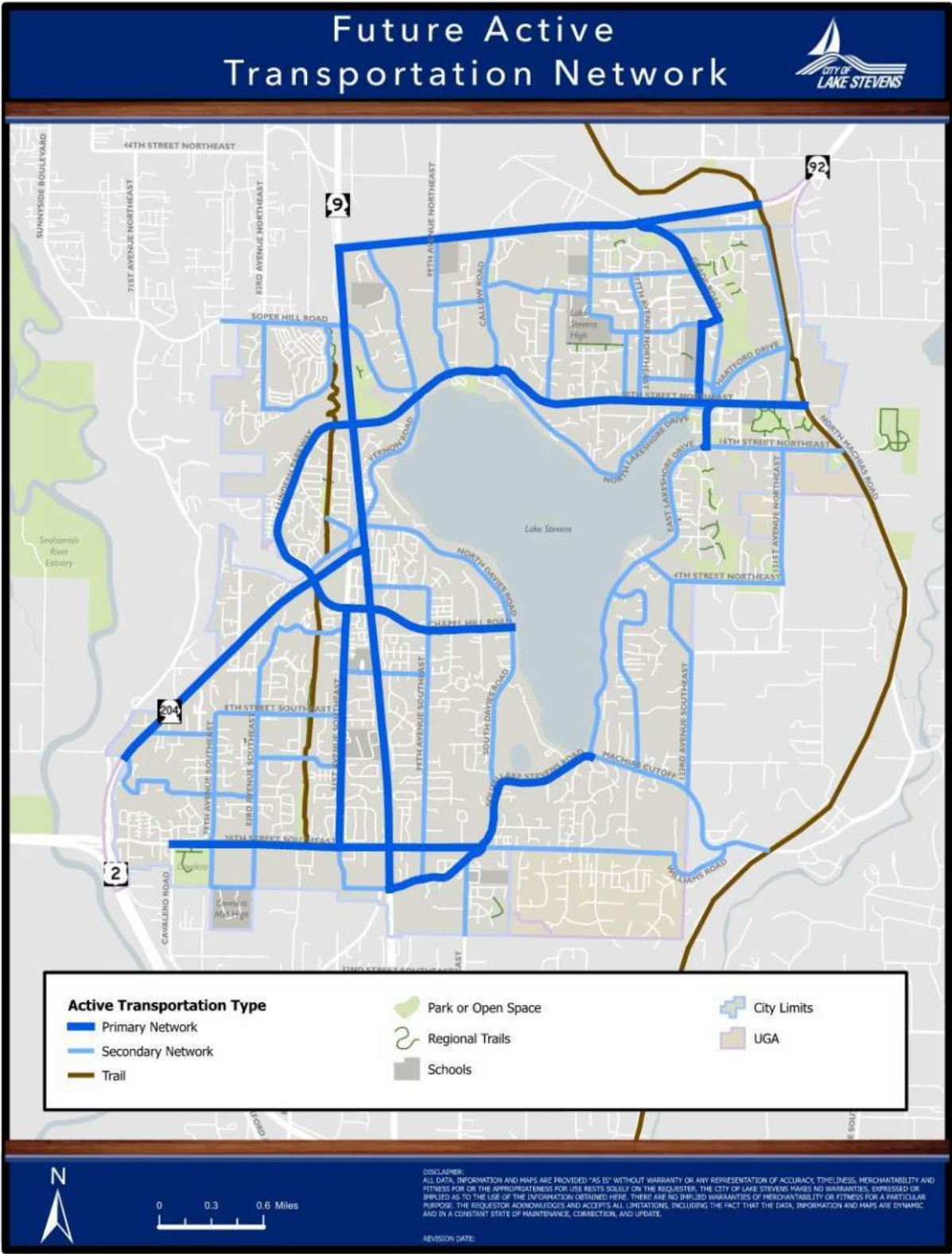


Figure 8.14 - Future Active Transportation Network

Waterborne, Rail, and Air Transportation

There are no airports in the immediate Lake Stevens planning area. Regional and national, air travel for the City is provided via Paine Field, located approximately 10 miles southwest of Lake Stevens in the City of Everett. The airport can be accessed via US-2 and I-5. Regional air service is also provided at Arlington Airport, approximately 12 miles north of the City via SR 9, and local air service is provided at Harvey Field, approximately 5 miles south of the City in Snohomish.

No railroad tracks run through the City of Lake Stevens. The nearest rail line to the City are the Burlington Northern Santa Fe (BNSF) railroad tracks in the City of Everett. Passenger rail service is also provided along this route by the Amtrak Cascades and Empire Builder lines. Additionally, Sound Transit operates the N Line with two northbound and two southbound trains daily between the Everett Station and Downtown Seattle.

There is no waterborne transportation serving Lake Stevens. The Transportation Element does not identify waterborne transportation as a component of the City's transportation system.

Transportation Improvement Projects

Based on the evaluation of existing and forecast traffic volumes, traffic operations, safety, and key gaps in the active transportation system, a recommended list of transportation improvement projects were defined. The improvements address safety, capacity, complete street amenities, trail connections, expanded active transportation facilities, and roadway preservation needs. They also cover upgrades to existing roads and construction of new roadways and interconnected street systems to support the forecast economic development and growth in the City and its UGA. All the roadway and intersection projects incorporate needs for pedestrians, bicyclists, and transit riders that will use the same corridors.

A brief description and cost estimate for each transportation improvement project is presented in Table 8.8, as well as within the 20-year Capital Facility Plan. Figure 8.15 shows the location and extents of the transportation improvements identified by each project. A map identification number is included on in Table 8.8 to assist in referencing the projects shown in Figure 8.15.

Planning level cost estimates were prepared for each project based on typical per-unit costs, by type of roadway and scope of the improvement. Where costs had been calculated as part of ongoing design projects or projects listed in the City's 6-year TIP, they were used instead (with inflation factors to account for year-over-year increases in construction costs). The cost estimates include allowances for right-of-way acquisition based on generalized needs to meet the City's street standards. Adjustments to construction costs were included, as needed, to reflect any specific implementation issues, such as environmental impacts or impacts on adjacent properties.

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TE #	Title and Location	Project Description	TIZ	Project Cost (\$1000s)
TE-1	US-2 Trestle Replacement	Replace the US-2 westbound trestle. As part of this project, improvements to the US-2 / SR 204 / 20th St SE interchange are being identified to address peak hour congestion along the connecting ramps. Improvements are expected to improve operations along SR 204 and 20th St SE. This is a WSDOT-led project.	TIZ 3 - South Lake Stevens	\$1,600
TE-2	20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan. Includes realignment improvements at Grade Rd/Hartford Dr.	TIZ 1 - East Lake Stevens	\$3,215
TE-3	125th Ave NE/18th St NE/20th St NE Downtown Roadway Improvements	Upgrade road to two 10' travel lanes, 8' parking on both sides, 5' planters and 5' sidewalks.	TIZ 1 - East Lake Stevens	\$5,530
TE-4	20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to two 10' travel lanes, 8' parking on one side, 4' landscaping on both sides, a 10' multi-use path on one side, and a 6' sidewalk on one side.	TIZ 1 - East Lake Stevens	\$12,810
TE-5	16th Street NE Multi-Use Path	Construction of an MUP to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	\$4,495
TE-6	Grade Road - Boulevard	Upgrade road (SR 92 to 20th St SE) to minor arterial road standard including multi-use path or sidewalk with 7' bike lane, 11' travel lanes and 12' center lane with landscape islands.	TIZ 1 - East Lake Stevens	\$38,955
TE-7	Hartford Drive - Neighborhood Connector	Install 12' multi-use path adjacent to northbound travel lane between Grade Rd and 131st Ave NE.	TIZ 1 - East Lake Stevens	\$3,320
TE-8	N Lakeshore Dr Sidewalk (Main St to 123rd Ave NE)	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave.	TIZ 1 - East Lake Stevens	\$215
TE-9	SR 92 Access Improvements (Grade Road)	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay	TIZ 1 - East Lake Stevens	\$4,500
TE-10	91st Ave NE Commercial Revitalization Phase I	Market Place to SR 204, upgrade road to minor arterial road standard between Market Place to SR 204.	TIZ 2 - West Lake Stevens	\$3,870
TE-11	91st Ave NE Commercial Revitalization Phase II	SR 204 to Frontier Circle, upgrade road to minor arterial road standard between SR 204 to Frontier Circle.	TIZ 2 - West Lake Stevens	\$1,105
TE-12	Vernon Road Commercial Corridor Improvements	Widen/restripe roadway to provide one travel lane in each direction with a center TWLTL and sidewalks/landscaping (Minor Arterial standard).	TIZ 2 - West Lake Stevens	\$8,990
TE-13	4th St Sidewalk (97th Dr to 98th Dr)	Construction of sidewalk and curb ramp improvements along 4th St between 97th Dr NE and 98th Dr NE.	TIZ 2 - West Lake Stevens	\$665
TE-14	99th Ave Pedestrian/Bicycle Improvements (4th St NE to Market Pl)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street NE and Market Place.	TIZ 2 - West Lake Stevens	\$1,055
TE-15	99th Ave NE - Boulevard (Market Place to 4th St SE)	Upgrade road (Market Pl to 4th St SE) to minor arterial road standard including multi-use path or sidewalk with 7' bike lane, 11' travel lanes and 12' center lane with landscape islands. Potential for roundabout at midblock for circulation into commercial areas	TIZ 2 - West Lake Stevens	\$7,790
TE-16	99th Ave Pedestrian/Bicycle Improvements (4th St SE to 11th Pl SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street SE and 11th Place SE.	TIZ 3 - South Lake Stevens	\$3,655
TE-17	91st Ave SE Pedestrian/Bicycle Improvements (12th St SE to 20th St SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 12th Street SE and 20th Street SE.	TIZ 3 - South Lake Stevens	\$3,955
TE-18	99th Ave Pedestrian/Bicycle Improvements (11th Pl SE to S Lake Stevens Rd)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 11th Pl SE and S Lake Stevens Road.	TIZ 3 - South Lake Stevens	\$4,280

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TE #	Title and Location	Project Description	TIZ	Project Cost (\$1000s)
TE-19	79th Ave SE Access Road	Construct new roadway including bike lane, two travel lanes, landscape strips and sidewalks for through road to Cavalero Mid-High School.	TIZ 3 - South Lake Stevens	\$3,195
TE-20	20th St SE Corridor Improvements	Widen roadway west of 83rd Avenue SE to provide an additional eastbound travel lane. Install a sidewalk along the south side of the roadway and bike lanes/wide shoulders in both directions.	TIZ 3 - South Lake Stevens	\$10,615
TE-21	99th/20th U-turn Channelization	Rechannelize 20th Street SE to allow for U-turns at the intersection of 20th Street SE/99th Ave SE.	TIZ 3 - South Lake Stevens	\$35
TE-22	20th St Sidewalk (Lake Stevens Rd to 122nd Ave)	Construction of sidewalk and curb ramp improvements along 20th St SE between S Lake Stevens Rd and 122nd Ave SE, including 8 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	\$4,820
TE-23	S Lake Stevens Rd Multi-Use Path Phase II (SR 9 to 100th Dr)	Install a multi-use path along S Lake Stevens Dr between SR 9 and 100th Dr SE.	TIZ 3 - South Lake Stevens	\$3,670
TE-24	131st Ave/28th St NE Intersection Alignment	Realign the intersection of 131st Ave (Old Hartford Dr) / 28th St to improve sight distance and safety for turning movements. Install pedestrian curb ramp improvements.	TIZ 1 - East Lake Stevens	\$2,695
TE-25	131st Ave/Old Hartford Rd - Collector	Upgrade road between 36th St NE and 20th St NE to two 18' travel lanes, 5' landscaping on both sides, and a 5' sidewalk on both sides. Maintain the existing multi-use path along the east side of the roadway.	TIZ 1 - East Lake Stevens	\$23,730
TE-26	Machias Rd/28th St Intersection Improvements	Improve the intersection of Machias Rd/28th St NE (potential roundabout or signal) to reduce delay and improve access to the Industrial Center.	TIZ 1 - East Lake Stevens	\$4,500
TE-27	79th Ave SE & 8th St SE Intersection Improvements	Improve the intersection at 79th Ave SE and 8th Street SE. Implement safety improvements at adjacent intersections along corridor.	TIZ 3 - South Lake Stevens	\$655
TE-28	12th St. SE/87th Ave SE Road Realignment	The intersection at 87th Street SE/12th Street SE is not aligned to provide adequate sight distances for vehicles. Project will realign the intersection and construct additional roadway surface.	TIZ 3 - South Lake Stevens	\$520
TE-29	Madrona Drive	Convert half road to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	\$1,410
TE-30	Alder Road	Convert half road to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	\$2,100
TE-31	101st Ave NE	Convert half road (between 30th St NE and Lundeen Pkwy) to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	\$6,295
TE-32	117th Ave NE Sidewalk (20th to 26th St NE)	TBD sidewalk along one side of 117th Ave NE between 20th St and 26th St. Includes ROW and typical frontage improvements including stormwater.	TIZ 1 - East Lake Stevens	\$1,665
TE-33	116th Ave NE Sidewalk (20th to 26th St NE)	Sidewalk and curb ramp improvements along one side of 116th Ave NE between 20th St and 26th St	TIZ 1 - East Lake Stevens	\$1,335
TE-34	Soper Hill Sidewalk (Lake Drive to SR9)	TBD sidewalk along one side of Soper Hill Rd between Lake Dr and SR9. Includes ROW and typical frontage improvements including stormwater.	TIZ 2 - West Lake Stevens	\$2,595
TE-35	South Lake Stevens Multi-Use Path Phase III	Construction of MUP to connect pedestrian generators to the existing trail along Machias Cutoff (Lake Stevens Road to 123rd Avenue)	TIZ 3 - South Lake Stevens	\$3,520
TE-36	Machias Cutoff Sidepath (123rd Ave to Centennial Trail)	Install a sidepath along Machias Cutoff between 123rd Ave SE and the Centennial Trail.	TIZ 3 - South Lake Stevens	\$655

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TE #	Title and Location	Project Description	TIZ	Project Cost (\$1000s)
TE-37	123rd Ave NE Sidewalk (22nd St to N Lakeshore Dr)	Construction of sidewalk and curb ramp improvements along 123rd Ave between 22nd St NE and N Lakeshore Dr.	TIZ 1 - East Lake Stevens	\$1,015
TE-38	Lake View Dr Sidewalk (112th Dr to Callow Rd)	Construction of sidewalk and curb ramp improvements along Lake View Dr between 112th Dr and Callow Rd.	TIZ 1 - East Lake Stevens	\$4,390
TE-39	Lake Dr Sidewalk (Lundeen Pkwy to 28th St)	Construction of sidewalk and curb ramp improvements along Lake Dr between Lundeen Pkwy to 28th St.	TIZ 2 - West Lake Stevens	\$2,180
TE-40	32nd St Sidewalk (Grade Rd to 118th Dr)	Construction of sidewalk and curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 1 - East Lake Stevens	\$665
TE-41	8th St Sidewalk (79th Ave to 91st Ave)	Construction of sidewalk and curb ramp improvements along 8th St SE between 79th Ave SE and 91st Ave SE, including 2 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	\$3,705
TE-42	79th Ave Sidewalk (8th St to 16th St)	Construction of sidewalk and curb ramp improvements along 79th Ave SE between 8th St SE and 16th St SE, including 6 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	\$4,205
TE-43	Vernon Rd Sidewalk (12th Pl to 15th St)	Construction of sidewalk and curb ramp improvements along Vernon Rd between 12th Pl NE and 15th St NE.	TIZ 2 - West Lake Stevens	\$895
TE-44	83rd Ave Sidewalk (20th St to 17th St)	Construction of sidewalk improvements along 83rd Ave NE between 20th St SE and 17th St SE.	TIZ 3 - South Lake Stevens	\$1,225
TE-45	99th Ave Sidewalk (Sunnycrest Elementary to 30th St)	Construction of sidewalk and curb ramp improvements along 99th Ave NE between Sunnycrest Elementary School and 30th St NE.	TIZ 1 - East Lake Stevens	\$1,890
TE-46	30th St Sidewalk (99th Ave to Callow Rd)	Construction of sidewalk and curb ramp improvements along 30th St NE between 99th Ave NE and Callow Road, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	\$1,830
TE-47	Cedar Rd Sidewalk (20th St to 30th St)	Construction of sidewalk and curb ramp improvements along Cedar Rd between 20th St NE and 30th St NE, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	\$5,020
TE-48	Lakeshore Dr Sidewalk (123rd Ave to Lakeshore Swim Beach)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between 123rd Ave NE and N Lakeshore Swim Beach, including 2 RRFB crosswalk improvements..	TIZ 1 - East Lake Stevens	\$1,815
TE-49	N Lakeshore Dr Sidewalk (Mitchell Rd to 114th Dr)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between Mitchell Rd and 114th Dr NE.	TIZ 1 - East Lake Stevens	\$2,340
TE-50	Frontier Circle Sidewalk (Frontier Circle E to 11th St)	Construction of sidewalk and curb ramp improvements along Frontier Circle between Frontier Circle E and 11th St SE.	TIZ 2 - West Lake Stevens	\$1,475
TE-51	118th Ave Sidewalk (2nd St SE to 9th Pl SE)	Construction of sidewalk and curb ramp improvements along 118th Ave SE between 2nd Street SE and 9th Place SE.	TIZ 1 - East Lake Stevens	\$6,265
TE-52	E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	Construction of a multi-use path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	\$5,575
TE-53	Lundeen Pkwy Non-Motorized Improvements (Lake Drive and 101st Ave NE)	Install a multi-use trail along Lundeen Pkwy between Lake Drive and 101st Ave NE.	TIZ 2 - West Lake Stevens	\$460
TE-54	Vernon Rd/Lakeshore Dr Non-Motorized Improvements (Lakeview Dr to 123rd Ave)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway. Traffic calming measures are recommended for the corridor as well.	TIZ 1 - East Lake Stevens	\$1,490
TE-55	Davies Rd Non-Motorized Improvements (Vernon Rd to Lake Stevens Rd)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens & TIZ 3 - South Lake Stevens	\$1,670

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TE #	Title and Location	Project Description	TIZ	Project Cost (\$1000s)
TE-56	Vernon Rd Non-Motorized Improvements (15th St to Lundeen Pkwy)	Implement sharrow markings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	\$470
TE-57	Everett Rd Sidewalk (SR 204 to 79th Ave)	Construction of sidewalk and curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 3 - South Lake Stevens	\$445
TE-58	122nd Ave/123rd Ave Sidewalk (4th St NE to Machias Cutoff)	Construction of sidewalk and curb ramp improvements along 122nd Avenue SE and 123rd Avenue SE between 4th Street NE and 20th Street SE.	TIZ 3 - South Lake Stevens	\$3,685
TE-59	4th St NE/Purple Pennant Rd Sidewalk (Lake Stevens Rd to 5th Pl NE)	Construction of sidewalk and curb ramp improvements along 4th Street NE and Purple Pennant Road between Lake Stevens Road and 5th Place NE.	TIZ 1 - East Lake Stevens	\$940
TE-60	Wayfinding Signage	Procure and install wayfinding and welcome signs throughout City.	Citywide	\$100
TE-61	ADA & Sidewalk Improvements	Curb ramp and sidewalk repair, maintenance, reconstruction in support of the ADA Transition Plan.	Citywide	\$2,000
TE-62	Pavement Preservation Program	Annual pavement preservation activities including grind and overlay, crack sealing.	Citywide	\$8,000
TE-63	Citywide Enhanced Striping Program	Install enhanced striping improvements (profiled double yellow centerlines, two-way left turn lane lanes, lane lines, and edgelines) along roadways identified in the LRSP.	Citywide	\$1,315
TE-64	Local Road Safety Plan	Update LRSP with recent collision data, identify safety concerns and countermeasures, prep for grant opportunities, implement improvements.	Citywide	\$350
TE-65	Active Transportation Plan	Create an Active Transportation Plan providing a detailed analysis of the City's pedestrian and bicycle network. Include a detailed evaluation of how to incorporate active transportation improvements into limited ROW roadways; development of separate bicycle/pedestrian LOS standards; develop LTS standards for the City.	Citywide	\$400
TE-66	Traffic Calming Program	Create Traffic Calming Program with stakeholder engagement, update code, notify public, implement.	Citywide	\$400
TE-67	Westside Trail Phase 1	Off-street trail between 20th St SE and 1st St SE along the existing utility corridor west of 91st Ave SE.	TIZ 2 - West Lake Stevens & TIZ 3 - South Lake Stevens	\$1,645
TE-68	Westside Trail Phase 2	Off-street trail between Vernon Rd and Lundeen Pkwy along the existing utility corridor west of SR 9.	TIZ 2 - West Lake Stevens	\$1,090
TE-69	Westside Trail Phase 3	Off-street trail and multi-use path between 1st St SE and Vernon Rd along the existing utility corridor west of SR 9. This segment would cross SR 204 at the signalized Lundeen Pkwy intersection.	TIZ 2 - West Lake Stevens	\$975
TE-70	Marysville Connector	Multi-use path along 10th St NE west of Lundeen Parkway, connecting with an off-street trail along the existing utility corridor west of 83rd Ave NE. This connection would extend into the City of Marysville.	TIZ 2 - West Lake Stevens	\$1,085

Table 8.8 - Transportation Improvement Project List

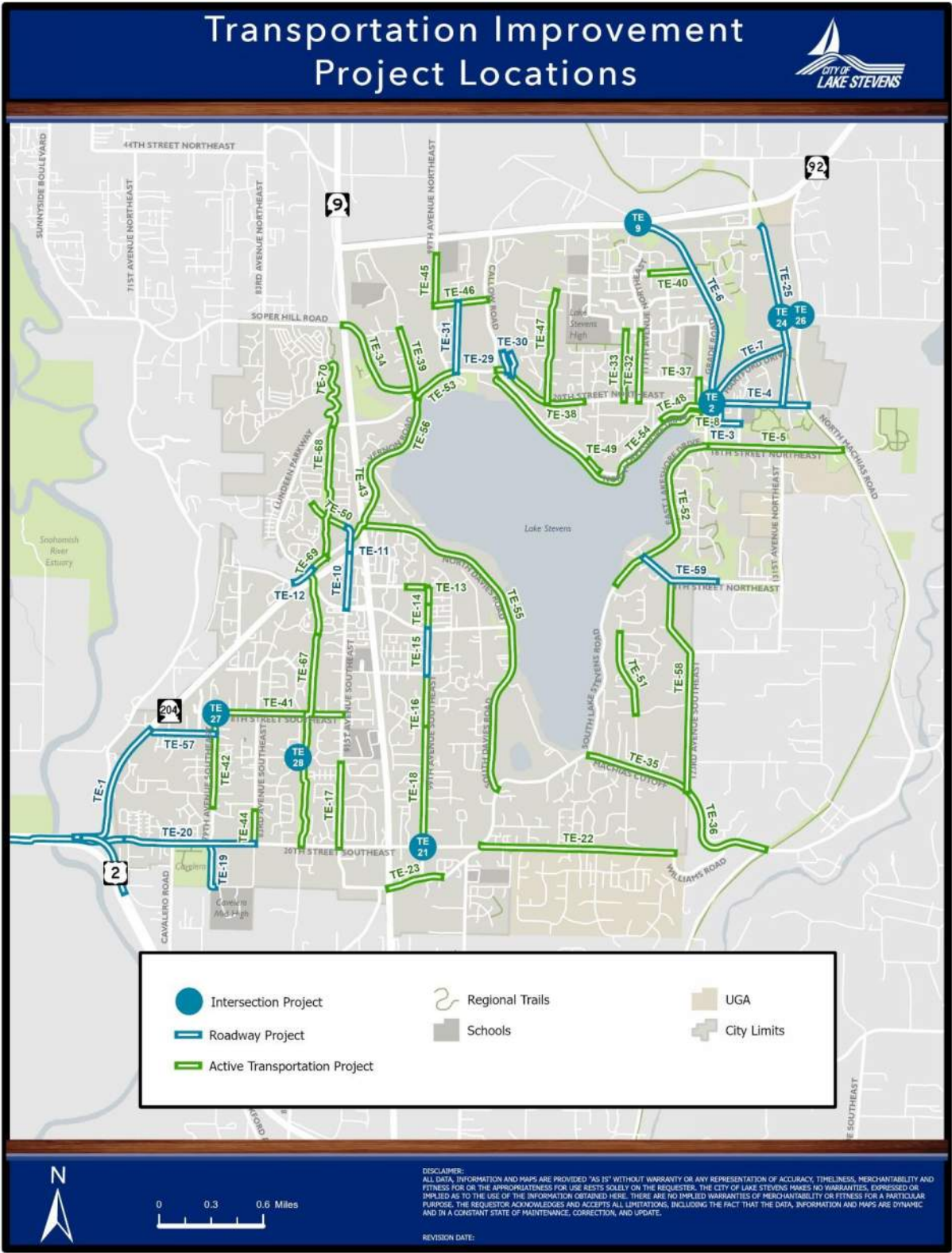


Figure 8.15 - Transportation Improvement Project Locations

FINANCE AND IMPLEMENTATION PROGRAM

The transportation improvement projects must be funded and implemented to meet existing and future travel demands in and around the City of Lake Stevens. A summary of transportation project costs and a strategy for funding the projects over the life of the plan are presented in this section. Like many other communities in the region, the costs of the desired transportation system improvements and programs will exceed the available revenues. The financing program presented in this section is intended to provide a framework for decision-making to determine the prioritization and allocation of funding for transportation improvements.

In addition, implementation strategies are discussed, including continuing coordination with WSDOT and other agencies to prioritize and fund improvements along key regional corridors serving Snohomish County (SR 9, SR 204, SR 92). Other strategies call for monitoring and refining City development regulations, such as the concurrency and transportation impact fee programs to ensure development addresses multimodal needs and does not out pace transportation system investments. The implementation plan also includes a discussion of a provides the framework for the City to prioritize and fund the improvements identified in the transportation systems plan.

Financing Program

The GMA requires the Transportation Element of the Comprehensive Plan to include a multi-year financing plan based on the identified needs in the transportation systems plan. The financing plan for the Transportation Element provides a basis for the City's annual Six-Year Transportation Improvement Program (TIP). As required by the GMA, the financing program also includes a discussion of how additional funding will be raised and/or level of service standards will be reassessed to assure that the Transportation Element can adequately support the Land Use Element. Alternatively, the City may reassess its Land Use Element.

The transportation financing program becomes a subset of the City's Capital Facilities Plan (CFP) Element. The GMA requires the CFP Element to include at least a six-year plan that finances capital facilities and identifies the sources of public money for the projects.

Project Cost Summary

Planning level project cost estimates have been prepared to determine the magnitude of transportation investments needed over the life of the plan. Table 8.8 summarizes the list of capital transportation improvement projects based on the analyses of existing conditions and travel forecasts along with the Citywide transportation programs (including the annual street maintenance program). Table 8.9 summarizes the planning level project cost estimates into three groups based on the project location and corresponding Traffic Impact Zone (TIZ)¹, as established by the city's Traffic Impact Fee (TIF) program. The project costs assume that right-of-way will be needed for some projects to match the city street design standards.

¹ Costs for transportation projects spanning more than one TIZ were split evenly between the corresponding TIZs.

A total of \$253,425,000 (2024 dollars) will be needed to fully fund the capital improvements, transportation programs, and street maintenance over the 20-year horizon of the Transportation Element (not accounting for the \$1.6 billion WSDOT-led US-2 Trestle Replacement project). Of these costs, over \$150 million are related to improvements within the East Lake Stevens traffic impact zone. Most of these improvements are associated with necessary roadway improvements to accommodate anticipated growth associated with the Downtown Lake Stevens or Industrial Center subareas. Approximately \$36.4 million of transportation improvement costs are associated with projects in the West Lake Stevens traffic impact zone, including improvements associated with the Lake Stevens Center Specific Plan. Another \$54.5 million is associated with improvements in the South Lake Stevens traffic impact zone and includes improvements in and around the 20th Street SE Corridor subarea. The remaining project costs include Citywide projects and programs to plan for and implement improved roadway infrastructure, including \$400,000 spent annually on street maintenance.

Improvement Category	Estimated Costs¹
Traffic Impact Zone 1 – East Lake Stevens	\$150,005,000
Traffic Impact Zone 2 – West Lake Stevens	\$36,357,500
Traffic Impact Zone 3 – South Lake Stevens	\$54,497,500
Citywide Programs	\$4,565,000
Annual Street Maintenance Program	\$8,000,000
Total Project Costs	\$253,425,000

1. Planning level costs in 2024 dollars.

Table 8.9 - Transportation Project Cost Summary

Revenue Projections

The City of Lake Stevens utilizes a number of fees and tax revenues to construct and maintain their transportation facilities. Funding sources include local tax revenues, grants, partnerships with other agencies, and developer mitigation. Primary City revenues directed toward transportation improvement projects include the Real Estate Excise Tax (REET), Transportation Benefit Program (TBP) funds, and Surface Water Management (SWM) funds. The City also uses funding from its Street Fund and General Fund to fund transportation system maintenance and balance its Six-Year Transportation Improvement Program (TIP), as needed.

Development contributions could be in the form of transportation impact fees, SEPA mitigation, or construction of frontage improvements. In addition, other agencies such as WSDOT are expected to share in the cost of state highway improvements to meet regional transportation needs. This includes the US-2 Trestle Replacement project which is being led by WSDOT. Although these improvements will improve operations along the city's roadways, improvements to these facilities are expected to be largely funded by WSDOT, as they will be located along state-owned facilities.

Table 8.10 summarizes the anticipated sources of revenue available to fund the identified transportation improvements.

Funding Element	2024 to 2044 Revenues (2024 \$)
<u>City Funding</u>	
Street Fund	\$8,000,000
Real Estate Excise Tax (REET) ¹	\$17,100,000
Storm Water Management Fund (SWM)	\$30,399,000
Transportation Benefit Program	\$57,537,000
	<i>Subtotal \$113,036,000</i>
<u>Grants and Other Agency Funding</u>	
Federal, State, or Other Grants/ Funding Partnership	\$30,500,000
	<i>Subtotal \$30,500,000</i>
<u>Lake Stevens Development Contributions</u>	
Transportation Impact Fees ²	\$18,000,000
	<i>Subtotal \$18,000,000</i>
Total Estimated Revenues	\$161,536,000

1. Real Estate Excise Tax (REET) funding accounts only for revenue available for expenditure on capital projects. Remaining REET funds are allocated to debt commitments. REET funds account for beginning fund balances of \$7.6 million and \$6.5 million for REET I and REET II funds, respectively.
2. Transportation impact fee revenues based on historical revenues.

Table 8.10 - Financing Strategy Summary

City Revenues

The City of Lake Stevens can direct revenues from its Real Estate Excise Taxes (REET) to fund transportation improvement projects, however the majority of REET revenues have been allocated to fulfill various debt commitments. No additional REET I funds are expected to be allocated for expenditure on capital improvements through 2053 as annual debt service and revenues are expected to be equal during this period. Similarly, no REET II funds are expected to be allocated to capital improvements until 2040, after which annual revenue of \$600,000 will be available.

Additionally, the City also allocates some revenues from its Storm Water Management (SWM) program to help fund transportation projects. Drainage and retention of storm water is part of most roadway and intersection expansion projects making SWM revenue an appropriate part of the transportation funding program. Revenue from the City's Transportation Benefit Program (TBP) is targeted towards sidewalk expansion, roadway maintenance, and congestion relief projects throughout the city. Annual revenues from the program are expected to increase by between 4 and 6 percent annually through the life of the plan (assuming that the program is extended beyond the current 10-year funding approval).

Together, these funds are expected to generate over \$113 million in revenue for transportation projects through the life of the plan.

Grants and Other Agency Funding

The City has historically been successful in acquiring grant funding to assist in the development and implementation of transportation projects within the city. Based on the recent grant awards, the city has secured an average of \$3,320 million in funding annually for transportation improvements. To be conservative, the revenue analysis assumes that the city will only receive grant funding at a rate of approximately 50 percent of the recent historical rate (or approximately \$1.5 million per year on average). This forecast results in approximately \$30.5 million in grant funding revenue through the full life of the plan.

Funding through grants is tied to specific programs and types of projects. Several grant programs target transportation projects that support regional economic growth, mobility, and other travel models. Some of the projects identified in the transportation project list support regional needs (especially projects along or directly connecting to regional corridors like SR 9, SR 204, and SR 92) and would likely be eligible for some grant funding.

The Surface Transportation Block Grant (STBG) Program is one of the most flexible federal grant programs. STBG funding can be used for highway and bridge projects, transit capital projects, and funding for bicycle, pedestrian, and recreational trail improvements. They also can be used for public transportation capital improvements, car and vanpool projects, fringe and corridor parking facilities, and inter-city or intra-city bus terminals and bus facilities. STP funds also can be applied to surface transportation planning activities, wetland mitigation, transit research and development, and environmental analysis. STBG funds also can be used for transportation control measures.

The Congestion Mitigation and Air Quality (CMAQ) program is a federally funded program administered through the Puget Sound Regional Council (PSRC). CMAQ funds projects and programs in air quality non-attainment and maintenance areas, which reduce transportation related emission. CMAQ grants cannot be used to fund general purpose roadway projects.

The State Transportation Improvement Board (TIB) currently provides funding for urban areas in Washington through three grant programs:

- Urban Arterial Program (UAP) – funds projects that address safety, growth & development, physical condition and mobility.
- Urban Active Transportation Program (ATP) - provides funding for projects improving the safety, mobility, and/or connectivity of pedestrian and bicycle facilities.
- Arterial Preservation Program (APP) - provides assistance for roadway paving/overlays for cities/agencies with less than \$3 billion assessed valuation. Lake Stevens exceeds the maximum assessed valuation criteria and therefore, is not eligible for this program.
- Complete Streets (CS) Award – allocates funding to local governments that have adopted a complete streets ordinance and have demonstrated success at planning and constructing streets designed to accommodate all roadway users.

The TIB projects are selected on a competitive basis. Each of the four programs has distinct criteria to rank the projects for funding. Once selected, TIB staff stays involved through grant oversight and helping bring projects to completion.

WSDOT administers various grants which fund non-motorized transportation improvements. The Safe Routes to Schools Program funds projects which are targeted at reducing collisions between vehicular and non-motorized road users and improving the accessibilities of schools to children on foot or bike. The WSDOT Pedestrian and Bicycle Program funds projects which promote healthy living through active transportation, improves non-motorized user safety, reduces vehicular travel, and has community support. The Highway Safety Improvement Program (HSIP) provides funding to implement safety projects along roadways with the ultimate goal of reducing the number of fatal and serious injury collisions.

Transportation Impact Fees

The GMA allows agencies to develop and implement a transportation impact fee (TIF) program to help fund some of the costs of transportation facilities needed to accommodate growth. State law (Chapter 82.02 RCW) requires that TIFs are:

- Related to improvements to serve new developments and not existing deficiencies.
- Assess proportional to the impacts of new developments.
- Allocated for improvements that reasonably benefit new development.
- Spent on facilities identified in the CFP.

TIFs can only be used to help fund improvements that are needed to serve new growth. The projects can include recently completed projects to the extent that they serve future growth and did not solely resolve existing deficiencies. The cost of projects needed to resolve existing deficiencies cannot be included.

The City began collecting impact fees for transportation projects in the 1990's. The program is defined in Chapter 14.112 of the Lake Stevens Municipal Code.

The funding strategy assumes the transportation impact fee program is based on the updated 20-year list of improvement projects, as identified in Capital Facilities Element. A full evaluation and update of the impact fee rates should be conducted after the Transportation Element is adopted to reflect changes in land use plans, funding, level of service standards, and new state legislation that allows funding be directed towards active transportation projects.

Based on TIF generated by the City's program, an annual average impact fee revenue of \$900,000 was assumed for the revenue analysis. The transportation impact fees are estimated to account for approximately \$18 million in revenues through the life of the plan.

Other development contributions may be used in lieu of or in addition to the impact fee payments to address transportation deficiencies or improve the roadway adjacent to a proposed development site. New developments can be required to dedicate right-of-way and/or construct at least part of some of the improvements listed in Table 8.8, but would likely receive

transportation impact fee credit. Developer mitigation could include frontage improvements that are not impact fee related and other improvements to mitigate capacity or safety deficiencies caused by the development. As part of the funding program, no developer mitigation beyond the identified transportation impact fees was assumed to contribute to funding the transportation projects. The City may, however require developer mitigation at other locations identified in the Transportation Element or at other locations, as determined during the development application and review process, which has not been accounted for in the financing program.

Funding Strategy

As noted in Table 8.9, in order to fully fund the transportation improvement projects and programs, the city would need approximately \$253.4 million (in 2024 dollars) through the life of the plan to fully implement all identified transportation improvements. The revenue projections forecast approximately \$161.5 million in funding for transportation projects for the same time period, respectively. This would be a shortfall of approximately \$91.9 million (in 2024 dollars) over the life of the plan.

Constrained Transportation Project List

Due to the likely lack of funding needed to fully implement all projects within the unconstrained transportation project list, the projects in the list were reviewed and prioritized to identify those that are of higher need and are more necessary to be implemented with limited funding resources. This prioritization process resulted in a list of constrained projects as indicated in Table 8.8 identifying those high priority projects which can be implemented within the revenue forecasts identified in Table 8.10. These projects indicate those that are of highest importance in order to maintain the City's LOS standards.

Reassessment Strategy

Although the financing strategy recognizes the likely potential for an approximately \$92 million shortfall over the life of the plan, the City is committed to reassessing their transportation needs and funding sources each year as part of the annual Six-Year Transportation Improvement Program (TIP). This allows the City to match the financing program with the shorter-term improvement projects and funding. The plan also includes goals and policies to periodically review land use growth, adopted level of service standards, and funding sources to ensure they support one another and meet concurrency requirements.

In order to maintain the vitality of the City's transportation system, the City should adhere to the following principles in its funding program:

- As part of the development of the annual Six-Year Transportation Improvement Program, the City will balance improvement costs with available revenues.
- Review project design during the development review process to determine whether costs could be reduced through reasonable changes in scope or deviations from design standards.
- Require developer improvements as they become necessary to maintain LOS standards to meet concurrency;

- Coordinate and partner with WSDOT and other agencies to vigorously pursue grants from state, federal, and regional agencies to help fund and implement improvements along regional corridors (SR 9, SR 204, SR 92)
- Work with regional and local agencies to develop multi-agency grant applications for projects that serve regional travel.
- Review transportation impact fee revenues each year to determine whether the impact fees should be adjusted to account for project cost increases and/or decreases in grants or WSDOT cost sharing.
- If the actions above are not sufficient, consider changes in the level of service standards and/or limit the rate of growth.
- Lower priority projects in the Transportation Element may be slid to beyond 2044 or deleted from the program.

Implementation Program

Implementation of the Transportation Element involves several strategies. These include coordination with developers and partnering with other agencies to construct the transportation improvement projects and expand transit service to the City. Partnering with other agencies and use of grants will be especially critical in the implementation of safety, capacity, and operational improvements along regional corridors (SR 9, SR 204, SR 92). This may include re-prioritizing roadway projects as new funding sources become available or by focusing on areas most impacted by new development. The City will also continue to review strategies to phase improvements to allow funding to be spread over a longer time period. In addition, the City will need to review, maintain, and update its Concurrency Management Program, Transportation Impact Fee, and other development review processes to account for the revised multimodal LOS standards and assure that the impacts of growth are mitigated and transportation improvements are completed concurrent with new development.

Partnering with Other Agencies

PSRC's Vision 2050 describes the investments and policies needed to create a safe, clean and efficient transportation system essential to supporting the region's quality of life, health and economy as the region continues to grow. The Transportation Element supports the City's role in the regional transportation strategy through its policies to support and expand use of transit, transportation demand management, and active travel to reduce the number of vehicle trips generated by development in the City. Lake Stevens will need to coordinate with Community Transit and other nearby cities to implement facilities and services to meet those objectives. Coordination will also help assure consistency in plans and implementation programs between agencies to meet the goals of the regional plan.

The City will continue to partner with WSDOT to implement improvements to regional corridors consistent with the Transportation Element project list, including as part of the US-2 Trestle Replacement project. Without WSDOT as a partner, the City is unable to address key congestion and complete streets issues along state-owned facilities which result in operational and safety issues along City roadways. Partnering with WSDOT will be critical in the implementation of the Transportation Element project list.

Other agency partnering opportunities involve Community Transit, the City of Marysville, and Snohomish County. Coordination with these agencies could lead to cost sharing of improvements to construct pedestrian and bicycle facilities around schools or transit routes.

Project Priorities and Timing

The City of Lake Stevens will use the annual update of the Six-Year TIP to re-evaluate priorities and timing of projects. Throughout the planning period, projects will be completed and priorities will be revised. The development of the TIP also will be used to identify potential phasing options to fit within available revenues during that six-year time horizon. The City will monitor traffic volumes and the location and intensity of land use growth in the City and UGA. Based on this information, the City will then be able to direct funding to areas that are most impacted by growth or may fall below the City's level of service standard. The development of the TIP will be an ongoing process over the life of the plan and will be reviewed and amended annually.

Concurrency Management and Development Review

Concurrency refers to the ongoing process of coordinating infrastructure needs with community development. This concept was formalized in the GMA to ensure that adequate public facilities are provided in concert with population and employment growth. For transportation facilities, the GMA requirement is fulfilled if its level of service standards will continue to be met including the additional travel demand generated by each development.

Concurrency determinations for the roadway network are closely linked with development review decisions. In addition, the City reviews development applications pursuant to the State Environmental Policy Act (SEPA). Concurrency and SEPA are primarily focused on a shorter-term time frame. The City requires payment of transportation impact fees to help fund growth related improvements, both long-term and short-term needs. Projects that result in adverse transportation impacts are required to fund or implement mitigation measures that reduce the impact below a level of significance and/or meet the level of service standard. The City provides credits where developers are required to construct improvements whose costs are included in the transportation impact fee program.

The City will need to regularly monitor the level of service of its transportation system as part of its concurrency program. The City will use information from its concurrency program in updating its Six-Year Transportation Improvement Program, grant applications, and coordination with WSDOT and other agencies.

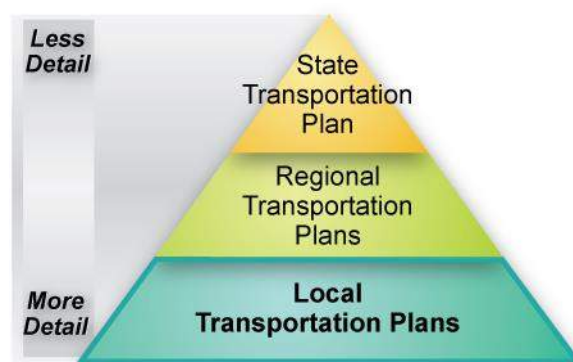
As each development application is reviewed, the City will determine if concurrency has been met. If concurrency is not met, then the City will establish conditions of approval. Since SR 9 and SR 204 are Highways of Statewide Significance, the City cannot use concurrency to deny the development application if the proposal impacts either of these corridors; therefore, conditions of approval will be established through SEPA and in coordination with WSDOT (as applicable) in order to mitigate any potential impacts of the development.

The City will monitor the performance of the transportation system throughout the City. The City will apply its multimodal LOS standards and the City’s Road Standards to evaluate and identify appropriate improvements for mitigating impacts of developments in the City. The City also will conduct its own studies and work with other agencies to define needed improvements to be incorporated into its Six-Year Transportation Improvement Program, which is updated annually.

If expected funding for improvements to meet future transportation needs is found to be inadequate and the City will not be able to meet their adopted level of service standards, then the City will need to pursue options as laid out under the Reassessment Strategy, presented previously.

CONSISTENCY WITH OTHER AGENCIES

Lake Steven’s transportation system is part of, and connected to, a broader regional highway and arterial system. The GMA works to increase coordination and compatibility between the various agencies that are responsible for the overall transportation system. Since transportation improvements need to be coordinated across jurisdictional boundaries, the Transportation Element needs to be consistent with and supportive of the objectives identified in the Washington State Transportation Plan, PSRC’s Vision 2050, and the transportation plans or capital improvement plans of the surrounding agencies. Developing the Transportation Element is primarily a bottoms-up approach to planning, with the City exploring its needs based on the land use plan. Eventually, local projects are incorporated into regional and state plans. A schematic of this approach is shown below.



The Lake Stevens Transportation Element considers the impacts of planned improvements, along with the priorities and policies of the WSDOT, PSRC, Snohomish County, and the City of Marysville. The following summarizes how the Transportation Element relates and is consistent to these other state, regional, and neighboring agency plans.

WSDOT

The Washington Transportation Plan (WTP) 2040 and Beyond, and the associated Highway System Plan (HSP), updated in 2023, provide the umbrella for all metropolitan and regional transportation plans. The updated WTP focuses on key policies and strategies for the State, while the HSP still maintains the most recent long-term statewide project list.

The Highway System Plan is an element of the WTP. The HSP identifies highway system improvement projects and programs consistent with the WTP priorities. The HSP is constrained by available funding forecast for the next 20 years. Policies and improvement projects listed in the WTP and HSP were reviewed for consistency with the strategies and projects recommended in the Transportation Element.

As required by the GMA, the Transportation Element addresses the existing and future conditions of the state facilities serving the City (SR 9, SR 204, and SR 92). The transportation inventory describes existing traffic volumes, levels of service, and safety along these highways. The Transportation Element also identifies forecast conditions and improvement needs to resolve capacity, operations, safety, complete street, and multimodal transportation needs along both corridors. SR 9 is classified as a Highway of Statewide Significance (HSS). According to the HSP, the LOS standards are set forth by State law, which sets LOS D for HSS facilities in urban areas. Since the City is a designated urban area, the LOS D standard applies for the segment of SR 9 within the City. GMA concurrency requirements do not apply to HSS facilities. While the City will monitor SR 9 as part of its concurrency program, any conditions of development approval will be established through SEPA and projects would not be denied based on concurrency, thereby maintaining consistency with the state statutes and regional plans.

SR 204 is classified as a Tier 1 State Highway of Regional Significance (HRS) and SR 92 is classified as a Tier 2 State HRS. PSRC and the local agencies have adopted an LOS E Mitigated and LOS D standard for SR 204 and SR 92 within Lake Stevens, respectively. Concurrency will be applied along this corridor based on the standards summarized previously in the Transportation Element.

The City has worked with WSDOT in past years to coordinate and implement roadway and intersection improvements along the state-owned facilities, including the recently completed roundabout improvements at the intersection of SR 9 / SR 204. The City will continue to work with WSDOT to aggressively pursue grants or other funding to implement the improvements along the state highways as identified in the Transportation Element.

PSRC

The Puget Sound Regional Council (PSRC) adopted VISION 2050 and Transportation 2040 and Beyond to guide transportation policies, priorities and investments for the Puget Sound region. The update of the Lake Stevens Transportation Element included a review of the policies and projects that were important to consider and build from to provide regional and local consistency. The appropriate policy and project updates were incorporated into the City's Transportation Element so that it is consistent and supportive of both VISION 2050 and Transportation 2040 and Beyond (the Region's Metropolitan Transportation Plan). Several policies were added to the City's Transportation Element to address important regional priorities such as multimodal connectivity, complete streets, green streets, low impact design, sustainability, electric vehicles, alternative fuel, environmental impacts, air quality, and travel demand management.

The PSRC travel demand model was used as the basis in constructing the Lake Stevens travel demand model. The travel forecasts for areas outside the City's immediate study area were directly integrated from the PSRC model. Therefore, the travel forecasts and subsequent operations and safety analysis for the city considered and incorporated regional growth, consistent with PSRC land use and travel forecasts.

Snohomish County

Snohomish County transportation and capital improvement plans were reviewed as part of the Lake Stevens Transportation Element update. County road classifications were also reviewed and determined to be compatible. The City's functional classification map notes the classification of County roadways. Roadway construction projects within the Snohomish County Transportation Needs Report 2022 (TNR) were reviewed to ensure the analysis accounted for any projects which could affect operations or traffic flow along city roadways. Several projects in the TNR identify roadways in proximity to the city for minor widening and installation of pedestrian/bicycle facilities (including 20th Street SE and Machias Cutoff). Future plans for improvements to these roadways are indicated by the inclusion of these roadways within the Functional Classification Map in Figure 8.13 and the Future Active Transportation Network in Figure 8.14. Overall, the Transportation Element is consistent with and accounts for travel forecasts from the unincorporated areas of Snohomish County.

Community Transit

Community Transit provides transit service for Lake Stevens. The Lake Stevens Transportation Element acknowledges the need for coordination between the City and Community Transit to work together to identify service improvements and strategies to serve Lake Stevens. The City has also developed policies and road standards to provide adequate streets and active mode facilities to support connectivity to transit facilities. Community Transit's six-year Transit Development Plan and long-range Journey 2050 Plan were reviewed as part of the Transportation Element update. Long-term transit service changes to the City include the removal of Route 280 (between the City and Granite Falls) and expansions of service frequency between the City and Everett. The Transportation Element supports the desired transit service enhancements identified in Journey 2050 to provide alternative mobility options and support growth identified in the Land Use Element.

City of Marysville

The City of Marysville is located immediately northwest of Lake Stevens. The primary transportation interface is along the SR 9 and Soper Hill Road corridors. To improve multimodal connectivity through the Snohomish County region, the Cities of Lake Stevens and Marysville are working together to plan off-street trail connections between the two cities along existing utility easements. The planned trails will provide an additional north-south pedestrian and bicycle trail through the region and will link up to the existing Centennial Trail.

The travel demand model used to forecast future traffic volumes incorporates Marysville's existing and future land use projections and encompasses the entirety of Marysville's transportation network. In addition, the model transportation analysis zones (TAZs) are consistent between the two cities in order to easily integrate and evaluate future changes in land use within the study area.

GOALS AND POLICIES

GOAL 8.1 Work with Puget Sound Regional Council on the planning, funding and implementation of Vision 2050 - the Regional Transportation Plan.

Policies

- 8.1.1 Coordinate with the PSRC Regional Transportation Planning Organization to support the Regional Growth Strategy and ensure consistency and compatibility between city, county, and regional transportation plans.
- 8.1.2 Provide a safe, convenient and efficient transportation system for all users and the movement of freight and goods.
- 8.1.3 Reduce the need for new capital improvements through investments in operations, demand management strategies and system management activities that maximize transportation options and improve the efficiency of the current system.
- 8.1.4 Encourage, plan for, and invest in "pedestrian-scale" neighborhoods and centers to enhance access and mobility for all users.
- 8.1.5 Plan for increased resilience of the transportation system to major disasters and disruptions by developing prevention and recovery strategies and planning for coordinated responses with state, regional, and local agencies.
- 8.1.6 Explore Intelligent Transportation System (ITS) technologies for potential implementation within the City's transportation network.
- 8.1.7 Prepare the city's transportation systems and infrastructure for emerging trends and technologies such as electric vehicle charging stations, automated and connected vehicles, on-demand smart signals, etc.

GOAL 8.2 Provide a transportation system that supports existing and future land uses and accommodates the regional growth strategy.

Policies

- 8.2.1 Prioritize investments for both motorized and non-motorized transportation in activity centers.
- 8.2.2 Prioritize multimodal investments in local centers and connections to regional employment centers.

- 8.2.3 Encourage compact and mixed-use development to reduce vehicle trips and encourage transit use.
- 8.2.4 Coordinate multimodal transportation facilities and development densities near areas served by transit.
- 8.2.5 Promote pedestrian and bicycle access to public facilities and centers.
- 8.2.6 Prioritize construction of sidewalks, walkways, and trails to provide alternative routes to employment centers, shopping areas, transit stops, schools and public and recreational facilities.
- 8.2.7 Support land use and street patterns that promote walking, biking, and transit use while reducing the quantity and length of trips by single occupant vehicles.
- 8.2.8 Support land use patterns that reduce the quantity and length of trips by single occupant vehicles; pursue the use of Traffic Demand Management (TDM) strategies to reduce traffic congestion and as an alternative or supplement to roadway capacity improvements; and 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.

GOAL 8.3 Encourage and solicit equitable public participation in the planning, design, and implementation of a multimodal transportation system.

Policies

- 8.3.1 Consider equity and equal access when planning for transportation improvements, programs, and services, including for historically underserved neighborhoods and vulnerable populations.
- 8.3.2 Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young and low-income populations when considering new projects, maintenance and modification to the street network.

GOAL 8.4 Adapt to and mitigate the transportation-related impacts of climate change through implementation of the city's Climate Sustainability Plan and utilization of emerging technologies and best available science.

Policies

- 8.4.1 Evaluate and seek to minimize greenhouse gas emissions, vehicle miles travelled and climate change impacts when considering new and improved transportation infrastructure.

- 8.4.2 Electrify the city's vehicle fleet as vehicles reach the end of their life cycle and work to expand vehicle charging infrastructure, including the development of an EV Infrastructure Plan.
- 8.4.3 Educate residents on the benefits, incentives, and other information regarding electric vehicles.
- 8.4.4 Evaluate stormwater management, street tree canopy coverage, shading, urban heat island effect and future air quality when designing city streets.
- 8.4.5 Utilize climate-resilient or native street trees and other vegetation such as Low Impact Development design.
- 8.4.6 Develop strategies, programs and partnerships that serve to increase and incentivize carpooling and transit use by residents and employees.

GOAL 8.5 Develop the City's transportation system to serve and promote economic growth.

Policies

- 8.5.1 Maintain and operate transportation systems to provide safe, efficient and reliable movement of people, goods and services.
- 8.5.2 Manage local freight truck traffic with the Truck Route Ordinance and appropriate signage while maintaining and improving the regional freight system.
- 8.5.3 Coordinate with the railroads and trucking industry to improve the safety and efficiency of freight movement and reduce the impacts on other travel modes.

GOAL 8.6 Minimize adverse impacts of transportation facility improvements on the natural environment.

Policies

- 8.6.1 Commit to meeting federal and state air quality requirements and work with state, regional, and local agencies to develop emissions reduction programs to attain or maintain air quality requirements.
- 8.6.2 Encourage fish passage improvements and the use of low impact development techniques on transportation projects to reduce stormwater impacts and prevent measurable harm to streams, lakes, wetlands and other natural aquatic systems.

- 8.6.3 Develop a transportation system that protects the natural environment, human health and safety, and promotes a healthy community.
- 8.6.4 Consider alternative transportation options when considering land use decisions and designations to support increased use of walking, biking, carpooling and bus riding.
- 8.6.5 Encourage low impact development projects and low impact development techniques on non-LID projects to conserve and use existing natural site features, integrate distributed, small-scale stormwater controls and prevent measurable harm to streams, lakes, wetlands and other natural aquatic systems from commercial, residential or industrial development sites by maintaining a more hydrologically functional landscape.

GOAL 8.7 Maintain, preserve, and operate the transportation system in a safe and usable way, and regularly monitor and inventory the conditions and performance.

Policies

- 8.7.1 Maintain an inventory of the existing multimodal system and update as the system changes.
- 8.7.2 For traffic levels of service (LOS), the city adopts intersection LOS C or better at peak hour traffic for residential areas and intersection LOS E along arterials and collectors in other areas.
- 8.7.3 The City shall adopt the same (LOS) D standards for Highways of Statewide Significance (HSS) and Highways of Regional Significance (HRS) as adopted by Puget Sound Regional Council (PSRC) and the Washington State Department of Transportation (WSDOT).
- 8.7.4 Establish the following level of service standards for transit routes to emphasize improved access and amenities at transit stops. The LOS standard for transit is based on the methodology in Table 8.4 and incorporates the expected type of service being planned for in the Community Transit Journey 2050 Long-range Plan. Green LOS is the standard for Regular Bus - Frequent transit routes, while orange LOS is the standard for Regular Bus - Base service routes.
- 8.7.5 Establish the following level of service standards for the active transportation network to gauge the completion and comfort of the network and prioritize needs. The LOS standard for the active transportation network is based on the methodology in Table 8.2 and criteria outlined in Tabel 8.12. An orange LOS is the standard for all roadways in the active transportation network.

- 8.7.7 Ensure that the transportation system is adequate to serve existing and future land uses by developing a multimodal transportation concurrency management system.
- 8.7.8 Modeling of the city's transportation system shall be at an arterial and collector level, and used to identify system needs to improve public safety and human health.
- 8.7.9 Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.
- 8.7.10 Improve safety of the transportation system and, in the long term, work towards zero deaths and disabling injuries by 2044.

GOAL 8.8 Coordinate infrastructure planning and financing with other agencies to ensure implementation of a system that supports regional mobility goals and land use plans.

Policies

- 8.8.1 Develop an annual Six Year Transportation Improvement Program (TIP) that is financially feasible, leverages available City funding, and is consistent with the Comprehensive Plan.
- 8.8.2 Investigate alternative methods of obtaining financing for transportation improvements, including local option taxes, bonding, Local Improvement Districts, combining efforts with other agencies, grant and loan opportunities such as the Public Works Trust Fund, and interlocal agreements for mitigation costs with Snohomish County.
- 8.8.3 Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the Transportation Impact Fee (TIF) program and the annual adoption of the Six-Year Transportation Improvement Program (TIP).
- 8.8.4 Ensure that the transportation system is adequate to serve all existing and future land uses by administering a concurrency management system, exploring alternatives for demand management, and securing adequate financing for transportation. If the adopted LOS cannot be maintained, then the City will not issue development permits until:
 - a.) Mitigation restores LOS to adopted standard;
 - b.) Improvements to restore LOS are funded;
 - c.) Land use element growth capacity is reduced; or

d.) The adopted LOS in the Comprehensive Plan is amended to allow the proposed development.

- 8.8.5 Coordinate on a regular basis with neighboring jurisdictions, regional transportation agencies and the Washington State Department of Transportation to identify shared transportation needs and concerns.
- 8.8.6 Work with Snohomish County and neighboring cities to ensure that projects outside of the city do not adversely impact the city's transportation system and do not result in a diversion of traffic through city neighborhoods.
- 8.8.7 Continue coordination with the Washington State Department of Transportation on State Route corridor improvements with an emphasis on US-2, SR-9, SR-92 and SR-204 vicinity safety and capacity improvements.

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Chapter 9: Capital Facilities



A VISION FOR CAPITAL FACILITIES

The city will develop a realistic and achievable capital facilities plan that ensures an effective use of taxpayer and ratepayer dollars that prioritizes capital investments to maintain adopted levels of service; responds to project urgency and feasibility; is consistent with the city's growth strategy; and provides an equitable community benefit.

INTRODUCTION

The Capital Facilities Element is used to guide public decisions on the use of capital funds to maintain levels of service and develop public infrastructure to match projected growth targets within the city – with new development paying its fair share of facility upgrades needed to serve increased demand. This element relies on the policies set forth in the Land Use, Parks, Transportation and Public Services Elements as a baseline for identifying capital infrastructure needs. The population and employment targets predict future development in the city which in turn influence levels of service and affect the capacity needs for services provided by the city and partner agencies.

Capital facilities planning requires ongoing communication and cooperation between various disciplines including engineering, finance and planning and many service providers in Lake Stevens to ensure a realistic and coordinated plan for capital improvements and effective use of taxpayer and rate payer dollars.

The Capital Facilities Element aims to promote effectiveness and efficiency by requiring the city to plan in advance for capital improvements rather than relying on a mechanism with a shorter horizon such as the annual budget. Long range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, with regard to relative urgency, economic desirability and community benefit. In addition, the identification of funding sources results in the prioritization of needs and allows the trade-off between projects to be evaluated.

PLANNING CONTEXT

State Planning

The Washington State Growth Management Act (GMA) requires that the city of Lake Stevens prepare and maintain a comprehensive plan capital facilities element. This element is required to maintain levels of service standards for adequate public facilities and services and to assure that public facilities will be reasonably available to accommodate planned growth over the next twenty years.” This requirement is referred to as concurrency and specifically means:

- Public facilities that are needed and maintained to serve new development and population within a jurisdiction or service area must be in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within planning horizon.
- Such facilities must be sized to adequately serve the area without decreasing the services levels established by the jurisdiction.

The GMA also requires that the comprehensive plan sets a 20 year planning horizon based on city growth targets and include a capital facilities element with a six-year plan for financing identified capital needs.

RCW 36.70A.070 and WAC 365-196-415 require that the capital facilities element address the following:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities along with a forecast of future needs for capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Regional Planning

The Puget Sound Regional Council’s Vision 2050 document specifies the Regional Growth Strategy and direct growth primarily into urban growth areas where public services and facilities are better served. The Regional Growth Strategy highlights the need for strategic investments in services and facilities, especially to support growth and development in centers and compact urban communities.

Countywide Planning

The Snohomish Countywide Planning Policies include provisions to ensure the orderly transition of unincorporated areas to city governance, including the provision of services and infrastructure financing. These policies also address the need for consistency of capital improvement programming with local comprehensive plans, countywide planning policies and Vision 2050.

Many policies give guidance for counties (and, where appropriate, cities) to review special district plans for consistency with local comprehensive plans and Vision 2050; also, they provide guidance for the review of special district criteria for location and design of schools and other public facilities. And finally, the policies direct jurisdictions to develop strategies to reduce the number of special districts where appropriate.

Lake Stevens Planning

The city of Lake Stevens is somewhat unique to its neighboring jurisdictions because it is responsible for general government services, police services, roads, stormwater and parks while special purpose districts provide all other services and utilities as identified in Chapter 7, Public Utilities and Services Comprehensive Plan Element. These include schools, wastewater, potable water, waste management, library, fire prevention, suppression and emergency medical services, and all other utility services.

Lake Stevens has established level of services standards (LOS) for the city’s responsibilities which reflects the city’s commitment to safety, fiscal responsibility, planned growth and environmental stewardship as detailed in these Comprehensive Plan Chapters and summarized later in this Chapter.

SERVICE	LOCATION IN COMPREHENSIVE PLAN
General Government Services:	Chapter 7- Utilities & Public Services
Police Services	Chapter 7- Utilities & Public Services
Roads and Transportation	Chapter 8 – Transportation
Stormwater	Chapter 7- Utilities & Public Services
Parks	Chapter 5 – Parks, Recreation & Open Space

Level of Service Standards

The city therefore coordinates closely with community service providers to plan appropriate capital investments. If funding shortfalls or increases in demand make it difficult to meet the established level of service standards, the city will need to either identify new revenue resources, re-evaluate the standards, or make land use and planning adjustment to ensure concurrency.

REVENUE SOURCES

Municipal Revenues

Lake Stevens faces continuing fiscal challenges common to most cities. These are driven in large part by increased costs of doing business, increased service requirements mandated by legislation and restriction or elimination of certain tax revenue streams as a result of prior voter initiatives.

A diverse mix of municipal revenue sources is important, including property taxes, utility taxes, sales taxes and others. Fiscal diversity, like economic diversity, limits risk of over-reliance on a single revenue source. Lake Stevens' General Fund, which supports citizen services and the operations of the city government itself, is heavily dependent on tax revenues and especially property tax and sales and use taxes, for its funding. The city has a balanced revenue forecast comprised of property and sales taxes. Other sources of revenue are the transportation benefit district, utility and other taxes, licenses and permits, intergovernmental transfers, charges for services and other minor revenue sources.

Potential New Revenue Sources

Long-term economic sustainability for the city of Lake Stevens requires one or more of the following: increased local jobs, increased municipal revenues derived from business and industry, use of additional land to support community develop and retention of current jobs and revenue sources. Increasing municipal revenues from commercial sources is generally seen as one of the few ways that cities can improve their fiscal situation, recognizing the perception that quality of living, housing and residents increase demands for services. Cities frequently look toward business retention, attraction and creation to increase local revenues from utility taxes and sales taxes.

Taxes and Fees

There are limited additional sources of revenue that the city could use to meet its fiscal needs. These potential taxes and fees increase the cost of doing business or creating development in the city, and therefore may not be the solution to Lake Stevens' projected fiscal deficit with annexation.

- B&O taxes could potentially generate more revenue; however, at this stage, the city has elected to remain economically competitive by not enacting a B&O tax as a strategy to attract businesses considering locating in the city.
- Impact mitigation fees from new development are used as a means of funding portions of parks or traffic capital projects.

LAND USE PLANNING CONSIDERATIONS

All land uses generate fiscal impacts on the city by changing revenue collections and the cost of providing services. Costs stem from impacts on city capital facilities and services as well as internal city operations. Revenues come from collection of taxes and fees.

Land use planning can incorporate several considerations related to the city's fiscal position: the anticipated revenues from new development; necessary infrastructure investments and on-going expenses to support future uses; and the current and future market feasibility of each use type.

Diversity of land uses is an important consideration. For example, multifamily housing can play a necessary and critical role in supporting local retail and other businesses by providing housing that workers can afford (keeping the cost of labor and prices down at local retail). Growth in population or business activity creates increased local demand for goods or services by introducing new consumers or producers. Existing and new properties generate property tax revenues, while consumer spending by additional residents and businesses generates sales tax revenues. Similarly, attracting or growing businesses that draw traffic and spending from elsewhere in the region increases local economic activity and revenue.

Infrastructure investments must also be considered in land use planning. While such investments can be costly to build and maintain over time, those costs may be outweighed by the increase in property values and multiplier effects that such investments can lead to.

INVENTORY AND ANALYSIS

Capital Improvement Plan

This Capital Facilities Element identifies needed improvements, which are of relatively large scale, are generally a non-recurring high cost and may require multi-year financing. The list of improvements focuses on major projects, leaving smaller improvements (less than \$10,000) to be addressed in the annual budget. Figure 9.1 identifies the location of publicly owned facilities, which may be included in the capital facilities plan. Smaller facilities such as traffic signals and drainage ponds are not included on the map.

The Capital Improvement Plan is a six-year financing plan for capital expenditures to be incurred on a year-by-year basis. It is based on priority improvements taking into account

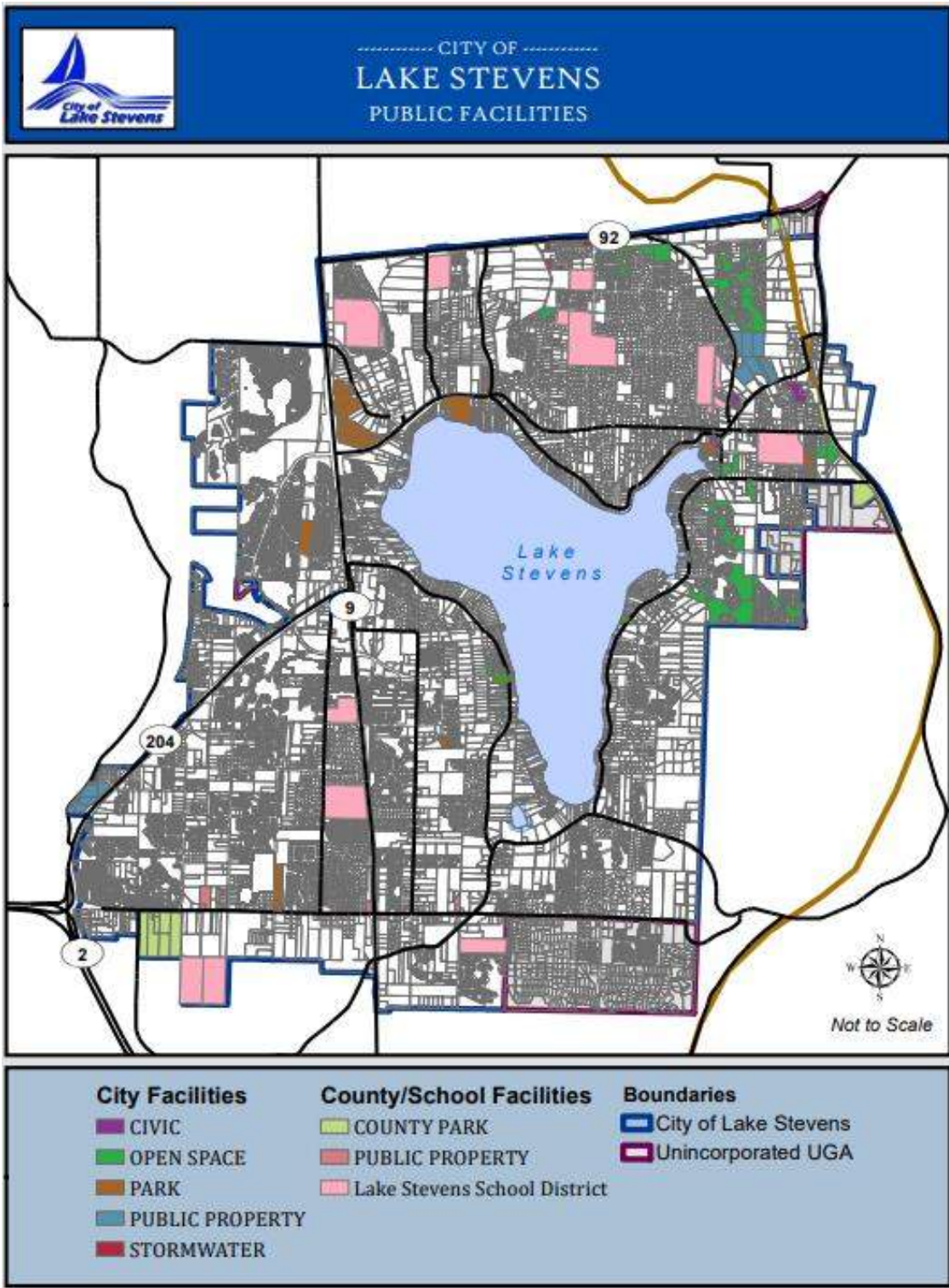


Figure 9.1 – Public Facilities Map

the forecasted revenue over the next six years from various funding sources. The six-year plan sets priorities for capital projects that the jurisdiction plans to undertake and presents estimates of the resources needed to finance them. The first year of the Capital Facilities Program is typically converted to the annual capital budget, while the remaining five-year program will provide for long term planning. Only the expenditures and appropriations in the annual budget represent financial commitments.

Definition of Capital Improvement

For the purposes of capital facility planning, “capital improvements” are major projects, activities or maintenance costing over \$10,000 and requiring the expenditure of public funds over and above annual operating expenses. They have a life expectancy of more than 10 years and result in an addition to the city's fixed assets and/or extend the life of the existing capital infrastructure. The cost estimates may include design, engineering efforts, permitting, environmental and sustainability analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping and initial furnishings and equipment. Capital improvements do not include equipment or the city's rolling stock, nor does it include the capital expenditures of private or non-public organizations.

Subarea Capital Facilities Planning

As part of the growth strategy, the city has adopted three subarea plans and associated capital improvement plans. The city also completed an infrastructure analysis for the Lake Stevens Industrial Center that identified capital deficiencies in the area. The subarea capital plans and the infrastructure analysis are foundational documents for the city's growth centers. The specific identified projects have been integrated into this element (Table 9.4). The city is currently responsible for transportation outside of state routes, except that the city is responsible for maintenance of state routes within city limits and stormwater facilities. Special purpose districts provide sewer and water infrastructure and other utility services.

The proposed projects are described in the Capital Facilities section of the plans with estimated costs representing costs typical for public works projects competitive bidding 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. The capital plan describes the infrastructure requirements, phasing, cost partitioning and proposed financing alternatives for the subareas.

PROJECTION OF CAPITAL FACILITY NEEDS

Identified Needs

All public facility needs have been identified in the other elements of the Comprehensive Plan. Through the process of developing this Capital Facilities Element the financial feasibility of the other elements are analyzed from 2024-2044. The capital improvements needed to satisfy future and existing substandard development and maintain adopted level of service standards are identified and listed in Table 9.4 and include projects from the adopted Subarea Capital Facilities Plans and Lake Stevens Industrial Center Infrastructure Analysis.

Table 9.2 provides a brief description of each of the capital improvement projects in the city with an estimate of the total project costs. The year indicates when the projects must be completed to maintain the adopted level of service standards for the respective facilities. Capital improvement projects have been identified for transportation, parks and recreation, government and stormwater drainage facility improvements. Facilities for wastewater, potable water, fire protection, schools and solid waste are contained in district and agency plans, coordinated with, but independent of the city's Comprehensive Plan.

Prioritization of Capital Facilities

The capital improvement needs listed in Table 9.1 (attached at the end of the chapter) were developed by the city staff based on community-wide input and the other elements of this Comprehensive Plan. The following criteria should be considered when adding proposed projects to the capital improvement plan:

- Service Considerations: Safety, Health and Welfare Factors, Environmental Impact, Effect on Quality of Service;
- Economic Considerations: Potential for Financing, Impact on Future Operating Budgets, Timeliness of Opportunity, Benefit to Economy and Tax Base;
- Feasibility Considerations: Legal Mandates, Citizen Support, Staff Availability; and
- Consistency Considerations: Goals and Objectives in Other Elements of this Plan, Linkage to Other Planned Projects, Plans of Other Jurisdictions, County-Wide Planning Policies.
- Equity and climate change

Cost estimates in this element are presented in 2024 dollars and were derived from various federal and state documents, published cost estimates, records of past expenditures and information from private contractors.

FUTURE NEEDS AND ALTERNATIVES

Current Revenue Sources

The largest single source of non-restricted revenue for the city is the *ad valorem* property tax. The city's assessment for this tax is usually set at the maximum rate. Figure 9.2 depicts the distribution of revenue sources for the city.

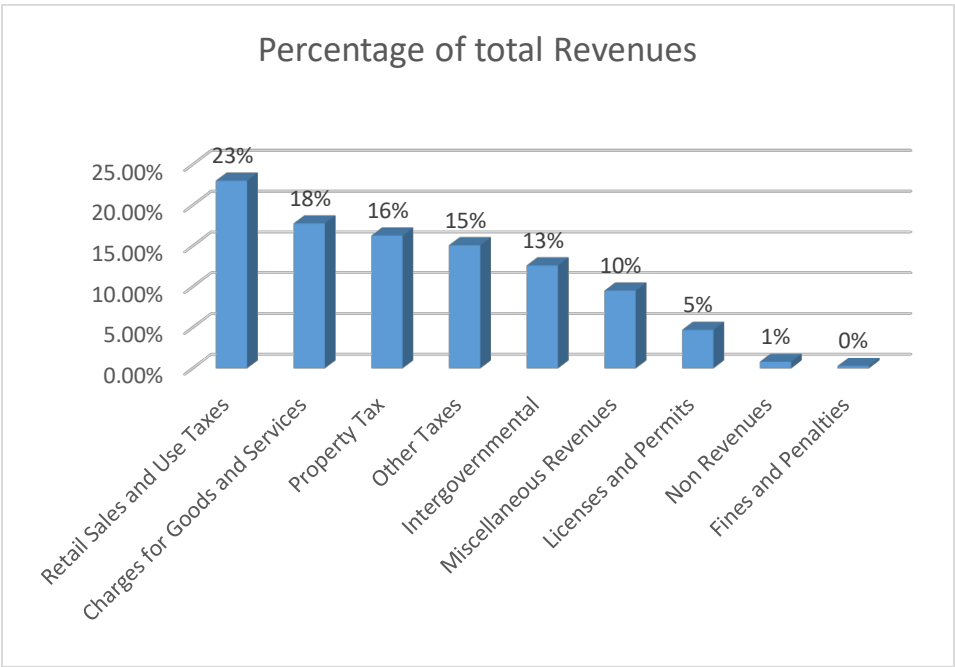


Figure 9.2 – Source of Existing City Resources, Average 2023

FINANCIAL RESOURCES

To ensure that the city is using the most effective means of collecting revenue, the city inventoried the various sources of funding currently available. Financial regulations and available mechanisms are subject to change; furthermore, changing market conditions influence the city's choice of financial mechanism. Therefore, the city should periodically review the impact and appropriateness of its financing system. The following list of sources includes all major financial resources available and is not limited to those sources which are currently in use or will be used in the six-year schedule of improvements.

Debt Financing

Short-Term Borrowing: The high cost of many capital improvements requires local governments to occasionally use short-term financing through local banks.

Revenue Bonds: These bonds are financed by those benefiting from the capital improvement. The debt is retired using charges collected from the users of public facilities such as sewer systems and electrical power plants. Interest rates tend to be higher than for general obligation bonds and issuance of the bonds may be approved without a voter referendum.

Industrial Revenue Bonds: Bonds issued by a local government, but actually assumed by companies or industries that use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is that they carry comparatively low interest rates due to their tax-exempt status. The advantage to the jurisdiction is the private sector is responsible for retirement of the debt.

General Obligation Bonds: Bonds backed by the value of the property within the jurisdiction. Voter-approved bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities. This debt should be used for projects that benefit the city as a whole.

Local Multi-Purposes Levies

Ad Valorem Property Taxes: Tax rate in millions (1/10 cent per dollars of taxable value). The maximum rate is \$3.60 per \$1,000 assessed valuation. The city is prohibited from raising its levy more than 1 percent of the previous year's amount levied before adjustments, new construction and annexation. A temporary or permanent access levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Single Purpose Levies

Motor Vehicle Fuel Tax: This tax is paid by gasoline distributors and distributed by the Department of Licensing. Revenues must be spent for highway (city streets, county roads and state highways) construction, maintenance or operations; policing of local roads; or related activities.

Local Option Fuel Tax: This is a countywide voter approved tax equivalent to 10 percent of Statewide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenue is distributed to the city on a weighed per capita basis. Revenues must be spent for highway (city streets, county roads and state highways) construction, maintenance or operations; policing of local roads; or highway-related activities.

Local Non-Levy Financing Mechanisms

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves or funds resulting from the sale of capital assets.

Fines, Forfeitures and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income and all private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User Fees, Program Fees and Tipping Fees: Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer services, water services, surface water drainage facilities. Fees may be based on measure of usage, a flat rate or design features. Revenues may be used for new capital facilities, or maintenance and operations of existing facilities.

Special Assessment District: District created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. This includes Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District: District created to provide a specified service. Often the district will encompass more than one jurisdiction. This includes districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts, stadiums and convention centers, sewers, water flood controls, irrigation and cemeteries. Voter approval is required for airport, parks and recreation and cultural arts, stadium and convention districts. District has authority to impose levies or charges. Funds must be used solely to finance the purpose for which the special purpose district was created.

Transportation Benefit Districts: Chapter 36.73 RCW enables cities and counties to create transportation benefit districts in order to finance and carry out transportation improvements necessitated by economic development and to improve the performance of the transportation system.

Lease Agreements: Agreement allowing the procurement of a capital facility through lease payments to the owner of the facility. Several lease packaging methods can be used. Under the lease-purchase method the capital facility is built by the private sector and leased back

to the local government. At the end of the lease, the facility may be turned over to the municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

Privatization: Privatization is generally defined as the provision of a public service by the private sector. Many arrangements are possible under this method ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds.

Impact Fees: These fees are paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvement and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets and roads, publicly owned parks, open space and recreational facilities, school facilities and fire protection facilities (in jurisdictions that are not part of a fire district).

Storm Drainage Utility Charge: Utility district created to specifically provide storm and drainage management, maintenance and operation. Fees would be levied against properties receiving benefit of storm water management.

CAPITAL FACILITY STRATEGIES

In order to realistically project available revenues and expected expenditures on capital facilities, the city must consider all current policies that influence decisions about the funding mechanisms, as well as policies affecting the city's obligation for public facilities. The most relevant of these are described below. These policies along with the goals and policies articulated in the other elements of the Comprehensive Plan were the basis for the development of various funding scenarios. Any variations from the current policies in the development of the six-year Capital Improvement Plan Table 9.2 were incorporated into the goals and policies of the Comprehensive Plan.

Mechanisms to Provide Capital Facilities

Increase Local Government Appropriations: The city will investigate the impact of increasing current taxing rates and will actively seek new revenue sources. In addition, on an annual basis the city will review the implications of the current tax system as a whole.

Analysis of Debt Capacity: Generally, Washington State law permits a city to ensure a general obligation bonded debt equal to 1.5 percent of its property valuation without voter

approval. By a 60 percent majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1 percent, bringing the total for general purposes up to 2.5 percent of the value of taxable property. The value of taxable property is defined by law as being equal to 100 percent of the value of assessed valuation. For the purpose of supplying municipally owned electric, water or sewer service, and with voter approval, a city may incur another general obligation bonded debt equal to 2.5 percent of the value of taxable property. At the current time, the city of Lake Stevens does not supply these services; however, the city has an interest in where the utility purveyors invest in infrastructure. With voter approval, cities may also incur an additional general obligation bonded debt equal to 2.5 percent of the value of taxable property for parks and open space. Thus, under State law, the maximum general obligation bonded debt which a city may incur cannot exceed 7.5 percent of the assessed property valuation.

Municipal revenue bonds are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of services.

The city of Lake Stevens has used general obligation bonds and municipal revenue bonds very infrequently. Therefore, under state debt limitations, it has ample debt capacity to issue bonds for new capital improvement projects as shown in Table 9.3. However, the city does not currently have policies in place regarding the acceptable level of debt and how that debt will be measured. The city has developed the 20-year Capital Facilities Program to address future growth plans and anticipates new development will pay a proportionate share of impacts to meet concurrency requirements.

User Charges and Connection Fees: User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from centers.

Mandatory Dedications or Fees in Lieu of: The jurisdiction may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes, such as roads, parks, or schools. Dedication may be made to the local government or to a private group. When a subdivision is too small or because of topographical conditions a land dedication cannot reasonably be required, the jurisdiction may require the developer to pay an equivalent fee in lieu of dedication.

The provision of public services through subdivision dedications not only makes it more feasible to serve the subdivision but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into certain areas.

Table 9.3 – Limitation of Indebtedness

I. INDEBTEDNESS FOR GENERAL PURPOSE WITHOUT A VOICE OF THE PEOPLE					
Councilmanic: Legal limit 1.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
1.5% times 8,680,217,564 equals			130,203,263	22,561,710	107,641,554
II. INDEBTEDNESS FOR GENERAL PURPOSE WITH A 3/5 VOTE OF THE PEOPLE					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	-	217,005,439
I & II. TOTAL INDEBTNESS FOR GENERAL PURPOSES					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	22,561,710	194,443,729
III. INDEBTEDNESS FOR CITY UTILITY PURPOSES WITH A 3/5 VOTE OF THE PEOPLE					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	-	217,005,439
IV. INDEBTEDNESS FOR OPEN SPACE AND PARK FACILITIES WITH A 3/5 VOTE OF THE PEOPLE					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	-	217,005,439
TOTAL	7.50%		TOTAL CAPACITY	TOTAL LESS OUTSTANDING	TOTAL REMAINING DEBT CAPACITY
			651,016,317	22,561,710	628,454,608

Negotiated Agreement: Agreement whereby a developer studies impact of development and proposes mitigation for city's approval. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement will require lower administrative and enforcement costs than impact fees.

Impact Fees: Impact fees may be particularly useful for a community that is facing rapid growth and with existing residents desiring to minimize the impacts to the existing levels of service.

Obligation to Provide Capital Facilities

Coordination with Other Public Service Providers: Local goals and policies as described in the other Comprehensive Plan elements are used to guide the location and timing of development. However, many local decisions are influenced by state agencies, special purpose districts and utilities that provide public facilities within the city of Lake Stevens. The planned capacity of public facilities operated by other entities is essential not only for the location and timing of public services, but also in the financing of such services and for the community to realize infrastructure and growth sustainability.

The city's plan for working with the natural gas, electric and telecommunication providers is detailed in the Public Services and Utilities Element Chapter 8. This Plan includes policies for sharing information and a procedure for negotiating agreements for provision of new services in a timely manner.

The Level of Service Standards for other public service providers such as school districts, sewer provider and private water providers are addressed in their respective Capital Facility programs. The city's policy is to exchange information with these entities and to provide them with the assistance they need to ensure that public services are available and that the quality of the service is maintained.

Level of Service Standards: Level of service standards are an indicator of the extent or quality of service provided by a facility that are related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development and by delaying new development until it is feasible to provide the needed public facilities.

Table 9.4 – Level of Service Standards

FACILITY	ADOPTED LOS
Streets and Roads	
Major and Minor Arterials	LOS E
Collector Roadways	LOS E
Local Access Roadways	LOS C
SR9, SR204 and SR92*	LOS set by Puget Sound Region Council
Transit*	Coordination with Community Transit
Regular Bus-Frequent Transit Routes	LOS Green
Regular Bus-Base Service Routes	LOS Orange
Active Transportation	LOS Orange
Domestic Water*	
Domestic Supply	100 per capita per day - Adopted by Snohomish County PUD
Commercial	Adopted by Snohomish County PUD
Fire Flow	
Domestic and Commercial	Per IFC
Sewer	
Residential & Equivalent Commercial*	70 gallons per capita per day
Schools*	
Early Learning	State mandated LOS
K-5	State mandated LOS
6-8	State mandated LOS
9-12	State mandated LOS
Home School Program	State mandated LOS
Fire Protection*	
Fire Response	COORDINATE WITH Lake Stevens FD
Medical Response	COORDINATE WITH Lake Stevens FD
Law Enforcement	
Emergency Response	3 – 4 minutes
Non-emergency Response	6 – 10 minutes
Parks, Recreation and Open Space	
Community Parks	> 10 acres, within 2.5 miles
Neighborhood Parks	≤ 10 acres, within 1 mile
Mini-Parks	≤ 1 acre, within ½ mile residential or commercial
School Parks	Varies
Special Use Parks & Facilities	Varies
Trails & Pedestrian Facilities	Varies, within 1 mile of residential
Open space	Varies

Libraries*	
Building	Coordinated with Sno-Isle Library District
Solid Waste*	
Residential	3.3 pounds per capita per day
Other Government Services	
Building	Varies

*City considers and adopts special purpose district Capital Planning Document

In addition, to avoid overextending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted a level of service standard for six public services. The specific standards are identified in Chapters 5, 7 and 8 and summarized in Table 9.4 above.

Concurrency Management System Ordinance: The city adopted a concurrency implementation ordinance which contains procedures for reviewing proposed development within the city based on the available capacity of public facilities coupled with the adopted Level of Service standard for them. In 2024 the city has established Level of Service standards for bus transit and active transportation to evaluate the quality and connectivity of pedestrian and bicycle facilities within the City. These standards will be integrated into the city's concurrency ordinance.

Methods for Addressing Shortfalls

The city will not be able to finance all proposed capital facility projects, therefore, it has clearly identified the options available for addressing shortfalls and how these options will be exercised. The city evaluates capital facility projects on both an individual basis and a system-wide basis. In deciding how to address a particular shortfall the city will balance the equity and efficiency considerations associated between each of these options.

When the city identifies a potential shortfall, the city may address it by increasing revenue, examining and adjusting levels of service as appropriate, look for additional creative, cost effective solutions for constructing the facility, use a phasing solution to implement the facility construction and/or other methods as appropriate.

Six-Year Capital Improvement Plan

Financial Assumptions

The following assumptions about future operating conditions in the local government and market conditions were used in the development of the six-year Capital Improvement Plan

Table 9.2:

- The city will maintain its current fund accounting system to handle its financial affairs.
- The cost of running the local government will continue to increase due to inflation and other factors, while revenues will decrease.
- New revenue sources, including new taxes, may be necessary to maintain and improve city services and facilities.
- Significant capital investment is needed to maintain, repair and rehabilitate the city's aging infrastructure and to accommodate future growth.
- Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.
- A comprehensive approach to review, consider and evaluate capital funding requests is needed to aid decision-makers and citizenry in understanding the capital needs of the city.
- Special purpose districts will cooperate and coordinate in the city's approach to capital facility planning to ensure growth is guided as directed.

In accordance with the existing accounting system, financial transactions are recorded in individual "fund" accounts. Capital improvements will be financed through the following fund type below. Other potential capital funding sources are identified in Appendix G.

- General Fund
- Capital Improvement Funds
- Transportation Improvement Funds
- Enterprise Funds

PROJECTED REVENUES

Projected Tax Base

The city's tax base was projected to increase at a 1 percent annual rate of growth for the adjusted taxable value of property (including new construction). The assessment ratio is projected to remain stable at 100 percent. This is important to the overall fiscal health of the city; however, capital improvements are also funded through non-tax resources.

Revenue by Fund

General Fund: This is the basic operating fund for the city, however, historically various

capital improvements have been financed through this fund. Ad valorem tax yields were projected using the current tax rate and the projected 1 percent annual rate of growth for the city's assessed valuation. The General Fund has historically been allocated 72 percent of the annual tax yield from ad valorem property taxes. Sales tax projection estimates are based on historical trend data and increase approximately 6 percent per year.

Transportation Funds: Expenditures from these funds include direct annual outlays for capital improvement projects as well as the operating expenditures of the Street Fund. The revenues in this fund represent total receipts from state and local gas taxes as well as 28 percent of the annual tax yield from ad valorem property taxes. The projection estimates are based on state projections for gasoline consumption, current state gas tax revenue sharing methodologies and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

Capital Improvement Funds: These revenues are committed to annual debt service and capital projects. The revenues in this fund represent continued capture of the real estate excise tax revenues necessary to meet annual debt service obligations on outstanding general obligation bonds.

Enterprise Fund: The revenue in these funds are used for the annual capital, debt service and operating expenditures for services that are operated and financed similar to private business enterprises. The projected revenues depend upon income from user charges, bond issues, state or federal grants and carry-over reserves.

Transportation Benefit Program: The revenue in this fund is generated from a 0.02% sales tax or two cents on a \$10 purchase that is used for transportation improvements included in a local transportation plan. This funding method means visitors who shop, dine, or recreate in Lake Stevens also help pay for city sidewalks, roads, and trails they use.

Table 9.5 indicates the expected revenue available to the city to finance capital improvements and related operation and maintenance costs for the years 2024-2029.

Revenue amounts projected are based on past trends.

Table 9.5 – Revenue Projections Affecting Capital Improvements (Thousands)

FUNDS	2024	2025	2026	2027	2028	2029
General Fund	21,202	20,642	21,051	21,795	22,109	22,768
Total General	21,202	20,642	21,051	21,795	22,109	22,768
Street Fund	3,418	3,358	3,439	3,534	3,632	3,734
Transportation Benefit Program Fund	1,700	1,802	1,910	2,025	2,146	2,275
Total Transportation	5,118	5,160	5,349	5,559	5,778	6,009
Storm Water Management	5,881	6,081	6,290	6,517	6,753	6,999
Total Proprietary	5,881	6,081	6,290	6,517	6,753	6,999
CIP - Development Contributions	1,405	1,000	900	700	500	300
REET	1,600	1,400	1,200	1,200	1,200	1,200
Sidewalk Capital Project	0	0	0	0	0	0
Total Capital Project	35,206	34,283	34,790	35,771	36,340	37,276

Plan Implementation and Monitoring**Projected Expenditures**

For the purpose of this fiscal assessment, projected capital expenditures have been aggregated to include:

- The direct cost of scheduled capital improvement projects presently underway;
- Capital improvement debt service expenditures for outstanding and planned bond issues; and
- The direct cost of capital facilities in Table 9.1.

These expenditures represent additional costs to maintain adopted level of service standards under projected growth conditions.

The Six-Year Schedule of Funded Improvements referred to as the 6-Year CIP (Table 9.2) is the mechanism by which the city can stage the timing, location, projected cost and revenue sources for the capital improvements identified for implementation in the other Comprehensive Plan Elements. The Six-Year Schedule of Funded Improvements is economically feasible within the target revenues discussed in the preceding sections of this element entitled Inventory and Analysis. The city developed a new methodology in 2022 that prioritizes projects by several metrics including land use / zoning, road classification, connectivity, safety, adopted level of service, community preference, funding availability and opportunity.

Table 9.1 lists the capital facilities by type and provides estimates of project costs by year. The distribution among years matches the years in which capital improvement work is planned in order to achieve or maintain the adopted Level of Service standards and measurable objectives for various public facilities.

The capital improvement projects listed in Table 9.2 are inclusive of all anticipated capital improvements as assessed by city departments for the six year planning period.

Monitoring and Evaluation

Monitoring and evaluation are essential in ensuring the effectiveness of the Capital Facilities Program Element. This element will be regularly reviewed and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards and measurable objectives. The review will reevaluate the following considerations in order to determine their continued appropriateness:

1. Any needed changes to costs, revenue sources, acceptance of dedicated facilities, or the date of construction of any facility enumerated in the element.
2. The Capital Facilities Element's continued consistency with the other elements and its support of the Land Use Element.
3. The priority assignment for addressing public facility deficiencies.
4. The city's progress in reducing or eliminating deficiencies.
5. The criteria used to prioritize capital improvement projects.
6. The city's effectiveness in maintaining the adopted LOS standards and achieving measurable objectives.
7. The city's effectiveness in reviewing the impacts of plans and programs of state agencies that provide public facilities with the city's jurisdiction.
8. The effectiveness of impact fees and dedications for assessing the degree to which new development pays for its impacts.
9. The impacts of special districts and any regional facility and service provision upon the city's ability to maintain its adopted LOS standards or to achieve its measurable objectives.
10. Success of securing grants or private funds to finance capital improvements.
11. Capital improvements needed for the latter part of the planning period for update of the Six-Year Schedule of Improvements.
12. Concurrency status.

Analysis of Infrastructure

Capacity of Infrastructure

City Hall Facilities: As the city continues to grow, so has the need for updated facilities. In 2023, the city of Lake Stevens purchased property to house new civic buildings near South Lake Stevens Road and 20th Street SE. .

Water System: The quality of the water provided by the PUD is good and the service meets present needs, with each household using an average of 173 gallons of water per day. Relying on standards developed for previous water supply plans, the city has decided to adopt 100 gallons of water per capita per day as a level of service standard.

Provision of water to future development not only depends on capacity, but also on design considerations. The PUD anticipates having enough capacity to serve the projected population; however, the costs of providing this service will vary significantly due to design. The PUD will also need to carefully consider the impact of large industrial developments and commercial centers.

Wastewater Disposal Facilities: The city of Lake Stevens and the Lake Stevens Sewer District have a combined sewer system currently operated by the Sewer District. The Sewer District completed construction of a new wastewater treatment plant to serve the larger population in the city and the urban growth boundary for the planning period. The plant is capable of expansion to service additional needs during the twenty year planning horizon till 2042.

There are few homes still on septic within the city and most of these do not pose a health threat. If such a threat becomes imminent, city ordinance does allow the city to mandate that a home with a failing septic system and within 300 feet of a sewer line be hooked up to the system. Most new homes being built are on the sewer system, as the minimum parcel size for a septic system to be used is 12,500 square feet.

Solid Waste Disposal: The County's Solid Waste Division anticipates that it will have adequate landfill and recycling capacity during this planning period, especially since most jurisdictions have or are initiating a curbside recycling program and implementing waste prevention programs. The city has a mandatory garbage and recycling program.

Medical and Emergency Facilities: The city is adequately served by Providence Hospitals. EMS services are provided by the Snohomish Regional Fire and Rescue.

Police and Fire Protection: The provision of safe, commercial and industrial areas improves the quality of life for current residents and makes the city more attractive for new residents and businesses. As specified in Public Services and Utilities Element Chapter 7, the Police

Department will strive for a level of service that maintains an Emergency Response Time of 3 to 4 minutes and a non-emergency response time of 6 to 10 minutes. Periodic staffing review will ensure the level of service is being met.

Public Education Facilities: To meet the demand generated by growth, the Lake Stevens School Districts' capital facilities plan calls for construction of two new elementary schools and a middle school in that time frame.

Library: Current library space is undersized to serve the existing library service area. The city is currently working with Sno-Isle Regional Library on a new 14,890 square foot public library for the City of Lake Stevens on a 1.34-acre site located at 114 99th Avenue NE. The new library will provide a range of public library services, including dedicated space for children with an early learning center, spaces dedicated for teens and adults, a large public meeting room, study rooms, and a co-working area to support entrepreneurs and small businesses.

Transportation Facilities: Various types of land uses will need different types of transportation and will place different demands on the transportation system. Residential areas need access to centers of employment; commercial and industrial enterprises need access to supplier and consumer markets; and transportation corridors are often used to extend public services and utilities. This plan projects future transportation needs according to the Land Use Plan and recent annexations.

Parks: Chapter 5 is the Parks, Recreation and Open Space Element, which establishes specific goals and policies to guide decision-making and contains a detailed needs assessment for planning, acquisition, development and improvement of facilities and lands. The needs assessment provides the framework for the capital parks and recreation projects identified in Table 9.1.

GOALS AND POLICIES

GOAL 9.1 THE CITY WILL STRIVE TO BE A SUSTAINABLE AND EQUITABLE COMMUNITY WITH UNSURPASSED INFRASTRUCTURE FOR AN EXCEPTIONAL QUALITY OF LIFE.

Policies

- 9.1.1 Ensuring good fiscal stewardship.
- 9.1.2 Using smart growth principles to understand how the city’s planned growth pattern affects the investments that will be needed, and investing in where new growth should occur.
- 9.1.3 Expertly planning for the short and long term costs to support infrastructure expenditures and leave a quality legacy.
- 9.1.4 Consider equity, sustainability, and energy efficiency when siting, building and maintaining infrastructure and public facilities.
- 9.1.5 Thoroughly evaluate existing infrastructure as part of future annexation efforts and coordinate with the county on identifying needed improvements.
- 9.1.6 Consider climate change, economic, and health impacts when siting and building essential public services and facilities.
- 9.1.7 Promote affordability and equitable access of public services to all residents, especially the historically underserved. Prioritize investments to address disparities.

GOAL 9.2 PROVIDE PUBLIC FACILITIES IN A MANNER WHICH PROTECTS INVESTMENTS IN, AND MAXIMIZES USE OF, EXISTING FACILITIES AND PROMOTES ORDERLY COMPACT URBAN GROWTH.

Policies

- 9.2.1 Capital improvements shall be provided to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth.
- 9.2.2 Locate community facilities and health and human services in center and near transit facilities for all to access services conveniently.
- 9.2.3 Capital improvement projects identified for implementation in this Plan and at a cost of at least \$10,000 shall be included in the Six-Year Schedule of Improvement. Capital

improvements with a cost of less than \$10,000 should be reviewed for inclusion in the six-year Capital Improvement Program and the annual capital budget.

- 9.2.4 Proposed capital improvement projects shall be evaluated and prioritized in consideration of the following criteria:
- a. Need exists to correct existing deficiencies, replace facilities, or to provide for growth;
 - b. Elimination of public hazards;
 - c. Elimination of capacity deficits;
 - d. Financial feasibility;
 - e. Site needs based on projected growth patterns;
 - f. Environmental impacts;
 - g. New development and redevelopment;
 - h. Plans of state agencies; and
 - i. Local budget impact including costs for operations and maintenance.

GOAL 9.3 DEVELOPMENT SHALL BEAR ITS FAIR SHARE OF COSTS OF PROVIDING PUBLIC FACILITIES AT THE ADOPTED LEVELS OF SERVICE.

Policies

- 9.3.1 Transportation and park impact fees shall be established and new development shall contribute a proportionate share of costs to offset impacts to the system for improvements necessitated by the new development to maintain adopted levels of service.
- 9.3.2 Appropriate funding mechanisms for developments' contribution of a fair share of other public facility improvements [such as recreation, drainage and solid waste] will be considered for implementation as the city develops them.

GOAL 9.4 PROVIDE NEEDED CAPITAL IMPROVEMENTS TO MAINTAIN ADOPTED LEVELS OF SERVICE.

Policies

- 9.4.1 The city shall continue to adopt an annual capital budget and a six-year capital improvement program as part of its budgeting process.
- 9.4.2 Debt shall be managed so that city general obligation debt will not exceed debt

limitations set by state law and the city's ability to pay. There are no limits placed on revenue bonds other than the ability to pay.

9.4.3 Efforts shall be made to secure grants or private funds whenever available to finance the provision of capital improvements.

9.4.4 Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan Elements.

GOAL 9.5 COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES.

Policies

9.5.1 Certain public facilities and services needed to support development shall be available concurrent with the development, including transportation, parks, surface and stormwater, sanitary sewer and potable water.

9.5.2 The city will support and encourage the joint development and use of cultural and community facilities with other governmental, tribal or community organizations in areas of mutual concern and benefit.

9.5.3 The city will emphasize capital improvement projects, which promote the conservation, preservation or revitalization of commercial, industrial and residential areas in Lake Stevens.

9.5.4 Proposed Plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:

- a. Contribute to a condition of public hazards;
- b. Exacerbate any existing condition of public facility capacity deficits;
- c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements;
- d. Conform to future land uses as shown on the future land use map of the Land Use Element;
- e. Accommodate public facility demands based upon adopted LOS standards and attempts to meet specified measurable objectives, when public facilities are developer-provided;
- f. Demonstrate financial feasibility, subject to this element, when public facilities

are provided, in part or whole, by the city; and

g. Affect state agencies' facilities plans and siting of essential public facilities.

9.5.5 Continue to update prioritizations on Table 9.2 as needs are identified; and move projects/facilities to and/or from Table 9.1 to 9.2 as funding becomes available

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044

Streets and Roads								
Streets and Roads				Project Elements				
Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	2024 Revised Costs
US-2 Trestle Replacement	Replace the US-2 westbound trestle. As part of this project, improvements to the US-2 / SR 204 / 20th St SE interchange are being identified to address peak hour congestion along the connecting ramps. Improvements are expected to improve operations along SR 204 and 20th St SE. This is a WSDOT-led project.	TIZ 3 - South Lake Stevens	WSDOT	X	X	X	X	
20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan. Includes realignment improvements at Grade Rd/Hartford Dr.	TIZ 1 - East Lake Stevens	2024-2029 CIP (RD-113)	X	X	X	X	\$3,215,000
125th Ave NE/18th St NE/20th St NE Downtown Roadway Improvements	Upgrade road to two 10' travel lanes, 8' parking on both sides, 5' planters and 5' sidewalks.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-105)	X	X	X	X	\$5,530,000
20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to two 10' travel lanes, 8' parking on one side, 4' landscaping on both sides, a 10' multi-use path on one side, and a 6' sidewalk on one side.	TIZ 1 - East Lake Stevens	Downtown Subarea Plan		X	X	X	\$12,810,000
Grade Road - Boulevard	Microsoft Teams	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-104)	X	X	X	X	\$38,955,000
SR 92 Access Improvements (Grade Road)	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay	TIZ 1 - East Lake Stevens	Downtown Subarea Plan	X	X			\$4,500,000
91st Ave NE Commercial Revitalization Phase I	Market Place to SR 204, upgrade road with custom road profile to support multimodal travel between Market Place to SR 204.	TIZ 2 - West Lake Stevens	2024-2029 CIP (RD-102I)	X	X	X	X	\$3,870,000
91st Ave NE Commercial Revitalization Phase II	SR 204 to Frontier Circle, road with custom road profile to support multimodal travel between SR 204 to Frontier Circle.	TIZ 2 - West Lake Stevens	2024-2029 CIP (RD-102II)	X	X	X	X	\$1,105,000
Vernon Road Commercial Corridor Improvements	Widen/restripe roadway to provide one travel lane in each direction with a center TWLTL and sidewalks/landscaping.	TIZ 2 - West Lake Stevens	Lake Stevens Center Subarea Plan	X		X	X	\$8,990,000
99th Ave NE - Boulevard (Market Place to 4th St SE)	Upgrade road (Market Pl to 4th St SE) to minor arterial road standard including multi-use path or sidewalk with 7' bike lane, 11' travel lanes and 12' center lane with landscape islands. Potential for roundabout at midblock for circulation into commercial areas	TIZ 2 - West Lake Stevens	2024-2044 CFP (RD-103, CP-119)	X	X	X	X	\$7,790,000
79th Ave SE Access Road	Construct new roadway including bike lane, two travel lanes, landscape strips and sidewalks for thorough road to Cavalero Mid-High School.	TIZ 3 - South Lake Stevens	2024-2029 CIP (RD-100)	X	X	X	X	\$3,195,000
20th St SE Corridor Improvements	Widen roadway west of 83rd Avenue SE to provide an additional eastbound travel lane. Install a sidewalk along the south side of the roadway and bike lanes/wide shoulders in both directions.	TIZ 3 - South Lake Stevens	20th Street SE Corridor Subarea Plan	X	X	X	X	\$10,615,000
99th/20th U-turn Channelization	Rechannelize 20th Street SE to allow for U-turns at the intersection of 20th Street SE/99th Ave SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (RD-110)	X				\$35,000
131st Ave/28th St NE Intersection Alignment	Realign the intersection of 131st Ave (Old Hartford Dr) / 28th St to improve sight distance and safety for turning movements. Install pedestrian curb ramp improvements.	TIZ 1 - East Lake Stevens	Industrial Center Analysis Report	X	X	X	X	\$2,695,000
131st Ave/Old Hartford Rd - Collector	Upgrade road between 36th St NE and 20th St NE to two 18' travel lanes, 5' landscaping on both sides, and a 5' sidewalk on both sides. Maintain the existing multi-use path along the east side of the roadway.	TIZ 1 - East Lake Stevens	Industrial Center Analysis Report	X	X	X	X	\$23,730,000
Machias Rd/28th St Intersection Improvements	Improve the intersection of Machias Rd/28th St NE (potential roundabout or signal) to reduce delay and improve access to the Industrial Center.	TIZ 1 - East Lake Stevens	Industrial Center Analysis Report	X	X			\$4,500,000
12th St SE/87th Ave SE Road Realignment	The intersection at 87th Street SE/12th Street SE is not aligned to provide adequate sight distances for vehicles. Project will realign the intersection and construct additional roadway surface.	TIZ 3 - South Lake Stevens	2024-2044 CFP (RD-111)	X	X		X	\$520,000
Madrona Drive	Convert half road to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-107)	X		X		\$1,410,000
Alder Road	Convert half road to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-108)	X		X		\$2,100,000
101st Ave NE	Convert half road (between 30th St NE and Lundeen Pkwy) to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-109)	X		X		\$6,295,000
Total transportation Costs								\$141,860,000
Planning and Maintenance								
Planning and Maintenance				Project Elements				
Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	2024 Revised Costs

Streets and Roads				Project Elements				2024 Revised Costs
Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	
Wayfinding Signage	Procure and install wayfinding and welcome signs throughout City.	Citywide	2024-2029 CIP (RD-201)			X		\$10,000
ADA & Sidewalk Improvements	Curb ramp and sidewalk repair, maintenance, reconstruction in support of the ADA Transition Plan.	Citywide	2024-2029 CIP (RD-202)		X	X		\$2,000,000
Pavement Preservation Program	Annual pavement preservation activities including grind and overlay, crack sealing.	Citywide	2024-2029 CIP (RD-203)				X	\$8,000,000
Citywide Enhanced Striping Program	Install enhanced striping improvements (profiled double yellow centerlines, two-way left turn lane lanes, lane lines, and edgelines) along roadways identified in the LRSP.	Citywide	Local Roadway Safety Plan		X			\$1,315,000
Local Road Safety Plan	Update LRSP with recent collision data, identify safety concerns and countermeasures, prep for grant opportunities, implement improvements.	Citywide	2024-2029 CIP (RD-204)		X			\$350,000
Active Transportation Plan	Create an Active Transportation Plan providing a detailed analysis of the City's pedestrian and bicycle network. Include a detailed evaluation of how to incorporate active transportation improvements into limited ROW roadways; development of separate bicycle/pedestrian LOS standards; develop LTS standards for the City.	Citywide	LOS analysis		X	X	X	\$400,000
Traffic Calming Program	Create Traffic Calming Program with stakeholder engagement, update code, notify public, implement.	Citywide	2024-2029 CIP (RD-205)		X	X	X	\$400,000
Planning and Maintenance								\$12,475,000
Active Transportation								
Active Transportation				Project Elements				2024 Revised Costs
Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	
16th Street NE Multi-Use Path	Construction of an MUP to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-01)		X	X	X	\$4,495,000
Hartford Drive - Neighborhood Connector	Install 12' multi-use path adjacent to northbound travel lane between Grade Rd and 131st Ave NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-103 and CP-1475) Downtown Subarea Plan		X	X	X	\$3,320,000
N Lakeshore Dr Sidewalk (Main St to 123rd Ave NE)	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-06)		X	X	X	\$215,000
4th St NE Sidewalk (97th Dr to 98th Dr)	Construction of sidewalk and curb ramp improvements along 4th St between 97th Dr NE and 98th Dr NE.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-116)		X	X	X	\$665,000
99th Ave Pedestrian/Bicycle Improvements (4th St NE to Market Pl)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street NE and Market Place.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-117, CP-118)		X	X	X	\$1,055,000
99th Ave Pedestrian/Bicycle Improvements (4th St SE to 11th Pl SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street SE and 11th Place SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-120)		X	X	X	\$3,655,000
91st Ave SE Pedestrian/Bicycle Improvements (12th St SE to 20th St SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 12th Street SE and 20th Street SE.	TIZ 3 - South Lake Stevens	2024-2029 CIP (TBD-05)		X	X	X	\$3,955,000
99th Ave SE Pedestrian/Bicycle Improvements (11th Pl SE to S Lake Stevens Rd)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 11th Pl SE and S Lake Stevens Road.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-1505)		X	X	X	\$4,280,000
20th St SE Sidewalk (Lake Stevens Rd to 122nd Ave)	Construction of sidewalk and curb ramp improvements along 20th St SE between S Lake Stevens Rd and 122nd Ave SE, including 8 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-1265)		X	X	X	\$4,820,000
S Lake Stevens Rd Multi-Use Path Phase II (SR 9 to 100th Dr)	Install a multi-use path along along S Lake Stevens Dr between SR 9 and 100th Dr SE.	TIZ 3 - South Lake Stevens	2024-2029 CIP (CP-1405) Trails Master Plan		X	X	X	\$3,670,000
117th Ave NE Sidewalk (20th to 26th St NE)	TBD sidewalk along one side of 117th Ave NE between 20th St and 26th St. Includes ROW and typical frontage improvements including stormwater.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-04)		X	X	X	\$1,665,000
116th Ave NE Sidewalk (20th to 26th St NE)	Sidewalk and curb ramp improvements along one side of 116th Ave NE between 20th St and 26th St	TIZ 1 - East Lake Stevens	LOS analysis		X	X	X	\$1,335,000
Soper Hill Sidewalk (Lake Drive to SR9)	TBD multi-use path along one side of Soper Hill Rd between Lake Dr and SR9. Includes ROW and typical frontage improvements including stormwater.	TIZ 2 - West Lake Stevens	2024-2029 CIP (TBD-07)	X	X	X	X	\$2,595,000
South Lake Stevens Multi-Use Path Phase III	Construction of MUP to connect pedestrian generators to the existing trail along Machias Cutoff (Lake Stevens Road to 123rd Avenue)	TIZ 3 - South Lake Stevens	2024-2029 CIP (TBD-18)		X	X		\$3,520,000
Machias Cutoff Sidepath (123rd Ave to Centennial Trail)	Install a sidepath along Machias Cutoff between 123rd Ave SE and the Centennial Trail.	TIZ 3 - South Lake Stevens	Trails Master Plan		X	X	X	\$655,000
123rd Ave NE Sidewalk (22nd St to N Lakeshore Dr)	Construction of sidewalk and curb ramp improvements along 123rd Ave between 22nd St NE and N Lakeshore Dr.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-102)		X	X	X	\$1,015,000

Streets and Roads				Project Elements				2024 Revised Costs
Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	
Lake View Dr Sidewalk (112th Dr to Callow Rd)	Construction of sidewalk and curb ramp improvements along Lake View Dr between 112th Dr and Callow Rd.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-108)		X	X	X	\$4,390,000
Lake Dr Sidewalk (Lundeen Pkwy to 28th St)	Construction of sidewalk and curb ramp improvements along Lake Dr between Lundeen Pkwy to 28th St.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-111)		X	X	X	\$2,180,000
32nd St Sidewalk (Grade Rd to 118th Dr)	Construction of sidewalk and curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-121)		X	X	X	\$665,000
8th St SE Sidewalk (79th Ave to 91st Ave)	Construction of sidewalk and curb ramp improvements along 8th St SE between 79th Ave SE and 91st Ave SE, including 2 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-136S)		X	X	X	\$3,705,000
79th Ave SE Sidewalk (8th St to 16th St)	Construction of sidewalk and curb ramp improvements along 79th Ave SE between 8th St SE and 16th St SE, including 6 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-123, CP-144S, CP145S)		X	X	X	\$4,205,000
Vernon Rd Sidewalk (12th Pl to 15th St)	Construction of sidewalk and curb ramp improvements along Vernon Rd between 12th Pl NE and 15th St NE.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-125)		X	X	X	\$895,000
83rd Ave Sidewalk (20th St to 17th St)	Construction of sidewalk improvements along 83rd Ave NE between 20th St SE and 17th St SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-129S)		X	X	X	\$1,225,000
99th Ave Sidewalk (Sunnycrest Elementary to 30th St)	Construction of sidewalk and curb ramp improvements along 99th Ave NE between Sunnycrest Elementary School and 30th St NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-135S)		X	X	X	\$1,890,000
30th St NE Sidewalk (99th Ave to Callow Rd)	Construction of sidewalk and curb ramp improvements along 30th St NE between 99th Ave NE and Callow Road, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-137S)		X	X	X	\$1,830,000
Cedar Rd Sidewalk (20th St to 30th St)	Construction of sidewalk and curb ramp improvements along Cedar Rd between 20th St NE and 30th St NE, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-138S)		X	X	X	\$5,020,000
Lakeshore Dr Sidewalk (123rd Ave to Lakeshore Swim Beach)	Construction of multiuse path and curb ramp improvements along N Lakeshore Dr between 123rd Ave NE and N Lakeshore Swim Beach, including 2 RRFB crosswalk improvements..	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-142S)		X	X	X	\$1,815,000
N Lakeshore Dr Sidewalk (Mitchell Rd to 114th Dr)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between Mitchell Rd and 114th Dr NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-143S)		X	X	X	\$2,340,000
Frontier Circle Sidewalk (Frontier Circle E to 11th St)	Construction of sidewalk and curb ramp improvements along Frontier Circle between Frontier Circle E and 11th St SE.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-146S)		X	X	X	\$1,475,000
118th Ave Sidewalk (2nd St SE to 9th Pl SE)	Construction of sidewalk and curb ramp improvements along 118th Ave SE between 2nd Street SE and 9th Place SE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-148S)		X	X	X	\$6,265,000
E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	Construction of a multi-use path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-149S)		X	X	X	\$5,575,000
Lundeen Pkwy Non-Motorized Improvements (Lake Drive and 101st Ave NE)	Install a multi-use trail along Lundeen Pkwy between Lake Drive and 101st Ave NE.	TIZ 2 - West Lake Stevens	Trails Master Plan		X	X	X	\$460,000
Vernon Rd/Lakeshore Dr Non-Motorized Improvements (Lakeview Dr to 123rd Ave)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway. Traffic calming measures are recommended for the corridor as well.	TIZ 1 - East Lake Stevens	Trails Master Plan		X	X	X	\$1,490,000
Davies Rd Non-Motorized Improvements (Vernon Rd to Lake Stevens Rd)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens & TIZ 3 - South Lake Stevens	Trails Master Plan		X	X	X	\$1,670,000
Vernon Rd Non-Motorized Improvements (15th St to Lundeen Pkwy)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	Trails Master Plan		X	X	X	\$470,000
Everett Rd Sidewalk (SR 204 to 79th Ave)	Construction of sidewalk and curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 3 - South Lake Stevens	LOS analysis		X	X	X	\$445,000
122nd Ave/123rd Ave Sidewalk (4th St NE to Machias Cutoff)	Construction of sidewalk and curb ramp improvements along 122nd Avenue SE and 123rd Avenue SE between 4th Street NE and 20th Street SE.	TIZ 3 - South Lake Stevens	LOS analysis		X	X	X	\$3,685,000
4th St NE/Purple Pennant Rd Sidewalk (Lake Stevens Rd to 5th Pl NE)	Construction of sidewalk and curb ramp improvements along 4th Street NE and Purple Pennant Road between Lake Stevens Road and 5th Place NE.	TIZ 1 - East Lake Stevens	LOS analysis		X	X	X	\$940,000
Marysville Connector	Multi-use path along 10th St NE west of Lundeen Parkway, connecting with an off-street trail along the existing utility corridor west of 83rd Ave NE. This connection would extend into the City of Marysville.	TIZ 2 - West Lake Stevens	Trails Master Plan			X		\$1,085,000
Total active transportation								\$94,635,000

Surface Water

Surface Water			Project Elements					
Project No ID	Title and Location	Project Description	Fish Passage & Habitat Enhancement	Stormwater Detention & Treatment	Stormwater Infrastructure Preservation	Floodplain & Storm Flow Capacity	2022 Total Project Cost	2024 Total Project Cost
SW-101	Weir Replacement	Replacement of the weir at the outlet of Lake Stevens with a structure that provides fish passage and controls the lake level at a desired target.	X		X	X	\$ 952,500	\$ 1,240,000
SW-102	10th/79th Storm Line Replacement	Replacement of inadequately sized stormwater pipes and structures with structures/pipes to convey the significant quantity of water in this area.		X	X	X	\$ 508,000	\$ 550,000
SW-103	99th Ave SE/4th St. SE Culvert Feasibility	Design & feasibility of a fish barrier culvert replacement project at 99th Ave SE/4th St. SE.	X		X	X	\$ 1,905,000	\$ 2,040,000
SW-104	Bridge 06 Replacement - 36th Street NE	Replacement of Bridge 06 to ensure safe access to the Hartford Industrial area by commercial traffic.	X	X	X	X	\$ 3,175,000	\$ 7,100,000
SW-105	20th Street NE Culvert Replacement/Channel realignment	Lower Stevens Creek Phase 2A: Replacing the 20th Street NE culvert with a bridge and stream realignment reduces downtown flooding risk.	X		X	X	\$ 4,164,000	\$ 6,000,000
SW-106	Hartford Crossing - New and Channel realignment	Lower Stevens Creek Phase 1B: Construct new bridge on Hartford Drive and stream restoration through the wetland north of Hartford.	X	X	X	X	\$ 6,995,000	\$ 10,600,000
SW-107	18th Street NE Culvert Replacement/realignment	Lower Stevens Creek Phase 2B: Removal of the 18th Street NE culvert, roadway modifications, and new/restored stream alignment to 20th Street NE.	X		X	X	\$ 1,270,000	\$ 5,000,000
SW-108	36th Street NE Culvert Replacement - Fish Passable	Replace the fish barrier culvert at 36th Street NE that conveys a tributary to Catherine Creek.	X		X	X	\$ 762,000	\$ 820,000
SW-109	Regional Stormwater Facility Downtown	Construct a regional stormwater facility in downtown Lake Stevens to encourage commercial growth and correct stormwater deficiencies.		X	X	X	\$ 1,270,000	\$ 1,360,000
SW-110	Regional Stormwater Facility Hartford Industrial	Construct a regional stormwater facility in adjacent to Hartford Drive to encourage industrial growth and correct stormwater deficiencies.		X	X	X	\$ 1,270,000	\$ 1,360,000
SW-111	Catherine Creek/Hartford Crossing Replacement	Lower Stevens Creek Phase 1A: Replace fish passage barrier culvert on Catherine Creek at Hartford Dr. for restored channel realignment.	X		X	X	\$ 3,175,000	\$ 3,400,000
SW-112	Original Outlet Channel Restoration	Lower Stevens Creek Phase 3: New bridge at Main St. and restoration of Lower Stevens Creek and floodplain with regional treatment facility.	X	X	X	X		\$ 7,500,000
Total Cost							\$ 25,446,500	\$ 46,970,000

Parks and Recreation									
Parks and Recreation				Project Elements					
City Project No.	Title and Location	Project Description	Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access	2022 Total Project Cost
PR-100	Frontier Heights Phase II	Design and construction of a multiuse athletic field, drainage and parking lot improvements and pickleball courts.	Remodel	Neighborhood		X			\$ 2,550,000
PR-101	Mill Spur Concession/Restroom	Construct a restroom and concession building on Mill Spur.	Development	Neighborhood					\$ 500,000
PR-102	Eagle Ridge Park Phase II	Design and construct an amphitheater, playground, restrooms, parking and frontage improvements.	Remodel	Community			X		\$ 4,165,000
PR-104	Cedarwood Property	Construct a recreational space by renovating an existing building that previously served this purpose.	Development	Mini					\$ 1,650,000
PR-105	North Cove Pedestrian Bridge	Construct abutments and place previously purchased pedestrian bridge over the Lake Stevens outlet channel between North Cove Park and North Lakeshore Drive.	Development	Neighborhood					\$ 100,000
PR-107	North Cove Marina Feasibility and Marine Unit Relocation	Relocate police/fire boats, feasibility study in 2024. Replace dock and moorage structure.	Renovation	Neighborhood				X	\$ 3,200,000
	North Cove Low Float Dock	Replace low float dock with abutment.	Renovation	Neighborhood				X	\$ 150,000
PR-108	Frontier Heights Phase III	Construction of a labyrinth exercise equipment and a sensory garden with associated pedestrian connections.	Remodel	Neighborhood		X			\$ 250,000
PR-109	West Lake Park and Bayview Trail	20th Street Ballfields, Dog Park, Playground Phase 1 Trail 20th to 8th Streets, 2 Parking Lots.	Remodel & Development	Neighborhood	X	X	X		\$ 1,900,000
PR-110	Eagle Ridge Property Acquisition	Acquire residential property adjacent to Eagle Ridge Park.	Acquisition	Community					\$ 935,000
PR-112	Park Acquisition - South Lake Stevens	Identify locations for and acquire lands for a neighborhood level park in the southeastern part of the city, and develop a new park.	Acquisition	TBD					\$ 5,000,000
PR-113	Davies Beach Pier Restoration	Restore the pier with new decking, piling repairs as needed. Pier area is 5,500 sq. ft.	Renovation	Neighborhood				X	\$ 400,000
PR-114	Centennial Woods	Improve trails.	Renovation	Neighborhood	X				\$ 200,000
	Pump Track and Climbing	Find location to construct a pump track and climbing walls.	Development	TBD		X			\$ 1,100,000
PR-116	Bonneville Ballfields	Replace the field surface and renovate the athletic field amenities.	Renovation	Special Use		X			\$ 950,000
PR-117	Mini-Park Restoration	Restoration program for mini-parks throughout the City. Mini-parks typically have playgrounds that need to be replaced or repaired. This is recurring annual funding.	Renovation	Mini			X		\$ 100,000
PR-203	Lake Stevens Bayview Connector Phase 1	8th St SE to SR 204, coordination with City of Marysville for Bayview Connector.	Development	Trail	X				\$ 4,400,000
PR-204	Lake Stevens Bayview Connector Phase 2	SR 204 to 17th St NE, coordination with City of Marysville for Bayview Connector.	Development	Trail	X				\$ 1,754,529
PR-205	Lake Stevens Bayview Connector Phase 3	17th St NE to Soper Hill Rd, coordination with City of Marysville for Bayview Connector.	Development	Trail	X				\$ 4,873,030
	Lake Stevens Bayview Connector Phase 4	20th & 83rd Ave NE to Marysville Connection.	Development	Trail	X				\$ 1,200,000
	Davies Dock Boat Launch Repair	Fix undermining and moving ramp pieces.	Repairs	Neighborhood				X	\$ 85,000
PR-207	North Cove Parking Lot	Repurpose and/or remove administrative buildings and construct new parking lot.	Renovation	Neighborhood					\$ 571,500
	Playground Replacement	Replace a playground in a mini-park.	Replacement	Mini			X		\$ 100,000
	Davies Beach Restroom Building	Remodel or replace the restrooms to meet ADA accessibility.	Renovation	Neighborhood					\$ 600,000

	Frontier Heights Restroom	New restroom building to replace portable toilet.	Renovation	Neighborhood					\$ 150,000
	Davies Beach Parking Lot	Repave and strip parking lot to improve configuration for boat trailers.	Renovation	Neighborhood					\$ 500,000
								Total Cost	\$ 36,034,059

Facilities and Utilities

Facilities and Utilities			Project Elements			
City Project No.	Title and Location	Project Description	Community / City Need	Equity	Sustainability	2022 Total Project Cost
FC-101	Museum	Design and construct a museum building on Mill Spur adjacent to the Grimm House.				\$ 3,300,000
FC-102	Municipal Service Campus	Redevelop the campus at South Lake Stevens to include a City Hall and Council Chambers, includes design, tenant improvements and site improvements				\$ 3,007,000
FC-103	Police Station HVAC	LSPD facility was purchased in 2019 and remodeled. The life span on the current HVAC and air conditioning units have met their lifespan and are failing in the Administration/Operations Building. The training center systems were replaced shortly after occupancy. Project includes four AC units and four furnaces.				\$ 63,500
FC-104	Library HVAC and Paint	Replace the HVAC system and paint the city-owned building that is occupied by Sno-Isle Library.				\$ 88,900
FC-105	Eagle Ridge Storage Building	Restore/remodel the storage facility at Eagle Ridge Park for use by the Parks Department.				\$ 75,000
FC-106	Lundeen Park Recreation Building Remodel	Remodel the Lundeen Park recreation building for use by vendors and the Parks Department. This project includes security and IT upgrades.				\$ 300,000
FC-107	1819 South Lake Stevens Road - Commercial Building Paint and Remodel	Paint the exterior of the building. Minor remodel of the building including replacement/repair of aging HVAC system and other appliances. This project includes replacement of the eastern fire escape stairway.				\$ 50,800
FC-108	Security Cameras	Procure and install cameras on municipal facilities to improve security.				\$ 63,500
FC-109	Refueling Station Cover and Structure	Construct a ~1,200 square foot roof/cover structure over the refueling station at the PW Shop. This is a requirement of the City's NPDES permit.				\$ 45,720
FC-111	Additional PW Shop Building Feasibility/Preliminary Design	Prepare feasibility report and preliminary design for additional public works shop building at current shop location.				\$ 100,000
FC-112	131st Ave NE Sewer Extension	Construct 1,110 linear feet of sewer main beneath 131st Ave NE and connect public works shop to public sewer. Costs will be shared with the Lake Stevens Sewer District. This cost estimate is 50% share. Widen existing roadway to the west to accommodate curb and gutter, 8' wide bioretention swale, and 8' wide multi-use sidewalk				\$ 3,050,000
FC-114	Machias Lift Station & Sewer Connection	Design and construct a lift station to serve the eastern side of the Lake Stevens Industrial Center. Construct ~480 linear feet of sewer main along City property, between 131st Ave NE and Machias Rd.				\$ 2,470,000
FC-115	Water Main Extension - 20th Street SE between 91st Street SE and 79th Street SE	Installation of ~4,000 linear feet water main on the south side of 20th Street SE providing water service for commercial and residential customers. Water main will reduce roadway cuts across recently improved road. 2023 funding will be used for feasibility.				\$ 100,000
					Total Cost	\$ 12,714,420

Table 9.2 - 6-Year CIP

Street and Roads					Project Elements				2024 Revised Costs
City Project No.	Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	
RD-105	125th Ave NE/18th St NE/20th St NE Downtown Roadway Improvements	Upgrade road to two 10' travel lanes, 8' parking on both sides, 5' planters and 5' sidewalks.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-105)	X	X	X	X	\$5,530,000
	20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to two 10' travel lanes, 8' parking on one side, 4' landscaping on both sides, a 10' multi-use path on one side, and a 6' sidewalk on one side.	TIZ 1 - East Lake Stevens	Downtown Subarea Plan		X	X	X	\$12,810,000
RD-104	Grade Road - Boulevard		TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-104)	X	X	X	X	\$38,955,000
	SR 92 Access Improvements (Grade Road)	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay	TIZ 1 - East Lake Stevens	Downtown Subarea Plan	X	X			\$4,500,000
RD-102	91st Ave NE Commercial Revitalization Phase I	Market Place to SR 204, upgrade road with custom road profile to support multimodal travel between Market Place to SR 204.	TIZ 2 - West Lake Stevens	2024-2029 CIP (RD-102I)	X	X	X	X	\$3,870,000
	91st Ave NE Commercial Revitalization Phase II	SR 204 to Frontier Circle, road with custom road profile to support multimodal travel between SR 204 to Frontier Circle.	TIZ 2 - West Lake Stevens	2024-2029 CIP (RD-102II)	X	X	X	X	\$1,105,000
RD-100	79th Ave SE Access Road	Construct new roadway including bike lane, two travel lanes, landscape strips and sidewalks for through road to Cavalero Mid-High School.	TIZ 3 - South Lake Stevens	2024-2029 CIP (RD-100)	X	X	X	X	\$3,195,000
RD-110	99th/20th U-turn Channelization	Rechannelize 20th Street SE to allow for U-turns at the intersection of 20th Street SE/99th Ave SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (RD-110)	X				\$35,000
	Pavement Preservation Program	Annual pavement preservation activities including grind and overlay, crack sealing.	Citywide	2024-2029 CIP (RD-203)				X	\$8,000,000
	Traffic Calming Program	Create Traffic Calming Program with stakeholder engagement, update code, notify public, implement.	Citywide	2024-2029 CIP (RD-205)		X	X	X	\$400,000
									\$8,400,000

Street and Roads					Project Elements				2024 Revised Costs
City Project No.	Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets	
CP-101	16th Street NE Multi-Use Path	Construction of an MUP to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-01)		X	X	X	\$4,495,000
CP-123 / CP-1445	79th Ave SE Sidewalk (8th St to 16th St)	Construction of sidewalk and curb ramp improvements along 79th Ave SE between 8th St SE and 16th St SE, including 6 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-123, CP-1445, CP1455)		X	X	X	\$4,205,000
CP-1495	E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	Construction of a multi-use path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1495)		X	X	X	\$5,575,000
									\$14,275,000

Surface Water								
Surface Water			Project Elements					
Project No ID	Title and Location	Project Description	Fish Passage & Habitat Enhancement	Stormwater Detention & Treatment	Stormwater Infrastructure Preservation	Floodplain & Storm Flow Capacity	2024 Total Project Cost	Please check this column if this is a 6 year CIP project
SW-101	Weir Replacement	Replacement of the weir at the outlet of Lake Stevens with a structure that provides fish passage and controls the lake level at a desired target.	X		X	X	\$ 1,240,000	X
SW-103	99th Ave SE/4th St. SE Culvert Feasibility	Design & feasibility of a fish barrier culvert replacement project at 99th Ave SE/4th St. SE.	X		X	X	\$ 2,040,000	X
SW-104	Bridge 06 Replacement - 36th Street NE	Replacement of Bridge 06 to ensure safe access to the Hartford Industrial area by commercial traffic.	X	X	X	X	\$ 7,100,000	X

SW-105	20th Street NE Culvert Replacement/ Channel realignment	Lower Stevens Creek Phase 2A: Replacing the 20th Street NE culvert with a bridge and stream realignment reduces downtown flooding risk.	X		X	X	\$ 6,000,000	X
SW-106	Hartford Crossing - New and Channel realignment	Lower Stevens Creek Phase 1B: Construct new bridge on Hartford Drive and stream restoration through the wetland north of Hartford.	X	X	X	X	\$ 10,600,000	X
SW-107	18th Street NE Culvert Replacement/ realignment	Lower Stevens Creek Phase 2B: Removal of the 18th Street NE culvert, roadway modifications, and new/restored stream alignment to 20th Street NE.	X		X	X	\$ 5,000,000	X
SW-108	36th Street NE Culvert Replacement - Fish Passable	Replace the fish barrier culvert at 36th Street NE that conveys a tributary to Catherine Creek.	X		X	X	\$ 820,000	X
SW-111	Catherine Creek/Hartford Crossing Replacement	Lower Stevens Creek Phase 1A: Replace fish passage barrier culvert on Catherine Creek at Hartford Dr. for restored channel realignment.	X		X	X	\$ 3,400,000	X
Total Cost							\$ 36,200,000	

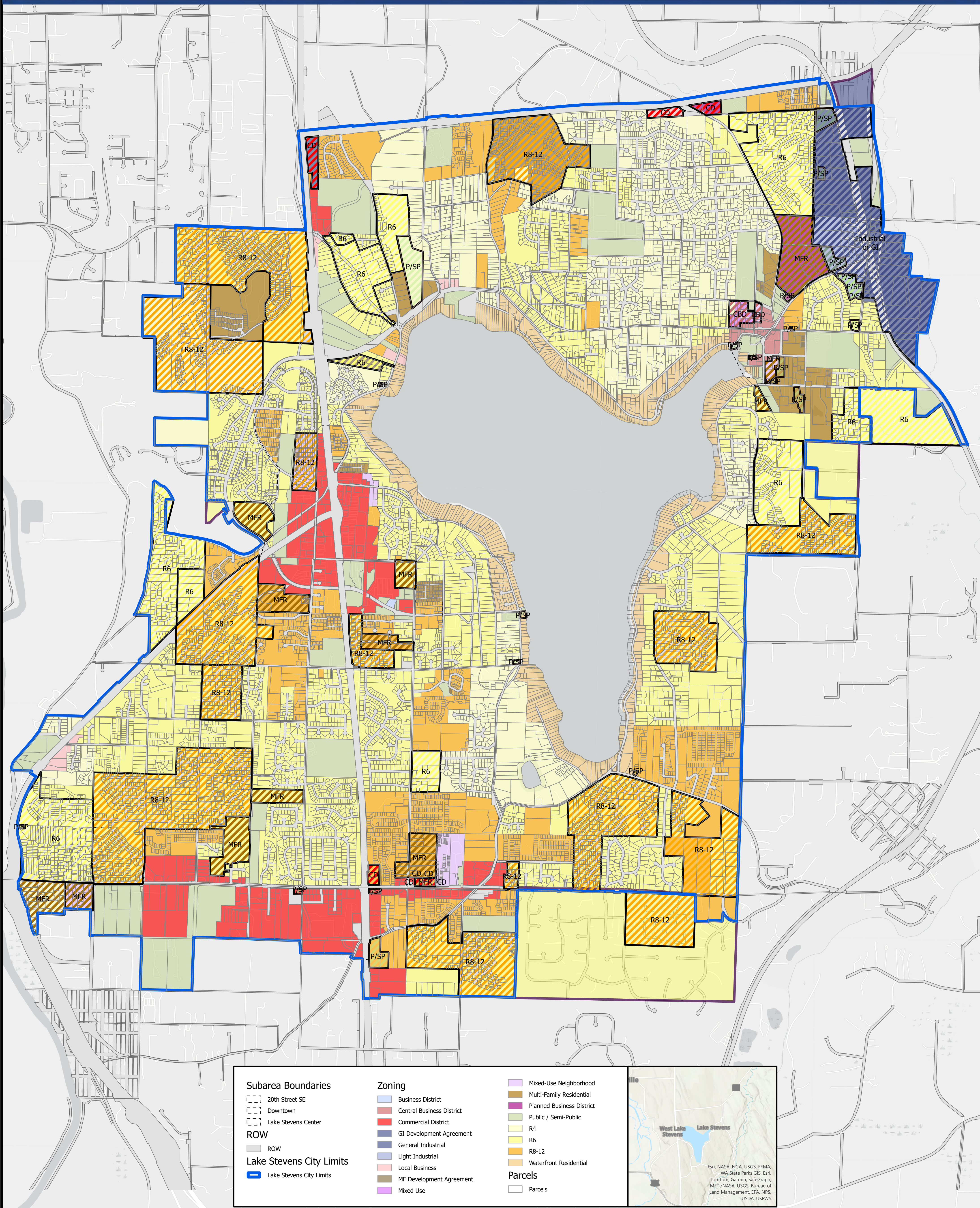
Parks and Recreation

Parks and Recreation										
Parks and Recreation				Project Elements						
City Project No.	Title and Location	Project Description	Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access	2024 Total Project Cost	Please check this column if this is a 6 year CIP project
PR-100	Frontier Heights Phase II	Design and construction of a multiuse athletic field, drainage and parking lot improvements and pickleball courts.	Remodel	Neighborhood		X				X
PR-102	Eagle Ridge Park Phase II	Design and construct an amphitheater, playground, restrooms, parking and frontage improvements.	Remodel	Community			X		\$ 2,550,000	X
PR-104	Cedarwood Property	Construct a recreational space by renovating an existing building that previously served this purpose.	Development	Mini					\$ 1,650,000	X
PR-109	West Lake Park and Bayview Trail	20th Street Ballfields, Dog Park, Playground Phase 1 Trail 20th to 8th Streets, 2 Parking Lots.	Remodel & Development	Neighborhood	X	X	X		\$ 1,900,000	X
PR-114	Centennial Woods	Improve trails.	Renovation	Neighborhood	X				\$ 200,000	X
	Pump Track and Climbing	Find location to construct a pump track and climbing walls.	Development	TBD		X			\$ 1,100,000	X
PR-116	Bonneville Ballfields	Replace the field surface and renovate the athletic field amenities.	Renovation	Special Use		X			\$ 950,000	
	Davies Dock Boat Launch Repair	Fix undermining and moving ramp pieces.	Repairs	Neighborhood				X	\$ 85,000	X
Total Cost									\$ 8,435,000	

Facilities and Utilities

Facilities and Utilities			Project Elements				Please check this column if this is a 6 year CIP project
City Project No.	Title and Location	Project Description	Community / City Need	Equity	Sustainability	2024 Total Project Cost	
FC-101	Museum	Design and construct a museum building on Mill Spur adjacent to the Grimm House.				\$ 3,300,000	X
FC-102	Municipal Service Campus	Redevelop the campus at South Lake Stevens to include a City Hall and Council Chambers, includes design, tenant improvements and site improvements				\$ 3,007,000	X
FC-103	Police Station HVAC	LSPD facility was purchased in 2019 and remodeled. The life span on the current HVAC and air conditioning units have met their lifespan and are failing in the Administration/Operations Building. The training center systems were replaced shortly after occupancy. Project includes four AC units and four furnaces.				\$ 63,500	X
FC-104	Library HVAC and Paint	Replace the HVAC system and paint the city-owned building that is occupied by Sno-Isle Library.				\$ 88,900	X
FC-105	Eagle Ridge Storage Building	Restore/remodel the storage facility at Eagle Ridge Park for use by the Parks Department.				\$ 75,000	X
FC-106	Lundeen Park Recreation Building Remodel	Remodel the Lundeen Park recreation building for use by vendors and the Parks Department. This project includes security and IT upgrades.				\$ 300,000	X
FC-107	1819 South Lake Stevens Road - Commercial Building Paint and Remodel	Paint the exterior of the building. Minor remodel of the building including replacement/repair of aging HVAC system and other appliances. This project includes replacement of the eastern fire escape stairway.				\$ 50,800	X
FC-108	Security Cameras	Procure and install cameras on municipal facilities to improve security.				\$ 63,500	X
FC-111	Additional PW Shop Building Feasibility/Preliminary Design	Prepare feasibility report and preliminary design for additional public works shop building at current shop location.				\$ 100,000	X
FC-114	Machias Lift Station & Sewer Connection	Design and construct a lift station to serve the eastern side of the Lake Stevens Industrial Center. Construct ~480 linear feet of sewer main along City property, between 131st Ave NE and Machias Rd.				\$ 2,470,000	X
FC-115	Water Main Extension - 20th Street SE between 91st Street SE and 79th Street SE	Installation of ~4,000 linear feet water main on the south side of 20th Street SE providing water service for commercial and residential customers. Water main will reduce roadway cuts across recently improved road. 2023 funding will be used for feasibility.				\$ 100,000	X
					Total Cost	\$ 9,618,700	

Proposed Zoning Changes



Subarea Boundaries

- 20th Street SE
- Downtown
- Lake Stevens Center

ROW

- ROW

Lake Stevens City Limits

- Lake Stevens City Limits

Zoning

- Business District
- Central Business District
- Commercial District
- GI Development Agreement
- General Industrial
- Light Industrial
- Local Business
- MF Development Agreement
- Mixed Use

Parcels

- Parcels

Other

- Mixed-Use Neighborhood
- Multi-Family Residential
- Planned Business District
- Public / Semi-Public
- R4
- R6
- R8-12
- Waterfront Residential

West Lake Stevens, Lake Stevens

Esri, NASA, NGA, USGS, FEMA, WA State Parks GIS, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA, USFWS



0 0.25 0.5 Miles

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REVISION DATE: