



SOUTH KINCAID SUBAREA PLAN

ADOPTED APRIL 25, 2018





Figure 1. Violet plant in the Subarea.

A Subarea Plan is a detailed plan for a neighborhood, corridor, downtown, or other district. Guided by the Mount Vernon Comprehensive Plan, it is an opportunity to build on a subarea's unique attributes and develop an integrated and thoughtful strategy to direct growth.



SOUTH KINCAID SUBAREA PLAN

PREPARED FOR THE CITY OF MOUNT VERNON, WA

BY: MAKERS ARCHITECTURE AND URBAN DESIGN

ECONORTHWEST

TRANSPORTATION SOLUTIONS, INC

ADOPTED APRIL 25, 2018

Cover image: looking north along the rail line that bisects the Subarea.

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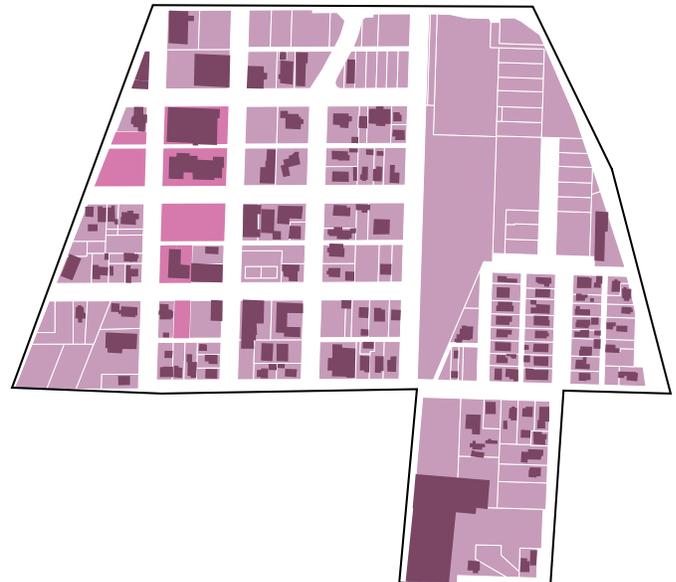


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Figure 2. South Kincaid Subarea boundary and context.



Introduction

“Mount Vernon is committed to being proactive, rather than reactive, in managing growth within the City. The City will adopt and emphasize strategies that promote the City’s rich history, natural and man-made beauty, along with its environmental and cultural resources. Emphasis will be placed on creating and promoting land uses that will help to balance land uses where people live, work, and recreate.” - Comprehensive Plan Land Use Vision

OVERVIEW

At roughly sixty acres abutting the southern edge of Downtown, the South Kincaid Subarea (Figure 2 and Figure 3) represents the opportunity for residents to guide the future of Mount Vernon. The site holds a number of valuable opportunities for development within a five-minute walk to major corridors, a regional rail station, and the waterfront.

Mount Vernon represents a midpoint along the “Cascadia Innovation Corridor” between Seattle, WA and Vancouver, BC. The city is projected to see a 35% population increase over the coming decade, much of it from retirees and families escaping the rising cost of living in the region’s metropolitan areas, or relocating from other states. The South Kincaid Subarea is well-positioned to absorb some of that growth.

Mount Vernon values its agricultural heritage, strong sense of community, and abundant natural landscapes that gave rise to the thriving city more than a century and a half ago. Today, following the Great Recession, the city is ready to move forward in a way that promotes its history, builds upon existing economies, and adds community-focused amenities and contextually sensitive design solutions.

PURPOSE OF A SUBAREA PLAN

The Mount Vernon Comprehensive Plan (the Plan) is a long-range policy tool that focuses on community-wide goals and issues surrounding growth, conservation, and economic opportunity. Mount Vernon comprises a number of smaller districts and neighborhoods (subareas), each with its own set of unique attributes, issues, challenges, and opportunities which contribute to the city as a whole. This South Kincaid Subarea Plan will help the residents and businesses direct how their area should achieve Comprehensive Plan goals, while addressing the Subarea’s unique constraints and opportunities. These include guiding development of vacant parcels, adding open space, and improving walkability.

The South Kincaid Subarea Plan is coordinated with the following efforts:

- + The Skagit County Comprehensive Plan
- + The Mount Vernon Comprehensive Plan
- + Capital Improvement Plan
- + Downtown Catalyst Site Study

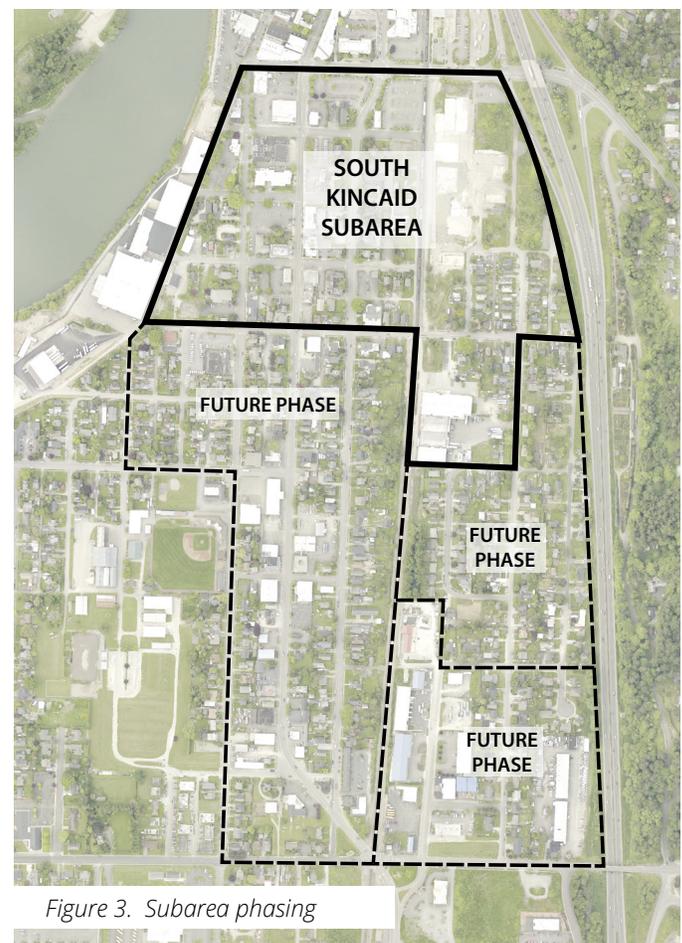


Figure 3. Subarea phasing

Figure 4. Aerial view of the Subarea and Downtown



APPROACH

The South Kincaid Subarea Plan lays the groundwork for increased economic opportunities, equitable services, and environmental and financial sustainability over the long term. It articulates community assets and challenges, projects the community wants to accomplish, goals and policies that reflect priorities, and targeted implementation strategies.

The Subarea Plan is based on an understanding of current real estate market drivers, population trends, community goals, and the City's needs. These fundamentals and inclusive public engagement are the focus of the Plan.

The Plan:

- + Assesses trends in the region and Mount Vernon to understand current market conditions. This includes the analysis of local absorption, rents, and vacancies for commercial, multifamily, and retail uses. From there, it provides perspectives on the development feasibility for rehabilitation and new construction.

- + Engages local residents, business community, and land owners to build support for the vision and guide the Subarea Plan. Interviews and working sessions with citizens, property owners, planning commissioners, city council members, and partner agency representatives were used to gather information, provide feedback, and generate ideas.
- + Develops a successful Subarea Plan that melds community aspirations with the market realities.

It sets the stage for a dynamic area that supports Downtown, fits within the region's evolving economic context, and improves the environment for its residents, employees, and visitors.



PROCESS

Following the project kickoff, an in-depth inventory and analysis of physical, historic, and market conditions was conducted with support from the City of Mount Vernon, ECONorthwest, and Transportation Solutions Inc. (TSI). ECONorthwest prepared the existing market assessment (Appendix D) of demographic, supply, and real estate trends. TSI provided baseline transportation study which includes level-of-service ratings from key intersections and a corridor improvements study for South Kincaid Street and on-street parking analysis (Appendices E and G).

The inventory and analysis portion laid the groundwork for a public outreach process that included stakeholder interviews, three community workshops, and a design charrette (Appendices A, B, and C). Ultimately, community and stakeholder feedback provided the framework for the Plan's final recommendations, including code updates parcel zoning changes, and future design studies.

The Plan recommendations will spur development and infrastructure improvements, and will not have an adverse impact on the environment (Appendix H).

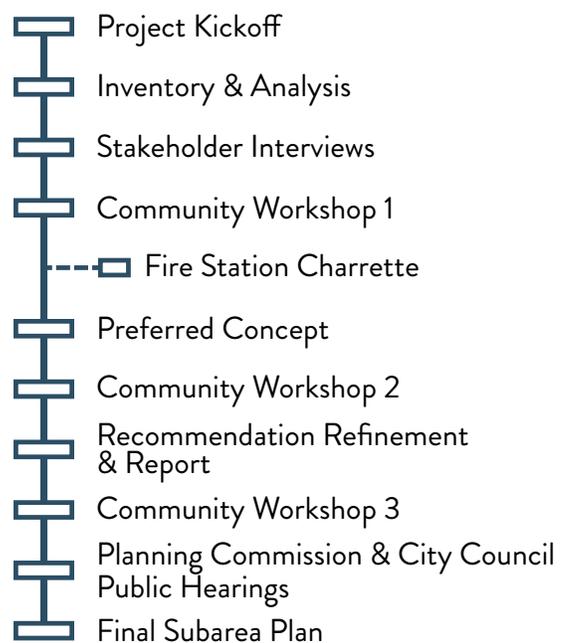


Figure 5. Subarea Plan process diagram.

Figure 6. California poppies growing along Section Street.



Inventory & Analysis

“The City will develop and contribute to a well-designed transportation system through reasonable, planned, economically feasible transportation improvements for motorists, pedestrians, bicyclists, transit riders and commercial vehicles that support adopted land use plans, protect and improve business access, and protect and enhance the City’s neighborhoods.” - Comprehensive Plan Transportation Vision

BACKGROUND

Mount Vernon, located in Skagit County about 60 miles north of Seattle and 130 miles south of Vancouver, was home to Upper Skagit Indian Tribe long before the first Europeans began arriving in the late 1700s. The first permanent settlers arrived in the mid-1800s, shortly before Mount Vernon was founded and named in 1877.

With a bustling population supported by logging and mining to the east and farming in the fertile Skagit River Valley, Mount Vernon became the Skagit County seat in 1884. In recent years, Mount Vernon's economy has become more diversified, and major employers now include agricultural processing plants, Skagit County Hospital, Skagit Valley College, and local and county governments.

Although slower to recover than other portions of the county, projections indicate that all sectors of the Mount Vernon economy are growing. In addition, population projections indicate an influx (35%) of new residents in the coming decades.

LAND USE PATTERNS

The City's land use patterns have, over time, been heavily influenced by the location of the Skagit River, the Burlington Northern and Santa Fe (BNSF) Railroad, Interstate-5, and large topographic variances. The City's first business district was formed on the east side of the river where the Historic Downtown District exists today (generally between Division and Kincaid Streets, just north of the Subarea). Natural disasters such as floods and fires pushed residential growth to higher elevations away from the Downtown. These land use patterns still persist. The completion of the flood wall downtown along the river will provide the necessary infrastructure to allow major portions of Downtown and the Subarea to be removed from the floodplain, reducing many of the permitting and structural requirements that may have impeded development opportunities in the past.

DEMOGRAPHICS

Mount Vernon is expected to add over 12,000 residents in the next 20 years with approximately 500 projected in the Subarea. Within Skagit County, Mount Vernon's share of the future population, 30 percent, is significantly higher than the next two highest jurisdictions combined, Sedro Woolley (13 percent) and Anacortes (17 percent). This population growth will fuel the need for new housing and commercial development. The City is anticipating this growth and planning accordingly through its Comprehensive Plan. The Plan indicates the City will need to add over 4,500 housing units by the year 2036 to meet residential demand.

The Buildable Lands Analysis and Capacity (Appendix F) considers existing development and makes conservative assumptions regarding the location and extent of future street systems, stormwater facilities, critical areas (wetlands, streams, steep slopes, floodways) and future land developed with public uses like municipal facilities, schools, parks, open spaces, and churches. It concludes that the City will be able to accommodate the number of homes necessary to meet population growth from 2016 to 2036. In fact, over 80% of the homes needed to house population growth could be located within existing city limits, presenting an opportunity for residential growth in the Subarea.

COMMUNITY ASSETS

The Mount Vernon core, including the South Kincaid Subarea, has a number of desirable amenities that provide current residents with entertainment, recreation, and opportunities to engage their community. These include the Skagit River and Park, Lincoln Theater, Celtic Arts Foundation, Waterfront Promenade, weekly farmer's market, library, and a number of restaurants and shops in the Downtown. The Downtown and Subarea also have government employment centers such as City Hall and Skagit County offices, in addition to the Co-Op and industrial employers Commercial Cold Storage and Schenk Packing. The Subarea houses a number of public health and human services, including the Friendship House, Mount Vernon Special Education School, Skagit County Public Defender, and Skagit County Public Health Department across Kincaid Street to the north.

TRANSIT NODES

The Subarea is bisected by a number of important regional transit and shipping corridors. Interstate 5, BNSF Railway, Skagit River, and Highway 536 either bisect the Subarea or form its boundaries.

The BNSF Railway moves both commuters and goods along the greater Cascade Corridor, from Eugene, OR to Vancouver, BC. The AMTRAK commuter rail station is located within a ten-minute walk of the Subarea center.

Interstate 5 provides direct access for visitors, goods and services, and offers high visibility into the Subarea. Highway 536 connects Interstate 5 through Downtown and on to Anacortes, Whidbey Island, and other Island County communities.

The Skagit River, although no longer an active shipping corridor, offers access to 150 miles of recreational boating and kayaking opportunities. In addition, a riverfront trail system is beginning to take shape, that will eventually provide pedestrians and cyclists with access to the waterfront and connection to popular regional roads and trails.

ACTIVITY CENTERS

Activity centers are areas of concentrated activity or uses. They can be beneficial to surrounding areas due to increased auto and foot traffic, and offer better activated and higher amenity public spaces. Mount Vernon has a number of activity centers, including Main Street, River Walk Park, the Co-Op, and City/County facilities. Within the Subarea, the City Hall, Public Works, and the Library creates an area of concentrated use.

The Historic Main Street District is a designation intended to spur excitement, rehabilitation, and a renewed interest in Main Street as the cultural and historic heart of Mount Vernon. Anchored by the popular Lincoln Theater, Figure 7 highlights how many of Main Street's building are prime for preservation and reuse—efforts already in progress with a select few. The South Kincaid Subarea is directly connected to Main Street through Cleveland Avenue.

River Walk Park has emerged as a major community draw since the completion of Phase II and opening in 2014. The park draws visitors from all over the region for craft fairs, live performances, and the Saturday farmer's market. When completed, Phase III will extend the park south to Kincaid Street, the northern boundary of the Subarea. This final phase, along with the completed sections of the accompanying trail system, will connect this activity center to South Kincaid.

Figure 7. Community assets map.



EDGEWATER PARK

SKAGIT RIVER

WATERFRONT PROMENADE
FLOOD WALL

MAIN ST
MONTGOMERY ST

DOWNTOWN

W GATES ST

MYRTLE ST

PINE ST

LINCOLN THEATRE

SKAGIT COUNTY SUPERIOR COURT

SKAGIT COUNTY SHERIFF

SKAGIT MULTIMODAL STATION

INTERSTATE 5

KINCAID ST

RED APPLE MARKET

BROADWAY ST

CITY HALL
FIRE STATION 1

CITY LIBRARY

SNOQUALMIE ST

COMMERCIAL COLD STORAGE

PUBLIC WORKS

FRIENDSHIP HOUSE

ALCOA SITE

MILWAUKEE ST

CELTIC ARTS

SECTION ST

POST OFFICE

AMTRAK CASCADES

SCHENK PACKING

6TH STREET PARK

PARK ST

HARRISON ST

CLEVELAND AVE

2ND ST

3RD ST

HAZEL ST

6TH ST

7TH ST

COMMUNITY ASSETS

- SUBAREA BOUNDARY
- PARCELS
- AMTRAK RAIL
- CITY-OWNED PARCELS
- COUNTY-OWNED PARCELS
- ELIGIBLE HISTORIC PROPERTY
- REGISTERED HISTORIC PROPERTY
- BUILDINGS

BUILT FORM

The South Kincaid Subarea contains a diverse array of building masses, architectural styles, and period representations. Much of the existing housing stock was constructed prior to 1970, with many fine examples of Victorian period styles, Arts and Crafts bungalows, and Art Deco. City-owned facilities, such as City Hall and Library add to the architectural diversity of the Subarea.

Building masses in the Subarea vary widely from single-story residential units, to half-block multi-story units along main arterial and collector streets (see images below). There are a number of multi-family buildings scattered through the site.



Figure 8. Significant architecture typologies in the Subarea.

Figure 9. Examples of architectural variation location map.



SUBAREA CONDITIONS

MARKET CONDITIONS

The South Kincaid Subarea is comprised of a mix of uses. The major activity in the area is commercial in nature, though residential uses occupy approximately 26 percent of area properties, with a mix of single- and multi-family housing. Government uses from city, county, and state agencies are also a significant presence. Mount Vernon’s City Hall, City Library, and Public Works department are all located in the Subarea. The full Market Conditions Analysis can be found in Appendix D.

The following are key findings from the market assessment:

- + The data shows that the Mount Vernon region is growing, albeit slowly. The region’s recovery from the Great Recession has been gradual, and by some measures, has even surpassed pre-recession levels. Commercial real estate vacancies are tightening—a sign that the market is improving. City and community stakeholders have mentioned that they have observed more adaptive reuse of existing buildings, one of the first indicators of new construction or redevelopment.
- + Strong conditions, like higher rents or employment growth, do not exist to spur major near-term redevelopment. However, there are trends, most notably population growth, that will create future demand for housing followed by commercial uses.
- + Development subsidized or transacted outside of current market bounds is always a possibility. If land is donated, a tenant is willing to pay more than current market rate, or there are financial incentives, then redevelopment could occur. This is likely the type of scenario that will need to encourage near term redevelopment of large, vacant, or underutilized sites.
- + Vacant and underutilized parcels that are accessible, low cost, and not too big are the best near term opportunity sites for redevelopment.

LAND USE & ZONING

Land use in the Subarea falls under four categories—Medium High-Density Multi-family, Government Center, Commercial/Industrial, and the most abundant, Downtown Retail/Support Commercial.

A diversity of uses is allowed under current zoning in the Subarea, including industrial, manufacturing, commercial, and multi-family residential as seen in Figure 11. Currently, a number of single-family units reside within the C-1 zone, several of which have been successfully converted into businesses and live-work units.

Under current Multi-family Residential (R-3) zoning, a minimum net density of 10 dwelling units per acre (du/acre) is required with a maximum net density of 12 du/ac. However, 15 du/acre is permitted if 50% of required parking spaces are located in an enclosed area beneath the habitable. Unlike most of the other residential zoning designations for Mount Vernon, R-3 has no minimum lot size requirements.

The Comprehensive Plan identifies a number of sites with commercial/industrial development potential, including the approximately 10 acres of vacant land east of the railway. Current C-2 zoning allows for high-intensity commercial and retail uses of this site.

The Subarea does not contain any sensitive habitat or critical area designations, although portions along the Skagit River are within Shoreline Management Act jurisdiction. In addition, the entire site is within the 100-year floodplain and has experienced severe flooding numerous times. To mitigate this, a flood wall and levee system has been constructed and spans from Lions Park south along the river to the wastewater treatment plant. Once the City’s Conditional Letter of Map Amendment (CLOMAR) and FEMA becomes a Letter of Map Amendment (LOMAR), portions of the Subarea will no longer be considered part of the 100-year floodplain, opening the site up to new development potential.

ZONING DESIGNATION	ACRES (IN SUBAREA)	MAXIMUM RESIDENTIAL DENSITY ALLOWED	SETBACK (FRONT/SIDE/REAR)	HEIGHT LIMIT	PARKING
CENTRAL BUSINESS DISTRICT (C-1)	11.31	UNLIMITED ¹	NONE	LIMITED BY FIRE SAFETY ²	VARIES ³
MULTI-FAMILY (R-3)	6.45	10-15 DU/AC ⁴	20’/10’/20’ ⁵	3 FLOORS OR 35’ IF PARKING IS LOCATED BENEATH HABITABLE FLOORS	BEDROOM COUNT ³
GENERAL COMMERCIAL (C-2)	9.83	ONLY WATCHMAN’S QUARTERS	20’/0’/0’ ⁵	LIMITED ONLY BY FIRE SAFETY AND BUILDING CODE CONSIDERATIONS ²	VARIES WITH USE
COMMERCIAL / LIMITED IND. (C-L)	0.37	ONLY WATCHMAN’S QUARTERS	20’/0’/0’ ⁵	LIMITED ONLY BY FIRE SAFETY AND BUILDING CODE CONSIDERATIONS ²	VARIES WITH USE
LT. MANUFACTURING & COMM. (M-1)	3.19	ONLY WATCHMAN’S QUARTERS	20’/0’/0’ ⁵	4 FLOORS	VARIES WITH USE
INDUSTRIAL (M-2)	5.16	ONLY WATCHMAN’S QUARTERS	20’/0’/0’ ⁵	LIMITED ONLY BY FIRE SAFETY AND BUILDING CODE CONSIDERATIONS ²	VARIES WITH USE

¹Allowed above ground level or at ground level where not visible from the street. CUP required with 76 or more units.

²If located within Shoreline Management Act jurisdiction height will be limited to 55 feet.

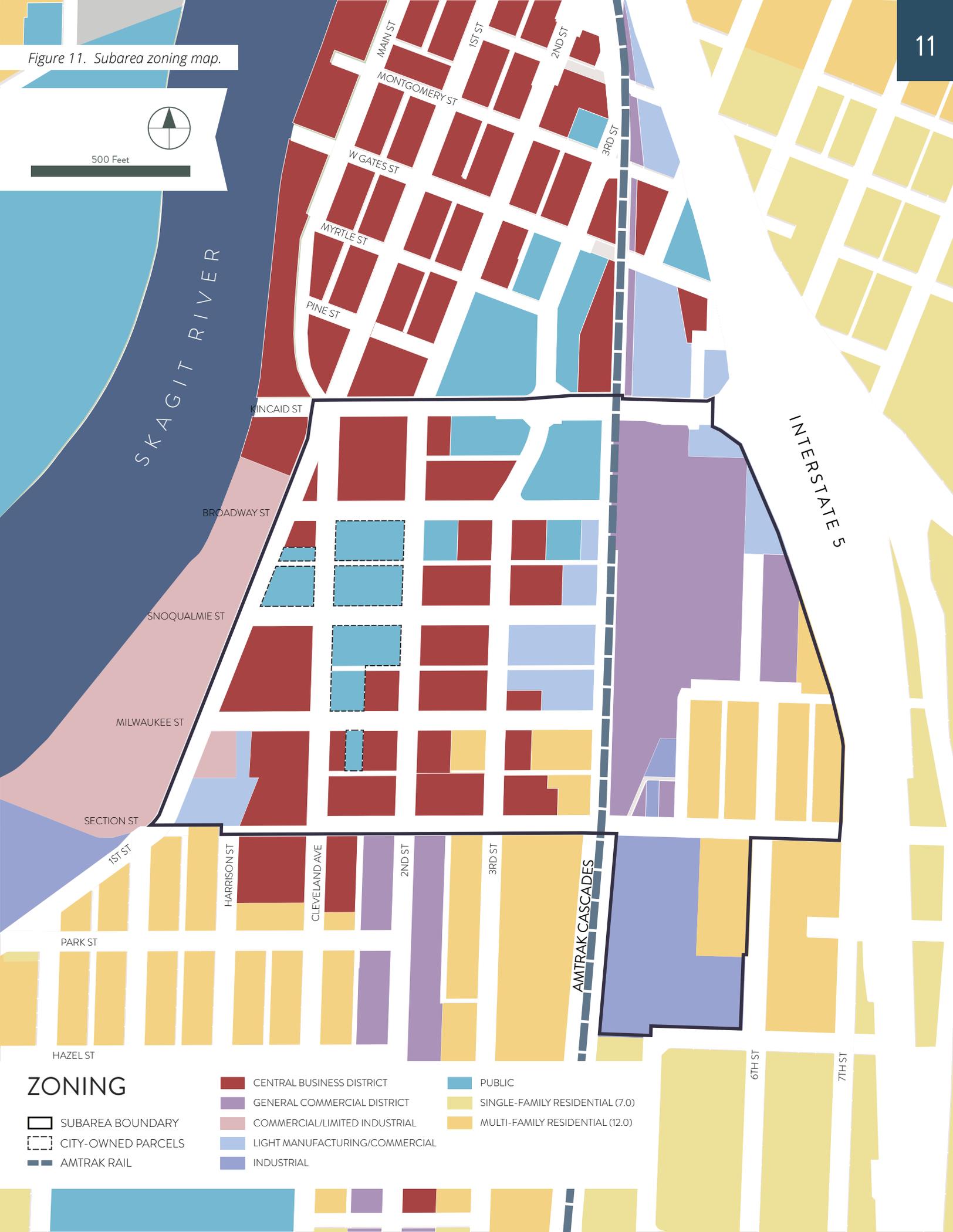
³If the site is located within 1,000 feet of public parking (measured along a normal pedestrian route to the front door of a proposed use) no additional parking requirements exist. For residential uses not within 1,000 feet of public parking the number of required spaces is determined by bedroom count; e.g. 2 bedroom units is required to provide 1 parking space. For other commercial uses not within 1,000 feet of public parking, the number of required spaces is determined by the type of use proposed; e.g. one parking space is required for each 300 net square feet of floor area for professional offices.

⁴10 du/acre minimum. 12 du/acre standard, if ½ required parking is provided under habitable floors the density can increase to 15 du/acre.

⁵25 feet is required along arterials, 10 feet along non-arterial streets. If a 25 foot setback is required it might be able to be reduced with concurrence of DS and PW Directors. Greater side/rear yard setbacks required when adjoining or abutting residentially zoned districts.

Figure 10. Requirements per the zoning code.

Figure 11. Subarea zoning map.



500 Feet



ZONING

- SUBAREA BOUNDARY
- CITY-OWNED PARCELS
- AMTRAK RAIL

- CENTRAL BUSINESS DISTRICT
- GENERAL COMMERCIAL DISTRICT
- COMMERCIAL/LIMITED INDUSTRIAL
- LIGHT MANUFACTURING/COMMERCIAL
- INDUSTRIAL
- PUBLIC
- SINGLE-FAMILY RESIDENTIAL (7.0)
- MULTI-FAMILY RESIDENTIAL (12.0)

MOBILITY

Though private automobiles comprise the majority of traffic trips in the city and Subarea, Mount Vernon desires to improve walking, bicycling, and transit opportunities. Serving automobiles and promoting other modes of transportation is both an opportunity and challenge for the City over the next 20-years. Non-motorized transportation systems within the Subarea are important to reduce congestion, improve quality of life, and contribute to the overall well-being of city residents.

Land use is the primary driver of travel. If land use policies are designed to make travel to work, shopping, or other activities convenient, overall congestion will be reduced. As an example, if convenience shopping is close to residential areas, less driving will be required. The most effective land use policies support bicycle/pedestrian facilities and transit service.

EXISTING ROADWAY NETWORK

As seen in Figure 14, the existing roadway network within the Subarea is comprised of four different street classes. The characteristics of the streets are detailed below.

- + Kincaid Street is the main artery providing access to the Subarea from both Interstate 5 and surrounding neighborhoods. On-street parking is available on the north side of the street between South 3rd Street and South 2nd Street. Curb, gutter, and sidewalks are present on both sides of Kincaid Street. Kincaid Street includes signalized intersections at South 2nd Street and South 3rd Street. Kincaid Street and South 1st Street/Cleveland Avenue is all-way stop controlled.
- + South 2nd Street is a north-south principal arterial which connects the South Kincaid Subarea with the areas to the south and with Riverside Drive to the north. It includes one travel lane in each direction. South 2nd Street includes curb, gutter, sidewalk, and on-street parking on both sides.
- + Section Street is an east-west urban collector with one travel lane in each direction. From Harrison Street to Cleveland Avenue, Section Street is an 18-foot non-striped section with no non-motorized facilities. From Cleveland Avenue to South 6th Street, Section Street consists of a 40-foot section with curb, gutter, sidewalk, and on-street parking on both sides. From South 6th Street to its terminus at South 7th Street, Section Street is a 20-foot non-striped section with unpaved shoulders and no non-motorized facilities.
- + Cleveland Avenue is a north-south urban collector with one travel lane in each direction. Curb, gutter, and sidewalk are present on both sides of the street through the Subarea. Cleveland Avenue is a 40-foot section with parallel on-street parking on both sides. Between Snoqualmie Street and West Broadway, on-street parking is restricted to angled parking on the east side of Cleveland Avenue.

- + All streets in the Subarea have a 25 mph speed limit.
- + The following table is a description of roadway characteristics found within the Subarea and adjacent areas:

FUNCTIONAL CLASSIFICATION	ADT	ROW (FEET)	LANES	SPEED (MPH)
PRINCIPAL ARTERIAL	> 17,500	60 - 80	2 - 5	35 - 45
MINOR ARTERIAL	10,000 - 22,950	60 - 80	2 - 4	25 - 35
URBAN COLLECTOR	2,250 - 15,870	60	2 - 3	25 - 35
NEIGHBORHOOD	< 2,500	50 - 60	2	20 - 35

Figure 12. Design characteristics for the various street classes found in the Subarea.

LEVEL OF SERVICE

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection.

All street segments and intersections in the Subarea currently operate at or above minimum LOS standards (Appendix E). Within the Subarea, Kincaid Street experiences the highest traffic volume with an average of 1,390 vehicles during peak hours (4:30-5:30pm).

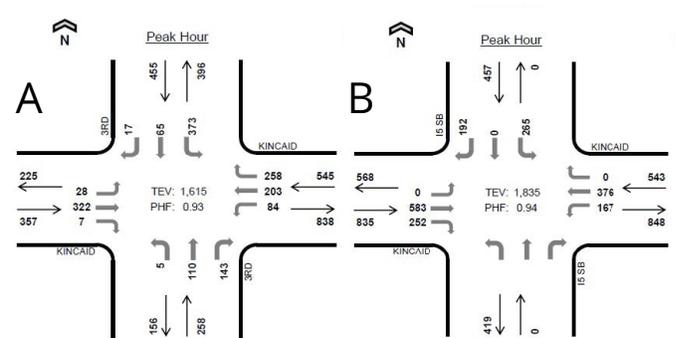


Figure 13. Peak hour (4:30 - 5:30pm) traffic counts for intersections A and B, as highlighted in Figure 14.

Figure 14. Street classes.



500 Feet



STREET CLASS

-  SUBAREA BOUNDARY
-  PARCELS
-  AMTRAK RAIL

-  INTERSTATE
-  HIGHWAY
-  MAIN ARTERIAL
-  URBAN COLLECTOR
-  NEIGHBORHOOD

-  SIGNALIZED INTERSECTION

TRANSIT FACILITIES

Skagit Transit Route 206 operates westbound on Kincaid Street to southbound on South 2nd Street, connecting Skagit Station through South Kincaid to the Subarea. Route 206 operates weekdays from 6:30 AM to 8:00 PM and on weekends from 8:00 AM to 6:00 PM on 30 minute headways.

Kincaid Park and Ride is located on the north side of Kincaid Street, adjacent to Interstate 5. It provides access to Skagit Station, a multimodal hub with access to Skagit, Whatcom, and Island Transit routes as well as Amtrak passenger rail, Greyhound bus service, and commuter bus to Everett Station.

Existing transit services and park and ride facilities are shown in Figure 16.

PEDESTRIAN FACILITIES

All arterial and collector streets in the Subarea include sidewalks on both sides.

BICYCLE FACILITIES

The Subarea includes no dedicated bicycle facilities. The following arterial sections are designated shared bicycle lanes in the Mount Vernon Comprehensive Plan:

- + Section Street (Cleveland Avenue to South 6th Street)
- + South 2nd Street (Section Street to Kincaid Street)
- + South 3rd Street (Section Street to West Broadway)

Mount Vernon defines shared bicycle lanes as roads with a minimum 14-foot travel surface and which allow on-street parking. The Mount Vernon Comprehensive Plan identifies planned bicycle routes, as shown in Figure 16. The updated Transportation Element of the Comprehensive Plan also defines a goal of incorporating Complete Streets policies into roadway design. This would require bicycle lanes for most major roadways.

RAILWAY

The Subarea is bisected by a BNSF railway running north-south, parallel to Interstate 5 (See Figure 16). The railway supports both AMTRAK Cascade commuter and Class I freight, making it an integral part of the region's mobility and economy.

Skagit Station, located north of the Subarea across Kincaid Street, is an Amtrak rail link between Mount Vernon and Seattle, Portland, and Vancouver, B.C. Four trains a day currently stop at the station; two south bound trains and two north bound trains. Passenger trips to Seattle and Vancouver, B.C. average two hours and Mount Vernon to Portland averages approximately six hours.



Figure 15. AMTRAK rail network.

Figure 16. Subarea mobility.



MOBILITY

- SUBAREA BOUNDARY
- PARCELS
- CITY-OWNED PARCELS
- STREETS
- AMTRAK RAIL
- SIDEWALKS
- BUS ROUTES
- TRAILS
- SIGNALIZED INTERSECTION

PEDESTRIAN SHED

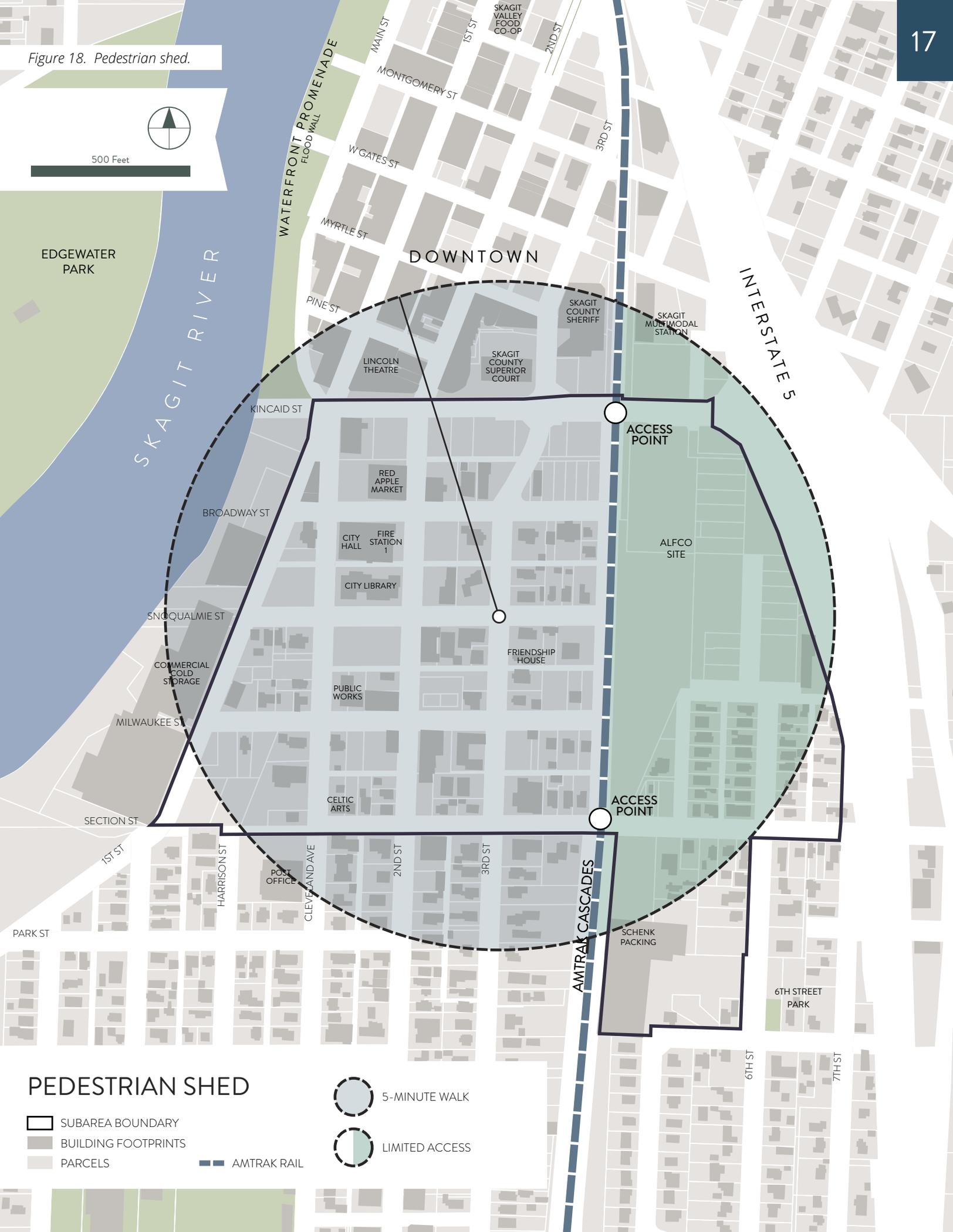
Figure 18 highlights a very connected core area, with little topographic variance and a variety of routes linking destinations. This makes for a very 'walkable' Subarea, with excellent connections to the AMTRAK Station, River Walk Park, Main Street, and additional services located in the Downtown. The pedestrian shed, the building block of a walkable neighborhood, describes the walking distance between destinations in terms of travel time. Specifically, a pedestrian shed is the area encompassed by the walking distance from a subarea, district, or neighborhood center. They are often defined as the area covered by a 5-minute walk (about 0.25 miles, or 1,320 feet). They may be drawn as perfect circles, but in practice they have irregular shapes because they cover the actual distance walked, not the linear (aerial) distance.

As Figure 18 highlights, most of the Subarea's amenities are within a five-minute walk (0.25 miles) of the Subarea center. The AMTRAK Station and residential area east of the railway are slightly farther than this walkshed due to a limited number of access points across the railway tracks.



Figure 17. Looking east along Kincaid Street.

Figure 18. Pedestrian shed.



500 Feet



EDGEWATER PARK

SKAGIT RIVER

DOWNTOWN

INTERSTATE 5

AMTRAK CASCADES

PEDESTRIAN SHED

- SUBAREA BOUNDARY
- BUILDING FOOTPRINTS
- PARCELS

AMTRAK RAIL

- 5-MINUTE WALK
- LIMITED ACCESS

WATERFRONT PROMENADE
FLOOD WALL

MAIN ST
MONTGOMERY ST

1ST ST

SKAGIT VALLEY FOOD CO-OP

2ND ST

3RD ST

W GATES ST

MYRTLE ST

PINE ST

LINCOLN THEATRE

SKAGIT COUNTY SUPERIOR COURT

SKAGIT COUNTY SHERIFF

SKAGIT MULTIMODAL STATION

KINCAID ST

ACCESS POINT

BROADWAY ST

RED APPLE MARKET

CITY HALL
FIRE STATION 1

CITY LIBRARY

SNOQUALMIE ST

FRIENDSHIP HOUSE

ALFCO SITE

COMMERCIAL COLD STORAGE

PUBLIC WORKS

MILWAUKEE ST

CELTIC ARTS

ACCESS POINT

SECTION ST

1ST ST

HARRISON ST

POST OFFICE

CLEVELAND AVE

2ND ST

3RD ST

PARK ST

SCHENK PACKING

6TH STREET PARK

6TH ST

7TH ST

DEVELOPMENT POTENTIAL

As described in the market conditions analysis found in Appendix D, vacant and underutilized parcels are the best near term opportunity sites for redevelopment. Figure 20 highlights numerous developable parcels within the Subarea. These include vacant parcels, surface parking, and lots containing buildings with low values compared to their property value. These potential redevelopment and infill sites present some of the best opportunities to strategically implement new programming into the Subarea, as critical infrastructure is already present and little to no demolition is required.

METHODOLOGY

The methods used to evaluate and determine parcel condition were two-fold—visual survey and a formulaic analysis of parcel value compared with structure value within the given parcel called a land value ratio.

Figure 19 illustrates the ratio between improvement value (the value of buildings and structures) to land value. The darker the parcel, the more valuable the building standing on it is relative to the value of the underlying land. Lighter colored parcels are properties that may be underutilized – their land value is approaching the value of their respective buildings. This map shows that areas to the north and east, where lighter color parcels are most prevalent, may be suitable areas to target redevelopment, as seen in Figure 20.



Figure 19. Improvement to Land Value Ratio. A larger version of the map can be found in Appendix D.

Source: Skagit County Assessor, ECONorthwest

ADAPTIVE REUSE

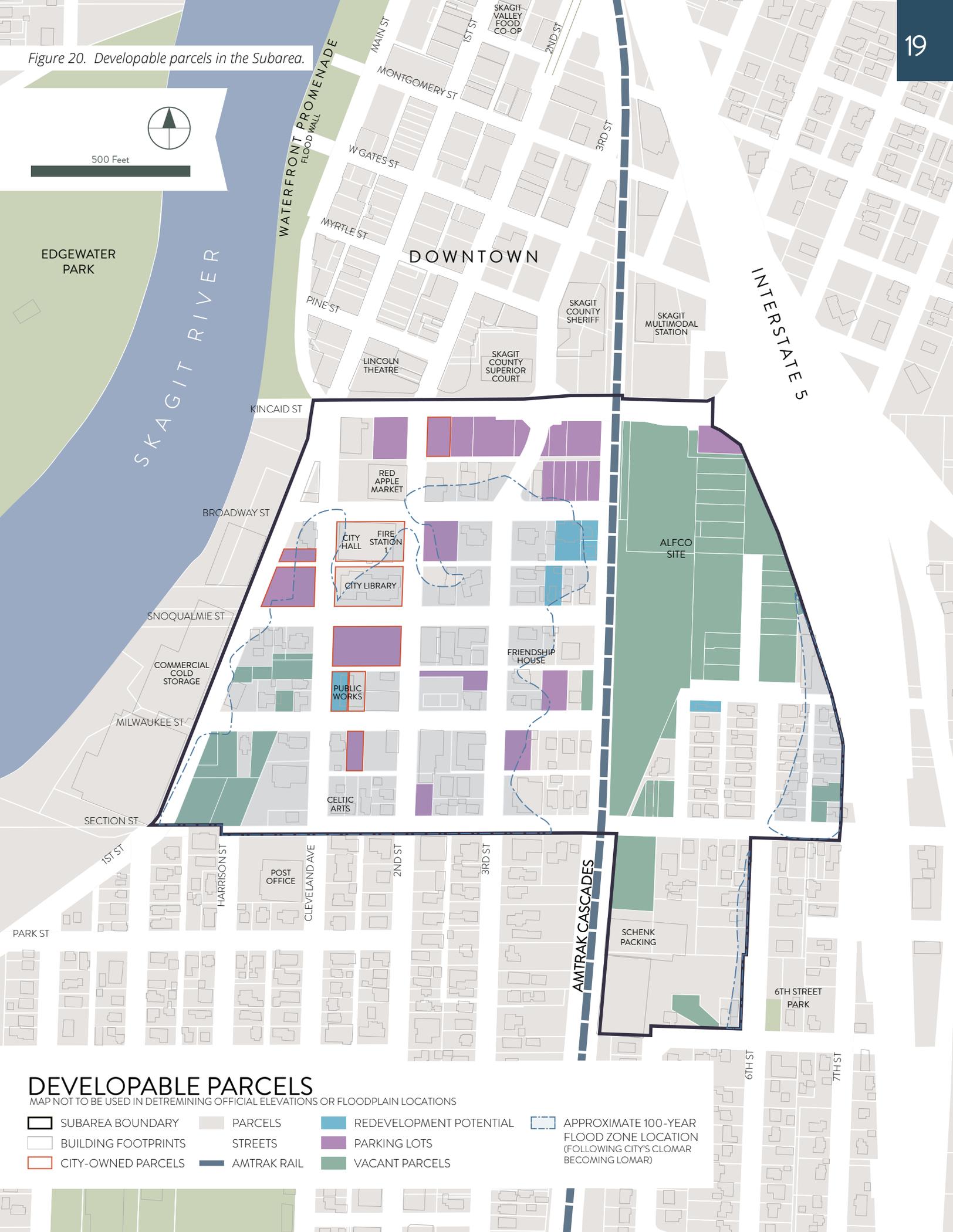
The Subarea contains existing building stock that is effectively being reused as office and live-work space. In addition to offering a more affordable approach to increasing commercial, office, and retail opportunities, adaptive reuse preserves the unique character of a given location. Studies have shown that neighborhoods with a diverse range of interspersed old and new building stock, also known as 'mixed-vintage blocks', have more stable economies, increased job opportunities, a higher diversification of uses and income, and are more stable during periods of slower economic growth. The following Comprehensive Plan policies support creating mixed vintage blocks in the Subarea:

- + Goal 1: Achieve a mix of housing styles in Mount Vernon that are appealing and affordable to a diversity of ages, incomes, and cultural backgrounds.
- + Goal 2: promote the preservation, maintenance and enhancement of existing housing and residential neighborhoods throughout the City.
- + Policy HO-1.1.5 Plans and regulations should promote Planned Unit Developments and in-fill residential projects in close proximity to neighborhood centers, shopping and retail facilities, parks and other service uses.
- + Policy HO-1.1.6 To support businesses, reduce travel needs, offer work-live opportunities, and other alternative housing choices, City plans and regulations should encourage housing development Downtown and in other mixed use commercial zones.

DEVELOPMENT IN THE 100 YEAR FLOOD ZONE

As highlighted in Figure 20, following the completion of the Flood Protection and Revitalization Project, portions of the Subarea will remain in the 100-year flood zone. As a result, local building codes require new construction and substantial improvements be elevated to a finished floor height of 1-foot above the base flood elevation, use of flood-resistant materials and utility equipment, and anchoring of certain structures. Location in this zone is not thought to be a significant impediment to development; major flood events occurred in 1990 and 1995 with minimal property loss.

Figure 20. Developable parcels in the Subarea.



DEVELOPABLE PARCELS

MAP NOT TO BE USED IN DETERMINING OFFICIAL ELEVATIONS OR FLOODPLAIN LOCATIONS

- SUBAREA BOUNDARY
- BUILDING FOOTPRINTS
- CITY-OWNED PARCELS
- PARCELS
- STREETS
- AMTRAK RAIL
- REDEVELOPMENT POTENTIAL
- PARKING LOTS
- VACANT PARCELS
- APPROXIMATE 100-YEAR FLOOD ZONE LOCATION (FOLLOWING CITY'S CLOMAR BECOMING LOMAR)

Figure 21. Results from the Community Workshop 1 group mapping exercise.



Public Outreach & Results

“Mount Vernon invests in its capital facilities to support economic development and to enhance neighborhood character while meeting the functional requirements for a growing and changing City.”

- Comprehensive Plan Capital Facilities Vision

STAKEHOLDER INTERVIEWS

As part of the subarea planing process, stakeholder interviews were conducted to gather information from residents, business owners, and public officials regarding the current state of the Subarea and visions for its future. These interviews were combined with accompanying spatial mapping diagrams to help form basic concepts that were evaluated during community workshops. The summaries of these events can be found in Appendix B.

The following themes emerged from these interviews:

- + Cleveland Avenue should be a phase one focus as an arts, culture, and innovation corridor.
- + Create a “civic campus” with City-owned parcels.
- + Perceptions of appropriate density seem to suggest a max of 3-4 stories in the area.
- + Mixed-use, mixed-income development is desired.
- + Retain/rehab existing historic stock where applicable and infill with multifunctional development.
- + Live-work units should be encouraged.
- + The Subarea should provide a myriad of housing types.
 - + Retaining and reusing historic properties for new uses.
 - + Adding townhouses as a good way to provide some density through infill using current lot dimensions.
- + There are catalyst development opportunities at the ALFCO and civic campus sites that could add and “anchor tenant” to the area.
- + Clustering social service programs in the area have created some unintended consequences—security issues, uncertainty around redevelopment, etc.
- + The Subarea should use thematic design elements that tie in with the Downtown and riverfront.
- + Kincaid Street needs to be developed as a gateway to the city.
- + The Subarea needs green and community gathering spaces.



Figure 22. Community Workshop 1 presentation.

COMMUNITY WORKSHOP 1

MAY 25, 2017

Workshop 1 participants were given an overview of existing conditions and major themes that emerged from the interview process, then asked to work together to identify issues and document their vision for the Subarea. They recorded their ideas on the maps provided using markers and sticky notes (see Appendix B). The following themes emerged from the Workshop, many of which confirmed themes from stakeholder interviews:

- + The City Hall, Fire Station 1, library, and Public Works should be developed to create a civic campus and help catalyze redevelopment of the Subarea.
- + Mixed-use, mixed-income infill developments should be a priority—3-5 stories seems like an appropriate density.
- + Increase opportunities for greater residential density.
- + Density should transition from a less dense south end to higher densities along the north border adjacent to Downtown.
- + Increase bicycle paths and walkability—especially the connections to the Downtown.
- + More parking is needed—a parking garage could be a good solution.
- + The Subarea should become a destination—uses like a public market, brewery, agriculture industry campus, ancient grain mill, or agriculture education center would achieve that goal.
- + Design space for community gathering and festivals.
- + Increase open space—plazas and pocket parks.
- + Create a civic plaza to link with the Downtown.
- + A hotel is needed.
- + The library should be kept in the Downtown area.
- + Ideas for the ALFCO site included a convention center, brewery, parking garage, multifamily housing, senior center, low-income housing, satellite tech campus, startup incubator space, and makers space for artisans and woodworkers (light industrial).
- + Expand River Walk Park into the Subarea.
- + Create pedestrian bridges over the railway.
- + Turn South Kincaid into a gateway boulevard.

COMMUNITY WORKSHOP 2

NOVEMBER 30, 2017

Workshop 2 participants were presented with the preferred Subarea alternative and goals and objectives that emerged from stakeholder interviews and Community Workshop 1. Participants were then asked to provide comments on the preferred alternatives successes and shortfalls. They recorded their ideas on the network maps provided using markers and sticky notes. The following updates were proposed, many of which required only small adjustments to the preferred alternative:

- + Keep commercial zoning adjacent to I-5.
- + Gateway corridor concept would be positive for Downtown.



Figure 23. Community Workshop 1 participants.

- + Work with county on their parcels, land swap or partnership.
- + Preserve mature trees.
- + 3rd and Section Street intersection is dangerous.
- + Increase pedestrian access to sites east of rail line.
- + Make section street a complete street
- + Increased pedestrian safety is needed.
- + Provide new business opportunities in the Subarea.
- + Pedestrian and bicycle connections to Downtown and neighborhoods are critical.
- + C1c zoning will add much needed flexibility to the Subarea.
- + Embrace the other natural wonders such as "Hub of North Cascades/Islands," recreation, natural environment, river, salmon/steelhead fisheries.
- + Frontage road parallel to I-5 is needed to absorb increased freight traffic.
- + More affordable housing is needed.
- + Concentrate C-1a in areas of high activity potential, adjacent to civic campus.
- + Incentivize initial projects to jumpstart development, permitting, and regulatory improvement requirements. Need to be efficient, speedy, & reasonably affordable to off set risks for initial projects.
- + Keep the library in Downtown.
- + West end of Kincaid represents a crucial opportunity to resolve pedestrian/vehicle connections to Downtown.

COMMUNITY WORKSHOP 3

APRIL 2, 2018

Workshop 3 participants (see Appendix B) were presented with the preferred Subarea alternative, goals, objectives, and policies refined from the previous outreach efforts. Following the presentation, a question and answer session provided a forum in which participants discussed and clarified aspects of the alternative and supporting content. Workshop 3 feedback implementation required no major updates and only minor revisions regarding graphic clarity.



Figure 24. Fire Station 1 & Civic Campus Charrette participants.

FIRE STATION & CIVIC CAMPUS CHARRETTE

SEPTEMBER 20, 2017

The City of Mount Vernon has prioritized the development of a new Fire Station 1 to replace the current functionally obsolete facility (Figure 25). The charrette provided an opportunity for key stakeholders, including the Fire Chief and staff, City Council members, Mayor, and planning department to:

- + Explore Subarea site constraints and opportunities.
- + Better understand fire station sizing, layout, and siting options.
- + Consider ideal locations for a new station using baseline square footage requirements and established siting parameters.
- + Develop ideas for the new station configuration.
- + Site compatible uses desired in the area.
- + Create a vision for a civic campus, including programming and configuration.

Charrette participants were given an overview of existing conditions and description regarding how this effort folds into the Subarea Plan process. They were then asked to work together to identify an appropriate site, configure a layout, and document their reasoning. Ideas were recorded on maps using the scaled game pieces, markers, and sticky notes (see Appendix C). The following themes emerged from the charrette, many of which were of consensus among the working groups:

- + Fire Station 1 should be co-located with other civic uses, including critically needed open space
- + The civic campus should include opportunities for private investment, where applicable
- + The civic campus should be designed with intent so that it may function as a community amenity
- + Additional proposed programming for the civic campus included structured parking, mixed-use residential, park space, and a new library
- + Because of the slightly undersized lot requirements for a new station, a multi-story structure should be considered to fit within neighborhood context and small lots.
- + Ideas for adjacent compatible land uses included park/open space, parking structure, community space, and mixed use multistory units.

- + Many participants identified the parking lot to the south of the library as an ideal site for the new station. As part of a civic campus, the new station should explore re-purposing the current Public Works site, if Public Works was relocated to a re-purposed or rebuilt Station 1.

CIVIC CAMPUS VISIONING

The civic campus consists of an approximately 2.5-acre City-owned parcel cluster that currently houses City Hall, Public Works, Fire Station 1, a parking lot, and the public library (Figure 25). Depending on where future site functions are located, reconfiguration and reuse scenarios are likely, each of which should re-imagine the civic campus as the cultural center of the Subarea. Participants were asked to consider the following:

- + Should a new public library stay on site or be relocated elsewhere?
- + What is the best way to organize spaces to reflect a civic campus configuration?
- + How best to connect the campus with the surrounding community?
- + Where best to provide public space opportunities to strengthen the connections?

Charrette participants were then asked to imagine how best to collocate current uses and what new programming, if any, could add to a robust and active community civic campus. Many of the concepts carried over from the Fire Station 1 siting exercise, which took place prior to the civic campus exercise. The following themes for the civic campus emerged:

- + The new Fire Station 1 should be located at the site of the current library parking lot and include the current site of Public Works.
- + Public Works should relocate to the current site of Station 1, adjoining City Hall.
- + The library should be relocated to the City owned parcel just west of the civic campus, or to the surface parking lot to the northeast.
- + There were several concepts for the current library site, including structured parking, mixed-use, park, and a new multistory public library.

Figure 25. Existing Fire Station 1 and proposed Civic Campus locations



EDGEWATER PARK

SKAGIT RIVER

RIVERWALK PARK
FARMER'S MARKET

DOWNTOWN

KINCAID ST

BROADWAY ST

SNOQUALMIE ST

MILWAUKEE ST

SECTION ST

PARK ST

W HAZEL ST

HARRISON ST

POST OFFICE

CLEVELAND AVE

2ND ST

3RD ST

AMTRAK CASCADES

SCHENK PACKING

6TH ST

7TH ST

MAIN ST

MONTGOMERY ST

1ST ST

2ND ST

W GATES ST

MYRTLE ST

PINE ST

LINCOLN THEATRE

SKAGIT COUNTY SUPERIOR COURT

SKAGIT COUNTY SHERIFF

SKAGIT MULTIMODAL STATION

RED APPLE MARKET

CITY HALL

CITY LIBRARY

PUBLIC WORKS

CELTIC ARTS

FIRE STATION 1

CIVIC CAMPUS

ALFCO SITE

INTERSTATE 5

CO-OP

Figure 26. Black-eyed Susan's growing in the Subarea.



Goals, Objectives, & Policies

Enhance and develop the South Kincaid Subarea to create an attractive, dynamic, and cohesive urban environment that supports and compliments the historic Downtown and prioritizes non-motorized travel. - Subarea Plan Goal

Following the public outreach process, the goals, objectives, and supporting policies were crafted to reinforce the community vision and values for the Subarea. Ultimately, the policies will guide future development and infrastructure upgrades, creating a more coherent neighborhood.

To achieve the goal above, the Subarea Plan has the following four objectives and supporting policies:

OBJECTIVE 1.1

Maintain and extend the human scale appropriate to the area with regulations aimed at shaping the mass, height, and bulk of new and re-developed structures.

POLICIES

- 1.1.1 Support development that complements the function, scale, and style of the Downtown.
- 1.1.2 Consider creating incentives for the installation of public art.
- 1.1.3 Encourage development that will bring vitality and activity during evenings and weekends.
- 1.1.4 Create a visually cohesive district. Use contextually-appropriate thematic design elements that tie in with the Downtown and riverfront. This could be done using common elements, such as street trees, paving materials, or signage.
- 1.1.5 Design South Kincaid Street to function as a gateway.

OBJECTIVE 1.2

Ensure that non-motorized modes of travel have safe, comfortable, and attractive ways that connect with transit, the historic Downtown, and surrounding recreational amenities near the Subarea.

POLICIES

- 1.2.1 Link the trails, parks, and other greenspaces within the Subarea and make sure there are connections to abutting trails, parks, and other greenspaces. Emphasize connections to the riverfront trail/open spaces.
- 1.2.2 Focus on amenities such as bulb-outs, street trees, landscaping, lighting, and other features that encourage pedestrian travel within and through the Subarea.
- 1.2.3 Increase connections to the Downtown, with safe and functional pedestrian and cyclist intersection crossings along South Kincaid Street.
- 1.2.4 Develop a detailed streetscape plan and maximize green spaces, natural surfaces, plants, lighting, and streetscaping.
- 1.2.5 Strengthen non-motorized connections to the Downtown and Riverwalk Park.
- 1.2.6 Design enhanced connections to and through the site once occupied by Alf Christianson Seed Company.

OBJECTIVE 1.3

Enhance the economic vitality of the Subarea and abutting Downtown with a mix of businesses and housing types. Strongly encourage mixed use and live/work developments.

POLICIES

- 1.3.1 The mix of uses allowed within the Subarea needs to reflect the setting surrounding different places within the Subarea.
- 1.3.2 Adopt regulations that allow portions of the Subarea closest to Interstate-5 to be developed with more intense, freeway-oriented uses.
- 1.3.3 Adopt regulations that provide opportunities for new retail, mixed-use, live-work, office, and hotel space.
- 1.3.4 Encourage the retention and reuse of existing historic buildings for new uses through adaptive reuse principals.
- 1.3.5 Adopt zoning regulations that allow 3-4 story mixed-use mixed-income infill development, and increase residential density with a variety of housing types, including multifamily, stacked flats, zero lot line townhouses, and ADU's.
- 1.3.6 Adopt a South Kincaid Subarea Comprehensive Plan designation. Following adoption of the Comprehensive Plan designation, encourage property owners within the Subarea to rezone their property to the designations shown in Figure 31 map.

OBJECTIVE 1.4

Improve, enhance, and expand community amenities within the Subarea.

POLICIES

- 1.4.1 Enhance and repurpose the Civic Campus surrounding City Hall.
- 1.4.2 Increase open space and community gathering space—plazas and parks—throughout the Subarea.
- 1.4.3 Encourage the construction of a new public library in the Subarea.
- 1.4.4 Enhance Cleveland Ave to become an arts and innovation corridor.
- 1.4.5 Encourage agricultural-based destinations and uses like a public market, brewery, agricultural industry campus, ancient grain mill, and/or agriculture education center.
- 1.4.6 Construct new Fire Station 1 to serve the Subarea and Downtown.

Figure 27. The Mount Vernon water tower.



Figure 28. Coneflowers growing at City Hall.



Recommendations & Implementation

"The City of Mount Vernon is a welcoming community, characterized by a home-town atmosphere, with diverse housing options available to a full spectrum of its residents throughout their lives. Mount Vernon strives to meet a high standard of livability with a mix of home ownership and rental opportunities and is committed to protecting and improving existing residential neighborhoods, balancing new development with the rehabilitation of existing housing, and ensuring that residents have opportunities to work near their homes without having to commute long distances." - Comprehensive Plan Housing Vision

PLAN RECOMMENDATIONS

OVERVIEW

The South Kincaid Subarea Plan translates project goals, objectives, and policies into implementable actions that integrate land use, circulation, and growth patterns. The Plan leverages Mount Vernon's strong community amenities—Downtown, Riverwalk Park, Civic Campus—as tools around which to organize area improvements and growth (see Figure 41). Recommendations intend to enhance and extend Mount Vernon's downtown and connect people to the river by mimicking some of Downtown's features and strengthening connections to Downtown and from the Subarea. The Plan is based on a shared community vision, anchored by projected future demand for housing and amenities (see Appendix D) in the area.

The Plan's recommendations intend to:

- + Organize new development around enhanced community amenities.
- + Encourage mid-rise (3-4 story), multifamily, mixed-use, and live/work developments and allow ground floor residential in multistory developments by amending C-1 zoning and offering rezoning for some properties within the Subarea (see Figure 31).
- + Incentivize preservation of historic building stock by increasing its functionality through adaptive reuse.
- + Improve circulation by defining safe routes for pedestrians and cyclists, strengthening connections to the riverfront and Downtown, and enhancing street features to better coordinate traffic flow.
- + Create a Civic Campus to function as the community centerpiece and Subarea activity center.

- + Increase parks and open space as amenities for Subarea residents, Downtown workers, and visitors.
- + Provide increased residential densities that will support continued revitalization of Downtown.

The following sections detail action and implementation items to guide decision-makers following the adoption of the Subarea Plan. These items are the next steps that will guide future investment and development. They are categorized as follows:

- + Land Use
- + Economic Development
- + Civic Campus
- + Circulation
- + Parks & Open Space
- + Community Design

LAND USE (LU)

- LU1 Adopt a new zoning district called the C-1c zone. Encourage properties identified as C-1c in Figure 31 to be rezoned. C-1c zoning should allow for a diverse mix of commercial and residential.
- LU2 Allow the northern portion of the ALFCO LLC property to remain zoned General Commercial (C-2).
- LU3 Study the feasibility of reducing the parking requirement in the municipal code for new developments in the Subarea.
- LU4 Develop a Civic Facilities Campus Master Plan that sites Fire Station 1, City Hall, Public Works, public open space, and/or administrative space on City-owned properties (see Figure 34) to function as an organizational tool for development and neighborhood centerpiece.
- LU5 Coordinate with the County to study the feasibility of developing property fronting S Kincaid Street, (between 2nd and 3rd Streets) for a new parking garage, library, civic uses, and/or open spaces.
- LU6 Add the following South Kincaid Subarea Plan projects to the City's CIP: north/south trail through the Alf Christianson property from South Kincaid to Section Streets, the pedestrian easement needed near the intersection of Section and 1st Streets, intersection improvements at Section and 3rd Streets, and gateway improvements to Kincaid Street.
- LU7 Coordinate with Economic Development Association of Skagit County (EDASC), and others as applicable, to identify and recruit agricultural-based businesses and uses to locate within the Subarea



Figure 29. Contextually-appropriate multifamily and mixed use infill development.

ECONOMIC DEVELOPMENT (ED)

- ED1 Evaluate reductions to City impact and hookup fees, and tax incentives for new Subarea infill development that meets Subarea goals. Special incentives should be considered for uses or actions prioritized by the Plan that may not be provided by the private market. These could include development subsidizing arts and/or innovation uses and adaptive reuse of historic structures.

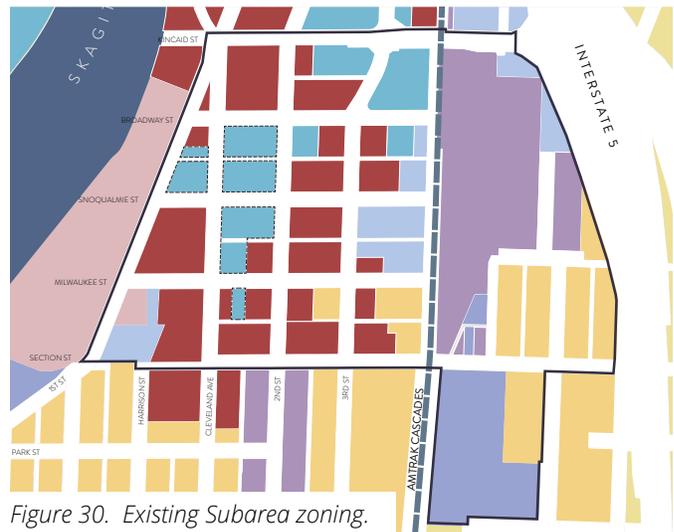
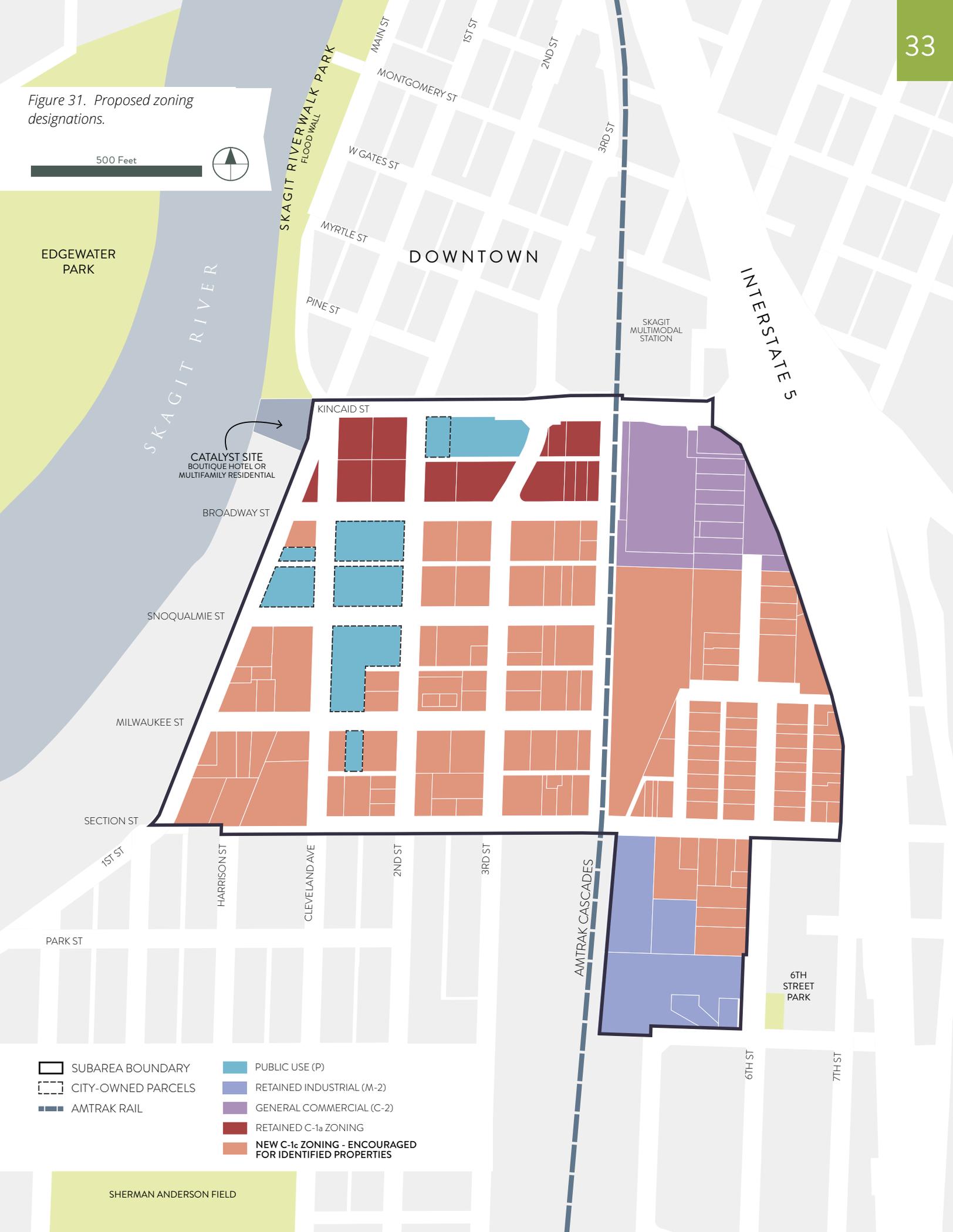


Figure 30. Existing Subarea zoning.



Figure 31. Proposed zoning designations.



-  SUBAREA BOUNDARY
-  CITY-OWNED PARCELS
-  AMTRAK RAIL
-  PUBLIC USE (P)
-  RETAINED INDUSTRIAL (M-2)
-  GENERAL COMMERCIAL (C-2)
-  RETAINED C-1a ZONING
-  NEW C-1c ZONING - ENCOURAGED FOR IDENTIFIED PROPERTIES

SHERMAN ANDERSON FIELD

SKAGIT RIVER

DOWNTOWN

INTERSTATE 5

AMTRAK CASCADES



CATALYST SITE
BOUTIQUE HOTEL OR
MULTIFAMILY RESIDENTIAL

SKAGIT
MULTIMODAL
STATION

6TH
STREET
PARK

CIVIC CAMPUS

Based on stakeholder recommendations received during the Fire Station & Civic Campus Charrette (see Appendix C) civic functions, such as the new Fire Station 1, City Hall, Public Works, and administrative space will be co-located within City owned properties (see Figure 34). This clustering of activity will form a “civic campus” within the Subarea. The civic campus should also include public amenities such as community meeting space, park space, opportunities for passive recreation, and shared street design. The civic campus will function as an organizational tool for development and Subarea neighborhood centerpiece.

SHARED STREET

Creating a shared street with the portion of Snoqualmie Street that bisects the civic campus (see Figure 32 and Figure 34) will effectively link the north and south sections together and can be temporarily closed to vehicles to provide community space for hosting neighborhood events. Shared streets maintain access for vehicles operating at low speeds and permit easy loading and unloading of passengers. They are also designed to implicitly slow vehicle traffic speeds using pedestrian volumes, design, and other cues such as textured or permeable surfaces that are flush with curbs. Bollards, paving materials, and street furniture help to define parking and further delineate pedestrian spaces from the street.

Figure 33. Civic campus boundary.



Figure 32. Shared street vision.

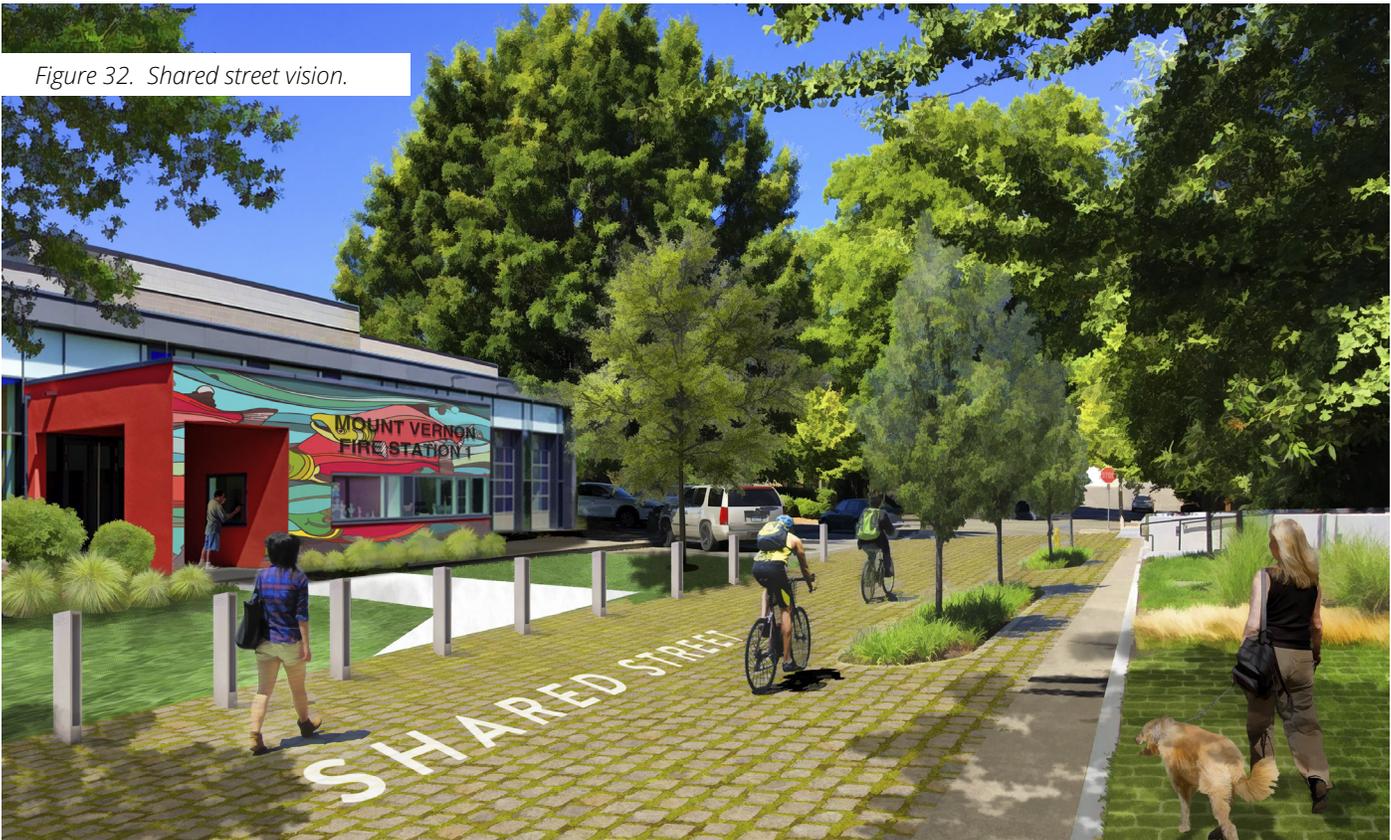


Figure 34. Civic Campus Vision.



NOTE: THE BUILD-OUT AND REPURPOSING OF THESE CITY-OWNED CIVIC CAMPUS FACILITIES ARE CONCEPTUAL IN NATURE AND SUBJECT TO A FUTURE MASTER PLAN PROCESS.

ARTS & INNOVATION

CITY HALL

REPURPOSED:
CONSOLIDATED
CITY SPACES OR
OTHER PUBLIC
USES

REPURPOSED: CONSOLIDATED
CITY SPACES, PARKING, OR
OTHER PUBLIC USES

CIVIC CAMPUS PLAZA

SHARED STREET

FIRE STATION 1

PRIVATE
OWNERSHIP

BROADWAY ST

SNOQUALMIE ST

MILWAUKEE ST

CLEVELAND AVE

2ND ST

CIRCULATION (CN)

- CN1 Construct robust streetscapes, pedestrian links, safe intersection crossings, formalized bike routes, and non-motorized facilities.
- CN2 Construct storm water infrastructure, such as permeable paving and infiltration swales, along with increased tree canopy cover as part of all street improvements.
- CN3 Preserve 25mph speed limit along Cleveland Avenue to facilitate safe multimodal travel and lane-sharing with cyclists.

- CN4 Construct roundabout at intersection of S Kincaid and 3rd Streets to facilitate increased trip demand from new commercial and residential developments.
- CN5 Design and fund a four-way stop that incorporates non-motorized amenities at Section and 3rd Streets.
- CN6 Negotiate a non-motorized easement for public use to connect Section Street with S 1st Street.
- CN7 Establish thematic network of wayfinding signage and planar safety markings, such as sharrows and highly defined pedestrian crossings, to facilitate movement to and through enhanced non-motorized priority corridors.

Figure 35. Non-motorized movement and proposed intersection improvements



Figure 36. Circulation network and transportation infrastructure improvements.



- SUBAREA BOUNDARY
- CITY-OWNED PARCELS
- AMTRAK RAIL
- MAIN VEHICULAR CORRIDOR
- COMPLETE STREETS PROTOTYPE
- UNDERUTILIZED ON-STREET PARKING
- ENHANCED NON-MOTORIZED CORRIDORS

SHERMAN ANDERSON FIELD

PARKS & OPEN SPACE (PO)

- PO1 Design the Civic Campus to include public amenities such as community meeting space, park space, opportunities for passive recreation, and a shared street.
- PO2 Design improvements for the South 6th Street Park to include enhanced non-motorized connections.
- PO3 Fund design work for new or enhanced open spaces within the Subarea.
- PO4 Include Downtown Gateway Plaza in design and construction of parcels along S Kincaid Street.

As seen in Section 8-2 of the Parks & Recreation Comprehensive Plan, the Subarea is defined as having a Moderate + Level of Need. However, with increased residential densities, the construction of a neighborhood park will become vital to the health and well-being of Subarea residents. Neighborhood parks are generally small (2-10 acres), pedestrian-oriented, and situated to serve residents of an immediate area (1/2-mile radius). Recreational activities may include both passive and active uses, as well as multi-use facilities. Neighborhood parks may also feature natural or conservation areas which include boardwalks, nature trails, picnic facilities, shelters, and seating/observation areas. They should also accommodate a wide variety of age and user groups, including children, adults, seniors, and special populations.

Several parks and open spaces are proposed, including a new neighborhood park and gateway plaza (see Figure 39). There is also the potential for a large open space along the riverfront.

Figure 37. Examples of civic campus open space and plaza.



Figure 38. Examples of neighborhood and pocket parks.



Figure 39. Locations of proposed parks and open space.



- SUBAREA BOUNDARY
- CITY-OWNED PARCELS
- AMTRAK RAIL
- PARKS & OPEN SPACE OPPORTUNITIES

SHERMAN ANDERSON FIELD

NEIGHBORHOOD PARK DESIRED

DOWNTOWN GATEWAY PLAZA TO BE INCLUDED WITH REDEVELOPMENT OF PUBLIC PARCELS

CIVIC PARK & SHARED STREET

POTENTIAL FUTURE PUBLIC OPEN SPACE

6TH STREET PARK

COMMUNITY DESIGN (CD)

- CD1** Organize traditional (C-1a) mixed-use facilities along South Kincaid Street and the Civic Campus to create a strong transition from the more intense Downtown commercial/retail to a residential neighborhood (C-1c) as detailed in the Land Use section.
- CD2** Update the City's existing Design Standards for small lot and multifamily uses and create design standards for the Downtown and Subarea. Include today's best practices and ensure Subarea goals are reflected. Develop a palette of contextually sensitive thematic design elements, such as banners, paving patterns and textures, lighting fixtures, hardscape, and planting schemes to establish Subarea identity. Provide extra focus of elements along S Kincaid Street and Cleveland Avenue (described in CD 5 and 6).
- CD3** Promote "mixed-vintage" blocks through historic preservation and/or adaptive reuse of historic building stock.

- CD4** Fund study for Arts and Innovation Corridor along Cleveland Avenue to identify the likely demand for these uses and develop a comprehensive approach to recruitment, corridor marketing, urban design, and economic incentives.
- CD5** Fund gateway corridor plan for South Kincaid Street to outline improvements that will establish a design aesthetic, increase safety, encourage public art, and create physical and visual transition between Downtown and the Subarea.

The importance of community character was a shared theme during the planning process. Community members feel strongly about the importance of retaining the character and scale of the Subarea. The physical appearance and function is integral to achieving each of the goals. The predominant challenges related to community design is to ensure new development 1) respects the existing architectural character; 2) favors infill and adaptive reuse development over redevelopment that requires demolition of existing structures, particularly those with historic value; 3) selects materials and forms, including bulk and scale, that celebrate the unique history and archetypes of the Subarea; and 4) creates a more attractive and connected neighborhood pedestrian environment.



Figure 41. Subarea illustrative vision.



IMPLEMENTATION & TIMELINES

The City will complete the following key implementation actions subsequent to the adoption of the Subarea Plan:

1. Add the South Kincaid Subarea designation to all applicable Mount Vernon Comprehensive Plan maps.
2. Add the north-south multi-use trail through the ALFCO LLC property from Kincaid to Section Streets as well as the future pedestrian connection needed near the intersection of Section and 1st Streets to the Parks & Recreation Element of the Comprehensive Plan.
3. Adopt new zoning regulations creating the C-1c zone.
4. Complete an area-wide rezone that will redesignate portions of the Subarea to the C-1c zone.
5. Adopt new zoning regulations in the Parking Chapter to add ways that parking could be reduced in the subarea.

During Q3/Q4 of FY 2018 to 2019, the City intends to implement the following Subarea Plan policies:

1. Adopt updates to the City's existing Design Standards for small lot and multi-family development and adopt new Design Standards for the Downtown and the subarea.
2. Add public projects within the subarea to the City's CIP.
3. Coordinate with the County to study the feasibility of siting a structured parking facility, new library and community center on the south side of Kincaid Street between 2nd and 3rd streets.
4. Commence a process to study impact and connection fees to see if reductions in the subarea can be supported.
5. Start the Master Plan process to site a new Fire Station 1.
6. Initiate a parking study within the subarea to determine reductions in parking requirements that could be codified.

During FY 2019 and beyond, the City will explore implementing the following items:

1. Design of the gateway corridor plan for S Kincaid Street.
2. Design of the 4-way stop at Section and 3rd Streets.
3. Design of non-motorized improvements to roadway networks to meet the circulation and open space policies.
4. Fund the scoping of the pedestrian easement desired near the intersection of Section and 1st Streets.
5. Commence the process to establish the thematic network of wayfinding signage and planar safety markings.
6. Funding and/or finding grant opportunities to establish an Arts and Innovation Corridor along Cleveland Ave.

Several of these projects will require extensive investment of public funds. Alternative funding sources, such as grants and public-private partnerships should be explored, as long as their outcomes achieve the intent of the Plan's goal, objectives, and policies.

Figure 42. Potential City-led projects in the Subarea.



- SUBAREA BOUNDARY
- CITY-OWNED PARCELS
- AMTRAK RAIL
- PUBLIC USE

- 1** - BOUTIQUE HOTEL
- MULTIFAMILY RESIDENTIAL
- MIXED-USE
- 2** - CITY HALL
- PUBLIC OPEN SPACE
- LIBRARY
- PUBLIC WORKS
- 3** - FIRE STATION 1
- PUBLIC OPEN SPACE

- 4** - LIBRARY
- COMMUNITY CENTER
- PARKING STRUCTURE
- GATEWAY PLAZA
- 5** - ROUNDABOUT
- ENTRY MONUMENT
- 6** - NON-MOTORIZED PATHWAY

RELATIONSHIP MATRIX

The following is a matrix that illustrates the relationship between the policies and action items articulated within the Plan.

POLICY	DESCRIPTION	ACTION ITEMS
OBJECTIVE 1.1	MAINTAIN AND EXTEND THE HUMAN SCALE APPROPRIATE TO THE AREA WITH REGULATIONS AIMED AT SHAPING THE MASS, HEIGHT, AND BULK OF NEW AND RE-DEVELOPED STRUCTURES.	
1.1.1	SUPPORT DEVELOPMENT THAT COMPLEMENTS THE FUNCTION, SCALE, AND STYLE OF DOWNTOWN.	LU1, CD2
1.1.2	CONSIDER CREATING INCENTIVES FOR THE INSTALLATION OF PUBLIC ART.	CD6
1.1.3	ENCOURAGE DEVELOPMENT THAT WILL BRING VITALITY AND ACTIVITY DURING EVENINGS AND WEEKENDS.	LU1, CN1
1.1.4	CREATE A VISUALLY COHESIVE DISTRICT. USE CONTEXTUALLY-APPROPRIATE THEMATIC DESIGN ELEMENTS THAT TIE IN WITH THE DOWNTOWN AND RIVERFRONT.	CD2, CN7
1.1.5	DESIGN SOUTH KINCAID STREET TO FUNCTION AS A GATEWAY.	CD6, CN4
OBJECTIVE 1.2	ENSURE THAT NON-MOTORIZED MODES OF TRAVEL HAVE SAFE, COMFORTABLE, AND ATTRACTIVE WAYS THAT CONNECT WITH TRANSIT, THE HISTORIC DOWNTOWN AND SURROUNDING RECREATIONAL AMENITIES NEAR THE SUB-AREA.	
1.2.1	LINK THE TRAILS, PARKS, AND OTHER GREENSPACES ... OTHER GREENSPACES. EMPHASIZE CONNECTIONS TO THE RIVERFRONT TRAIL/OPEN SPACES.	CN1, CN6
1.2.2	FOCUS ON AMENITIES SUCH AS BULB-OUTS, STREET TREES, LANDSCAPING, LIGHTING, AND OTHER FEATURES THAT ENCOURAGE PEDESTRIAN TRAVEL WITHIN AND THROUGH THE SUB-AREA.	CN1, CN7
1.2.3	INCREASE CONNECTIONS TO THE DOWNTOWN, WITH SAFE AND FUNCTIONAL PEDESTRIAN AND CYCLIST INTERSECTION CROSSINGS ALONG KINCAID STREET.	CN4, CN7
1.2.4	DEVELOP A DETAILED STREETScape PLAN AND MAXIMIZE GREEN SPACES, NATURAL SURFACES, PLANTS, LIGHTING, AND STREETSCAPING.	CN2, PO4
1.2.5	STRENGTHEN NON-MOTORIZED TRANSIT CONNECTIONS TO THE DOWNTOWN AND RIVERWALK PARK.	CN1, CN7
1.2.6	DESIGN ENHANCED CONNECTIONS TO AND THROUGH THE SITE ONCE OCCUPIED BY ALF CHRISTIANSON SEED COMPANY.	CN4, PO3, CD6
OBJECTIVE 1.3	ENHANCE THE ECONOMIC VITALITY OF THE SUB-AREA AND ABUTTING DOWNTOWN WITH A MIX OF BUSINESSES AND HOUSING TYPES. STRONGLY ENCOURAGE MIXED USE AND LIVE/WORK DEVELOPMENTS.	
1.3.1	THE MIX OF USES ALLOWED WITHIN THE SUB-AREA NEEDS TO REFLECT THE SETTING SURROUNDING DIFFERENT PLACES WITHIN THE SUB-AREA.	LU1, LU2
1.3.2	ADOPT REGULATIONS THAT ALLOW PORTIONS OF THE SUB-AREA CLOSEST TO INTERSTATE-5 TO BE DEVELOPED WITH MORE INTENSE, FREEWAY ORIENTED USES.	LU2
1.3.3	ADOPT REGULATIONS THAT PROVIDE OPPORTUNITIES FOR NEW RETAIL, MIXED-USE, LIVE-WORK, OFFICE, AND HOTEL SPACE.	LU1
1.3.4	ENCOURAGE THE RETENTION AND REUSE EXISTING HISTORIC BUILDINGS FOR NEW USES THROUGH ADAPTIVE REUSE PRINCIPALS.	LU1, CD2, CD3
1.3.5	ADOPT ZONING REGULATIONS THAT ALLOW 3-4 STORY MIXED-USE MIXED-INCOME INFILL...WITH A VARIETY OF HOUSING TYPES, MULTIFAMILY STACKED FLATS, ZERO LOT LINE TOWNHOUSES, AND ADU'S.	LU1
1.3.6	ADOPT A SOUTH KINCAID COMPREHENSIVE PLAN DESIGNATION...ENCOURAGE PROPERTY OWNERS TO REZONE TO THE DESIGNATIONS SHOWN ON FIGURE 30 "PROPOSED ZONING DESIGNATION".	LU1, CD1
OBJECTIVE 1.4	IMPROVE, ENHANCE, AND EXPAND COMMUNITY AMENITIES WITHIN THE SUB-AREA.	
1.4.1	ENHANCE AND REPURPOSE THE CIVIC CAMPUS SURROUNDING CITY HALL.	LU4
1.4.2	INCREASE OPEN SPACE AND COMMUNITY GATHERING SPACE—PLAZAS AND PARKS THROUGHOUT THE SUBAREA.	PO1, PO2, PO3, PO4
1.4.3	ENCOURAGE THE CONSTRUCTION OF A NEW PUBLIC LIBRARY IN THE SUB-AREA.	LU5, CD5
1.4.4	ENHANCE CLEVELAND AVE TO BECOME AN ARTS AND INNOVATION CORRIDOR.	CITY
1.4.5	ENCOURAGE AGRICULTURAL-BASED DESTINATIONS AND USES LIKE A PUBLIC MARKET, BREWERY, AGRICULTURAL INDUSTRY CAMPUS, ANCIENT GRAIN MILL, AND/OR AGRICULTURE EDUCATION CENTER.	LU7
1.4.6	CONSTRUCT NEW FIRE STATION 1 TO SERVE THE SUB-AREA AND DOWNTOWN.	LU4

Figure 43. Subarea policies and action items relationship matrix.

Figure 44. Catalyst projects will help anchor new Subarea developments.



- SUBAREA BOUNDARY
- CITY-OWNED PARCELS
- AMTRAK RAIL

SHERMAN ANDERSON FIELD

SK KATHRYN KAY
Urban Planning & Design

ABOUT THE SOUTH KINCAID SUBAREA PLAN

WHAT IS A SUBAREA PLAN?

Subarea plans are developed for areas that are larger than a neighborhood but smaller than a city or county. They provide a framework for future development and are used to guide the city's growth. Subarea plans are developed by the city and are subject to public review and comment.

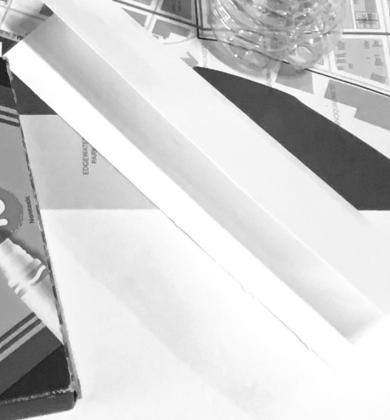
SK SOUTH KINCAID SUBAREA PLAN



GROUP MAP

- SUBAREA BOUNDARY
- BUILDING FOOTPRINTS
- CITY-OWNER PARCELS

City of MOUNT VERNON



Appendix A - Stakeholder Interviews

STAKEHOLDER INTERVIEW QUESTIONS

STAKEHOLDER INTERVIEWS 1 SUMMARY

STAKEHOLDER INTERVIEWS 2 SUMMARY

STAKEHOLDER INTERVIEW QUESTIONS

These questions were used to help begin a broader community discussion about the Subarea, specific areas of focus, and opportunities to capitalize on current site assets. Stakeholders are encouraged to explore ideas beyond those outlined below and to express concepts or concerns on the maps provided.

- + What do you appreciate most about living in Mount Vernon?
- + Who are you, where do you live, and how do you use the Subarea—live, work, play?
- + Do you regularly spend time in the Subarea outside of work hours?
- + How do you feel about the Subarea today? Is there something unique about it?
- + What do you think are the biggest challenges for the Subarea?
- + What would you like us to avoid, if anything?
- + What services/improvements are most needed in the area?
- + How do you typically commute to the Subarea or Downtown?
- + Is the Subarea transportation network well connected to Downtown, the Riverfront, local neighborhoods?
- + Is the area walkable and comfortable for pedestrians? If not, where are the issues?
- + Does the area have adequate bicycle infrastructure?
- + Is there adequate parking? Are there any traffic concerns?
- + How do you imagine Mount Vernon in the future? What kind of role will the Subarea play?
- + Is there another city/town in the region you like to visit? What makes this place special to you?
- + In your mind, what is the ultimate goal of this Subarea Plan? What should it accomplish?
- + Do you have any suggestions for how best to engage the local community?

Beyond this interview, we encourage all participants to continue engaging with the process and relaying new ideas as they arise.

Thank you.

Stakeholder Interviews 01.25.2017

OVERVIEW

FACILITATORS

REBECCA LOWELL, SENIOR PLANNER, CITY OF MOUNT VERNON

JULIE BASSUK, MAKERS

BRANDON HERMAN, MAKERS

SUMMARY

Stakeholder interviews were conducted with the intent to gather information from residents, business owners, and public officials regarding the current state of the Subarea and visions for its future. These interviews have been combined with accompanying spatial mapping diagrams to help form basic concepts to be further evaluated at future community workshops.

INTERVIEWS

- + 9-10:30am - Jill Boudreau, Mayor
- + 11-12:00pm - Skye Richendrfer, Celtic Arts Foundation, Former Mayor
- + 2-3:00pm - Dr. Michelle Antonich, SKAGIT Family Health Clinic
- + 3-4:00pm - Craig Cammock and Dan Reid, ALFCO Site Representatives
- + 4-5:00pm - Brian Kay, Property owner on Hazel and 2nd St

UPDATED SUBAREA BOUNDARY



MAIN TAKEAWAYS

- + South Kincaid Subarea has been tentatively selected as the official name for the site.
- + The new subarea boundary has been accepted thus far.
- + Cleveland Avenue should be a phase one focus. Ideas for its evolution include:
 - + Arts, culture, and innovation corridor.
 - + Create “civic campus” with City-owned parcels.
 - + Mixture of uses—residential and retail.
 - + Improve pedestrian amenities.
- + The scale of development.
 - + Density seems to suggest a max of 3-4 stories.
 - + Mixed-use development.
 - + Retain/rehab existing historic stock where applicable and infill with multifunctional development.
 - + Live-work units should be considered.
 - + Higher development densities could be allowed east of the BNSF rail line within the ALFCO site.
- + Main anchor/catalyst opportunities at the ALFCO and civic campus sites.
- + Clustering social service programs in the area have created some unintended consequences—security issues, uncertainty around redevelopment, etc.
 - + Permanent supportive housing ordinance is in the works.
 - + Services need to be located at a multitude of sites to not unfairly burden one particular area.

Stakeholder Interviews #2 03.22.2017

OVERVIEW

FACILITATORS

REBECCA LOWELL, SENIOR PLANNER, CITY OF MOUNT VERNON

JULIE BASSUK, MAKERS

BRANDON HERMAN, MAKERS

SUMMARY

Stakeholder interviews were conducted with the intent to gather information from locals regarding the current state of the Subarea and visions for its future. These interviews will be combined with the accompanying spatial mapping diagrams to help form basic concepts to be further evaluated by the community during upcoming public workshops.

The success of this project will, in part, require a successful branding and marketing effort. This includes an official name for the Subarea that captures a vision for its future. The "South Kincaid" Subarea is the suggested name to be used in this effort moving forward.

INTERVIEWS

1-2:00PM

LAURA AND ERIC ZANN, OWNERS—CASA GRANDE APARTMENTS

- + Casa Grande Apartments—35 units built in 1930.
 - + Currently being upgraded/restored from years of neglect.
 - + A number of units rented by local Skagit Valley College students.
 - + Units are \$550-\$850. Now that they have stabilized tenants and remodeled the majority of units, they will be adjusting rents to market.
 - + Increased need for parking.
 - + Currently shares parking lot with library during non-peak hours.
- + The cluster of public services, homelessness, sleeping in vehicles clustered in the area is a disincentive for redevelopment.
 - + A mix of housing types might help mitigate this.
- + Downtown/Subarea infill and redevelopment should retain current scale and context.
 - + 1-4 stories.
 - + Live-work units.

- + Mixed-use, mixed-income.
- + Artists, makers/crafts, art galleries, agriculture industrial partnerships.
- + Build on the industrial nature of the town.
- + Buildings with historic integrity should be protected.
- + Pocket parks/outdoor space needed.

- + Former ALFCO site has great potential. Future uses could include:
 - + Commercially-oriented.
 - + Hotel.
 - + Some kind of anchor, like Downtown Bothell has done with Anderson School Hotel, is needed.
 - + Market place with multiple establishments under one roof, would be an asset.
- + Subarea should use thematic design elements that tie in with Downtown and the Riverfront.
 - + These could be infused in art, lighting, benches, signs, and other site furnishings.
 - + Employ large mural art to unify the area and add life/ownership.
 - + "Art brings identity and sense of place".
 - + Create a pedestrian friendly environment.

2-3:00PM

MARY HUDSON AND DALE REGAN, CITY COUNCIL MEMBERS

- + Mixed-use development for the ALFCO site was proposed a few years back, but never materialized.
 - + Being situated between the railroad and I-5 presents some great opportunities and challenges.
 - + Would like to see the site become revenue generating.
 - + Could accommodate "downtown living", or industrial zoning.
 - + Could develop into something like University Village in Seattle, which also has a limited number of ingress/egress points.
 - + High level of I-5 visibility.
 - + A higher-end hotel could be a great use for the site.
 - + A brewery would be an appropriate use for the site.
 - + An open market concept, like Pybus Market in Wenatchee, would be an asset.
 - + Whatever is developed should be a visual attraction and activity magnet.
- + Kincaid St needs to be a gateway to the City.
 - + Needs to be inviting and help set the identity.
 - + Pedestrian and bike friendly.
 - + This could be infused in signage, lighting, art,

- + The subarea should provide a myriad of housing types.
 - + Retain/reuse historic-aged properties for new uses.
 - + Townhouses are a good way to provide some density through infill using current lot dimensions.
 - + Mixed-use could provide top floor residential with river views.
 - + Clustering of social services within the subarea is good. Puts those folks close to the services they need.
 - + Potential subarea “activators”.
 - + Housing for downsizing retirees.
 - + Housing for lower-cost urbanites.
 - + Lower income housing, as compared to larger urban centers in the region.
 - + Diverse housing types.
 - + Tourism industry.
 - + Whidbey Island Navy growth could see 800 new families enter the region.
 - + New schools.
 - + Prominent new civic center.
 - + A sky bridge could span Kincaid St, connecting the ALFCO site with Downtown.
 - + Park Blocks in Portland, extend the plaza.
 - + Keep the library Downtown, it will help activate the area along with the riverfront and civic functions.
 - + Makers spaces could be a good fit for the subarea.
 - + Crafts, manufacturing, furniture.
 - + Brewery and distillery.
- through the subarea.
 - + Medium density, with higher densities near the river and along 1st St into Downtown.
 - + Townhouses are a good residential use.
 - + Focus commercial and civic functions around the courthouse.
 - + Campus-like design.
 - + Linear plaza/park as organizing element.
 - + Subarea needs a hotel with conference/meeting space.
 - + Seattle to Vancouver, BC is the next tech corridor.
 - + ALFCO site could house a tech company satellite campus.
 - + Creates a new economic base.
 - + High visibility from I-5.
 - + Activate the subarea and Downtown.
 - + Take advantage of high-speed fiber infrastructure.
 - + Partner with Port.

NEXT STEPS

- + Reschedule meeting with the Port.
- + Decide on schedule for moving forward with concepts and community workshops.
- + Plan for fire station/library stakeholder workshop.

3-4:00PM

CHRISTIAN CARLSON AND ADAIR ORR, PLANNING COMMISSION

- + Protect and organize infill/redevelopment around view corridors to the river.
- + The Downtown is missing a gateway, could be some kind of civic presence along Kincaid St.
 - + Courthouse doesn't front anything, could be redesigned to provide presence and a plaza to extend across Kincaid St.
- + Downtown strengths include:
 - + Waterfront
 - + 1st Street
 - + County Courthouse
- + The Downtown scale and massing should be replicated

SK KATHRYN KAY
Urban Planning & Design

ABOUT THE SOUTH KINCAID SUBAREA PLAN

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SK SOUTH KINCAID SUBAREA PLAN



GROUP MA

- SUBAREA BOUNDARY
- BUILDING FOOTPRINTS
- CITY-OWNER PARCELS

AMTRAK RAIL

VACANT PARCELS

City of MOUNT VERNON



Appendix B - Community Workshops

SIGN-IN SHEETS

GROUP MAPPING EXERCISE RESULTS

CITY OF MOUNT VERNON
SUBAREA COMMUNITY MEETING 1
MAY 25, 2017

NAME	ADDRESS	CITY/STATE/ZIP	PHONE	EMAIL
1. Daman Bell	1506 Penn 309 E. HAZEL	M.V.	360 466 8819	dblufc@gmail.com
2. LEONARDO KANGARON	309 E. HAZEL	M.V.	360-466-8819	LTKR363@msn.com
3. Melissa Beaton	3906 Foxglove Cil	MV	630-7070	Melissabeaton@comcast.net
4. Shelley Acero	923 N. 14th	M.V.	360 421 7196	sacera58@gmail.com
5. Theodore Crane	109 Snoqualmie St	MV.	360 707 8819	Kasaeria@MSN.com
6. BRIAN POPPE	HKP 314 PINE ST.	MV	360 334 2155	bpoppe@hkpa.com
7. Caryn Tha	1011 S. 1st St	MV	336-770-6234	
8. Keri Reid	11857 Bay Ridge Dr	Boz.	360-982-0222	kreid@sakata.com
9. Missy Holland	1007 McLean	MV	206-434-8841	HOLLAND-MELISSA@HOTMAIL.COM
10. Guillermina Bazzani	2401 Kulshan New Dr #410	MT	509-517-4033	GuillerminaB@CCSNW.org
11. Dan Mitzel	1111 Cleveland Ave	MV	360-404-2090	
12. Maythe		MV		
13. Greg Tarbet	1122 Railroad Ave	MV	425-754-0709	

NAME	ADDRESS	CITY/STATE/ZIP	PHONE	EMAIL
14. Chris Bollinger	2005 Woodridge Ave	Mt. Vernon WA. 98273	360-853-3881	the luminous cosmos@gmail.com
15. Linda Baker	1634 S. 3rd	Mt Vernon	360 419-0419	Lbaker@fidalgo.net
16. Rowland Costero	"	"	"	"
17. M. ADAIR ORN	1007 McLean Rd	Mt. Vernon	360 421 0635	adair@armadillo.com
18. DALE RAGAN	219 WATKIN St	MV	360-708-0998	dalevagan@comcast.net
19. Ken Qua	2308 10th St	MU	360-5385	Stopleak@AOL.com
20. Seth Cowan	21121 Falcon CT	MV	360 770-6358	sethpcowan@gmail.com
21. Megan O'Bryan	3808 Carpenter St	MV	360 708 5817	meganobryan@windermere.com
22. Marta Martinez	1921 Roosevelt	MV	(360) 840 2824	Martam@CCSNW.org
23. Tina Tate	302 922 3rd St	MU	360-488-4357	tina@skagitfriendshiphouse.org
24. Craig Cammack	Box 336	MV	336-1000	Craig@Skagitlaw.com
25. Bryan Kay	Po Box 1916	MU	360-202-2160	bryan.kay@bigfoot.com
26. Kathryn Kay	"	"	"	"

	NAME	ADDRESS	CITY/STATE/ZIP	PHONE	EMAIL
27.	Johanna MITZEL	2703 Riverbark Loop	MV	360-661-5351	johanna.johanna.mitzel.com
28.	Jim Koetje	1030 E College Way		360 202 2500	
29.	AL Lyon	325 So 1st St	MV	360 336 3007	AL.Lyon@LyonsFurniture.com
30.					
31.					
32.					
33.					
34.					
35.					
36.					
37.					
38.					
39.					

	NAME	ADDRESS	CITY/STATE/ZIP	PHONE	EMAIL
40.	JODI MONROE	612 S 1st	MV	360 428 0433	jodimonroe@hometrustofsk.com
41.	Jim Fickert	1003 S Broad St 1005 S Broad St	MV	360.707.8266	jmfickert@gmail.com
42.	Johanna BRETTENDORF	619 Geneva Alley	MV	(360) 558-4654	
43.	CAROL SULLIVAN	1400 Lindsay Ln #5	MV 98274	360-739-4898	carol@sullivan@yahoo.com
44.	Molly ^{Skagit Law Trust} Doran	1020 S. 3rd	MV	360 428 7378	molly@skagitlawtrust.org
45.	ANN LAUSTEN FORCE	207 E SECTION	MV	336 5644	ULTRACROTCH3000@LIVE.COM
46.	Susan Rowe	1219 S 6th St	MV		SusanRoweTelus.com
47.	Richard Brocksmith	1216 E Section St	98274	360 826 2094	rbrocksmith@gmail.com
48.	DAV Penny	4210 Juniper Dr	98273		impenny59@comcast.net
49.	Stacie Zinn Roberts	1125 Sand St	98273	360-941-4595	stacieforconcrete@gmail.com
50.	Ellen Gamson	325 Pine St, Ste A	98273	360-336-3801	edmvdt@gmail.com
51.	PETER DONOHUE	328 N 8th	98273	941.3365	peterd@mountvernonwa.gov
52.	BRUCE G. LISSER	320 MILWAUKEE P.O. Box 1109	98273	360-419-7442	bruce.lisser.com

SK SOUTH KINCAID SUBAREA PLAN

TABLE #2



GROUP MAPPING EXERCISE

- SUBAREA BOUNDARY
- BUILDING FOOTPRINTS
- CITY-OWNER PARCELS
- PARCELS
- STREETS
- AMTRAK RAIL
- REDEVELOPMENT POTENTIAL
- PARKING LOTS
- VACANT PARCELS



500 FEET

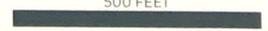
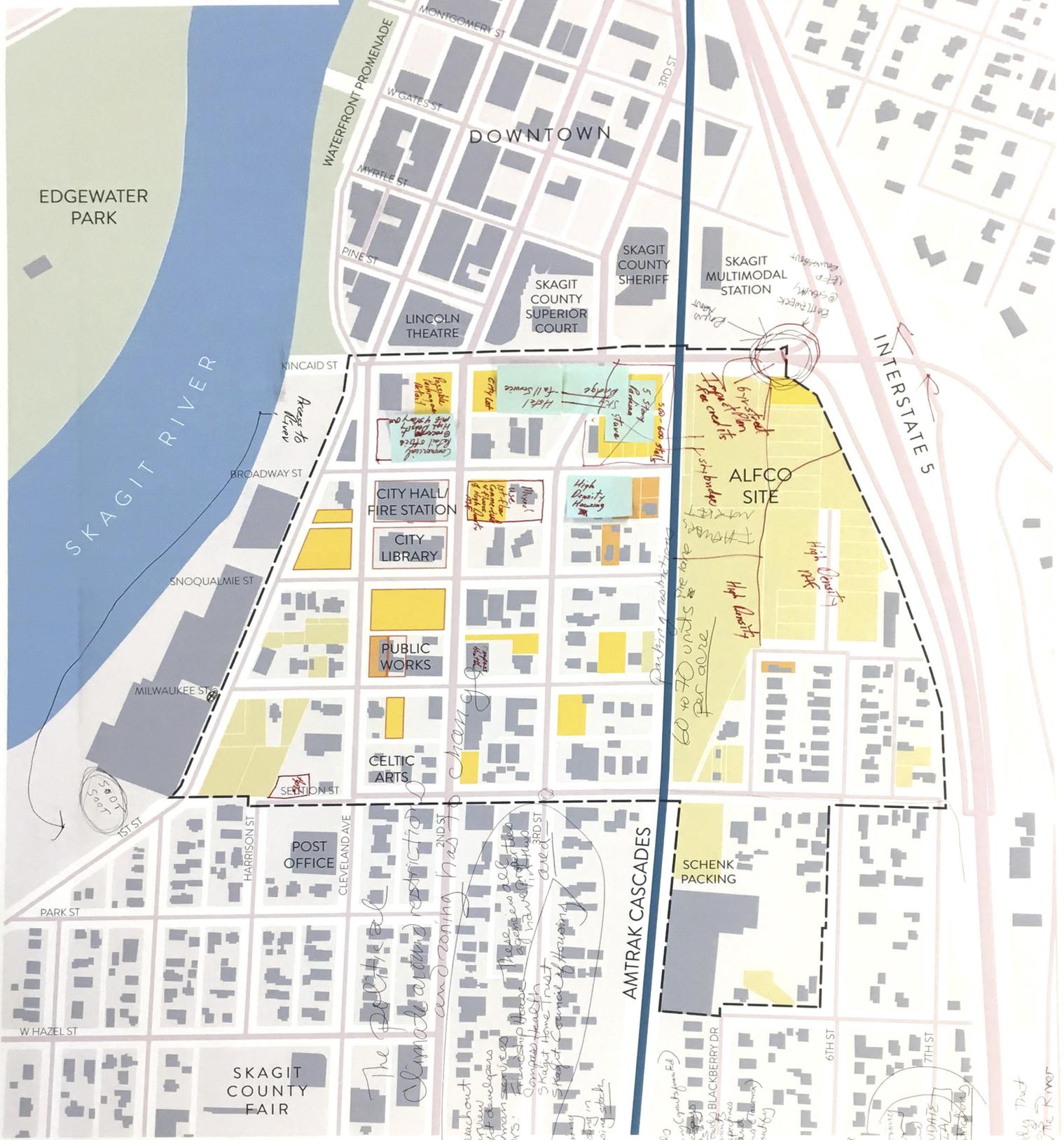


TABLE B



GROUP MAPPING EXERCISE

- SUBAREA BOUNDARY
- BUILDING FOOTPRINTS
- CITY-OWNER PARCELS
- PARCELS
- STREETS
- AMTRAK RAIL
- REDEVELOPMENT POTENTIAL
- PARKING LOTS
- VACANT PARCELS

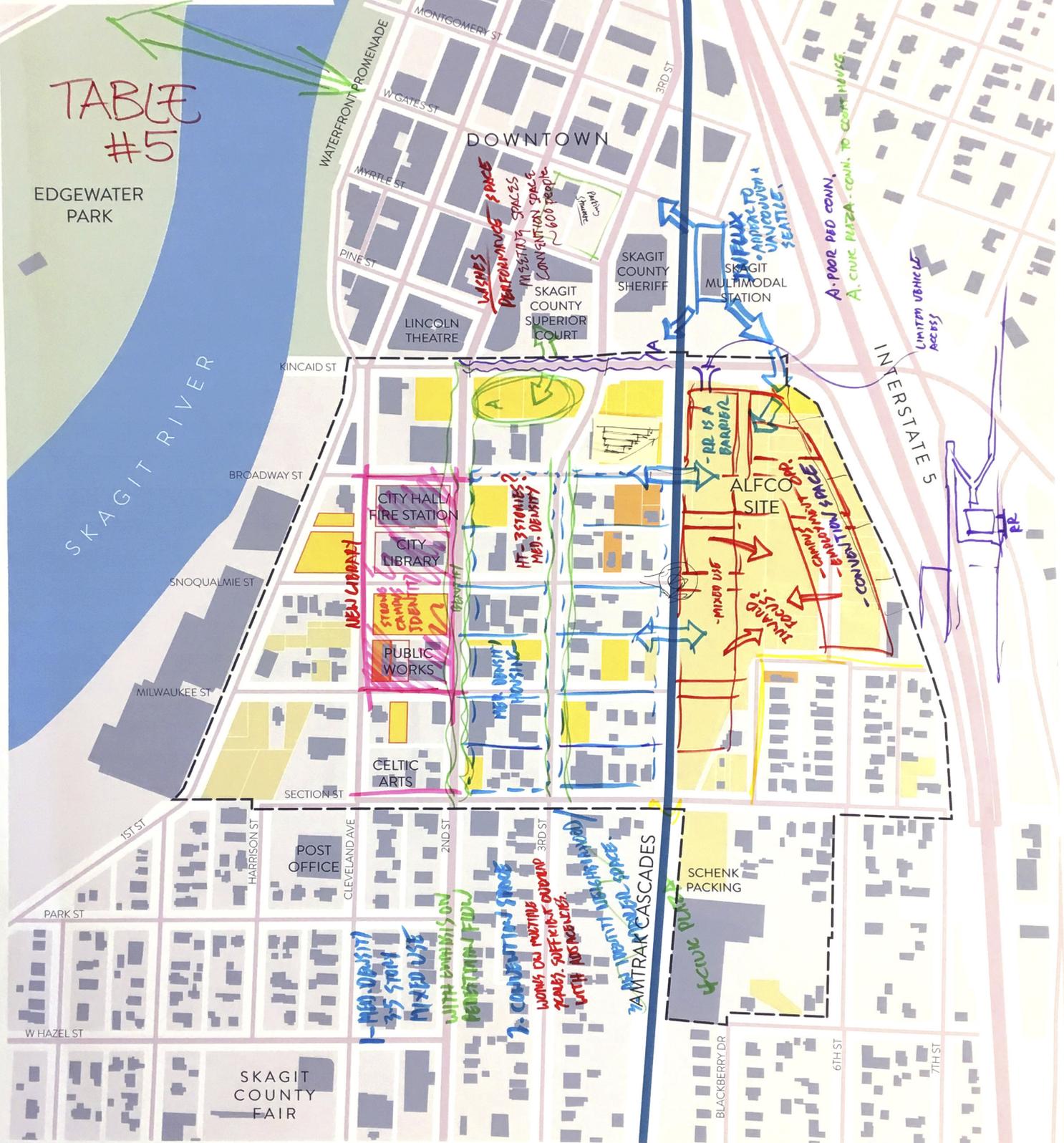
The political climate and zoning has to change

Please reach out and interview non-profit developers and human service providers. Friendship House, Compass Health Skagit Home Trust Skagit Council of Housing and...

Identify what necessary options are missing in the current zoning such as:

- 1) Arts and culture focus -
- 2) Draw up code alternatives as
- 3) Not suitable for local
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TABLE #5



GROUP MAPPING EXERCISE

- SUBAREA BOUNDARY
- PARCELS
- REDEVELOPMENT POTENTIAL
- BUILDING FOOTPRINTS
- STREETS
- PARKING LOTS
- CITY-OWNER PARCELS
- AMTRAK RAIL
- VACANT PARCELS



500 FEET



CITY OF MOUNT VERNON
PUBLIC MEETING #3
APRIL 2, 2018

| | NAME | EMAIL | PHONE | ADDRESS, CITY/STATE/ZIP |
|-----|-------------------|-------------------------------------|--------------|---|
| 1. | Sonya Dahl | acct@dalcousa.com | 360 428 3850 | 2930 OLD Highway 99 S Rd
Mount Vernon WA 98273 |
| 2. | Kory Startskog | NORSKY PAPA @GMAIL.COM | 360 708 2645 | 17612 Valerious Rd
MT Vernon WA 98273 |
| 3. | OWENS PARRISH | CPH.CURR@M.V.CO | 360-336-6214 | CITY HALL |
| 4. | Chris Bollinger | Thereminious.com | 560-853-3881 | Woodbridge Ave Mt Vernon |
| 5. | Debra Calderon | - | 360-753-5876 | Woodbridge Ave Mt Vernon
1207 Juniper |
| 6. | Iris Caroch | - | 360 333 7836 | MT Vernon Place |
| 7. | Edward Hunt | - | - | - |
| 8. | Steve Hunted | Steve@skyfisher.com | 360-391-1354 | 1003 Cleveland Ave |
| 9. | ADRIAN OM | adv.rearmed@edk.com | 360-421-0638 | 1007 McLean |
| 10. | Judley Deen | shelley@burlingtona.gov | 360 421 7196 | 923 N. 14th |
| 11. | CHRISTINA CARLSON | CHRISTIANE PERZY AND
CARLSON.COM | 206 696 1218 | 501 S. 1st St. MV |
| 12. | Mary the | - | - | - |
| 13. | PAZEL RAGAN | daleragane.comcast.net | 260-768-6975 | - |
| 14. | - | - | - | - |



CITY OF MOUNT VERNON
PUBLIC MEETING #3
APRIL 2, 2018

| | NAME | EMAIL | PHONE | ADDRESS, CITY/STATE/ZIP |
|-----|------------------------|--------------------------------|--------------|---|
| 15. | Dan and Debbie Crowley | debcrowley@comcast.net | 360-336-3531 | 1203 S 3 rd St Mount Vernon WA 98273 |
| 16. | Marta Martinez | martam@ccswv.org | 360-424-8655 | 1521 Roosevelt Av, Mt Vernon |
| 17. | Craig Cammack | Craig@skas.haw.i.com | 336-1000 | Po Box 386 MV |
| 18. | Tina Tate | tina@skag.friendship.house.org | 488-4357 | Po Box 517 MV 98273 |
| 19. | Guillermina Bazant | Guillermina.B@ccswv.org | 360-424-8655 | P.O. box 2461 MV 98273 |
| 20. | Sister Susan Wells | susanw@ccswv.org | 360-424-8533 | 604 S 1 st St MV. |
| 21. | Bryan Kay | | 360-202-2160 | Po Box 1916 MV |
| 22. | Stacie Zinnubli | | | |
| 23. | BRIAN POPPE | bpoppe@hkp.com | 360.336.2155 | HVP ARCHITECTS |
| 24. | Amy Lauster Force | ULF@RACROT43000@live.com | 360 336 3634 | 207 E SECTION |
| 25. | Tim Force | | | 207 E Section |
| 26. | | | | |
| 27. | | | | |
| 28. | | | | |

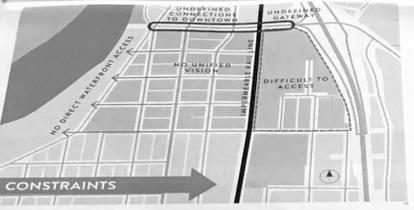
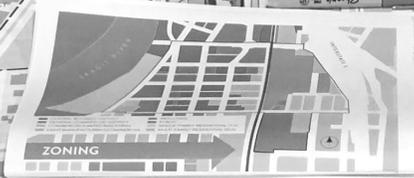
SK KATHRYN KAY
Urban Planning & Design

ABOUT THE SOUTH KINCAID SUBAREA PLAN

WHAT IS A SUBAREA PLAN?

Subarea plans are developed for areas that are larger than a neighborhood but smaller than a city or county. They provide a framework for future development and are used to guide the city's growth. Subarea plans are developed by the city and are subject to public review and comment.

SK SOUTH KINCAID SUBAREA PLAN



City of MOUNT VERNON



Appendix C - Fire Station & Civic Campus Charrette

PROCESS

The City of Mount Vernon has prioritized the development of a new Fire Station 1 to replace the current functionally obsolete facility (Figure 45). The charrette provided an opportunity for key stakeholders, including the Fire Chief and staff, City Council members, Mayor, and planning department to:

- + Explore Subarea site constraints and opportunities.
- + Better understand fire station sizing, layout, and siting options.
- + Consider ideal locations for a new station using baseline square footage requirements and established siting parameters.
- + Develop ideas for the new station configuration.
- + Site compatible uses desired in the area.
- + Create a vision for a civic campus, including programming and configuration.

Results will help guide the overall vision and recommendations in support of the South Kincaid Subarea Plan.



Figure 45. Fire Station 1 context.



Figure 46. Fire Station 1 siting exercise.

FIRE STATION 1 BACKGROUND

Fire Station 1 was constructed in 1964 and the facility has exceeded its useful service life. Except for minor changes, the Station has had only routine maintenance. It does not meet modern industry standards for energy, efficiency, and fire safety and lacks appropriate security for overnight crews. When the Station was constructed the call volume for the City was approximately 500 calls for service per year. In 2016 Station 1 fielded 2,025 calls. In addition, the City has transitioned from a primary volunteer agency to a career department. The increase in staffing and call volume has outpaced the Station's original design and construction intent. Additional functional shortfalls include:

- + Insufficient space to house the 100 foot ladder truck required to serve multi-story units
- + Insufficient length and number of apparatus bays
- + Constrained Station site
- + Lack of security
- + Inadequate space to house additional personnel
- + Inadequate training facilities
- + No co-location space for other emergency response units
- + Lack of community and education space
- + Inadequate interior ventilation

Fire Station 1 serves the critical downtown area—historic buildings, businesses, visitors, residents, commuters, and high-risk infrastructure (railway and water treatment facility). Placing a ladder truck adjacent to the Downtown, which can serve multi-story and historic buildings lacking fire protection, is critical.

A new station will improve efficiency for the Fire Chief, Fire Marshal, and administrative staff by eliminating commuting time from Station 2. In addition, it will provide a convenient means for the public to access the Fire Department during permitting, new construction, or other City business.

The City's vision for its historic Downtown, waterfront, and surrounding areas, including the South Kincaid Subarea, includes new multi-story mixed-use buildings and adaptive reuse of existing character structures. For Fire Station 1 to meet the current and future demands of Mount Vernon, the following configuration needs have been identified:

- + 15,000 square foot facility
- + Five apparatus bays with space for the 100' ladder truck

- + Improved living quarters
- + Community space
- + Personnel training space
- + Proximity to arterial streets
- + Unrestricted site access
- + Safe sight distances to adjacent roadways
- + Compatible adjacent land uses

FINDINGS

Charrette participants were given an overview of existing conditions and description regarding how this effort folds into the Subarea Plan process. They were then asked to work together to identify an appropriate site, configure a layout, and document their reasoning. Ideas were recorded on maps using the scaled game pieces, markers, and sticky notes (see Appendix B). The following themes emerged from the charrette, many of which were of consensus among the working groups:

- + Fire Station 1 should be co-located with other civic uses, including critically needed open space
- + The civic campus should include opportunities for private investment, where applicable
- + The civic campus should be designed with intent so that it may function as a community amenity
- + Additional proposed programming for the civic campus included structured parking, mixed-use residential, park space, and a new library
- + Because of the slightly undersized lot requirements for a new station, a multi-story structure should be considered to fit within neighborhood context and small lots.
- + Ideas for adjacent compatible land uses included park/open space, parking structure, community space, and mixed use multistory units.
- + Many participants identified the parking lot to the south of the library as an ideal site for the new station. As part of a civic campus, the new station should explore re-purposing the current Public Works site, if Public Works was relocated to a re-purposed or rebuilt Station 1.



Figure 47. Example Fire Station 1 mapping exercise results.



Figure 48. Fire Station 1 group mapping exercises on display.

CIVIC CAMPUS VISIONING

The civic campus consists of an approximately 2.5-acre City-owned parcel cluster that currently houses City Hall, Public Works, Fire Station 1, a parking lot, and the public library (Figure 1). Depending on where future site functions are located, reconfiguration and reuse scenarios are likely, each of which should re-imagine the civic campus as the cultural center of the Subarea. Participants were asked to consider the following:

- + Should a new public library stay on site or be relocated elsewhere?
- + What is the best way to organize spaces to reflect a civic campus configuration?
- + How best to connect the campus with the surrounding community?
- + Where best to provide public space opportunities to strengthen the connections?

FINDINGS

Charrette participants were asked to imagine how best to collocate current uses and what new programming, if any, could add to a robust and active community civic campus. Many of the concepts carried over from the Fire Station 1 siting exercise, which took place prior to the civic campus exercise. The following themes for the civic campus emerged:

- + The new Fire Station 1 should be located at the site of the current library parking lot and include the current site of Public Works.

- + Public Works should relocate to the current site of Station 1, adjoining City Hall.
- + The library should be relocated to the City owned parcel just west of the civic campus, or to the surface parking lot to the northeast.
- + There were several concepts for the current library site, including structured parking, mixed-use, park, and a new multistory public library.

These concepts will be incorporated into the Subarea alternatives for public comment during Community Workshop 2.

NEXT STEPS

The next step of the planning process is to create several alternatives to evaluate during Community Workshop 2. These alternatives will reflect ideas gathered during stakeholder and community sessions, including the Fire Station 1 and Civic Campus Charrette as well as findings from the existing conditions analysis. Each of the concepts will present a different 'kit of parts' and attendees will be encouraged to pick and choose the best and worst ideas for inclusion in a 'preferred' concept. This concept will then be further developed into a draft Subarea Plan.



Figure 49. Presenting results from the civic campus group mapping exercise.

APPENDIX - SIGN-IN SHEETS

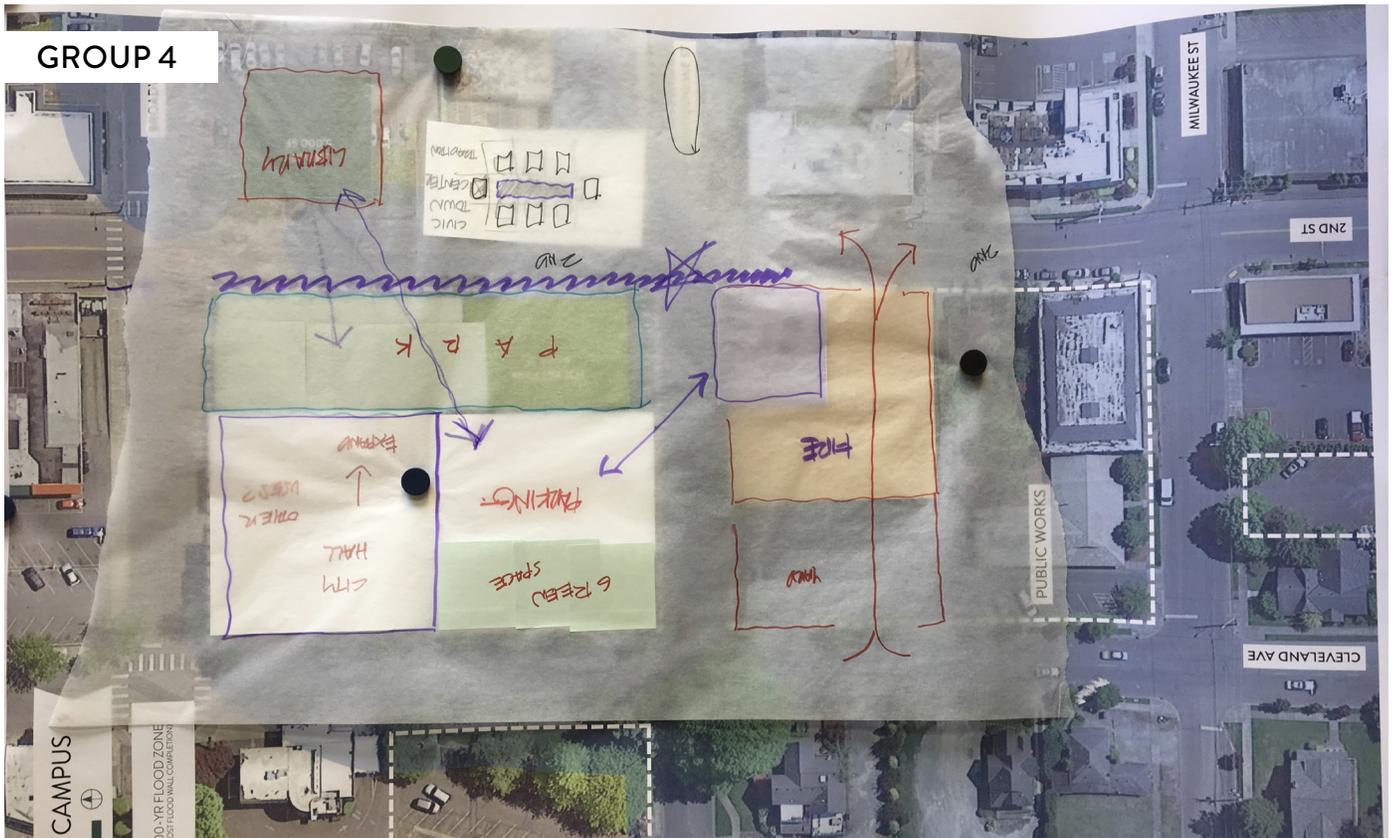


CITY OF MOUNT VERNON
FIRE STATION #1 CHARRETTE
SEPTEMBER 20, 2017

| | NAME | ADDRESS | CITY/STATE/ZIP | PHONE | EMAIL |
|-----|-----------------------|------------------------------|----------------|----------------|-------------------------------|
| 1. | Isaac Huffman | 4508 Karlis St. | MV, WA 98274 | 360 480 7672 | isaacHuffman@gmail.com |
| 2. | Bryan Brice | 1901 N. LaVenture | MV. WA 98274 | 360-336-6277 | bryan.b@mountvernonwa.gov |
| 3. | Steve Brice | 1901 N LaVenture Rd | MV WA 98274 | 360-336-6277 | Steve@mountvernonwa.gov |
| 4. | Bryan Harris | 1901 N LaVenture Rd | MV WA 98274 | 360-336-6277 | Bryan@mountvernonwa.gov |
| 5. | CHRISTIAN CARLSON | 504 S. 1st | MV. | (206) 676-1218 | CHRISTIAN@PERCYANDCARLSON.COM |
| 6. | Richard Brocksmithe | 1216 E Section St | MV 98274 | 360 826 2094 | rbrocksmithe@gmail.com |
| 7. | Maggie Potter | 215 N 8th | MV 73 | 428-7369 | maggiepotter@aol.com |
| 8. | Ken Quam | 2308 N. 1st | MV | 424-5385 | StopLeak@PCC.com |
| 9. | Angie Hett Crowl | 13797 Trumpeter Lane | MV 98273 | 360-428-5165 | beactive30@earthlink.net |
| 10. | Sullivan Jones | 923 N. 14th | MV 98273 | 360 421 7196 | sacere58@gmail.com |
| 11. | Harold Hunt | 3200 Skelly Hill Rd | M.V 98274 | 360-708-2801 | |
| 12. | Jim & Katy Amagist | 926 Dighy | MV 98274 | 360-424-4689 | |
| 13. | | | | | |
| 14. | Adrian Carr | 1007 Melrose Rd | MV | 360 421-0675 | adrian@corwoodllc.com |
| 15. | Scott Connor | 1020 Vera Ct | MV | 360 941 1417 | SPKTR98273@gmail.com |
| 16. | Mary Stulew | | | | |
| 17. | Melissa Beaton | | | | |
| 18. | Christopher Bollinger | 2005 Woodridge | Mt. Vernon | 360 853-3881 | The luminous cosmos@gmail.com |
| 19. | Tina Tate | 925 3rd | MV. | | |
| 20. | Bryan Kay | 1330 S 2nd | MV | 360-202-2160 | |
| 21. | Stacie Zimm | | | | |
| 22. | Doug Volesky | | | | doug@mountvernonwa.gov |
| 23. | Ellen Ganson | 325 Pine St | MV. | 360-336-3801 | elgans@comcast.net |
| 24. | Marie Erbstreiser | 217 E. Division | MV | 360 336-4816 | erbst@cnw.com |
| 25. | Joe Lindquist | 5616 Trumpeter Pl | MV | 360-391-3038 | |
| 26. | | | | | |
| 27. | Jerry Dodel | MVPO | MV | 360-336-6277 | jerryd@mountvernonwa.gov |
| 28. | Megan O'Bryan | 380 Carpenter St
MV 98274 | | 360 408 5817 | meganobryan@windermere.ca |
| 29. | Gary Muehler | 13035 1st | MV | 360-336-5485 | |
| 30. | DALE R AGAN | | MV | | |
| 31. | Bob Fiedler | | | | |
| 32. | | | | | |

FIRE STATION 1 MAPPING EXERCISE





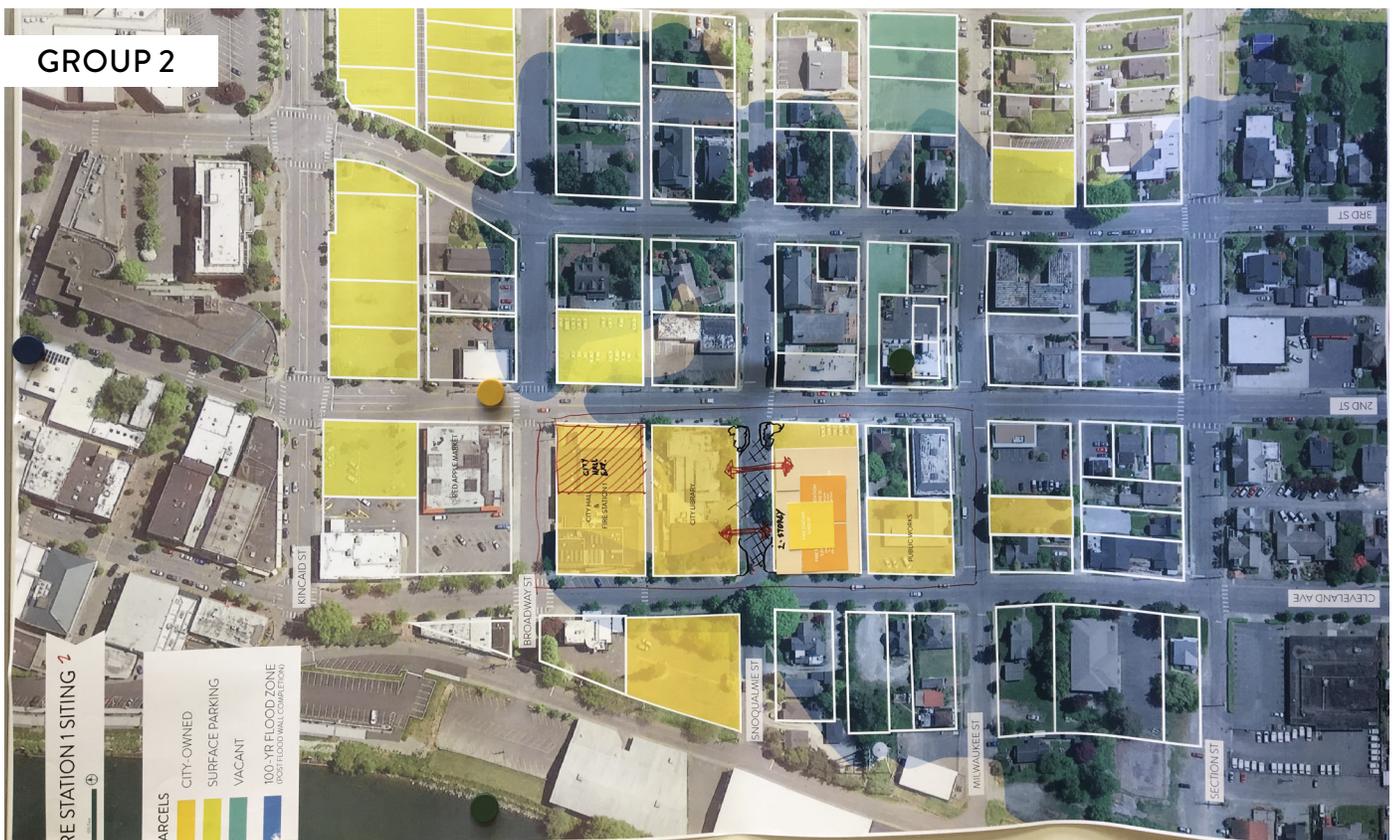
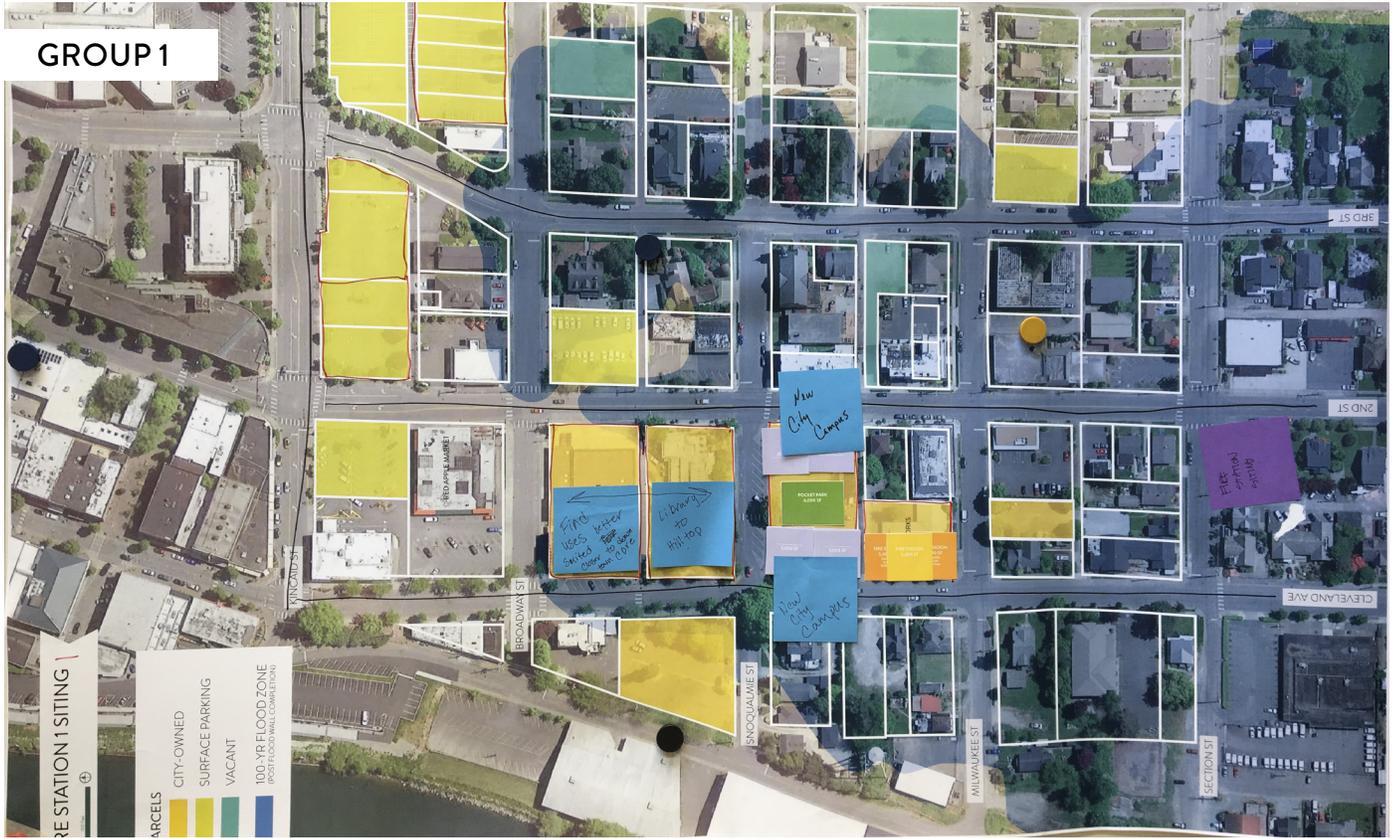
GROUP 5

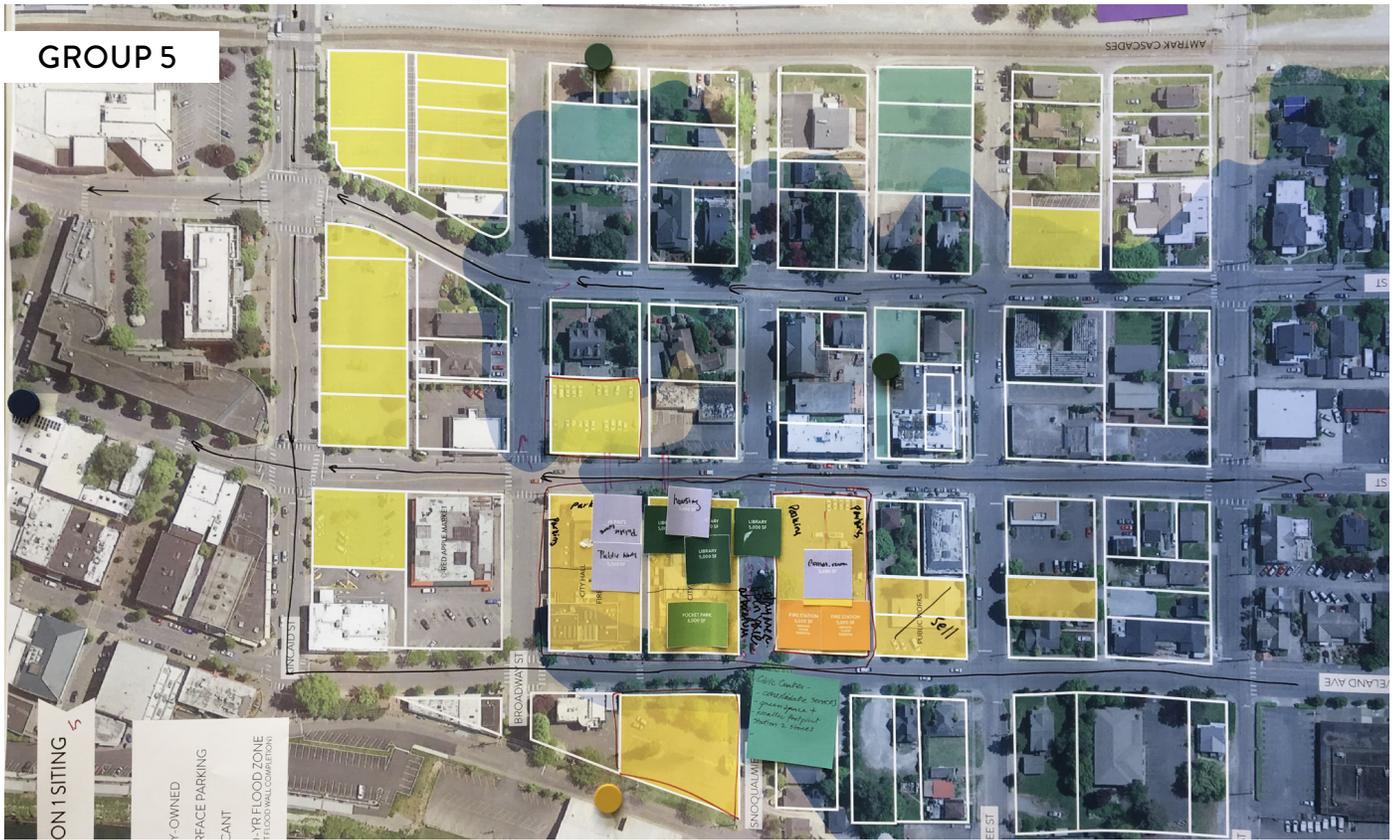


GROUP 6



CIVIC CAMPUS VISIONING EXERCISE





Appendix D - Existing Market Assessment

Mount Vernon, South Kincaid Subarea

ECONorthwest
ECONOMICS • FINANCE • PLANNING

Revised Draft October 19, 2017

Key Take-Aways

Key Take-Aways

- Strong conditions, like higher rents or employment growth, still do not exist to spur major redevelopment in the near term. However, there is trending, most notably population growth that will create future demand for housing (followed by commercial uses).
- As downtown Mount Vernon is significantly built-out, the South Kincaid Subarea presents an ripe location for future infill development.
- Vacant and underutilized parcels that are accessible, low cost, and not too big are the best near term opportunity sites for redevelopment.

Mount Vernon South Kincaid – Market

ECONorthwest is working with Makers Architecture and local partners on the development of the South Kincaid Subarea Plan. This memorandum provides background information on current socioeconomic data and existing market conditions for both residential and commercial properties within the study area. This memorandum is intended to provide an overview of current supply and demand conditions to inform potential policy, zoning, or land use changes within the Subarea.

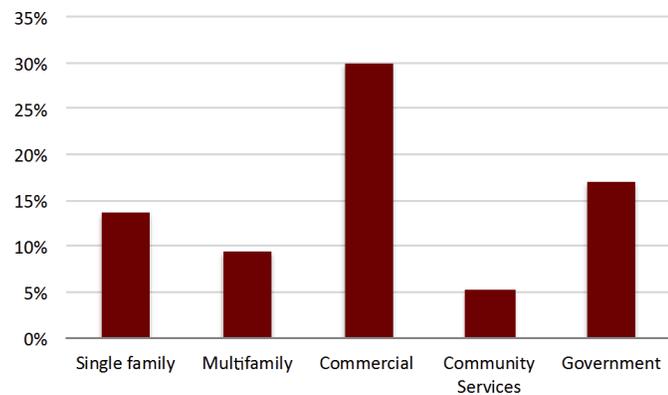
Study Purpose

- Provide an understanding of current market conditions for Mount Vernon and the South Kincaid Subarea

Mount Vernon South Kincaid – Subarea

Currently, commercial uses make up 30 percent of the total land area. Single-family and multifamily residential uses total about 26 percent of the total land area. Government uses make up about 17 percent of the current land area, and community service uses comprise about five percent of the area. The remaining land area is comprised of right of ways, such as roads, sidewalks, and other public properties.

Existing Land Uses in the South Kincaid Subarea, 2016



Source: Skagit County Assessor, ECONorthwest

Mount Vernon South Kincaid – Subarea

The built environment in the South Kincaid area, that is, the buildings and structures that make up the urban form, is aging. The clear majority of buildings in the area were constructed before 1950.

There has been comparatively little private development in recent decades. There have been several notable public investments in the area.

The South Kincaid Subarea has several underutilized sites that will serve as redevelopment opportunities, when the market conditions support new development.

Most notably, the ALFCO site is a desirable redevelopment site, although sites of its size are typically the most difficult to redevelop. Small sites, such as City owned lots, and several surface parking lots present more likely near term redevelopment opportunities.

Redevelopment Opportunities

The map to the right illustrates the ratio between improvement value (the value of buildings and structures) to land value. The darker the parcel, the more valuable the building standing on it is relative to the value of the underlying land. Lighter colored parcels are properties that may be underutilized – their land value is approaching the value of their respective buildings.

This map shows that areas to the north and east, where lighter color parcels are most prevalent, may be suitable areas to target redevelopment.

Improvement to Land Value Ratio, 2016



Source: Skagit County Assessor, ECONorthwest

Mount Vernon Demographic Trends

Mount Vernon is expected to add over 12,000 residents in the next 20 years. Within Skagit County, Mount Vernon’s share of the future population, 30 percent, is significantly higher than even the next two highest jurisdictions combined, Sedro Woolley (13 percent) and Anacortes (17 percent).

If the South Kincaid Subarea grows at the same projected rate as the City of Mount Vernon, the area can expect to experience almost 500 more residents by 2036.

Historical and Future Population, 1990 - 2036

| | 2010 | 2016 | 2036 |
|-----------------------|-----------|-----------|-----------|
| Washington | 6,724,540 | 7,183,700 | 8,832,668 |
| Skagit County | 116,901 | 122,270 | 155,452 |
| Mt Vernon | 31,743 | 33,730 | 47,403 |
| South Kincaid Subarea | 1,070 | 1,185 | 1,665 |

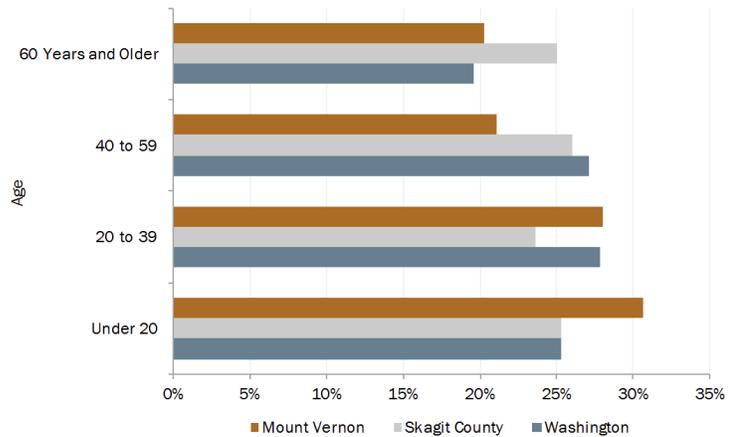
Source: Historic Population Data (1990+2016) from American Communities Survey. Forecasted populations for the State of Washington, Skagit County, and the city of Mt. Vernon come from the State Office of Financial Management. Forecasted Population for the South Kincaid area is an estimate projected using the citywide growth rate.

Mount Vernon Demographic Trends

Mount Vernon has a younger population than both Skagit County and Washington State as a whole.

The average age in Mount Vernon is 38, versus 40 in Skagit County, and 42 across Washington State.

Population Distribution by Age, 2015



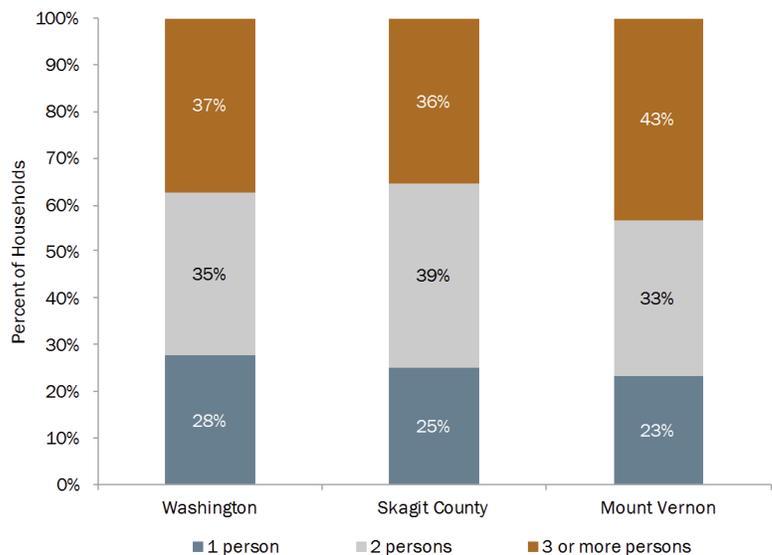
Source: U.S. Census, American Community Survey 5-Year Estimates

Mount Vernon Demographic Trends

Mount Vernon has larger households than Skagit County and Washington State.

The average household size in Mount Vernon is 2.8 versus 2.6 in Skagit County and 2.6 in Washington State.

Household Size, 2015

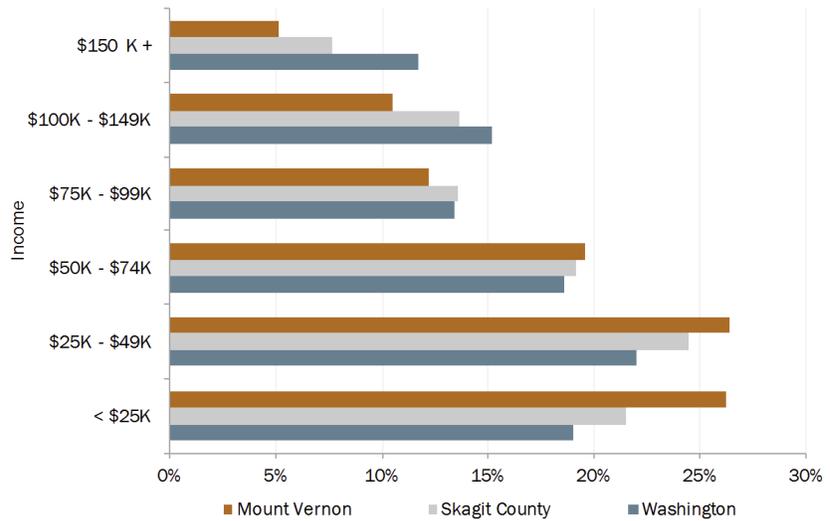


Mount Vernon Demographic Trends

Mount Vernon has a lower median household income than both Skagit County and the State of Washington.

The median household income in Mount Vernon is approximately \$47,000 a year versus \$54,000 in Skagit County and \$64,000 across Washington State.

Household Income, 2011 - 2015

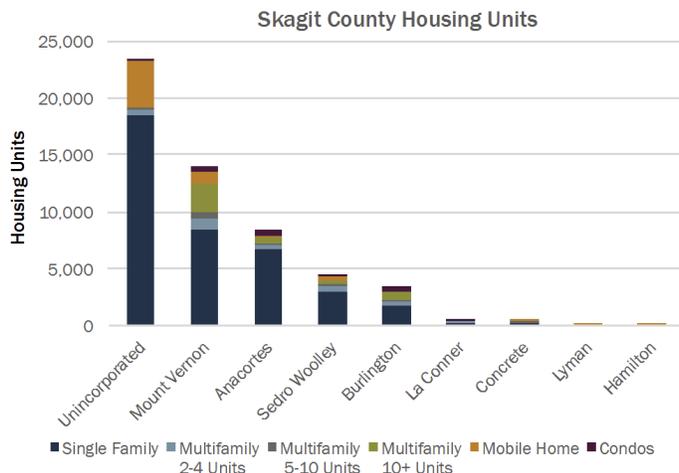


Source: U.S. Census, American Community Survey 5-Year Estimates

Mount Vernon Residential Supply Trends

Housing Units By Type and Jurisdiction, 2015

- The largest share of housing units throughout Skagit County and its incorporated cities and towns are detached single-family residential homes.
- The incorporated cities of Burlington, Mount Vernon, and Sedro-Woolley contain over 90 percent of multifamily units in all of Skagit County

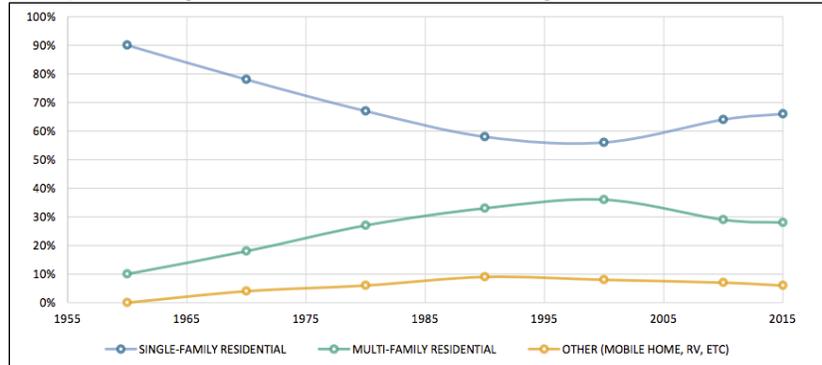


Source: Skagit County Assessor

Mount Vernon Residential Supply Trends

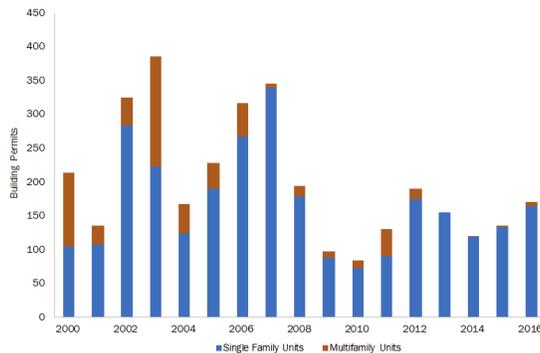
Seven years into the decade of 2010-2020, it is looking like Skagit County will see the least amount of housing constructed in any decade in the last 40 years. The current market is less conducive to new housing construction than in years past, as current household incomes remain low, and residential construction costs are on the rise.

Projected Population Growth and Housing



Source: Mount Vernon Comprehensive Plan Housing Element

Mount Vernon Building Permits

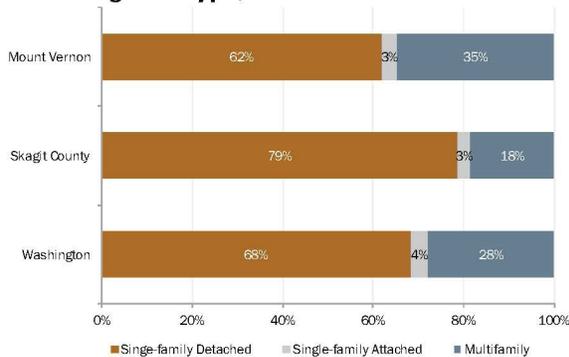


Source: City of Mount Vernon

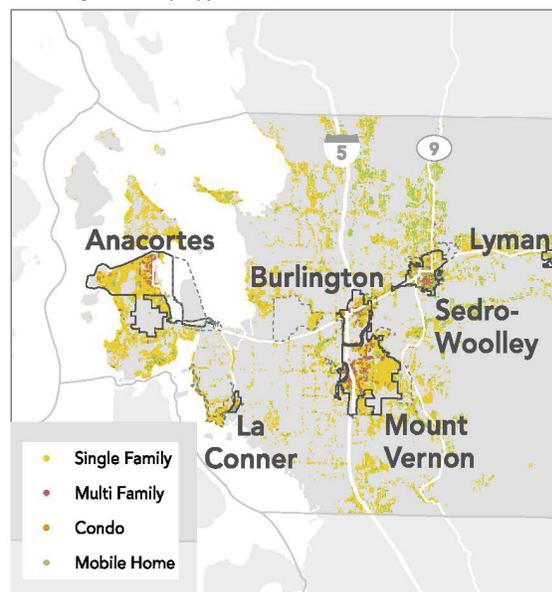
Housing Units By Type, 2015

Mount Vernon has a mix of housing types.

Housing Unit Type, 2015



Source: U.S. Census, American Community Survey 5-Year Estimates

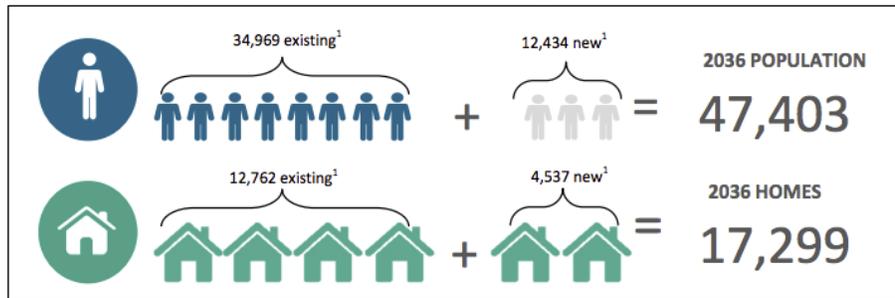


Source: Skagit County Assessor, ECONorthwest

Mount Vernon Residential Supply Trends

The growth in population will fuel the need for new housing and commercial development. The City of Mount Vernon is anticipating this growth and is planning accordingly through the update of the Comprehensive Plan. The Plan indicates the city will need to add over 4,500 housing units by the year 2036 to meet demand for new residents.

Projected Population Growth and Housing Demand



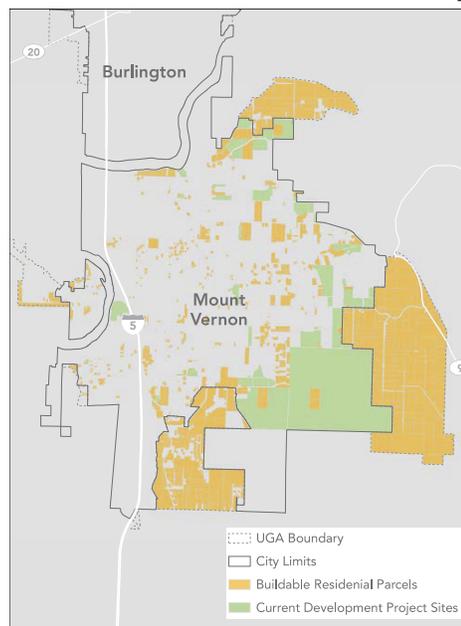
Source: Mount Vernon Comprehensive Plan Housing Element

Mount Vernon Residential Supply Trends

The City's adopted Comprehensive Plan shows how the City will accommodate the additional residential structures necessary to house the future population anticipated to reside within the City over the GMA planning horizon of 2016 to 2036. Although the City does have four (4) urban growth areas extending from the City's current boundaries the City has demonstrated with its Buildable Lands & Land Capacity Analysis that over ninety percent (90%) of the City's growth expected over the next 20-years can easily be accommodated within the current City limits.

While the City has an overabundance of residentially zoned lands available for development the City has very little commercial or industrial land that will be necessary to accommodate the job allocation the City is planning for.

Mount Vernon Residential Land Capacity

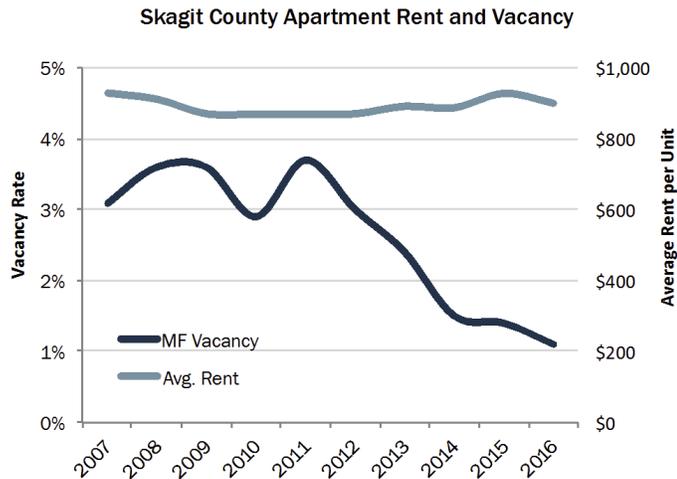


Source: ECONorthwest

Mount Vernon Commercial Real Estate Trends

Multifamily Market

Currently there are 80 multifamily developments in Skagit County. Of those, 58 (73 percent) are located in Mount Vernon. The current multifamily market is improving, but there has been little construction since the Great Recession. In the longer run, population growth will create demand for more multifamily projects.



Source: U.S. Census ACS, CoStar

Multifamily Market

Housing represents 26 percent of the total parcel area in the South Kincaid Subarea. The majority of the residential properties in the South Kincaid Subarea are actually single family homes

EXISTING HOUSING CHARACTERISTICS

| | Number | Percent of S. Kincaid Parcel Area | Average Parcel Square Footage | Median Age of Building | Median Assessed Value |
|---------------|--------|-----------------------------------|-------------------------------|------------------------|-----------------------|
| Single Family | 69 | 21% | 5,563 | 107 | \$116,950 |
| Multi family | 9 | 5% | 9,941 | 54 | \$424,100 |

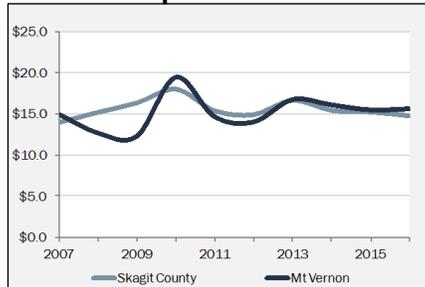
Source: Skagit County Assessor

Mount Vernon Commercial Real Estate Trends

Office Market

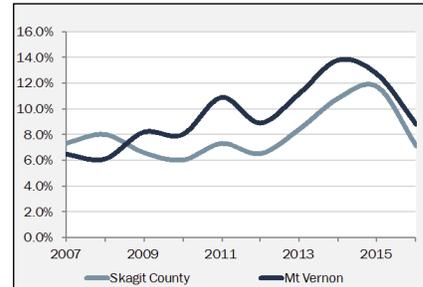
Mount Vernon's office market is small and locally focused. Average office lease rates have fluctuated more than in Skagit County as a whole, but have stayed in the range between \$11-\$20 per square foot since 2007, leveling off around \$15 per square foot. The amount of office space in both Skagit County and Mount Vernon has remained remarkably stable over the past 10 years. There has been no new office space constructed since the recession. Recently, office vacancy has been declining and is approaching pre-recession levels.

Office Rent per SF



Source: CoStar

Office Vacancy



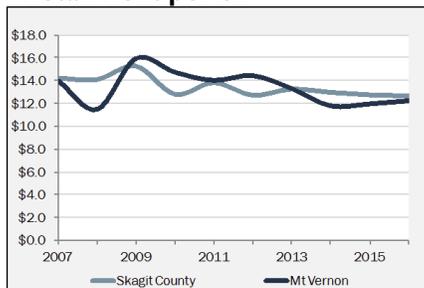
Source: CoStar

Mount Vernon Commercial Real Estate Trends

Retail Market

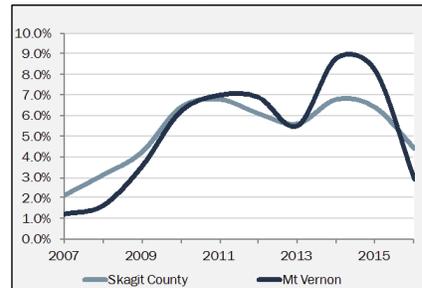
Mount Vernon's retail market contains over two million square feet and represents 40 percent of the total retail market for all of Skagit County. There have been few newly constructed retail buildings in recent years. Average market rents for retail space in Mount Vernon and Skagit County overall have tracked closely over the last decade. In the past ten years, the volatility in the retail market vacancy rate has also been more pronounced in Mount Vernon than in Skagit County, but both markets appear to have been recovering in recent years.

Retail Rent per SF



Source: CoStar

Retail Vacancy



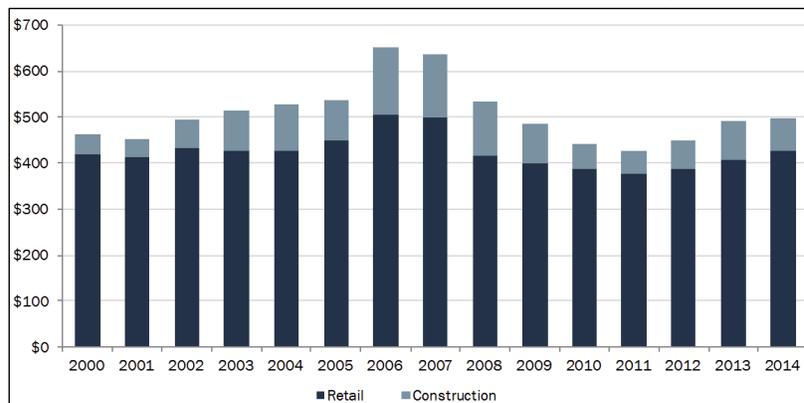
Source: CoStar

Mount Vernon Commercial Real Estate Trends

Retail Market

Sales tax receipts in Mount Vernon are, by and large, derived from retail sales. The share of retail sales to all sales tax revenues has fluctuated little since the year 2000. During the pre-recession housing boom, the share of sales revenue generated by construction did increase to over 20 percent of the total, but has since dropped back down to about 15 percent of overall sales tax generating sales.

Mount Vernon Retail Sales in Millions of 2016 Dollars, 2000-2014



Source: Washington State Department of Finance and Revenue

Key Findings

- The data show that the Mount Vernon region is growing, albeit slowly. The region’s recovery from the Great Recession has been gradual, and by some measures, has even surpassed pre-recession levels. Commercial real estate vacancies are tightening - a sign that the market is improving. City and Community stakeholders have mentioned that they’ve observed more adaptive reuse of existing buildings as well. This is the first step towards new construction or major redevelopment.
- Strong conditions, like higher rents or employment growth, still do not exist to spur major redevelopment in the near term. However, there is trending, most notably population growth that will create future demand for housing (followed by commercial uses).
- As with most communities of this size with similar market conditions, development or redevelopment that is subsidized or transacted outside of current market bounds are always a possibility. That is, if a someone gives away the land and there's a tenant that's willing to pay more than a current market rate to locate there, or there is some combination of financial incentives, then redevelopment could occur. This is likely the type of scenario that will need to play out on large vacant or underutilized sites, if they are to redevelop any time soon.
- Vacant and underutilized parcels that are accessible, low cost, and not too big are the best near term opportunity sites for redevelopment.

Townhomes

USE DEFINITION



Source: Image provided by City of Mount Vernon, Washington.

| | |
|---------------------------|---|
| Description | Townhomes are common-wall attached or zero lot line homes typically designed in a vertical format with living areas on multiple floors of each unit. Townhomes may be legally recorded as condominiums, regular plat, or arise through a planned unit development process. Townhomes have varying degrees of shared facilities and expenses. It is common for a townhome home owner's association (HOA) to manage some share expenses and utilities. Most townhomes are constructed to be sold, rather than rented. Although, it is not uncommon to find townhomes to rent. Tenants are usually young families, first time home buyers, or downsizing retirees. |
| Building Needs | Townhomes are a medium density residential development type that fills the gap between single family detached homes and higher density multifamily projects. Like single family detached homes, townhomes require basic residential infrastructure (roads, water, sewer). Access to parks, open space, and walkable commercial nodes are generally preferable. |
| Scale | Townhomes typically range from 1,000 square feet to 2,500 square feet in building size. They usually have two to three bedrooms and two or more bathrooms. Site sizes usually start around 1,000 square feet per unit. |
| Site Needs | Residential infrastructure including roads, water, and sewer. Townhomes are usually connected and in rows and therefore require flat level ground. |
| Community Benefits | Townhomes provide an efficiently sized home for a variety of household types. They are an attractive housing option for households that desire a manageable home, likely in a walkable neighborhood, and close to urban amenities. Townhomes increase housing density, but at a scale that is usually acceptable in more established neighborhoods. |

| | |
|---------------------------------------|--|
| Subarea Competitive Assessment | There is strong community support for downtown development, including residential and commercial uses in Mount Vernon. Local and regional employment growth, in-migration, and housing market recovery have contributed to high residential occupancy rates, and fewer affordable housing options. Because of these reasons, there is likely strong demand for townhomes in and around the South Kincaid Subarea. |
| Public Sector Support | Townhomes are a relatively inexpensive housing type to construct and therefore rarely rely on the type or scale of public sector support that arises with larger multifamily projects. As with all residential construction, townhomes do rely on in-place infrastructure. A “green” residential site, that is, one without existing infrastructure, will require investment either from the public sector or, if the market is strong, from a land developer, to prepare for townhome construction. |
| <u>OVERALL ASSESSMENT</u> | There is currently strong demand for housing across Skagit County and housing supply has continued to lag. There is a growing concern over housing affordability in the county, and strong public support for residential development in the city of Mount Vernon. Townhomes are a flexible in-fill housing type that could play a role in the future development of the South Kincaid Subarea. |

Townhome Financials

Multiple financial factors, like local market rents, construction costs, operation expenses, and trends from national finance markets, contribute to determining the feasibility of a development project. Generally, revenues or cash flows from rent or sales prices need to be greater than costs for a development project to attract investment and become a viable project.

Given that construction costs are relatively fixed, we used a return on cost pro forma financial model to determine the necessary rents and sales prices for townhome construction in Mount Vernon to be feasible. To arrive at the range of prices needed to support new townhome construction, we modeled the typical high and low construction costs for stick-built townhomes in the Puget Sound area outside of the Seattle metropolitan region. The table below illustrates a range of costs, rents, and sale prices that correspond to feasible townhome construction in the Mount Vernon market. That is to say, at the low end of construction costs, a developer would have to achieve a rent of \$1.29 per square foot per month in rent, or sell the unit for \$252 per square foot for the townhome to be feasible. These projections do not include land costs. This means that if the developer owned the land they would be able to build a townhome at these cost levels. Higher land prices will make development less feasible if higher prices are not achievable. At current market land prices, approximately \$10 per square foot of land, a developer would have to achieve a minimum rent of \$1.44 per square foot per month, or sell the unit for a price of \$276 per square foot.

Townhome – Assumptions for Pro Forma Financial Model

| Physical Assumptions | Assumption (Low) | Assumption (High) | Assumption (Avg) | Unit of Measure |
|-----------------------------------|------------------|-------------------|------------------|--------------------------------|
| <u>Land Area</u> | 10,000 | 10,000 | 20,000 | Square feet |
| <u>Density</u> | 12 | 24 | 18 | Dwelling units per acre |
| <u>Leasable Average Unit Size</u> | | | 1140 | Square feet |
| <u>Parking</u> | | | | 2 Stalls per townhome (garage) |

| Financial Assumptions | Assumption (Low) | Assumption (High) | Assumption (Avg) | Unit of Measure |
|---------------------------------|------------------|-------------------|------------------|--------------------------------------|
| <u>Prices</u> | | | | |
| Rents (for \$0 RLV) | \$ 1.29 | \$ 1.49 | \$ 1.39 | Per square foot |
| Rents (for market RLV) | \$ 1.44 | \$ 1.64 | \$ 1.54 | Per square foot |
| Sales Price (for \$0 RLV) | \$ 252.00 | \$ 291.00 | \$ 271.50 | Per square foot |
| Sales Price (for for RLV) | \$ 276.00 | \$ 315.00 | \$ 295.50 | Per square foot |
| <u>Vacancy Rate</u> | | | | 5% Percent |
| <u>Operating Expenses</u> | | | | 25% of gross revenue |
| <u>Hard Construction Costs</u> | | | | |
| Apartment | \$ 120 | \$140 | \$ 130 | Per square foot |
| Garage Parking | | | \$ 12,000 | Per stall |
| Gross to Net ratio | | | | 90% |
| Cost premium (for-sale product) | | | | 2% Percent of residential hard costs |
| <u>Other Development Costs</u> | | | | |
| Soft Costs | | | | 22% Percent of Hard Costs |
| Developer Fee | | | | 4% Percent total development cost |
| Contingency fee | | | | 4% Percent of Hard + Soft Costs |
| <u>Investment Metrics</u> | | | | |
| Residential Cap Rate | | | | 4.75% percent |
| Retail Cap Rate | | | | 8.00% percent |
| Spread on Cap | | | | 20.00% percent |

Stacked Flats

USE DEFINITION



Source: Image provided by the City of Mount Vernon.

Description

The term “stacked flats” refers to compact residential buildings with units stacked over each other on multiple floors. There can be one or more housing units on each floor and typically units only occupy areas on a single floor. Construction is usually wood frame and, except for stacked flats that are built to be high-end condominiums, it is uncommon that they feature an elevator. Typical tenants in a stacked flat building are seniors and “empty nesters” who are seeking a home and maintenance free lifestyle, and young professionals.

Building/Facility Needs

Stacked flats require typical residential infrastructure (roads, water, sewer). Easy access to the local transportation network and transit are a plus for many tenants. As are locations near urban amenities, such as parks, restaurants, and commercial centers.

Scale

Stacked flat units typically range in size from 800 square feet to 2,000 square feet. Site requirement range with the size of the building. Given their compact design, stacked flats can typically fit onto traditional single-family home neighborhood lots—those between 5,000 and 7,000 square feet (if zoning allows for them).

Site Needs

Level sites with sufficient space for parking, as well as residential infrastructure (roads, water, sewer).

Community Benefits

Stacked flats can house more people in a smaller area than single family homes, and units would sell for less than single family-detached homes while offering a desirable square footage, and storage areas. Stacked flats are also popular because they can be designed to look like one single family home. This enables them to blend into existing neighborhoods and are more readily accepted by established communities.

Competitive Assessment

There is demand in the Mount Vernon market for new residential housing of all types. Stacked flats could provide a “missing middle” housing option that would appeal to a wide audience of potential tenants and future home owners. Current market conditions indicate that stacked flats may be a financial challenge to pursue in the near term. However, ideal sites could be viable for stacked flats with the right development plan, and mid-term feasibility is likely.

Public Support

Stacked flats are a relatively inexpensive housing type to construct and therefore rarely rely on the type or scale of public sector support that arises with larger multifamily projects. As with all residential construction, stacked flats do rely on in-place infrastructure. A “green” residential site, that is, one without existing infrastructure, will require investment either from the public sector or, if the market is strong, from a land developer, to prepare for stacked flat construction. Because of their compact design, stacked flats do fit well onto vacant sites in existing neighborhoods—areas that have the necessary infrastructure to support new construction.

OVERALL ASSESSMENT

Stacked flats, either owner or renter occupied could add a new “missing middle” housing option to the South Kincaid Subarea. The primary appeal of stacked flats is that they’re a flexible housing type in terms of both design, and scale. Stacked flats are relatively inexpensive medium density housing type that can provide more housing options for Mount Vernon residents.

Stacked Flat Financials

Multiple financial factors, like local market rents, construction costs, operation expenses, and trends from national finance markets, contribute to determining the feasibility of a development project. Generally, revenues or cash flows from rent or sales prices need to be greater than costs for a development project to attract investment and become a viable project.

Given that construction costs are relatively fixed, we used a return on cost pro forma financial model to determine the necessary rents and sales prices for stacked flat construction in Mount Vernon to be feasible. To arrive at the range of prices needed to support new stacked flat construction, we modeled the typical high and low construction costs for wood-framed stacked flats in Puget Sound area outside of the Seattle metropolitan region. The table below illustrates a range of costs, rents, and sale prices that correspond to feasible stacked flat construction in the Mount Vernon market. At the low end of construction costs, a developer would have to achieve a rent of \$1.23 per square foot per month in rent, or sell the unit for \$242 per square foot for the stacked flat to be feasible. These projections do not include land costs. This means that if the developer owned the land they would be able to build a stacked flat at these cost levels. Higher land prices will make development less feasible if higher prices are not achievable. At current market land prices, approximately \$10 per square foot of land, a developer would have to achieve a minimum rent of \$1.30 per square foot per month, or sell the unit for a price of \$253 per square foot.

Stacked Flat – Assumptions for Pro Forma Financial Model

| Physical Assumptions | Assumption (Low) | Assumption (High) | Assumption (Avg) | Unit of Measure |
|-----------------------------------|------------------|-------------------|------------------|---------------------------|
| <u>Land Area</u> | 20,000 | 60,000 | 40,000 | Square feet |
| <u>Density</u> | 20 | 100 | 50 | Dwelling units per acre |
| <u>Leasable Average Unit Size</u> | | | 850 | Square feet |
| <u>Parking</u> | | | 0.75 | Stalls per unit (surface) |

| Financial Assumptions | Assumption (Low) | Assumption (High) | Assumption (Avg) | Unit of Measure |
|---------------------------------|------------------|-------------------|------------------|-----------------------------------|
| <u>Prices</u> | | | | |
| Rents (for \$0 RLV) | \$ 1.23 | \$ 1.53 | \$ 1.38 | Per square foot |
| Rents (for market RLV) | \$ 1.30 | \$ 1.60 | \$ 1.45 | Per square foot |
| Sales Price (for \$0 RLV) | \$ 242.00 | \$ 300.00 | \$ 271.00 | Per square foot |
| Sales Price (for for RLV) | \$ 253.00 | \$ 312.00 | \$ 282.50 | Per square foot |
| <u>Vacancy Rate</u> | | | 5% | Percent |
| <u>Operating Expenses</u> | | | 25% | of gross revenue |
| <u>Hard Construction Costs</u> | | | | |
| Apartment | \$ 120 | \$ 150 | \$ 135 | Per square foot |
| Surface Parking | | | \$ 5,000 | Per stall |
| Gross to Net ratio | | | 90% | |
| Cost premium (for-sale product) | | | 2% | Percent of residential hard costs |
| <u>Other Development Costs</u> | | | | |
| Soft Costs | | | 22% | Percent of Hard Costs |
| Developer Fee | | | 4% | Percent total development cost |
| Contingency fee | | | 4% | Percent of Hard + Soft Costs |
| <u>Investment Metrics</u> | | | | |
| Residential Cap Rate | | | 4.75% | percent |
| Retail Cap Rate | | | 8.00% | percent |
| Spread on Cap | | | 20.00% | percent |

Multifamily Mixed-Use Apartment Buildings

USE DEFINITION



Source: Image provided by the City of Mount Vernon.

| | |
|-------------------------------|--|
| Description | Multifamily mixed-use apartment buildings are structures with commercial and/or common space on the first floor, and residential units on the upper floors. These buildings range in size from compact three-story buildings to urban towers. Most of these buildings are renter occupied, although condominiums of this form are not uncommon in larger metropolitan areas. A mixed use- multifamily structure located in the South Kincaid Subarea would appeal to young professionals, seniors, and small families. |
| Building Needs | Mixed use multifamily residential buildings require more significant infrastructure than less dense residential building types. In many cases, local infrastructure needs to be upgraded to accommodate the increased demand resulting from a mixed-use project—water and sewer pipe upgrades being the most common utility upgrades. Easy access to the local transportation network and transit are necessary to attract apartment residents, as are urban amenities. |
| Scale | For the Mount Vernon market, the appropriate scale of a mixed-use multifamily building would be three to four or five story buildings. Projects larger than this size are likely to be infeasible in the short to mid-term, and out of scale with the local community. |
| Site Needs | Level sites with sufficient space for parking as well as upgraded residential infrastructure (roads, water, sewer). The first-floor commercial space of mixed-use buildings require exposure to traffic, and easily identifiable and accessible parking. These commercial spaces can be difficult to lease and therefore pose a financial risk to the developer. Areas that are walkable and have established commercial spaces are ideal. |
| Community Benefits | Mixed-use multifamily buildings appeal to a variety of household types that desire to live close to where they work and shop. These structures could act as catalysts to other businesses that would choose to locate near it to capture the demand from an increase in the local population. |
| Competitive Assessment | While there appears to be demand in the market for apartments, mixed-use multifamily apartment development will be a challenge in the near term. This challenge has several components. There appears to be a mismatch between necessary rents to realize a new market rate apartment project and the general population’s ability to pay those market rents. Construction costs also continue to increase across the Puget Sound area. This is due |

to labor shortages resulting from workers moving to higher profit areas, like the Seattle metropolitan region. Financing an apartment building in small cities can also be risky investments that banks are reluctant to support due to the lack of comparable projects. Affordable projects, those targeting households with lower incomes, will face additional financial hurdles.

Public Support Mixed-use multifamily buildings are expensive building types. They require advanced building techniques, expensive building systems (e.g. elevators and sprinkler systems), and face stricter regulations than other residential building types. In smaller cities like Mount Vernon, that have not experienced much of this development type in recent years, technical and financial assistance from the public sector is often required to enable construction. Public support can take several forms, from tax credits or deferrals, density bonuses, to cash subsidies.

OVERALL ASSESSMENT Multifamily apartments are a complementary and additive use for the South Kincaid Subarea. Apartment buildings appropriately scaled, make sense in the mix of uses currently proposed for the area. In the near term, the public sector will need to consider how to support new apartment production.

Multifamily Podium Financials

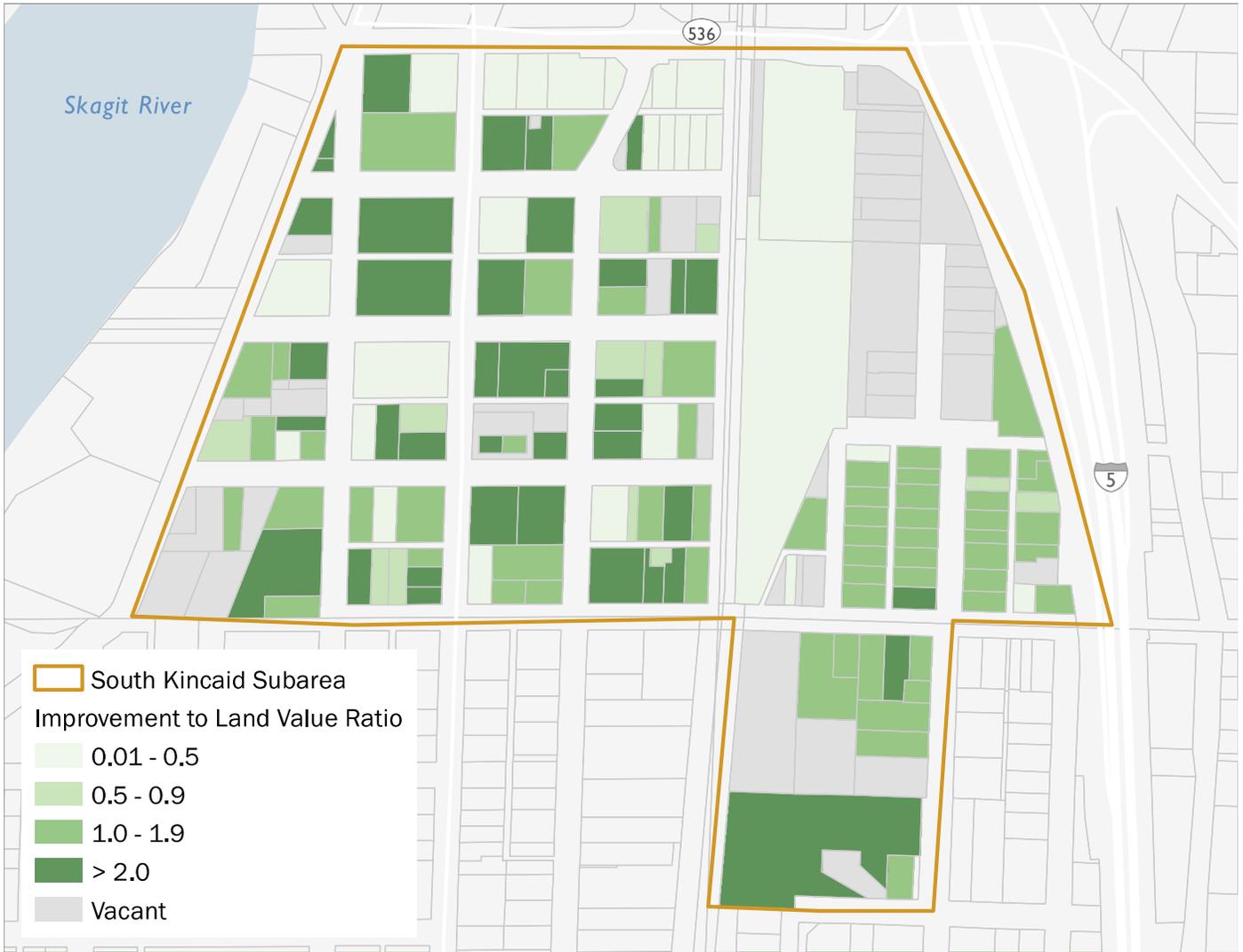
Multiple financial factors, like local market rents, construction costs, operation expenses, and trends from national finance markets, contribute to determining the feasibility of a development project. Generally, revenues or cash flows from rent or sales prices need to be greater than costs for a development project to attract investment and become a viable project.

Given that construction costs are relatively fixed, we used a return on cost pro forma financial model to determine the necessary rents and sales prices for mixed-use multifamily construction in Mount Vernon to be feasible. To arrive at the range of prices needed to support new mixed-use multifamily construction, we modeled the typical high and low construction costs for wood-framed mixed-use multifamily in Puget Sound area outside of the Seattle metropolitan region. For this product type, we assumed a small percentage of the ground floor was devoted to retail use. The table below illustrates a range of costs, rents, and sale prices that correspond to feasible mixed-use multifamily construction in the Mount Vernon market. At the low end of construction costs, a developer would have to achieve a rent of \$1.86 per square foot per month in rent, or sell the unit for \$365 per square foot for a mixed-use multifamily building to be feasible. These projections do not include land costs. This means that if the developer owned the land they would be able to build a mixed-use multifamily building at these cost levels. Higher land prices will make development less feasible if higher prices are not achievable. At current market land prices, approximately \$10 per square foot of land, a developer would have to achieve a minimum rent of \$1.88 per square foot per month, or sell the unit for a price of \$369 per square foot.

Multifamily Mixed-Use Podium – Assumptions for Pro Forma Financial Model

| Physical Assumptions | Assumption (Low) | Assumption (High) | Assumption (Avg) | Unit of Measure |
|-----------------------------------|------------------|-------------------|------------------|------------------------------|
| <u>Land Area</u> | 20,000 | 60,000 | 40,000 | Square feet |
| <u>Density</u> | 100 | 200 | 130 | Dwelling units per acre |
| <u>Leasable Average Unit Size</u> | | | 0.75 | Stalls per unit (structured) |

| Financial Assumptions | Assumption (Low) | Assumption (High) | Assumption (Avg) | Unit of Measure |
|---------------------------------|------------------|-------------------|------------------|-----------------------------------|
| <u>Prices</u> | | | | |
| Rents (for \$0 RLV) | \$ 1.86 | \$ 2.07 | \$ 1.97 | Per square foot |
| Rents (for market RLV) | \$ 1.88 | \$ 2.10 | \$ 1.99 | Per square foot |
| Sales Price (for \$0 RLV) | \$ 365.00 | \$ 406.00 | \$ 385.50 | Per square foot |
| Sales Price (for for RLV) | \$ 369.00 | \$ 410.00 | \$ 389.50 | Per square foot |
| Ground Floor Retail Rent | 15 | 22 | \$ 18.50 | Per square foot, annualized |
| <u>Vacancy Rate</u> | | | | |
| Apartment | | | 5% | Percent |
| Retail | | | 10% | Percent |
| <u>Operating Expenses</u> | | | | |
| Apartment | | | 25% | of gross revenue |
| Retail | | | 25% | Of gross revenue |
| <u>Hard Construction Costs</u> | | | | |
| Upper Floor Apartment (stick) | \$ 150 | \$ 170 | \$ 160 | Per square foot |
| Ground Floor Retail | | | \$ 120 | Per square foot |
| Retail TI | | | \$ 50 | Per square foot |
| Podium Parking | | | \$ 30,000 | Per stall |
| Gross to Net ratio | | | 85% | |
| Cost premium (for-sale product) | | | 2% | Percent of residential hard costs |
| <u>Other Development Costs</u> | | | | |
| <u>Soft Costs</u> | | | | |
| Developer Fee | | | 4% | Percent total development cost |
| Contingency fee | | | 4% | Percent of Hard + Soft Costs |
| <u>Investment Metrics</u> | | | | |
| Residential Cap Rate | | | 4.75% | percent |
| Retail Cap Rate | | | 8.00% | percent |
| Spread on Cap | | | 20.00% | percent |



Appendix E - Transportation Assessment

Synthesis of Existing Baseline Transportation Data

Existing Roadway Network

Arterial Streets

The street network in the South Kincaid subarea includes the following:

- **Kincaid Street** is an east-west principal arterial. Eastbound travel lanes include one through lane from Cleveland Avenue to S 2nd Street and two through lanes from S 2nd Street to the Interstate 5 interchange. In the westbound direction, Kincaid Street includes two through lanes from the east subarea boundary to the rail crossing east of S 3rd Street, and one through lane from the rail crossing to S 1st Street.

On-street parking is available on the north side of the street between S 3rd Street and S 2nd Street. Curb, gutter, and sidewalks are present on both sides of Kincaid Street.

Kincaid Street includes signalized intersections at S 2nd Street and S 3rd Street. Kincaid Street and S 1st Street/Cleveland Avenue is all-way stop controlled.

- **S 2nd Street** is a north-south principal arterial which connects the South Kincaid subarea with the South Mount Vernon subarea to the south and with Riverside Drive to the north. It includes one travel lane in each direction. S 2nd Street includes curb, gutter, sidewalk, and on-street parking on both sides.
- **Section Street** is an east-west urban collector with one travel lane in each direction. From Harrison Street to Cleveland Avenue, Section Street is an 18-foot unstriped section with no nonmotorized facilities. From Cleveland Avenue to S 6th Street, Section Street consists of a 40-foot section with curb, gutter, sidewalk, and on-street parking on both sides. From S 6th Street to its terminus at S 7th Street, Section Street is a 20-foot unstriped section with unpaved shoulders and no nonmotorized facilities.
- **Cleveland Avenue** is a north-south urban collector with one travel lane in each direction. Curb, gutter, and sidewalk are present on both sides of the street through the subarea.

Cleveland Avenue is a 40-foot section with parallel on-street parking on both sides. Between Snoqualmie Street and W Broadway, on-street parking is restricted to angled parking on the east side of Cleveland Avenue.

Cleveland Street becomes S 1st Street north of Kincaid Street.

- **S 3rd Street** is a north-south urban collector with one travel lane in each direction. Curb, gutter, and sidewalk are present on both sides of the street through the subarea. On-street parking exists on both sides of the street between Section Street and W Broadway.
- **S 1st Street** is a north-south local street from south of W Kincaid Street to its terminus at Section Street. The east side of S 1st Street includes curb, gutter, and sidewalk on the east side of the street.
- **Broadway Street, Snoqualmie Street, and Milwaukee Street** are east-west local streets with one travel lane in each direction.

All streets in the subarea have a 25 mph speed limit. Existing arterial streets in the subarea are shown in Figure 3.2.



Level of Service

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Minimum street and intersection LOS requirements are defined in MVMC 14.10.080 as LOS D on principal arterials and LOS C on all other arterial streets. See **Table 4**. Facilities may be granted exemption from these LOS standards if it is impractical to improve specific facilities to achieve higher LOS.

Table 1. City of Mount Vernon Level of Service Standards

| Functional Classification | Minimum LOS |
|---------------------------|-------------|
| Principal Arterial | D |
| Minor Arterial | C |
| Collector Arterial | C |

All street segments and intersections in the subarea currently operate at or above minimum LOS standards.

Existing Non-Motorized System

Transit Facilities

Skagit Transit Route 206 operates westbound on Kincaid Street to southbound on S 2nd Street, connecting Skagit Station through South Kincaid to the South Mount Vernon subarea. Route 206 operates weekdays from 6:30 AM to 8:00 PM and on weekends from 8:00 AM to 6:00 PM on 30 minute headways.

Kincaid Park and Ride is located on the north side of Kincaid Street, adjacent to Interstate 5. It provides access to Skagit Station, a multimodal hub with access to Skagit, Whatcom, and Island Transit routes as well as Amtrak passenger rail, Greyhound bus service, and commuter bus to Everett Station.

Existing transit services and park and ride facilities are shown in Figure 3.4.

Pedestrian Facilities

All arterial streets in the subarea include sidewalks on both sides. Existing pedestrian facilities are shown in Figure 3.5.

Bicycle Facilities

The subarea includes no dedicated bicycle facilities. The following arterial sections are designated shared bicycle lanes in the Mount Vernon Comprehensive Plan:

- Section Street (Cleveland Avenue to S 6th Street)
- S 2nd Street (Section Street to Kincaid Street)
- S 3rd Street (Section Street to W Broadway)

Mount Vernon defines shared bicycle lanes as roads with a minimum 14-foot travel surface and which allow on-street parking.

Existing citywide bicycle facilities are shown in Figure 3.6a.

Recent Planning Efforts Related to Multi-Modal Conditions

The Mount Vernon Comprehensive Plan identifies planned bicycle routes, as shown in Figure 3.6b.

[Note- this area has historically been auto-focused. No recent multi-modal planning efforts since the rail station. The updated Transportation Element of the Comprehensive Plan defines a goal of developing a Mount Vernon specific Complete Streets policy.]

Transportation Opportunities in and Around the Immediate Subarea

Several opportunities exist for improving nonmotorized transportation facilities in the subarea. S 2nd Street has been identified as a planned bicycle route through the subarea, however it currently includes no marked or separated bicycle path. Most streets in the subarea include sidewalks, however many of the sidewalks, curb ramps, and driveways appear to be older and likely do not comply with current Americans with Disabilities Act (ADA) standards for pedestrian facilities in public right-of-way.



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Technical Memorandum

March 9, 2018

Ms. Rebecca Lowell, Senior Planner
City of Mount Vernon
Development Services Department
P.O. Box 809
Mount Vernon, WA 98273

**SUBJECT: KINCAID CORRIDOR TRANSPORTATION IMPROVEMENTS
REVISED 03-09-2017**

The purpose of this technical memorandum is to evaluate intersection capacity improvement alternatives for the E Kincaid Street corridor from S 2nd Street to Blodgett Road in Mount Vernon. Two intersection control alternatives were evaluated with consideration for traffic operation and accessibility along the E Kincaid Street corridor, particularly with respect to two key sites along the study corridor: Skagit Station to the north and the proposed mixed-use development to the south of E Kincaid Street where the Alf Christianson Seed Company was once located.

Project Understanding

Visconsi Companies, LTD has proposed development of a mixed-use commercial and residential center (the Project) to the south of E Kincaid Street at the former Alf Christianson Seed Co site. A vicinity map is shown in **Figure 1**. The Project will include commercial tenant space on the north half of the site and up to 250 multi-family dwelling units on the south half of the site. Commercial uses will access the public street network via E Kincaid Street. Apartment units will access the network primarily onto E Section Street to the south, but some apartment users may access the site via the E Kincaid Street driveway.

At the time of this analysis, the Project was in the preliminary planning stages. Trip generation calculations assumed a mix of commercial uses occupying the north half of the site, as described later in this report.

The City of Mount Vernon requested that TSI analyze potential intersection capacity improvements which will provide adequate capacity for forecasted long-range traffic growth as well as forecasted Project-generated trips along the E Kincaid Street corridor.

This analysis initially included six study intersections. In response to comments by Washington State Department of Transportation (WSDOT), the intersection of E Kincaid Street and S 2nd Street was added to the study corridor for a total of seven study intersections:

Conclusions and Recommendations

Based on a preliminary project description, the Project will generate 412 new PM peak hour trips, of which 145 (95 in; 50 out) will be generated by a 250-unit apartment complex and the remaining 267 (137 in; 130 out) will be generated by a 22,000 square foot commercial development.

A long-range LOS forecast for the Kincaid Street corridor indicates that the proposed Kincaid Street Project access will operate at LOS F and access will be limited for at least half of the PM peak hour by queue stacking from the signalized Kincaid Street & I-5 southbound ramp intersection to the east.

Rechannelization of the intersection of Kincaid Street and 3rd Street to allow U-turn movements on the east approach will improve access to and from the Alfco site Kincaid Street driveway. The intersection improvement will require widening of Kincaid Street between the intersection and the rail crossing to the east. Some right-of-way taking will be required to maintain sidewalk continuity on the south side of the roadway.

The intersection will operate at LOS D through 2036, which satisfies WSDOT and City of Mount Vernon standards. 95th percentile queue will not interrupt the I-5 ramp terminals. However, based on anticipated local and regional land use growth, intersection operations will continue to degrade beyond 2036 unless other capacity improvements are constructed.

Alternative B considered the impacts of new roundabouts at the intersections of S 3rd Street, I-5 southbound ramps, and I-5 northbound ramps along Kincaid Street. Alternative B includes a Project access opposite the existing Skagit Station bus access on Kincaid Street.

An operational analysis indicated that Alternatives B and C will improve intersection LOS and queueing along the study corridor. The proposed roundabouts will operate at LOS A with no 95th percentile queuing impacts to adjacent intersections.

Right-in right-out access restrictions are recommended at the Project access and Skagit Station accesses. Future roundabouts at the nearby intersections on S 3rd Street and the I-5 southbound ramps will allow full access via U-turns despite access restriction at the accesses.

Phased construction is likely under either improvement alternative. Construction phasing should consider impacts to the Project and Skagit Station accesses. If necessary, Project and Skagit Station traffic may be required to use alternate accesses on E Section Street and E Montgomery Street, respectively.

Based on the analysis results, Alternative B will support the projected traffic volumes in the study area, excluding the Broad Street & Blodgett Road intersection.

Sincerely,

Transportation Solutions, Inc.

A handwritten signature in black ink that reads 'Andrew L. Bratlien'.

Andrew L. Bratlien, PE

Senior Transportation Engineer

Appendix F - Buildable Lands & Capacity Analysis Summary 2016-2036

7.0

RESULTS & CONCLUSIONS

Table 1.11 identifies the different land uses within the City and the amount of land available for development and/or the number of dwelling units that could be constructed.

What is clear from this table is that the City is easily able to accommodate its expected additional population over the planning horizon. In fact, nearly ninety-percent (90%) of the needed dwelling units can be housed within the existing City limits.

What is also clear is that the City may not have enough commercial or industrial land to meet future employment growth. In fact, the 2006 E.D. Hovee report, "City of Mount Vernon Commercial & Industrial Land Needs Analysis" (attached as Appendix C to the City's Land Use Element) states that the City needed an additional 809 gross acres of commercial/industrial lands when this report was completed in 2006.

The methodology used in determining how many additional dwelling units could be created, and the available acreage of commercial and industrial lands, is explained in detail in the foregoing analysis; however, keep in mind that areas to account for future roads (including arterials, neighborhood, collector, access ways, and private streets), stormwater facilities (including larger facilities to take into account newer regulations), critical areas and their associated buffers, neighborhood parks, schools, and market factors have all been netted out.

TABLE 1.11: BUILDABLE LAND RESULTS

| RESIDENTIALLY ZONED LANDS | | IN CITY ² | UGA ² | TOTAL NEW UNITS CITY + UGAS BEFORE MARKET FACTOR REDUCTION | 20% MARKET FACTOR REDUCTION | TOTAL NEW DWELLING UNITS CITY + UGAS |
|---------------------------|---|----------------------|------------------|--|-----------------------------|--------------------------------------|
| | Single-Family ¹ Residential | 1,282 | 5,355 | 6,637 | < 1,328 > | 5,309 |
| | Multi-Family Residential ³ | 345 | 0 | 345 | < 69 > | 276 |
| | Existing Pipeline Developments ⁴ | 1,888 | 0 | 1,888 | NA | 1,888 |
| | Downtown Master Plan Units | 450 | NA | 450 | NA | 450 |
| | Mixed Use Units ⁵ | 69 | NA | 69 | < 14 > | 55 |
| | Transfer of Development Rights | 135 | 0 | 135 | NA | 135 |
| | ADUS/Duplexes | 67 | 0 | 67 | < 13 > | 54 |
| TOTALS: | 4,236 | 5,355 | 9,591 | < 1,424 > | 8,167 | |

| COMMERCIAL/INDUSTRIAL LANDS | | 2,000 to 10,000 s.f. | > 10,000 s.f. to 1-acre | > 1-acre to 5-acres | > 5-acres |
|-----------------------------|---------------------------|----------------------|-------------------------|---------------------|------------|
| | Commercial ¹ | 5.5 acres | 23.1 acres | 14.6 acres | 25.3 acres |
| | Industrial ² | 5.9 acres | 27.9 acres | 65.9 acres | 6.7 acres |
| | Healthcare District | .42 acres | .82 acres | NA | NA |
| | Downtown Waterfront | NA | NA | 3.2 acres | NA |
| | UGA Commercial/Industrial | 1.2 acres | 6.3 acres | 9.9 acres | 0 |
| | TOTALS: | 13 acres | 58 acres | 93.6 acres | 32 acres |

Appendix G - On-Street Parking Analysis



Appendix H - SEPA Determination

SOUTH KINCAID SUBAREA NOTICE OF PUBLIC MEETING AND HEARINGS WITH SEPA DETERMINATION OF NON-SIGNIFICANCE (DNS)

This notice is being sent to you because you own property that is located inside the South Kincaid Subarea boundaries; or it is within 300 feet of this subarea. Please see the description and map of the subarea below.

PROJECT DESCRIPTION:

The South Kincaid Subarea plan encompasses roughly 60 acres of property abutting the southern edge of the City’s historic downtown. The intent of this Subarea Plan is to:

- Organize new development around enhanced community amenities.
- Encourage mid-rise (3-4 story), live/work, mixed use, and multifamily development by amending the C-1 zoning in the area.
- Preserve the historic building stock by increasing its functionality through adaptive reuse.
- Improve circulation by defining safe routes for pedestrians and cyclists, strengthening connections to the riverfront and downtown, and redefining street types to better coordinate traffic flow.
- Create a Civic Campus to function as the community centerpiece and subarea activity center.
- Increase parks and open space as amenities for subarea residents, downtown workers, and visitors.

In addition to the subarea plan the City has proposed rezoning a number of properties within the subarea to a new zoning designation that encourages the Goals, Objectives, and Policies that are proposed to be adopted as part of the plan. Development regulation amendments to the following chapters of the Mount Vernon Municipal Code (MVMC) are proposed: C-1 zone (Chapter 17.45), Parking (Chapter 17.84), Signs (Chapter 17.87), Site Plan Review (Chapter 17.90), Landscaping (Chapter 17.93), and Design Review (Chapter 17.70).

The City’s website contains additional information on this project can be viewed and/or downloaded. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on ‘Departments’ then ‘Development Services’ then ‘News & Notices’ once on this page click on ‘South Kincaid Sub-Area Plan’ located in the green box on the left side of the screen.

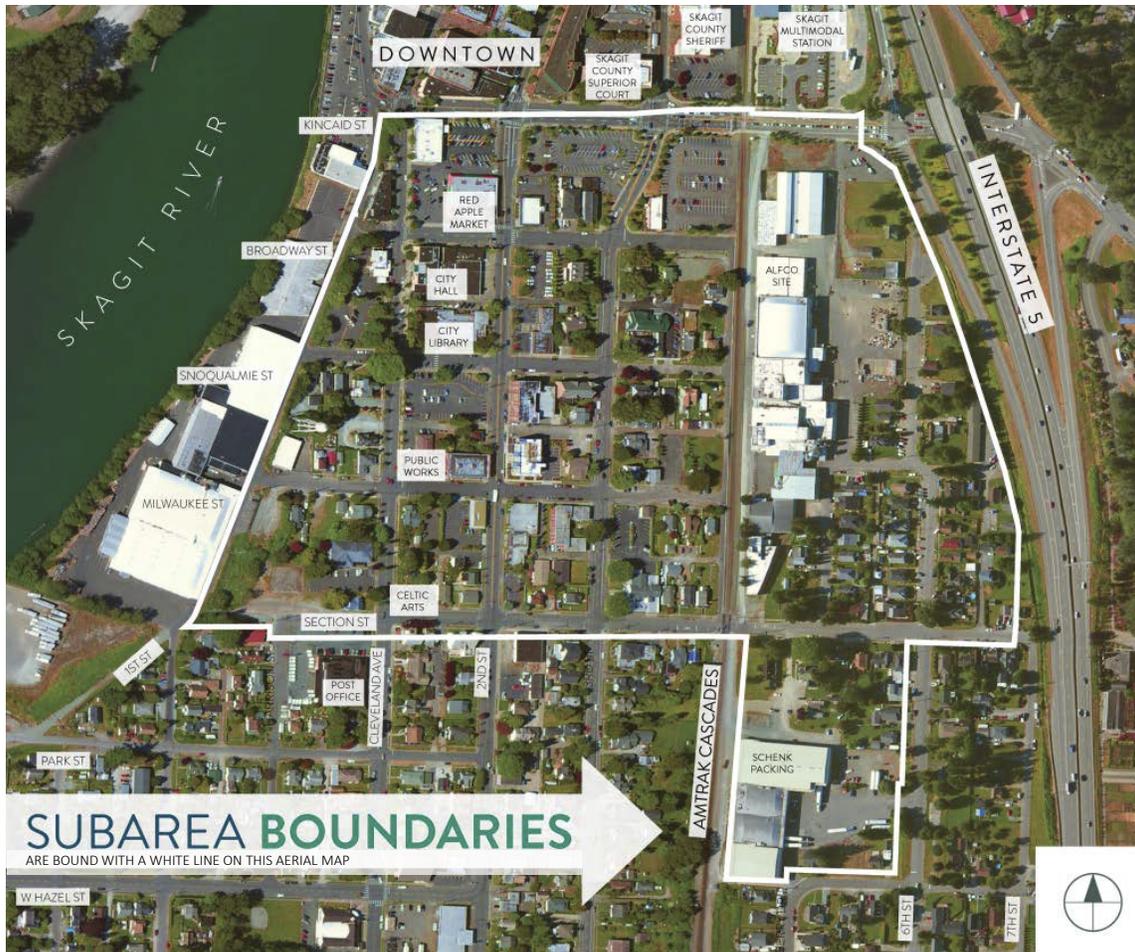
UPCOMING PUBLIC MEETING & HEARINGS:

The below-described public meeting and both public hearings will be held at the City’s Police and Court Campus located at 1805 Continental Place, Mount Vernon. The public is encouraged to attend and comment at the meeting and hearings.

1. **MONDAY, APRIL 2, 2018** a public meeting is scheduled with the City Council, Planning Commission, and Appointed Citizen Group. This meeting will begin with a presentation from the consultant team between 5:30 pm and 6 pm, will be followed by a workshop for Council, Planning Commission and the appointed citizen Group between 6 pm and 6:30 pm, and will end with comments and questions taken from the public in attendance starting at approximately 6:30 pm.
2. **TUESDAY, APRIL 17, 2018** a public hearing is scheduled before the Mount Vernon Planning Commission starting at 6 p.m.
3. **WEDNESDAY, APRIL 25, 2018** a public hearing will be held before the Mount Vernon City Council starting at 7 p.m.

PROJECT LOCATION:

The subarea is bound by East Kincaid Street to the north, Interstate-5 to the east, South 1st Street to the west, with Section Street forming a majority of its south boundary. The additional area not bound by Section Street is bound by South 6th Street to the east with a portion of East Hazel Street comprising its south boundary. The subarea is located within a portion of the SW ¼ of the SW ¼ of Section 20 and the NE ¼ of the SE ¼ of Section 19 with both sections in Township 34 North, Range 4 East, W.M. Following is a map showing the subarea boundaries.



**SEPA
LEAD AGENCY:**

Mount Vernon Development Services Department. The lead agency for this proposal has determined that it does not have a probable adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to public on request.

**SEPA
DNS INFORMATION:**

A DNS is being issued under WAC 197-11-340(2). The lead agency will not act on the proposal for 14 days from issuance of this DNS. Comments must be received by 5 p.m. on March 27, 2018. Consistent with MVMC Chapter 15.06 appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on April 6, 2018. Appeals are required to comply with and contain the items listed in MVMC Chapter 15.06.215 together with the required application fee and must be submitted to: City of Mount Vernon, P.O. Box 809, Mount Vernon, WA 98273. Additional information regarding the appeal process may be obtained from the City of Mount Vernon Development Services Department, (306) 336-6214.

**SEPA RESPONSIBLE
OFFICIAL & CONTACT
PERSON:**

Rebecca Lowell, Principal Planner, City of Mount Vernon; 910 Cleveland Avenue; Mount Vernon, WA 98273; (360) 336-6214

The application and supporting documentation are available for review at the Development Services Department located at City Hall. Copies will be provided upon request at the cost of reproduction. If you wish to comment on the proposed subarea plan, rezones, or code amendments, you can provide verbal or written comment at the public meeting or hearings listed on the front page of this notice. You may also provide signed, written comments until 5 p.m. on the day before the hearing to the contact person listed above.

SIGNATURE

ISSUED: March 14, 2018
PUBLISHED: March 16, 2018

