

AREA PLANS

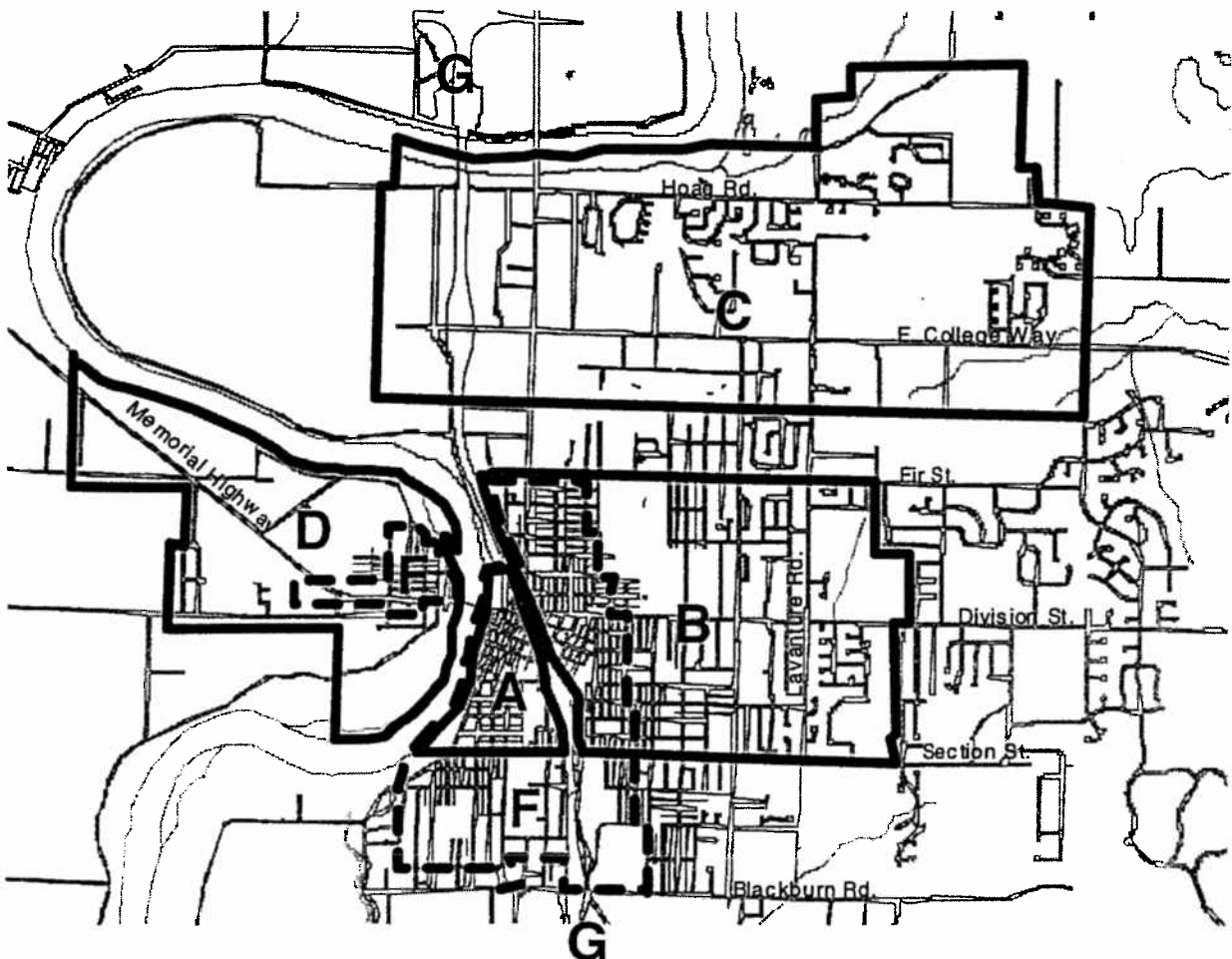
INTRODUCTION

The purpose of this chapter is to discuss in greater detail plans and recommendations for some of the more complicated areas of the City. These are areas which typically include a mix of more intensive uses which serve the entire City and which generate special transportation and pedestrian consideration.

The following map shows those planning areas that are discussed in this Chapter:

- A. Downtown Planning Area;
- B. North 4th Street / Hill / Division Street Corridor Planning Area (revised 1996-1997);
- C. Malls / College Way Planning Area;
- D. West Mount Vernon Planning Area (added 1996-1997);
- E. Blackburn Road to Hickox Road Planning Area (to be added in the future);
- F. Historic Preservation / Design Districts; and
- G. I-5 Corridor / City Entry System.
- H. Healthcare Development Sub-area
- I. South Third Street Sub-area

Special Planning Districts



A. DOWNTOWN PLANNING AREA

Downtown Mount Vernon generally encompasses the area from the Skagit River to Interstate 5, and Lions Park north of Division Street to the City Hall/Library complex at Snoqualmie Street south of Kincaid Street. Man-made and topographic elements physically isolate downtown from the rest of the City; however, it is the commercial, business, and emblematic heart of the City. The primary uses in downtown reflect this: City and County government, specialty retail, professional and business offices, and banks and financial offices.

EXISTING CONDITIONS

Downtown has a physically fine-grained quality as characterized by its narrow streets, small parcel development, continuous street walls, and rich materials and detailing. The blocks between Division and Kincaid Streets are typical of this since the historic parceling is the basis for its development. The County government buildings and former department stores are of a larger scale, as is typical of their uses. North of Division Street and south of Kincaid Street, buildings are larger (such as the former warehouses) or constructed as individual buildings with front and side yard setbacks and on-site parking.

Because of natural features such as the river and the topographic change to the east, circulation is restricted. The placement of Interstate 5 along the topographic edge simplifies north-south movement but compounds the problems of east-west movement. There is only one bridge connecting downtown to the Westside, and two streets span Interstate 5, uniting the downtown with adjacent neighborhoods.

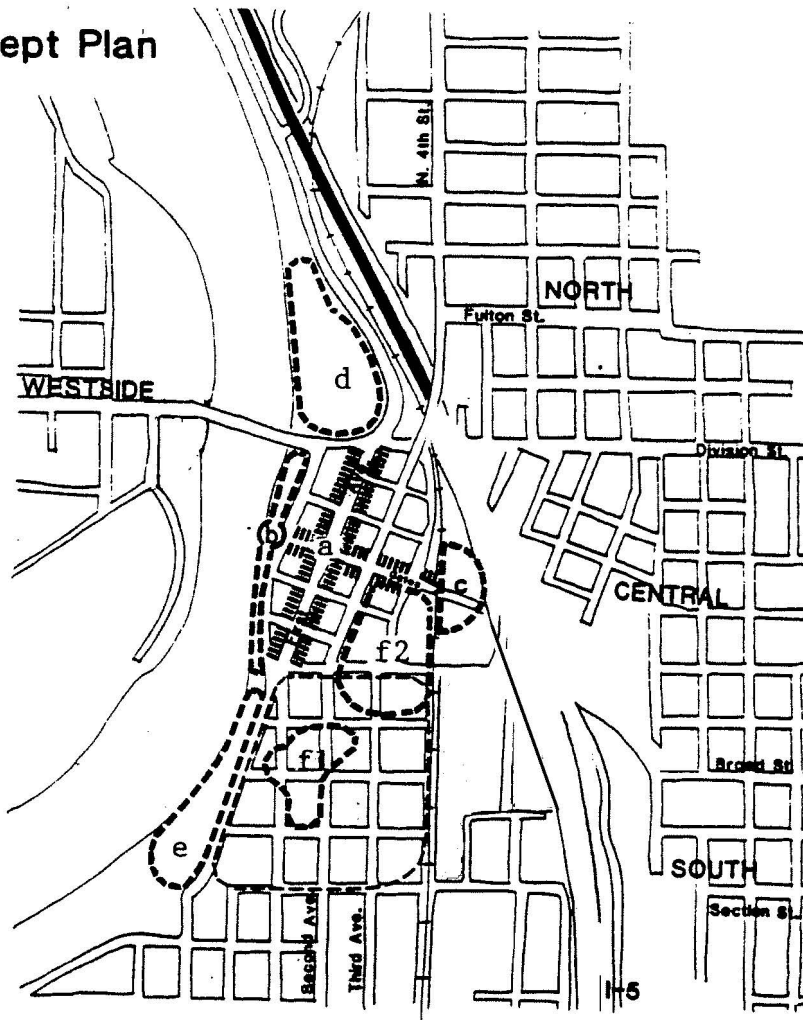
Each north-south street in downtown has a different character. Main Street is the street most closely identified with the river. This is

not only because of the river's proximity but also because no other street has visual access to it due to the dike. The buildings are a mixture of older structures and post war offices, primarily professionals. First Street has an almost unbroken street wall, much of it with covered sidewalks. It benefits from the extensive public sidewalk and street tree improvements which unify its character. Second Street has fewer small retail shops than First Street and includes more banks, offices, open parking lots, and other support services. Other than Division and Kincaid Streets, Gates and Pine Streets are the most identifiable east-west streets. Pine Street has a pedestrian-only area between Second and First Streets, and Gates Street has a concentration of buildings with a retail potential similar to First Street.

PLAN AND DESIGN

The potential of downtown can be realized by emphasizing and strengthening the qualities already existing while developing the growing activities of culture/entertainment, increased river access, and tourism/convention which will reinforce the current role. Other compatible and complimentary uses which would boost downtown's central role are: full-service restaurants and yogurt/ice-cream shops; entertainment; convention and meeting facilities, both for the City and tourists (Lincoln Theater has the possibility of fulfilling part of these last two needs); and hotel and motels.

Towntown Concept Plan



PLAN AND DESIGN

The diagram above illustrates the concept for development of downtown Mount Vernon. The letter designation relates to area on the following map.

(a) Pedestrian oriented specialty retail shops continuing along First Street and extending along Gates Street from Main Street to the railroad.

(b) A pedestrian promenade along the Skagit River with a public space and viewpoint at the end of Gates Street.

(c) Placement of Rail Depot, and parking facilities for transportation related facilities. Provide pedestrian oriented access to Downtown. Continue to enhance screening of existing and proposed facilities from I-5 noise interference.

(d) North of Division Street the existing uses would be reinforced to create a larger activity center including entertainment, motel, and office facilities.

(e) South of Kincaid Street, uses will emphasize support services for downtown and the City and County offices. The existing warehouses along the river should eventually be replaced with uses increasing the public's ability to gain physical and visual access to the river. A portion of the area should be reserved as open space. These potential uses include motels, restaurants, and possibly multiple-family. This redevelopment is complicated by the flooding of river, the dike, and provisions of the shoreline program. If new development is allowed, its construction would have to be done to accommodate the flooding.

(f) City (1) and County (2) offices should have master plans prepared for future expansion and coordination.

DETAILED RECOMMENDATIONS

Downtown Mount Vernon has three areas of different character: *Central core*, the original town site; *north of Division Street*, the converted processing plant/warehouse area; *south of Kincaid Street*, the location of many government offices and services requiring adjacent surface parking. In addition, West Mount Vernon (See Area Plan) could be an important element in the developing roles of downtown: tourism and conventions, and river activities and access.

Each sub-section has land uses, circulation, building and design qualities which should be reinforced and elaborated. The following outlines a number of recommendations for each of these sub-areas.

Central Core

Reinforce the individual character of the streets by emphasizing land uses, building, and circulation characteristics.

Main Street

- Land Uses: River front orientation—continue use of this area for offices and support services but also encourage businesses specializing in river front activities or those which will benefit from proximity to the river.
- Building characteristics: Small scale structures, views to water from ground and upper levels, ground floor of buildings with many windows (clear glass). Infill surface parking lots.
- Circulation: Extend pedestrian improvements (First Street model), uncover brick street if feasible, remove railroad track.
- Parking: As additional parking is provided for use by downtown employees, remove a portion of existing surface parking lots in primary pedestrian areas to infill with new retail uses.

First and Gates Streets

- Land Uses: Pedestrian retail core of small specialty shops, encourage retail shops on Gates from the river to a new planned complex east of the railroad.
- Building Characteristics: Continuous street wall and permanent awnings, ground floor of buildings with many windows (clear glass), tactile materials and detailing of buildings, historic or historically sympathetic buildings, small scale structures.
- Circulation: Two-way traffic as currently exists on First Street should be studied to also occur on Gates Street with a connection to Kincaid Street east of the railroad tracks. This two-way traffic may require left-turn lanes on Second Street. Emphasize the pedestrian character of Gates Street by extending the upgraded street improvements.
- Parking: On-street only; discourage surface parking lots.

Second and Third Streets

- Land Uses: Support services (banks, financial institutions, non-retail commercial businesses, etc.), and County government complex.
- Building Characteristics: Mixed with some infill of parking lots.
- Circulation: Extend sidewalk paving improvements and landscaping, evaluate left-turn lanes by removing parking on one side.
- Parking: Allow limited, landscaped, surface parking lots.

Railroad to Interstate 5

- Land Uses: Service and buffer zone, planned retail complex using existing building, landscaping to buffer Interstate 5.
- Building Characteristics: Work to preserve and introduce other structures which identify Mount Vernon from Interstate 5.

- Circulation: Study developing a connection from Gates to Kincaid Streets, realizing it may produce some conflict with the I-5 off-ramp.
- Parking: Parking structure for government and downtown employees.

Other Related Pedestrian: Circulation and Parking Recommendations

- Extend the Pine Street Mall from the river to the center court of the County government complex. Within the court there should be increased emphasis on pedestrians while retaining short-term visitor parking.
- Create an urban river front promenade from Kincaid to Division Streets with a central plaza at Gates and visual elements at the river end of Kincaid, Pine, Gates and Division Streets to visually connect the river and downtown.
- Connect downtown to the City-wide and County bike/pedestrian system.
- Improve Front Street connection to the river for pedestrians and automobiles, but only from Division to Montgomery Streets.
- Develop government/private parking structure(s) (east of railroad and/or south of Kincaid Street) to ease parking requirements elsewhere in downtown.
- Eliminate surface lots from prime pedestrian oriented retail core and on river front when additional employee parking is available.
- Manage employee parking to allow convenient customer parking close to stores.

North of Division Street

Create a district identity in this area and develop better visual and physical linkages to the central core.

- Mark street end of Division Street with vertical feature to let people know more stores are located there.
- Encourage the placement of restaurant, hotel, or retail along river front.

- Create pedestrian/bike paths connecting river front promenade to Lions Park and beyond.
- Develop farmer's market or Saturday market activities at Division Street Park.
- Clarify pedestrian access to Division/Third/First Streets intersection crosswalk facilities.
- Emphasize Freeway Drive as route to malls from downtown.
- Continue the First Street upgraded sidewalks across Division Street to park area to unite the two sections and create a public area.

South of Kincaid

Develop support services for the central core and the City and County government facilities.

- City and County governments should prepare Master Plans which:
 - Use the Third Street grid shift as a focal point for the County government center.
 - Include City, County, visitor information, etc.
 - Decrease perception of surface parking through landscaping.
 - Explore joint use of structured parking and large meeting spaces.
- Preserve residential character of Third Street and axial approach to courthouse.
- Provisions of the shoreline program, and the issue of flooding and the dike location must be addressed.
- Extend river front promenade along the river to other bike/pedestrian systems, and create a park at the south end of the new development at approximately Park Street.

B. NORTH 4TH STREET / HILL / DIVISION STREET PLANNING AREA

The Hill was the first area into which the residents of Mount Vernon expanded from the original town site along the Skagit River. It afforded views of the Skagit Valley and Puget Sound plus protection from the frequent floods then plaguing the town center. It became one of the best residential districts in Mount Vernon. Today it is still identified by the residents as one of the most desirable neighborhoods. The Hill is associated with other significant functions: the City's high school and school administration; major medical facilities; and the primary center of retirement and multi-family housing for the City.

This planning area is defined generally as the area between Interstate 5 on the west to east of LaVenture Road (26th or 27th Street extended), and from Fir Street on the north to Broad / Section Streets on the south.

EXISTING LAND USE

This planning area is defined by three areas: the older commercial and residential areas to the west; the large education, medical and cemetery uses in the center and newer single family, multi-family and office uses to the east and south.

The high school has not been able to fully compensate for its growth from a single traditional structure to a complex of many buildings. As the high school expanded, the group of structures has lost its identifiable and axial entry. The lack of through streets has somewhat isolated it from the community.

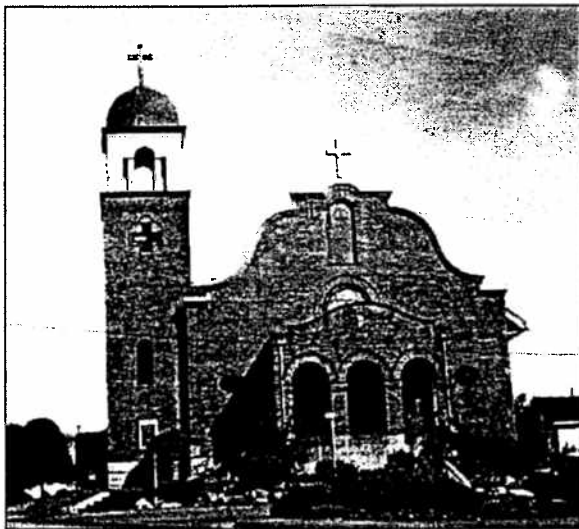
The high school in combination with the cemetery, whose land is open though relatively inaccessible, form a large, physical barrier to movement through the area between Fir Street and Division Street. South of Division Street this separation of residential

areas is reinforced by the north-south institutional uses formed by the hospital and medical clinics. This creates identifiable residential areas on each side with two very different characters.

The area west of these institutional uses, atop the bluff, is primarily older single family residential on smaller lots. This is a desirable area due to the age and character of the homes, mature vegetation and the views to the west. Interspersed in this area are some commercial uses along North 4th Street, duplexes and small to medium sized multi-family projects. A number of churches also exist. Their building mass and lot size is not large but their locations, often on the bluff, make them prominent, City-wide landmarks. They normally do not have adequate on-site parking and therefore parking may occur on neighborhood streets.

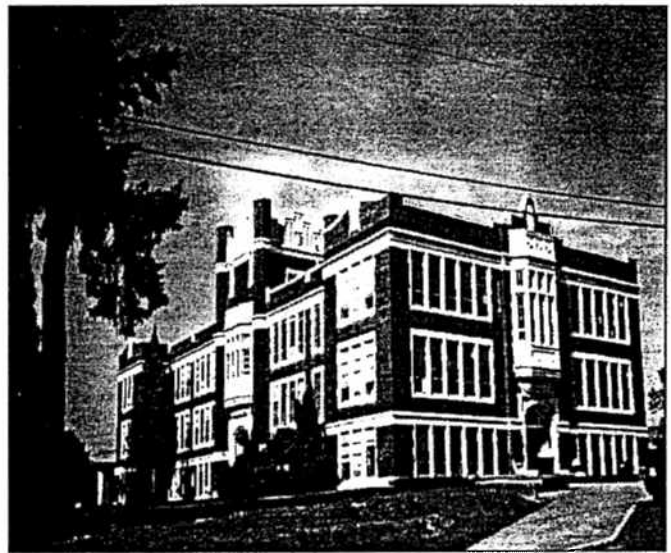
The area east of these institutional uses is typified by newer development. The more intensive medical, retirement or multi-family uses tend to be along the Division Street Corridor. Single family uses are generally on each side of these more intensive uses extending north to Fir Street and south to Broad/ Section Streets. Each individual development along Division Street, whether medical office, retirement, or multi-family, is a fairly identifiable unit. Single family houses are newer and somewhat larger than those on the bluff. The multi-family housing is composed of larger projects with a number of apartment buildings with similar architectural styles. These are grouped together and generally lack amenities such as large open spaces and landscaping. The retirement centers are usually larger, single building or connected structures situated on larger lots. At the southeastern corner of the planning area there is a concentration of mobile home subdivisions or parks. Churches in this area are newer, large buildings on large lots with nearly adequate on-site parking. The eastern terminus of the Division Street is a 40- acre

vacant tract which was annexed to the City in 1995. It was zoned for Public and Retail uses in the County and has a development proposal for a mixed use center which has been approved by the City and is currently being considered by the State Supreme Court.



EXISTING CIRCULATION

The Hill has several arterials which allow relatively free movement throughout the area, with the exception of the portion near the high school and cemetery. Division Street is the primary spine for this circulation system; North 4th Street, LaVenture Road and 18th Street are the primary north-south collector streets. There are no direct connections from Division Street to the downtown, and movement to the north and south generally occurs only at the edges of this district along LaVenture Road or North 4th Street. The result is an area with many significant City-wide activities and relatively indirect access to them.



PLAN AND DESIGN

The realization of the North 4th Street / Hill / Division Street Planning Area's potential lies in: the protection of single family residential uses; the clarification of vehicular and pedestrian circulation; reinforcement and buffering of the existing land use; and recognition of large scale institutions such as the high school and hospital.

Within the North 4th Street / Hill / Division Street Planning Area there are five distinct sub-areas which can be identified (see following map).

(a) North 4th Street (Top of Viaduct to Fir Street at Riverside Drive);

(b) Older residential neighborhood extending from Fir Street on the north to Broad Street;

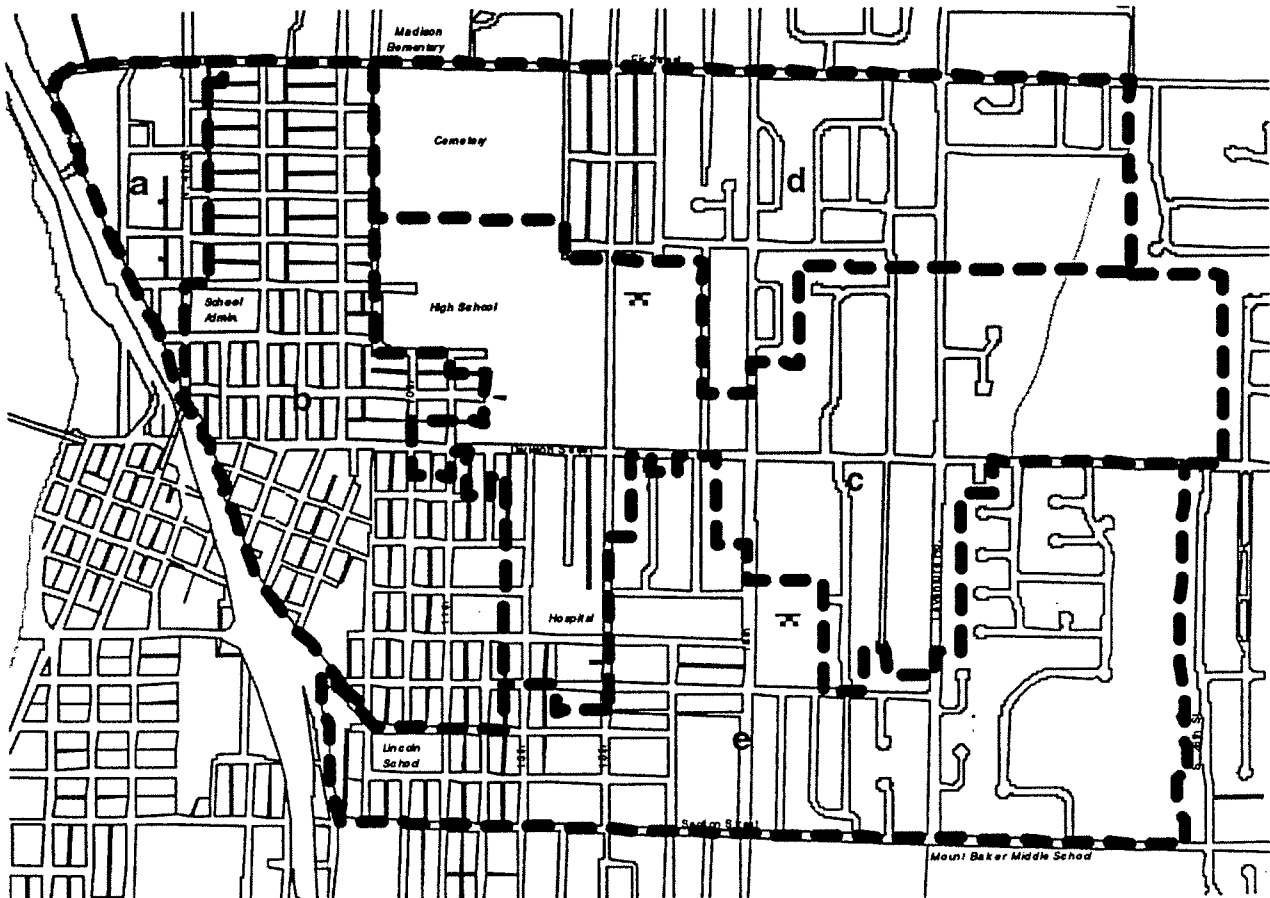
(c) Division Street and adjacent higher intensity uses from 10th Street to approximately east of 26th Street;

(d) Cemetery and residential areas north of Division Street Corridor extending to Fir Street; and

(e) Residential areas south of Division Street Corridor extending to Section Street.

These distinctions are based on land uses, building type and size, and development pattern. Division Street and North 4th Street form the spines of these subsections. Each area has a unique character, exemplified by human scale development.

Sub-Areas



DESCRIPTION OF SUB-SECTIONS

(a) North 4th Street (Top of Viaduct to Fir Street)

This area has three distinct areas. North 4th Street itself is the primary vehicular access and is in transition from primarily residential uses to a combination of office and small commercial. The residential uses to the west of North 4th Street are in a small pocket directly adjacent to I-5. There has been some conversion of these units to apartments. Some small non-residential uses are located along the south side of Fir Street. The residential uses backing up to North 4th Street on the east provide a transition to the adjacent and primarily single family uses.

(b) Fir Street to Broad Street

Large homes, mixed with some duplexes and multi-family and institutions, including churches, school administration and YMCA characterize this area. This area has a number of historic homes and City landmarks. It is affected by traffic filtering through the neighborhood from Division Street to Fir and North 4th Streets.

(c) Division Street Corridor

This primary corridor in the planning area has a variety of visual characteristics and uses as it extends from its beginning at 10th Street to approximately 26th Street.

10th Street to 18th Street

With the high school and Catholic school to the north of Division Street and medical facilities primarily to the south, Division Street has a dual character. The character and scale of the buildings fronting on it are consistent from side to side, being somewhat larger than single family residences in scale. Single family areas tend to front on and function from side streets.

18th Street to LaVenture Road

Because of the medium scale of the institutional uses and multi-family projects, the character alters again. Division Street feels broader due not only to street width but also increased project setbacks.

LaVenture Road to approximately 26th Street

This section of Division Street is characterized by a variety of primarily medical offices, retirement facilities, multi-family, single family and mobile home parks. The large vacant 40 acre tract on the north side of Division Street which was recently annexed to the City acts as the terminus of these higher intensity mixed uses along the street.

(d) North of Division Street Corridor to Fir Street

This area is primarily single family residential with the cemetery defining the western boundary and the property line between Addison Place and Upland Drive on the eastern boundary. It also has some church and park uses.

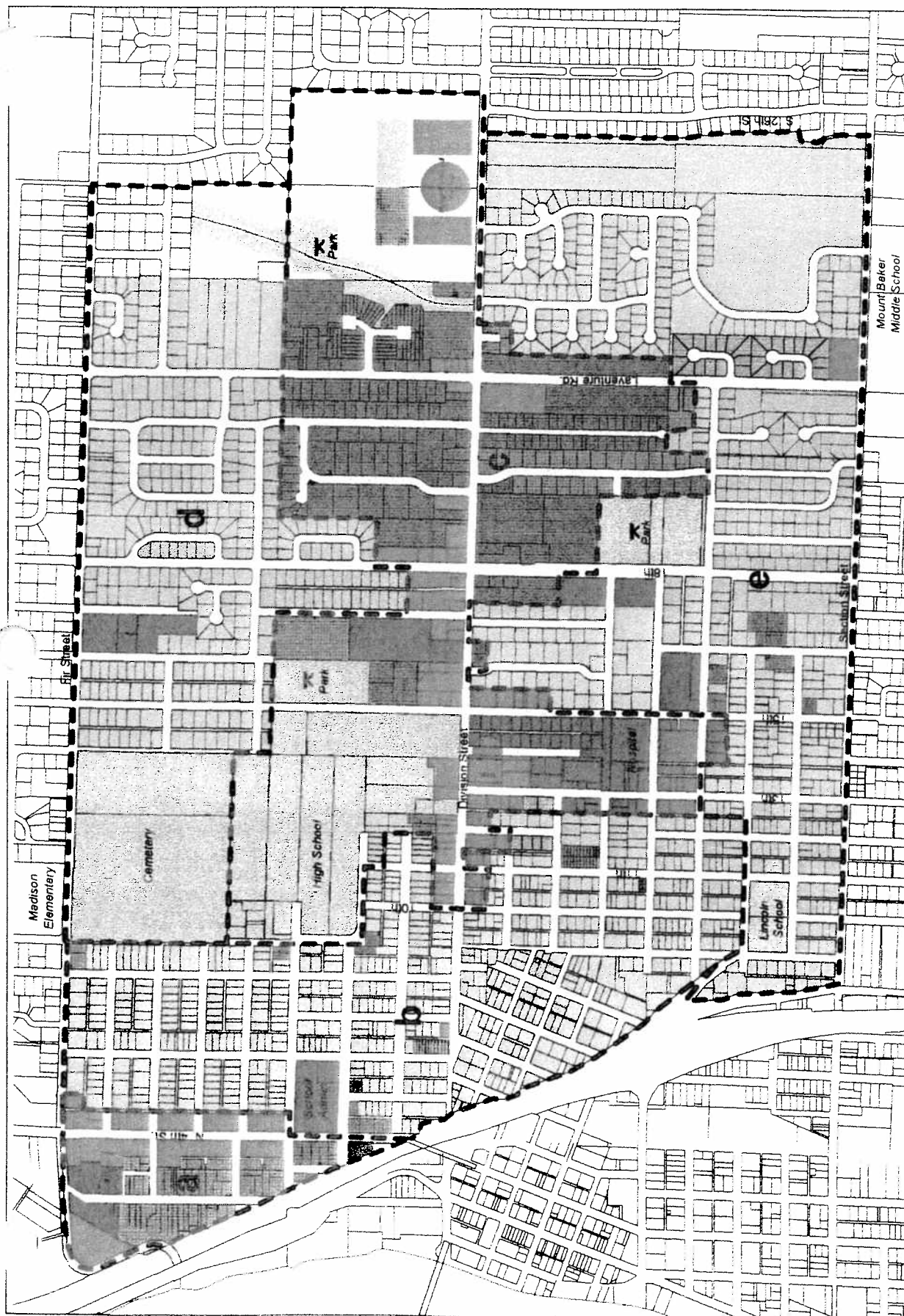
(e) South of Division Street Corridor to Section Street

This area is primarily single family (traditional and mobile homes) with some duplex and multi-family areas. It extends from the bluff at I-5 on the west to 26th Street. It also has some large churches and limited park facilities.

The map on the following page illustrates the future land uses proposed for each of these areas within the North 4th Street / Hill / Division Street Corridor Area Plan.

(f) Healthcare Development

This area is a mix of healthcare related activities and residential homes. It extends from Division south to Broadway, East to 15th, and West from 11th-13th, as illustrated in the land use map of the Healthcare Development Subarea.



Land Use

- Cont/Off/Med
- Commercial
- MF High Density
- MF Med Density
- MF Low (Duplex)
- Manufacturing
- Public
- SF High Density
- SF Med Density
- Schools/OS

Study Area
 Police Boundary
 Right of Way
 Streams
 River

Scale: 500 0 500 Feet

Prepared by McConnell/Burke, Inc.
 March 23, 1998



PROPOSED FUTURE LAND USE

Please contact the city for a color map.

DETAILED RECOMMENDATIONS

The following summarizes the land use development and design emphasis of each sub-section (see detailed plan).

(a) North 4th Street — Viaduct to Fir Street

- Along North 4th Street commercial is limited to smaller businesses because of the restricted depth of lots along the street. Limited expansion of non-retail commercial uses such as offices should be encouraged by the conversion of existing houses along North 4th Street.
- Allow related commercial (i.e. bed and breakfast) and office use in suitable homes in areas immediately adjacent.
- Allow conversion of the area to the west of North 4th Street to multi-family; however, preserve identified historic and landmark single family structures.
- Consider de-emphasizing North 4th Street as the primary route between downtown and the malls through signage and signal phasing.
- Increase the pedestrian amenities along the street and connecting into adjacent residential areas.

Other general recommendations are within the North 4th Street / Hill / Division Street Corridor Planning Area.

(b) Residential: Fir Street to Broad Street

- Preserve single family neighborhoods.
- Preserve and enhance identified historic homes and landmark structures.
- Introduce limited commercial uses such as bed and breakfast in larger homes of historical/architectural interest to maintain their integrity.
- Place a small park overlooking the valley and river at the west end of Division Street and a neighborhood park at the School Administration building site.

- Prohibit further large scale multi-family construction within the single family areas.
- Create an identifiable traffic connection by the high school to control traffic and prevent it from filtering throughout the neighborhood.

Provide a pedestrian connection across I-5 at the end of Division Street connecting to Downtown Mount Vernon.

(c) Division Street Corridor

10th Street to 18th Street

- Maintain the integrity and livability of viable, stable residential areas within the Division Street Corridor.
- Direct expansion of medical facilities:
 - Hospital may expand to north and west of existing block and create better sense of entry from Division Street.
 - Professional office use should occur along Division Street between 10th and 18th Streets, and along 13th Street from Division to Broad Streets.
 - Medical uses should provide buffers to protect single family residential uses consistent with the City's landscape ordinance or as agreed upon by the adjacent property owners.
 - Encourage joint use of parking with churches and high school for evening events.
- Clarify site organization of education facilities:
 - Prepare a master plan identifying entrance(s) to high school, ideally from Division Street.
 - Explore joint use opportunities with the Catholic school.
 - Explore relocation of bus parking and maintenance facilities to a more appropriate site.

General Considerations:

- Establish an improved circulation system to major institutions:

Improve pedestrian safety and amenity along Division Street placing a landscape strip between the street and the sidewalk.

Make additional provision for transit service and provide shelters in areas of high population or pedestrian traffic.

- Emphasize 13th Street between Division and Broad/Section Streets to provide access to the hospital and professional offices.
- Encourage curb cuts for retail and offices on north-south streets, rather than Division Street, to ease traffic turning movements and congestion.
- On Division Street, introduce supportive convenience retail (not freestanding buildings but integrated into professional office/medical or hospital buildings).
- Concentrate senior services in this area to combine with medical facilities.

18th Street to 26th Street

- Preserve single family developments by buffering them from institutions and larger multi-family developments;
- Provide usable open space within large developments as well as increase public park space in the planning area.
- Limit the further creation of large multi-family projects; i.e., encourage lower density, smaller projects on available infill sites, with increased amenities and pedestrian and transit orientation.
- Provide area with amenities and services such as small parks within apartment complexes; and when strict locational and design criteria are met limited convenience commercial would be encouraged within the complex.

- Create a mixed use neighborhood center as the terminus for the Division Street Corridor on the vacant 40 acre tract. Because of the size of this tract and the previous approval of a development on this site at the retail standards contained in the 1995 Comprehensive Plan, those neighborhood retail standards will apply as follows:

Service Area Population	5-10,000 people
Service Area Distance	0.5 - 1 mile
Site Size Range (acres)	3 - 10 acres
Building Size (sq. ft)	30-70,000
Access	Arterials

Comments: Planned Center w/
Transportation and Economic Analysis

The placement of a center at this location is intended to preclude any additional commercial facilities to the east along Division Street. This site should include public parks and open space, retail and office uses of a scale to complement existing uses and to serve the surrounding neighborhood and multiple and high density single family uses.

The site should be carefully buffered from surrounding residential uses. On-site parking should be buffered (berms and landscaping) to minimize views from the street and adjacent residential areas. Improved pedestrian access to these areas should be developed as well as connections to the City trail system. Street improvements should be made to assure that traffic will not adversely affect adjacent existing residential areas. Provisions for a transit stop with a shelter should also be made.

(d) Residential North of Division Street Corridor to Fir Street

- Preserve and enhance existing single family residential areas.

- Allow infill of higher density residential uses which complement existing uses and provide for public facilities.
- Provide adequate parks and playgrounds to serve existing and future residents.

(e) Residential South of Division Street Corridor to Section Street

- Preserve and enhance existing single family residential areas:
- Integrate existing and limited future scattered duplex (conditional use) and small scale, lower density multi-family apartment units.
- If existing mobile home parks are proposed to be redeveloped in the future, they should meet then current mobile home park or subdivision standards or appropriate single family or multi-family standards.
- Provide adequate parks and playgrounds to serve existing and future residents.



CIRCULATION PLAN

Vehicular Circulation

Vehicular circulation is not well defined in east-west connections to downtown Mount Vernon from this planning area due to the steep topography and the location of I-5. The future street network will build on the current system and includes (as identified in the City's Transportation Plan):

- Primary Arterials within this planning area which are proposed to connect it to the City-wide system are: LaVenture Road and North 4th Street.
- Minor Arterials within this planning area are: Fir, Division and Broad / Section Streets.
- Collector Streets within this planning area are: 13th, 15th and 18th Streets with the proposed 30th Street extension just to the east of the area.

Install traffic calming devices to discourage through traffic in residential areas based on overall city-wide policy and criteria.

Parking and Transit

- Coordinate with the Skagit Transit to develop complementary routes serving this area with a system of shelters
- Establish joint use parking agreements between larger churches and hospital, clinics, and professional offices.
- Create shuttle system along this corridor which connects joint use parking, multi-family, retirement homes, office, retail and the hospital.

Pedestrian Emphasis

Division Street should be designed as a tree lined boulevard to provide increased pedestrian and transit amenities with a landscape strip, wider sidewalks, benches, landscaping and shelters at bus stops.

Circulation Plan



PARKS, OPEN SPACE AND PATH PLAN

Bike and Pedestrian

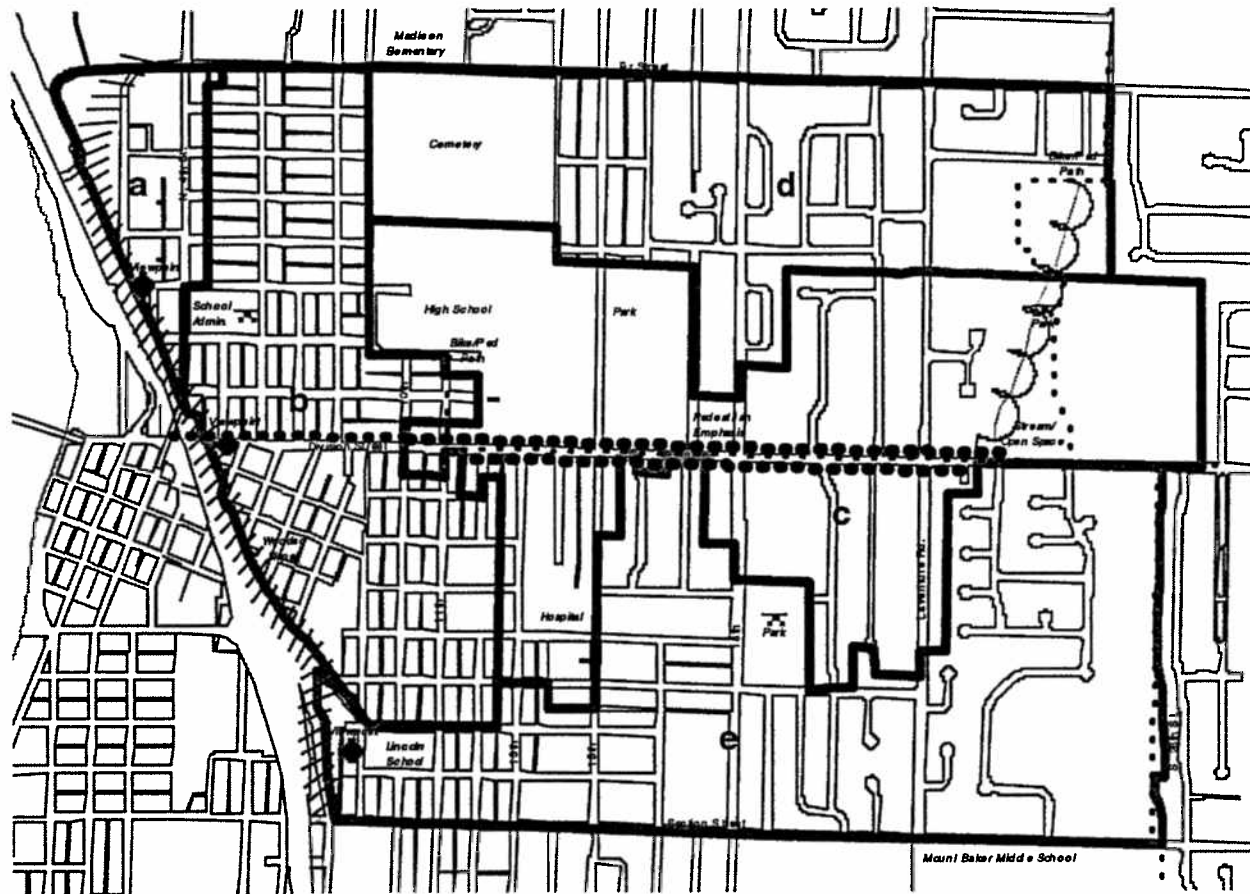
- Create a pedestrian system which connects the major uses and transit along the major streets. Place pedestrian elements and amenities along these streets: landscape strips with trees, wide sidewalks, , transit stops/shelters, etc.
- Assure that major developments provide direct, separate, identifiable pedestrian connections to public streets.
- Develop special pedestrian area along Division Street from 13th Street to LaVenture Road, including a wider promenade with pedestrian amenities and possibly a double row of trees on north side of street.
- Tie this planning area into biking and pedestrian paths throughout City.
- Complete sidewalk system to schools.

- Provide improved connections to downtown Mount Vernon including a pedestrian overpass over I-5 at the end of Division Street.

Parks, Open Space, and Views

- Provide viewpoints along bluff at locations such as the street ends of North 1st Street and Division Street and across from Lincoln School.
Include a small neighborhood park on the site of the School Administration and YMCA.
- Preserve wooded slopes adjacent to I-5.
- Develop park possibly including consideration of a future City-County public library on City land on 18th Street.
- Consider distant views to south (Little Mountain) and east (mountain backdrop).
- Interrelate open space systems: schools, parks, viewpoints, etc., to provide frequent open spaces and playfields for a variety of users and recreation needs.

Parks and Bike/Pedestrian Paths



C. MALL/COLLEGE WAY PLANNING AREA

This area north of the original town site was the second location of the major expansion in Mount Vernon following The Hill. The construction of Highway 99 probably was the first impetus to use these lands for something other than agriculture. Yet by 1960, though the area had been annexed, it was predominately occupied by farms, except for intermingled retail and residential uses on Riverside Drive/Highway 99 and homes along LaVenture Road. The new Skagit Valley Community College had relocated from the high school to the intersection of LaVenture Road and College Way in 1958. The construction of the Mount Vernon Mall and Skagit Valley Mall in 1971 and 1973, respectively, is indicative of the changes the area went through ten years later.

Several factors have directed the organization of land uses. The river to the north and the topographic edge to the south along Fir Street have limited the development along the College Way corridor. North-south circulation is limited by this ridge as well: Interstate 5, Freeway Drive, and Riverside Drive are located to the west of it, 18th Street and LaVenture Road to the east. This limitation to circulation is reinforced by only Interstate 5 and Riverside Drive crossing the Skagit River. Interstate 5 also has a role as barrier with limited connections under it. Likewise, College Way and Hoag/Stewart/ Martin Road are the only

east-west streets of any prominence. The railroad, not confined to the grid, comes around the west end of the bridge and then heads northeast, on a diagonal to cross the Skagit River. The old railroad station is located just north of College Way, west of the track.

People from all sections of Mount Vernon and the region are drawn to this area due to the institutions and activities here. This has burdened the limited circulation system. Conversely, the location of the circulation and railroad have dictated the clustering of land uses.

EXISTING CONDITIONS

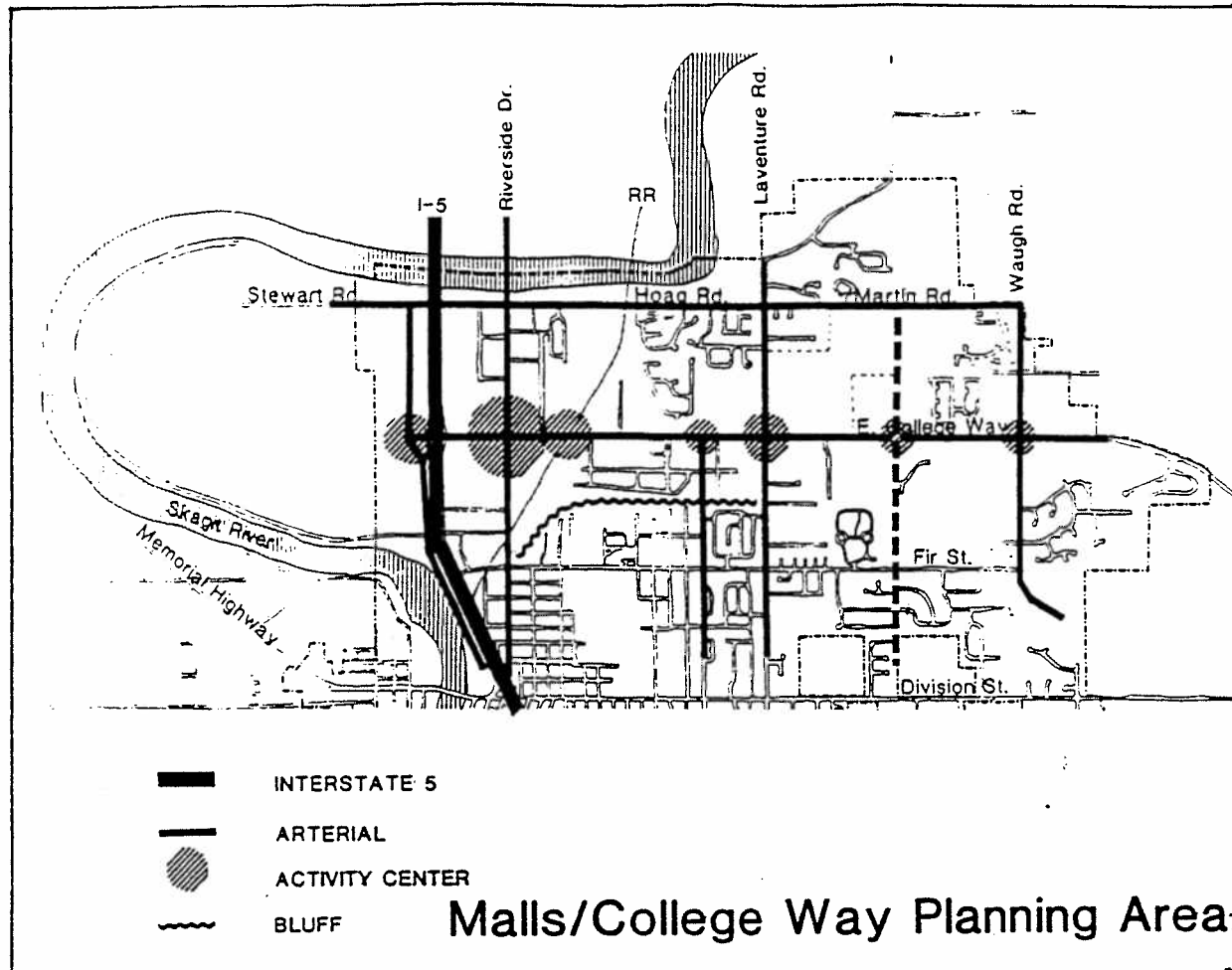
The intersection of each of the north-south streets with College Way represents a distinct change in land use and building type. The discussion of this district's plan will use these intersections as the organizing element.

Freeway Drive and College Way

At the point where College Way dead ends into Freeway Drive there are medium scale free standing structures with freeway oriented commercial uses. They face Interstate 5 and Freeway Drive. The backdrop to the west of these buildings is trees and open agricultural land. This contrast has great potential expressing the image of the City. The buildings provide a defined edge/ending for College Way and the City.



Area Plans



Riverside Drive and College Way

This is the heart of the retail shopping area. It is characterized by the two larger malls serving a market area well beyond the City of Mount Vernon, as well as smaller centers with more community oriented shopping. Though the buildings vary in size and style from large internal malls to strip, the jumble of pads and smaller buildings circumscribing the parking lots often mask the main structures. There is currently little sense of entry which produces confusion when trying to orient oneself. Access to all four shopping centers is from Riverside Drive or College Way. This area is now served by only two stoplights, at the intersection of College Way and Riverside Drive and a recently installed light serving the malls. This intersection and connecting street to the north will redirect access to the area and

modify the internal organization of each mall and the relationship between them. Both the Mount Vernon Mall and Skagit Valley Mall anticipate expanding in the future, which emphasizes the need for resolution.

Railroad and College Way

The intersection of the railroad and College Way is one end of the warehouse and light industry zone. These uses are in larger buildings and are more widely spaced. Their alignment with the railroad introduces an oddly angled area between the retail center and the houses and small businesses east of the railroad. Improved access and the location of more businesses of a similar nature could make this into a significant employment center for the City. The potential multi-modal center will be accessed from the north.

18th Street and College Way

The termination of 18th Street at College Way contributes to its secondary role. It serves the grocery store at the intersection and the small businesses widely spaced to the west along College Way. This center permits people to purchase food and other daily necessities closer to home without adding to the congestion at Riverside Drive and College Way.

This area also is the west end of a collection of multi-family housing projects which are associated primarily with the community college. The largest grouping is placed at the base of the ridge and is principally for senior citizens. The other multi-family structures are at the entrance to a single family neighborhood, buffering it from College Way.

LaVenture Road and College Way

The community college is the focus of the crossing occupying the northeast corner of the intersection. It clearly influences everything in the immediate vicinity: small food stores, movie theaters, pizza parlors, and multiple-family. Many of the older single family homes along College Way have been converted to provide some of the activities.

Almost all of the multi-family developments surrounding the college are dense, less expensive, multi-family housing. There are some condominiums to the west of the college. With the institutional and retail services in this part of Mount Vernon, their location here is logical. However, their character and scale are not as successful. The demands for housing for these sectors of the community will continue to grow, but the construction should be smaller scale, less dense, with increased open space and landscaping, which would be a more appropriate character, typical of Mount Vernon.

Waugh Road and College Way

Except for a few recent residential developments, the buildings along College Way between the community college and the City limits are predominately small, older, single family houses. The driveways open directly onto College Way, and although they now present few problems for the vehicular movement along College Way, increased development will worsen the situation, requiring consolidation of access and service drives. The character of this section of road is important to the entrance/exit image of Mount Vernon. This area offers a transition from the more intense activity of College Way to the agricultural and forested lands to the east of the City.

Stewart/Hoag/Martin Road

Except for the commercial areas at Interstate 5 and Riverside Drive, Stewart/Hoag/Martin Road is the main single family residential section north of College Way. The businesses are an abrupt change from the road's generally rural and residential atmosphere. The commercial functions should be oriented to Riverside Drive and the malls, thus helping to buffer the residential areas from the more intense uses.

Stewart/Hoag/Martin Road's character is dependent on changes in topography and the agricultural lands to the north. Except for a few duplex, triplex, and fourplex units, this is all single family homes with spectacular views to the north and west. The combination of the character of the road, quality of the homes, and views makes this not only a special neighborhood but also a significant edge expressing the urban and rural nature of Mount Vernon.

Undeveloped Lands

Most of the land interspersed between these major land uses is either residential or

undeveloped. Though there has been a significant amount of construction in the

College Way corridor in the last 15 to 20 years, there are still prominent tracts of undeveloped land. While this area will be a logical one within which to locate development, it will be important to direct it so that it reinforces the best qualities already existing.

Two portions in particular deserve further attention: the agricultural lands on the north side of Stewart/Hoag/Martin Road and the land at the base of the bluff north of Fir Street. The farm at the intersection of Hoag and LaVenture Roads is a poignant reminder of the transitional history of the land in the area and the setting of Mount Vernon. The land at the base of the bluff and the bluff itself retain many of their natural characteristics. An unnamed stream runs along side William Way. The land south and north of it is virtually unbuilt, and the bluff is heavily vegetated. The Kulshan right-of-way is also available for pedestrian use.

PLAN AND DESIGN

The malls and College Way corridor of Mount Vernon has a diversity of land uses, natural features, and building types which can be the basis for a vital section of town. It is the center of higher education, one of the two major retail centers, the major manufacturing area, and a significant residential neighborhood. The introduction of a multi-modal transportation center will increase its desirability for a number of users. These uses should be reinforced both separately and reciprocally while also preserving and taking advantage of the special natural features present.

Circulation

The expansion and completion of the circulation system is discussed first because it is the most crucial action in the improvement

and success of this area. It will establish the public framework within which private decisions are made.

Vehicular

To ease the congestion of the streets surrounding the malls and along College Way, the City is working to expand and complete the system through the use of a secondary street network.

North-South

- Connect with signal between malls across College Way (under design).
- Continue Market Street to Mount Vernon Mall.
- Connect Cameron Way to Skagit Valley Mall.
- Complete Continental Place as an intermediary link between College Way and Stewart/Hoag/Martin Road.
- Add 30th Street as a collector street extending from Clear Lake Road to Little Mountain Park.
- Designate Waugh Road as a primary arterial south of College Way eventually connecting to Blackburn Road.

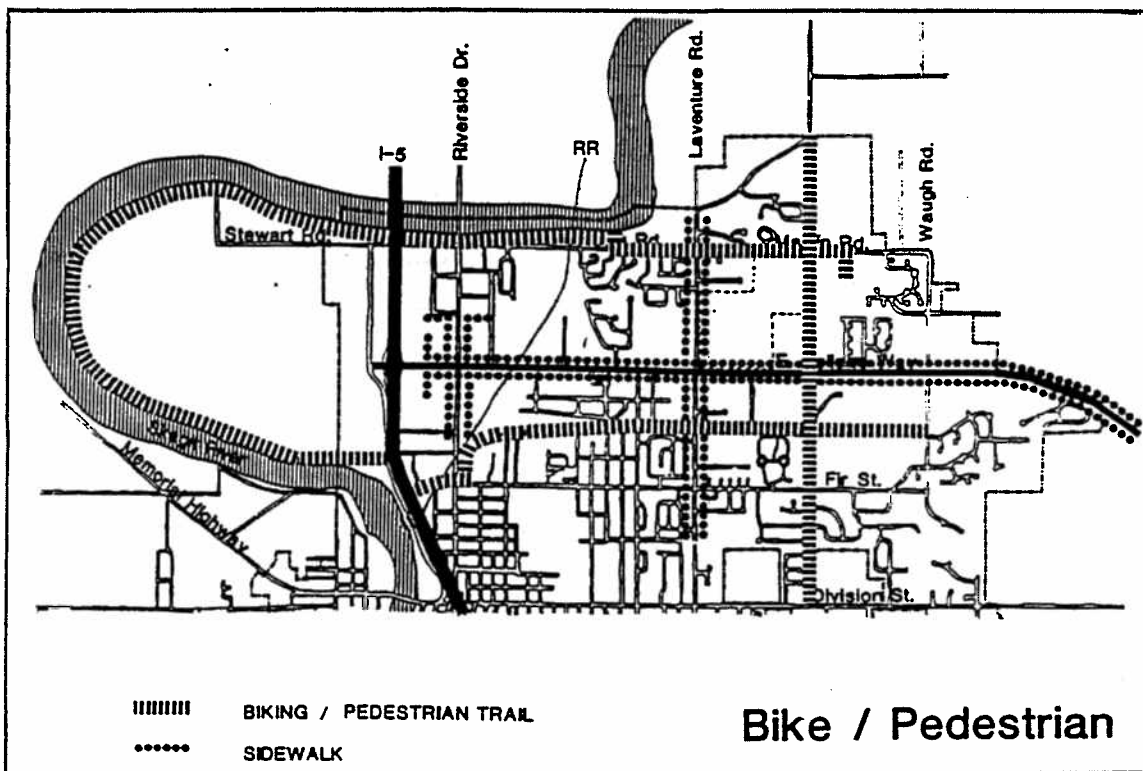
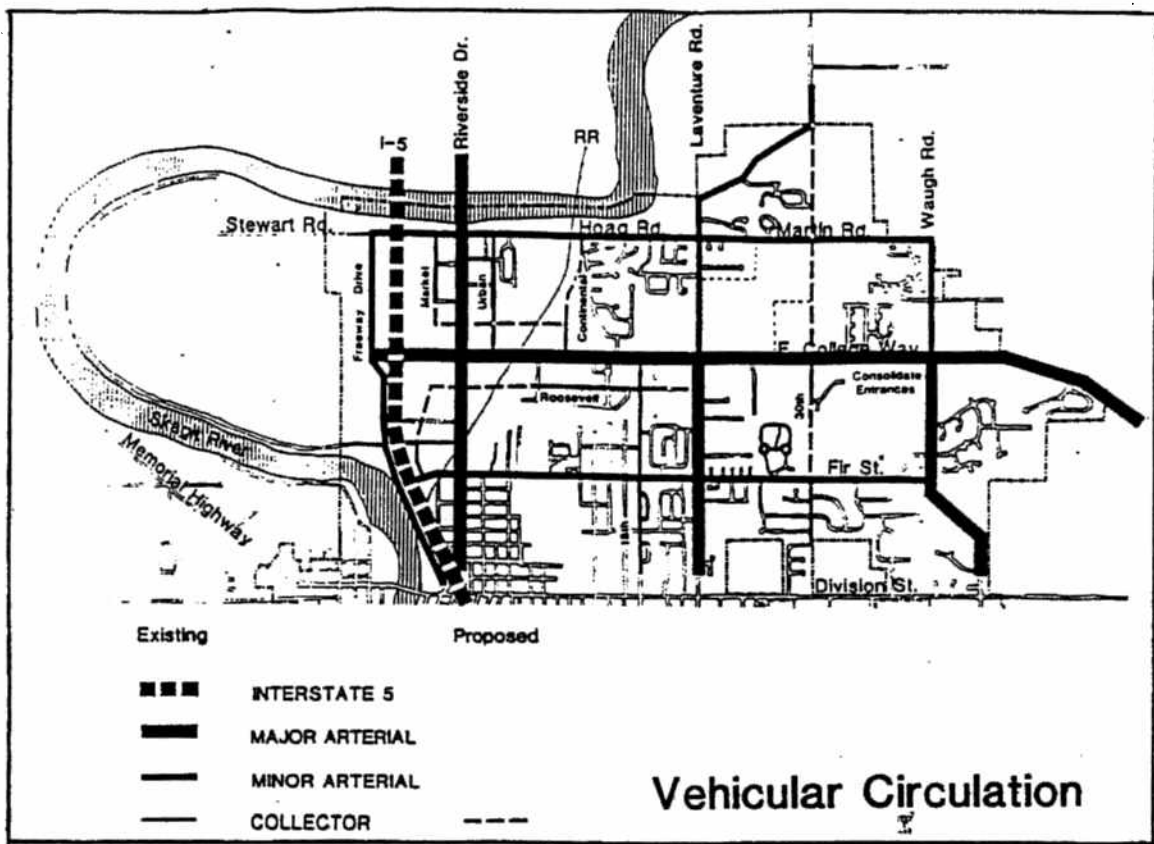
East-West

- Connect Continental Place to Market Street, north of Safeway.
- Extend Roosevelt Avenue from LaVenture Road to the new road connecting Riverside Drive

Pedestrian and Bike System

The Malls/College Way area has significant residential, institutional and retail uses which can rely on alternative modes of transportation for movement to these activities. The following are recommended to improve these possibilities:

- Connect to City and County bike/pedestrian systems on the dikes.

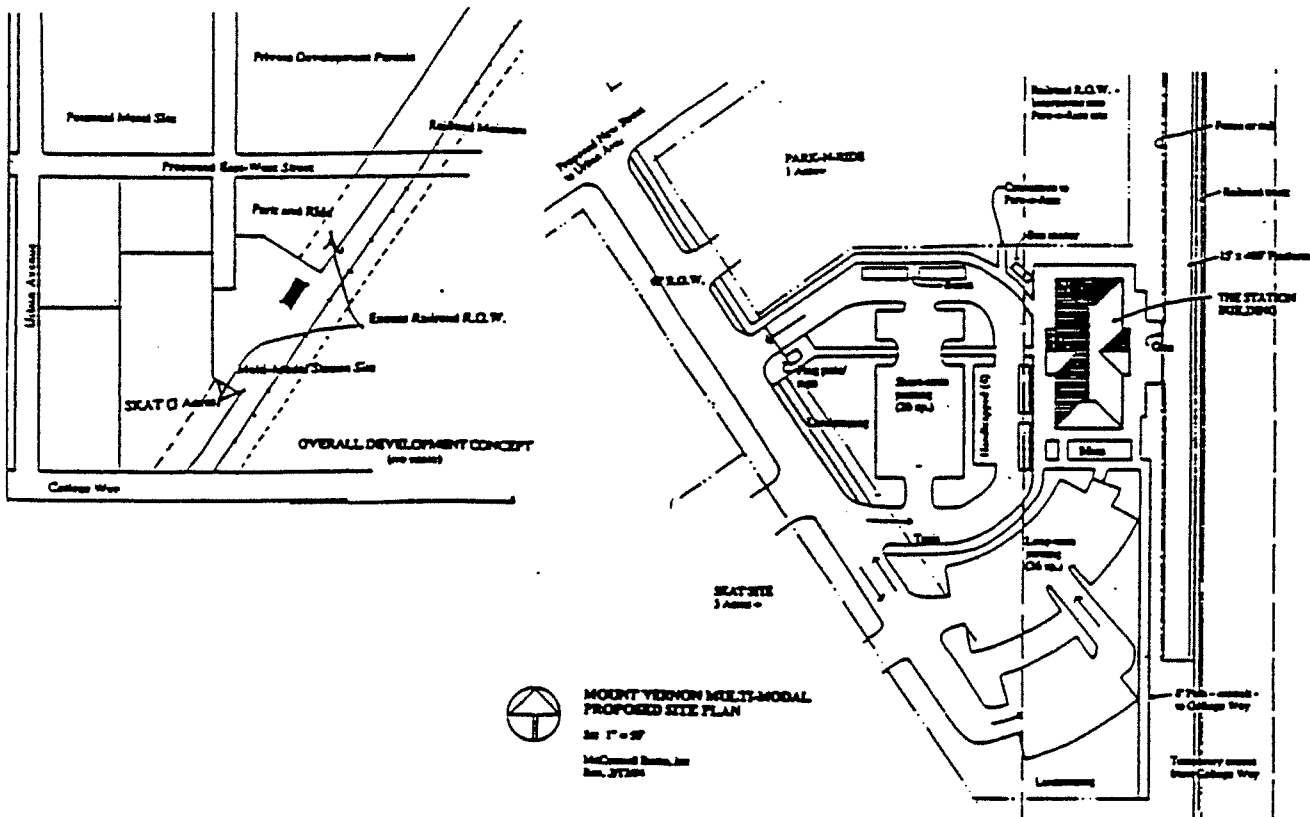


- Complete and widen sidewalk system around the malls, community college, and along College Way and LaVenture Road.
- Extend the City biking and walking trails along the river, to the malls, to the community college and its playfields.
- Extend the bike and pedestrian trail along the stream south of Roosevelt Avenue and Kulshan right-of-way, connecting major recreation destinations from Lions Park to Bakerview Park.
- Place the bike and pedestrian trail on the new 30th Street extending from Stewart/Hoag/Martin Road to Little Mountain Park.
- Provide an attractive pedestrian connection between Skagit Valley Mall and Mount Vernon Malls.

Multi-Modal Transportation Center

The Washington State Department of Transportation authorized a special study to determine the optimal location for a multi-modal transportation center. In early 1994 it was decided it would be located on the site of the current station which will be replaced. The site will be designed to incorporate the multi-modal facility (Amtrak, Greyhound, and taxis); SKAT offices and bus maintenance facilities; and a Park and Ride lot for 100 cars.

The following site plans show the relationship to the College Way/railroad intersection and a conceptual layout for the building and its immediate environs.



Reinforcement and Organization of Land Uses

Since the basis for the physical character of the Mall/College Way area is the intersection of north-south streets and College Way, the recommendations for the area will emphasize this structure to organize the diversity of uses into a coherent system.

The retail is organized as distinct centers along College Way. Other related commercial and light manufacturing uses are encouraged to infill existing vacant land. Offices are used as buffers against residential areas or along streams and wooded bluffs. The multiple family uses are concentrated in the vicinity of the community college.

Freeway Drive and College Way

Retain the contrast of agriculture and freeway commercial as one edge of Mount Vernon:

- *Character:* Freeway commercial, physically oriented to Interstate 5 and Freeway Drive. Structures immediately adjacent to I-5 at Stewart Road could be developed with a special permit process at a higher density and height for motel uses, taking advantage of the river view and access.
- Maintain trees or other aspects of the rural area immediately behind the properties to reinforce this edge.

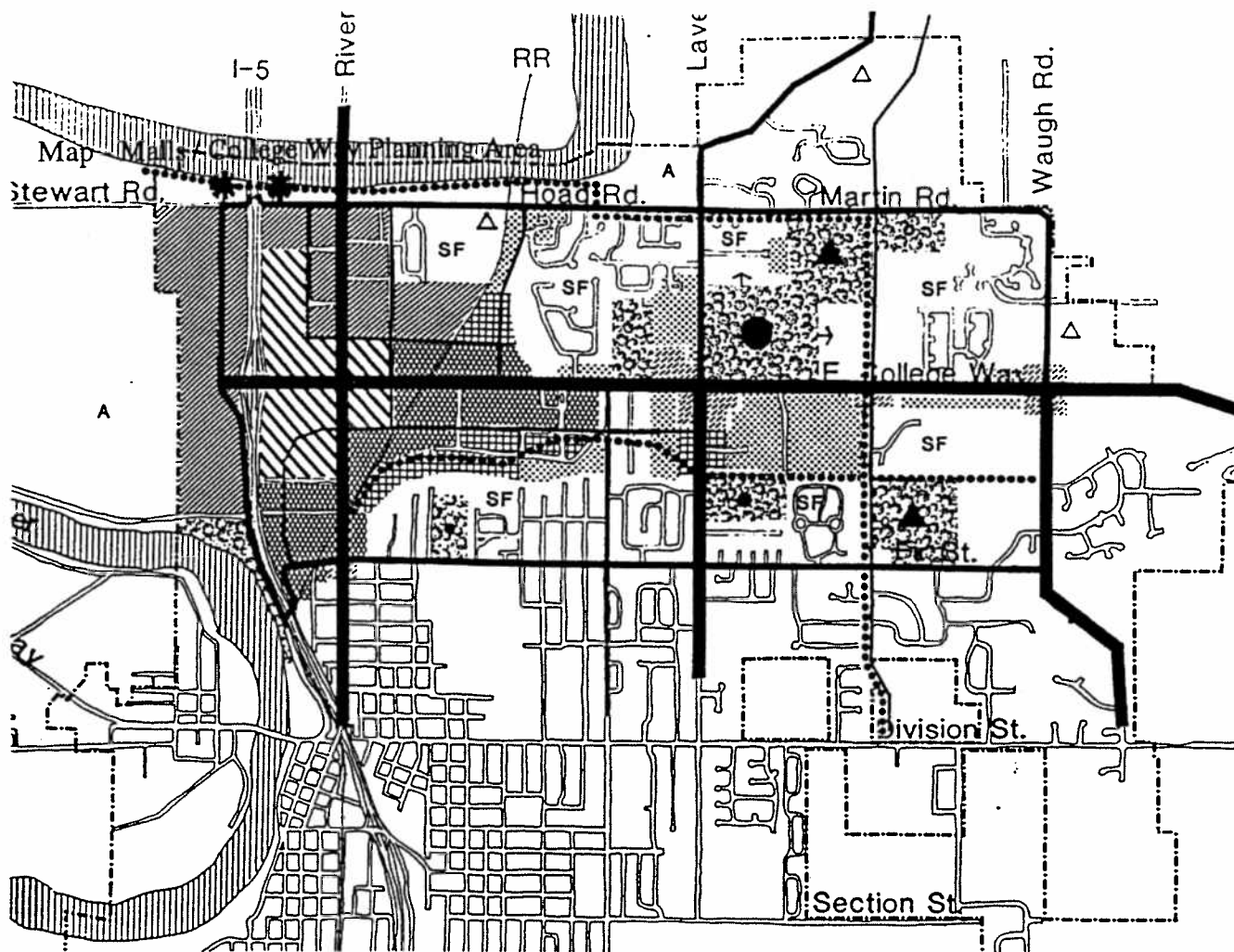
Riverside Drive and College Way

- Continue this area as a major retail center both City-wide and regionally.
- Systematize the pads and strip commercial along the edges so the internal organization is comprehensible from the exterior. Establish identifiable entrance points from the adjacent streets.

Establish exterior standards (i.e., signage, landscaping, colors, use of windows) for the malls and pads for a more coherent grouping and cordial welcome.

South Riverside Drive, Railroad, and 18th Street Intersections

- Develop along the railroad a commercial-light industrial zone to serve both the City and the surrounding neighborhood areas. This should aid in the integration of this area into the City.
- Gradually eliminate commercial uses on the north side of College Way between the church and the businesses at LaVenture Road. The presence of multiple family residential would be an appropriate transformation in the character along College Way.
- Place a retail node at Fir Street and Riverside Drive to serve the neighborhoods surrounding this intersection.
- Land Uses: Mixed commercial, retail, and light manufacturing with the manufacturing nearer the railroad, and retail and commercial emphasized as you move toward 18th or Fir Streets.
- Office Use as Transition to Residential: The unbuilt land nestled between the green buffer of the bluff and the unnamed stream paralleling William Way should be carefully used for offices which could benefit from the qualities of the area but would not destroy them. The other location for offices would be north of College Way where Continental Place now ends. Located at the base of a minor ridge and with open/green space provided by the railroad, this area would be appropriate for less intense general office uses.
- Multi-Family: Apply specific standards for density, height, landscaping, size, and massing to maintain the character of Mount Vernon's residential areas, both multiple family and more densely developed single family areas.



	AGRICULTURE		OFFICE
	OPEN SPACE		BIKE / PEDESTRIAN PATH SYSTEM
	SINGLE FAMILY		Allow higher density & height for motel under special conditions
	MULTI-FAMILY		COMMUNITY COLLEGE
	COMMUNITY RETAIL CENTER		ELEMENTARY SCHOOL
	REGIONAL RETAIL CENTER		COMMUNITY PARK
	MIXED: COMMERCIAL, LIGHT INDUSTRIAL		PROPOSED NEIGHBORHOOD PARK
	COMMERCIAL: MIXED OFFICE, SUPPORT SERVICE, MOTEL		

Malls/College Way Planning Area

LaVenture Road and College Way

The focus of this intersection should continue to be on the community college.

- Maintain or enhance elements at the northeast corner which acknowledge the presence of the Skagit Valley Community College.
- Provide for future expansion of the community college to the north and east.
- Provide connected retail centers which are oriented but not limited to uses which support that community; i.e., school/office supplies, food, entertainment.
- Expand the small professional office/medical area at the Roosevelt Avenue extension and LaVenture Road to provide services to the college and elderly developments.
- Apply specific standards to multi-family and denser residential areas to maintain the character of Mount Vernon's residential areas.

30th Street and College Way

Thirtieth Street does not now exist as part of the circulation system. As the City infills to the east, it will be developed as a collector street supplementing LaVenture Road. Its placement directly east of the college will define their eastern limit.

- Small, neighborhood retail should be allowed at the intersection south of College Way.
- This intersection will be the eastern end of the major concentrations of multi-family housing across from the community college. The same standards should apply as those mentioned at LaVenture Road.
- Limit businesses in this area along College Way between LaVenture Road and 30th Street to those oriented to support the college community and surrounding multi-family. They should be integrated with the multiple family, if proposed.

30th Street to Waugh Road and College Way

As a primary entrance from the east to Mount Vernon, this roadway should:

- Retain the tree-lined, highly landscaped character which exists to the east.
- Emphasize single family-designed to locate housing away from the street.
- Provide for access from north-south streets and consolidation of vehicular entrances, thus limiting the entrance points and facilitating traffic flow on College Way.
- Consider multiple family with single family along College Way (limited access and with buffers) as planned use developments.

Waugh Road and College Way

This intersection has one corner currently designated for commercial use. Since Waugh Road is designated to serve a future arterial function, it is logical that additional small scale, planned neighborhood retail functions could exist at this intersection, depending on access, adequate market and a design solution in keeping with the character of this important entry road.

East of Waugh Road

- Retain the tree-lined, highly landscaped character which exists to the east.
- Locate single family away from and buffered from College Way.
- Emphasize public and private views across Nookachamps.

Stewart/Hoag/Martin Road

Intersection of I-5 to Riverside Drive and Urban Avenue:

- Maintain residential and agricultural uses north of the road; however, as a planned use consider the introduction of a taller hotel facility built to provide pedestrian access and views of the river.
- South of the street support commercial (i.e., offices, retail, motel) shifting from more

intense uses near I-5 to more office uses near the residential at Urban Avenue.

East of Urban Street

- Continue residential-agricultural uses north of the road.
- South of the road, preserve single family use. Allow limited multi-family in existing locations and the strip between the extension of Continental Place and the railroad.
- Buffer, physically and/or visually, these residential areas from the neighboring commercial and manufacturing uses.

Preservation of Aspects of Existing Character

The Malls/College Way area forms three edges of the City (north, west, and east) where there is an important contrast between rural and urban environments. It has many good views to the rural landscape, and the area contains important natural elements which offer relief from the built environment. The image of the City and the rich character of this area are dependent on the retention of these contrasting components.

- Retain agricultural lands in bend of the river west of Freeway Drive (outside City limits).
- Preserve rural character of Stewart/Hoag/Martin Road.
- Preserve farm/agricultural lands north of Hoag Road near LaVenture Road.
- Retain non-commercial, small-scale, residential character of College Way to the east of the community college.
- Retain rural character east of City limits.
- Preserve green belt of bluffs north of Fir Street.
- Preserve natural creek between Roosevelt Avenue and William Way.
- Reinforce sense of entry to the City from I-5, Riverside Drive, LaVenture Road and College Way.
- Preserve the following views:
 - From I-5 to farmlands in river loop.
 - From community college to mountains to the northeast.
 - From residential areas along Hoag Road to north and west.
 - From College Way to open land east of Waugh Road.

D. WEST MOUNT VERNON PLANNING AREA

West Mount Vernon is the commercial and residential area west of the Skagit River across from downtown Mount Vernon. Although it is in close proximity to the center of the community, it is isolated because of the river and the one narrow bridge crossing.

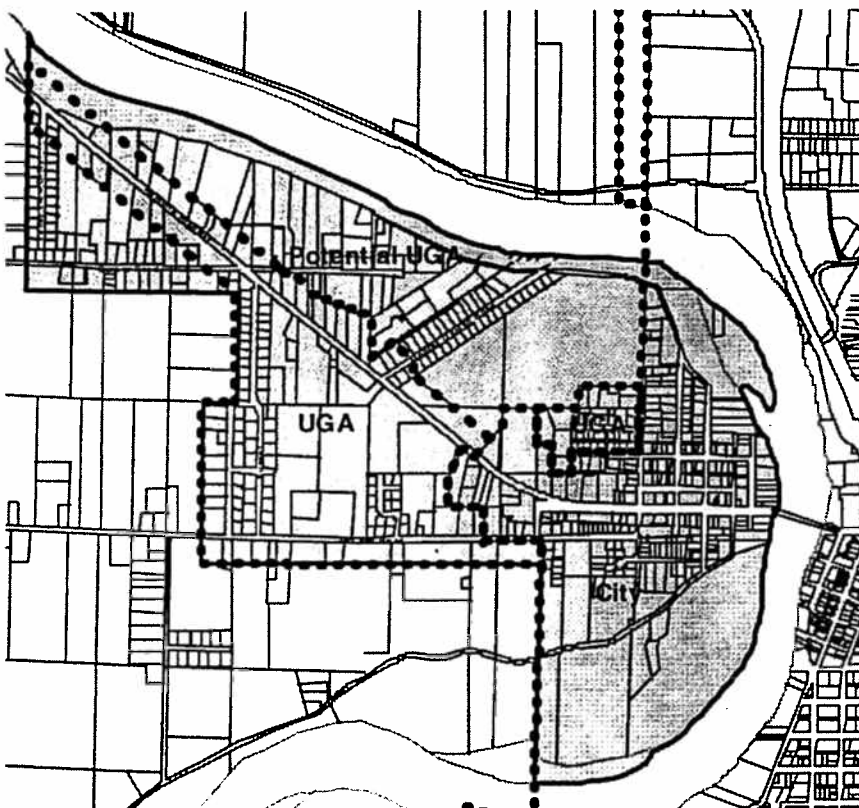
Many of the commercial uses serve the agricultural activities to the west. The adjacent residential areas in the City tend to be older and are currently experiencing infill with new single family and duplex construction. Other residential development within the planning area is scattered, typically being an individual subdivision surrounded by agricultural uses. The major public facilities within the area are Edgewater Park and Washington Elementary School.

West Mount Vernon is a very important entry to the City. The area is constrained because of the river, dikes and frequent flooding, however with careful planning, it provides significant opportunities for future commercial and light industrial growth as well as residential infill and expansion.

For purposes of this planning effort, a planning study area was established, shown on the following map which also shows the City limits and Urban Growth Area (UGA) adopted by Skagit County. It generally encompasses the following area:

- West of homes on McCormick Lane to the Skagit River;
- South of McLean Road to a line west of the Sunset subdivision;
- 225 feet south of Dunbar Road to a line 200 feet +/- west of Valley View Road to the dike north of Memorial Highway; and
- East along the river to the City limits.

Study Area / UGA / City Limit Map



The study area used in planning for West Mount Vernon is larger than the final UGA because it is important to understand the implications of the future use of that land which is not included, particularly that which is separated between the Skagit River and the UGA. This will provide the City with land use policies for use in discussion with Skagit County. In cases where properties are split by the UGA, the County is establishing a method of reconciling the boundary.

EXISTING CONDITIONS

The following summarizes the existing environmental features, land use, transportation and parks and open space within the West Mount Vernon planning area.

Existing Environmental Conditions

West Mount Vernon is defined by the Skagit River which establishes the north, east and south boundaries of the planning area. The river is bordered by a dike which protects the area from flooding as well as removes it from being a major visual feature from within the area.

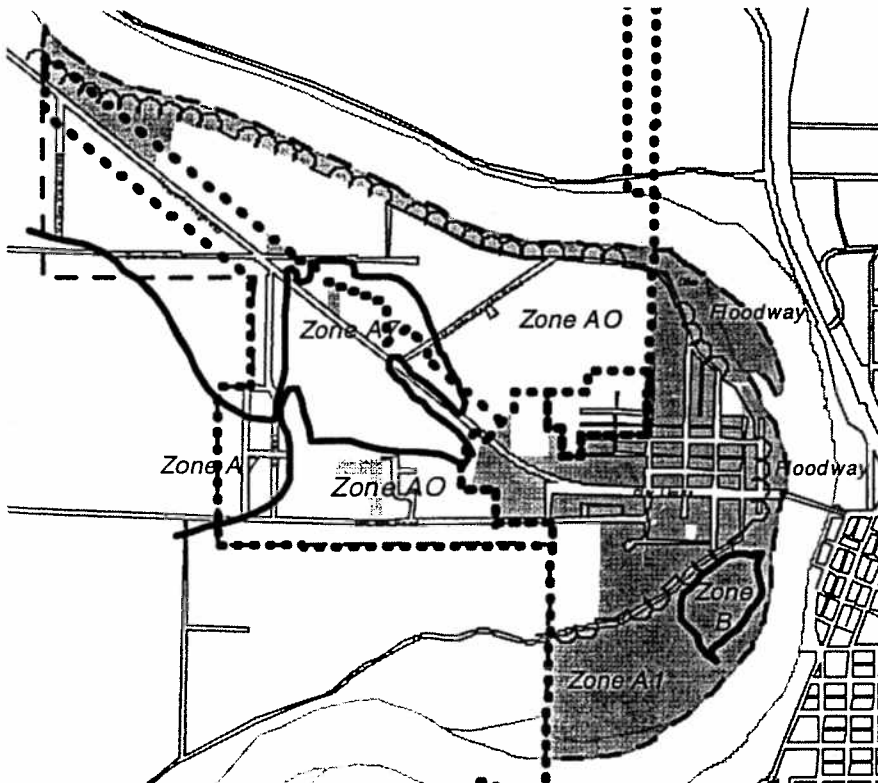
As identified in Chapter One: Background Analysis, this entire area is subject to flooding and is located in the 100 year Flood Zone identified by the Federal Emergency Management Agency. Zone AO with a depth of flooding of 3 feet and a velocity of 5 FPS

covers a majority of this area. Other zones include A1, A7 and B.

An area identified as the West Mount Floodway exists between the river on the east and the dike on the west. This area contains approximately 60 people living in a mix of single family and multi-family housing. In addition, there are additional residents of a seasonal, impermanent or transient nature living in trailers.

The City is currently working on a relocation and redevelopment plan. The ultimate use of this property would be for park purposes including a pedestrian-bike trail, sand beach, scenic overlook platform, boat launch for car-top boats and a gazebo which could be used by groups for picnics. The landscaping would be designed to create a "gateway" to West Mount Vernon while creating a restful environment for the citizens.

Map of Environmental Conditions



EXISTING LAND USE

A preliminary survey of existing land use was completed and a generalized land use map follows. The area is divided into eight sections which will also correspond to the discussion in the concept plan:

- (a) Primarily residential uses in the floodway between the Skagit River and the dike. Edgewater Park (a-1) is to the south and Young's Bar (a-2) is to the north.
- (b) Mixed commercial uses from the bridge to the current City limits along Memorial Highway.
- (c) Residential uses south of the commercial uses to Edgewater Park.
- (d) Residential uses north of the commercial uses to the dike.
- (e) Scattered single family residential and open fields along McLean Road.
- (f) Mixed commercial with large fields along Memorial Highway to Valley View Drive and limited commercial along McLean Road.
- (g) Connecting streets with residential development include Garden Grove Road to the north and Sunset Lane, Valley View Drive and Dunbar Road to the south.
- (h) Agricultural fields now surrounded by commercial or residential development or with scattered uses within larger tracts.

There are a number of fine examples of historic architectural style houses in this study area - bungalows built in the early 1900's are particularly prevalent. Within the floodway adjacent to the Skagit River there are

probably three structures of potential historical significance. These are of a quality that they likely could be moved. They would be consistent with the character of the existing residential areas.

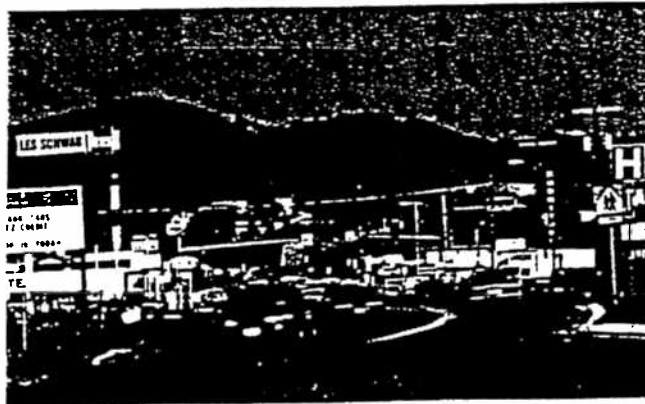
The general level of public improvements is low. Most of the streets do not meet City standards and few have curbs or sidewalks. The area is characterized by large trees and existing housing appears to be in generally good shape. There are some older houses which are not well maintained, however, they are in the minority.

The primary commercial area within West Mount Vernon is characterized by larger scale uses such as RV sales and service, automobile dealers and furniture stores. There are smaller support uses such as restaurants, service stations, hair salons and other service facilities. This area does not have a specific or defined character or identity.

Commercial uses extend west to Valley View Road. These tend to be larger lot uses. There are also large fields between groups of businesses. There is little continuity in the development within this area.

EXISTING TRANSPORTATION FACILITIES

The extent of transportation facilities serving West Mount Vernon is relatively limited. Memorial Highway (State Highway 536) is listed as a Principal Arterial and provides the only access across the river from downtown.



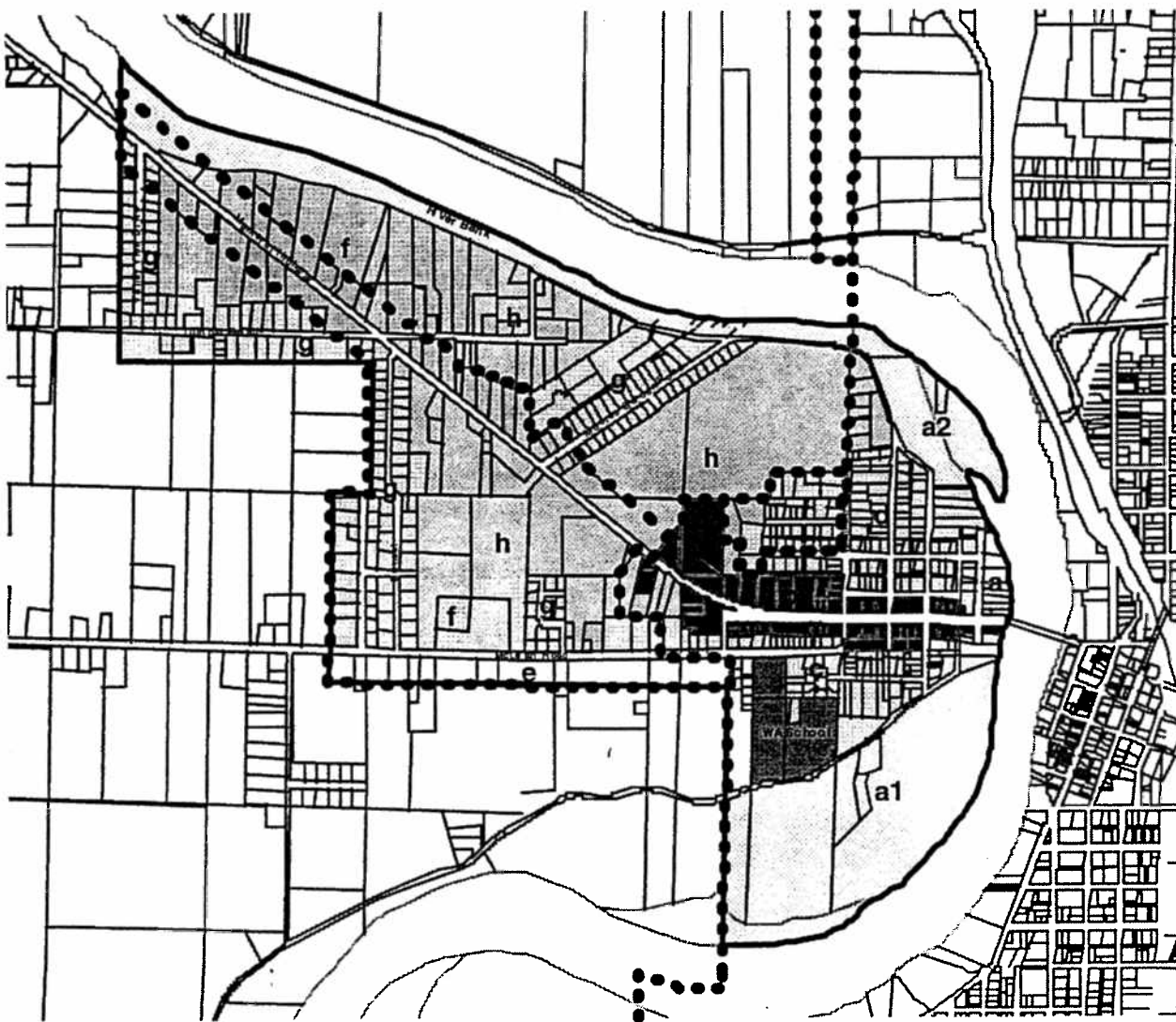
Wall Street is shown as a Collector Street. McLean Road is a Collector Street in the County and within the City limits.

EXISTING PARKS AND OPEN SPACE

Existing parks include Edgewater Park which is designated as a Community Park. It has 54 acres. Some supplemental recreation facilities are provided at the Washington Elementary School playground. In addition the City has recently opened a recreation center in the old fire station on Barker Street south of West Division Street.

The City requested grants in 1996 to relocate all of the business and residential uses in the floodway between the Skagit River and the dike. It is anticipated that this area will be incorporated into the City park system tying together Edgewater Park with Young's Bar to the north.

Map of Existing Land Use



PLAN AND DESIGN

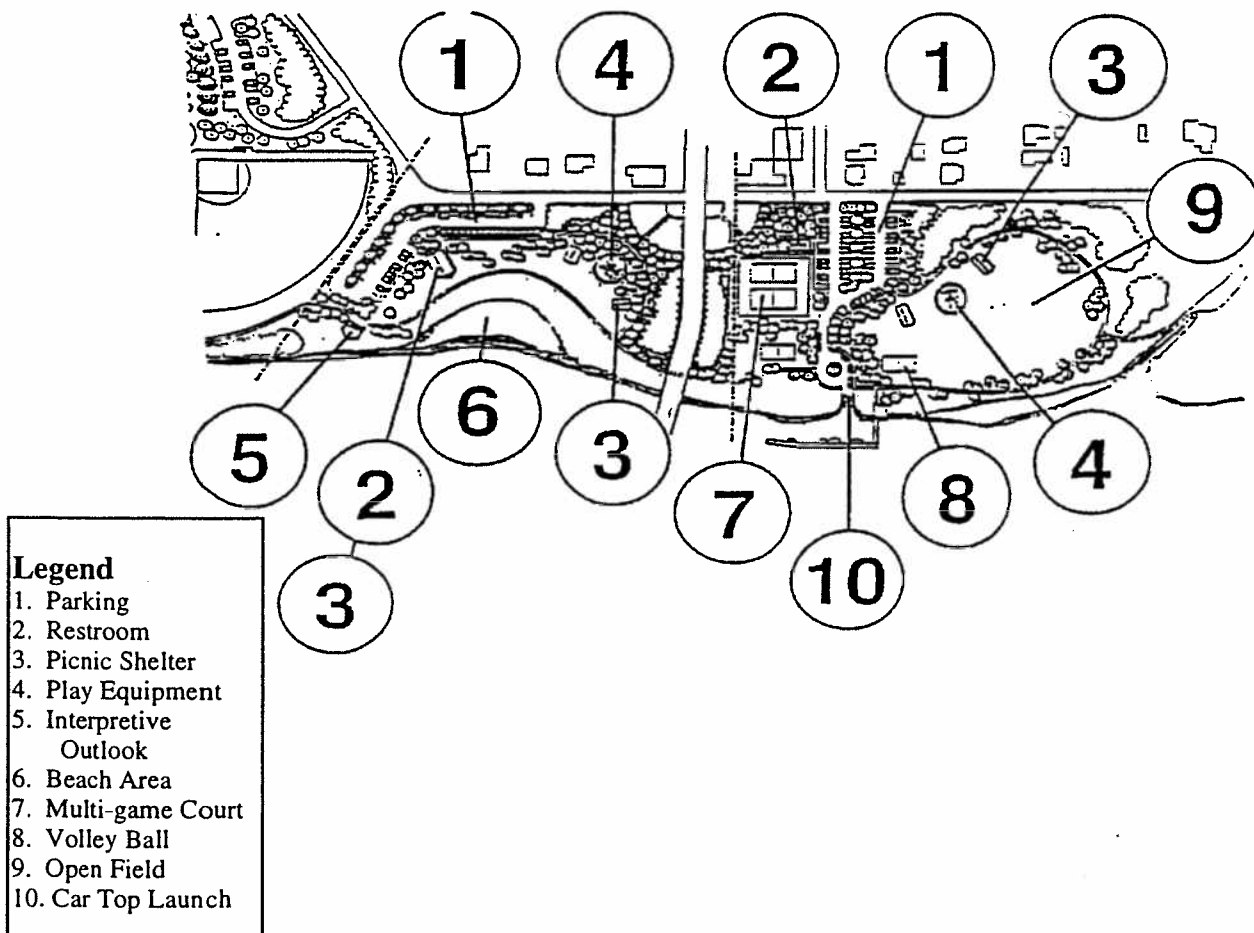
The potential for West Mount Vernon can be realized by strengthening both the current residential and commercial uses within the City limits, by infilling them with more intensive compatible uses and by placing more emphasis on their relationship to downtown Mount Vernon. This area should also capitalize on its relationship to the Skagit River and the opportunities provided by an expanded Edgewater Park and Young's Bar.

The current residential areas should be enhanced to provide the core of expanded neighborhoods as new residential development outside the current City limits occurs over time. As this occurs additional public facilities and more neighborhood oriented retail facilities and services will be required.

The concentration of commercial uses immediately west of the bridge from downtown provides a logical core for expansion within this planning area. It should be infilled and expanded with new, complementary retail uses serving the agricultural areas to the west as well as the surrounding residential neighborhoods.

The scattered commercial along Memorial Highway and the adjacent larger fields provide a long term opportunity to significantly expand the commercial and industrial base of the City. It is important that these larger tracts of land not be compromised by piecemeal development making it difficult to plan future development. Adequate infrastructure must be provided to accommodate these future uses.

Schematic Drawing of Park Improvements



FUTURE LAND USE PLAN CONCEPT

The plan diagram illustrates the concept for the development of West Mount Vernon. The letter designations relate to the area on the map and are discussed in the following to indicate the range of appropriate uses:

- (a) Expand Edgewater Park to incorporate the developed area between the Skagit River and the present dike continuing to Young's Bar. This will essentially create a new entry to West Mount Vernon and will provide direct access to the river (see sketch on previous page).
- (b) Develop higher intensity of future uses including hotel, restaurant, entertainment and offices on the upper floors above current retail uses, complementing and linked to the downtown by improved vehicular and pedestrian access.
- (c) Infill and intensify community commercial facilities along West Division Street with upper story offices and residential uses where appropriate. Additional off-street parking would be provided, probably through joint efforts of owners and merchants. Pedestrian amenities would be enhanced with improved connections to the adjacent residential areas. Small vest-pocket parks along the street could be developed to serve the pedestrian. The triangle at Curtis Street and Memorial Highway could be landscaped to define that end of the street to create an entry to this activity center of West Mount Vernon.
- (c-1) Develop neighborhood mixed use centers to serve the new residential development and increasing population within West Mount Vernon. One potential location is at the west end of the existing commercial street in conjunction with new streets to link it to the adjacent residential areas.
- (c-2) Allow retention of the existing limited commercial use along McLean Road. It should be linked to future commercial and industrial uses to the north by a collector street.

(d) Encourage infill housing in the residential areas to the north and south of West Division Street allowing limited, more intense residential uses adjacent to Edgewater Park. Provide opportunities for relocation of residents from the park expansion areas.

(e) Encourage new single family housing in the agricultural area to the north and expand adjacent residential uses as public facilities and services are available. Provide a neighborhood park facility in this area.

(f) Encourage the McLean Road corridor to infill with complementary residential uses on the north side. Allow bed and breakfast inns and small handicraft uses in the substantial older homes in this area. Provide public park facilities in areas with higher concentrations of residential uses. Retain the agricultural character and use of the south side of the street.

(g) Efforts should be made to minimize the fragmentation of existing, large parcels along Memorial Highway. The objective is to hold them to the greatest extent possible for development of future commercial and light industrial uses requiring larger land area. Develop regulations, incentives and programs which will allow the retention of existing agricultural uses in an economically feasible manner until substantial new commercial facilities are proposed to be built.

The City should work with Skagit County and the State Department of Transportation to develop detailed transportation plans which will make provision for future street improvements to serve new development while maintaining the function of Memorial Highway as a Primary Arterial.

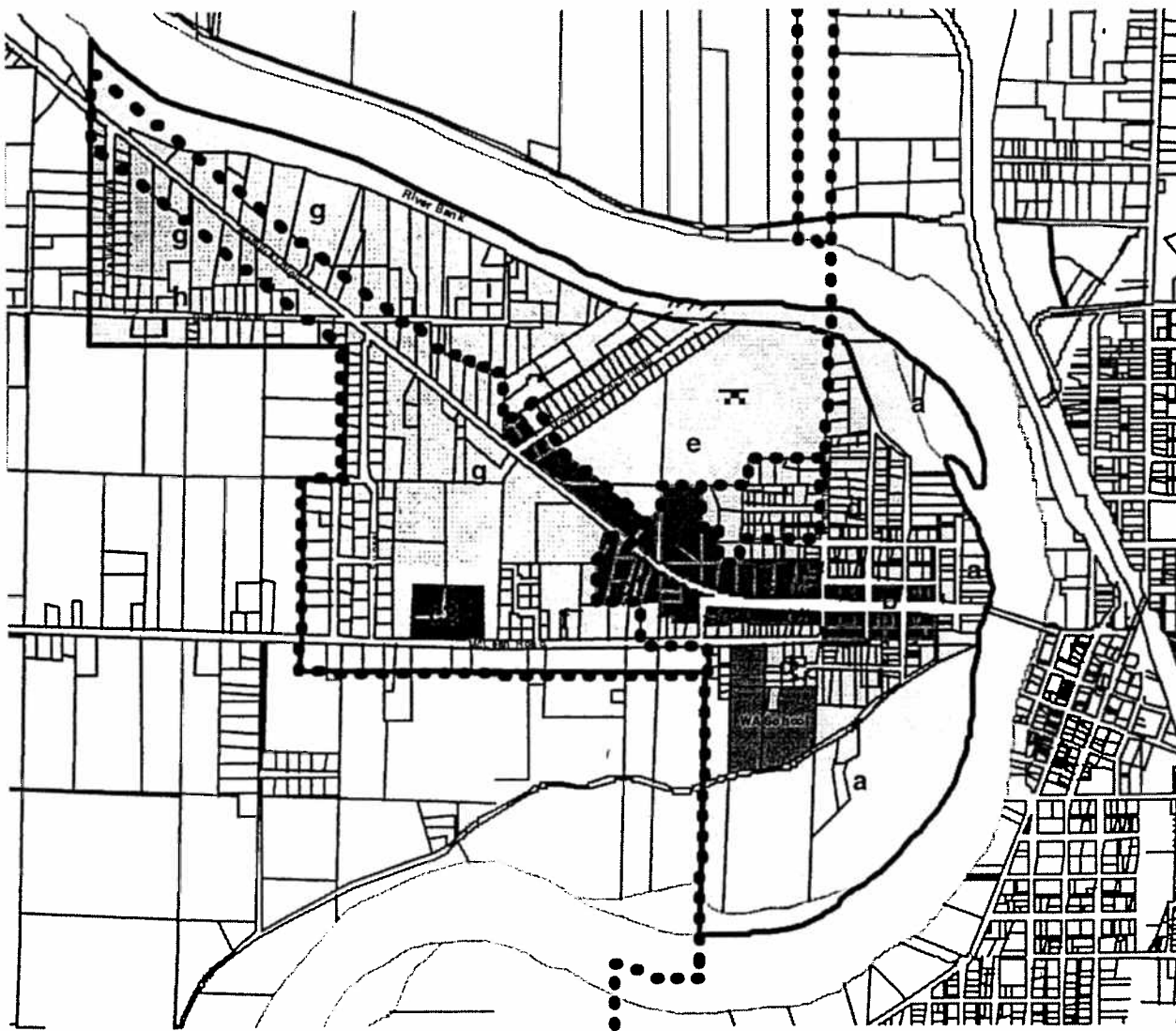
Develop future street connections between Memorial Highway and McLean Road west of Washington School which will stay out of the residential neighborhood to not only serve existing and future commercial uses but also encourage commercial related traffic around and east of the school .

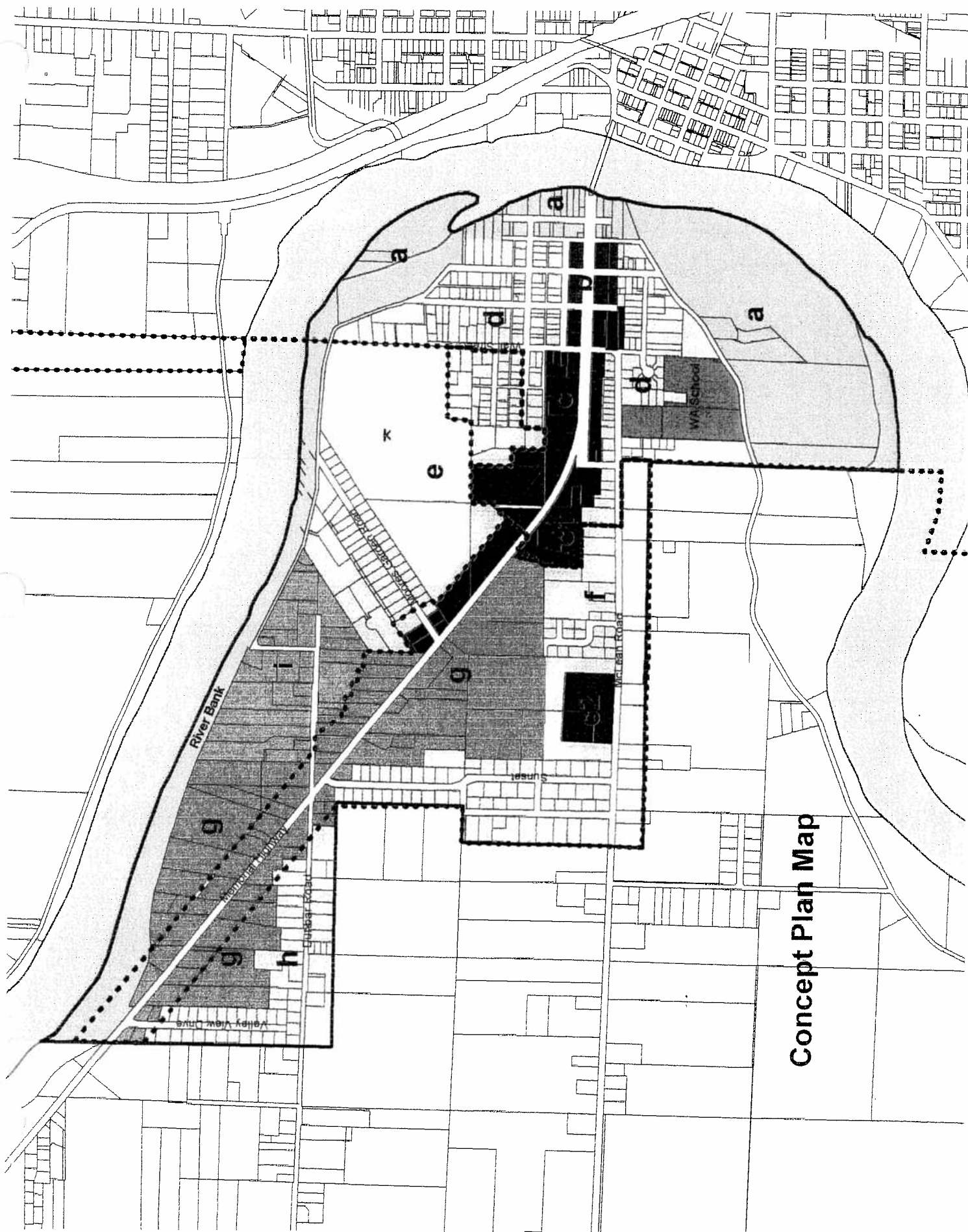
(h) Encourage the preservation of residential uses already developed within the area. Where possible, link them with streets and paths to other residential uses to create viable neighborhoods and provide public services such as drainage, street improvements and neighborhood parks.

(i) Maintain the variety of uses, keeping agricultural uses as well as scattered

residential and commercial uses which is outside the currently defined Urban Growth Area (UGA). It presently does not have good internal street access. It is logical that in the future this area be split between residential and commercial uses. Where this split would occur will depend on the timing of development and the future street network.

Concept Plan Map





FUTURE TRANSPORTATION NETWORK

Vehicular Circulation

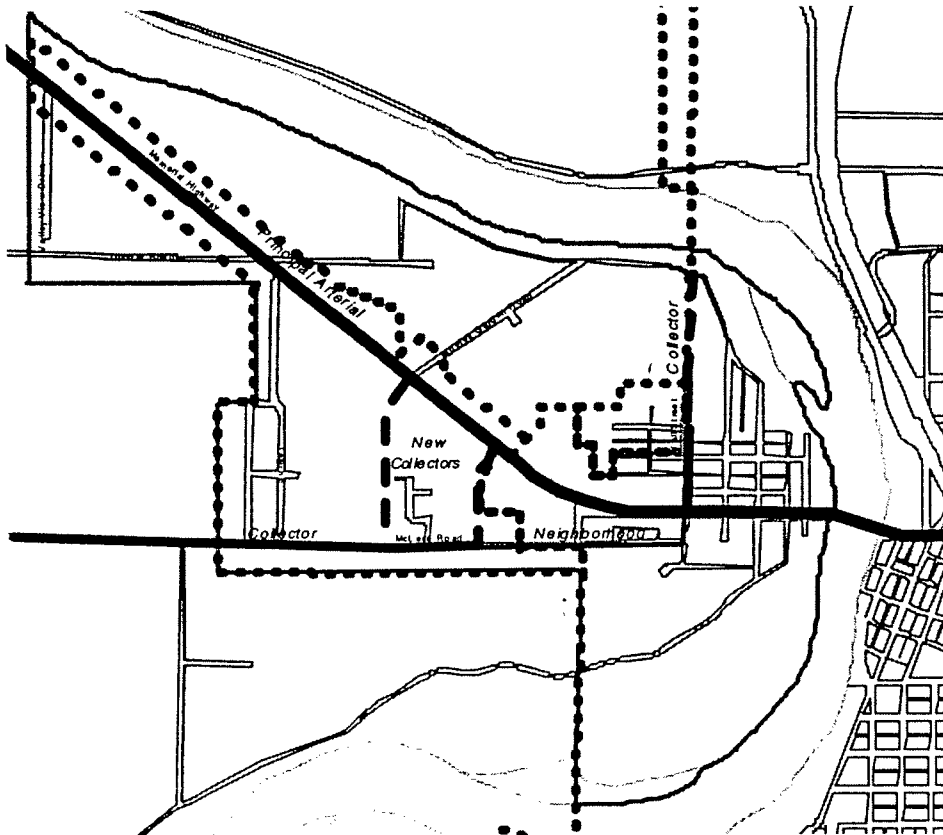
The City's Transportation Plan builds on the current network including the bridge across the Skagit River from downtown connecting to West Division Street and Memorial Highway as a Principal Arterial, Wall Street as a Collector Street and McLean Road as a Collector Street, with provisions to reduce it to a Neighborhood Street adjacent to Washington School. Other streets serving this area which will likely take on increased importance as development occurs are: Sunset Lane, Dunbar Road and Moores Garden Road. Two new street connections between Memorial Highway and McLean Road are proposed west of the expanded, more intense commercial activity toward the bridge: one would be designated a Collector Street and connect to Moores Garden Road.

Bike and Pedestrian Paths

It is proposed that a pedestrian/bike path will connect from Washington Elementary School to Edgewater Park then through the floodway or along the dike to Young's Bar. This should logically connect to the City-wide bike/pedestrian path system with increased emphasis placed on a pedestrian and bike connection across the Skagit River to downtown Mount Vernon.

A design to increase the pedestrian amenities within the West Mount Vernon central shopping area and to accommodate additional parking should be prepared. This should include improved, landscaped pedestrian crosswalks. This system should not only tie into the river path but also to downtown across the bridge. Improved ties to the residential area should also be made as sidewalk and other improvements are made.

Map of Transportation Plan



PARKS AND OPEN SPACE

This area of the City is well served by Community Park facilities with Edgewater Park and the expansion along the Skagit River to Young's Bar which essentially serves as open space. In addition, there are playground facilities available at Washington Elementary School and the recently opened recreation center in the old fire station on Barker Street.

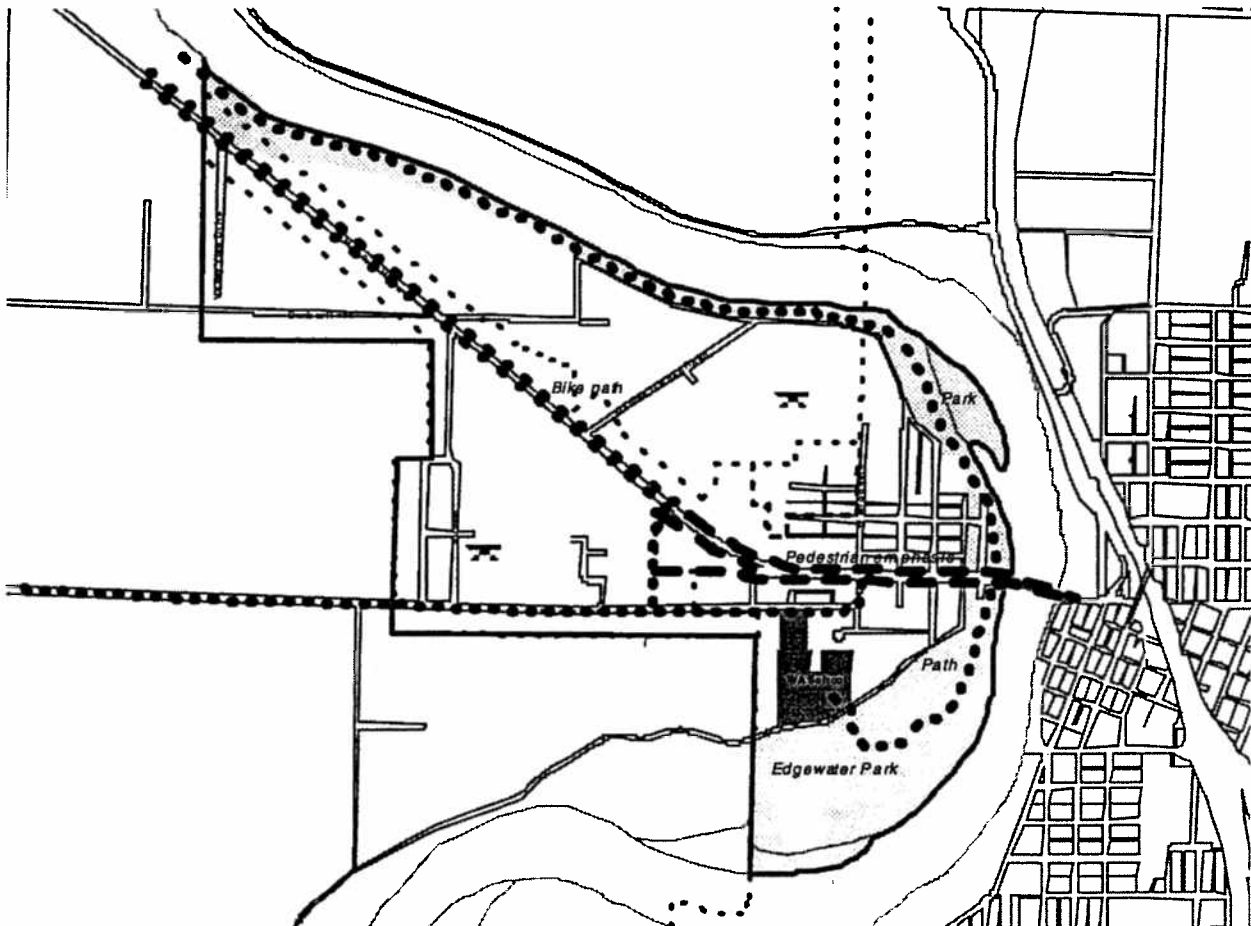
As increased residential development occurs over time, it will be important to make provision for neighborhood parks to serve these areas. Based on the estimate of future

population, this area will require at least two neighborhood parks, one to the north and one to the south of Memorial Highway. Small vest-pocket parks should be developed along West Division Street for shoppers.

The provision of a bike / pedestrian bike system linking Edgewater Park and Washington School not only to the County facilities on McLean Road but also to the City-wide system and across the bridge to downtown Mount Vernon will be essential.

This may also connect to potential paths on the dikes adjacent to the Skagit River.

Map of Parks and Open Spaces



DETAILED RECOMMENDATIONS

These preliminary recommendations relate primarily to the current commercial area starting immediately west of the Skagit River bridge from downtown Mount Vernon and extending to its western terminus where West Division Street curves to the northwest.

Maintain the character of the street but increase the tie across the river to downtown:

- Develop mixed use commercial with motel, hotel or residential uses on upper floors taking advantage of the view across the river toward downtown (1).
- Add pedestrian and bike pathways to the bridge to facilitate increased pedestrian movement between West Mount Vernon and downtown (2).
- Improve the pedestrian amenities adjacent to the shopping uses along the street including vest-pocket parks and landscaped crosswalks (3).

Commercial Activity Center

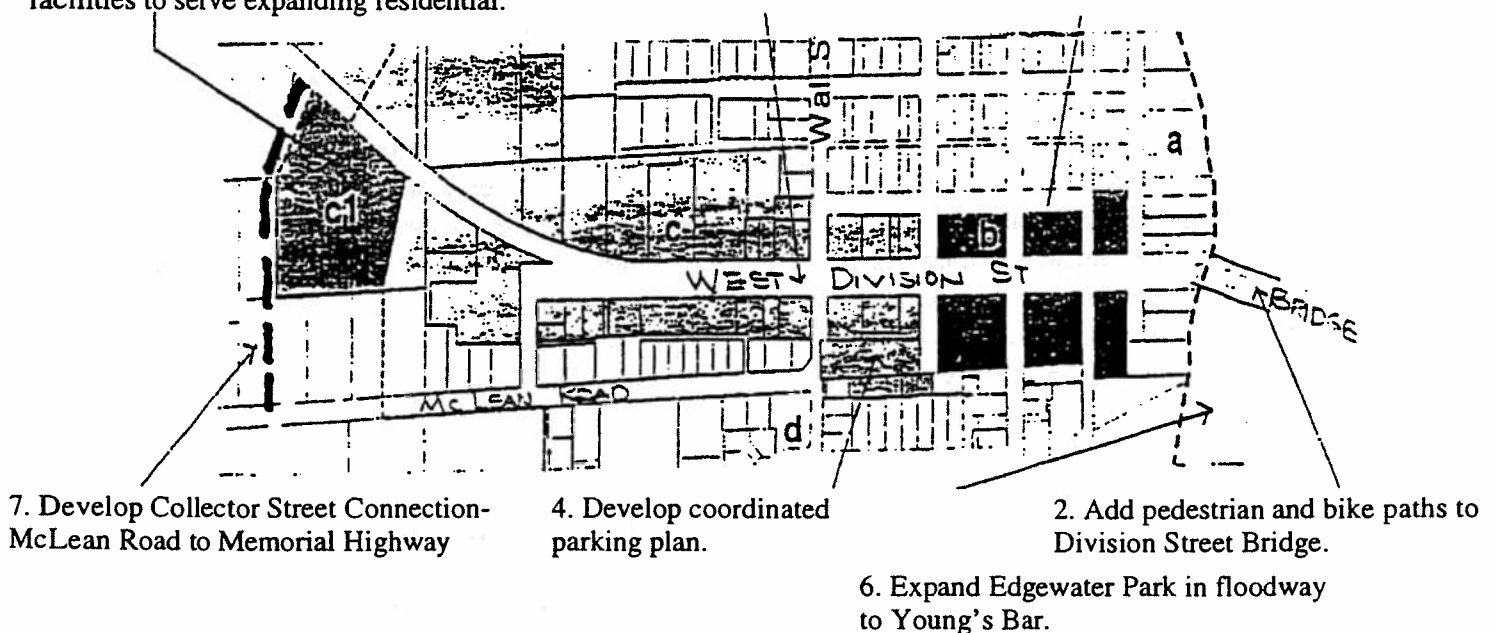
- 3. Improve pedestrian amenities - sidewalks, benches, trees, etc.

Commercial Activity Center

- Develop a coordinated overall parking plan for the area, particularly as the intensity of use increases (4).
- Develop additional retail shopping facilities, possibly at the west end of the shopping street as adjacent residential population increases (5).
- Expand Edgewater Park to include the developed area in the floodway extending to and including Young's Bar (6).
- Provide boating, camping, and related recreation activities, allowing it to be the City's major recreational access point to the Skagit River.
- Integrate the bike/pedestrian path system in the expanded Edgewater Park with the facilities in Skagit County and those planned for the City-wide system and across the Skagit River bridge.

- 5. Develop neighborhood type retail facilities to serve expanding residential.

- 1. Potential for motel, hotel and residential uses on upper floors.



- 7. Develop Collector Street Connection-McLean Road to Memorial Highway

- 4. Develop coordinated parking plan.

- 2. Add pedestrian and bike paths to Division Street Bridge.

- 6. Expand Edgewater Park in floodway to Young's Bar.

INTRODUCTION

Revise text and mapping to add an area plan for South Mount Vernon based on the recommendation of the Overall Economic Development Plan (OEDP).

E. SOUTH MOUNT VERNON PLANNING AREA

The South Mount Vernon Planning Area (SMVPA) is a commercial and limited industrial area located generally south of Blackburn Road to Hickox Road and adjacent to the east and west sides of Interstate 5. The area provides significant opportunities for future commercial and limited industrial growth and represents the number one priority planning area of the OEDP.

For purposes of this planning effort, a planning study area was established, shown on the following map, which also identifies the City limits and Urban Growth Area (UGA) adopted by Skagit County. It generally encompasses the following area:

- South of Blackburn Road
- East of the Burlington Northern Railroad right-of-way and public uses located south of Blackburn Road
- West of Blodgett Road following generally the existing drainage course separating the commercial and residentially zoned areas
- North of I-5 and Hickox Road interchange

Existing Conditions:

The following summarizes the existing land uses, transportation, and environmental features within and adjacent to the SMVPA.

Existing Land Use:

Existing land uses in the SMVPA consist mainly of commercial and industrial uses developed under Skagit County's Commercial-Limited Industrial District. Two Mobile Home Parks are currently located north of Anderson Road and east of Old Highway 99. Scattered parcels utilized for interim agricultural purposes are being converted to commercial and industrial purposes as utility services are upgraded and to meet their needs.

Land uses adjacent to the SMVPA consist of agricultural uses to the south and west located outside of the UGA. Residential uses are located east of the SMVPA and within the UGA. Land uses located north of Blackburn Road and located in the City limits consist of commercial/limited industrial, residential and park and open space uses.

Existing Transportation Facilities:

The transportation facilities serving the SMVPA consist of the following:

- Interstate 5 with interchanges at Hickox and Anderson Roads
- Henson and Cedardale frontage roads paralleling I-5
- Old Highway 99 located along the west side of the SMVPA
- Blackburn, Anderson, and Hickox Roads providing east/west access within the SMVPA

Existing Environmental Conditions:

The SMVPA, with the exception of areas lying generally north of Anderson Road, is subject to flooding and is located in the 100 year flood zone identified by the Federal Emergency Management Agency. Zone A-O with a depth of flooding of three feet and

a velocity of five FPS covers a majority of this area. Other zones include B.

Potential wetland areas have been identified along the east side of the SMVPA in addition to one isolated area located at the southwest corner of Blackburn Road and Old Highway 99.

The Maddox Creek drainage begins at the northeast corner of the SMVPA in the vicinity of Anderson and Blodgett Roads. The drainage extends south and crosses I-5 at the intersection of Cedardale Road and Sickelsteel Lane. Thereafter, the drainage continues south approximately 600 feet west of I-5 to Hickox Road and continues west to Old Highway 99. The drainage then continues south along Old Highway 99 extending south of Hickox Road and out of the SMVPA and UGA.

Plan and Design:

The potential for South Mount Vernon was identified in the OEDP's Commercial Activity Goal which stressed the importance of positioning South Mount Vernon in for future business center development with the objective of planning for future retail, industrial, and business/office parcel development consistent with development and environmental requirements.

Future Land Use Plan Concept:

The plan diagram illustrates the concept for the development of South Mount Vernon consistent with recommendations of the OEDP. Land uses including commercial and limited industrial uses for the SMVPA have been identified to implement its goals of the OEDP under the commercial/limited industrial zone (C-L), the intent of which is to "implement the goals and objectives of the City's Overall Economic Development Plan (OEDP) by promoting the development of retail, limited industrial/manufacturing,

and business office park developments concurrent with the expansion of urban public facilities and services and in consideration of the community's development standards, objectives, and environmental requirements."

Future Public Facilities and Services:

Utility services to the SMVPA involved a coordinated effort by all providers to insure service levels meeting urban standards would be available for all land uses provided for in the C-L zoning district.

In response to the identified needs, the City has developed a sewer extension plan for the area which will be constructed in three phases beginning in 1998 (Exhibit A). Water service to the area, as shown on Exhibit B, will involve upgrading and extension of the current system to meet the demands of the respective land uses and urban development standards established by the City.

In 1993, a fiber optic cable was installed along the west side of the SMVPA within the Burlington Northern Railroad right-of-way. The cable provides a telecommunications link between Seattle and Vancouver, B.C. for long distance carriers and information-oriented users.

Installation of the fiber optic cable promotes and enhances the ability of the SMVPA to support and service a variety of land uses with specific needs for long distance telecommunications and access to information systems.

The remaining services involving gas, power, and telephone were found adequate to meet demands and expansion and upgrading of these systems could be accomplished as the need arises.

Storm Drainage:

Storm drainage was identified as a major element in the development of the SMVPA. Through the concerted efforts of the City, Skagit County and Drainage District 17, an analysis of the system is under study to identify improvements to the system to accommodate anticipated developments in the drainage basin.

Future Transportation Network:

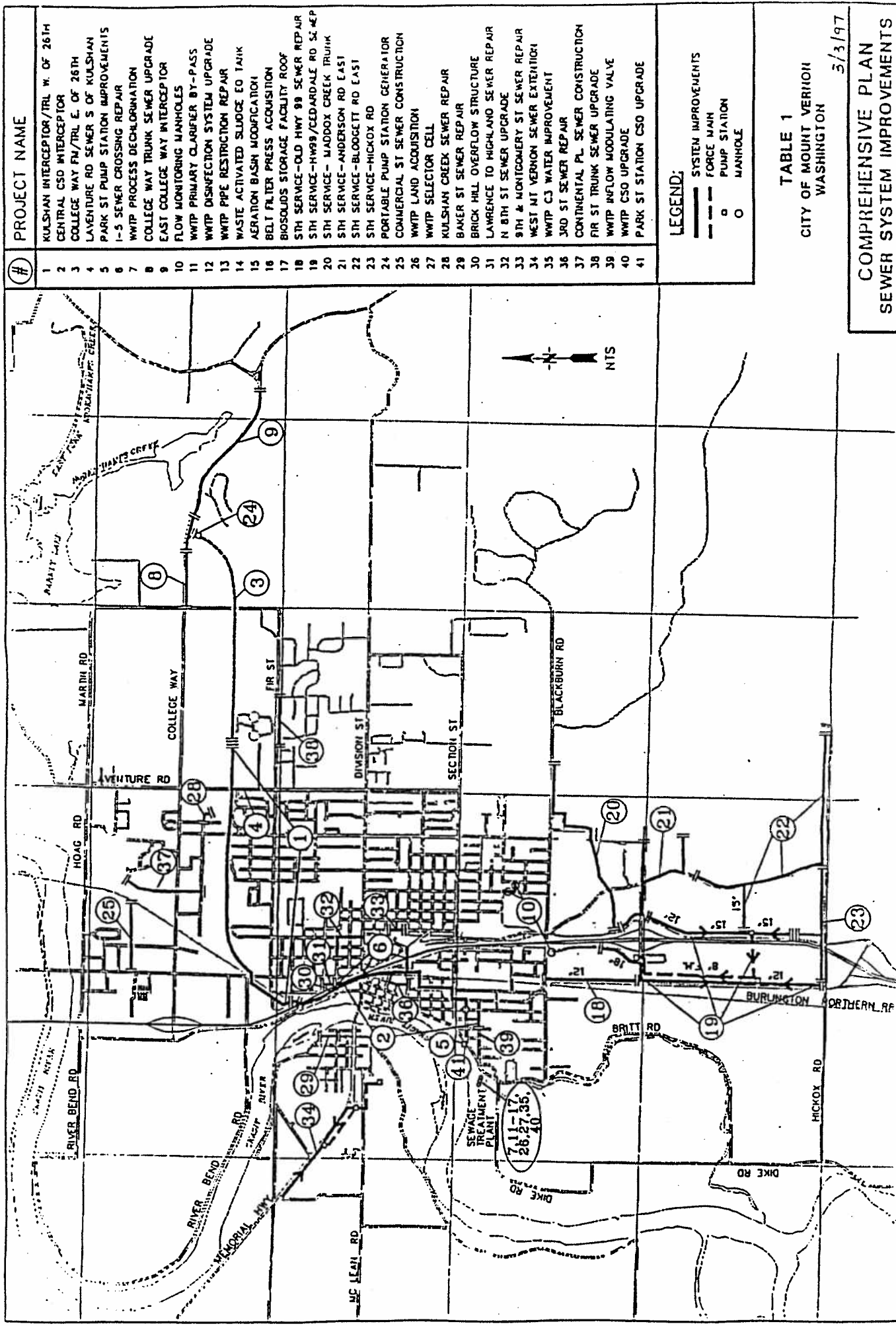
The City's Transportation Plan builds on the current network involving Old Highway 99, Blackburn, Anderson, Hickox, Henson and Cedardale Roads. Old Highway 99, Anderson Road and the Hickox Road/I-5 overpasses are designated principal arterials, Blackburn Road a minor arterial, and Cedardale and Hickox Roads are designated as collectors. Additional roads anticipated for the area will provide access to the existing street network as larger land parcels are subdivided and developed.

The development of more intense commercial and limited industrial activities in the SMVPA supports the demand for increased ingress and egress routes. In particular, improvements to the Hickox Road/I-5 interchange to provide southbound egress to the SMVPA and northbound access from the SMVPA to I-5. These improvements will eliminate the current transportation deficiency identified in this area.

Detailed Recommendations:

These recommendations relate to the implementation of the goals and objectives of the OEDP and elements of the comprehensive plan within the SMVPA.

- Participate with Skagit County and Drainage District 13 in the development of an overall drainage plan for the area.
 - Support and develop a plan to assist in the expansion of the fiber optics cable system throughout the SMVPA.
 - Develop an annexation plan to provide for and facilitate the transition of properties within the SMVPA and UGA into the City limits.
 - Coordinate the plans for the area with the Washington State Department of Transportation (WSDOT) to emphasize the need for improvements to Hickox Road/I-5 interchange.
 - Improve pedestrian amenities along Blodgett and Anderson Roads and Old Highway 99 as identified in the Transportation Concurrency Plan.
-
- Continue to coordinate the extension and upgrading of urban services to accommodate the identified land uses within the area.



#	PROJECT NAME
1	KULSHAN INTERCEPTOR/TRL W. OF 26TH
2	CENTRAL CSD INTERCEPTOR
3	COLLEGE WAY FM/TRL E. OF 26TH
4	LAVENTURE RD SEWER S OF KULSHAN
5	PARK ST PUMP STATION IMPROVEMENTS
6	I-5 SEWER CROSSING REPAIR
7	WWTP PROCESS DECHLORINATION
8	COLLEGE WAY TRUNK SEWER UPGRADE
9	EAST COLLEGE WAY INTERCEPTOR
10	FLOW MONITORING MANHOLES
11	WWTP PRIMARY CLARIFIER BY-PASS
12	WWTP DISINFECTION SYSTEM UPGRADE
13	WWTP PIPE RESTRICTION REPAIR
14	WASTE ACTIVATED SLUDGE EO TANK
15	AERATION BASIN MODIFICATION
16	BELT FILTER PRESS ACQUISITION
17	BIOLOGICAL STORAGE FACILITY ROOF
18	5TH SERVICE-OLD HWY 99 SEWER REPAIR
19	5TH SERVICE-HW99/CEDARDALE RD SEWER
20	5TH SERVICE-MADDOCK CREEK TRUNK
21	5TH SERVICE-ANDERSON RD EAST
22	5TH SERVICE-BLODGETT RD EAST
23	5TH SERVICE-HICKOX RD
24	PORTABLE PUMP STATION GENERATOR
25	COMMERCIAL ST SEWER CONSTRUCTION
26	WWTP LAND ACQUISITION
27	WWTP SELECTOR CELL
28	KULSHAN CREEK SEWER REPAIR
29	BAKER ST SEWER REPAIR
30	BRICK HILL OVERFLOW STRUCTURE
31	LAWRENCE TO HIGHLAND SEWER REPAIR
32	N 8TH ST SEWER UPGRADE
33	9TH & MONTGOMERY ST SEWER REPAIR
34	WEST MT VERNON SEWER EXTENSION
35	WWTP C3 WATER IMPROVEMENT
36	3RD ST SEWER REPAIR
37	CONTINENTAL PL SEWER CONSTRUCTION
38	FIR ST TRUNK SEWER UPGRADE
39	WWTP INFLOW MODULATING VALVE
40	WWTP CSD UPGRADE
41	PARK ST STATION CSD UPGRADE

LEGEND:

— SYSTEM IMPROVEMENTS

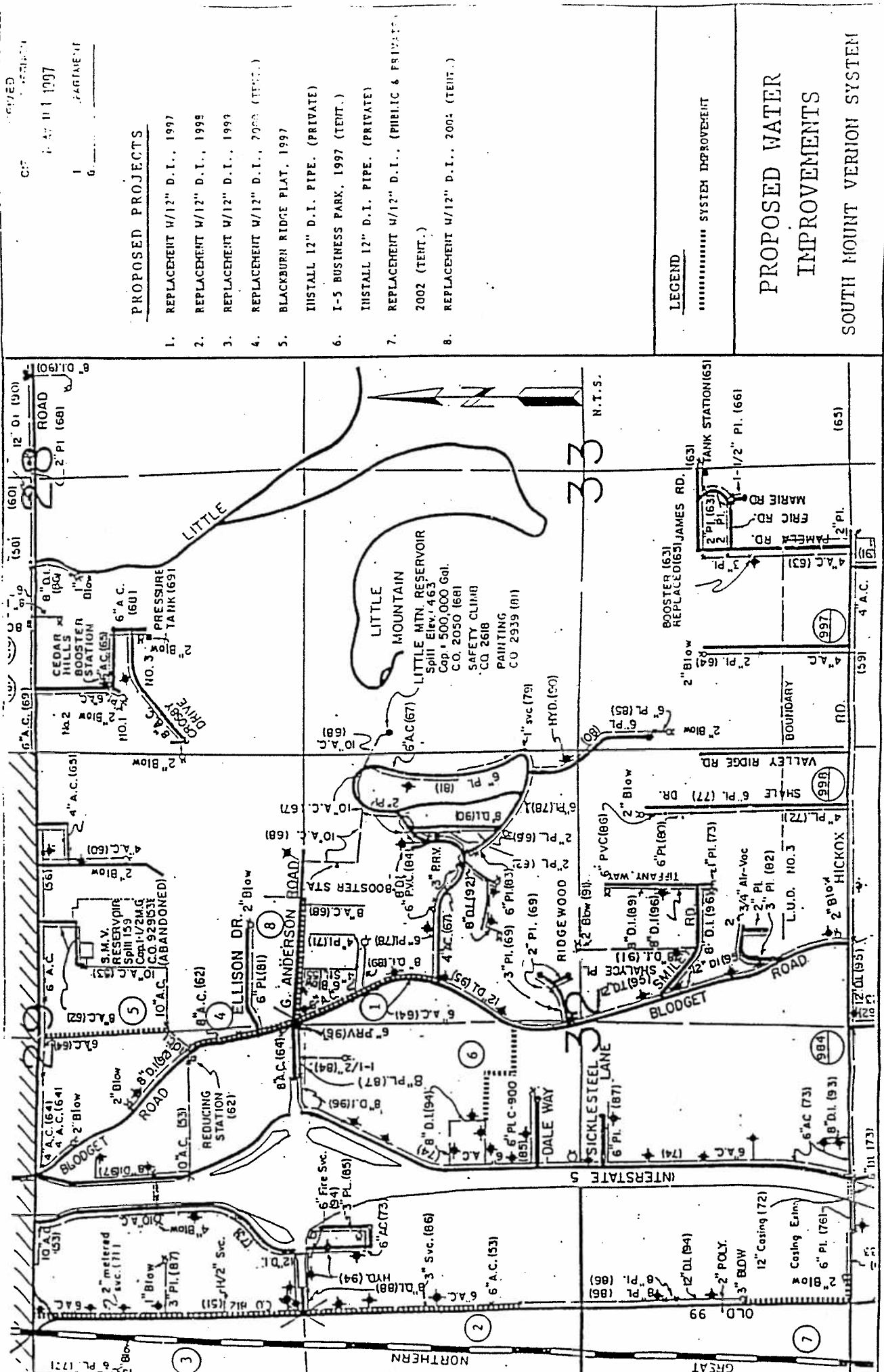
--- FORCE MAIN

○ PUMP STATION

○ MANHOLE

TABLE 1
CITY OF MOUNT VERNON
WASHINGTON
3/3/97

COMPREHENSIVE PLAN
SEWER SYSTEM IMPROVEMENTS



PROPOSED PROJECTS

1. REPLACEMENT W/12" D.I., 1997
2. REPLACEMENT W/12" D.I., 1999
3. REPLACEMENT W/12" D.I., 1999
4. REPLACEMENT W/12" D.I., 2000 (TEINT.)
5. BLACKBURN RIDGE PLAT, 1997
6. INSTALL 12" D.I. PIPE. (PRIVATE)
7. 1-5 BUSINESS PARK, 1997 (TEINT.)
8. INSTALL 12" D.I. PIPE. (PRIVATE)
9. REPLACEMENT W/12" D.I., (PUBLIC & PRIVATE)
10. 2002 (TEINT.)
11. REPLACEMENT W/12" D.I., 2001 (TEINT.)

LEGEND

..... SYSTEM IMPROVEMENT

**PROPOSED WATER
IMPROVEMENTS**

SOUTH MOUNT VERNON SYSTEM

EXHIBIT B

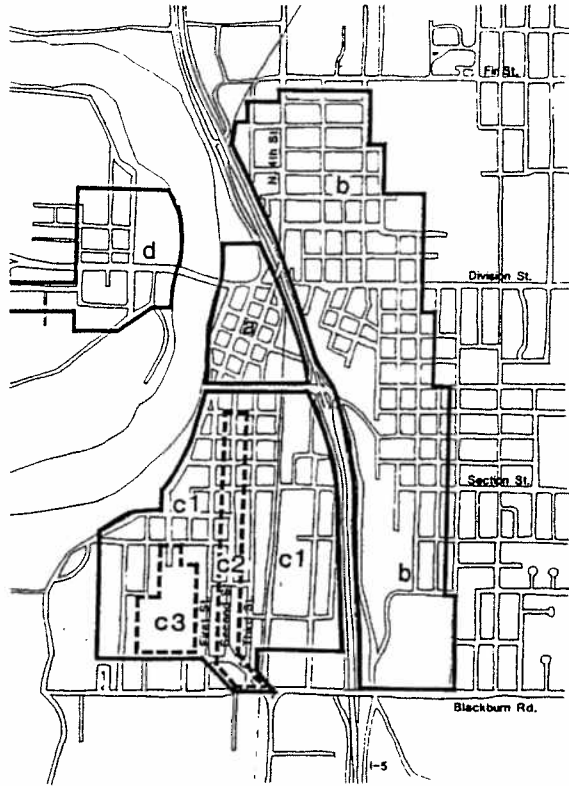
F. HISTORIC/CULTURAL ARCHITECTURAL CONSERVATION DISTRICT(S)

The purpose of a historic/cultural/ architectural conservation district is to recognize and retain buildings, groups of buildings, landmarks, spaces, gardens, and landscaping which represent the history of Mount Vernon, the qualities and initiative of its citizens, and contribute to Mount Vernon's diverse character and unique image. Some work has been done to identify structures within the City's environs (see Appendix). Though these efforts are significant in their recognition of the potential of the area, those interested in historic preservation have not had the money nor time to systematically and thoroughly research the entire City.

The following areas identified by this plan are generalized from available information. A more extensive survey must be conducted before more specific and detailed recommendations are made. These are areas and buildings which stand out based on existing information. It is important that they be recognized by the City and their character preserved. Those buildings meeting historic criteria should be preserved to the extent possible. The areas surrounding the structures and sites should be developed to retain the character of the area.

DESCRIPTION OF THE DISTRICTS

The portions of the City which are most suited for consideration are those which contained the sites of early City development. During these periods of construction, the City was more concentrated, which therefore focused construction on certain streets and in circumscribed areas. It is these areas which are the most evocative and powerful: the original town center (a); The Hill (b); the residential area south of downtown including Old Highway 99 south of the City Center and the fairgrounds site (c); and the Westside (d).



Historic / Cultural Conservation District

The letters relate to the previous map.

Downtown (Lions Park to Broadway Street); (a)

The City Center has buildings representing all eras of construction since 1890. The predominance of construction is from the periods prior to 1930 and after 1960. It is not that there was no construction during the interim period, but many of these structures have been replaced with recent construction or parking lots. The parking lots, although needed, have had an unfortunate impact on the character of the downtown, interrupting the continuity of the street facade.

The Hill b)

Since construction of residences on The Hill began (an exact date is not known, but the first school was constructed in 1891), this has been considered one of the best neighborhoods in the City. The portion of The Hill, which includes homes of this era and quality, run from three to six blocks

deep along the bluff. The three types of sites and buildings which should be considered within the historic district are homes, parks, and schools: the grander old homes of Mount Vernon; parks (Hillcrest, 1938), and classic schools including Roosevelt (1908), High School (1922), and Lincoln (1938).

Downtown Support

(Broadway Street to Blackburn Road)

Residential Areas and Support Service (c-1)

As with The Hill and Westside, the residential area south of Broadway Street has distinctive homes dating from the late 1890's. Several have been identified by historic guides, but this area appears to have many others which have not, such as the homes along South Third Street. The grouping and character of the residences, the street trees, and the axial view of the courthouse all create a special area close to the City Center. Within this area there are other public and commercial buildings which should be reviewed: Cleveland School, churches, and storefronts.

Old Highway 99 South of Kincaid Street (c-2)

The construction of this roadway system in the 1920's initiated building along it. Some of these buildings are the best examples of "strip" commercial buildings. Many of them are run down or are being under utilized. However, they acknowledge the street's history and have the potential to add flamboyance to its character.

Fairgrounds (c-3)

The County Fairgrounds were located and constructed here in 1901. Though the actual fair may be moved, in the event of continued future use, some of the structures located here should be considered for conservation and adaptation as a reminder of the history of this event.

Westside (D)

This part of the City has been settled since at least the 1890s. The sections which are of interest are generally within four blocks of the river and along McLean Road. Though these are not the grand public, commercial, or residential structures of other parts of the City, the guides to architecture of Mount Vernon have recognized the quality of some of the small, single family homes which exist there. Likewise, the commercial buildings along West Division Street are noteworthy.

Isolated Structures (E)

There are other structures located outside of these specific areas which, due to their architecture, history, or community significance, should be preserved and acknowledged. Therefore, the survey should not presume that the areas mentioned above encompass all structures of merit.

PLAN AND DESIGN

Mount Vernon has had a unique ability to maintain and accommodate economic growth without deserting its architectural heritage. Without overt actions, the City may not continue to be so fortunate. Within the following districts there should be additional survey work, and a process of review should be established.

Districts

The previous map identifies the districts within the City which should have a historic overlay designation. Their selection is based on their history, character, and buildings. These districts should be considered an initial step in the process of finalizing the boundaries of these districts. Language needs to be placed in the zoning ordinance which includes the review criteria and decision making process for these districts and buildings.

Preservation Approach

The factors which should be considered in conservation of the buildings and districts area:

- Review of significant new construction to assure compatibility.
- Review of the rehabilitation of existing structures.
- Limitations to external and, possibly, internal changes to features and character.
- Use of the building: is the continuation of the original or present use necessary for the integrity of the building's character?
- Context: what aspects of the surroundings (landscaping, nearby structures, etc.) are crucial to the character of the building? Are there trees, shrubs, etc., which should be preserved? Will changes in the

character, scale, and massing of nearby structures affect the structure?

Survey and Identification

This requires identification of and research on the buildings, areas, and landmarks of Mount Vernon. With this study, the City can then determine, based on individual buildings and groupings, more precisely where the districts should be located. The basis for this should be the significance of an individual building, due to its architectural significance and/or role in history or citizen initiative. Groupings should be identified when their interrelationship is the prominent characteristic (i.e., homes on South 3rd Street); or districts where there is a high concentration of notable buildings (i.e., downtown or The Hill).



G. INTERSTATE 5 CORRIDOR AND CITY ENTRY SYSTEM

This section includes two major sections: the first deals with Interstate 5 and the second with the City entry system.

INTERSTATE 5

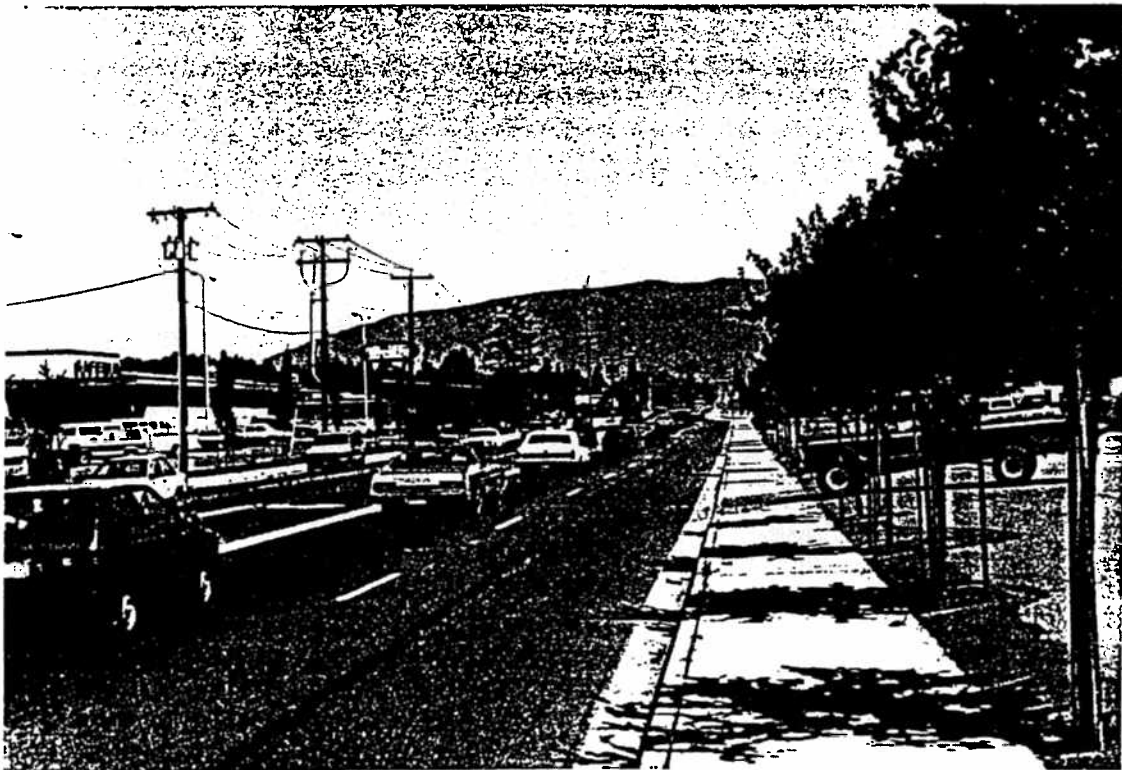
Interstate 5 is the principal component of the regional transportation network connecting Mount Vernon to Seattle, Vancouver, B.C., and points beyond. The result of this is manifold: people from all over the region being brought to and moving through the City, residents using it for circulation, and an overpowering physical element slicing through the City. Although there are negative impacts of a roadway of the size and nature of Interstate 5, it has positive potential. It affords the opportunity to introduce Mount Vernon to people coming to or passing through the City; establish and reinforce citizens' image of their City; and clarify comprehension of the structure and organization of the City.

There are certain characteristics of Mount Vernon which create its personality: the Skagit River; surrounding farmlands; the backdrop of mountains; wooded bluffs within the City limits; a small vital downtown, historic buildings and other older structures; well defined, older residential neighborhoods; and all of these elements and the way in which they interrelate. The nature of the highway's edges alters as one moves through the City. These differences are perceptible from side to side as well as along its length.

Four Sections of Interstate 5

In the Mount Vernon area there are four identifiable sections to Interstate 5 which are discussed in the following:

- Northern approach and entry to Mount Vernon: crossing the river.
- New Mount Vernon: the malls and highway commercial.
- Southern approach and entry to Mount Vernon: farmlands and mountains.



Area Plans

Approach from the North: The River

The most significant event in the approach to or exiting from the north end of the City is the crossing of the Skagit River. To the west, due to the bend in the river, one can only see a short distance. To the east, however, there are two other bridges and a remnant of a third. The river gives a definitive edge to this side of the City, though the nature of land uses of either side of the river do not clearly distinguish Burlington from Mount Vernon.

New Mount Vernon: Malls and Highway Commercial

The stretch of Interstate 5 which passes between the malls and freeway commercial provides several important additions to the image and understanding of Mount Vernon: it broadens the perception of the City as one including extensive commercial development; announces the location and connections to this regional facility; and juxtaposes the commercial areas with the agricultural lands in the bend of the river and Little Mountain as a backdrop encapsulates the setting of the City. However, this is also the least attractive portion of the City and does not reinforce the sense of Mount Vernon as a distinct small town.

At the southern part of this area are a jumble of warehouses, stores, and the City Shops. The shops, in particular, do not present a positive image from Interstate 5.

Original Mount Vernon: Downtown and Residential Areas

This section of the City has a bilateral character due primarily to the steep bluff into whose curve Interstate 5 nestles. The advantage of this is the muting of the highway through this portion of Mount Vernon, though it does reinforce the separation of the two sides of the City.

Westside

Lions Park and other portions of the floodplain occupy the land between the freeway commercial uses and downtown. The park marks an open space and the proximity of the river. This provides a welcome intrusion of the

natural environment strikingly close to the most urban portion of the City which sits at the south end of the park. This is all visible from Interstate 5, as well as, for southbound traffic, the Division Street Bridge across the river and the viaduct connecting downtown to The Hill.

The view through the park to downtown provides an introduction, and therefore an entry, into the center of the City. The former warehouses here, north of Division Street, have been converted to other commercial uses and thus have a certain vitality, but this energy is primarily internal. The large parking lots which surround them detract from the scene.

The character of the remainder of downtown along Interstate 5 is of buildings with their backs turned, warehouses and other buildings which are not particularly memorable, or old interesting structures, such as the granary. The interstate location mirrored the path of the railroad, and their proximity has created a band of under-utilized, lifeless land on the edge of downtown.

The residential section on the south end of Kincaid Street suffers from its proximity to the noise and fumes of Interstate 5. A few trees and shrubs currently line Interstate 5 but do not fully buffer the homes. The impact of the railroad is also in this area with the severing of the neighborhood's ties by the tracks and the warehouses. The warehouses are also the background of the homes against Interstate. Approaching from the south, this area makes it more difficult to anticipate or introduce downtown.

East Side

The east side of this portion of Mount Vernon is significantly less noticeable than the west. For the most part, Interstate 5 runs along the topographic edge. In the northern section between Fir Street and the viaduct, the Interstate deck is at the same level as the top of the ridge, making the homes there more visible. That the homes and automobiles look eye to eye detracts more from the neighborhood than it offers to the driver's perception of the City.

South of the viaduct the residential use continues, but the Interstate is at the base of the heavily vegetated bluff which provides a

fortunate buffer to the houses above. Few of the homes are visible, except at the Kincaid Street exit, and the only landmark is the First Baptist Church placed at the top of the viaduct. Thus, the green edge virtually masks the residential activities in that portion of the City.

The other element which identifies this portion of the Interstate 5 corridor is the older concrete bridges angling up over the Interstate to connect downtown and the Hill. One crosses at Blackburn Road the other at the north end of downtown. They are one type of entrance marker for this portion of the City.

Approach from the South: Transition

The essence of this approach or exit is the transition from rural to urban. As one passes under the Blackburn Road viaduct, changes in the landscape are apparent. The steep bank which Interstate 5 has hugged while passing through Mount Vernon swings away, opening up the vista. This view contrasts the land uses and the intimate, fine grained quality of the older portions of the City. Between Blackburn and Anderson Roads, the adjacent roads are lined with a few homes and farm equipment stores, marking the passage from City to County. South of Anderson Road, the basis of the countryside is one of farmlands stretching evenly to the west, and to the east extending to the small residential developments and forests on the foothills. The curving of Interstate 5 at Hickox Road concludes the movement through the environs of Mount Vernon.

Northbound, this section of the Interstate 5 corridor is a powerful experience of transition. As one moves through the curve of the Hickox Road interchange, Little Mountain is the first noticeable landmark—an appropriate introduction to the City.

Plan and Design

The most common reaction to a highway of the size and nature of Interstate 5 is to protect the City from it. But this will not meet the other goals of introducing and elucidating the City. The inherent conflict in designing this corridor is how to buffer the residential neighborhoods while presenting notable urban features.

Northern and Southern Approaches

The essential action here is the conservation of the natural edges which distinguish the surrounding areas from the urban ones.

- Preserve the three bridges crossing the Skagit River at the north edge of town.
- Contain the spread of residential development and farm equipment businesses south of the City. Maintain a buffer between commercial uses and the interstate—preferably fields and agricultural in feeling.
- Preserve forests and mountain backdrop to the east of Interstate 5.
- Reinforce the edges of the City (Blackburn Road and Interstate 5, Skagit River Bridge) with some type of entry marker.

Original Mount Vernon

This section of Interstate 5 has the greatest potential for creating the urban image of the City, reinforcing it as the oldest and most dense portion of town with the government and commercial centers.

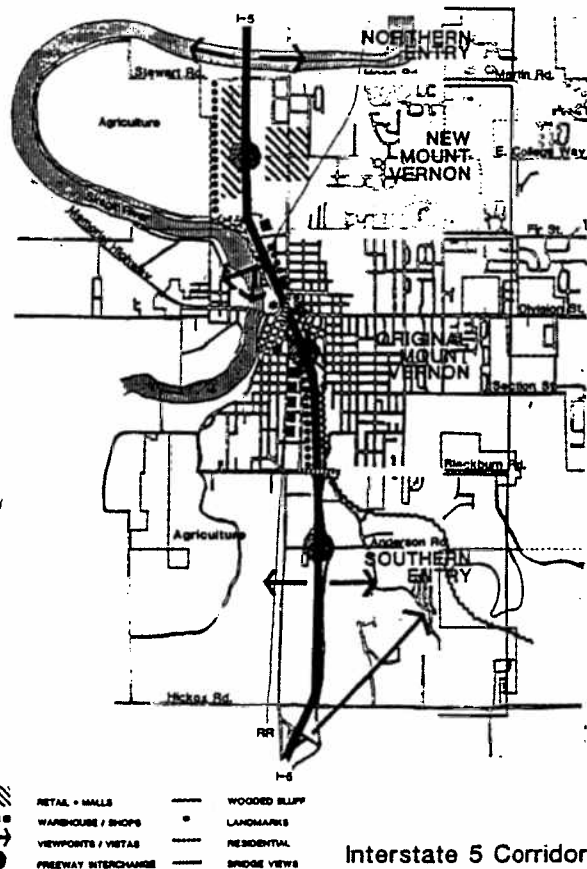
- Preserve and enhance the green bluff on the eastern side of the Interstate.
- Preserve and enhance the concrete bridge and viaduct at Blackburn Road and South 2nd Street. They frame this section of the City and are unique elements in the experience of Mount Vernon.
- Restore the historic lights on the viaduct to emphasize their presence along the Interstate 5 and between downtown and The Hill neighborhoods.
- Mark the exit at Kincaid Street: place some type of vertical identifiers here; use signage which more clearly identifies this as the City Center and exit for downtown and the hospital, both on the Interstate and at the end of the exit ramps.
- Buffer the residential areas to the west of the Interstate but provide selected views to residences or buildings.
- Rehabilitate the downtown edge of the Interstate: landscape, renovate selected buildings, create new uses, etc.
- Create or enhance views of significant buildings within the City such as the grain

tower, County Courthouse, Scott's Bookstore and First Baptist Church.

- Focus the driver's attention on the Division Street Bridge and Lions Park.
- Buffer the homes to the east of the Interstate which are at the same level as the road while preserving their views to the west.
- Heighten the view for southbound traffic of the river and bridge by upgrading the bridge with such things as fanciful lights and banners.

Malls and Freeway Commercial

- Recognize this as a major commercial area.
- Preserve the views of the farmlands to the west.
- Work with the malls to establish more legible elements such as landscaping, signs and entrances.
- Mark intersection of College Way and Interstate 5 (east side of Interstate 5) with vertical elements which identify it as another entry/edge of the City.
- Buffer storage yards (i.e., City Shops) from the Interstate.



CITY OF MOUNT VERNON • COMPREHENSIVE PLAN

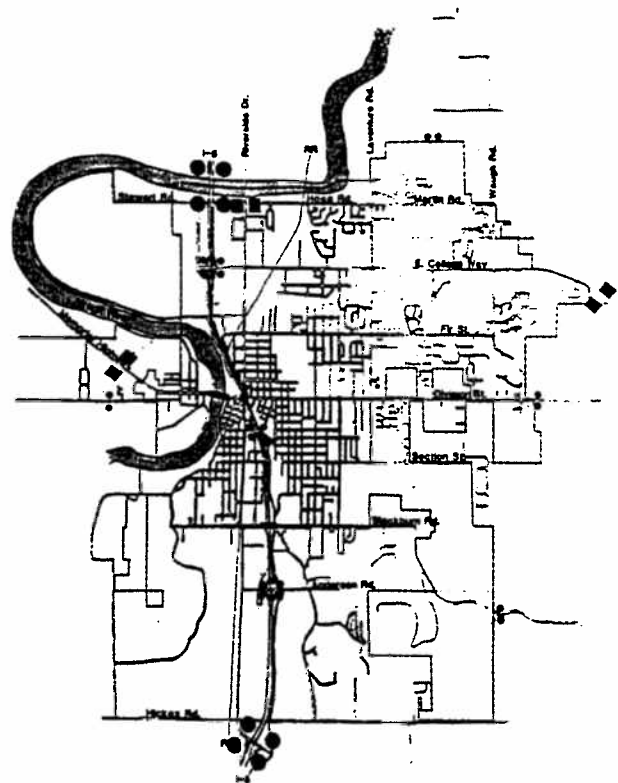
ENTRANCES TO THE CITY OF MOUNT VERNON

The entrances from and experience of the Interstate 5 corridor cannot be divorced from the general entry system of the City. The entrances along the Interstate serve the widest range of travelers, whether local or otherwise. The other roads leading to Mount Vernon service a more local, and therefore knowledgeable, group, though this series of entries still will impact their image of the City.

There is a three tiered organization of entry points: those which mark entry into the environs of Mount Vernon, thus are more regional in nature; those which acknowledge the boundaries of the City; and those which indicate entry into a special section of the City.

A system of entry markers and signs reflecting this hierarchy should be developed. It should include:

- **Regional:** The regional entry points are located on Interstate 5 at Hickox Road and the Skagit River.
- **City Edges:** Those entry points marking the City boundaries fall into two groups based on the level of traffic. The more heavily traveled roads are College Way (west), Riverside Drive (north), and Memorial Highway (east). The less frequently used roadways are Division Street (east), Little Mountain Road (south), LaVenture Road (north), and McLean Road (west).
- **Special Districts:** The special areas whose edges should be noted are downtown, The Hill, and the Malls/College Way corridor.



- ● REGIONAL
- ⋮ KEY INTERCHANGES
- CITY - MAJOR
- • CITY - MINOR
- BRIDGES

Entry Systems

H. Healthcare Development Subarea Plan

Location/History

The Healthcare Development Sub-Area ("Sub-Area") is a portion of the City where residential development expanded from Mount Vernon's original city center. Today it is typified by residences constructed in the 1940's, residences converted to professional offices, clinics constructed where residences once existed, and Skagit Valley Hospital. The area is located within that area generally identified in the Comprehensive Plan as the "South of Division Street to Section Street" portion of the "North 4th Street/Hill/Division Street Planning Area." The Sub-Area is defined generally by East Broadway to the south, Fifteenth Street to the east, Eleventh Street to the west (excluding the Viewmont Condominiums), and Division Street to the north, from South Eleventh Street to South Fifteenth Street.

Adjacent Land Uses

The areas adjacent to the Sub-Area are characterized by three activities: residential uses to the west, east, and south; professional offices to the north, south and west and public uses (private and public schools) to the north.

The areas north of Division Street and on the west side of Thirteenth Street include some residences that have been rezoned to allow professional office uses. The uses consist of medical supply stores, a pharmacy, and medical clinics under the Professional Office zoning and Comprehensive Plan. Also to the north are located two public school uses, consisting of the Mount Vernon High School campus and Immaculate Conception Regional School.

The areas to the south, east, and west include primarily medium-income residences on larger lots. With the

exception of Kincaid Street, these homes are characterized by larger street building setbacks. Health care clinics are situated on the south side of Kincaid Street.

Evolution of Healthcare Development in the Subarea

The predominant influence in the Sub-Area is Skagit Valley Hospital, owned and operated by Public Hospital District No. 1. The hospital is the largest inpatient general hospital in Skagit County and serves a regional, five-county area. The hospital is currently licensed by the state of Washington for 137 inpatient beds.

The hospital provides an increasing number of services on an outpatient basis. Outpatient services are of vital importance to the hospital's continuing financial viability as they provide support for the inpatient services and are required by insurers and federal and state reimbursement programs. Further, changes in health care require the location of physicians and other health care support services in close proximity to the hospital and the formation of business relationships between the hospital and physicians and other health care providers. The continued ability of the hospital to provide inpatient services requires that it provide both a wide array of outpatient services and the formation of close relationships with physicians and other health care providers.

To facilitate the delivery of outpatient services and the development of close relationships with health care providers, it is necessary that inpatient hospital facilities make adequate provisions for medical office buildings, clinic space and safe, efficient inpatient buildings. This requires hospitals

to develop in a campus-like fashion where the various inpatient and outpatient services can be offered in an efficient manner so that physicians and other health care providers may effectively and efficiently deliver services to patients. It is therefore imperative that the hospital, as an essential public facility, has adequate room to develop both inpatient and outpatient facilities in close proximity and with physician participation.

As a result of these factors, the area in the immediate vicinity of Skagit Valley Hospital is already somewhat typified by health care related uses. Based on projected health care needs of the community served by the hospital, it will be necessary to plan for coordinated hospital development of both inpatient and outpatient facilities in the area, as well as facilities to house physicians, other health care related providers and needed support services.

Projected Healthcare Needs

The health care needs of Skagit County are great and will substantially increase. The county's population is growing and aging. From 1980 to 1995 Skagit County's population grew 45 percent. It will grow another 50 percent by 2020. The number of people aged 65-plus will almost double by 2020.

Skagit County Population Projections/Intermediate Series / 2005 thru 2025

2005.....	113,136
2010.....	123,807
2015.....	135,717
2020.....	150,449
2025.....	164,797

*Source: Office of Financial Management,
Olympia, WA, 2002*

Older residents need more health care. For instance, for every one day a person 15- 44

years of age is hospitalized for heart disease, those over the age of 45 utilize 46 hospital days. Thus, as the county population increases and a larger percentage are older, demands on the hospital will increase dramatically.

The following chart shows the projected demand increases for services at Skagit Valley Hospital from now until 2008:

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
Inpatient Days	29,539	30,096	30,709	31,326	32,240
Admissions	8,630	8,796	8,973	9,154	9,406
Total Daily Census	81	82	84	86	88
Outpatient Visits/ Cases/Procedures	121,407	125,752	133,859	140,591	147,789

The foregoing shows that in just over four years, demand for inpatient services will increase by almost three thousand patient days, while outpatient growth will increase by nearly twenty-seven thousand visits/cases.

The hospital and the health care providers do not have adequate facilities to meet the dramatic increase in projected outpatient services. To meet both inpatient and outpatient demands, it is essential that the hospital reconstructs its inpatient facility and coordinates the construction of medical office buildings, clinics and related health care service facilities. The inpatient and outpatient facilities and physician offices and other health care support facilities all must be constructed in close proximity to the hospital. Planning documents and development regulations should provide for coordinated, efficient development of health care facilities.

As the number of patients, patient families and employees in the area grows, demands for some light retail, dining and support services will grow. Currently, such services are not adequate to meet current or future demands.

Inadequacy of Existing Hospital Site

Skagit Valley Hospital is located on very small site compared to other hospitals with

comparable services and patient volumes. The hospital is located on just two acres, while similar hospitals typically have ten to twelve acres. Yet the hospital is landlocked by existing development that includes residential development. For the hospital to function as an essential public facility over time, existing uses in the Sub-Area will need to give way to the development of health care-related facilities. Because of floodplain restrictions on the location of emergency services and the significant existing investment in health care facilities in the Sub-Area, the Sub-Area is the best, if not only, location for the hospital and related health care facilities.

Economic Benefits of Hospital and Health Care Development

Skagit Valley Hospital is a major employer in the county. Health care provides abundant living wage jobs in the county. The health care sector of the local economy is supported by the presence of hospital facilities. Development of necessary hospital and health care facilities will continue job growth in health care. The following chart shows the predicted increase in hospital employment over a four year period:

	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>
FTE	661.45	679.50	706.24	730.32	757.91
Payroll Expense					
(with benefits)	\$40,590,674	\$41,682,601	\$43,315,344	\$44,779,995	\$46,461,592

Active medical staff at the hospital will be about 190 providers. These people are physicians, not employed by the hospital. It is estimated that for every medical doctor in a community, 4.5 – 4.9 support positions are created. Currently there are approximately an additional 855 health care employees. As the hospital grows, so will its medical staff and the number of health care employees. Seventy-three percent (73%) of Skagit Valley Hospital employees live and spend in Skagit County. Economic studies state that every payroll dollar circulates through the local economy 1.47 times resulting in an impact of more than 44 million to the local economy.

Existing Planning

The current Comprehensive Plan does not recognize a Sub-Area or address the location of the hospital as an essential public facility. There is no single zone which adequately addresses the coordinated planning and development needs for the hospital and its associated health care providers. Rather, the zoning regulations address health care facilities in a somewhat fragmented manner, in the P- Public zone, the PO-Professional Office zone and the RO-Residential Office zone. These zones do not allow for the coordinated development by the hospital, its associated providers or for the encouragement of needed *support* services. The Comprehensive Plan should recognize the hospital, its outpatient facilities and

those of associated health care providers as an essential public facility as defined in RCW 36.70A.200. This Healthcare Development Sub-Area Plan addresses the needs of the hospital as an essential public facility; the zoning code should provide a single zone to facilitate coordinated hospital development to meet current and future community health care needs and related support service needs.

Existing Circulation

This Sub-Area has several arterials that allow relatively free movement throughout the area. Division Street and Kincaid Street are the primary spines for this circulation. The primary north-south collector is Fifteenth Street. Eleventh, Twelfth, Thirteenth Streets are characterized by some congestion as residential north-south streets due to on-street parking by employees and patrons accessing the clinics, offices and the hospital. Fourteenth Street dead ends at Montgomery and should be vacated to allow for expansion of hospital facilities.

Plan and Design

The boundaries of this Sub-Area are reasonably adequate to provide the land area needed for continued viability of the hospital as an essential public facility. This Sub-Area provides for Skagit Valley Hospital, medical clinics and offices, while integrating needed support facilities. The central component of the Sub-Area should be a

hospital campus containing inpatient and outpatient facilities and adequate facilities for associated health care professionals and other health care support services, all within walking distance of the hospital campus. Site amenities could include pedestrian walkways as necessary within a hospital campus, shared parking between the hospital and associated clinics, and reasonable connections to the neighborhood. Pedestrian and other areas within the hospital campus should be designed to create a functional, efficient and affordable hospital within a healing atmosphere. Parking would be located and landscaped in compliance with regulations applicable to the zone.

The site should be carefully buffered from surrounding residential uses to the extent required by the regulations in the zone. Pedestrian access to within the hospital campus should be maintained. Traffic should not be adversely affected within adjacent existing residential areas. Provision for patient and employee use of mass transit should also be made. Predominant hospital and medical activities should be allowed to grow with demand within this Sub-Area, and support services for families, visitors to and employees of the hospital should be encouraged.

Detailed Sub-Area Objectives

- Facilitate expansion of hospital and other medical facilities:
 - Encourage development of a hospital campus encompassing inpatient and outpatient facilities, medical office buildings and health care support facilities.
 - Hospital may expand to north, south and west of existing location and create a better sense of entry. Hospital may also expand upward to sixty-five feet to make the best available use of a limited footprint.

- Professional medical offices and clinics should occur within the Sub-Area.
 - Medical uses should be carefully designed to be functional, efficient and affordable while creating a healing atmosphere consistent with the City's development regulations.
 - Hospital campus plan should identify entrance(s) to the hospital.
 - Encourage hospital patron and employee-related dining and retail services and support services and temporary lodging for hospital visitors within the Sub-Area, secondary to health care uses.
 - Encourage consistent, steady growth in the health care sector of the local economy and in health care related employment.
- Maintain circulation system adequacy
 - Maintain pedestrian walkways along exterior streets and encourage pedestrian walkways within the hospital campus.
 - Encourage SKAT to make additional provisions for transit service and to provide shelters in areas of high population or pedestrian traffic
 - Emphasize Eleventh, Thirteenth and Fifteenth Streets between Division and Kincaid Streets to provide access to the hospital and professional offices.
 - Reduce on-street parking on Eleventh, Twelfth, Thirteenth and Fifteenth Streets through joint use shared parking between different health care facilities.
 - Allow for the creation of one-way streets and vacated streets to improve vehicular and pedestrian circulation.

- Encourage curb cuts for retail and offices for north-south streets, rather than on Division Street, to ease traffic turning movements and congestion.
- Allow pedestrian connectivity within the Sub-Area that allows connections to the surrounding residential neighborhood and public streets while discouraging employee and visitor parking in residential areas.
- Maintain and strictly enforce low speed limits on the through streets within the Sub-Area to reduce vehicular speeds and to provide pedestrian safety and to reduce noise. Encourage SKAT to create a shuttle system which connects joint use parking, offices, retail, the Sunrise Inn, and the hospital.

Encourage Healthcare Development zone-City cooperation to pursue alternative funding for infrastructure within the Sub-Area.

- General Considerations

- Maintain the integrity and livability of the viable, stable residential area east of 15th Street, south of Broad Street, and west of 11th Street.
- On the streets within the Sub-Area, introduce convenience retail and other supportive services.
- Concentrate senior services in this area to combine with medical facilities.
- Provide open spaces consistent with a healing environment and within funding limits as gathering spots and art within the hospital campus.
- Allow the construction of residential housing that serves as a supportive environment for patients and visitors (i.e. bed & breakfast establishments, group homes such as Ronald McDonald houses, and small motels/hotels).
- Discourage inconsistent uses.



E. DIVISION STREET

E. MOODY STREET

S. 11TH STREET

S. 12TH STREET

S. 13TH STREET

S. 14TH STREET

S. 15TH STREET

E. CARPENTER STREET

E. MONTGOMERY STREET

E. MONTGOMERY STREET

E. MONTGOMERY STREET

E. KINCAID STREET

E. KINCAID STREET

S. 12TH STREET

S. 13TH STREET

E. BROADWAY STREET

S. 15TH STREET

BROAD STREET

Healthcare Development Zone

Spring/Summer 2001

**South 3rd Street
Neighborhood
Final Action Sub-Area Plan**



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I. Introduction

The purpose of a neighborhood action plan is to identify issues that are of concern to the residents of the neighborhood, and to devise strategies for addressing these concerns. This can be accomplished by adding neighborhood specific policies and implementation measures that complement those contained within the City's comprehensive plan. The neighborhood action planning process is intended to protect and enhance livability within specific neighborhoods, as well as to help fulfill the overall community vision and to create a more livable City. More specifically, neighborhood action plans are intended to:

- Educate both City government and neighborhood residents about each other's concerns and visions for the future.
- Promote collaboration between the City and the neighborhood in order to achieve mutual goals and a shared sense of responsibility.
- Create a "sense of place" within the community by identifying and developing the assets within each neighborhood.
- Initiate change, rather than simply reacting to it, by addressing specific issues and opportunities.
- Strengthen neighborhoods.

A. Relationship to the Comprehensive Plan

Generally, the comprehensive plan is designed to provide broad policy direction, which is then implemented through more specific development regulations and capital expenditure programs. Comprehensive plans do not typically address the more immediate needs and concerns of the individual neighborhoods. This is the purpose of a sub-area or neighborhood plan.

Overall, the main intent of the South 3rd Street Neighborhood Action Plan (Action Plan) is to combine neighborhood needs into the City's budget process, Comprehensive Plan, Capital Facilities Maintenance Plan, Traffic Control and Safety Committee, Parks and Recreation Plan, and other planning and funding programs. The general policy statements included in the Action Plan may also be used by the City Council to guide future decisions involving development proposals and plan amendments affecting the neighborhood.

B. Neighborhood Action Planning Process

The South 3rd Street neighborhood participants developed this Action Plan with assistance from the City of Mount Vernon Community and Economic Development Department. In addition, the City coordinated the initial review of this document with the State of Washington Office of Community Development (OCD).

The City held neighborhood workshops on the "Draft" Action Plan on the following dates: September 28, 2000, October 6, 2000, October 12, 2000, October 21, 2000, and November 30, 2000.

For the public meetings, the City mailed out meeting notices in the fall of 2000 to approximately 60 participants within the study area. About 25 of the 60 participants attended the various meetings, and provided valuable and important comments and suggestions. Additionally, the City mailed out copies of the Draft Action Plan to the participants within the study area in April of 2001 to solicit additional comments. Both sets of public comments are attached to this report.

It is anticipated that City departments will utilize the Action Plan as input in developing more specific work programs and in establishing Citywide funding priorities. It is understood that many of the recommendations contained in the Action Plan are conceptual only and may need to be analyzed in greater detail. It should also be emphasized that funding sources may not exist for implementing all of the recommendations identified in the Action Plan. In certain instances, recommendations identified in the Action Plan are intended to be initiated and implemented by the residents of the neighborhood.

C. Overview of the Plan

The Action Plan is separated into four sections. The Neighborhood Outline contains a general description of the current conditions within the neighborhood. The Vision Statement describes the neighborhood's sense of place and vision for the future. The Neighborhood Issues and Goals addresses concerns to the residents of the neighborhood and potential strategies for addressing those concerns. Last of all, the Action Table summarizes the strategies developed in the previous sections along with additional information identifying responsibilities and priorities.

II. Neighborhood Outline

A. Background

As a result of the "Gateway Project", transportation improvements to Kincaid Street near the Skagit County Courthouse have been made to accommodate north-south travel on South 3rd Street. As part of these improvements, new blacktop and sidewalks, landscaping, ornamental light posts, and benches along with other attractive improvements have been installed to further highlight this important entryway into the City. In part due to the "Gateway Improvements", South 3rd Street is now connected to the City's main entryway at the north, making this neighborhood a focal point to downtown Mount Vernon, as well as the City's south entryway (i.e. South 2nd/Blackburn Road).

Accordingly, in the fall of 2000, the City initiated the process of seeking comments from the stakeholders, the citizens of South 3rd Street, to facilitate the community planning process in hopes of building a foundation for the City's first neighborhood sub-area plan. Specifically, the City asked for and received feedback from the neighborhood on the following issues: traffic calming measures, parking, pedestrian improvements, aesthetics and livability, landscaping, street lighting, signage, zoning and land use, and intersection improvements to South 2nd and South 3rd Streets. The purpose of the community planning process for the South 3rd Street Neighborhood Action Plan was twofold. Initially, the objective was to inform and educate the public on the scope and goals of the plan, and to obtain their comments on the strengths, weaknesses, opportunities and threats (SWOT) of the neighborhood. Secondly, the objective was to develop strategies and goals based on the SWOT analysis that would serve to guide future development in this planning area.

B. Study Area

The South 3rd Street-planning area extends from Blackburn Road to the South to the intersection of South 3rd Street and Section Street in the North. Generally, the area takes in properties on both sides of South 3rd Street. To provide a better understanding of the study area, an exhibit is attached to the Preliminary Outline. The neighborhood is comprised predominantly of single-family development, with a few multi-family and commercial uses, and is characterized by well-kept older homes. The homes are for the most part owner-occupied, and the area has a population that includes all age groups. The area further includes mature trees and landscaping, with older curbs and sidewalks. Streetlights are installed only along the west side of South 3rd Street, while the street surface is deteriorating in places with maintenance and repair considered of fundamental importance. Pedestrian crossings exist at the main intersections along the South 3rd Street-planning area.

C. Existing Zoning and Comprehensive Plan Designations

The planning area follows the boundaries described above. Presently the area is zoned a mixture of commercial (C-1, C-2), multifamily (R-3,) and residential (R-1, 6.0). The area is further identified under the City's comprehensive plan map as a mixture of residential office (R/O), professional office (P/O) and community retail/mixed use center (CR).

In summary, the R/O district is intended to accommodate office and limited commercial uses which will not be detrimental to the residential environment in older single-family areas which are in transition due to the proximity to such factors as nonresidential uses and high traffic areas. The objective is to preserve those homes of historical or architectural merit, and to retain the residential character of the district. Likewise, the P/O district is intended to provide areas within the community that offer a variety of specialized professional services having non-advertising conservative characteristics. The R/O and P/O designations have been in place since 1989.

Through the neighborhood planning process, character and livability have emerged as two of the most important factors for consideration. Although a majority of the study area is presently zoned for multi-family (i.e., R-3), the predominant use in the neighborhood is single-family residential. As noted in the action steps below, one of the options for consideration is to downzone from R-3 (multi-family residential) to R-1 (single-family residential) for the contiguous tracts of land in the study area. In effect, this would preserve the underlying character of the existing single-family homes in the neighborhood, while at the same time, allow for a mixture of uses. For example, allowing multi-family uses to remain in the outlying areas of the neighborhood.

Additional background on zoning and land use issues are described in the Issues and Goals section of this plan.



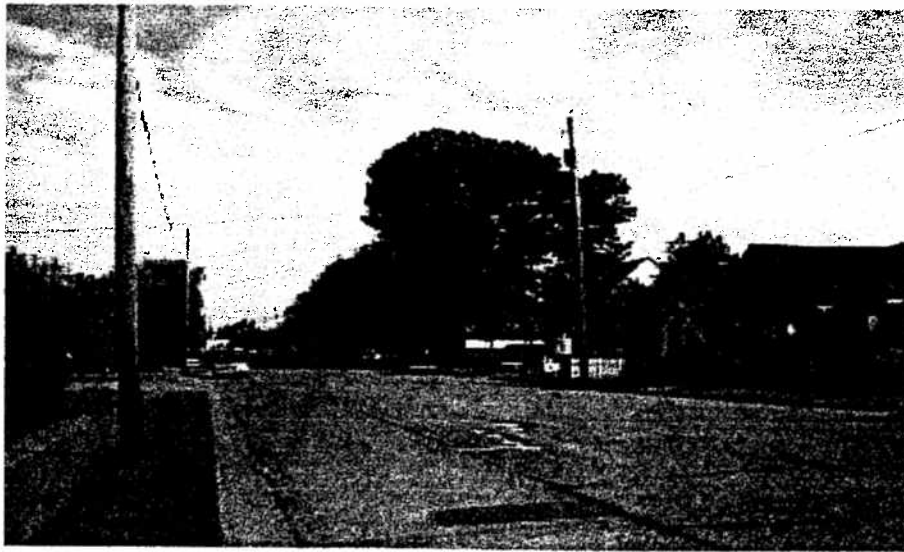
III. Vision Statement

The South 3rd Street Neighborhood Action Plan, when implemented, should make the following vision for the neighborhood a reality:

South 3rd Street participants value their well-maintained homes and their time-honored landscaping, which directly leads to the strong character found in the neighborhood.

The residents take pride in the history of the neighborhood, and it's location to the goods and services found in downtown Mount Vernon.

The South 3rd Street participants support focusing improvements in the study area to include streets, sidewalks, lighting, zoning and land use, noise, parking, traffic calming measures and circulation, and pedestrian safety. The participants of South 3rd Street further consider the existing character of the neighborhood to be an important asset and one that should be maintained and protected. The neighborhood vision can be realized in part through the implementation of this plan's goals and strategies.



IV. Neighborhood Issues and Goals

This section explores issues that are of concern to the residents of the neighborhood, along with potential “implementation strategies” for dealing with those concerns. The issues, which are stated, are not prioritized in any particular manner.

A. PRESERVATION OF HISTORICAL RESOURCES

Goal 1: Identify, preserve and celebrate the historical resources of the neighborhood.

The South 3rd Street Neighborhood has numerous older well-maintained single-family homes, and mature well maintained trees that enhance the look and feel of the neighborhood. The Neighborhood has expressed an interest in exploring ways to maintain the strong character and quality of these resources and attempting to preserve them.

Recommended Action Steps:

- Work with interested property owners to heighten awareness of the importance of their property, and to enact ways to preserve the important characteristics of the neighborhood.

B. OPEN SPACE, PARKS AND RECREATION:

Goal 1: Identify areas for public open space, and consider methods to increase this resource for the community.

The South 3rd Street Neighborhood does not contain an active recreation area within the study area. The nearest park and recreation space is near the Skagit County Fairgrounds and The Mount Vernon Senior Center. There was discussion of preserving properties located in and around the South 3rd Street Neighborhood for open space and recreation purposes, as they become available.

Recommended Action Steps:

- Consider methods to purchase additional lands for public open space in and near the South 3rd Street Neighborhood, as they become available.

C. LAND USE

Goal 1: Maintain the character and stability of the neighborhood and enhance the safety and security.

The South 3rd Street Neighborhood residents take pride in the single-family residential character of the neighborhood, and their proximity to the downtown area. Based on the strong character and integrity of the neighborhood, the City and the neighborhood have considered the possibility of amending the zoning within the study area to protect and maintain these resources. Presently, approximately 60% of the study area is designated as R-3 (multi-family) zoning which allows the potential for up to 10-12 units per acre. The remaining 40% of the neighborhood is a mixture of C-2 (general commercial), and R-1, 6.0 (single-family residential) zoning. As stated earlier, the comprehensive plan designation for the area is a combination of R/O (residential office) and P/O (professional office). Initially, there was discussion into the possibility of considering the R/O zoning district for the residential and multi-family zones in the study area, with the P/O zoning district only being applied to the areas committed to commercial uses already. However, through the neighborhood planning process, a sizeable number of the surveys showed an interest in considering the single-family residential zoning district (i.e., R-1) for the contiguous blocks of multi-family zoned properties in the study area. Alternatively, a smaller percentage of the surveys also expressed support for amending the existing zoning regulations to restrict the over-concentration of commercial and multi-family uses. Finally, a slight percentage of the surveys recommended leaving the existing zoning unchanged.

Recommended Action Steps:

- Maintain the existing residential character of the neighborhood.
- Organize and implement a South 3rd Street Neighborhood Association (S3NA) made up of interested property owners in the study area.
- Consider legislation, which would prevent the over concentration of multi-family and commercial uses in the neighborhood. Such Legislation could include the following options:
 - a. Amend the zoning district to a uniform R-1 (Single Family Residential District). Such an amendment would take in the existing Single Family Residential Areas, as well as the contiguous blocks of Multi-Family (R-3) zoned properties. A multi-family use would still be allowed as a conditional use. This approach would further involve an amendment to the City's comprehensive plan to denote this area as Single Family Residential.
 - b. Amend the zoning district regulations to restrict the over concentration of multi-family, and commercial uses in the neighborhood. The underlying zoning in the neighborhood would remain the same; however, additional regulations would apply to the appearance, location, and use of properties.

D. COMMUNITY APPEARANCE

Goal 1: Preserve the desirable and distinctive characteristics of the neighborhood.

The South 3rd Street Neighborhood is proud of the character and appearance of the neighborhood. Most houses are well kept with a diverse mix of mature trees and landscaping. Residents have expressed these factors as strengths for the neighborhood.

Recommended Action Steps:

- Consider opportunities to add street trees to the neighborhood to further enhance the aesthetics of the neighborhood. Wherever possible, consider methods to protect existing trees that have significance to the neighborhood.
- Work toward developing an annual spring clean-up program for the residents of South 3rd Street.
- Develop a program for helping neighbors maintain and enhance the outside appearance of their homes (including landscaping) and provide access programs for home improvement and structural maintenance. In particular, methods should be explored for helping seniors or the infirmed with the upkeep and maintenance of their homes.
- Organize and implement a South 3rd Street Neighborhood Association (S3NA) made up of interested property owners in the study area.

E. PUBLIC FACILITIES AND SERVICES

Goal 1: Repair and/or maintain streets and sidewalks in good condition.

At present, the streets, lighting and sidewalks existing on south 3rd Street need improvements and/or repairs. The residents have noted this as a major issue of concern.

Recommended Action Steps:

- Develop the South 3rd Street corridor for inclusion into the City's Capital Facilities Maintenance Plan to assess the streets, lighting, curbs and sidewalk repairs and improvements.

Goal 2: Improve circulation and pedestrian crossings throughout the neighborhood.

At present there are few if any pedestrian crossings in the neighborhood. The residents would welcome sidewalks and pedestrian safety enhancements to facilitate improved access in and out of the area.

Recommended Action Steps:

- Develop a plan in conjunction with the City's Traffic Safety committee to reduce speeds, and through traffic, and to provide greater pedestrian safety. Evaluate traffic flow throughout the neighborhood and address identified traffic circulation concerns, particularly for Section and South 3rd Streets, and the intersection of South 2nd Street and South 3rd Street.
- Develop intersection improvements to the intersection of South 2nd and South 3rd Streets; consider realignment of the intersection to improve sight distance and pedestrian safety.
- Consider traffic calming measures for South 3rd and Section Street to be consistent with the Neighborhood Collector designation. Such measures could include possibly a 4 way stop at the intersection and installation of planter islands or bulb-outs to restrict commercial traffic in this area.
- Develop pedestrian and bicycle pathways and linkages north and south along South 3rd Street.
- Continue or improve the availability of public transportation to the neighborhood.

Goal 3: Reduce traffic and transportation related noise.

The residents of South 3rd Street have expressed concerns that noise related to traffic and transportation related uses have become a problem. Commercial uses operating in the vicinity of the neighborhood further intensify the existing traffic and noise impacts stemming from the railroad lines and Interstate-5 to the east, and normal traffic traveling north and south through the study area. This is an important distinction, as the street is designated a "neighborhood collector" in the City's comprehensive plan, not an arterial. Collector roads are estimated to handle between 2,500-2,800 average daily trips. According to recent traffic counts conducted by the City of Mount Vernon and Skagit Council of Governments (SKOG), the volume of traffic on a daily basis for the South 3rd Street study area, exceeds the neighborhood collector designation. Accordingly, measures should be taken to alleviate the use of South 3rd Street, beginning at Section Street and ending at South 2nd Street, as a primary route for commercial traffic. Better signage is also needed to direct traffic toward South 2nd Street, a major arterial.

Recommended Action Steps:

- Install signage at the south end of South 3rd Street to direct traffic toward South 2nd Street.
- Develop traffic calming measures, including but not limited to, stop signs, planter islands, and bulb-outs, to reinforce the street as a neighborhood collector, and not a commercial thoroughfare.
- Develop a process whereby the neighborhood works with the commercial properties in conjunction with the City to reduce noise and transportation-related impacts. Where feasible, consider limits on the hours of operation including deliveries and the number of vehicles allowed on-site associated with non-conforming commercial uses. Consider options that direct commercial traffic to South 2nd Street, a major arterial.

Goal 4: Maintain high quality law enforcement and safety services.

The residents of South 3rd Street feel less overall presence from police services since the department moved from downtown to Continental Place. Accordingly, the residents would like to see an increased presence in the neighborhood and encourage more participation.

Recommended Action Steps:

- Develop a course of action for the neighborhood to start a neighborhood “Block Watch Program” in cooperation with the City’s Police Department.

Goal 5: Reduce abandoned and un-attended vehicles parked along South 3rd Street.

Residents of South 3rd Street have expressed concern over long-term on street parking in the neighborhood. A majority of the concern is related to abandoned vehicles.

Recommended Action Steps:

- Develop a plan through the Police Department’s Community Block Watch Program to monitor and assess abandoned vehicles, and follow the necessary steps to remove such vehicles.

V. Action Table

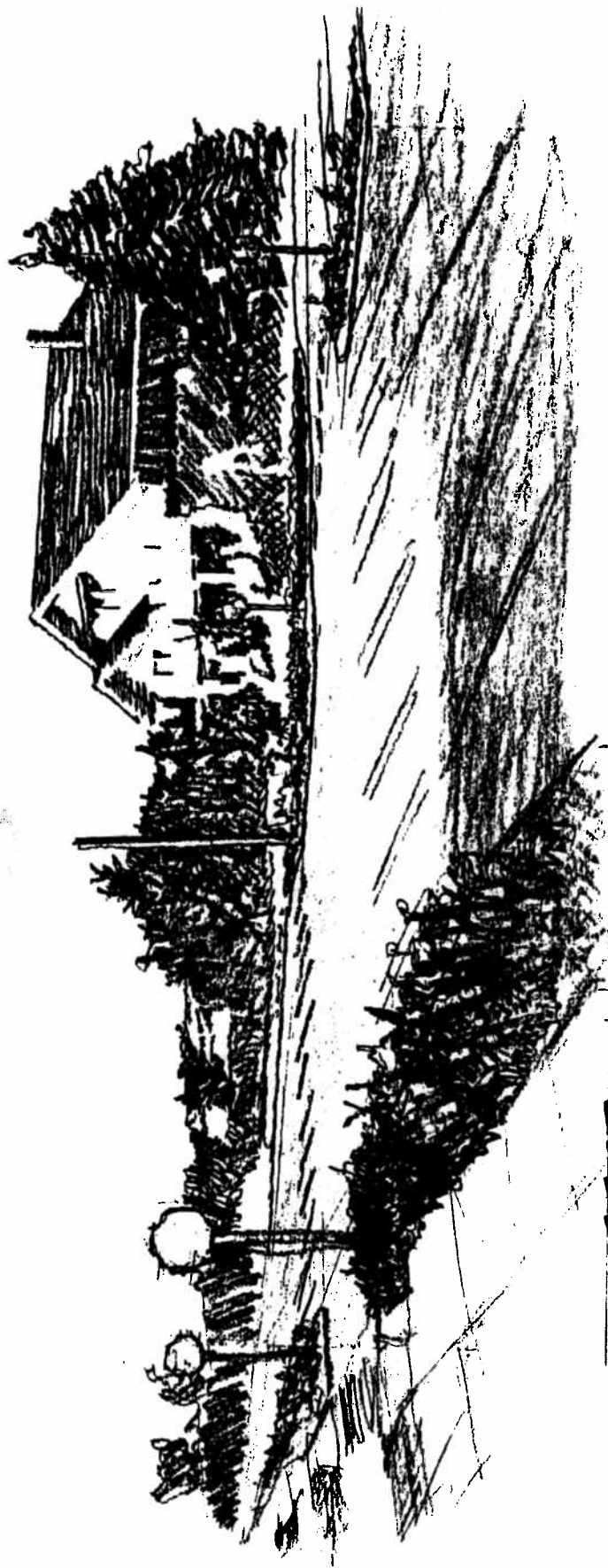
The Action Table on the following pages summarizes in table format the goals and steps listed in the previous section. Additional information noting the relative priority of each action step, along with those agencies and organizations responsible for implementing the action steps, is also provided.

ACTION TABLE ABBREVIATION LIST (ACRONYMS)		
ACRONYM	AGENCY NAME/RESPONSIBLE PARTY	
S3NA	South 3 rd Street Neighborhood Association	
MVCED	Mount Vernon Community and Economic Development Department	
MVPRD	Mount Vernon Parks and Recreation Department	
MVPD	Mount Vernon Police Department	
MVED	Mount Vernon Engineering Department	
MVSD	Mount Vernon Street Department	
MVTSC	Mount Vernon Traffic Safety Committee	
SKAT	Skagit County Area Transportation	
Objectives and Recommended Action Steps		Priority Responsible Party
A. Preservation of Historical Resources: Goal 1: Identify, preserve and celebrate the historical resources of the neighborhood. - Action Step: Work with interested property owners that would like to promote the older- well preserved single-family homes to heighten awareness of their importance and enact ways to preserve the character. B. Open Space, Parks and Recreation: Goal 1: Identify areas for public open space and consider methods to increase this resource for the community. - Action Step: Consider methods to purchase additional lands, as they become available.		
		Medium S3NA, MVCED
		Medium S3NA, MVCED, MVPRD

Objectives and Recommended Action Steps	Priority	Responsible Party
C. Land Use		
Goal 1: Maintain the character and stability of the neighborhood and enhance the safety and security.		
○ Action Step: Maintain the existing residential character of the neighborhood. ○ Action Step: Organize and implement a South 3rd Street Neighborhood Association (S3NA) made up of interested property owners in the study area. ○ Action Step: Consider legislation, which would prevent the over concentration of multi-family and commercial uses in the neighborhood. Such legislation could include the following options: A) Amend the zoning district to a uniform R-1 (Single Family Residential District). Such an amendment would take in the existing Single Family Residential Areas, as well as a majority of the Multi-Family (R-3) areas. A multi-family use would still be allowed as a conditional use. This approach would further involve an amendment to the City's comprehensive plan to denote this area as Single Family Residential. B) Amend the zoning district regulations to restrict the over concentration of multi-family, and commercial uses in the neighborhood. The underlying zoning in the neighborhood would remain the same; however, additional regulations would apply to the appearance, location and use of properties.	High	S3NA, MVCED
D. Community Appearance		
Goal 1: Preserve the desirable and distinctive characteristics of the neighborhood.		
○ Action Step: Consider the opportunity to add street trees to the neighborhood and protect existing trees of significance to further enhance the aesthetics of the area. Develop access programs for home improvement and structural maintenance.	Medium	S3NA, MVCED
○ Action Step: Work toward developing an annual spring cleanup program for the residents of South 3rd Street.	Medium	S3NA
○ Action Step: Organize and implement a South 3rd Street Neighborhood Association (S3NA) made up of interested property owners in the study area.	High	S3NA, MVCED

Objectives and Recommended Action Steps	Priority	Responsible Party
E. Public Facilities and Services		
<u>Goal 1: Repair and/or maintain streets and sidewalks in good condition.</u>		
○ Action Step: Develop the South 3rd Street study area for inclusion into the City's Capital Facilities Maintenance Plan to assess the streets and curbs and sidewalk improvements.	High	S3NA, MVED, MVSD, MVCED
<u>Goal 2: Improve circulation and pedestrian crossings throughout the neighborhood.</u>		
○ Action Step: Develop a plan in conjunction with the Traffic Safety Committee to reduce speeds and through traffic, and to provide greater pedestrian safety. Evaluate traffic flow throughout the neighborhood and address identified circulation concerns, particularly for Section and South 3rd Streets, and the intersection of South 2nd Street and South 3rd Street.	High	S3NA, MVED, MVTSC
○ Action Step: Develop intersection improvements to the intersection of South 2nd and South 3rd Streets; consider realignment of the intersection to improve sight distance and pedestrian safety.	High	S3NA, MVED, MVTSC
○ Action Step: Consider traffic calming measures for South 3rd and Section Street to be consistent with the Neighborhood Collector designation. Such measures could include a 4-way stop at the intersection, and installation of planter islands or bulb-outs to restrict commercial traffic in this area.	High	S3NA, MVED, MVTSC
○ Action Step: Develop pedestrian and bicycle pathways and linkages north and south along South 3rd Street.	High	S3NA, MVCED, MVPRD
○ Action Step: Continue or improve the availability of public transportation to the neighborhood.	Medium	S3NA, SKAT

Objectives and Recommended Action Steps	Priority	Responsible Party
<u>Goal 3: Reduce traffic and transportation related noise.</u>		
○ Action Step: Install signage at the south end of South 3 rd Street to direct traffic toward South 2 nd Street.	High	S3NA, MVED, MVSD, MVTSC
○ Action Step: Develop traffic calming measures, including but not limited to, stop signs, planter islands, bulb outs, to reinforce the street as a neighborhood collector and not an arterial for commercial traffic.	High	S3NA, MVED, MVSD, MVTSC
○ Action Step: Develop a process whereby the neighborhood works with the commercial properties in cooperation with the City to reduce noise and transportation related impacts.	High	S3NA, MVCED
<u>Goal 4: Maintain high quality law enforcement and safety services.</u>		
○ Action Step: Develop a course of action for the neighborhood to start a "Neighborhood Block Watch Program" in cooperation with the City's Police Department.	Medium	S3NA, MVPD
<u>Goal 5: Reduce abandoned vehicles parked along South 3rd Street.</u>		
○ Action Step: Develop a plan through the Police Department's Community Block Watch Program to monitor and assess abandoned vehicles, and follow the necessary steps to remove such vehicles.	Medium	S3NA, MVPD



SECTION & S. 3rd INTERSECTION



OBJECTIVES:

- Slow down traffic on 3rd Street
- Shorten pedestrian crossing
- Reroute traffic (trucks)

FEATURES:

- Bulb out sidewalks
- Put in 4-way stop
- Ground cover planting, maximum 18"
- New curb cuts and sidewalks
- New Paving
- Change paving

RAILROAD AVENUE

BLACKBURN STREET

OBJECTIVES:

- Re-route trucks to 2nd Street
- Slow down traffic
- Organize the intersection

FEATURES:

- Left turn lanes
- Center islands
- Narrow up pedestrian crossing
- Bring traffic into higher visibility
- Landscape new edges
- New paving
- Edging at the Town Pump
- Formalize Edges
- Change Paving

VI. Supporting Documents

Appendix A: Preliminary Neighborhood Meeting Outline

Appendix B: Traffic Calming Architectural Renderings from Henry Klein Partnership

Appendix C: South 3rd Neighborhood Surveys

Appendix D: South 3rd Action Plan Comments

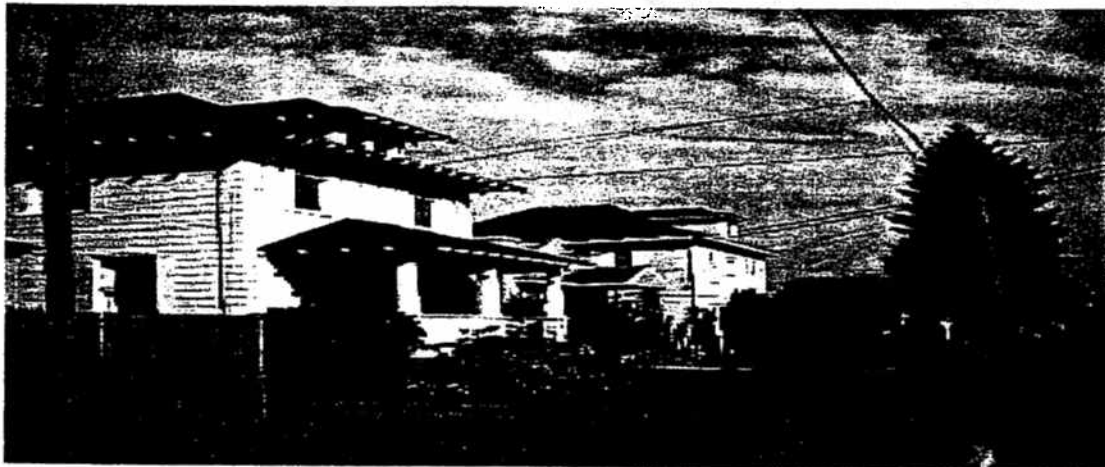
Appendix E: Skagit Valley Herald Newspaper Article

Appendix F: Mount Vernon Planning Commission Minutes



PRELIMINARY OUTLINE-
S. 3rd Street Neighborhood Plan Update

- 1. Introduction**
 - 2. Description of S. 3rd Street**
 - 3. The Planning Area**
 - 4. Why Plan?**
 - 5. Organization of This Plan**
 - 6. Substance of This Plan**
-



1. Introduction

As a result of the "Gateway Project" improvements have been made for north south travel on South Third Street in front of the Skagit County Courthouse along Kincaid Street. As part of these improvements, new blacktop and sidewalks from the railroad tracks on Kincaid Street all the way to the West Division Street Bridge, landscaping, and ornamental light posts have been installed along with benches and other attractive improvements for this important entryway into the

city. Now that the improvements have been made to accommodate north south travel on South Third Street, tying the area to the city's entryway at the north, the city is interested in obtaining comments back from the stakeholders, you the citizens. Specifically, the city is interesting in receiving feedback from the neighborhood into the following issues: traffic, parking, pedestrian areas, aesthetics, landscaping and street lighting enhancement, signage, design review techniques, and intersection improvements to South 2nd and South 3rd, etc.

2. Description of South 3rd Street

The South 3rd Street planning area extends from Blackburn Road to the South to the intersection of 3rd and Section Street in the North. Generally, the area takes in properties on both sides of South 3rd Street. To provide you with a better understanding of the study area, an exhibit is attached.



3. The Planning Area

The planning area follows the boundaries described above. Presently the area is zoned a mixture of commercial (C-1, C-2), multifamily (R-3, R-4) and residential (R-1, 6.0). The area is further identified under the city's comprehensive plan map as a mixture of R/O (Residential Office), P/O (Professional Office) and Community Retail/Mixed Use Center (CR). In order to incorporate the underlying zoning into the existing comprehensive plan designations, the city is considering applying the R/O (Residential Office), and P/O (Professional Office) zoning districts to the planning area. Initially, the R/O district is intended to take in the area from Section and S. 3rd Street to the intersection of Taylor Street. The P/O district is intended to take in the area to the south of Taylor Street and South 3rd.

In summary, the R/O district is intended to accommodate office and limited commercial uses which will not be detrimental to the residential environment in older single family areas which are in transition due to the proximity to such factors as nonresidential uses and high traffic areas. The objective is to preserve

those homes of historical or architectural merit, and to retain the residential character of the district.

Likewise, the P/O district is intended to provide areas within the community that offer a variety of specialized professional services having non-advertising conservative characteristics. The P/O district would predominantly apply to areas committed to non-residential uses.

4. Why Plan? Reasons for Neighborhood Planning



The area as outlined above is zoned for a mixture of uses and activities. With the recent improvements associated with the "Gateway Project", there now is a north south corridor available that ties South 3rd Street from the southern city limits to the major city entryway (i.e., Kincaid Street and the Skagit County Courthouse). The comprehensive plan designation for the area is more defined than that of the present zoning. The present make up of the area can be defined as areas south of Section Street and S 3rd to Taylor Street; and areas south of Taylor Street and S 3rd to Blackburn. Each of these areas have distinct characteristics. By identifying the predominant characteristics of each, and how they best match up with the underlying comprehensive plan designation, we can define a working plan for the future.

Neighborhood planning is proposed to be a facilitated; citizen participation-oriented approach to planning that affords Mount Vernon neighborhoods the opportunity to plan proactively for their futures. The neighborhood planning process recognizes how important it is to thoroughly assess city and neighborhood conditions and trends and identify core strengths and weaknesses in order to develop effective goals, plans and actions for long-term success. Neighborhood planning enables residents and business owners to work together to make the most efficient use of scarce resources by identifying priorities; devising alternatives; seeking less costly solutions; and undertaking projects that meet several needs simultaneously. The process gives shape to a profound new understanding of the role of everyday people in solving neighborhood problems.

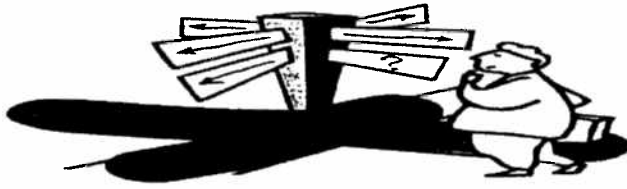


Neighborhood plans will include strategies developed to preserve or improve specific areas and provide a guide for future development of the neighborhood. These strategies will vary from neighborhood to neighborhood, but would likely focus on long-range issues of land use, housing, zoning, economic development, transportation, safety, and service delivery. The scope of plans could vary from addressing only a few specific issues, to providing a comprehensive approach to all the issues and opportunities in the neighborhood depending on the desires of the individual neighborhood.



Neighborhood plans would begin with the issues identified in the Neighborhood Focus process and proceed to a thorough analysis of the area. The plans that are developed would generally represent a consensus of the residents or business owners and others who have participated in preparing the plan and would be presented to the City for consideration and adoption. An approved plan would help to justify requests for services or funds for the neighborhood, and help protect the neighborhood, which in turn protects investments in the neighborhood. A neighborhood plan is a blueprint to show the community where a neighborhood is headed in the next five to seven years. Common sense tells us that a neighborhood that knows where it is going is an attractive place to live, work, and raise a family.

5. Neighborhood Planning Process



The purpose of this initiative is to work with neighborhoods to improve the services provided and to facilitate effective communication between the neighborhood and the municipal government. A neighborhood is a self-identified geographic area organized by those who share common characteristics and concerns.

The neighborhood planning process is an effort that the City helps the neighborhood undertake. Typically, a neighborhood planning process follows these steps:

- 1) *Neighborhood Meeting*
- 2) *Collecting Information*
- 3) *Identifying Issues*
- 4) *Developing a Vision and Setting Goals and Objectives*
- 5) *Recommendations and Implementation Strategies*
- 6) *Producing the Planning Document*
- 7) *Approving/Adopting the Plan as Public Policy*
- 8) *Implementing the Strategies*
- 9) *Monitoring, Evaluating and Updating the Plan*

Neighborhood plans should not be viewed as static documents, but as parts of an ongoing process in which citizens should remain vigilant about conditions in their neighborhood and continually work to improve them.

Who Is Involved?



Such an intensive planning effort requires the skills and knowledge of a variety of people. The residents and businesses in the neighborhood are the primary leaders of the project. The discussion of issues raised by the neighborhood will lead to the formulation of goals and objectives to address the neighborhood's concerns. They will also be responsible for plan development and presentation for approval.

In order for the plan to be realized, it is crucial that all stakeholders actively participate in the implementation of the plan. As residents or business owners familiar with the recommendations, they will likely be involved in implementing the strategies.

One cannot put enough emphasis on how important cooperation and collaboration are to the successful adoption and implementation of the neighborhood plan.



6. Substance of Neighborhood Plans

The typical neighborhood plan contains the following elements:

"What They Plan, They Own"

MOUNT VERNON NEIGHBORHOOD PLAN



Introduction

History and Evolution of the Neighborhood

Maps

Neighborhood Profile

Demographic Characteristics

Land Use Inventory

Description of Housing;

Existing, new development, and maintenance

Inventory of built environmental characteristics

Open Space and Recreation

Circulation/Transportation

Capital Improvement Needs

Strengths/Opportunities/Issues/Threats

Vision and Goals

Plan Recommendations

Priority Issues

Implementation Schedule

Proposed Land Use Maps and Regulations

This approach to neighborhood planning is planning that considers people and the environment in which they live, work and raise families. Other municipalities in Washington, namely Bellingham, Everett, and Seattle have established, successful neighborhood-driven planning processes.

The resulting plans can be elaborate or simple depending on the needs of the neighborhood and the willingness of the stakeholders to commit the time and effort necessary to complete the task. First and foremost, the neighborhood must want to plan for the future of their neighborhood. Healthy neighborhoods focus on the future and pass the lessons they learn on to others.

The City of Mount Vernon's neighborhood planning process is community oriented and neighborhood-driven. This approach is based on the ideology "What they plan, they own." No one knows better than the people who live in the neighborhood the issues and conditions that affect their lives. Citizens want government to be responsive to their needs and be effective in achieving results. A neighborhood plan is one tool to help the neighborhood residents and businesses make their vision a reality.

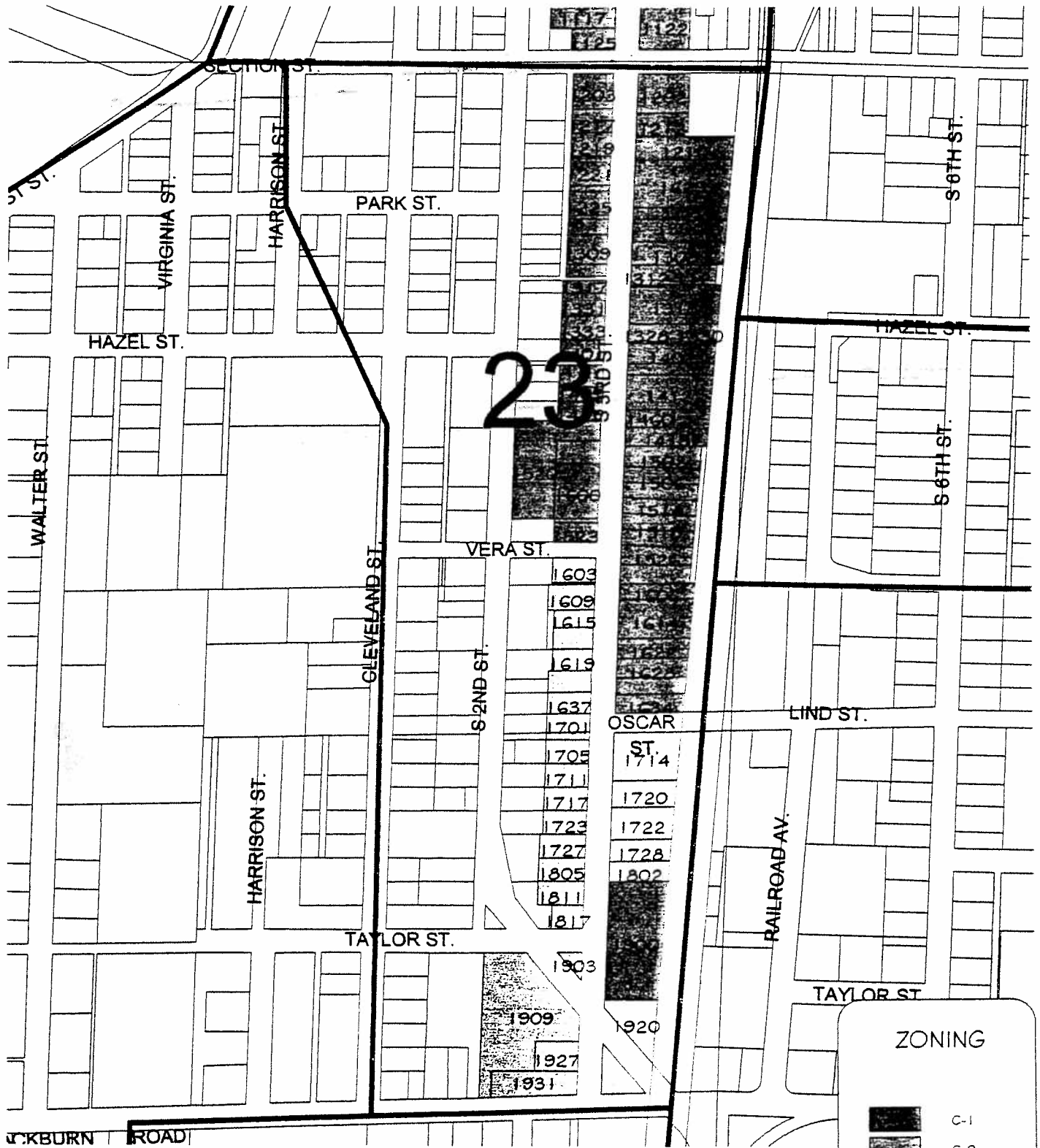
We welcome your participation!



NEIGHBORHOOD MEETING NOTICE

Meeting Date:	September 28, 2000
Meeting Place:	Mount Vernon Senior Citizens Center, 1401 Cleveland
Meeting Time:	6:00 P/M to 7:00 P/M

Should you have any questions regarding this project, please contact the CED Office at 336-6214, Option 3. Also, tentative workshops have been scheduled for October 12th, October 26th, and November 2nd of this year.



SOUTH 3RD STREET NEIGHBORHOOD STUDY AREA

ZONING	
	C-1
	C-2
	M-1
	P-P
	R-1, G.O.
	R-3
	R-4

Appendix B: Traffic Calming Architectural Renderings-
Henry Klein Partnership



SECTION & S. 3rd INTERSECTION

