DRAFT

CITY OF MILL CREEK

SOUTH TOWN CENTER SUBAREA PLAN

June 2026

CITY OF Mill Creek WASHINGTON

City of Mill Creek

15728 Main Street
Mill Creek, WA 98012

City Contact:

Jeff Ryan
Director of Community Development and Planning
Jeff.ryan@maillcreekwa.gov
425.921.5721

ACKNOWLEDGMENTS

CITY COUNCIL

Stephanie Vignal	Mayor
Melissa Duque	Mayor Pro Tem
John Steckler	Councilmember
Connie Allison	Councilmember
Tannis Golebiewski	Councilmember
Vince Cavaleri	Councilmember
Sean Paddock	Councilmember

PLANNING COMMISSION

David Hambelton	Chair
Jennifer Schulte	Vice Chair
Jose Borunda	Commissioner
Benjamin Briles	Commissioner
Mercedee Hutton	Commissioner
Alex Mehn	Commissioner
Gabriel Oh	Commissioner

CITY PROJECT TEAM

Jeff Ryan

Director of Community Development and Planning

Justin Horn

Senior Planner

Martin Yamamoto

City Manager

Laurel Brock

Deputy City Manager

Mike Todd

Public Works Director

Dan Carmody

City Engineer

CONSULTANT TEAM

GGLO

Architecture, Landscape Architecture, Urban Design

EA Engineering, Science and Technology Inc

Environmental Planner and EIS Lead

KPFF Engineering

Civil Engineering

TENW

Transportation Engineering

Heartland LLC

Economic Consultant

Facet Group

Wetland Consultant

PRR

Community Engagement

Feature Graphics

Rendering Consultant

TABLE OF CONTENTS

LIST OF TABLES AND FIGURES

LIST OF TABLES AND FIGURES

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

SOUTH TOWN CENTER VISION

The South Town Center Subarea Plan establishes a long-term vision and implementation framework for transforming South Town Center into a walkable, mixed-use extension of Mill Creek Town Center. The plan builds on the City's prior Mill Creek Boulevard planning work, the 2024 Comprehensive Plan, community engagement, technical analysis, and the Planned Action Environmental Impact Statement to guide future land use, development standards, streets, parks, open space, infrastructure, and implementation actions.

South Town Center is located directly south of the existing Mill Creek Town Center and is generally bounded by SR 527 / Bothell-Everett Highway to the east, 164th Street SE to the south, and the North Creek corridor to the west. The subarea includes existing commercial properties, public facilities, roadways, and natural areas that form an important gateway into Mill Creek. While the existing Town Center is a defining civic and commercial destination, South Town Center remains largely auto-oriented, with large parcels, surface parking areas, limited internal street connectivity, and fragmented pedestrian and bicycle connections.

The Subarea Plan provides a roadmap for incremental change. It does not assume that redevelopment will occur all at once or that the City will directly construct the full redevelopment vision. Instead, it establishes a coordinated framework to guide public and private investment so that future development contributes to a cohesive district rather than a series of isolated projects.

PLANNING CONTEXT AND NEED FOR THE PLAN

The 2024 Comprehensive Plan identifies South Town Center as a focus area for future growth, mixed-use development, housing, employment, and public amenities. The subarea was designated to accommodate a significant share of Mill Creek's future growth and was rezoned to allow Town Center development. However, the existing regulatory framework does not fully ensure the active commercial frontages, connected street network, open space system, design character, parking strategy, or infrastructure coordination needed to create a true extension of Mill Creek Town Center.

The Subarea Plan addresses this gap by establishing a preferred redevelopment framework for streets, blocks, parks, open space, land use, building form, mobility, infrastructure, and public realm improvements. It also provides policy direction for zoning updates, design guidelines, public improvements, future development incentives, and Planned Action EIS implementation.

REDEVELOPMENT FRAMEWORK

The redevelopment plan envisions South Town Center as a compact mixed-use district organized around connected streets, active ground-floor uses, new housing, structured and shared parking, and a cohesive open space system. Large auto-oriented superblocks and surface parking areas would transition over time into a finer-grained network of walkable streets, pedestrian-oriented public spaces, and mixed-use development.

Main Street is extended south as the primary organizing spine of the district. It connects the existing Town Center to Central Park, Sponge Park, North Creek Gateway Park, the North Creek Natural Area, and future connections toward North Creek Park. The street and block framework improves access through the subarea, supports redevelopment phasing, and creates more direct routes for walking, biking, local circulation, and transit access.

The plan also establishes a clear frontage strategy. Active commercial frontages are focused along Main Street, key intersections, civic spaces, and park edges where visibility and pedestrian activity are strongest. Residential frontages, stoops, patios, entries, and quieter streets help support neighborhood character in less active areas. Parking, loading, utilities, and service areas are directed away from primary pedestrian streets and public spaces where feasible.

PREFERRED ALTERNATIVE 3A

The preferred redevelopment framework is based on Alternative 3A: Mixed Density with Incentives. This approach builds from the mixed-density alternative studied through the EIS process, while allowing additional height and capacity when development provides public benefits. Under this framework, base development would generally remain within the existing five-floor / 60-foot structure, while additional height up to seven floors / 85 feet would be tied to incentive requirements.

Alternative 3A was selected because it balances long-term growth with public benefit. It supports greater housing capacity, commercial activity, public open space, housing diversity, public parking, streetscape improvements, and other community-serving amenities while maintaining transition standards along sensitive edges. This approach

EXECUTIVE SUMMARY

provides flexibility for property owners and developers while helping ensure that added development capacity contributes to the community vision.

At full build-out, the preferred program anticipates approximately 5,567 residential units, 233,447 square feet of commercial and retail space, 6,487 structured parking stalls, 265 public street parking stalls, 5.05 acres of new public parks and open space, and retention of the approximately 15-acre North Creek Natural Area. These figures are planning-level assumptions for environmental review, infrastructure planning, and long-term implementation. Actual development will occur incrementally and will depend on market conditions, property owner participation, infrastructure coordination, incentive use, and future approvals.

PARKS, OPEN SPACE, AND NORTH CREEK

Parks and open space are central to the South Town Center vision. The plan establishes a connected open space system anchored by Central Park, Sponge Park, North Creek Gateway Park, and the existing North Creek Natural Area. Together, these spaces are intended to provide approximately 5.05 acres of new public open space and approximately 20.05 acres of total park, open space, and natural area within the subarea.

Central Park is envisioned as the civic heart of South Town Center, supporting daily use, play, outdoor seating, community events, markets, and seasonal programming. Sponge Park combines open space, habitat value, public access, and visible stormwater management in a green infrastructure landscape. North Creek Gateway Park creates a stronger western gateway into the district and improves access to the North Creek Trail and natural area.

The open space system is linked by pedestrian-oriented streets, trail connections, cycle track improvements, green streets, and stormwater landscapes. Together, these elements strengthen the relationship between the urban district and North Creek, support environmental performance, and create a greener and more walkable mixed-use neighborhood.

TRANSPORTATION, CIRCULATION, AND ACCESS

The transportation framework supports the shift from an auto-oriented commercial district to a more walkable and connected Town Center environment. The plan introduces a finer-grained internal street network, shorter blocks, improved pedestrian crossings, bicycle facilities, and safer connections between SR 527, 164th Street SE, Main Street, Mill Creek Boulevard, North Creek Trail, and surrounding neighborhoods.

A key structural improvement is the Main Street extension and the reconfiguration of the Main Street / Mill Creek Boulevard intersection. This improvement is intended to simplify circulation, reduce cut-through traffic, improve pedestrian safety, and reinforce Main Street as the organizing spine of South Town Center. The plan also identifies priority coordination with WSDOT and partner agencies for SR 527-related improvements, including the proposed SR 527 / 161st Street SE signal and pedestrian crossing.

The plan supports transit access by improving walk and bike connections to existing and future transit service along adjacent corridors. New crossings, shorter routes, and additional pedestrian access points along 164th Street SE and SR 527 / Bothell-Everett Highway will make it easier for residents, employees, visitors, and customers to reach transit, parks, businesses, and surrounding neighborhoods without relying solely on private vehicles.

DESIGN AND DEVELOPMENT GUIDELINES

The Design and Development Guidelines establish expectations for future development quality, site planning, building placement, frontage design, architecture, landscape, open space, parking, and service access. The guidelines are intended to ensure that individual projects contribute to a cohesive Town Center character as redevelopment occurs over time.

The guidelines prioritize compact blocks, active frontages, pedestrian-oriented streets, human-scaled buildings, integrated open spaces, and high-quality design. They also address transition areas, upper-level setbacks, building articulation, materials, weather protection, parking location, service integration, and landscape character. Together, the guidelines help translate the redevelopment vision into clear expectations for development review, binding site plans, development agreements, and public improvements.

IMPLEMENTATION STRATEGY

Implementation of the South Town Center vision will occur incrementally and will require coordinated action by the City, property owners, developers, public agencies, utility providers, transit partners, and the community. Much of the built development envisioned by the plan will be delivered

through private redevelopment. The City's role is to establish the regulatory framework, coordinate infrastructure and right-of-way priorities, advance strategic public improvements, manage the Planned Action EIS process, and ensure that individual projects contribute to the broader public realm and mobility vision.

Near-term implementation should focus on adopting the Subarea Plan as an amendment to the 2024 Comprehensive Plan, adopting the Planned Action Ordinance, establishing the South Town Center overlay zoning and incentive structure, applying the Design and Development Guidelines, and creating a Planned Action tracking and mitigation monitoring system.

Early implementation should also advance right-of-way and acquisition planning, feasibility and funding for the Main Street / Mill Creek Boulevard realignment, basin-level stormwater and park acquisition planning, SR 527 and 164th Street SE coordination, and incorporation of priority projects into the City's Capital Improvement Program. Over the longer term, the City should coordinate phased private redevelopment, public improvements, park and open space delivery, stormwater investments, and monitoring of Planned Action EIS assumptions.

CONCLUSION

The South Town Center Subarea Plan provides a long-term framework for guiding growth, infrastructure, open space, mobility, and private redevelopment in a coordinated manner. It is not a single construction project, but a shared roadmap for public decisions, private investment, and partnership opportunities over time.

Through coordinated implementation, South Town Center can evolve incrementally while maintaining a clear public purpose: expanding housing and economic opportunity, improving mobility, creating new parks and gathering spaces, strengthening access to North Creek, and supporting a more complete, resilient, and community-oriented future for Mill Creek.

ILLUSTRATIVE CONCEPT PLAN

LEGEND

PROJECT SITE BOUNDARY

Curbless Pedestrian Oriented Shared Residential Street

Reconfigured Intersection

North Creek Gateway Park

Sponge Park

Central Park surrounded by retail oriented plaza streets

New Signalized Pedestrian Crossing

Pedestrian only street

Mixed-use Anchor Retail

FIGURE 1 - ILLUSTRATIVE CONCEPT PLAN

01

INTRODUCTION

INTRODUCTION

SUBAREA PLAN INTRODUCTION AND PURPOSE

The South Town Center Subarea Plan establishes a long-range vision and implementation framework for the redevelopment of South Town Center as a walkable mixed-use extension of Mill Creek Town Center. The plan builds on the City's prior Mill Creek Boulevard planning work, the 2024 Comprehensive Plan, community engagement, technical analysis, and the Planned Action Environmental Impact Statement to guide future land use, development standards, public realm improvements, infrastructure investments, and implementation actions.

South Town Center is located directly south of the existing Mill Creek Town Center and is generally bounded by SR 527 / Bothell-Everett Highway to the east, 164th Street SE and the southern portion of the planning area to the south, and the North Creek corridor to the west. The subarea includes existing commercial properties, public facilities, roadways, and natural areas that together form an important gateway into the heart of Mill Creek. While the existing Town Center is a defining civic and commercial destination for the community, South Town Center remains largely auto-oriented, with large commercial parcels, surface parking areas, limited internal street connectivity, and development patterns that do not fully support the City's long-term goals for walkability, housing choice, economic vitality, open space access, and multi-modal mobility.

The City's Comprehensive Plan already anticipates significant redevelopment within South Town Center and identifies the subarea as an important location for future housing, employment, shopping, services, and mixed-use growth. This plan does not assume that redevelopment will occur all at once or that the City will directly construct the full redevelopment vision. Rather, it provides a coordinated framework to guide incremental public and private investment over time and help ensure that future redevelopment contributes to a cohesive district rather than a series of isolated projects.

The purpose of the Subarea Plan is to translate the City's long-term vision into a practical road map for implementation. The plan identifies a preferred redevelopment framework for streets, blocks, parks, open space, land use, building form, mobility, infrastructure, and public realm improvements. It also establishes policy direction for zoning updates, design guidelines, public improvements, future development incentives, and planned action implementation.

PROJECT BACKGROUND

The South Town Center Subarea Plan builds on several years of City planning focused on the future of Mill Creek Boulevard and the area south of the existing Town Center. In 2022, the City completed the Mill Creek Boulevard Study, which established an initial long-term vision for the area as an extension of Mill Creek Town Center and a gateway to the heart of the community. That effort identified the importance of transforming the corridor from an auto-oriented commercial area into a more walkable, connected, and community-serving district with improved public spaces, better pedestrian and bicycle connections, and a stronger relationship to North Creek.

The 2024 Comprehensive Plan update further advanced this direction by identifying South Town Center as a focus area for future growth and redevelopment. As part of that update,

South Town Center was rezoned to allow development up to 60 feet in height; however, the current zoning framework does not require commercial space as part of redevelopment. The Subarea Plan therefore provides an important opportunity to establish more specific standards that preserve opportunities for commercial activity, support active ground-floor uses, and ensure future redevelopment contributes to the broader Town Center vision.

The current South Town Center Subarea Plan process began in 2025 and has included technical analysis, community engagement, environmental review, and alternatives evaluation. Key previous actions include:

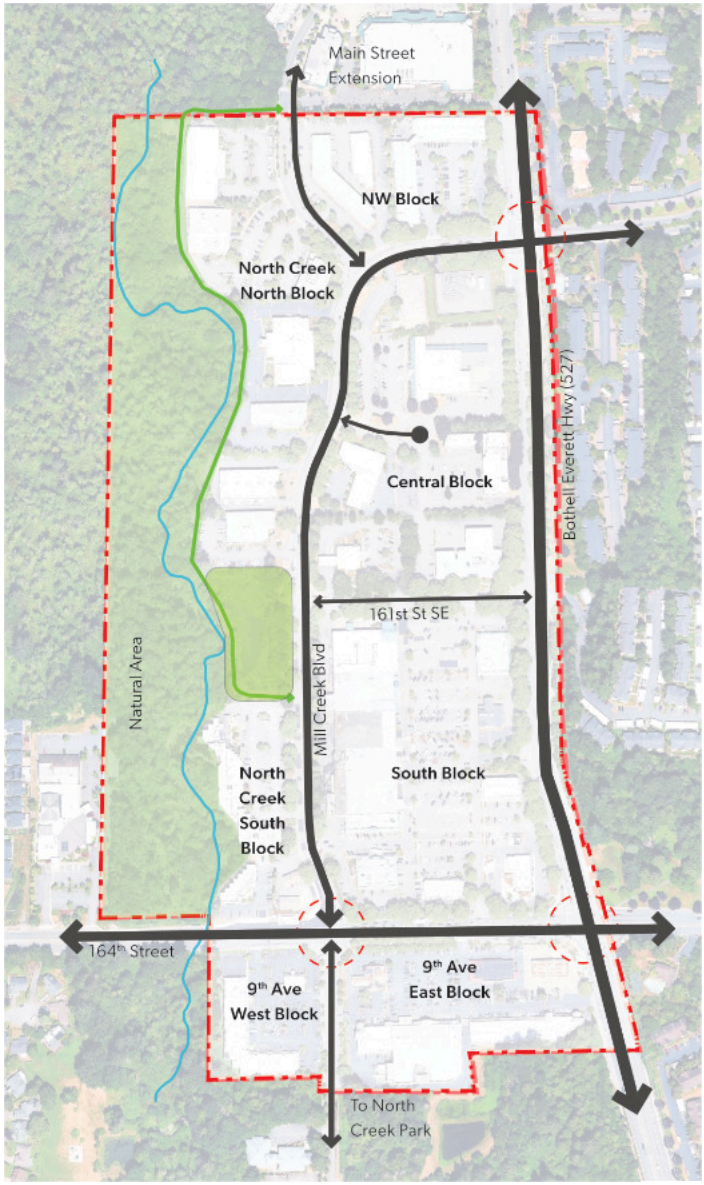
- **June 2022: Mill Creek Boulevard Study completed.**
- **December 2024: Comprehensive Plan adopted.** South Town Center rezoned to allow a 60-foot height limit, with no commercial requirements.
- **May 2025: South Town Center Subarea Master Plan project started.**
- **December 2025: Additional analysis requested.**
- **January–March 2026: Draft EIS comment period completed.**
- **April 2026: Preferred Development Alternative selected.** Alternative 3A allows height up to 85 feet when incentive requirements are met.
- **June 2026: Final EIS issued.**

This Subarea Plan advances the direction established through the 2022 study, the 2024 Comprehensive Plan, and subsequent City review by translating broad policy guidance into a more detailed redevelopment framework. The plan identifies a preferred approach for future land use, streets, blocks, parks, open space, building form, mobility, infrastructure, and implementation. It is intended to guide incremental public and private investment over time, ensuring that future redevelopment extends and enhances Mill Creek Town Center while responding to the specific opportunities and constraints of the South Town Center area.

PLANNED ACTION EIS

The Subarea Plan is being prepared in coordination with a Planned Action Environmental Impact Statement and future Planned Action Ordinance. Together, these tools allow the City to evaluate potential environmental impacts at the subarea scale, rather than waiting to analyze each project individually as redevelopment occurs. The Planned Action EIS evaluates a range of development alternatives, identifies potential impacts, and establishes mitigation measures related to topics such as transportation, utilities, natural systems, land use, and the built environment.

The Planned Action Ordinance will identify the types and levels of future development covered by the EIS, along with applicable mitigation measures and consistency requirements. Future projects that are consistent with the adopted Subarea Plan, Planned Action Ordinance, and applicable development standards may be able to rely on the completed environmental review, helping reduce uncertainty and streamline permitting while ensuring that growth remains aligned with the community's vision.



LOCATION AND STUDY AREA

WHY SOUTH TOWN CENTER?

South Town Center is one of Mill Creek's most important opportunities for coordinated long-term redevelopment. The area is located directly south of the existing Town Center, near major transportation corridors, high-capacity bus transit service, existing utilities, commercial activity, and the North Creek corridor. With limited tracts of vacant land remaining in the city, South Town Center provides a critical opportunity to accommodate future housing, jobs, services, and public amenities through redevelopment of existing mostly surface parking areas rather than outward expansion.

Existing development in the subarea reflects an earlier auto-oriented commercial pattern, with many buildings dating from the 1980s, large parcels, expansive surface parking areas, limited internal street connectivity, and fragmented pedestrian and bicycle connections. While these uses continue to provide important services and commercial activity, the current development pattern does not fully support the City's long-term goals for walkability, housing choice, mixed-use development, economic vitality, and access to parks, trails, and open space.

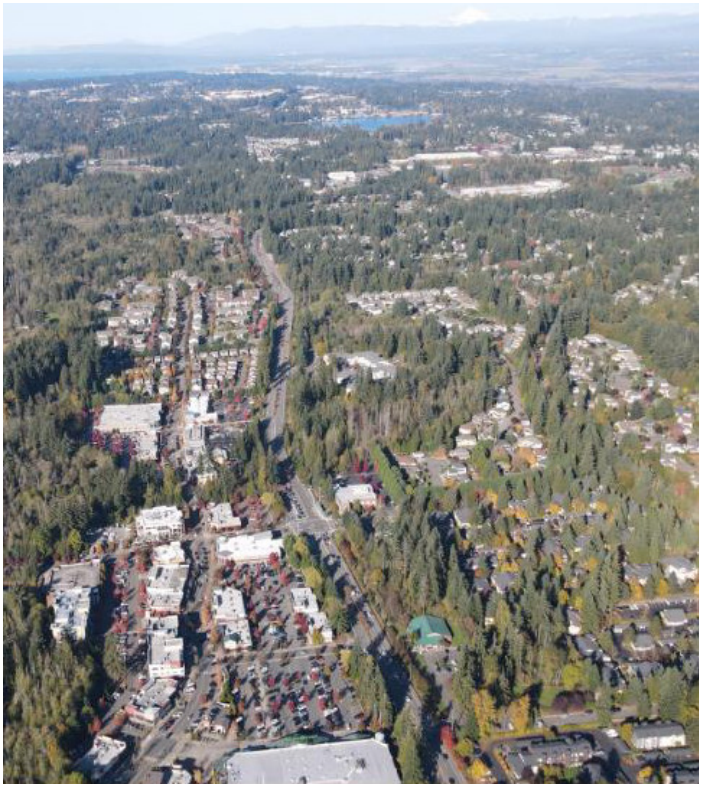
The Subarea Plan responds to these conditions by establishing a framework for South Town Center to evolve over time into a more connected, walkable, and mixed-use district. Future redevelopment can extend the character and activity of Mill Creek Town Center southward, introduce new housing and commercial opportunities, improve multi-modal connections, strengthen access to North Creek, and create a more cohesive public realm. This plan provides the structure needed to guide that change incrementally while supporting existing businesses, future investment, and the broader community vision for South Town Center.

STUDY AREA LOCATION

South Town Center is located directly south of the existing Mill Creek Town Center and forms an important southern gateway into the City's primary civic and commercial district. The subarea is generally bounded by SR 527 / Bothell-Everett Highway to the east, 164th Street SE to the south, and the North Creek corridor to the west. Its location between the existing Town Center, major transportation corridors, established commercial uses, and the North Creek natural area makes it a strategically important place for future growth, mobility improvements, open space connections, and mixed-use redevelopment.

The broader South Town Center planning area includes approximately 82 acres. Within this area, approximately 52 acres are identified as the primary redevelopment area, consisting largely of existing commercial properties, public facilities, parking areas, and other developed parcels. The remaining area is generally associated with the North Creek natural area, environmentally sensitive lands, stream buffers, and public rights-of-way. This distinction is important because the Subarea Plan is intended to guide redevelopment where change is most likely to occur, while also strengthening the relationship between future development, North Creek, and the surrounding transportation network.

The study area includes a range of existing conditions and ownership patterns, from large auto-oriented commercial parcels and surface parking areas to public streets, civic facilities, natural areas, and trail connections. Together, these conditions create both challenges and opportunities. The Subarea Plan uses the 82-acre planning area to evaluate the full context for land use, mobility, open space, infrastructure, and environmental planning, while focusing detailed redevelopment guidance on the approximately 52 acres most likely to accommodate future mixed-use growth.



CITY LIMITS AND SUBAREAS VICINITY MAP

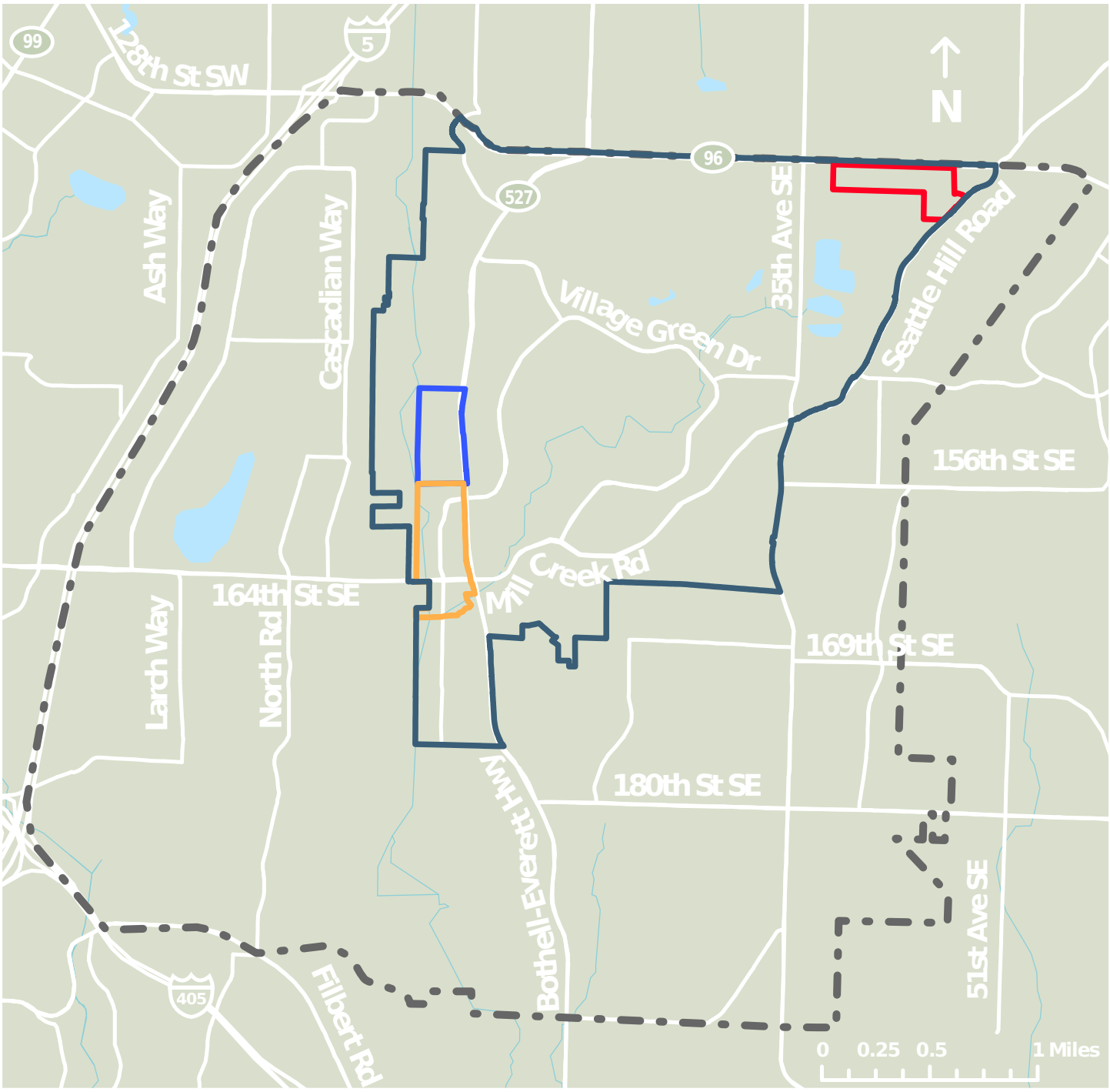


FIGURE 2 - EXISTING CITY LIMIT AND SUBAREAS MAP

EXISTING CONTEXT MAP

LEGEND

	PROJECT SITE BOUNDARY

FIGURE 3 - EXISTING SITE CONTEXT

SUBAREA PLAN AND EIS PROCESS

PLANNING PROCESS

The South Town Center Subarea Plan was developed through a phased planning process that combined community engagement, technical analysis, redevelopment planning, environmental review, and implementation strategy. The process was organized around three primary phases: Analysis and Visioning, Design Exploration, and Final Documentation and Adoption. Each phase built on the prior phase to move from understanding existing conditions and community priorities toward a preferred redevelopment framework, Planned Action EIS, design standards, and implementation tools.

Phase 1: Analysis and Visioning

The Analysis and Visioning phase established the foundation for the Subarea Plan. This phase focused on understanding existing conditions, reviewing prior planning work, confirming community and City goals, and identifying the major issues and opportunities that would shape future redevelopment. Work during this phase included:

- June 2022: Mill Creek Boulevard Study completed.
- Project kick-off and confirmation of the work plan, schedule, deliverables, and decision-making process.
- Preparation of a Community Engagement Plan to identify key audiences, engagement tools, and outreach activities.
- Data collection, base mapping, and development of two-dimensional and three-dimensional mapping for the study area.
- Review of prior plans, policies, regulations, and City standards affecting South Town Center.
- Existing conditions analysis related to land use, zoning, building form, market conditions, economic development, infrastructure, utilities, transportation, pedestrian and bicycle access, and environmental systems.
- Baseline economic analysis, including employment and housing trends, commercial real estate conditions, retail trade area considerations, and development feasibility factors.
- Initial community and stakeholder engagement to identify priorities, concerns, and desired outcomes for the subarea.

This phase helped define the planning problem: South Town Center is positioned for growth and redevelopment, but the existing auto-oriented development pattern, large blocks, surface parking, limited street connectivity, and lack of residential development do not fully support the City's long-term vision for a walkable mixed-use extension of Town Center.

Phase 2: Design Exploration and Environmental Review

The Design Exploration phase translated the findings from Phase 1 into redevelopment concepts, alternatives, and technical evaluations. This phase tested how South Town Center could accommodate future housing, commercial activity, public spaces, transportation improvements, stormwater facilities, and open space connections while maintaining a coherent relationship to the existing Town Center and North Creek.

Key work during this phase included:

- Development of draft redevelopment framework options.
- Preparation of conceptual site plans, block diagrams, land use concepts, and program assumptions.
- Evaluation of multi-modal circulation, access, parking, pedestrian and bicycle connections, and street typologies.
- Development of landscape and open space concepts, including parks, green streets, stormwater facilities, and North Creek connections.
- Review of potential infrastructure needs, including utilities, stormwater, transportation improvements, and phasing considerations.
- Evaluation of zoning, building height, density, commercial requirements, and development feasibility.
- Preparation of Draft Subarea Plan and policy direction.
- Initiation of the Planned Action EIS, including scoping, alternatives confirmation, technical analysis, Draft EIS preparation, and public comment.

The alternatives analysis tested different redevelopment outcomes and helped the City evaluate trade-offs related to housing capacity, commercial activity, building height, fiscal outcomes, transportation, infrastructure, open space, and public benefits. The primary alternatives included:

- **Alternative 1 - No Action:** Continued redevelopment under existing zoning and development standards.
- **Alternative 2 - Higher Density:** A higher-capacity redevelopment scenario with greater residential and commercial development potential.
- **Alternative 3 - Mixed Density:** A more moderate

SUBAREA PLAN AND EIS PROCESS

redevelopment scenario with varied density and building height across the subarea.

- **Alternative 3A - Preferred Incentive-Based Framework:** A preferred policy direction that allows additional height and development capacity when incentive requirements are met, while retaining the overall urban design, street, open space, and public benefit framework.

The Planned Action EIS evaluated the potential environmental impacts of the redevelopment alternatives and identified mitigation measures to support future implementation. The EIS analysis included topics such as land use and relationship to plans and policies, housing, population and employment, aesthetics, utilities, transportation, and biological resources. This environmental review was coordinated with the Subarea Plan so that technical findings could inform the preferred redevelopment framework and future Planned Action Ordinance.

Phase 3: Final Documentation and Adoption

The Final Documentation and Adoption phase refines the preferred direction into the final Subarea Plan, implementation strategy, Planned Action EIS, Planned Action Ordinance, and supporting development standards. This phase is intended to translate the preferred framework into clear guidance for future public and private investment.

Key work during this phase includes:

- Refinement of the preferred redevelopment framework, including land use, street network, open space, mobility, infrastructure, and building form recommendations.
- Preparation of final Subarea Plan policies and implementation strategies.
- Finalization of the Planned Action EIS and responses to public comments.
- Preparation of the Planned Action Ordinance, including development thresholds, mitigation measures, consistency requirements, and procedures for future project review.
- Refinement of zoning, design guidelines, development standards, and incentive provisions.
- Review by City boards, commissions, Planning Commission, and City Council.
- Final consideration and adoption of the Subarea Plan and related implementation tools.

Together, the three phases provide a coordinated path from vision to implementation. The process ensures that the Subarea Plan is grounded in community priorities, informed by technical analysis, tested through alternatives and environmental review, and supported by practical implementation tools that can guide redevelopment over time.

PLANNING TIMELINE

1

2022-2024 **Policy Foundation**

- Mill Creek Boulevard Study
- Comprehensive Plan adopted
- Town Center zoning updated: 60′ height, no commercial requirement

Established South Town Center as an extension of Mill Creek Town Center.

2

Summer-Fall 2025 **Project Launch + Early Engagement**

- Master Plan project start
- Mill Creek Festival outreach
- Direct outreach, Town Hall, web and social media updates

Introduced the project and gathered early community input.

3

Fall 2025-Winter 2026 **Scoping + Alternatives**

- Determination of Significance
- EIS Scoping meeting
- Draft alternatives and additional analysis

Refined key issues and the range of redevelopment options.

4

Winter-Spring 2026 **Draft EIS + Preferred Direction**

- Draft EIS published
- Public comment period
- Preferred Alternative 3A selected: up to 85′ with incentives

Public review and City direction helped shape the preferred framework.

5

Summer 2026 **Final Review + Adoption**

- Final EIS issued
- Final Plan, code language, and Design Guidelines review
- Final adoption

Final review supports adoption and future implementation.

VISION AND GOALS

PROJECT VISION

The South Town Center Subarea Plan is guided by a vision for the area to evolve over time as a walkable, mixed-use extension of Mill Creek Town Center. The vision builds on prior City planning, community input, environmental review, and technical analysis to establish a coordinated direction for future redevelopment, public realm improvements, mobility investments, open space connections, and implementation actions.

Vision Statement

> *"South Town Center is envisioned as a vibrant, walkable mixed-use extension of Mill Creek Town Center, expanding opportunities for housing, jobs, shopping, public gathering, and access to parks, trails, and open space while supporting a more connected, resilient, and community-oriented future."*

This vision does not represent a single development project or a fixed construction plan. Rather, it provides a flexible framework to guide incremental public and private investment over time. Future redevelopment will depend on market conditions, property owner decisions, infrastructure investment, and implementation of adopted zoning, design guidelines, and planned action requirements. The role of the Subarea Plan is to ensure that as redevelopment occurs, individual projects contribute to a cohesive district that reflects the City's long-term goals.

Project Goals

The project goals translate the vision into three broad directions for planning, design, environmental review, and implementation.

1. Extend and Enhance Town Center

Create a thriving, walkable district that seamlessly extends the existing Town Center by integrating new housing, shops, jobs, and public gathering spaces. This expansion will enhance daily life for residents and attract new investment to Mill Creek, building on the community's established character and vitality.

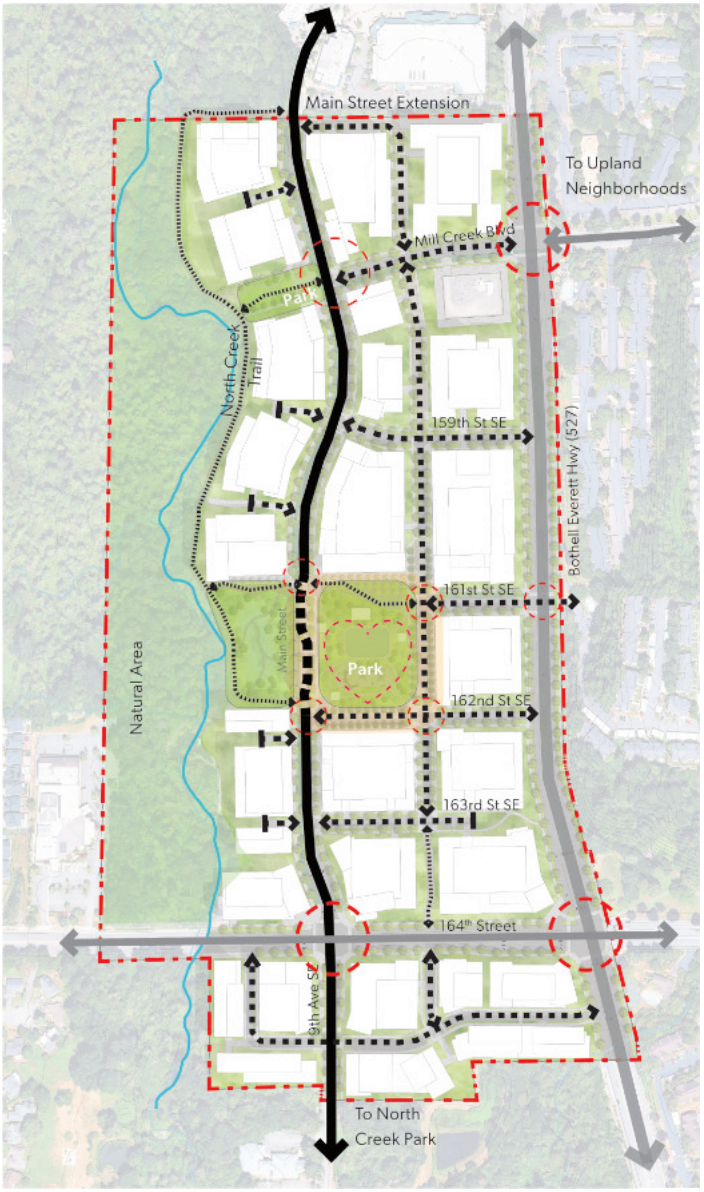
2. Support Long-Term Community and Economic Vitality

Expand housing choices and employment opportunities while strengthening the city's tax base—ensuring Mill Creek remains a livable, resilient, and future-ready community.

3. Align Growth with Infrastructure, Mobility, and Sustainability

Coordinate land use, transportation, and stormwater systems to support responsible, phased redevelopment that respects the environment and serves all community members.

Together, the vision and goals provide the foundation for the Subarea Plan's redevelopment framework, alternatives analysis, Planned Action EIS, design guidelines, zoning recommendations, and implementation strategy.



VISION AND GOALS

COMMUNITY ENGAGEMENT SUMMARY

COMMUNITY ENGAGEMENT SUMMARY

Community engagement for the South Town Center Subarea Plan provided multiple opportunities for residents, businesses, property owners, City advisory bodies, elected officials, and community partners to understand the planning process and help shape the plan as it evolved. As outlined in the Community Engagement Plan, outreach included volunteer board meetings, stakeholder outreach, Mill Creek Festival support, City Council updates, and broader public engagement.

Engagement occurred through public meetings, advisory board and commission discussions, direct outreach, online information, and the environmental review process. The City engaged the Planning Commission, City Council, Design Review Board, Parks and Recreation Board, Youth Advisory Board, Arts and Beautification Board, and other community representatives at key milestones. These conversations informed the vision, design alternatives, redevelopment framework, public realm priorities, transportation approach, and implementation considerations.

Public outreach began with a project kickoff at the Mill Creek Festival, where the team shared project information, displayed boards, distributed fact sheets, and collected community comments. Additional outreach included a virtual and in-person Town Hall, EIS scoping and Draft EIS comment opportunities, public hearings and study sessions, and ongoing updates through the project webpage, email updates, social media, and City communications. Direct outreach to businesses, current tenants, property owners, residents, homeowner associations, community organizations, and economic development partners helped broaden participation beyond formal public meetings.

Across these engagement activities, several consistent priorities emerged:

- A more walkable and pedestrian-friendly district
- Safer and more convenient circulation
- Better connections to and through the subarea
- Reduced dominance of surface parking
- Visible and well-connected access to North Creek, parks, trails, and outdoor gathering spaces
- A distinctive and cohesive design character
- A mix of commercial uses that support daily life and long-term economic vitality

Other feedback raised practical implementation considerations, including traffic management, parking supply, stormwater, infrastructure funding, grant opportunities, and the likelihood that redevelopment will occur incrementally over time.

This section summarizes the major themes that informed the Subarea Plan. A more detailed record of meetings, comments, outreach methods, and engagement materials is provided in the Community Engagement Appendix.

HOW COMMUNITY INPUT SHAPED THE PLAN

Community input helped shape the South Town Center Subarea Plan by clarifying what future redevelopment should accomplish, where public investment should be focused, and what issues should be addressed through development standards and implementation actions. Rather than reproducing every comment, the plan translates the most consistent themes into a coordinated framework for land use, streets, public spaces, mobility, infrastructure, and design.

Walkability and Pedestrian Safety

Community members consistently supported a more walkable district with safer and more comfortable routes for people walking, biking, and using mobility devices. Participants emphasized stronger connections into and out of the subarea, easier wayfinding, more frequent pedestrian crossings, and a public realm designed for daily use rather than primarily organized around vehicles.

The plan replaces the large-block, auto-oriented pattern with a more connected street and block framework. Main Street is extended south as the primary pedestrian and retail corridor, while new east-west connections improve access between SR 527, the future neighborhood core, and the North Creek corridor. Shorter blocks, improved crossings, traffic calming, and active building frontages support a safer and more inviting walking environment.

COMMUNITY ENGAGEMENT SUMMARY

Parking and Mobility

Parking and mobility were major topics throughout the engagement process. Community members and City bodies raised concerns about the visual dominance of surface parking, the need for convenient customer access, the potential role of structured parking, and the importance of reducing cut-through traffic through the district core. Feedback also emphasized improved bike and trail connectivity, safer intersections, and a circulation system that supports redevelopment without overwhelming surrounding streets.

The plan responds by shifting parking away from the public realm and encouraging structured parking over time. New on-street parking is integrated into the street network to support local businesses and visitors, while future structured parking may reduce reliance on large surface lots as redevelopment occurs. The transportation framework also realigns key internal street connections, improves pedestrian and bicycle circulation, and reinforces the intent that regional through-traffic should remain on 164th Street SE and SR 527 rather than cutting through the subarea core.

North Creek, Parks, and Open Space Access

Community input strongly emphasized the importance of nature and visible connections to North Creek and the North Creek Trail. Participants supported more parks and gathering spaces, improved trail access, and open spaces that feel integrated into the district.

The plan makes parks, open space, and green infrastructure central organizing elements of the redevelopment framework. Central Park is envisioned as a civic heart for the district, while Sponge Park, North Creek Gateway Park, plaza streets, and green corridors create a connected open space system. The plan strengthens links to the North Creek Trail, protects the natural edge as a defining feature of South Town Center, and integrates stormwater, landscape, and public space functions.

Design Character and Placemaking

Participants expressed a desire for South Town Center to feel like an authentic extension of Mill Creek Town Center while establishing its own clear identity. Feedback emphasized cohesive design standards, better wayfinding, attractive parking structures, reduced visual dominance of concrete and surface parking, and a public realm that supports community life throughout the year.

The plan establishes an urban design framework organized around Main Street, Central Park, active commercial frontages, gateway locations, transition areas, and quieter residential edges. Design guidelines and development standards support consistent building orientation, active ground floors, human-scaled frontages, attractive streetscapes, and compatible transitions to surrounding neighborhoods. Public spaces are planned to support daily use, informal gathering, events, and seasonal programming.

Commercial Vitality

Community members expressed interest in a broader mix of businesses, including local-serving retail, restaurants, evening activity, anchor destinations, and opportunities for small businesses. Feedback also recognized that commercial uses must be located and designed in ways that support long-term feasibility.

The plan focuses active ground-floor commercial uses in the most walkable and visible locations, including Main Street, key intersections, park edges, and civic spaces. This approach creates continuous areas of activity rather than dispersing commercial space in locations with limited pedestrian traffic. The plan also supports flexible mixed-use buildings, active storefronts, indoor-outdoor connections, and commercial frontages that reinforce street life and long-term economic vitality.

Phasing, Funding, and Infrastructure

Community members, advisory bodies, and decision-makers recognized that South Town Center will redevelop over time and require coordination among the City, private property owners, developers, agencies, and funding partners. Feedback emphasized infrastructure sequencing, stormwater planning, transportation improvements, long-term maintenance, grant strategies, and clear implementation priorities.

The plan establishes a framework for phased public and private investment rather than assuming the full vision will be built at once. Key implementation actions include zoning and design guideline updates, roadway and intersection improvements, public space acquisition and development, stormwater infrastructure planning, and coordination of mobility improvements with redevelopment. Continued evaluation of funding tools, grant opportunities, partnerships, and capital project sequencing will be necessary to advance the plan in a coordinated and financially realistic manner.

READING THE PLAN

SUBAREA DOCUMENT ORGANIZATION

The South Town Center Subarea Plan is organized to move from context and vision to redevelopment framework and implementation. The introduction establishes why the plan is needed, how it was developed, what vision and goals guide the work, and how the Subarea Plan relates to the Planned Action EIS and future implementation tools. The remaining sections provide the technical foundation, policy direction, redevelopment framework, development standards, and implementation actions needed to guide future change.

The plan is generally organized around the following sections:

- **Executive Summary:** Provides a concise overview of the Subarea Plan's purpose, vision, preferred redevelopment framework, key findings, major recommendations, and implementation priorities. It is intended as a high-level summary for decision-makers, community members, and readers seeking a quick understanding of the plan's direction.
- **Introduction:** Summarizes the purpose of the plan, project background, study area, planning process, community engagement, vision, goals, and relationship to the Planned Action EIS.
- **Existing Conditions:** Documents the baseline conditions that shape redevelopment, including land use, zoning, development patterns, transportation, utilities, environmental features, market conditions, and other physical and regulatory factors.
- **Development Alternatives:** Summarizes the redevelopment alternatives considered during the planning and EIS process, including the No Action Alternative, higher-density and mixed-density action alternatives, and the preferred incentive-based framework that emerged from the alternatives review.
- **Redevelopment Plan:** Describes the preferred physical framework for South Town Center, including land use, streets and blocks, open space, parks, public realm improvements, access and circulation, multi-modal transportation, stormwater, and infrastructure concepts.
- **Design Guidelines and Development Standards:** Provides direction for building form, frontage conditions, ground-level uses, pedestrian-oriented design, open space, streetscape character, transitions to surrounding areas, and future zoning or incentive provisions.
- **Implementation Strategies:** Identifies potential actions, partnerships, capital improvements, regulatory updates, phasing considerations, and public/private responsibilities to advance the plan over time.
- **Appendices and Planned Action Materials:** Provide the environmental review, technical studies, mitigation measures, planned action thresholds, and supporting documentation that inform and support implementation of the Subarea Plan.

Together, these sections establish a coordinated framework for future redevelopment. The plan is intended to be used by City staff, decision-makers, property owners, developers, residents, businesses, and community members to understand the preferred direction for South Town Center and the steps needed to implement that vision over time.

Because the Subarea Plan is intended to serve both as a planning document and as a reference for specific topics, some maps, diagrams, graphics, and key concepts are repeated or summarized in more than one section. This repetition is intentional. It allows individual sections to be understood on their own while also reinforcing how each topic relates to the overall redevelopment framework. Where graphics are repeated, they may be simplified, annotated, or reframed to highlight the specific purpose of that section.

HOW TO USE THE PLAN

02
EXISTING CONDITIONS

EXISTING CONDITIONS OVERVIEW

EXISTING SOUTH TOWN CENTER

The Existing Conditions section summarizes the physical, regulatory, environmental, transportation, infrastructure, and economic conditions that shape future redevelopment within South Town Center. This analysis provides the baseline for the Subarea Plan by documenting how the area functions today, identifying key opportunities and constraints, and establishing the planning context for the redevelopment framework, Planned Action EIS, design guidelines, and implementation strategies.

South Town Center is an important gateway to Mill Creek and a logical extension of the existing Town Center, but its current development pattern reflects an earlier auto-oriented commercial model. The area is characterized by large parcels, surface parking lots, limited internal street connectivity, aging commercial buildings, fragmented pedestrian and bicycle connections, and a development pattern that does not fully support the City's long-term goals for walkability, mixed-use development, housing choice, economic vitality, and access to open space. At the same time, the subarea benefits from proximity to Town Center, SR 527, 164th Street SE, existing utilities, regional transit service, the North Creek corridor, and established commercial activity.

The purpose of this section is not to provide an exhaustive inventory of every existing condition, but to summarize the key factors that influence future planning and implementation. These include existing land use and development patterns, parcel and ownership conditions, transportation and access, pedestrian and bicycle connectivity, natural systems, stormwater and utility infrastructure, market and economic conditions, and the current regulatory framework. Together, these conditions help define where redevelopment is most likely to occur, what public improvements may be needed, and how future growth can be coordinated to support the broader South Town Center vision.

The findings in this section informed the development alternatives, environmental analysis, redevelopment framework, and recommended implementation actions. They also help clarify why a coordinated subarea plan is needed: to move beyond parcel-by-parcel redevelopment and establish a shared framework for streets, blocks, parks, open space, infrastructure, land use, and public benefits that can guide change over time.

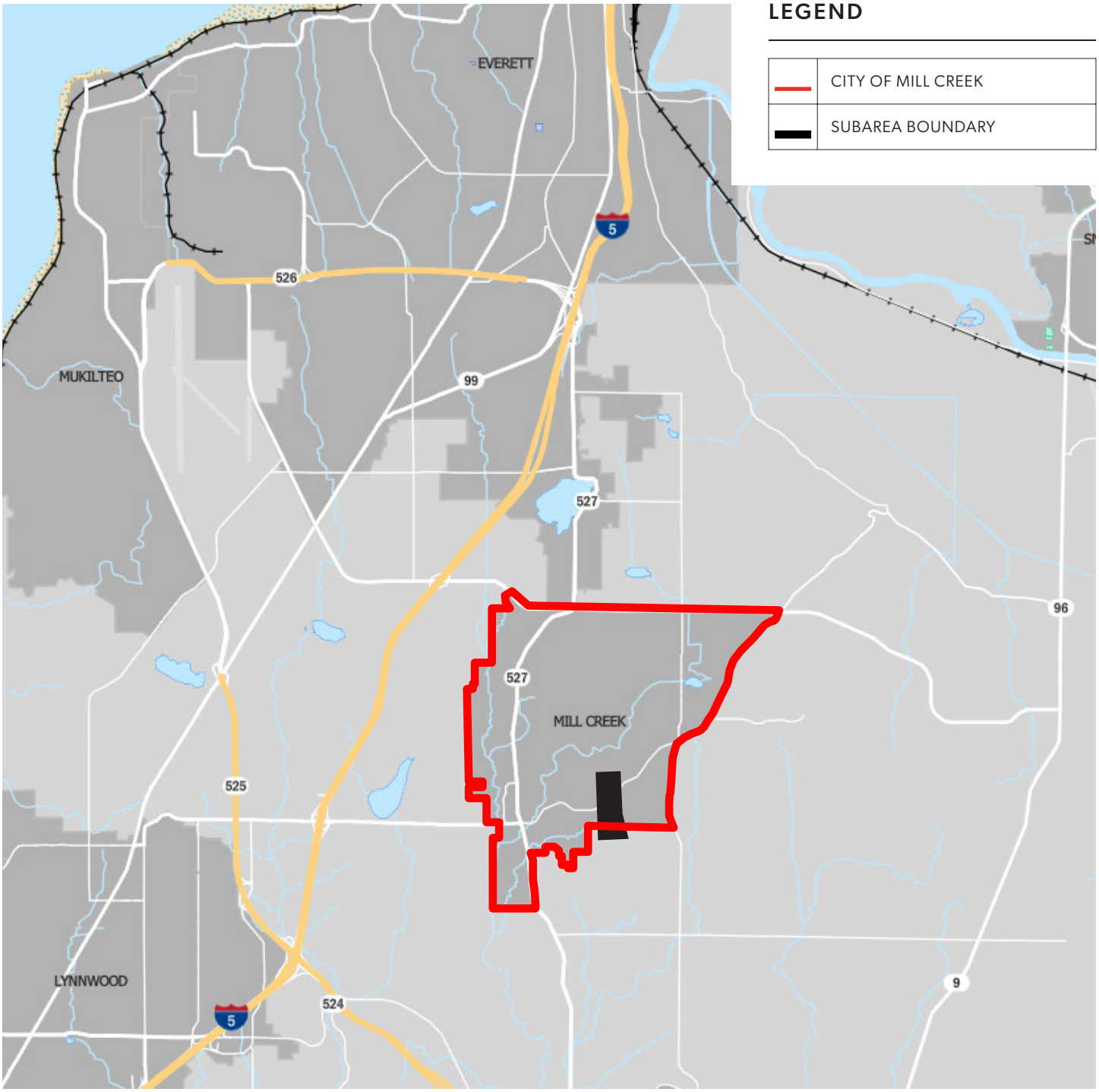
DEVELOPMENT HISTORY AND CONTEXT

The area is largely car-oriented, with many buildings featuring surface parking lots in front. It is defined by its major transportation corridors, particularly State Route 527 (Bothell Everett Highway), and 164th Street SE which serve as the primary traffic arteries, and Mill Creek Boulevard.

Development in the subarea began in 1980 with the Mill Creek Plaza shopping center. Over the next decade, the area rapidly expanded, and by 1990, almost all parcels were developed into commercial and office buildings, including several "strip mall" style retail centers. More recent upgrades include the construction of the post office in 1994 and new retail buildings at Mill Creek Plaza in 2012 and 2014, and extensive facade renovations at Mill Creek Square. While the 2024 Comprehensive Plan update targets the subarea to accommodate much of the future housing needs, the subarea currently has no residential buildings.

A key asset for the subarea is its direct connection to Mill Creek Town Center to the north. Created to be a walkable and social hub for the community, Town Center opened in 2004 and now features over 80 shops, restaurants, and services. The Town Center serves as an important example and opportunity for future development in the subarea.

VICINITY MAP



LOCATION AND VICINITY

The South Town Center Subarea, formerly referred to as the Mill Creek Boulevard Subarea, is located at the southwest corner of the city of Mill Creek and immediately to the south of the Mill Creek Town Center Subarea. The Subarea is one of three designated suburban within the City of Mill Creek and was part of the original 1983 City incorporation.

EXISTING SUBAREA PLAN CONDITIONS

LEGEND

- Project Boundary
- Parcel lines

1. Mill Creek Town Center
2. City Hall
3. Maple Leaf Square
4. Electrical Substation
5. Post Office
6. Mill Creek Plaza
7. Village by Mill Creek
8. Mill Creek Square

LAND USE AND ZONING

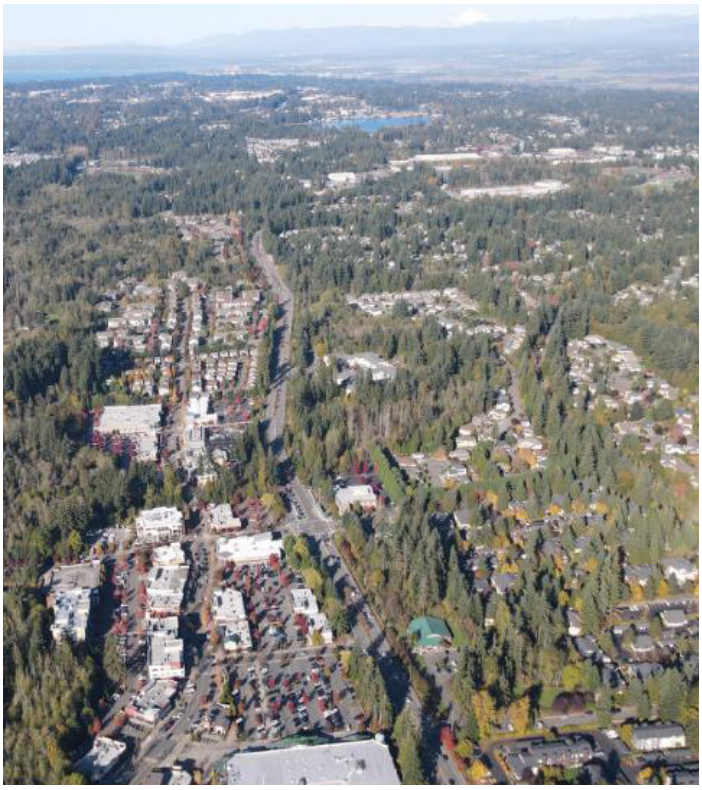
COMPREHENSIVE PLAN DESIGNATION

The 2024 Subarea Plan designated three subareas, including: Mill Creek—Town Center, East Gateway Urban Village, and South Town Center (formerly known as the Mill Creek Boulevard Subarea). The comprehensive plan included zoning changes within the South Town Center to accommodate most of the 2044 growth targets for the city.

The land use designation for the South Town Center Subarea was changed from Business Park and Community Business to Urban Center to align with the adjacent Town Center. The Urban Center designation creates a mixed-use urban community with medium and high-density housing, commercial businesses, and public facilities. Similarly, the subarea was rezoned from BP-Business Park and CB-Community Business to TC-Town Center.

This change is intended to extend the design standards, density, and development potential of the Town Center into the South Town Center Subarea. With the adoption of the 2024 Comprehensive Plan, Chapter 17.21 MCMC 'TC-Town' will apply to the subarea.

Urban Centers are designed to create vibrant, walkable communities where people can live, work, and shop. These areas, like the Mill Creek Town Center, South Town Center, and East Gateway Subareas, support a mix of medium and high-density housing, businesses, public facilities, and institutions.



The goal is to foster a strong urban environment and a stable local economy. By concentrating jobs and diversifying the tax base, Urban Centers provide economic benefits to the city. The designation is applied to properties that are easily accessible via major roads and public transit, as well as being convenient for residents in nearby neighborhoods.

The Urban Centers designation is for more than just businesses. They also include medium- and high-density housing, institutional buildings, and public spaces. This mix of uses encourages more foot traffic and extends the feeling of a neighborhood into commercial areas. By placing different types of land uses within walking distance of each other, these centers also help reduce car trips.

Urban Center designations are best suited for areas with a high concentration of activity, or planned activity, located near and served by major transportation routes. Unlike other designations, Urban Centers don't have a maximum density. Instead, the scale of development is determined by design standards and maximum building heights.

SUMMARY OF KEY PRIORITIES FOR FUTURE DEVELOPMENT IN THE MILL CREEK TOWN CENTER SUBAREA:

Land Use & Housing

- Align with Town Center: Extend Town Center's zoning and design standards to the subarea to create a cohesive, unified look and feel.
- Encourage Mixed-Use: Promote a mix of residential, retail, office, and public services to meet regional housing demand and support economic vitality.
- Increase Housing Options: Allow for diverse housing types to provide choices for various income levels, including affordable housing.

Transportation & Connectivity

- Improve Connections: Enhance connections between the subarea and Town Center to expand its pedestrian-friendly atmosphere southward.
- Address Traffic: Reduce traffic congestion on Mill Creek Boulevard by promoting multi-modal improvements and high-capacity transit, ensuring the road serves local businesses instead of acting as a cut-through.
- Leverage Transit: Use the existing Swift Green and future Swift Orange bus lines to create a complete community with housing, jobs, services, and seamless transportation links to the I-5 corridor light rail.

2024 COMPREHENSIVE PLAN

- Manage Parking: Balance the need for parking with the promotion of transit, walking, and biking, including options like shared and on-street parking.

Public Spaces & Environment

- Create Public Spaces: Enhance open spaces and streetscapes to support multi-generational activities and reinforce the subarea's identity as a key gateway to Mill Creek.
- Improve Streetscapes: Build a multi-modal network of tree-lined streets, sidewalks, and bike paths that connect to the North Creek Trail, Town Center, and surrounding neighborhoods.
- Protect the Environment: Implement a well-designed stormwater system to improve water quality and enhance local fish and wildlife habitats.
- Add New Amenities: Create an active area around the city pond, and develop new public spaces such as festival streets, plazas, and the Mill Creek Commons.

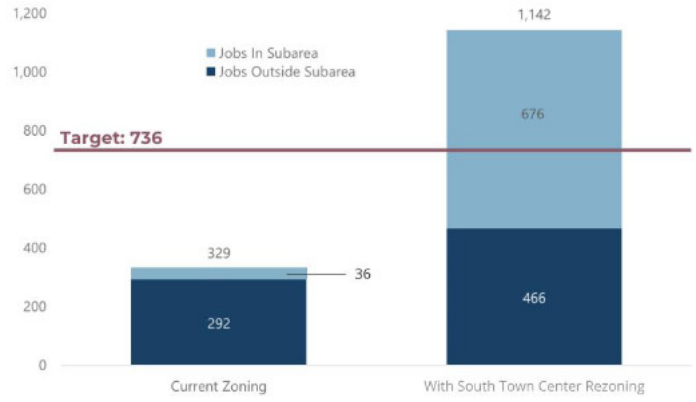
Overall Growth & Strategy

- Meet Growth Targets: Use future redevelopment opportunities in the subarea to fulfill most of the population, housing, and employment goals set for Mill Creek by Snohomish County.

COMPREHENSIVE PLAN ESTIMATED GROWTH SCENARIO

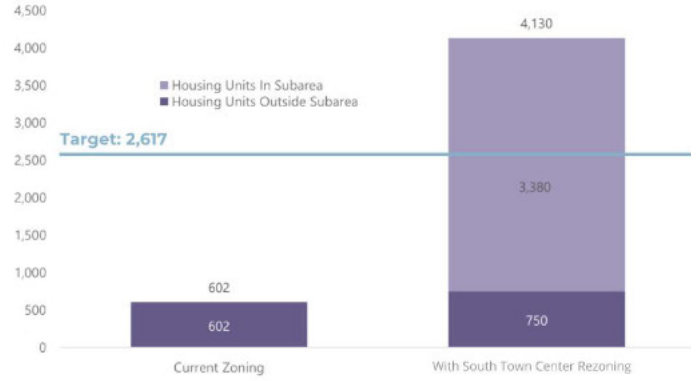
The Comprehensive Plan assumed that the area would redevelop at a density similar to that of other podium mixed-use developments in the Puget Sound region. To account for market factors, we applied an additional 10% reduction factor, bringing the total market reduction to 35%. You can see the new housing and job density numbers, along with the updated acreage and reduction factors, in Figures XX.

FIGURE 19.
Net New Job Capacity in Mill Creek, 2020-2044



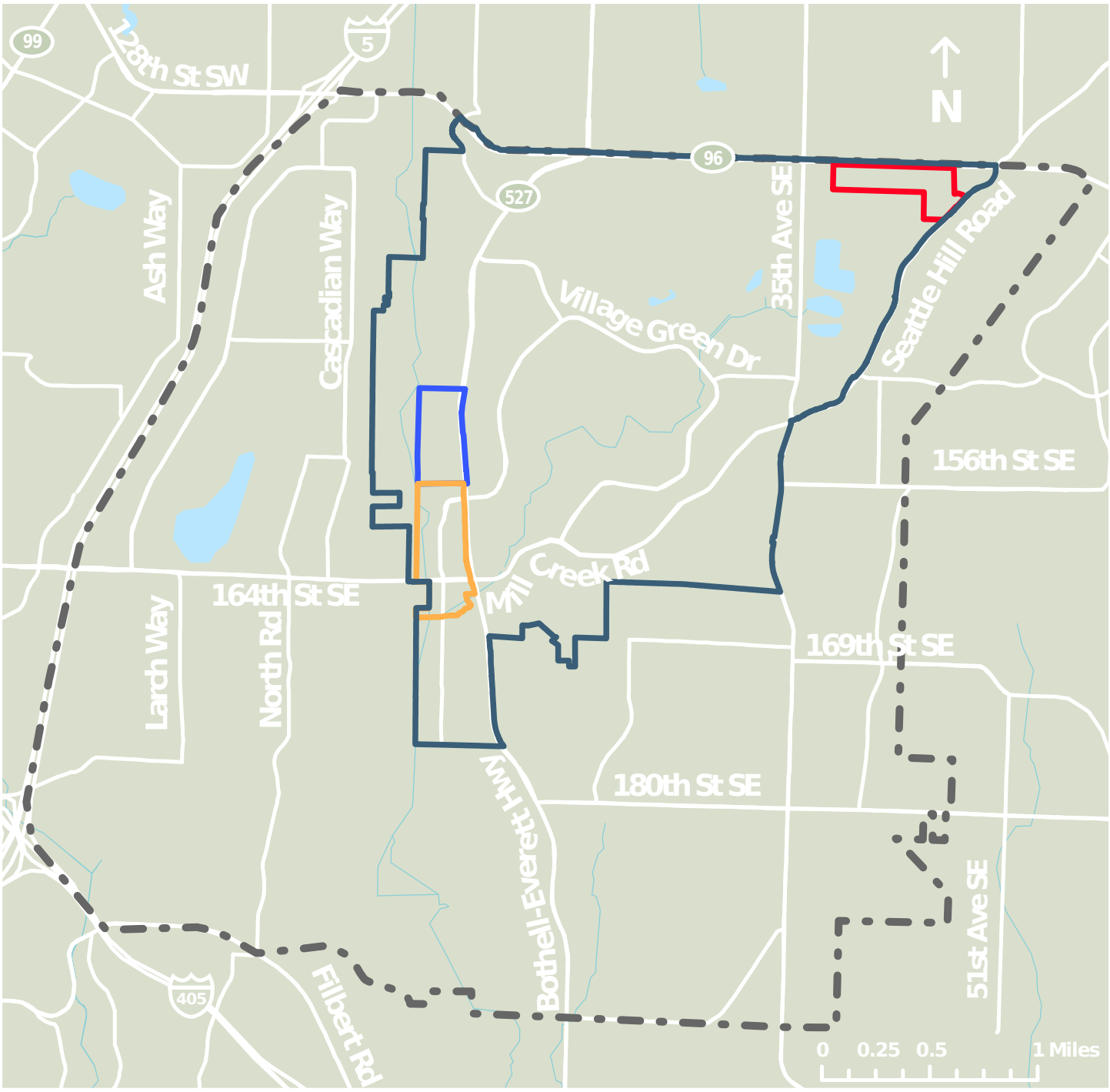
Source: City of Mill Creek, CoStar, Urban Footprint, Snohomish County, Leland Consulting Group

FIGURE 18.
Net New Housing Unit Capacity in Mill Creek, 2020-2044

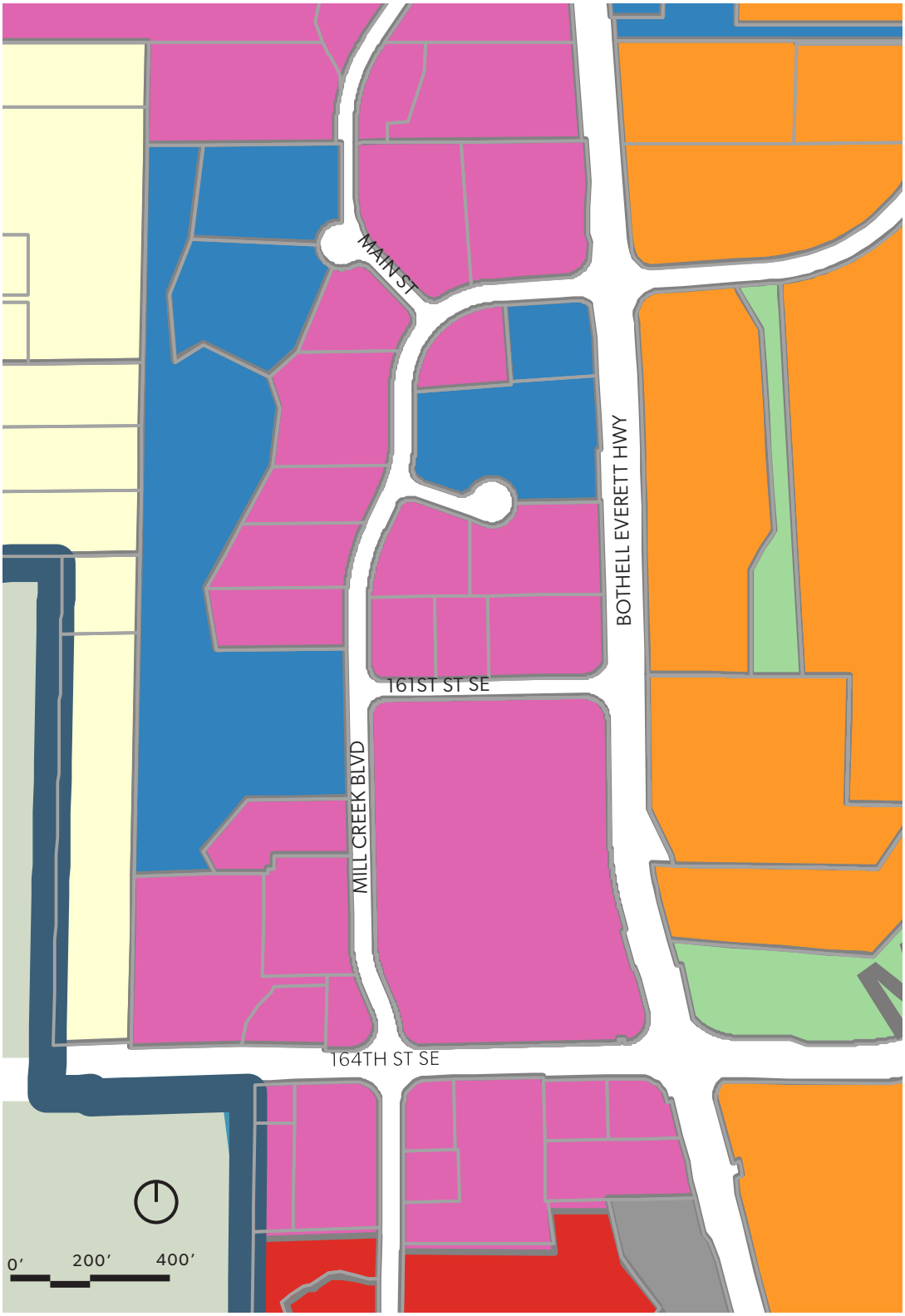


Source: City of Mill Creek, CoStar, Urban Footprint, Snohomish County, Leland Consulting Group

CITY LIMITS AND SUBAREAS MAP



2025 COMPREHENSIVE PLAN LAND USE MAP



LEGEND

	PROJECT BOUNDARY
	PARCEL LINES
	MILL CREEK CITY LIMITS
	URBAN CENTER
	PUBLIC & QUASI-PUBLIC
	COMMUNITY BUSINESS
	HIGH DENSITY RESIDENTIAL
	OPEN SPACE - PRIVATE
	LOW DENSITY RESIDENTIAL
	BUSINESS AND INDUSTRIAL PARK

EXISTING ZONING SUMMARY

TOWN CENTER OVERVIEW

All of the parcels within the subarea where recently changed to the Town Center Zoning Classification, following the 2024 Comprehensive Plan and Code updates. A summary of the zoning regulations are provided below. Parking requirements vary based on the type of land use. For example, the amount of parking needed for a retail store is different from what's required for an office building or a factory.

The purpose of the Town Center (TC) Zone is to create a vibrant, pedestrian-oriented urban environment in the Mill Creek Town Center and South Town Center subareas. Development in this zone must follow a master development plan that includes specific design and land use guidelines. The existing Town Center zoning code generally divers to a required developer masterplan and development agreement to define the actual building placement, scale, and character of proposed new development. Where appropriate, the Subarea and associated Design Guidelines should seek to more clearly define development regulations that will support a unified neighborhood character, consistent with community feedback. Some existing development regulations that may inhibit development and may want to be reconsidered are the existing open space and parking standards.

ZONING: TOWN CENTER (TWNC)
CHAPTER 17.21 TOWN CENTER (TC) ZONE

17.21.020. MASTER DEVELOPMENT PLAN REQUIRED
Development in this district requires approval of a master development plan that shall include a binding site plan, design guidelines, parcel map if future subdivision is contemplated, and, if applicable, a development agreement between the owner and the city setting forth conditions for development.

17.21.130 USES
The TC Zone is designed for a mix of residential, commercial, institutional, and public uses, with a focus on creating a lively, walkable community.
Principal Uses:

- Residential: Single-family, two-unit, and multi-unit dwellings.
- Commercial: A wide range of retail, professional offices, medical facilities, restaurants, hotels, and entertainment venues.
- Institutional/Public: Places of worship, schools, libraries, community centers, and museums.
- Other: Live/work units, transitional housing, and emergency housing.

17.21.050 PROJECT DESIGN
The design, layout and distribution of uses on elements such as buildings, landscaping, parking areas, signs, open space, public areas, and streetscapes shall comply with the approved master development plan and adopted design guidelines. Proposed elements shall be reviewed and approved by the design review board in accordance with Chapter

17.21.060 MAXIMUM RESIDENTIAL DENSITY

- No Limit

17.21.070 MAXIMUM HEIGHT

- Nonresidential: Four Stories, 50 feet
- Residential: Five Stories, 60 feet

17.21.080 SETBACKS

- None identified, to be determined through design guidelines and other regulations

17.21.085 STREETSCAPE AND ROADWAY BUFFER/CUTTING PRESERVES

- 35 feet wide for non-residential properties and 50 feet wide for residential properties that are next to arterial streets.

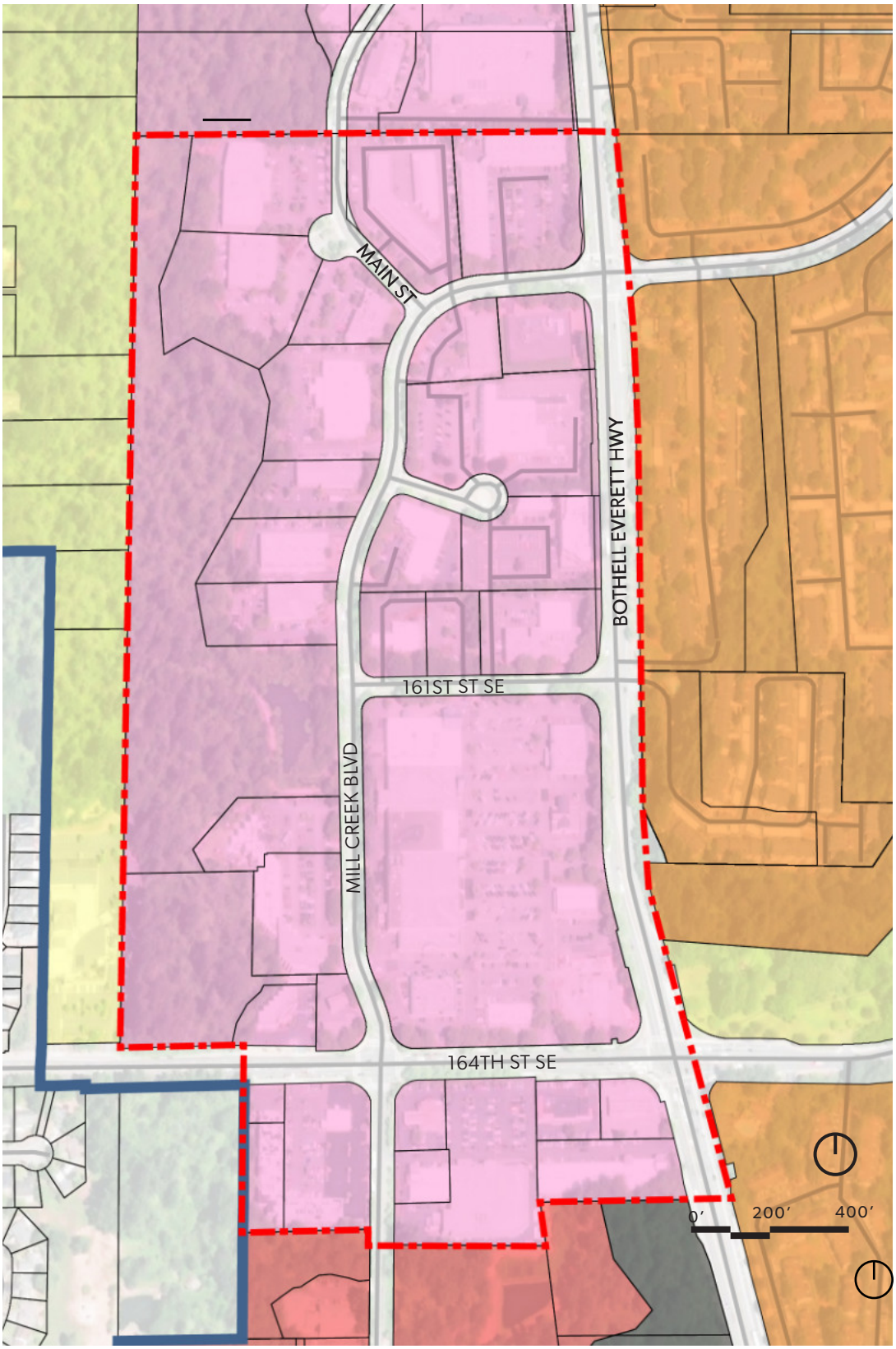
17.21.100 RECOUPMENT OF COSTS
Developers may be required to pay for or help fund improvements to public facilities that are needed because of their project.

17.22.060 OPEN SPACE AND RECREATION FACILITIES
250 square feet per dwelling unit in multi-unit dwelling developments without individual yards.

17.27.050/60 PARKING REQUIREMENTS

- Retail: 1 per 250 Sq Ft
- Restaurant: 1 per 200 Sq Ft
- Office: 1 per 400 - 800 Sq Ft
- Multi-Unit Residential: 1 - 2.5 per unit

ZONING MAP - ALLOWABLE HEIGHTS



LEGEND

- Project Boundary
- Parcel lines
- **TC - Town Center**
  - 50' (4 stories) - Non- residential
  - 60' (5 stories) Residential
- **CB - Community Business**
  - 40'
- **HDR - High Density Residential**
  - 50'
- **NR - Neighborhood Residential**
  - 35'
- **BP - Business and Industrial park**
  - 50'

EXISTING DEVELOPMENT CHARACTER AND FORM

DEVELOPMENT CHARACTER

The subarea is dominated by auto-oriented suburban design characterized by large surface parking lots fronting streets and separating buildings from the public pedestrian realm. The subarea is dominated by auto-oriented suburban design characterized by large surface parking lots fronting streets and separating buildings from the public pedestrian realm. The existing subarea can generally be considered as seven areas or superblock for ease of analysis:

- North Creek North Block - this area is located north of the existing pond and bounded by North Creek and the Main St / Mill Creek Boulevard corridor. Existing developments generally include office uses, including the existing City Hall Campus.
- **North Creek North Block -** located north of the existing pond and bounded by North Creek and the Main St / Mill Creek Boulevard corridor. Existing developments generally include office uses, including the existing City Hall Campus.
- **North Creek South Block –** located south of the existing pond and includes a mix of commercial and office uses. The west side is bounded by North Creek while the east and west sides have frontage on Mill Creek Boulevard and 164th St SE.
- **Northeast Block –** is located east of Main Street and north of Mill Creek after it curves and goes east towards 527. Maple Leaf Square is on this block, and includes a medical office, convenience retail and services, and restaurants. A set of buildings to the west of the 'Square' house light industrial uses such as building products, construction services, and copy services among other things.
- **Central Block –** the central block is located east of Mill Creek Boulevard and south of its bend, and north of 161st Place SE. It includes an electric substation that feeds power to the surrounding neighborhoods, and a USPS branch. The rest of the uses onsite are daycare, office, medical office, marine supply retail and a bank branch.
- **South Block –** The south block is the largest block and sits between 161st place SE, 164t Street SE, Mill Creek boulevard and Highway 527. Big-box retail is present here at the back of the property with a Safeway Grocery, Staples, and a Rite Aid Pharmacy. Smaller retail pads pepper the rest of the perimeter, with convenience retail, small medical, banking and fast-food restaurants. The prime southeast corner is taken by a McDonald's.
- **9th Ave West –** is located south of 164th Street SE and west of 9th Avenue SE, and includes a healthcare clinic, restaurants, and a bank branch.
- **9th Ave East -** is located south of 164th Street SE and between 9th Avenue SE and highway 527 and is known as Mill Creek Square. The back of the site includes a large grocery space (QFC), restaurant, convenience retail, and along 164th – automotive retailer, and a gas station at the prime corner.

Buildings generally range from one to three floors in height and include a wide range of materials and character. Aside from Mill Creek Square most of the buildings have not received recent significant facade renovations. This has led to some underutilized properties and vacancies, suggesting potential for redevelopment. QFC has recently announced the decision to vacate its existing location at the south end of the Subarea. This change has been attributed to a national grocery industry consolidation and not to conditions specific to the Subarea.

Despite having several civic buildings, including Mill Creek City Hall, there is a lack of public open spaces. The main exception is the North Creek Trail, a regional trail that runs through the subarea west of City Hall and is currently being improved further south. The trail includes two existing access points within the Subarea.

EXISTING STREETSCAPE

The streetscapes in the subarea typically are concrete sidewalks or asphalt paths that run directly alongside the road. Many areas lack a planting strip or street furnishing zone separating pedestrians from traffic. While the roadways are lined with tall streetlights, there is no human-scale pedestrian lighting. Unlike the Town Center to the North, almost no streetscape furnishings are found in the subarea. The community has expressed a desire for Mill Creek Boulevard to have a similar look and feel to the Town Center's Main Street. This would include complete multi-modal streets, with generous sidewalks, site furniture and planting, pedestrian-scale lighting, curb bulbs at intersections, raised crosswalks and lined with trees. They want the boulevard to function primarily as a local access road for businesses, not as a major arterial and cut-through route from 164th Street SE to the Bothell Everett Highway.

PARKING

Reflective of the car-oriented suburban development, most buildings in the subarea are set back from the street, with parking lots located in the front. There is ample parking in the subarea, with approximately 2,100 spaces available in surface lots. Currently, no businesses have parking garages, though structured parking does occur in the Town Center to the north.

EXISTING SUBAREA PLAN DIAGRAM

PARCELS - AREA OWNERSHIP AND USE

CURRENT OWNERSHIP AND USES

The existing land uses within the South Town Center generally focus on auto-focused commercial retail and office uses. The subarea includes two large full-service grocery stores (Safeway and QFC), in addition to the Town and County Market located immediately north of the subarea boundary. The western boundary is defined by North Creek natural area and associated wetlands. The corner of Mill Creek Blvd and Bothell Everett Hwy is occupied by a large electrical substation. Major tenants include:

- The City of Mill Creek
- U.S. Post Office
- Washington Department of Fish and Wildlife Office
- Mill Creek Plaza retail center, including:
    - RiteAid
    - Staples
    - Safeway
    - And other retail and fast casual restaurants
- Mill Creek Square Retail Center
- And a variety of other businesses and services/offices (see Table)

Surrounding Land Uses

The Subarea is surrounded by mostly compatible land uses with the existing Town Center to the North being the most prominent and influential to the Subarea. The City of Mill Creek plans to extend the vibrant feel and function of Town Center south into the South Town Center Subarea. Surrounding land uses include:

Mill Creek Town Center - Located just north of the subarea, Mill Creek Town Center is a bustling commercial hub with over 80 businesses, including retail stores, restaurants, and various services. The Town Center is also a center for community events, hosting parades, summer art walks, and other cultural activities throughout the year.

Adjacent Residential Areas

- Medium-Density Residential: East of the subarea, as well as within and north of Town Center, you'll find apartments and condominiums, some of which are along the Bothell Everett Highway. Some of these communities are next to the Mill Creek Nature Private Reserve, which features a public nature trail.
- Low-Density Residential: Single-family neighborhoods are situated to the west of the subarea, across North Creek. More single-family homes are also located to the east on the hillside, interspersed by the Mill Creek Country Club and its golf course.

9th Avenue SE Corridor - South of the subarea, the 9th Avenue SE corridor extends through commercially zoned parcels. This corridor provides direct access to North Creek Park and its extensive network of trails and boardwalks.

PARCELS - AREA OWNERSHIP AND USE

PARCELS SUMMARY

MAP #	PARCEL ID	GIS SQ FT	GIS ACRES	OWNER NAME	PARCEL ADDRESS
1	689100001700	110,566.40	2.54	MAPLE LEAD SQUARE LLC	15704 MILL CREEK BLVD
2	689100001600	94,524.60	2.17	MC COMMERCIAL TRADE CENTER LLC	15712 MILL CREEK BLVD
3	689100001500	90,316.86	2.07	MILL CREEK CITY OF	15720 MAIN ST
4	689100001400	107,436.44	2.47	MILL CREEK CITY OF	15728 MAIN ST
5	689100001300	45,719.05	1.05	MCC LLC	15808 MILL CREEK BLVD
6	689100001100	86,375.86	1.98	GAHC4 MILL CREEK WA MOB LLC	15906 MILL CREEK BLVD
7	689100001000	44,938.62	1.03	MC CENTER LLC	15928 MILL CREEK BLVD
8	689100000900	54,219.42	1.24	FERNANDEZ VICTOR / SARAH	16000 MILL CREEK BLVD
9	689100000800	54,929.01	1.26	STATE OF WASH	16018 MILL CREEK BLVD
10	689100001800	43,060.19	0.99	PUD #1 OF SNO CO	N/A
11	689100001900	39,588.50	0.91	KCP RE LLC	15711 MILL CREEK BLVD
12	689100002000	132,364.27	3.04	US POSTAL SERVICE	15833 MILL CREEK BLVD
13	689100002200	73,928.65	1.7	K3BC PROPERTIES LLC	16000 BOTHELL-EVERETT HWY
14	689100002300	51,708.63	1.19	MATAND ASSOCIATES LLC	16001 MILL CREEK BLVD SE
15	689100002400	35,366.35	0.81	BANK OF AMERICA	911 161ST ST SE
16	689100002500	29,198.31	0.67	BANK OF AMERICA	911 161ST ST SE
17	689100002600	62,712.92	1.44	CASCADE INVESTMENT NW LLC	16030 BOTHELL EVERETT HWY
18	689100000600	505,869.78	11.61	MILL CREEK CITY OF	N/A
19	1144200000200	52,733.94	1.21	SOUTHEAST INVESTMENT GROUP #2 LLC	16300 MILL CREEK BLVD
20	1144200000100	68,662.03	1.58	SOUTHEAST INVESTMENT GROUP #2 LLC	16300 MILL CREEK BLVD
21	689100000100	547,549.20	12.57	PANOS PROPERTIES LLC	16212 BOTHELL EVERETT HWY
22	689100000200	20,834.23	0.48	IVANOV MILL CREEK LLC	16320 MILL CREEK BLVD
23	27050600302600	28,591.28	0.66	PA MCB LLC	805 164TH ST SE
24	27050600302500	147,190.53	3.38	N CREEK PRESBYTERIAN CHURCH	N/A
25	509600100101	10,142.86	0.23	NWCC VILLAGE BY THE CREEK LLC	N/A
26	509600100102	28,263.47	0.65	NWCC VILLAGE BY THE CREEL LLC	800 164TH ST SE
27	509600100103	81,051.24	1.86	NWCC VILLAGE BY THE CREEK LLC	800 164TH ST SE
28	731100000300	22,275.71	0.51	JPMORGAN CHASE BANK NA	910 164TH ST SE
29	731100000100	18,618.94	0.43	WESTERN REALTY HOLDINGS LP	914 164TH ST SE
30	731100000200	111,837.58	2.57	WESTERN REALTY HOLDINGS	926 164TH ST SE
31	731100000400	24,793.77	0.57	BFS RETAIL & COMMERCIAL OPERATIONS	1012 164TH ST SE
32	731100000500	24,261.58	0.56	THE PURE DOVE PETRO LLC	1026 164TH ST SE
33	731100000600	56,921.48	1.31	WESTERN REALTY HOLDINGS LP	1018 164TH ST SE
		Total Parcel Acres	**66.74**		
		Total Developable Acres	**50.76**		
		Total Subarea Boundary	**81.44**		

Note: Developable Acres excludes Parcels 10, 18, and 24 that are fully occcupied by critical areas or utilities.

EXISTING TRANSIT SERVICES AND FACILITIES

EXISTING TRANSIT

Public transit in the subarea is operated by Community Transit, the main provider for Snohomish County. The area has a variety of services, including local routes, a commuter route, and bus rapid transit (BRT). Local buses run along 164th Street SE and the Bothell Everett Highway (State Route 527). Community Transit's Swift Green Line offers high-capacity bus rapid transit service on the Bothell Everett Highway. The recently opened Swift Orange Line also serves the area with stops at the intersection of 164th Street SE and Mill Creek Boulevard, as well as along the Bothell Everett Highway. This new line connects with Sound Transit's Link light rail system at Lynnwood City Center Station, providing access to major regional destinations.

Swift Green Line – The Green Lines runs along the Bothell Everett Highway. It connects the Canyon Park and Ride in the south to the Seaway Transit Center in Everett. During peak hours, buses run every 15 minutes, offering multiple regional connections at Canyon Park.

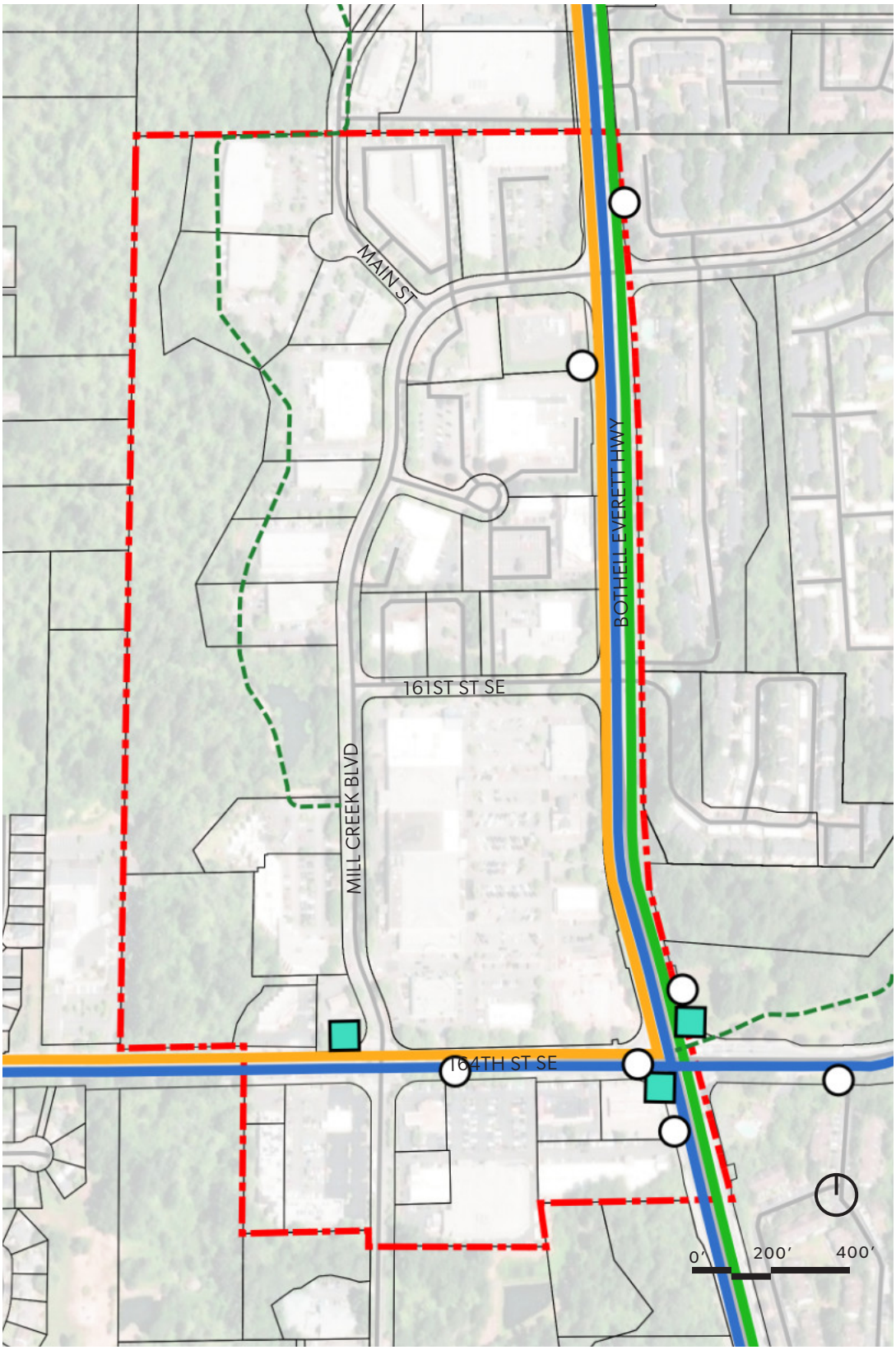
Swift Orange Line – Opened in early 2024, the Orange Line runs through the subarea from Edmonds College in Lynnwood to the McCollum Park and Ride. This line provides access to the new Link light rail system at the Lynnwood City Center Station, which opened in August 2024.

Bus Route 435 - This is a commuter route that connects Mill Creek to Downtown Seattle. It operates exclusively during peak commuting hours.

Local Bus Routes (105, 115, 116) - These routes run all day and serve a wider variety of destinations than the commuter route, though with less frequency than the BRT lines.

- **Route 105:** Connects Mariner Park and Ride in Everett to Bothell.
- **Route 115:** Travels between McCollum Park and Ride and the Aurora Village Transit Center.
- **Route 116:** Provides service from the Edmonds Ferry Terminal to Silver Firs.

EXISTING TRANSIT SERVICES AND FACILITIES



LEGEND

- Project Boundary
- Parcel lines
- Transit Route
- Swift Orange Line
- Swift Green Line
- Multi Use Path
- Transit Stop
- Swift Stop

EXISTING STREET NETWORK

STREET NETWORK

The subarea sits at the junction of two major roads: Bothell Everett Highway (State Route 527) and 164th Street SE. Mill Creek Boulevard bisects the site crossing Route 527 near the northwest boundary, traveling south to become 9th Avenue SE, providing access to North Creek Park. Main Street extend north from Mill Creek Blvd, bisecting the northern area of the site and connecting to the Mill Creek Town Center. Minor internal streets include 161st Street SE which terminates across Route 527 and 159th Place SE which dead-ends into an internal cul-de-sac. Signalization is provided at the intersections of Mill Creek Boulevard with Bothell Everett Highway and with 164th Street SE, as well as at Bothell Everett Highway and 164th Street SE. Reference Figure

Bothell Everett Highway - State Route 527, also known as the Bothell Everett Highway, is a four-lane road with a center median for left turns. It's a major traffic artery that defines the eastern edge of the Subarea, stretching from Bothell in the south to Everett in the north. The highway provides access to local retail, commercial, and office businesses, as well as to Town Center and other destinations in Mill Creek.

9th Avenue SE - South of 164th Street SE, Mill Creek Boulevard changes to 9th Avenue SE. It provides access to businesses, including manufacturing and commercial sites, before terminating at North Creek Park. The park features a system of trails and boardwalks that are part of the larger North Creek Trail system. The initial section of 9th Avenue SE has two lanes for traffic and a center median for left turns. As it leaves the subarea to the south, the road narrows to two lanes without a median.

Mill Creek Boulevard - Mill Creek Boulevard is currently a two-lane road with a center median for left turns into businesses and at the intersection with Main Street. While there is space for parallel parking on both sides, these parking areas aren't marked for the entire length of the road. As you approach the Bothell Everett Highway, an additional lane is added to create two left-turn lanes. Although sidewalks are present along parts of the boulevard, there are some gaps along with areas missing any separation from the drive lanes.

Main Street – Main Street, is the spine of Mill Creek Town Center, terminating at
Mill Creek Boulevard in the subarea's northern section. It provides two traffic lanes and continuous sidewalks on both sides. While generous sidewalks, street parking, and pedestrian amenities are provided along Main Street in the Town Center, it takes on a more utilitarian form in the subarea with narrower sidewalks fronting largely surface parking.

164th Street SE - is a primary arterial between Mill Creek and Interstate 5 to the west. This five-lane road includes two travel lanes per direction and a central left-turn lane. Heading east from the subarea, it becomes Mill Creek Road and then Seattle Hill Road continues uphill.

161st Street SE - 161st Street SE connects Mill Creek Boulevard and Bothell Everett Highway. It runs through the middle of the subarea, breaking up two large blocks of development. This road has three lanes: two for traffic and a center turn lane for accessing driveways.

159th Place SE - is a two-lane cul-de-sac that branches off Mill Creek Boulevard. It provides access to several office buildings and the post office.

Pedestrian and Bicycle Facilities

Sidewalks are present on most streets in the area, but there are several gaps. The current sidewalks are typically only five feet, and many locations lack any physical separation (planting strip) from vehicle circulation. Although narrow, both Main Street and 161st Street SE have continuous, protected sidewalks.

Sidewalks along the busy Bothell Everett Highway corridor are right next to the curb with no protection. This can make pedestrians feel vulnerable due to the high volume of traffic and higher speeds. This highway is also where bus rapid transit stops are located for the existing Green and Orange Line.

Overall, the area's development is very car-oriented, with large blocks and few connecting streets. Improvements to the pedestrian network are needed to better connect people to businesses, services, and public transit. These upgrades could be funded by the city as capital projects or as part of future redevelopment.

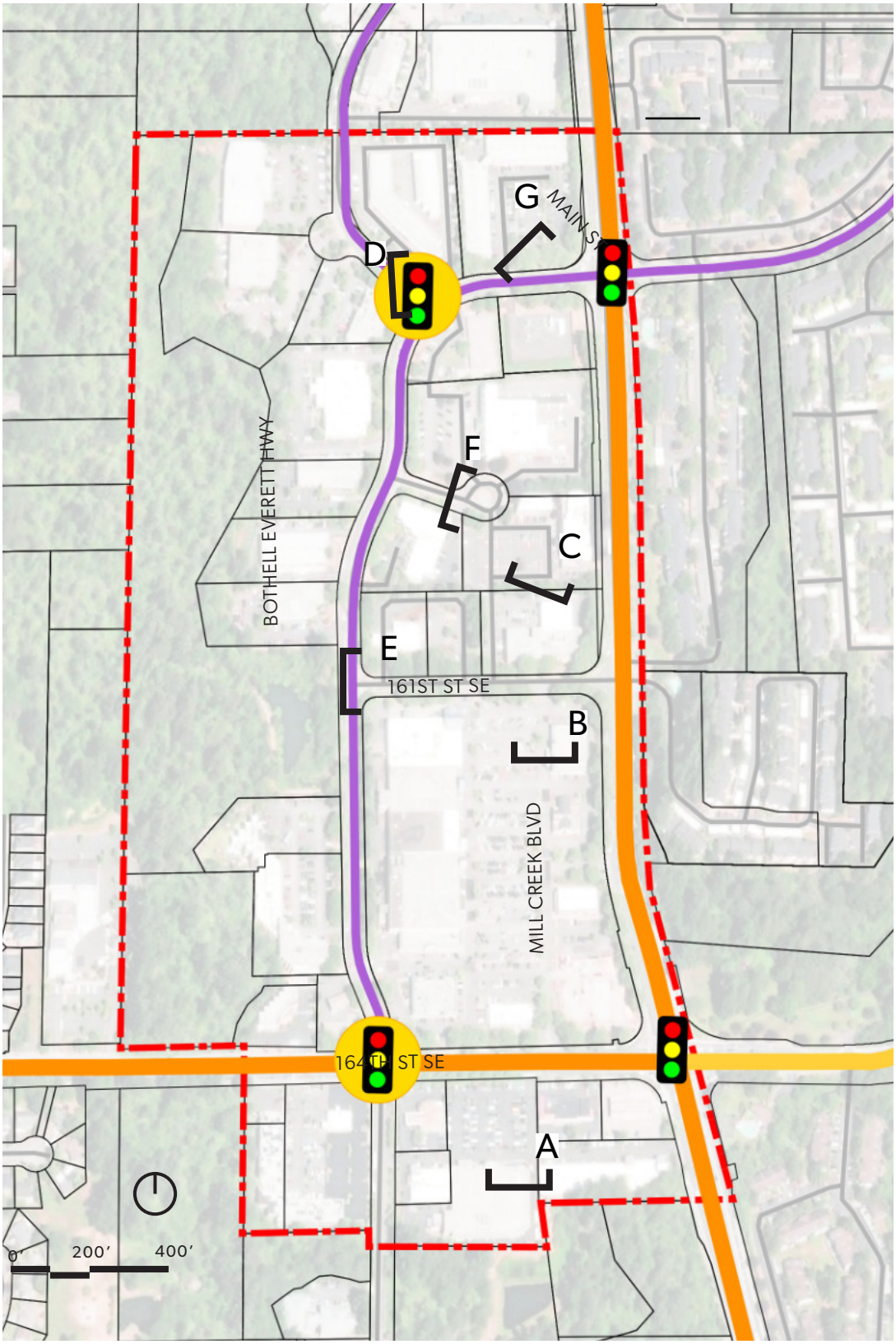
Currently, dedicated bike lanes are available on 164th Street SE and the Bothell Everett Highway, but not on Mill Creek Boulevard or Main Street.

Experienced and commuting cyclists might prefer to ride in the traffic lanes on Main Street due to its slow-moving traffic. The same could be true for Mill Creek Boulevard if it continues to function as a local collector street. For slower cyclists or children, the North Creek Trail is a good alternative, though some might also use sidewalks.

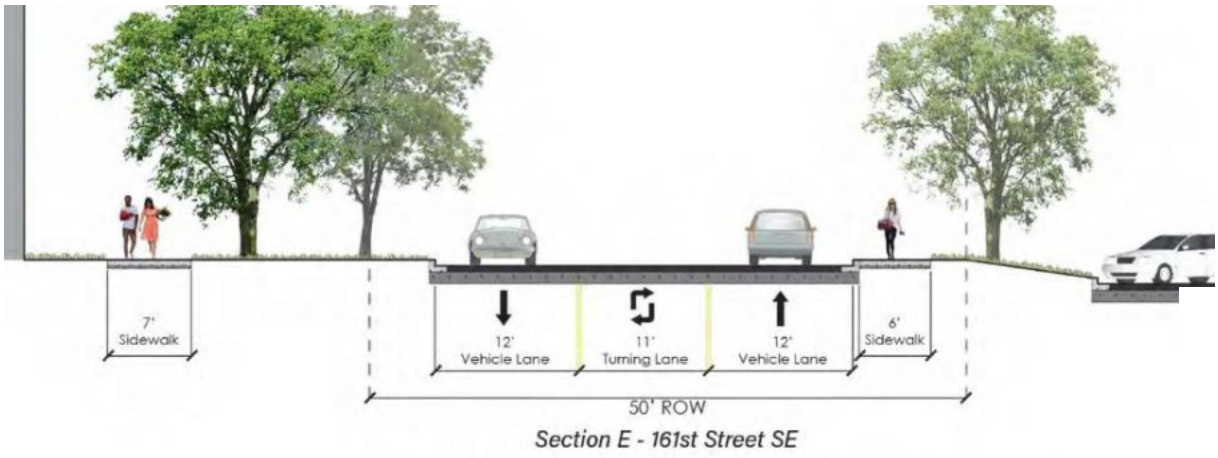
EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

LEGEND

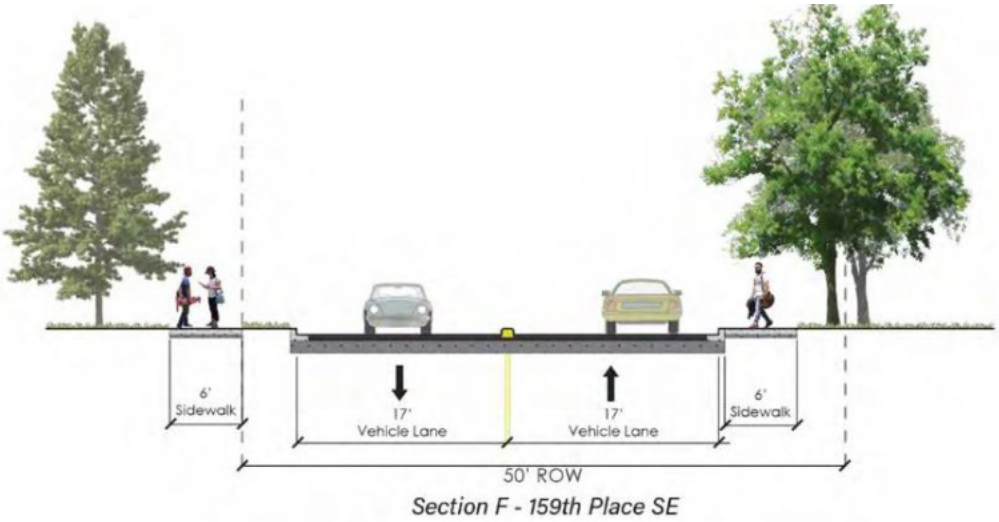
- Project Boundary
- Parcel lines
- Major Arterial
- Minor Arterial
- Collector
- Mill Creek Traffic Signal
- WSDOT Traffic Signal
- Roadway Section Mark



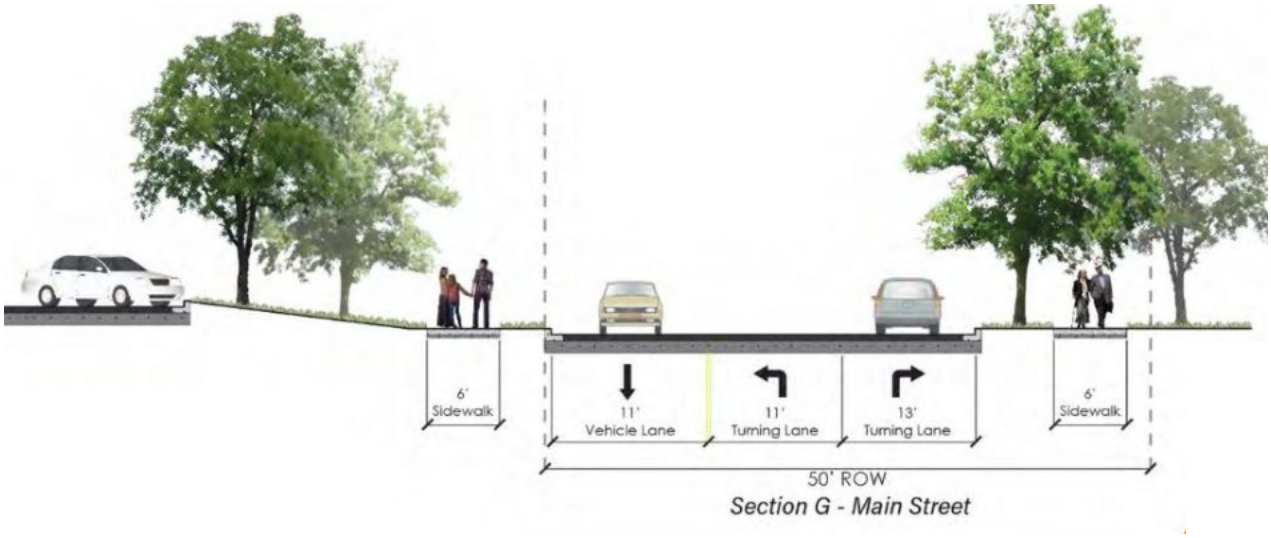
EXISTING ROADWAY CROSS SECTION



Source: June 2022 Mill Creek Boulevard Subarea Plan



Source: June 2022 Mill Creek Boulevard Subarea Plan

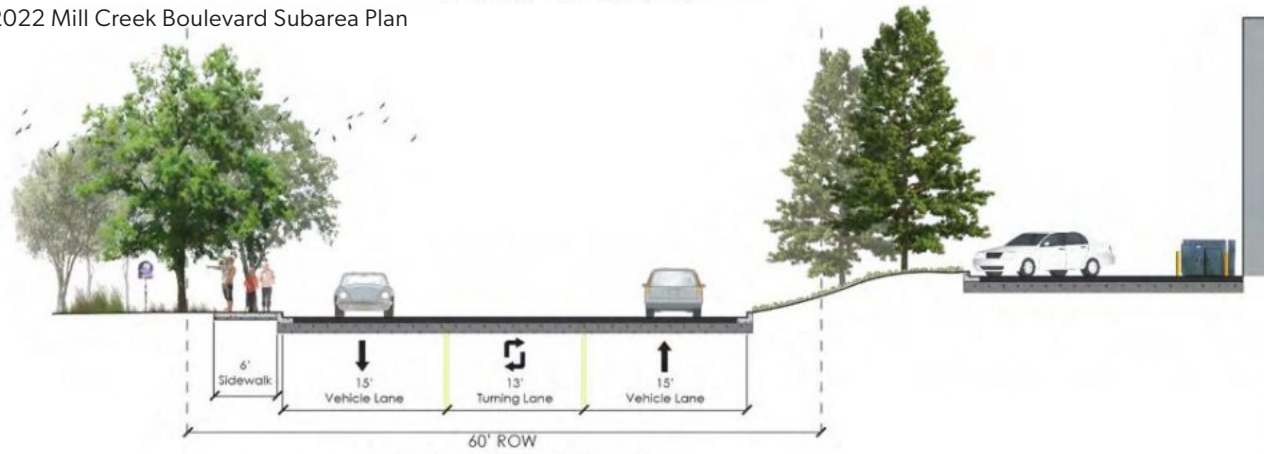


Source: June 2022 Mill Creek Boulevard Subarea Plan

EXISTING ROADWAY CROSS SECTION

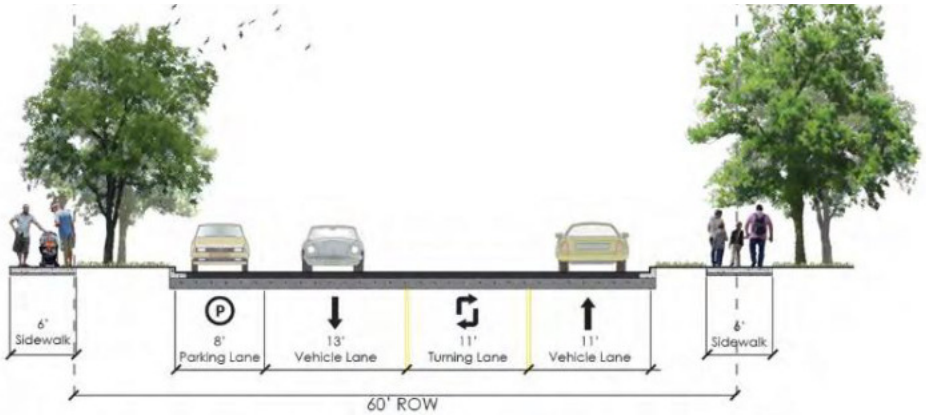
Section A - 9th Avenue SE

Source: June 2022 Mill Creek Boulevard Subarea Plan



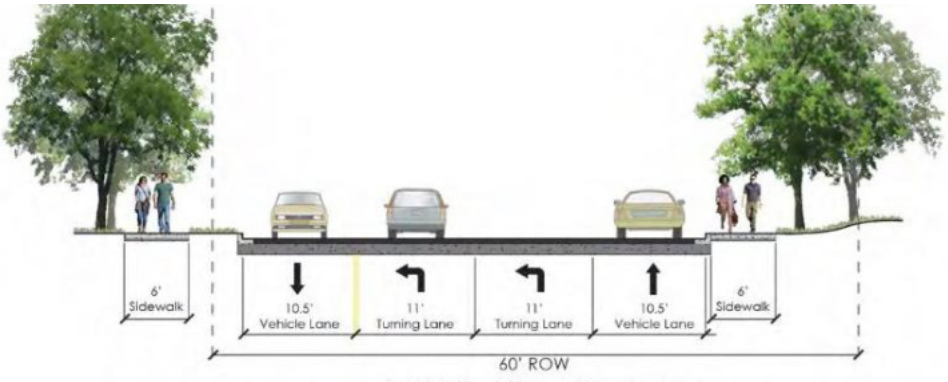
Section B - Mill Creek Boulevard

Source: June 2022 Mill Creek Boulevard Subarea Plan



Section C - Mill Creek Boulevard

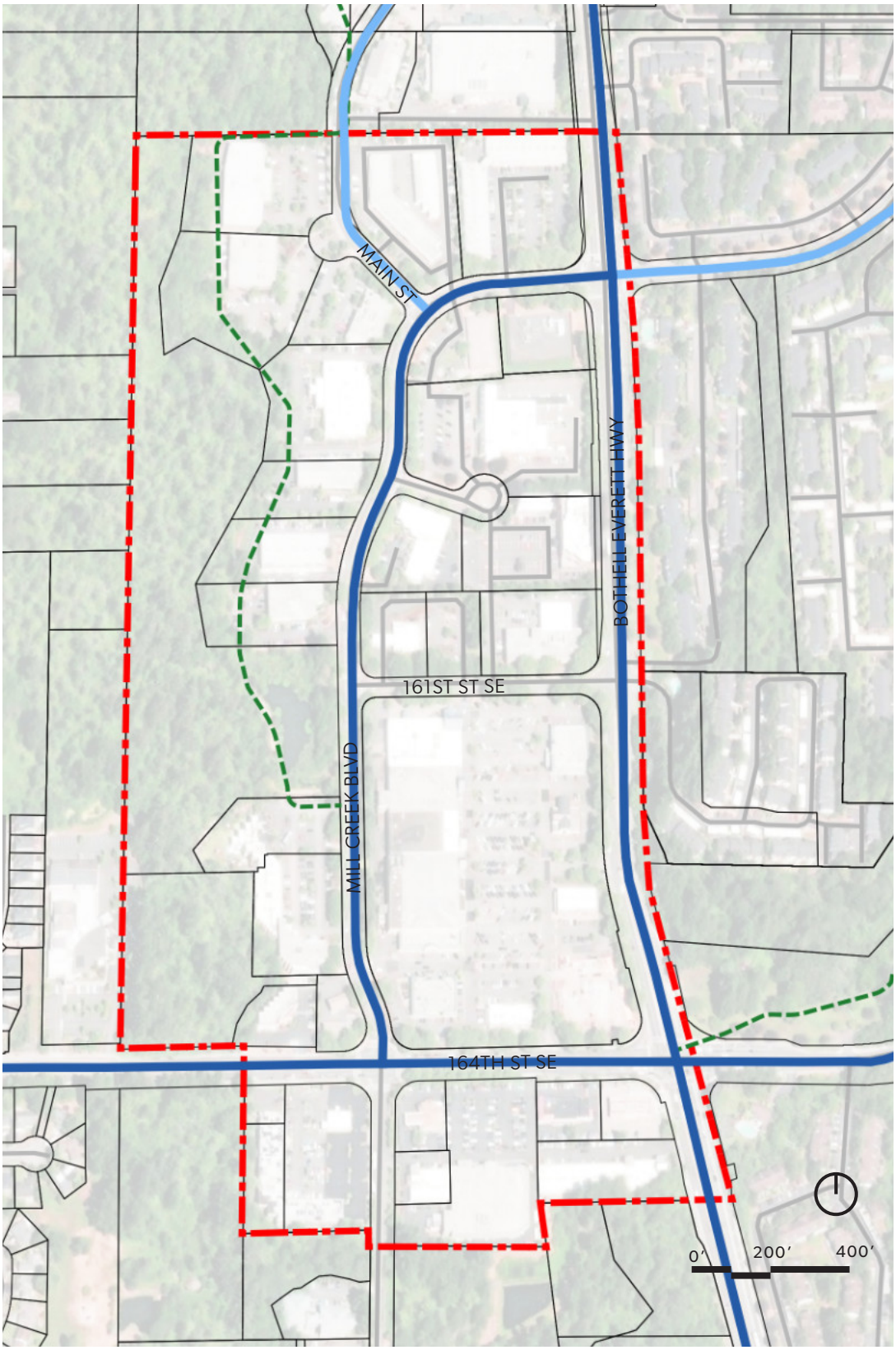
Source: June 2022 Mill Creek Boulevard Subarea Plan



Section D - Mill Creek Boulevard

Source: June 2022 Mill Creek Boulevard Subarea Plan

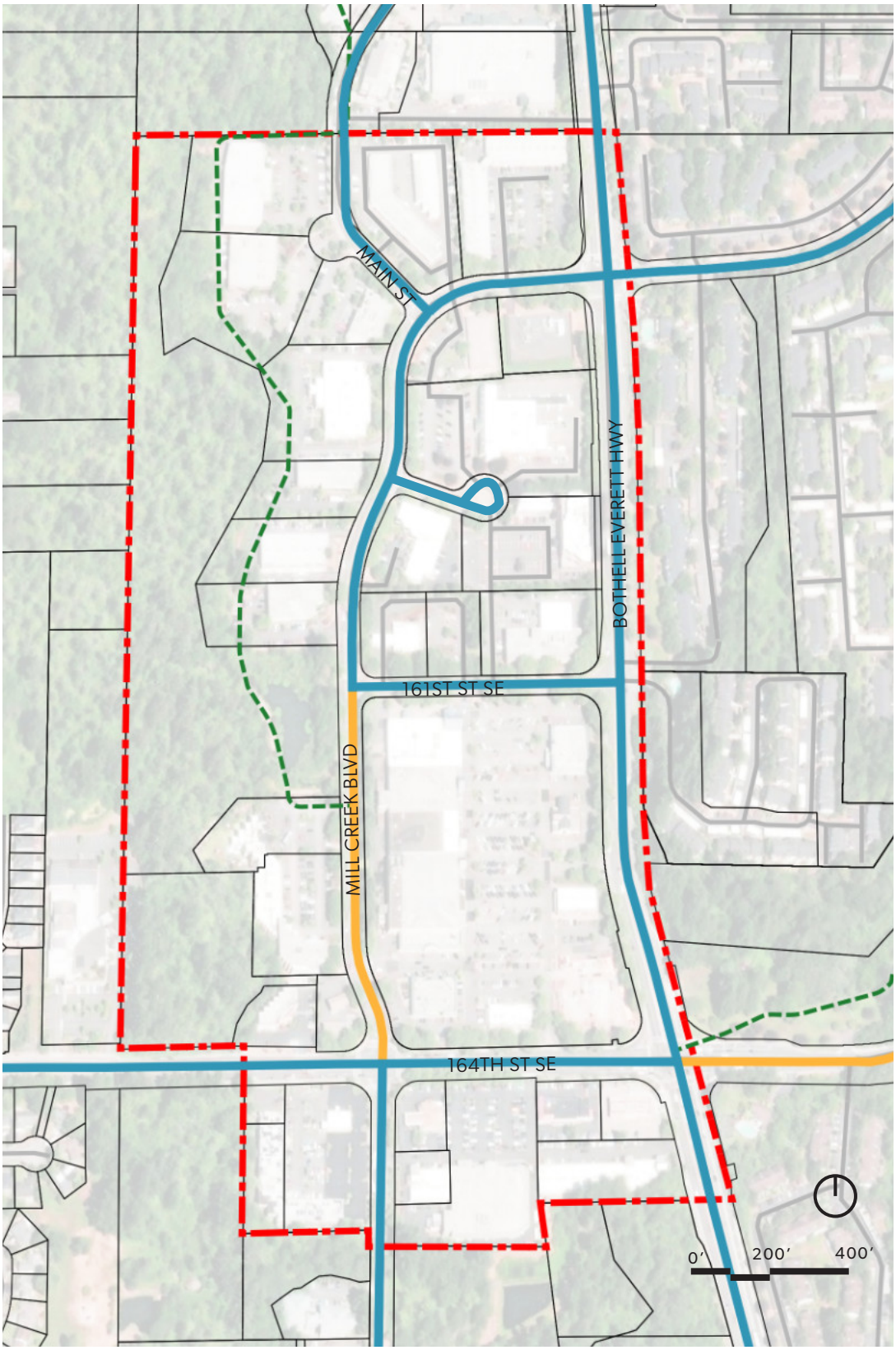
EXISTING AND PROPOSED PEDESTRIAN AND BICYCLE ROUTES



LEGEND

- Project Boundary
- Parcel lines
- Primary, On Street
- Secondary, On Street
- Multi-use Path

EXISTING SIDEWALKS AND TRAILS



LEGEND

- Project Boundary
- Parcel lines
- Both-Side Sidewalk
- One-Side Sidewalk
- Multi Use Path
- Ped Crossing

NATURAL ENVIRONMENT AND FEATURES

OPEN SPACE AND NATURAL AREAS

While there is no public park space within the Subarea Boundary, nearby green space includes the Private Mill Creek Nature Preserve to the east and the large Snohomish County North Creek Park to the South.

North Creek Park is an expansive wetland park featuring a rich and diverse ecosystem. The park's main attraction is an interpretive boardwalk trail that winds through the wetlands, offering excellent opportunities for bird watching and observing local wildlife. In addition to the boardwalk, the park has a playground, picnic shelters, and picnic tables. It's a popular destination for families, hikers, and nature lovers. The park also serves as a regional stormwater detention facility, highlighting its dual function for both public recreation and environmental management. It is also a key access point to the North Creek Trail, which is part of a larger regional trail system.

Outside the Creek Corridor and pond, vegetation in the Subarea mostly occurs at street frontages, and within parking landscaping. The most common trees in the area are London Plane tree, with other species like Norway maple, red maple, and Douglas fir also present. Some unique ornamental trees and riparian species like willow can be found near the pond. While these trees are expected to last for several more decades, some tree roots have lifted sidewalks. The city has ground down these uneven surfaces to prevent tripping, but they may need to study the issue and determine if soils, tree roots or concrete placement were at fault – and come up with a plan of action – which in the long term may bring more biodiversity to the subarea, and last for a longer period.

Trails

The three-mile North Creek Trail runs along the western edge of the subarea, connecting bicyclists and pedestrians with open spaces and local businesses. The subarea includes trail access near the northern boundary off Main St, and South of 161st St off Mill Creek Blvd. The trail is being extended south from North Creek Park as part of the North Creek Regional Trail project. This expansion will connect the Sammamish River/Burke-Gilman Trail with the Snohomish County Interurban Trail in Everett, creating a much larger regional trail system.

The Private Mill Creek Nature Preserve, and adjacent trail network is located immediately west of the subarea with access located off Mill Creek Boulevard, and near the intersection of Mill Creek Rd and Bothell Everett Highway.

North Creek

North Creek is a significant regional stream that runs along the eastern edge of the subarea. It flows from Everett to the Sammamish River and is a key focus for multiple habitat restoration projects in Mill Creek, Bothell, and other nearby areas. The creek collects a large amount of suburban runoff from Bothell, Mill Creek, and South Everett. It is also home to several species of salmon, Steelhead, and cutthroat trout. Eventually, the creek flows into the Sammamish River, passing through the University of Washington's North Creek Wetland Restoration Project. Adjacent creek wetlands and associated buffers greatly impacts development potential along the adjacent subarea properties.

In 2008, Mill Creek invested in a habitat restoration effort to improve a 2,500-foot section of the creek within city limits. This project involved placing large log structures to provide shelter for salmon and other fish, and to help stabilize the creek's banks and prevent erosion.

Topography

Topography is generally flat across existing subarea parcels and not a major influence on existing or future redevelopment. This is because the site is large, and the grade is not very perceptible – but there is about 50’ of grade change between the SW corner (Elevation +360’) and the NE corner (Elevation +310’) of the Subarea. Measured over the length of the Subarea, the slope averages less than 2%. The Watershed

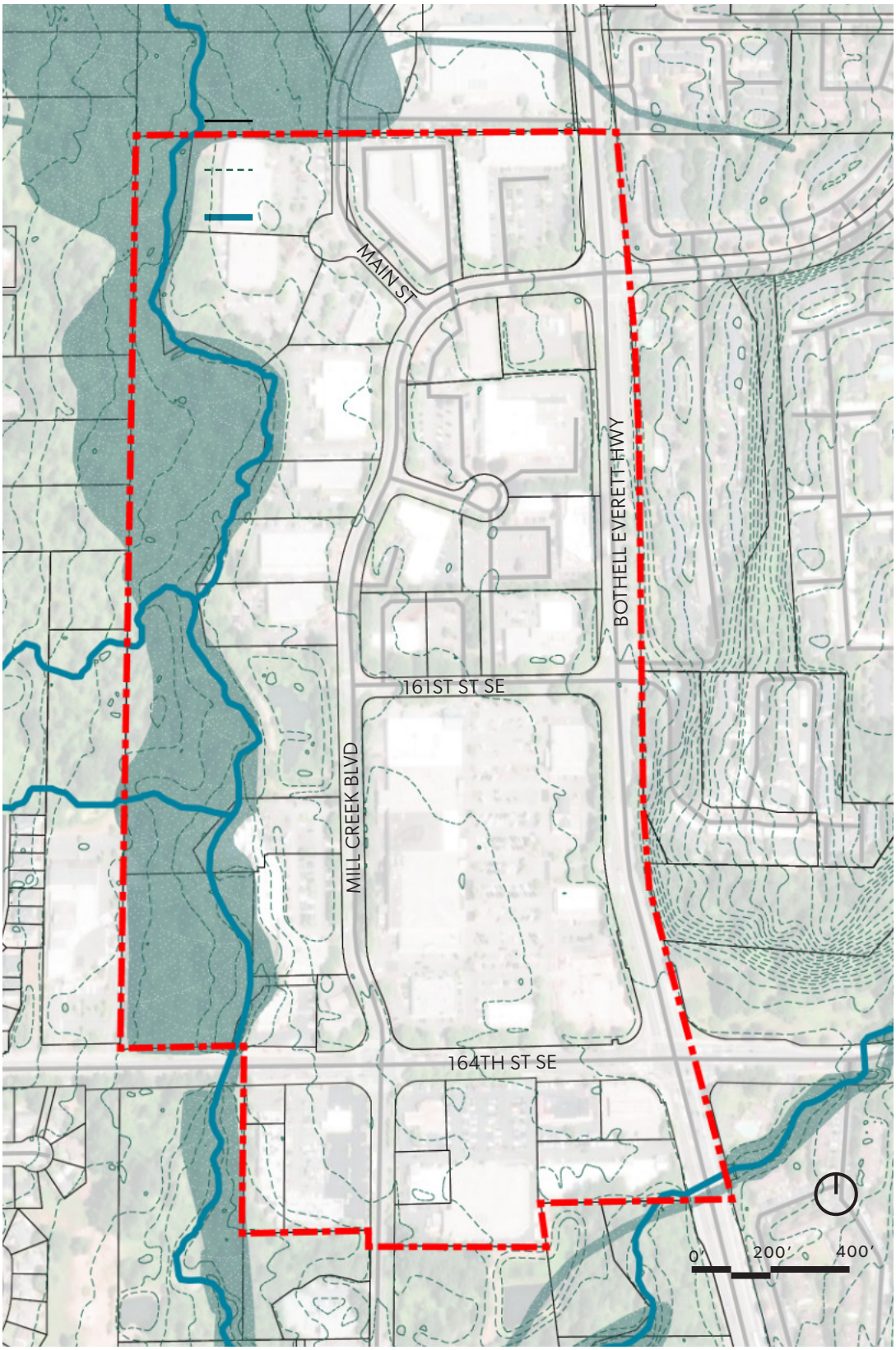
Mill Creek Festival and Street Fair
One of the largest annual events in Mill Creek is the Mill Creek Festival and Street Fair, held in the heart of the Subarea. The event utilizes a closed portion of Mill Creek Boulevard along with adjacent business parking lots. That said there is an abrupt grade change between Bothell Everett Hwy and the adjacent Subarea parcels, so visibility to the event is not ideal.

OPEN SPACE AND TREE CANOPY

LEGEND

- Project Boundary
- Parcel lines
- Creek / Waterway
- Multi-use Trail
- Tree Canopy
- Open Space
- Natural Area

EXISTING ENVIRONMENTAL/CRITICAL AREAS



LEGEND

- Project Boundary
- Parcel lines
- Topographical Contour Lines (5')
- Watercourses
- Wetlands

03
REDEVELOPMENT PLAN

REDEVELOPMENT PLAN OVERVIEW

SUBAREA REDEVELOPMENT PLAN PROPOSED 2044 VISION

The South Town Center Subarea is envisioned as a vibrant mixed-use urban center that extends the character of Mill Creek Town Center southward and creates new opportunities for housing, employment, shopping, recreation, and community life. Located directly south of the existing Town Center, the 82-acre subarea is bounded by SR 527 to the east, 164th Street SE to the south, and the North Creek corridor to the west. Approximately 52 acres are identified as available for redevelopment, with the remaining area associated with the North Creek natural area and roadway right-of-way.

The Redevelopment Plan provides a flexible long-term framework rather than identifying specific development projects. Future redevelopment will be guided by standards for building height, open space, street types, frontage placement, architectural character, landscape, parking, and circulation. This framework is intended to support phased redevelopment while ensuring that individual projects contribute to a cohesive, walkable, mixed-use district.

At the center of the vision is a connected urban framework of streets, parks, trails, active frontages, and development blocks. Large auto-oriented superblocks and surface parking areas will transition over time into a finer-grained network of walkable streets, pedestrian-oriented public spaces, and mixed-use development. New residential development, retail and commercial activity, improved public open spaces, and stronger connections to North Creek Trail and surrounding neighborhoods will help establish South Town Center as a more complete and connected extension of the existing Town Center.

The plan also recognizes that successful growth must be coordinated with infrastructure, mobility, and environmental systems. New streets, improved crossings, bicycle facilities, structured and shared parking, stormwater landscapes, and trail connections will support a more sustainable and accessible pattern of development. Together, these improvements will help create a district that is easier to walk, bike, visit, and live in, while supporting long-term economic vitality, environmental resilience, and responsible phased implementation.

PROJECT INFORMATION	
Subarea Site Area	+/- 82 Acres
Existing Zoning	Town Center
Proposed Zoning	South Town Center (Overlay)
Existing Maximum Height	5 Floors (60')
Proposed Maximum Height	5 Floors (60') to 7 Floors (85') with incentives
Existing Ownership	33 parcels
Existing Developable Land	+/- 52 Acres (less infrastructure and natural areas)
Existing Uses	Auto-oriented retail, commercial, office, public services, supermarket, medical office, warehouse, manufacturing, restaurant, daycare, bank, post office, gas station, and undeveloped natural areas
Existing Building Area	Approximately 594,911 SF
Existing Natural Area	+/- 15.0 Acres (North Creek Corridor)

FIGURE 1 -PROJECT INFORMATION SUMMARY TABLE

VISION AND GOALS

VISION STATEMENT

"South Town Center is envisioned as a vibrant, walkable mixed-use extension of Mill Creek Town Center, expanding opportunities for housing, jobs, shopping, public gathering, and access to parks, trails, and open space while supporting a more connected, resilient, and community-oriented future."

FIGURE 2 - MAIN STREET AT NORTH CREEK GATEWAY PARK

PROJECT GOALS

1. Extend and Enhance Town Center

Create a thriving, walkable district that seamlessly extends the existing Town Center by integrating new housing, shops, jobs, and public gathering spaces. This expansion will enhance daily life for residents and attract new investment to Mill Creek, building on the community's established character and vitality.

2. Support Long-Term Community and Economic Vitality

Expand housing choices and employment opportunities while strengthening the city's tax base—ensuring Mill Creek remains a livable, resilient, and future-ready community.

3. Align Growth with Infrastructure, Mobility, and Sustainability

Coordinate land use, transportation, and stormwater systems to support responsible, phased redevelopment that respects the environment and serves all community members.

FIGURE 3 - MAIN STREET AT NORTH CREEK GATEWAY PARK

PROPOSED GROUND LEVEL LAND USE PLAN

LEGEND

	PROJECT SITE BOUNDARY
	ANTICIPATED PARKING GARAGE / LOADING ENTRY
	GROUND RELATED COMMERCIAL
	RESIDENTIAL
	STRUCTURED PARKING
	PROPOSED PUBLIC PARK
	EXISTING NORTH CREEK NATURAL AREA

ADD GARAGE ENTRIES

FIGURE 4 - GROUND LEVEL PROGRAM MAP

SELECTED ALTERNATIVE PROGRAM CAPACITY SUMMARY

REDEVELOPMENT PROGRAM VISION

The redevelopment program establishes a long-term framework for transforming South Town Center from an auto-oriented commercial area into a walkable, mixed-use extension of Mill Creek Town Center. The plan envisions a compact urban village organized around connected streets, active ground-floor uses, new housing, structured and shared parking, and a cohesive open space system anchored by Central Park, Sponge Park, North Creek Gateway Park, and the existing North Creek natural area.

The projected development program is based on the selected preferred EIS Alternative 3A. Alternative 3A builds on the mixed-density approach studied in the Draft EIS, while linking additional height and development capacity to public benefit incentives. Under this framework, the Medium Density Town Center zone would allow a base height of up to five floors and 60 feet. Development exceeding that base height would be required to provide qualifying height bonus incentives, while transition zones along sensitive edges would remain in place to manage scale, massing, and compatibility.

This incentive-based approach is intended to align growth with community priorities. By tying additional height to public benefits, the framework encourages redevelopment that contributes to the public realm, supports stronger mixed-use development, and reinforces long-term Town Center activation. It provides flexibility for property owners and developers while helping ensure that added capacity is accompanied by improvements such as open space, active commercial frontage, housing diversity, public parking, streetscape improvements, and other community-serving amenities.

At full build-out, the redevelopment program anticipates a significant increase in housing, commercial activity, structured parking, public open space, and multimodal infrastructure. These program assumptions are planning-level estimates intended to guide redevelopment capacity, infrastructure planning, environmental review, and implementation. Actual development will occur incrementally and will depend on market conditions, property owner participation, incentive uptake, infrastructure coordination, and future approvals.

The primary advantage of Alternative 3A is that it balances long-term growth with public benefit. It supports a more active and complete Town Center while maintaining a clear structure for transitions, design quality, and community-oriented improvements. The approach also recognizes that redevelopment will be phased and that public benefits will depend on developer participation. As a result, the incentive framework should be calibrated to be achievable, predictable, and meaningful so that it supports both redevelopment feasibility and the community's vision for a walkable, mixed-use South Town Center.

LAND USE	PROJECTED 2044 DEVELOPMENT PROGRAM PREFERRED ALTERNATIVE 3A
Commercial and Retail	233,447 Sq Ft
Residential	5,567 units
Structured Parking	6,487 Stalls
Public Street Parking	265 Stalls
New Parks and Open Space	5.05 Acres
Maintained Existing Natural Area	15.0 Acres
Total Development	8,636,355 Sq Ft

Project Program Notes:

- Program Summary is the assumed full build-out with development incentives
- Residential unit yield assumes 75% net to gross efficiency and 800 Sq Ft average unit size
- Total Development area includes residential, commercial and structured parking areas

FIGURE 5 - FULL BUILD-OUT PROGRAM SUMMARY

STREET FRONTAGE PROGRAM

ACTIVE FRONTAGES AND STREET-LEVEL CHARACTER

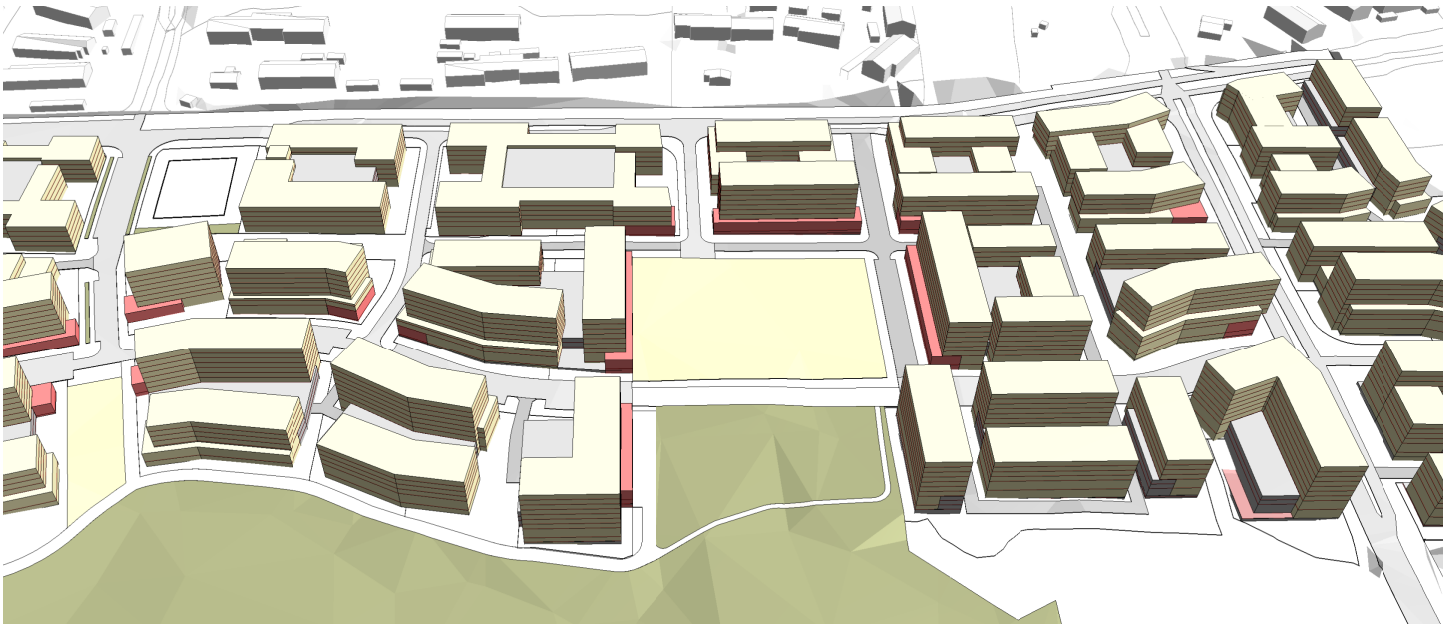
The street frontage program establishes a clear hierarchy of active edges that shape the public realm and support the long-term transformation of South Town Center into a walkable mixed-use district. Primary frontages are concentrated along the Main Street extension, key pedestrian streets, and the edges of major public spaces to reinforce a continuous retail corridor and extend the existing Town Center Main Street character southward through the subarea.

Commercial frontages are focused where visibility, access, and pedestrian activity are strongest, including gateway locations, major intersections, Central Park, Sponge Park, and North Creek Gateway Park. These frontages should include active ground-floor uses such as retail, restaurants, services, lobbies, live-work spaces, and community-serving uses that frame streets and open spaces with transparent facades, frequent entries, weather protection, and opportunities for outdoor activity.

Where commercial uses or building lobbies are not provided, ground-related residential frontages should maintain an active and human-scaled street edge. Individual unit entries, stoops, patios, windows, landscaping, and layered setback transitions are encouraged to provide "eyes on the street," reinforce neighborhood character, and ensure that residential streets remain lively, safe, and visually engaging.

Parking should be structured where feasible and located behind or within buildings rather than fronting primary streets, parks, plazas, or pedestrian corridors. Parking areas are preferred to be screened by active program spaces, residential units, liner uses, landscaping, or architectural screening so that they do not interrupt the pedestrian experience. Parking entries, loading, utilities, and service frontages should be consolidated and directed toward undesignated east-west oriented streets where they can be accommodated with the least impact on the primary public realm.

Together, the frontage strategy helps ensure that streets, parks, and pedestrian corridors are defined by active uses, visible entries, and human-scaled building edges. This approach supports retail vitality, improves safety and comfort, and creates a more cohesive Town Center identity as redevelopment occurs over time.



STREET FRONTAGE PROGRAM

LEGEND

	PROJECT SITE BOUNDARY
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	RESIDENTIAL FRONTAGE

FIGURE 6 - STREET FRONTAGES MAP

EXISTING SITE FRAMEWORK

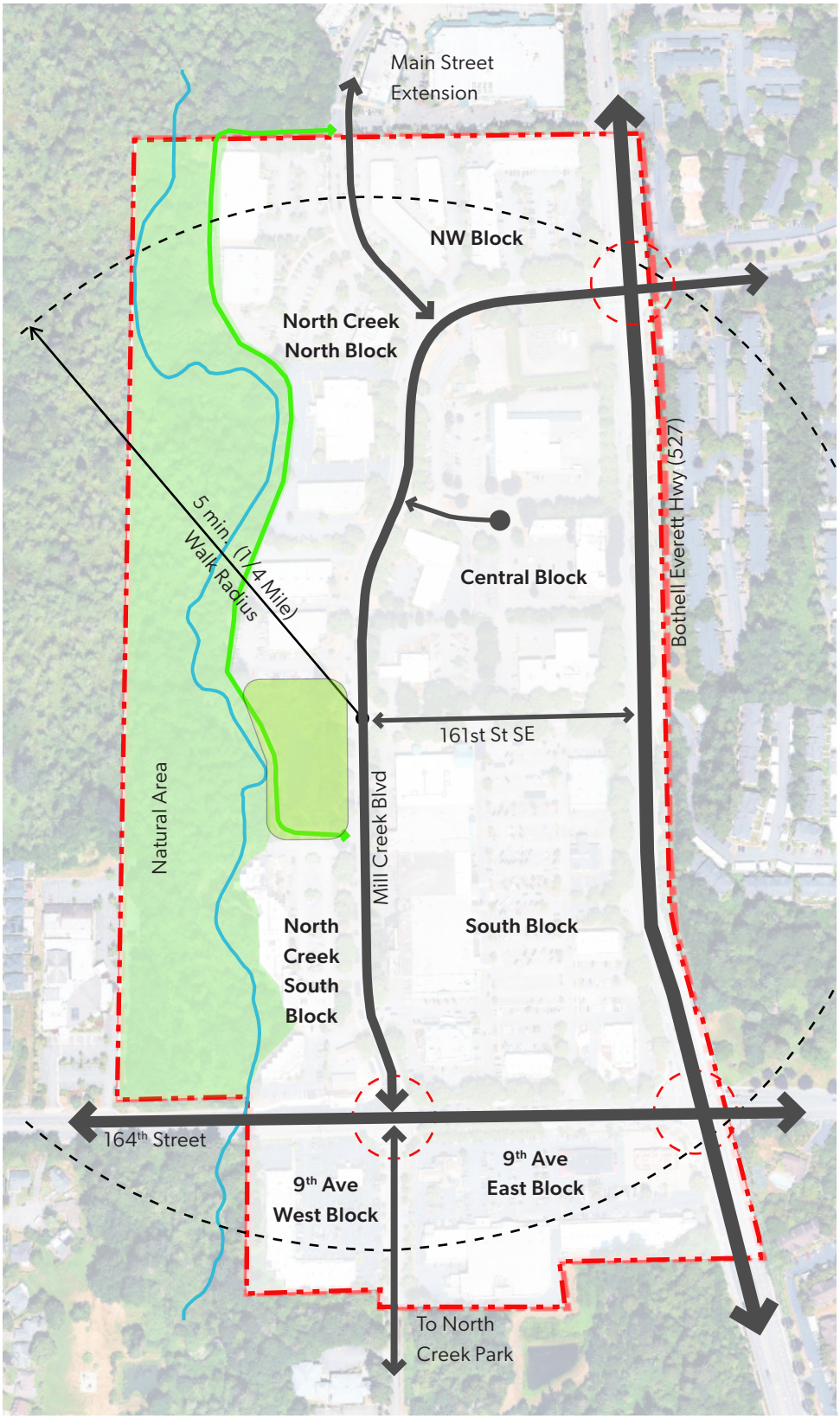


FIGURE 7 - EXISTING SITE FRAMEWORK MAP

LEGEND

	PROJECT SITE BOUNDARY

EXISTING CONDITIONS

- 7 Large Super-blocks with limited intersections
- Public realm is defined by large surface parking and significant building setbacks
- Auto-centric roadways with wide traffic lanes and limited parking
- Disconnected pedestrian facilities and limited crossings
- Encourages drivers to utilize Mill Creek Blvd as a cut-through

URBAN PATTERN AND SITE DESIGN

EXISTING - BLOCK PATTERN

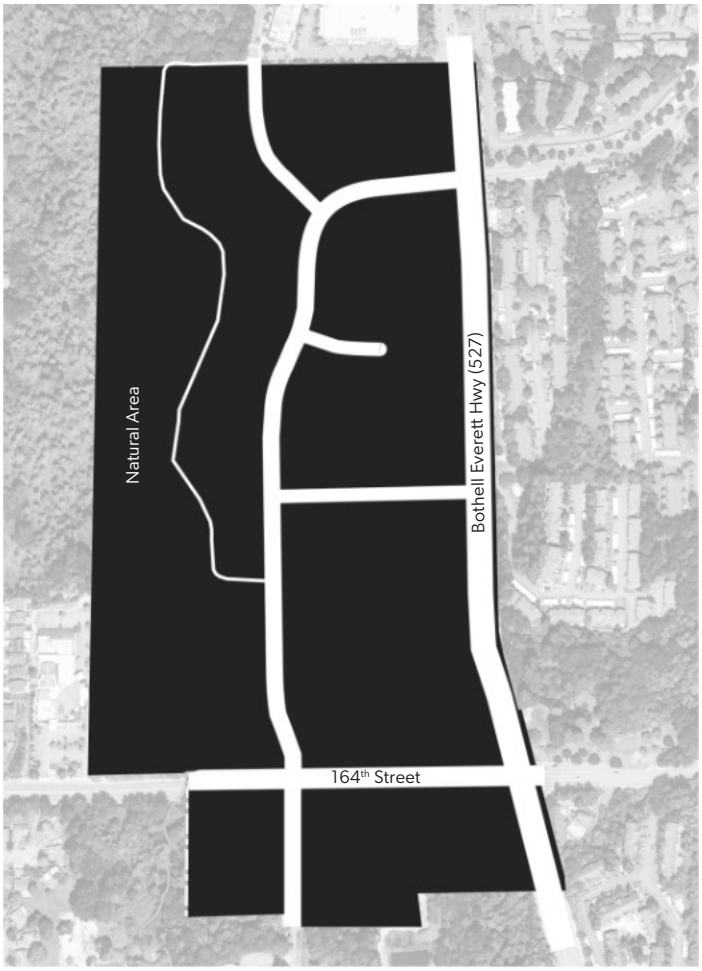


FIGURE 8 - EXISTING BLOCK AND CONNECTIVITY DIAGRAM

PROPOSED - BLOCK PATTERN

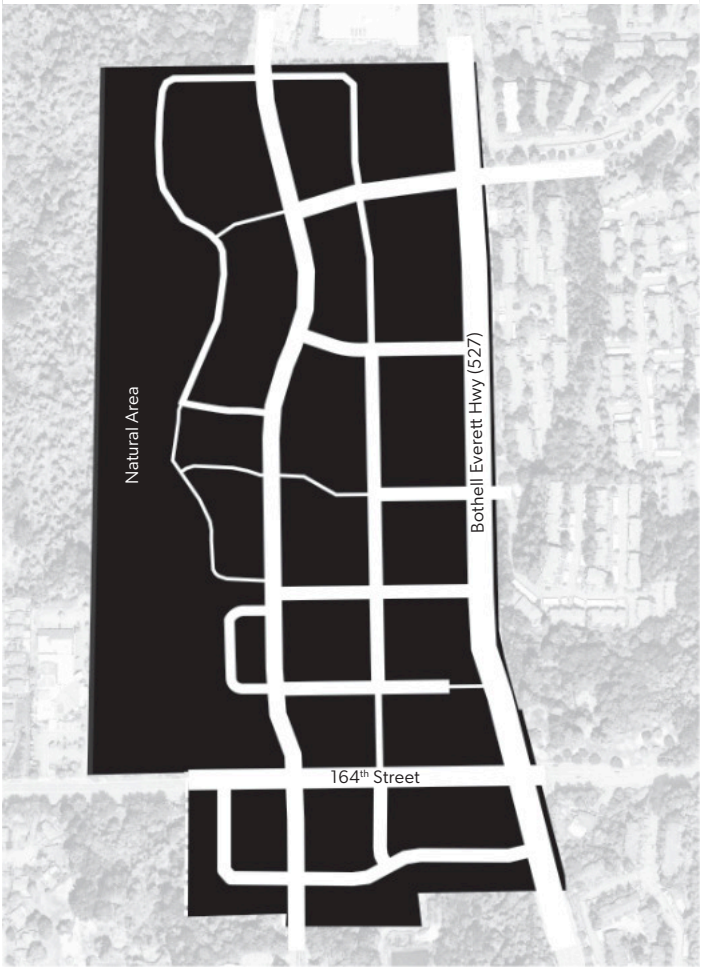


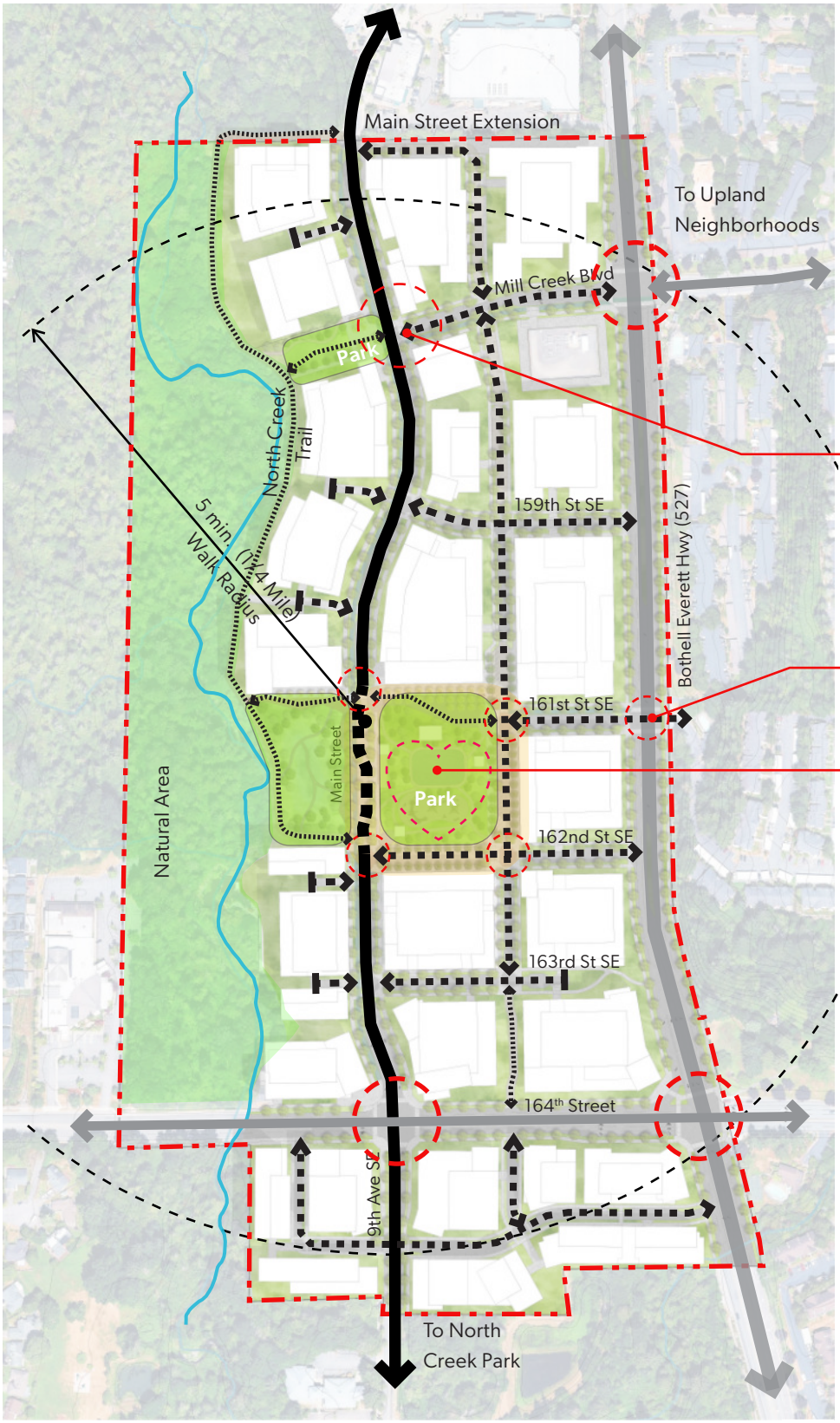
FIGURE 9 - PROPOSED BLOCK AND CONNECTIVITY DIAGRAM

REDEVELOPMENT FRAMEWORK

The redevelopment plan shifts South Town Center from a pattern of large, auto-oriented superblocks to a finer-grained network of walkable urban blocks. New internal streets, pedestrian connections, and smaller development parcels will improve access through the subarea, support phased redevelopment, and create a more connected and human-scaled neighborhood structure.

This block pattern will help frame streets and open spaces with new mixed-use and residential development, reduce reliance on large surface parking areas, and establish a more cohesive public realm. Over time, the area will become easier to walk, bike, and navigate, with stronger connections to existing Main Street, North Creek, surrounding neighborhoods, and future parks and public spaces.

PROPOSED URBAN FRAMEWORK DIAGRAM



LEGEND

	PROJECT SITE BOUNDARY
	PRIMARY STREET
	SECONDARY STREET
	PEDESTRIAN LINKAGE
	EXISTING ROADWAY
	SITE GATEWAY

Reconfigured Intersection to reduce site cut-through

Proposed new street crossing

Proposed Central Park "Neighborhood Heart"

FIGURE 10 - PROPOSED FRAMEWORK DIAGRAM

URBAN FRAMEWORK VISION

EXTENDING THE TOWN CENTER FRAMEWORK

The proposed urban design framework extends the walkable Town Center pattern established north of the subarea and builds on the primary and secondary street concepts first identified in the 2005 Town Center Design Guidelines. The framework continues Main Street southward as the primary organizing element of South Town Center, creating a clear pedestrian-oriented spine that links the existing Town Center, new mixed-use development, Central Park, Sponge Park, North Creek Gateway Park, North Creek Trail, and surrounding neighborhoods.

The Main Street extension is envisioned as the primary pedestrian street and civic address for the subarea. It is intended to support active ground-floor uses, compact blocks, generous sidewalks, bicycle facilities, traffic calming, and a sequence of public spaces that reinforce a cohesive Town Center identity. Rather than functioning only as a vehicle route, Main Street is planned as a public realm corridor that connects daily activity, retail visibility, community gathering, and access to nature.

Secondary streets and pedestrian linkages complete the framework by breaking down existing superblocks into smaller, more walkable blocks. These connections improve circulation, distribute access more evenly, reduce reliance on large private driveways, and create more direct routes between buildings, parking, parks, trails, and nearby neighborhoods. New east-west connections also strengthen access between Bothell-Everett Highway, the Main Street extension, Mill Creek Boulevard, and the North Creek natural area.

The framework is organized around a central open space system, with Central Park serving as the neighborhood heart and Sponge Park connecting the urban village to the ecological character of North Creek. Gateway locations, new pedestrian crossings, and the reconfigured Mill Creek Boulevard / Main Street intersection help mark key arrival points while reducing cut-through traffic and improving the legibility of the district.

Together, the primary street, secondary street, and pedestrian linkage system establishes a flexible redevelopment structure that can be implemented incrementally over time. As individual properties redevelop, the framework will guide streets, blocks, buildings, open spaces, and access improvements toward a cohesive, human-scaled, mixed-use Town Center extension that supports long-term economic vitality, multimodal mobility, and a stronger connection between urban life and Mill Creek's natural setting.

ILLUSTRATIVE CONCEPT PLAN

LEGEND

PROJECT SITE BOUNDARY

Curbless Pedestrian Oriented Shared Residential Street

Reconfigured Intersection

North Creek Gateway Park

Sponge Park

Central Park surrounded by retail oriented plaza streets

New Signalized Pedestrian Crossing

Pedestrian only street

Mixed-use Anchor Retail

FIGURE 11 - ILLUSTRATIVE CONCEPT PLAN

REDEVELOPMENT VISION

ILLUSTRATIVE CONCEPT PLAN

The illustrative concept plan demonstrates how South Town Center can redevelop over time into a cohesive, walkable mixed-use neighborhood that extends the character and structure of the existing Mill Creek Town Center. The plan replaces large auto-oriented superblocks and surface parking areas with a finer-grained network of streets, pedestrian passages, open spaces, and development blocks organized around a renewed Main Street extension.

Main Street serves as the primary north-south organizing spine, connecting the existing Town Center to Central Park, Sponge Park, North Creek Gateway Park, and North Creek Park to the south. It is envisioned as a pedestrian-oriented corridor with active frontages, traffic calming, bicycle facilities, street trees, and strong visual connections to public open spaces.

Central Park functions as the civic and social heart of the subarea. Surrounded by retail-oriented curbless plaza streets, the park can support daily activity, outdoor dining, play, markets, festivals, and community events. The plaza street condition allows the park edges to feel continuous with storefronts and sidewalks, creating a flexible pedestrian-focused environment.

To the west, Sponge Park and the improved North Creek Trail strengthen the relationship between the urban village and the natural landscape. Sponge Park functions as both an ecological stormwater landscape and public open space, while North Creek Gateway Park marks the reconfigured terminus of Mill Creek Boulevard and provides a visible transition to the trail and natural area.

The concept plan also balances active mixed-use frontages with quieter residential streets and pedestrian-only shared streets. Parking, loading, and service access are intended to be located behind or within buildings and directed away from primary pedestrian streets and public open spaces.

Together, the plan establishes a long-term redevelopment vision that integrates housing, commercial activity, open space, mobility, and environmental systems into a unified Town Center framework rooted in walkability, public life, and Mill Creek's defining relationship to nature.

FIGURE 12 - CURBLESS RETAIL STREET AT CENTRAL PARK EAST ILLUSTRATION

ILLUSTRATIVE REDEVELOPMENT RENDERINGS

FIGURE 16 - CENTRAL PARK LOOKING NORTHWEST ILLUSTRATION

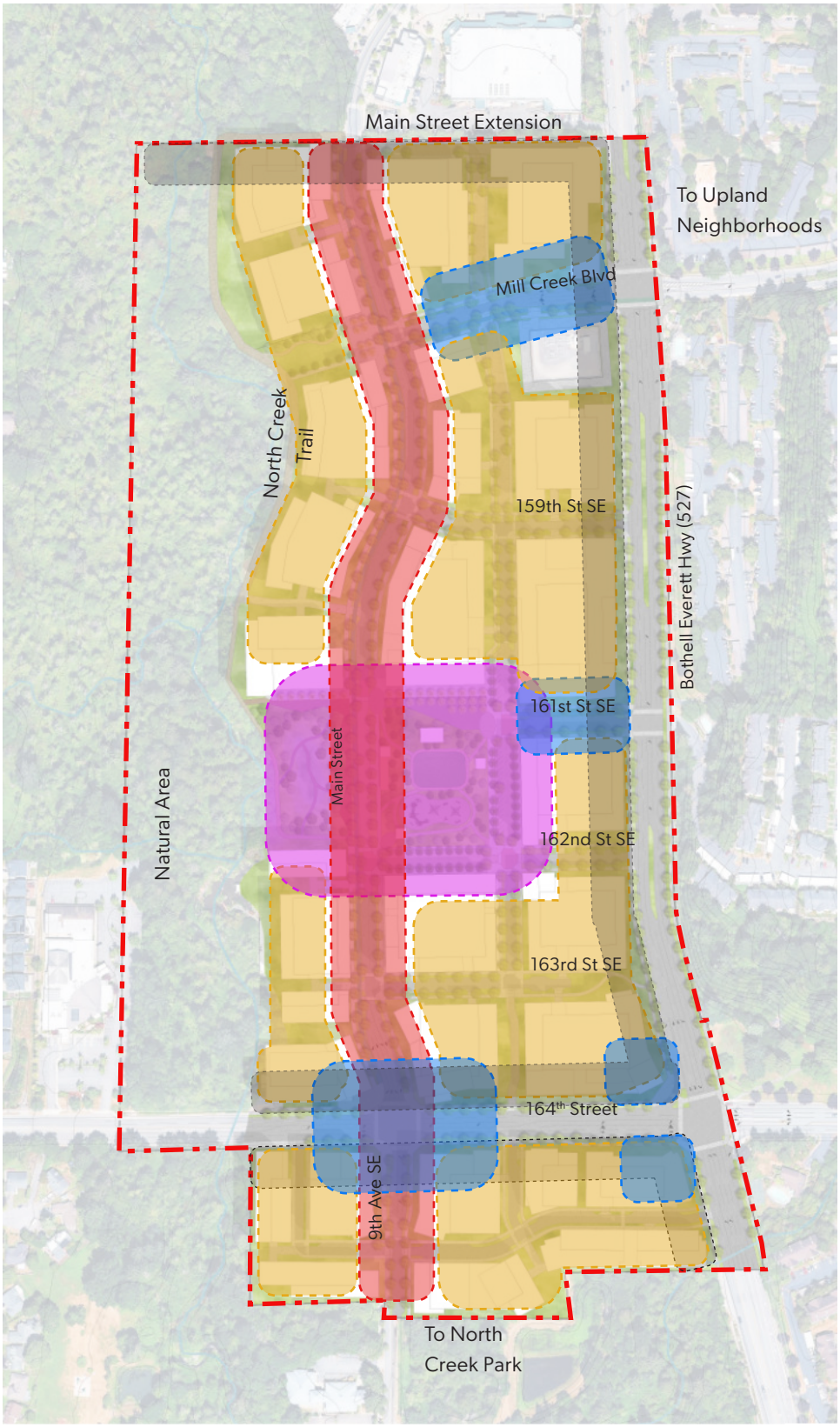
FIGURE 15 - MAIN STREET AT NORTH CREEK GATEWAY PARK ILLUSTRATION

ILLUSTRATIVE REDEVELOPMENT RENDERINGS

FIGURE 13 - CURBLESS RETAIL STREET AT CENTRAL PARK EAST ILLUSTRATION

FIGURE 14 - 164TH AND MAIN STREET EXTENSION LOOKING SOUTHEAST ILLUSTRATION

NEIGHBORHOOD ORGANIZATION



LEGEND

	PROJECT SITE BOUNDARY
	MAIN STREET CORRIDOR
	CENTRAL CORE
	RESIDENTIAL
	PRIMARY GATEWAYS
	TRANSITION ZONES

FIGURE 19 - NEIGHBORHOOD ORGANIZATION AND CHARACTER AREAS

NEIGHBORHOOD CHARACTER AREAS

NEIGHBORHOOD ORGANIZATION AND CHARACTER AREAS

The neighborhood organization diagram defines the overall structure of South Town Center by identifying a series of character areas that together support a walkable, mixed-use extension of Mill Creek Town Center. These areas are organized around the Main Street corridor, a central core of activity, surrounding residential areas, key gateway locations, and transition zones that manage the relationship between redevelopment and adjacent streets, neighborhoods, and natural areas. Each area plays a distinct role in shaping land use, building form, frontage character, public realm design, and the intensity of activity across the subarea.

Main Street Corridor is the primary organizing spine of the redevelopment plan. Extending south from the existing Town Center, this corridor concentrates active ground-floor uses, pedestrian-oriented frontages, public realm investment, bicycle facilities, and traffic calming. It is intended to carry forward the character of the existing Main Street while linking new mixed-use development, parks, plazas, and neighborhood destinations.

Central Core serves as the civic, social, and commercial heart of South Town Center. Centered around Central Park and Sponge Park, this area is intended to accommodate the highest level of public activity, including retail, restaurants, community gathering, outdoor dining, flexible events, and active park edges. Buildings in the Central Core should strongly frame streets and open spaces, with transparent ground floors and frequent entries that support daily activity and long-term Town Center vitality.

Residential Areas provide a quieter neighborhood setting surrounding the more active Main Street and Central Core. These areas are intended to support a range of multifamily housing types with ground-related entries, stoops, patios, landscaping, residential lobbies, and shared amenity spaces. Residential frontages should maintain visual interest and "eyes on the street" while creating a comfortable transition between private living spaces, public sidewalks, parks, and pedestrian-only streets.

Primary Gateways mark important arrival points into the subarea, including connections from Bothell-Everett Highway, 164th Street SE, Mill Creek Boulevard, the Main Street extension, North Creek Gateway Park, and surrounding neighborhoods. Gateway areas should reinforce a strong sense of arrival through enhanced building corners, active commercial frontage, landscape features, public art, wayfinding, and high-quality streetscape design.

Transition Zones apply where development exceeds the 60-foot base height along key subarea edges, including SR 527, 164th Street SE, and the northern edge of South Town Center. These zones are intended to manage the relationship between taller mixed-use development and surrounding streets, neighborhoods, and lower-scale contexts through upper-level setbacks, reduced massing, and building articulation. The goal is to allow additional height where appropriate while reducing perceived bulk, preserving light and openness, and creating a more gradual transition from the Town Center core to adjacent areas.

FIGURE 17 - 164TH AND MAIN STREET EXTENSION

FIGURE 18 - MAIN STREET AT NORTH CREEK GATEWAY PARK

MAIN STREET CHARACTER

FIGURE 20 - MAIN STREET CHARACTER

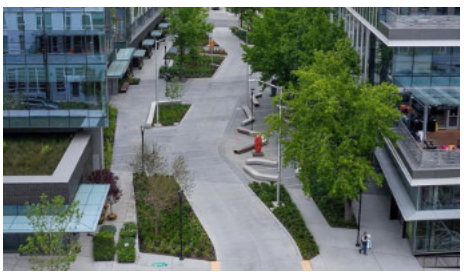
MAIN STREET

The Main Street Corridor is the primary organizing spine of South Town Center, extending the existing Town Center character southward through active frontages, pedestrian-oriented streets, bicycle facilities, traffic calming, and connections to parks, plazas, and neighborhood destinations.

CENTRAL CORE CHARACTER

CENTRAL CORE

The Central Core is the civic, social, and commercial heart of South Town Center. Centered on Central Park and Sponge Park, it supports retail, dining, gathering, events, and active park edges framed by transparent, pedestrian-oriented ground floors.



PRIMARY GATEWAYS CHARACTER

PRIMARY GATEWAYS

Primary Gateways mark key arrival points into the subarea from SR 527, 164th Street SE, Mill Creek Boulevard, Main Street, North Creek Gateway Park, and surrounding neighborhoods. These areas should reinforce arrival through active edges, landscape, wayfinding, and high-quality streetscape design.

RESIDENTIAL AREAS CHARACTER

RESIDENTIAL AREAS

Residential Areas provide quieter neighborhood settings around the more active Main Street and Central Core. Ground-related entries, stoops, patios, landscaping, and shared amenity spaces help create visual interest, privacy transitions, and eyes on the street.

LANDSCAPE AND OPEN SPACE DIAGRAM

LEGEND

	PROJECT SITE BOUNDARY
1	CENTRAL PARK
2	SPONGE PARK
3	NORTH CREEK GATEWAY PARK
	GATEWAY NODES
	MAIN ST EXTENSION WITH CYCLE TRACK
	MILL CREEK BLVD WITH CYCLE TRACK
	RETAIL ACCESS
	EXISTING REGIONAL TRAIL
	PROPOSED TRAIL CONNECTION

Open Space System

The plan creates a connected open space framework anchored by Central Park, Sponge Park, North Creek Gateway Park, and the existing North Creek Natural Area. Together, these spaces will provide approximately 5.05 acres of new public open space, strengthen access to nature, support stormwater management, and create a greener, more walkable mixed-use neighborhood.

LANDSCAPE AND OPEN SPACE VISION

LANDSCAPE AND OPEN SPACE SYSTEM

The redevelopment plan establishes a connected landscape and open space system as one of the defining elements of the South Town Center. New parks, plazas, trails, green streets, and stormwater landscapes will work together to create a more walkable, resilient, and community-oriented urban center while strengthening the ecological identity of North Creek and the surrounding wetlands.

The open space framework is organized around a sequence of public spaces that extend from North Creek into the heart of the subarea. Central Park, Sponge Park, and North Creek Gateway Park will provide new gathering places, recreational opportunities, stormwater functions, and improved access to nature. These spaces will be linked by pedestrian-oriented streets, trail connections, and cycle track improvements that create a more continuous public realm and support safe, comfortable movement through the district.

Together, the landscape system will help transform South Town Center from an auto-oriented commercial area into a greener, more connected, and more livable mixed-use neighborhood. Public open spaces should be designed to support everyday use, community events, environmental performance, and long-term placemaking, while reinforcing the area's role as an extension of Mill Creek Town Center and a gateway to North Creek.

KEY OPEN SPACE FRAMEWORK ELEMENTS

The redevelopment alternatives assume the following roadway and access improvements would be implemented as part of the South Town Center redevelopment plan:

- **Central Park:** Establishes the primary civic and community gathering space at the heart of the neighborhood, supporting flexible recreation, events, seating, landscaping, and daily neighborhood use.
- **Sponge Park:** Provides a major green infrastructure and open space feature that combines public access, habitat value, and stormwater management in a visible and educational landscape setting.
- **North Creek Gateway Park:** Highlights the Mill Creek Blvd gateway into the subarea, improves access to the North Creek trail system, and establishes a stronger physical and visual connection between the Town Center and the natural area.
- **North Creek Natural Area:** The existing natural area will remain a major ecological and open space asset, anchoring the western edge of the subarea and providing habitat, trail access, and a strong natural identity.
- **Connected Trails and Pedestrian Routes:** New and improved trail connections will link parks, streets, development sites, North Creek, and surrounding neighborhoods, creating multiple walking and biking loop options.
- **Green Streets and Public Realm Connections:** Streets will function as part of the open space system through enhanced planting, street trees, stormwater features, pedestrian amenities, and traffic-calmed design.
- **Integrated Stormwater Landscapes:** Stormwater facilities should be designed as visible public realm assets that support ecological performance, reduce runoff impacts, and contribute to the character of parks, streets, and open spaces.
- **Flexible Community Spaces:** Parks and plazas should accommodate a range of activities, including informal gathering, outdoor seating, community events, markets, recreation, and seasonal programming.

NEW PUBLIC OPEN SPACE SUMMARY*

Central Park	2.29 acres
Sponge Park	1.92 acres
North Creek Gateway Park	0.85 acres
North Creek Natural Area	15.0 acres
Total Park and Open Space	**20.05 acres**

*Additional public or quasi-public park and amenity space may be provided by individual development projects. This may include small pocket parks, buffer areas, and/or alleyways. Long term maintenance and operations of all public and non-public spaces will be further defined through future implementation plans.

CENTRAL PARK CONCEPT

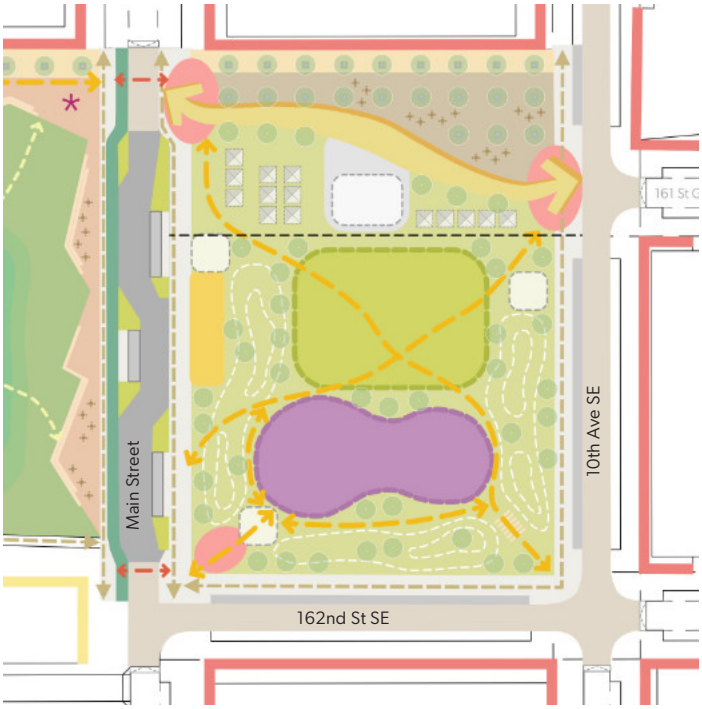


Figure 21 - Central Park Program Diagram

LEGEND

- Sidewalk
- Crosswalk
- Trees
- Furniture
- Stairs
- Pavilion/Stage
- Promenade
- Pedestrian Circulation
- Outdoor Seating
- Entry Plaza
- Crushed Rock Plaza
- Central Lawn
- Green Space
- Play Area
- Bike Parking
- Sidewalk
- Bike Lane
- Parking
- Curbless Street
- Curbed Street
- Retail/Commercial Frontage
- Ground Related Residential Frontage

CENTRAL PARK VISION

Central Park is envisioned as the primary civic gathering space and community heart of the Mill Creek South Town Center. Located near the center of the redevelopment area, the park will provide a flexible public open space that supports daily use, informal recreation, community events, outdoor seating, and neighborhood gathering. As redevelopment occurs around it, Central Park will help organize the surrounding street and block pattern and create a strong focal point for the new mixed-use district.

The park should be framed by active edges, pedestrian-oriented streets, and adjacent ground-floor uses that bring activity and visibility to the public realm. Generous sidewalks, clear pedestrian connections, shaded seating areas, and direct crossings will make the park easy to access from surrounding blocks. The park may include open lawn areas, a signature play area, gathering spaces, pavilion or shelter elements, and flexible paved areas that can accommodate events, performances, markets, and seasonal programming.

Central Park will play an important role in establishing the identity of the South Town Center as a welcoming, family-friendly, and community-oriented place. Its design should balance everyday comfort with the flexibility to host larger civic and neighborhood activities, creating a public space that supports both quiet daily use and the long-term civic life of the district.

KEY ELEMENTS

- Establish a central civic open space that serves as the primary gathering place for the South Town Center.
- Support a wide range of daily and seasonal uses, including recreation, events, outdoor seating, play, and informal gathering.
- Frame the park with active ground-floor uses and pedestrian-oriented streets.
- Provide clear and comfortable pedestrian access from surrounding blocks, streets, trails, and open spaces.
- Incorporate canopy trees, seating, shade, lighting, and landscape features that support year-round comfort.
- Include flexible open areas that can adapt over time as community needs and redevelopment patterns evolve.
- Provide a pavilion with flexible indoor /outdoor gathering space for residents and visitors that engages with the park (Kenmore hanger at Town Square).

CENTRAL PARK CONCEPT

Figure 24 - Central Park Concept Plan

Figure 22 - Pavilion/Shelter

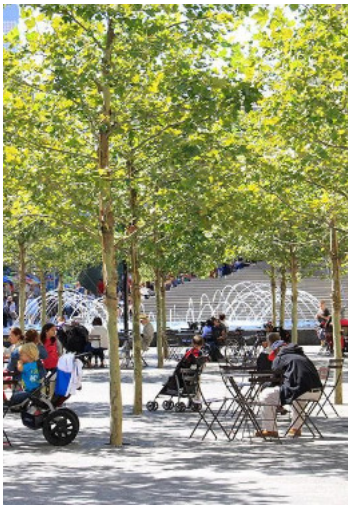


Figure 23 - Canopy Trees

Figure 25 - Signature Destination Playground

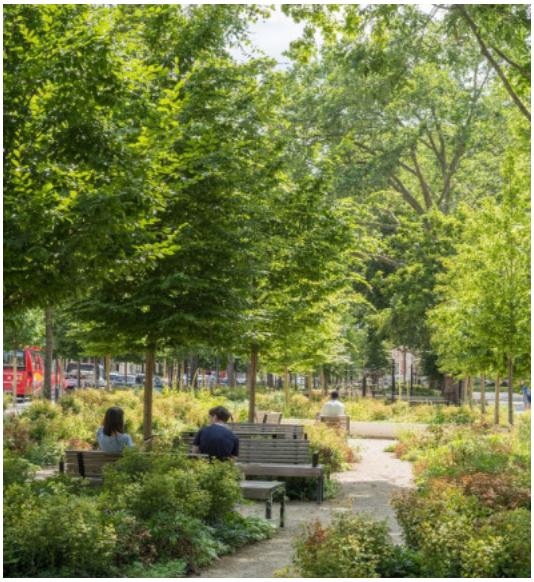


Figure 26 - Comfortable and Varied Spaces

Figure 27 - Flexible Civic Space Accommodates Community Events

SPONGE PARK CONCEPT

Figure 28 - Sponge Park Program Diagram

LEGEND

- Crosswalk
- Trees
- Furniture
- Stairs
- Pavilion/Stage
- Promenade
- Pedestrian Circulation
- Promenade Plaza
- Low plantings Areas
- Mid plantings Areas
- High planting Areas
- Retail Over spill
- North Creek
- Art/ Focal Point
- Sidewalk
- Bike Lane
- Parking
- Curbless Street
- Curbed Street
- Retail/Commercial Frontage
- Ground Related Residential Frontage

SPONGE PARK VISION

Sponge Park is envisioned as a signature ecological landscape within the South Town Center, combining public open space, stormwater management, habitat enhancement, and environmental education. Located along the western edge of the redevelopment area near North Creek, the park will help create a transition between the urban center and the adjacent natural area while making the function of green infrastructure visible and accessible to the community.

The park concept builds on the idea of a landscape that absorbs, filters, stores, and slowly releases stormwater. Through wetland planting, rain gardens, infiltration areas, boardwalks, trails, and interpretive features, Sponge Park can demonstrate how urban redevelopment can support environmental performance while also providing a unique public open space. The park should feel natural, immersive, and quieter than Central Park, offering opportunities for walking, observation, seating, environmental learning, and passive recreation.

Sponge Park will strengthen the relationship between the South Town Center and North Creek by improving ecological connectivity and creating new ways for people to experience the area's natural systems. It should serve as both a functional stormwater landscape and a memorable public space that reinforces the environmental identity of the redevelopment plan.

KEY ELEMENTS

- Create a visible green infrastructure landscape that supports stormwater capture, filtration, infiltration, and water quality.
- Strengthen the ecological transition between the redevelopment area and the North Creek Natural Area.
- Provide passive recreation opportunities such as walking, seating, nature observation, and informal exploration.
- Incorporate native and climate-adapted planting that supports habitat value and long-term resilience.
- Use boardwalks, trails, overlooks, and interpretive elements to make natural systems accessible and understandable.
- Connect to surrounding parks, streets, trails, and pedestrian routes as part of the broader open space network.

SPONGE PARK CONCEPT

Figure 31 - Sponge Park Concept Plan

Figure 29 - Stormwater Capture Creates Resiliency

Figure 30 - Environmental Education Benefits

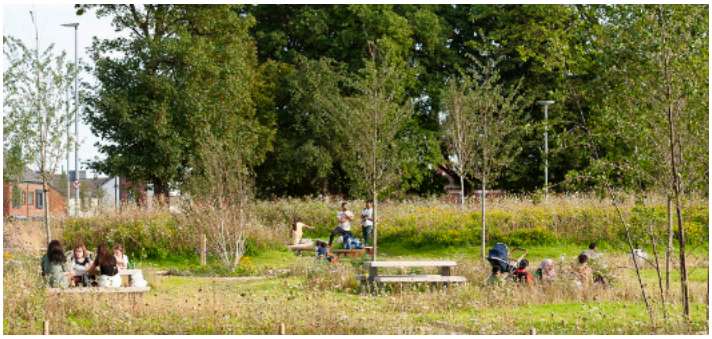


Figure 32 - Passive Uses are Compatible with North Creek

Figure 33 - Boardwalks Invite Observation of Flora and Fauna

Figure 34 - Dry Areas Allow Recreational Uses

NORTH CREEK GATEWAY PARK CONCEPT

Figure 35 - Gateway Park Program Diagram

LEGEND

- Regional Trail
- Cycle Track
- Pedestrian Path
- Natural Trail
- Trees
- Furniture
- Forest
- Flexible Lawn
- Seating Plaza
- Buffer Planting
- View Corridor
- Temporary Event Tents
- Retail/Commercial Frontage

NORTH CREEK GATEWAY PARK VISION

North Creek Gateway Park is envisioned as a highly visible public open space at the western entrance to the South Town Center, where Mill Creek Boulevard meets the North Creek trail system and the new internal street network. The park will serve as both a gateway and a transition space, marking arrival into the redevelopment area while improving access to North Creek and the regional trail network.

The park should introduce the natural character of North Creek into the Town Center through layered planting, canopy trees, trail connections, seating areas, and small gathering spaces. It should also provide a clear and welcoming terminus to Mill Creek Boulevard, helping to transform the corridor from an auto-oriented route into a more pedestrian-friendly civic and open space connection. As a gateway park, it can support informal gathering, trail access, small events, and seasonal community activities while providing a more generous public realm at a key intersection.

North Creek Gateway Park will help connect the urban and ecological elements of the redevelopment plan. By linking streets, trails, open spaces, and adjacent development, the park will strengthen the identity of the South Town Center as a place where town center activity, neighborhood life, and access to nature come together.

KEY ELEMENTS

- Establish a welcoming western gateway into the South Town Center.
- Improve pedestrian and bicycle connections to the North Creek Trail and regional open space system.
- Create a clear public terminus and arrival space at the end of Mill Creek Boulevard.
- Provide small-scale gathering spaces, seating, trail access, and landscape buffers.
- Use planting, paving, lighting, furnishings, and wayfinding to reinforce the park's role as a gateway.
- Support a transition from active town center streets to the quieter natural character of North Creek.

NORTH CREEK GATEWAY PARK CONCEPT

Figure 36 - Gateway Park Concept Plan

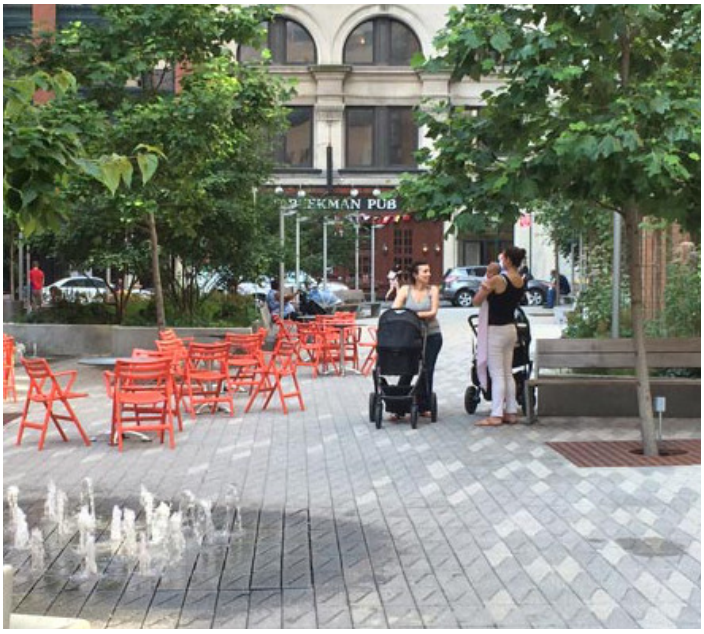


Figure 37 - Convivial Plaza at Street Edge

Figure 38 - Market Stalls during Events/Fairs

Figure 39 - Buffer Planting along Residential Buildings

Figure 40 - Trail with Respite Areas

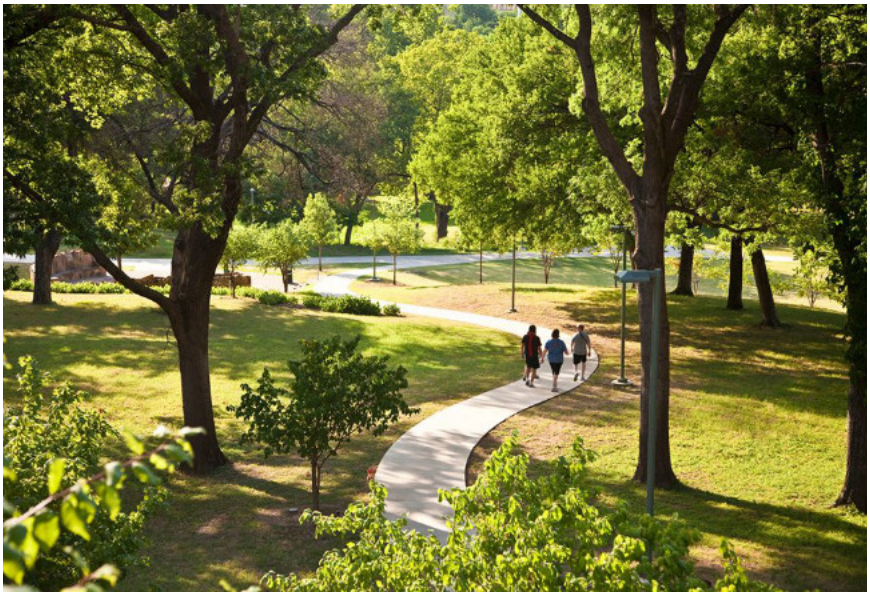


Figure 41 - Park-Like Feel Transitions to Natural Areas

TRANSPORTATION AND CIRCULATION

STREETS FOR A WALKABLE TOWN CENTER

The proposed street network transforms South Town Center from an auto-oriented pattern of large superblocks, surface parking, wide drive aisles, and fragmented pedestrian routes into a connected, walkable urban block structure. More than a circulation plan, the street framework is envisioned as an extension of the public realm—linking storefronts, parks, plazas, trails, and neighborhoods through a safer, greener, and more human-scaled network of streets and pedestrian spaces.

A central move in the framework is the redesign of the Main Street Extension / Mill Creek Boulevard intersection. Today, Mill Creek Boulevard follows a long, sweeping curved alignment that functions as a through-route and can encourage neighborhood cut-through traffic through the heart of the subarea. The redevelopment plan realigns this condition into a simpler three-legged, stop-controlled "T" intersection, where Mill Creek Boulevard terminates at the new Main Street Extension. This change creates a more legible street hierarchy, reinforces Main Street as the primary north-south town center street, and helps redirect regional and area through-traffic toward 164th Street SE and SR 527 rather than through the subarea core.

Between Sponge Park and Central Park, Main Street is reconstructed as a slower, pedestrian-oriented spine. This segment is designed to calm traffic through multiple complementary strategies, including raised curbless street conditions, reduced travel lane widths, curb bulbs, on-street parking, and special paving materials. A chicane, or gentle shift in the travel path, is introduced to slow vehicles by requiring drivers to follow a slightly curved route rather than a long, straight roadway. Gateway paving, such as unit pavers or other distinctive materials, further signals to drivers that they are entering a pedestrian-priority environment where slower speeds and greater awareness are expected.

Around Central Park, the streets on the remaining three sides are envisioned as curbless plaza streets that blur the line between roadway, sidewalk, storefront frontage, and park edge. These streets are designed to function as everyday access routes while also allowing temporary closure for community events such as the Mill Creek Festival, farmers markets, outdoor dining, performances, and seasonal programming. By extending paving, pedestrian amenities, planting, lighting, and active frontages from the retail storefronts to the park edge, the streets can be experienced as a continuous pedestrian-oriented civic space rather than separate vehicle corridors.

The street framework also works in concert with broader roadway and intersection improvements at the edges of the subarea. Improvements such as restriping at 164th Street SE and SR 527, combined with the Main Street Extension reconstruction and Mill Creek Boulevard realignment, are intended to improve traffic movements, clarify access, and discourage cut-through traffic from entering the pedestrian-focused core. Together, these changes support a more balanced circulation system that accommodates vehicles while prioritizing walkability, safety, and public life.

Together, the proposed street types establish a finer-grained circulation framework that improves access, reduces reliance on large private driveways, and creates more direct connections between buildings, parks, open spaces, North Creek Trail, Bothell-Everett Highway, 164th Street SE, and surrounding neighborhoods. Primary streets support active commercial frontages, generous sidewalks, bicycle facilities, and on-street parking, while secondary and neighborhood streets provide access to parking, service areas, and residential frontages in a more limited and controlled manner. As redevelopment occurs over time, this street network will help extend the character of Mill Creek Town Center southward while creating a safer, more connected, and more flexible public realm for daily life and community events.

PROPOSED NEW STREET TYPES

LEGEND

	PROJECT SITE BOUNDARY
	COMMERCIAL MAIN STREET EXTENSION, 2-WAY PROTECTED BICYCLE TRACK ON THE WEST SIDE, PARALLEL PARKING, COMMERCIAL SIDEWALK FRONTAGE
	MILL CREEK BLVD, 2-WAY PROTECTED BICYCLE TRACK ON THE SOUTH SIDE, PARALLEL PARKING, COMMERCIAL SIDEWALK FRONTAGE
	SECONDARY BUILDING ACCESS STREETS (PREFERRED SERVICE AND PARKING ACCESS FRONTAGE)
	PEDESTRIAN ORIENTED SHARED CURBLESS STREET WITH PARALLEL PARKING AND COMMERCIAL RETAIL FRONTAGE
	NEIGHBORHOOD ACCESS STREET WITH RESIDENTIAL PARKING ON ONE SIDE AND URBAN RESIDENTIAL STOOP FRONTAGE
	PEDESTRIAN ONLY PATH / FIRE ACCESS LANE
	EXISTING CROSSING
	PROPOSED CROSSING
	CURB-LESS PEDESTRIAN-ORIENTED STREET ZONE SURROUNDING PARK

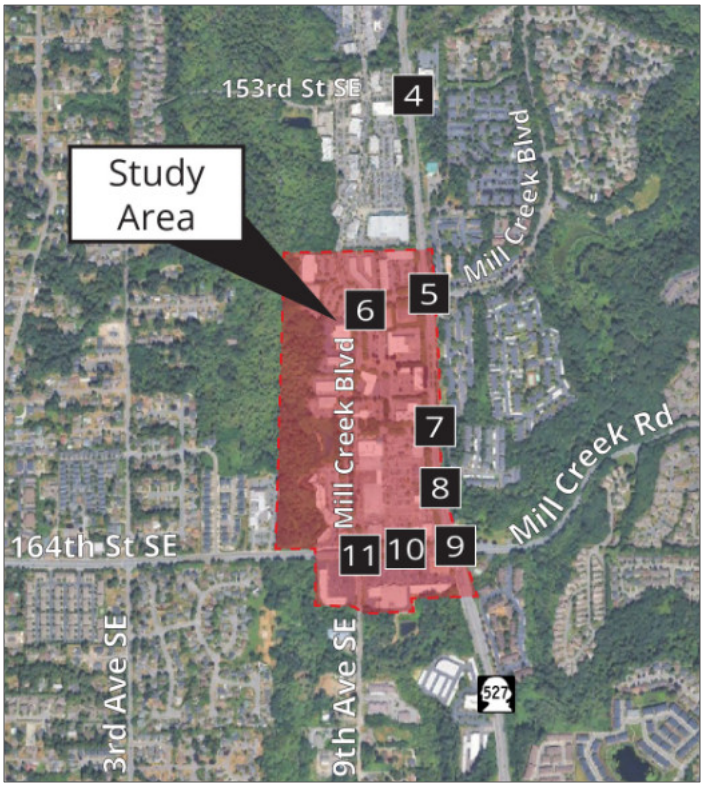
Note: all new public roadways include sidewalks on both sides. Private access driveways will include a continuous sidewalk on a least one side to connect to a public roadway.

TRANSPORTATION AND CIRCULATION

TRANSPORTATION IMPACT ANALYSIS SUMMARY

A transportation impact analysis was prepared as part of the South Town Center Draft EIS to evaluate how future redevelopment alternatives would affect the surrounding roadway network, site access, intersection operations, traffic safety, and pedestrian and bicycle mobility. The analysis compared the No Action Alternative with two redevelopment alternatives and evaluated future 2044 traffic conditions, including background growth and anticipated redevelopment within the South Town Center Subarea.

Overall, the analysis found that all three alternatives are anticipated to meet applicable level of service standards during the weekday AM and PM peak hours. While the redevelopment alternatives would add substantial new housing and mixed-use development capacity, the shift from existing auto-oriented commercial uses toward a more compact mixed-use district is expected to reduce overall weekday daily trips and PM peak hour trips. Alternative 2, the Higher Density Alternative, would generate the greatest AM peak hour increase, while Alternative 3, the Mixed Density Alternative, would result in a smaller AM peak hour increase. Both redevelopment alternatives are expected to reduce overall daily vehicle trips compared to existing uses by supporting a more walkable land use pattern, increasing internal trip capture, and locating housing, retail, services, open space, and transit-supportive uses closer together.



ROADWAY AND ACCESS IMPROVEMENTS

The transportation analysis identified several roadway and access improvements integral to the redevelopment plan. Alternatives 2 and 3 assume a new internal street network that breaks down existing superblocks into smaller, more walkable blocks; adds pedestrian crossings; supports bicycle facilities; improves intersection spacing and access management; and creates a more connected circulation framework. These improvements are intended to reduce reliance on large surface parking fields and private driveways, distribute access more efficiently, and support redevelopment as an extension of Mill Creek Town Center.

Key proposed roadway and access improvements include realigning the Main Street / Mill Creek Boulevard intersection into a simplified "T" intersection with all-way stop control, helping reduce cut-through traffic and create a safer, more legible internal street network. The plan also assumes signalization and redevelopment of the SR 527 / 161st Street SE intersection to provide safer access to the subarea and establish an improved pedestrian crossing of Bothell-Everett Highway. In addition, the redevelopment alternatives assume removal of the north leg of the driveway on 164th Street SE to reduce congestion near SR 527 and 164th Street SE, improve access management, and strengthen the pedestrian environment along the southern edge of the subarea.

Additional operational improvements were studied to improve safety and circulation. These include potential restriping and signal timing adjustments at SR 527 / Mill Creek Boulevard to reduce cut-through traffic and improve pedestrian and bicycle crossings, as well as restriping at SR 527 / 164th Street SE to add turn-lane capacity and reduce congestion at a key gateway intersection. Together, these improvements support a safer and more balanced transportation system while maintaining acceptable vehicle operations.

TRANSPORTATION AND CIRCULATION

The redevelopment plan also advances a broader multi-modal strategy. New pedestrian areas, sidewalks, bicycle facilities, trail connections, and smaller blocks are expected to improve non-motorized access and strengthen connections to the existing Town Center, North Creek Trail, surrounding neighborhoods, and future open space system. As redevelopment occurs, transportation improvements will be coordinated with frontage improvements, access consolidation, structured and shared parking strategies, and public realm investments to support the long-term transformation of South Town Center from an auto-oriented commercial area into a connected, walkable, mixed-use district.

SUMMARY OF ASSUMED ROADWAY AND ACCESS IMPROVEMENTS

The redevelopment alternatives assume the following roadway and access improvements would be implemented as part of the South Town Center redevelopment plan:

- **New internal street network -** Create a finer-grained internal street grid that breaks down large superblocks into smaller, more walkable blocks.
- **Additional pedestrian crossings -** Add new crossings throughout the subarea to improve pedestrian access, safety, and connectivity between development blocks, open spaces, and surrounding streets.
- **New bicycle facilities -** Incorporate bike lanes and related bicycle improvements as part of the new internal circulation network.
- **Intersection improvements within the subarea -** Improve internal intersections to support safer multi-modal circulation and better access management.
- **Main Street / Mill Creek Boulevard realignment — Intersection #6 -** Realign the Main Street / Mill Creek Boulevard intersection into a simplified "T" intersection with all-way stop control. This improvement is intended to reduce cut-through traffic through the site and create a safer, more legible street network.
- **New traffic signal at SR 527 / 161st Street SE — Intersection #7 -** Signalize the SR 527 / 161st Street SE intersection and provide a new pedestrian crossing across Bothell-Everett Highway, improving access between the subarea and the east side of SR 527.
- **Removal of Driveway #10 on 164th Street SE -** Remove the existing driveway on the north side of 164th Street SE between Mill Creek Boulevard and SR 527 to reduce congestion near 164th Street SE / SR 527 and improve the pedestrian environment along the southern edge of the subarea.

SUMMARY OF OPTIONAL INTERSECTION OPERATIONS AND IMPROVEMENTS STUDIED

Although all study intersections are projected to meet applicable level of service standards under each EIS alternative, the analysis also identified optional improvements at two key intersections to further improve traffic flow, reduce cut-through traffic, and enhance pedestrian and bicycle safety.

- **SR 527 / Mill Creek Boulevard — Intersection #5 -** Potential intersection restriping and signal timing adjustments. These improvements are intended to reduce cut-through traffic and improve bicycle and pedestrian crossings.
- **SR 527 / 164th Street SE — Intersection #9 -** Potential intersection restriping to add an additional left-turn lane. This improvement would help reduce congestion at 164th Street SE and SR 527 and limit internal cut-through traffic via Mill Creek Boulevard.

PROPOSED BIKE AND PEDESTRIAN FACILITIES

LEGEND

	PROJECT SITE BOUNDARY
	EXISTING ON-STREET BIKE LANES
	PROPOSED 2-WAY PROTECTED BICYCLE TRACK ON THE WEST SIDE OF MAIN STREET EXTENSION.
	PROPOSED ON-STREET BIKE LANES
	EXISTING DEDICATED PEDESTRIAN PATH
	PROPOSED DEDICATED PEDESTRIAN AND BIKE PATH
	PEDESTRIAN ORIENTED SHARED CURB-LESS STREET
	EXISTING CROSSING
	PROPOSED CROSSING
	CURB-LESS PEDESTRIAN-ORIENTED STREET ZONE SURROUNDING PARK

Note: all new public roadways include sidewalks on both sides. Private access driveways will include a continuous sidewalk on a least one side to connect to a public roadway.

PROPOSED BIKE AND PEDESTRIAN FACILITIES

BIKE AND PEDESTRIAN CONNECTIONS

The bike and pedestrian facilities framework strengthens South Town Center as a walkable urban village connected directly to the natural landscape that defines Mill Creek. The plan establishes a continuous network of sidewalks, pedestrian-oriented streets, bicycle facilities, trail connections, and enhanced crossings that link the Main Street extension, Central Park, Sponge Park, North Creek Gateway Park, North Creek Trail, North Creek Park, Bothell-Everett Highway, and surrounding neighborhoods.

A key element of the network is a two-way cycle track along the west side of the Main Street extension and the south side of Mill Creek Boulevard. This dedicated bicycle facility provides a clear and protected north-south and east-west connection through the subarea, linking south toward North Creek Park and northeast toward the upland neighborhoods. The cycle track is intended to function as both a local mobility route and a broader connection to the regional trail system.

The plan also introduces a new North Creek Gateway Park where Mill Creek Boulevard terminates at the Main Street extension. This park creates a more intentional terminus for Mill Creek Boulevard and establishes an additional access point to the improved North Creek Trail. As a transition between the urban village and the natural area, the gateway park provides a visible trail entry, gathering space, and bicycle and pedestrian connection to the North Creek corridor.

Within the subarea, pedestrian-oriented streets, curbless shared streets, and pedestrian-only residential streets are intended to create a safer and more comfortable walking environment. Shorter blocks, curb extensions, raised crossings, enhanced paving, and reduced crossing distances throughout the subarea will help slow traffic and make walking more direct, visible, and intuitive. These improvements support a public realm where streets are experienced not only as circulation routes, but also as extensions of the open space and pedestrian network.

The existing North Creek Trail is envisioned to be expanded and improved as a major north-south open space and mobility corridor. The northern portion of the trail expansion is also planned to accommodate fire access, allowing new development to face west toward the North Creek natural area while maintaining required emergency access. This approach allows the trail edge to support both public access and redevelopment, creating active residential frontages and views toward the natural landscape.

A new signalized crossing at SR 527 / 161st Street SE will provide an important pedestrian gateway across Bothell-Everett Highway. Today, signalized crossings of SR 527 are widely spaced, with approximately 2,000 feet between existing crossings in this portion of the corridor. The new 161st Street SE crossing would reduce that spacing to roughly 1,000 feet and create a safer, more direct connection between the subarea and destinations east of SR 527. This new crossing aligns with an active promenade along the north side of Central Park and Sponge Park, drawing pedestrians westward through the heart of the redevelopment area toward North Creek Gateway Park and the North Creek Trail.

Together, these improvements create multiple new walking and biking loop options that connect the South Town Center urban village with parks, trails, open spaces, and surrounding neighborhoods. The result is a multimodal network that supports daily access, recreation, and community life while strengthening the relationship between redevelopment and the natural systems that are central to Mill Creek's identity.

CONNECTIONS TO TRANSIT

SUPPORTING TRANSIT ACCESS

The Redeveloped South Town Center is served by existing local bus service and Community Transit Swift bus rapid transit service along the adjacent regional transportation corridors, including SR 527 / Bothell-Everett Highway and 164th Street SE. These transit connections provide an important foundation for future redevelopment by linking the subarea to nearby neighborhoods, employment areas, shopping, services, and regional destinations with future connections to the Sound Transit Everett extension.

The redevelopment plan supports transit ridership by creating a more walkable, connected, and mixed-use district within convenient walking and biking distance of existing transit service. As redevelopment occurs, new housing, jobs, shops, parks, and public gathering spaces will increase the number of people who can reach transit as part of their daily routine. The plan reduces the dominance of large surface parking areas and private driveways, helping shift the subarea from an auto-oriented commercial pattern toward a more transit-supportive walkable urban district.

A key part of this strategy is improving pedestrian access to transit from both inside and outside the subarea. The proposed street and block framework creates smaller, more walkable blocks and adds approximately six new pedestrian access points along 164th Street SE and SR 527 / Bothell-Everett Highway. These new access points will make it easier for people to reach transit stops, move between the subarea and surrounding neighborhoods, and access businesses and public spaces without relying on circuitous parking lot routes.

Roadway and intersection improvements also support transit access. The proposed new signalized crossing at SR 527 / 161st Street SE will create a safer and more direct pedestrian connection across Bothell-Everett Highway, improving access between South Town Center, adjacent transit service, and areas east of SR 527. Additional improvements to internal streets, crossings, and intersections will help create a clearer circulation system that supports transit users, pedestrians, bicyclists, and drivers.

The bicycle and pedestrian network within the existing transit walkshed further strengthens transit access. Proposed bike facilities, pedestrian-oriented streets, improved crossings, North Creek Trail connections, and safer east-west routes will expand the practical reach of transit by making it easier to walk or bike to nearby stops. These improvements are especially important for supporting first- and last-mile connections between transit service, future housing, commercial uses, parks, and the existing Town Center.

Future design and implementation should continue to coordinate with Community Transit and other transportation partners to ensure that roadway improvements support both local access and transit operations. This may include evaluating transit signal priority, stop access, crossing design, pedestrian waiting areas, and curbside conditions at key intersections, including SR 527 / 161st Street SE, SR 527 / Mill Creek Boulevard, and SR 527 / 164th Street SE. The intent is to support redevelopment while maintaining efficient transit movement along the surrounding regional corridors.

Together, these improvements position South Town Center as a more transit-supportive district. By combining land use, street design, pedestrian and bicycle improvements, and coordinated transit access, the plan helps make transit a more convenient and viable option for residents, employees, visitors, and customers over time.

CONNECTIONS TO TRANSIT

LEGEND

	PROJECT SITE BOUNDARY
	Local Bus Transit Route
	Swift Orange Line
	Swift Green Line
	Multi Use Path
	Transit Stop
	Swift Stop

STREET AND CIRCULATION TYPES MAP KEY

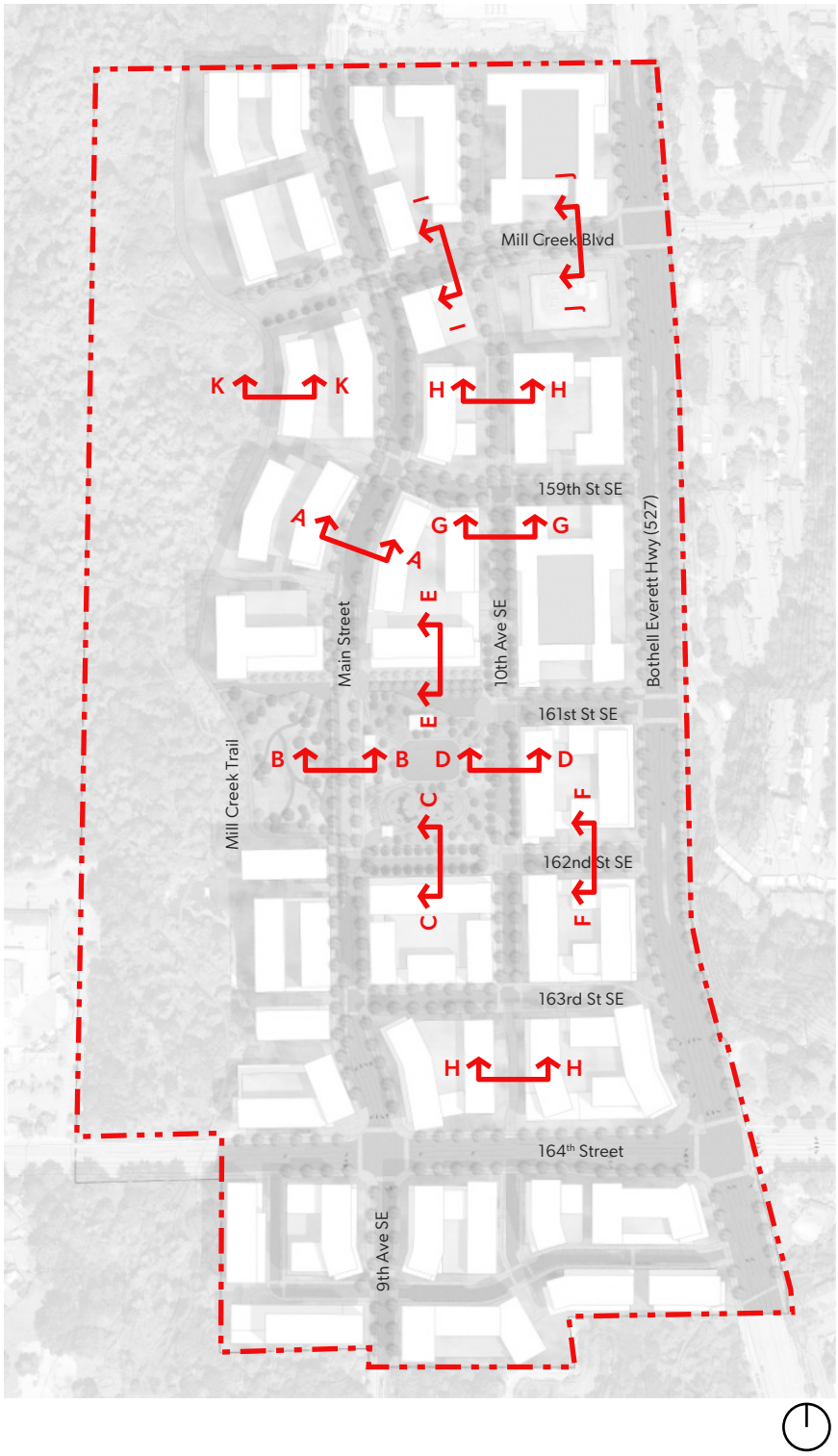


Figure 42 - LEGEND

A-A	Main Street Extension (formerly Mill Creek Blvd)
B-B	Main Street Extension at Park (formerly Mill Creek Blvd)
C-C	Retail Street at Central Park south
D-D	Retail Street at Central Park east
E-E-	Pedestrian retail path at Central Park north
F-F	Typical East-west Connector Street
G-G	Typical North-South Residential Street
H-H	North-South Pedestrian Street
I-I	Mill Creek Blvd near main Street Extension
J-J	Mill Creek Blvd near Bothell Everett Hwy
K-K	Joint North Creek Trail and Fire Lane

PROPOSED STREET SECTIONS

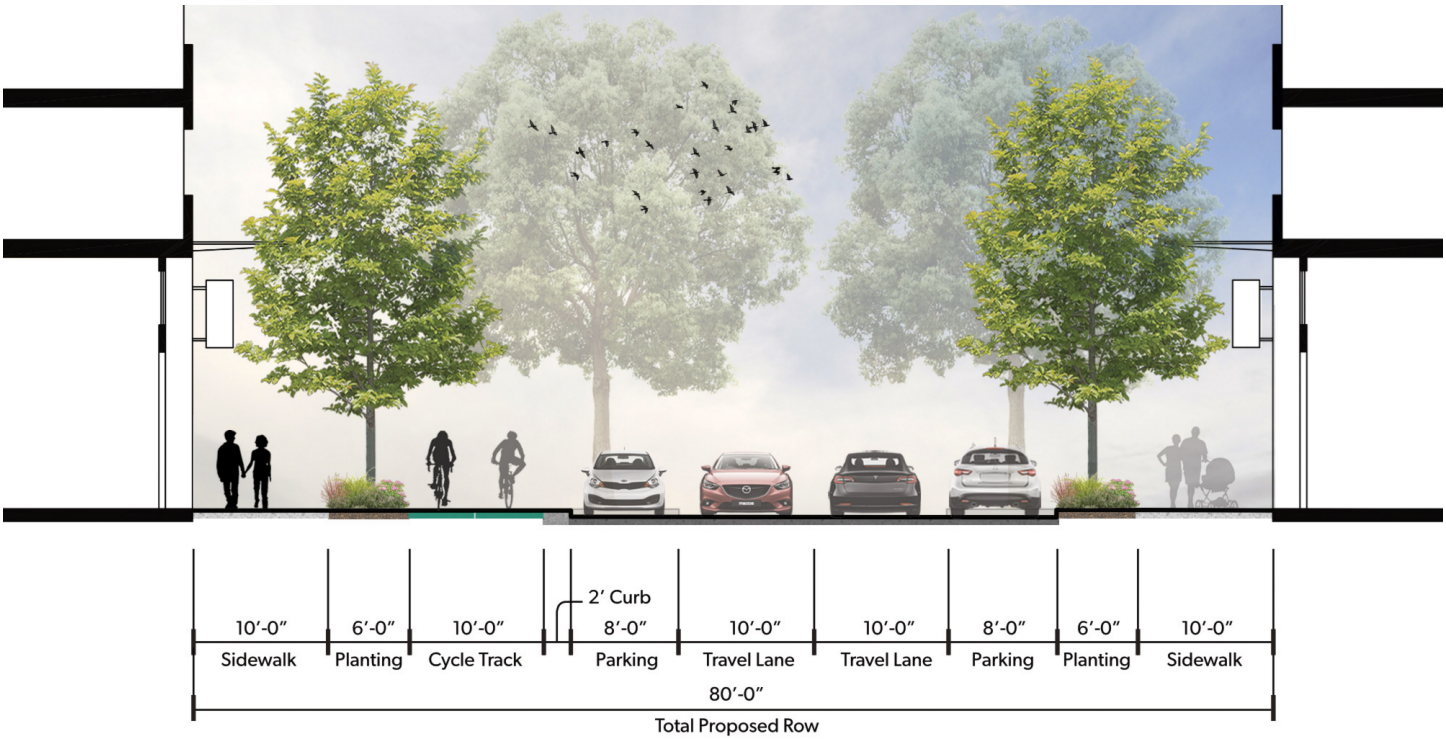


Figure 43 - A-A | Proposed Main Street Extension (Formerly Mill Creek Blvd)
Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

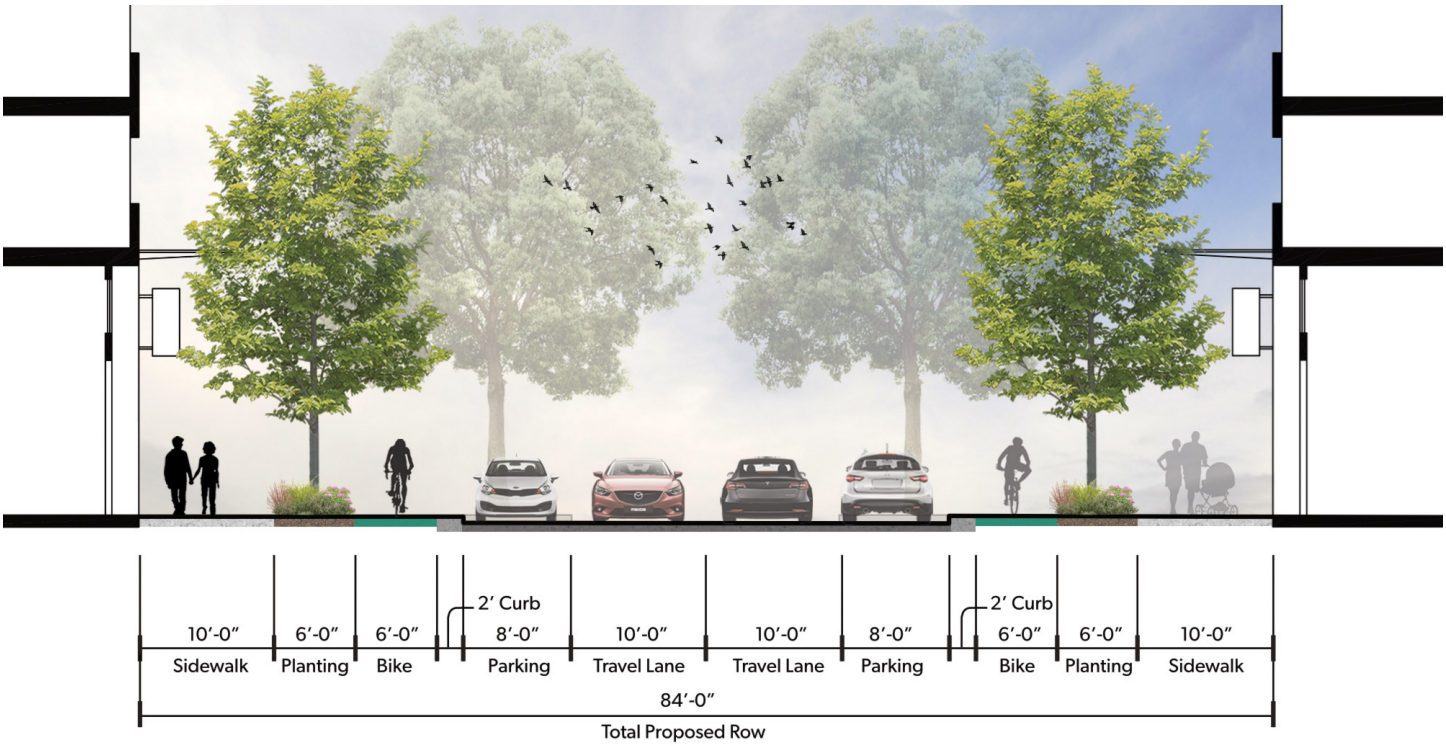


Figure 44 - A-A | Proposed Main Street Extension (alternate Bike Lane Option)
Two lanes for car travel, parallel parking on both sides of the street, a one-way bike lane on each side of the street, planting strips, and standard sidewalks.

PROPOSED STREET SECTIONS

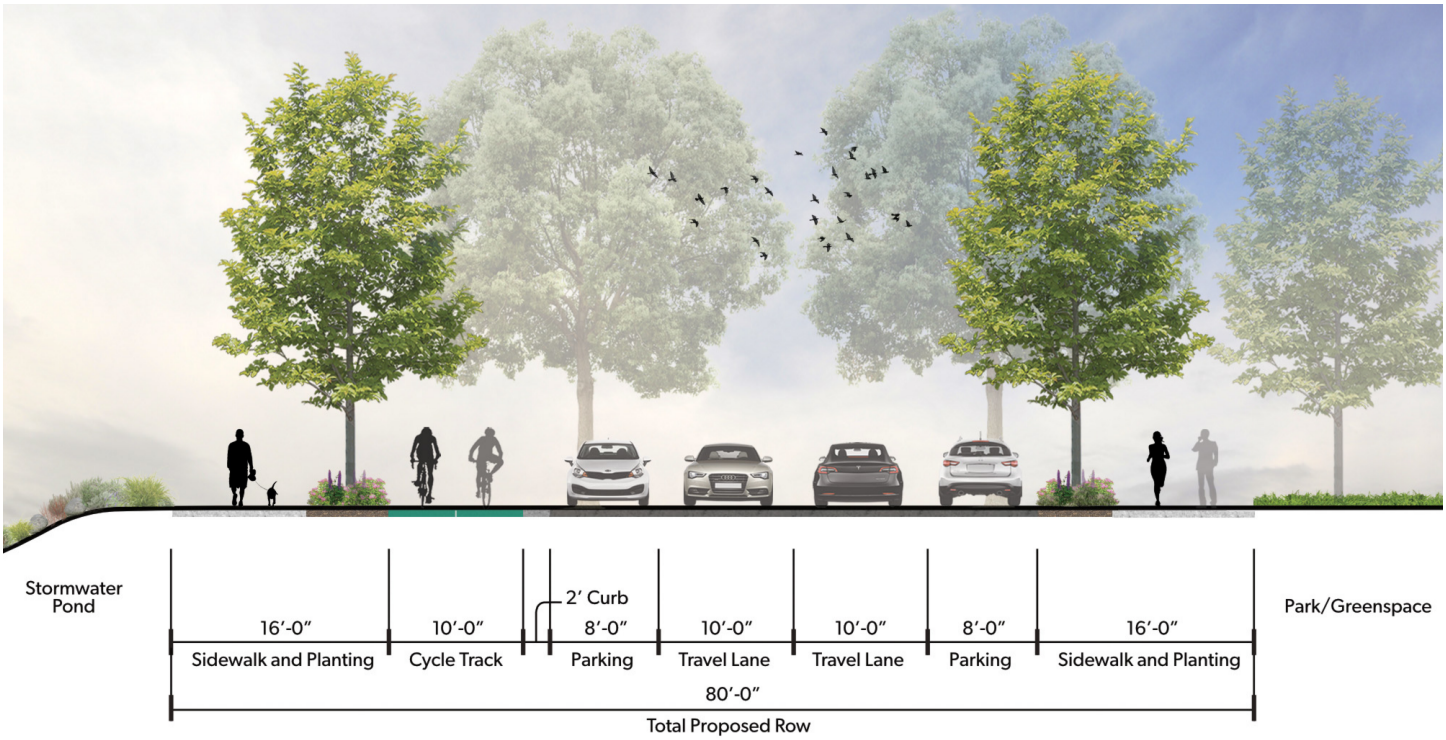


Figure 45 - B-B | Main Street Extension at Park (Formerly Mill Creek Blvd)
Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

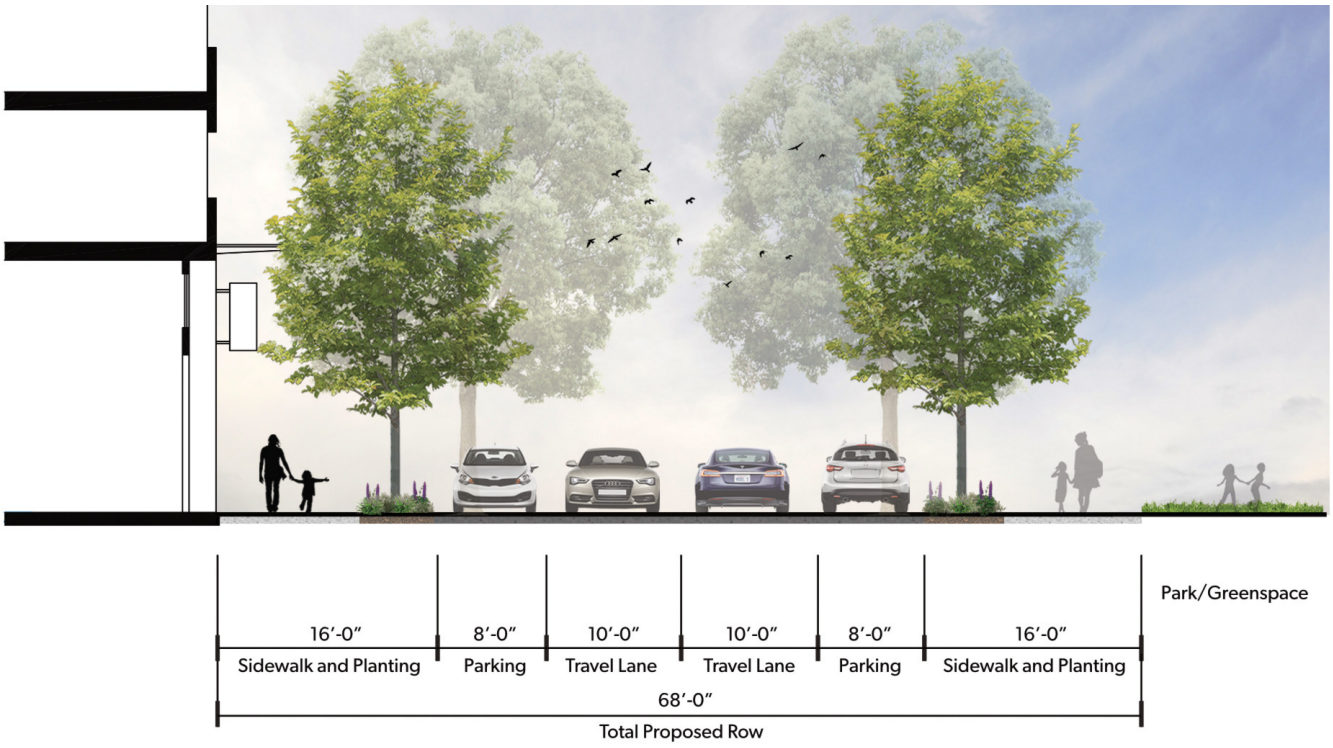


Figure 46 - C-C | Retail Street at Central Park South
Two lanes for car travel, parallel parking on both sides of the street, planting strips, and standard sidewalks.

PROPOSED STREET SECTIONS

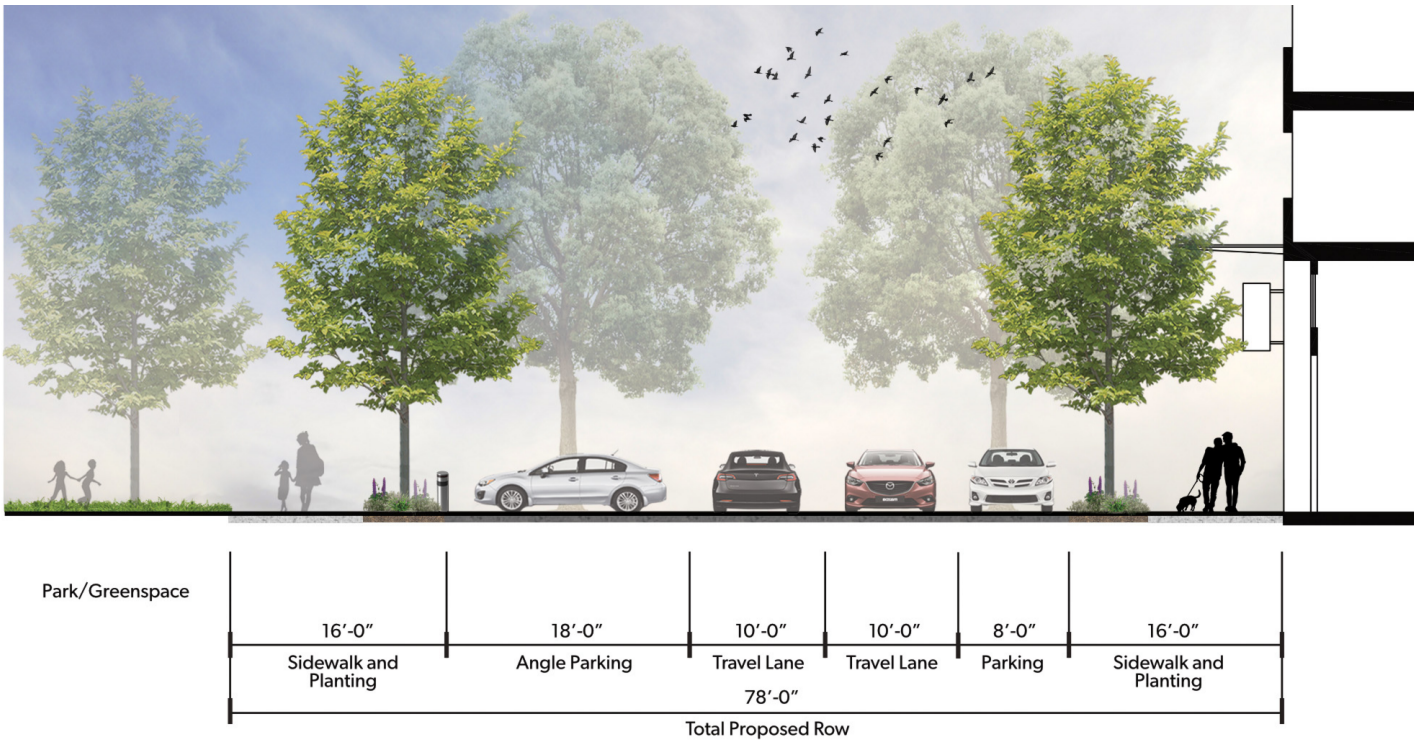


Figure 47 - D-D | Retail Street at Central Park East
Two lanes for car travel, angled parking along the park, parallel parking at building frontage, planting strips, and standard sidewalks.

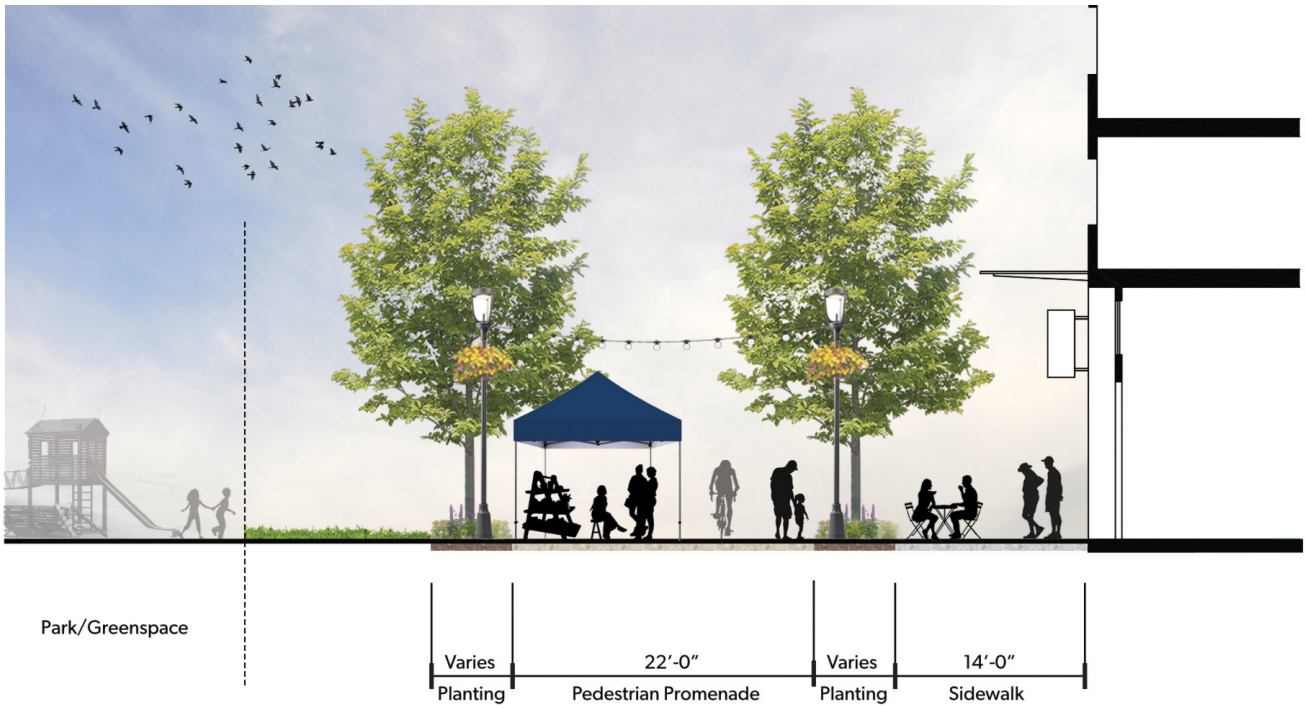


Figure 48 - E-E | Pedestrian Retail Path at Central Park North
A mixed-use pedestrian promenade along the park, planting strip, and generous sidewalk.

PROPOSED STREET SECTIONS

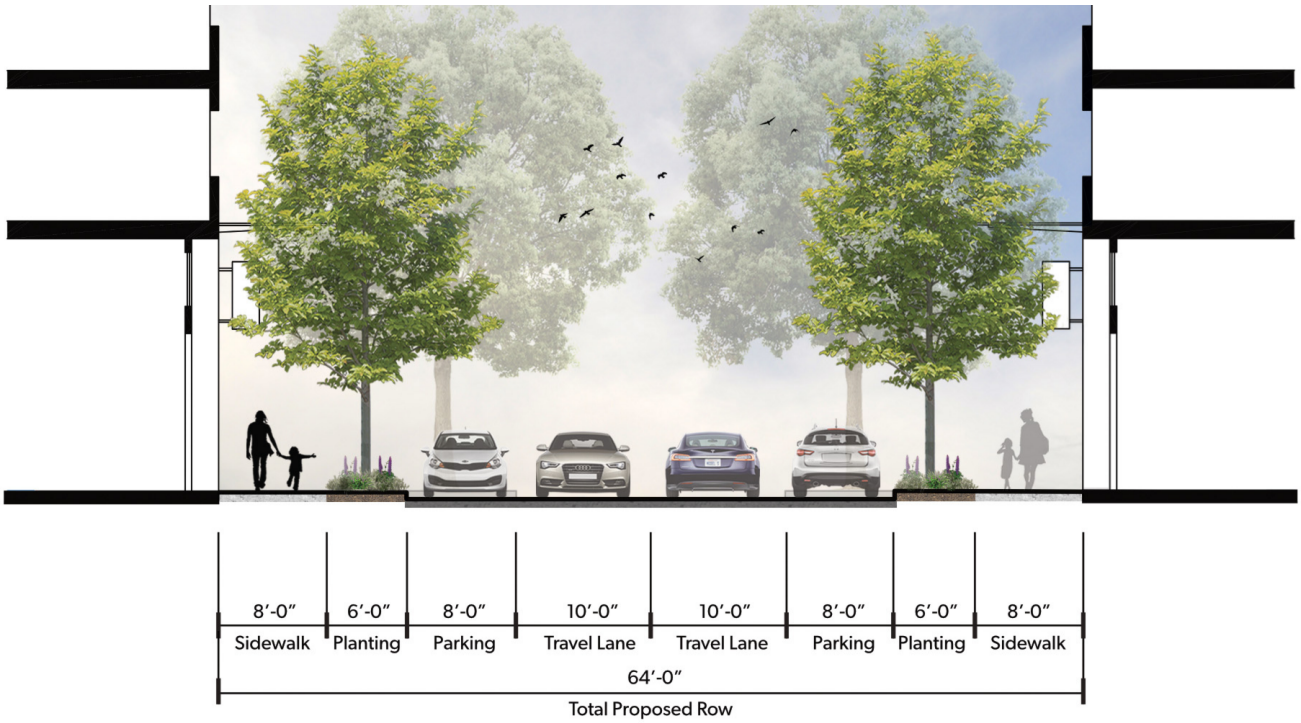


Figure 49 - F-F | Typical East-West Connector Street
Two lanes for car travel, parallel parking on both sides of the street, planting strips, and standard sidewalks.

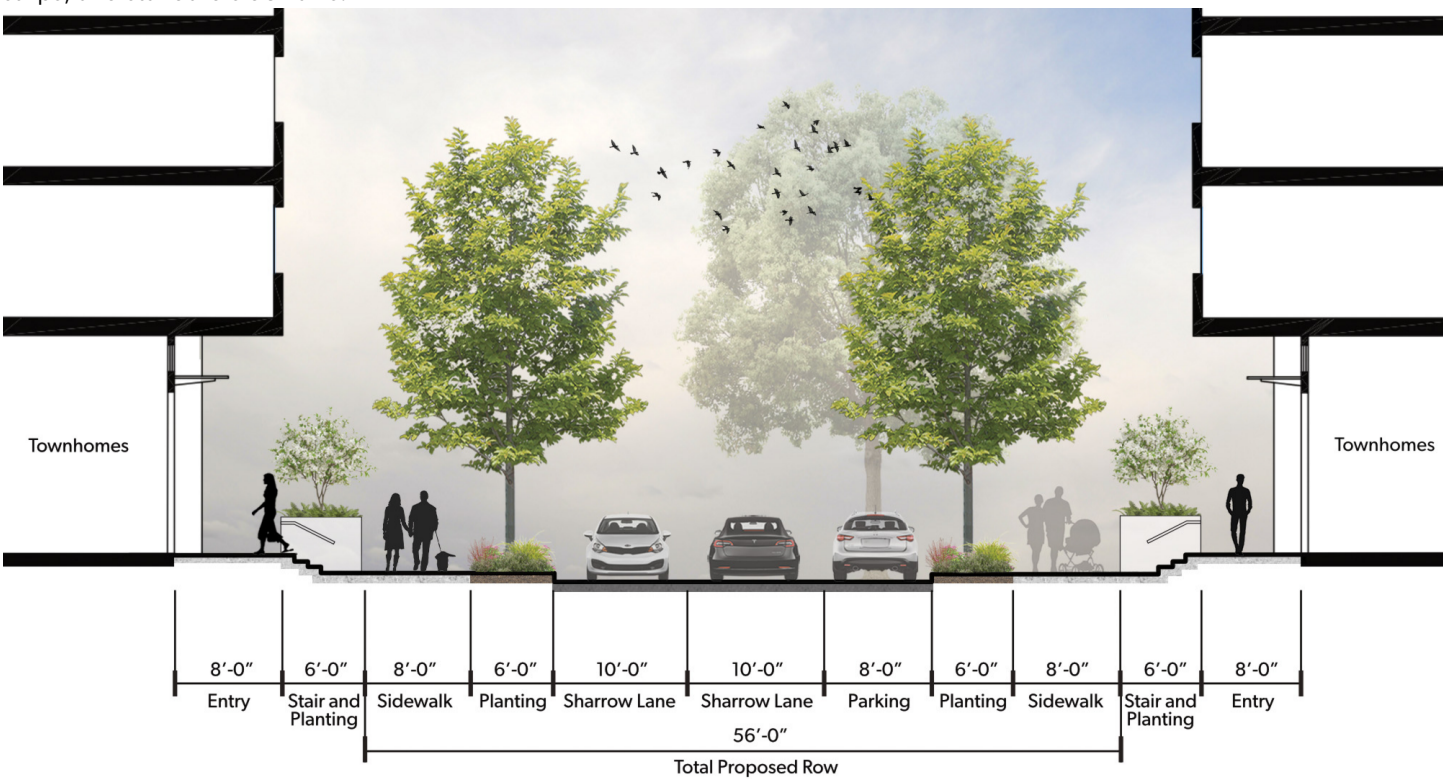


Figure 50 - G-G | Typical North-South Residential Street
Two lanes for car travel, parallel parking on one side of the street, planting strips, standard sidewalks, and a connection to building entries.

PROPOSED STREET SECTIONS

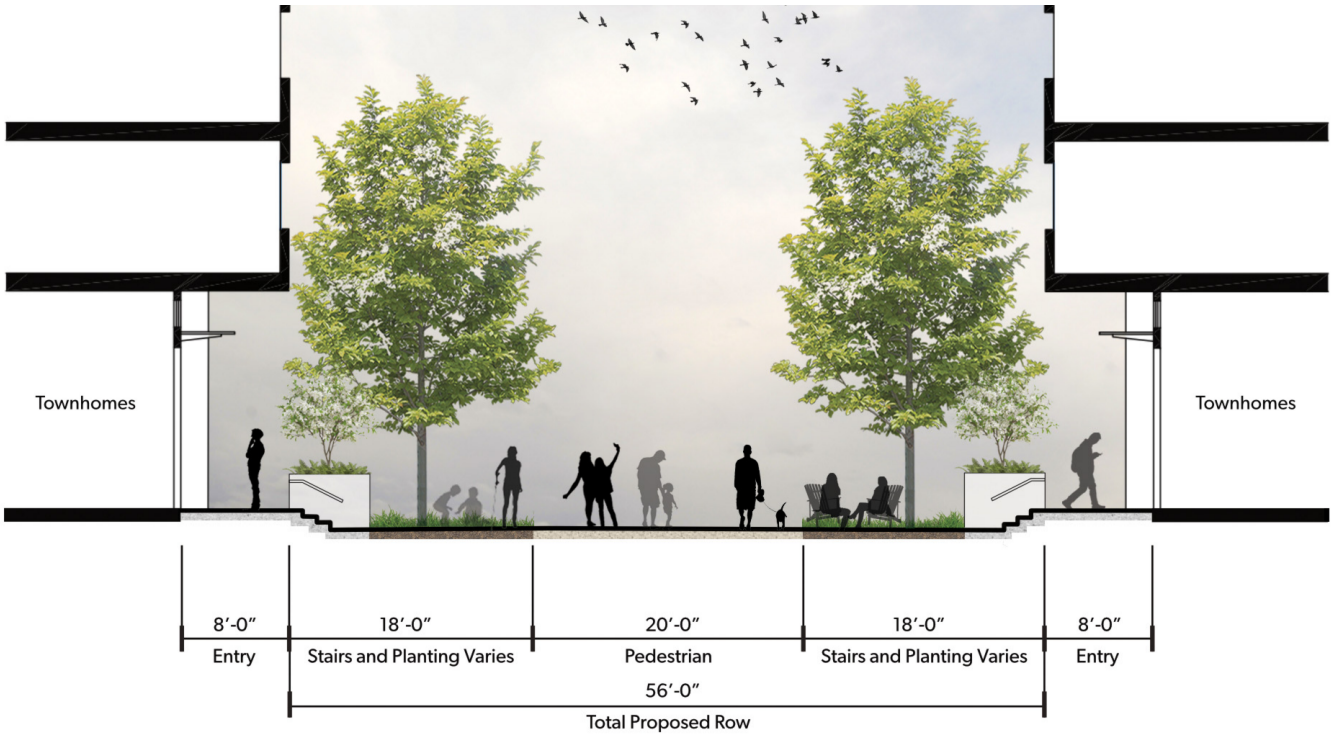


Figure 51 - H-H | North-South Pedestrian Street
A wide pedestrian promenade, generous planting strips, and a connection to building entries.

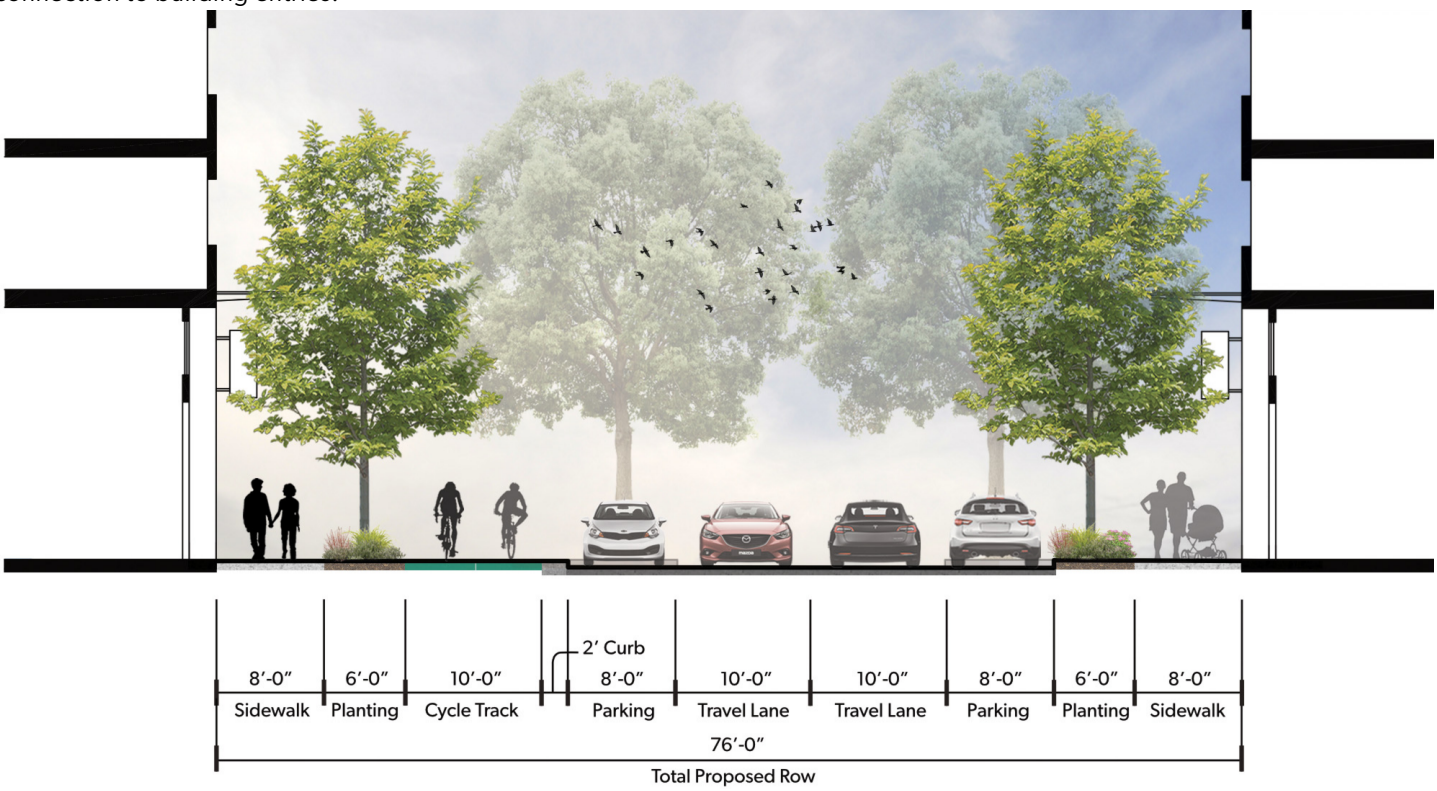


Figure 52 - I-I | Mill Creek Blvd between Main Street and HWY 527
Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

PROPOSED STREET SECTIONS

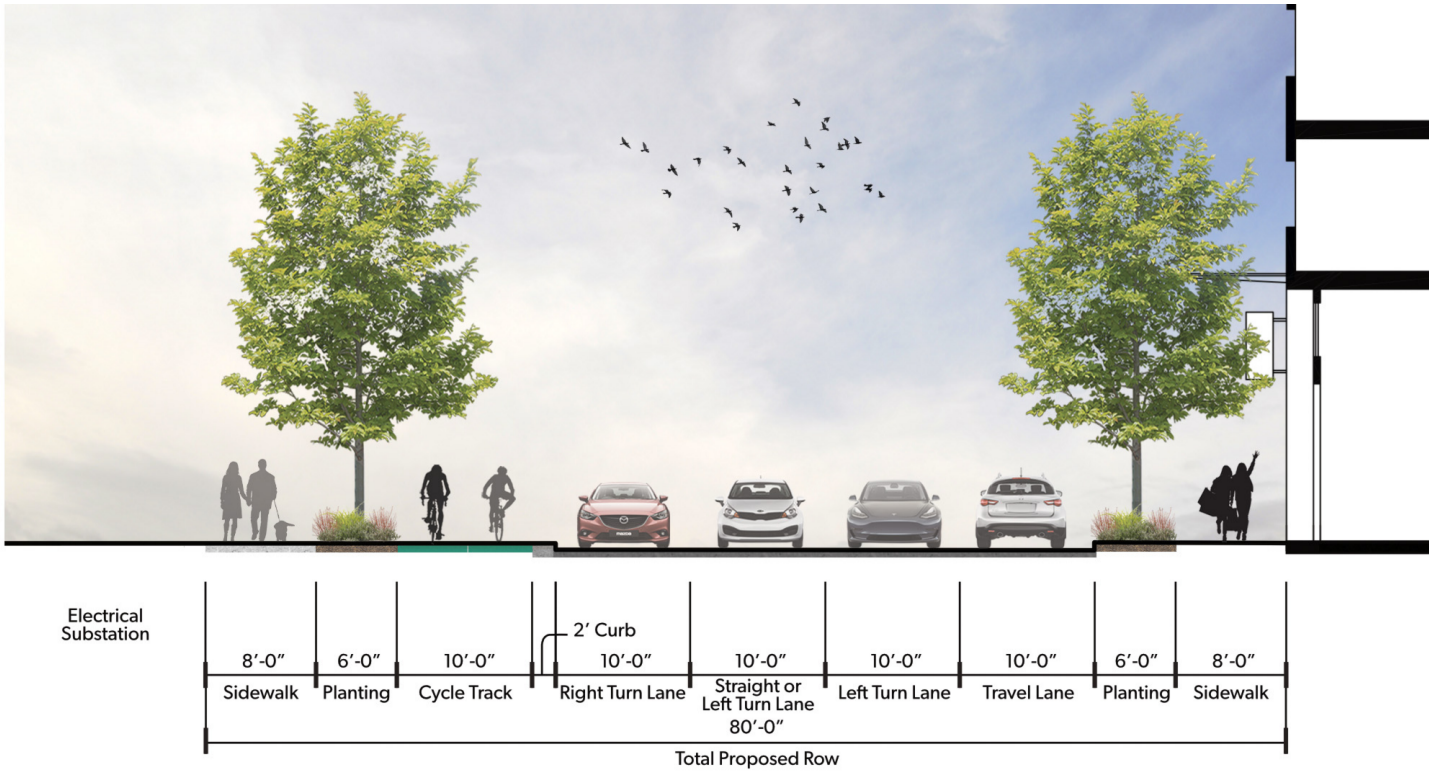


Figure 53 - J-J | Mill Creek Blvd at HWY 527

Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

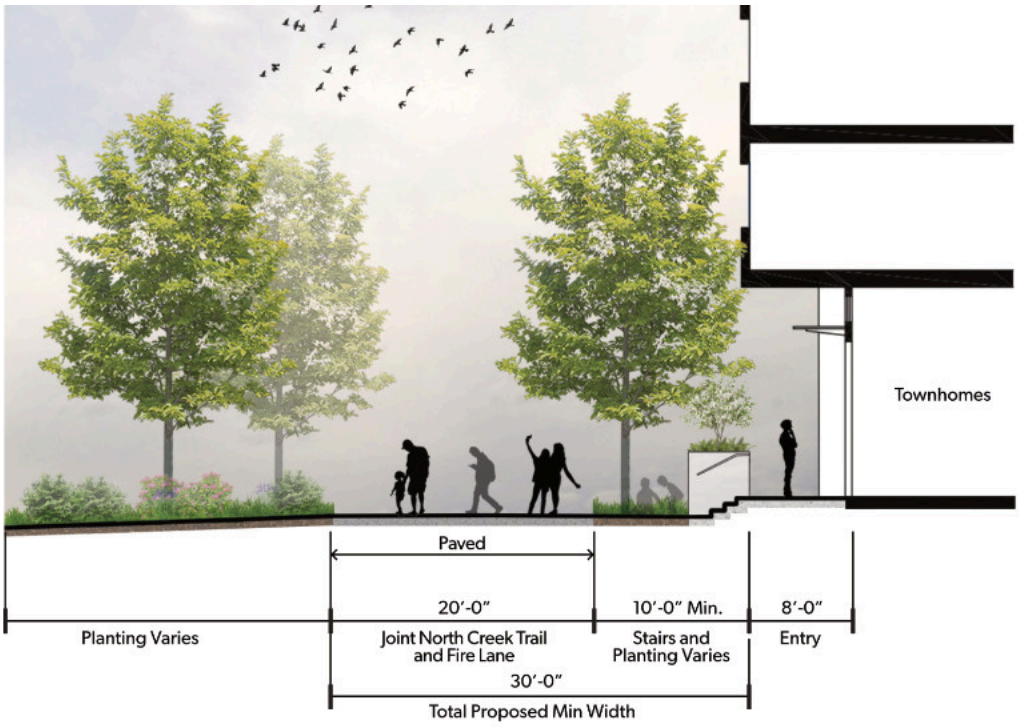


Figure 54 -K-K | Joint North Creek Trail and Fire Lane

Section at Joint North Creek Trail and Fire Lane

REGIONAL STORM WATER FACILITY

SUBAREA STORM WATER VISION

A regional storm water facility would manage runoff at a district scale rather than on a parcel-by-parcel basis, supporting both environmental performance and urban development objectives. By consolidating detention, treatment, and infiltration functions, a regional facility improves overall water quality, reduces peak flows to downstream systems, and enhances long-term watershed resilience.

From an urban design and planning perspective, a regional approach allows more efficient use of land by reducing the need for repetitive on site storm water facilities. This increases developable area and provides greater flexibility for site planning, building placement, and phased development. It can also reduce overall life-cycle costs through shared infrastructure, coordinated capital investment, and streamlined long term maintenance.

When integrated into the public realm, a regional storm water facility can serve as multi benefit infrastructure that supports open space, habitat, recreation, and place making while clearly demonstrating environmental stewardship and climate adaptation. Together, these outcomes align storm water management with broader goals for compact growth, economic development, sustainability, and a high quality urban environment within the subarea.

EXISTING INFRASTRUCTURE

Per the City's 2022 Boulevard Subarea Plan and GIS data, there are four discharge locations and several drainage basins within the South Town Center Subarea. Drainage basins and associated discharge location are listed below:

- The drainage basins north of 164th St. SE and west of Bothell Everett Hwy are collected and conveyed to a storm water pond that eventually outfalls to North Creek.
- The drainage basins along 164th St. SE and west of 9th Ave SE directly outfall to North Creek.
- The Bothell Everett Hwy drainage basin discharges to a second storm water pond, located south of the site boundary, that outfalls to Penny Creek.
- The 9th Ave NE drainage basin discharges directly to Penny Creek.

The majority of the subarea drains to two existing storm water ponds, mentioned above. These ponds provide minimal storm water treatment and are insufficient for current standards.

PROPOSED FACILITY

The proposed regional storm water facility is intended to serve the northern portion of the Subarea located north of 164th Street. It provides a coordinated, district-scale approach to storm water management that supports redevelopment, environmental performance, and public open space goals, while building on existing drainage patterns and infrastructure.

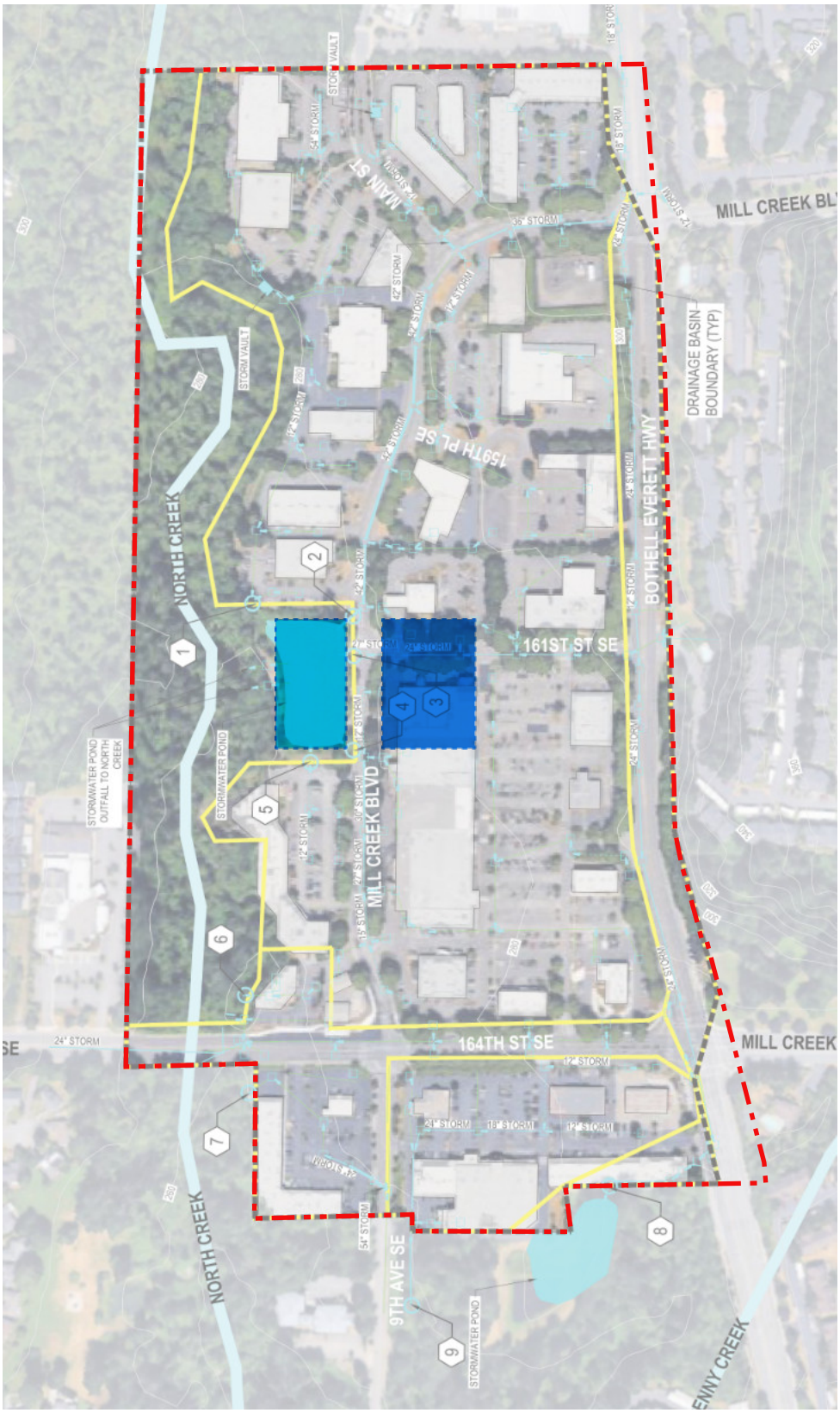
The facility is composed of three integrated components. The first is a below-grade storm water vault located beneath the proposed central park. This vault provides primary detention and flow control for the drainage basin, allowing storm water to be stored and released at controlled rates consistent with downstream capacity and regulatory requirements. Locating this infrastructure below grade preserves the park above as a fully functional civic space while efficiently accommodating necessary storm water functions.

The second component is a system of shallow storm water chambers located at the site of the existing storm water pond across the roadway from the central park. These chambers provide additional storage and treatment capacity and are designed to operate in coordination with the below-grade vault during larger storm events. The system maintains the existing outfall to North Creek, consistent with current site conditions.

The third component is a storm water sponge park located above the shallow chambers, replacing the existing pond and serving as both green infrastructure and public open space. The sponge park is designed to absorb, filter, store, and slowly release storm water using shallow basins, permeable soils, gravel and sand layers, and native vegetation that mimic natural wetland processes. During heavy rain events, the park is intended to flood intermittently, temporarily storing runoff and reducing peak flows. During drier summer months, the space functions as an accessible park that supports recreation, community gathering, and habitat.

Storm water is collected from surrounding streets and development sites and conveyed through the system, where pollutants are filtered and flows are moderated prior to discharge to North Creek. Additional storm water quality requirements will be addressed through new streetscape design and private site redevelopment. Together, these integrated elements create a resilient regional storm water facility that improves water quality, reduces flooding risk, enhances ecological function, and delivers a high-quality central open space that supports the long-term vision for the Mill Creek South Town Center.

EXISTING AND PROPOSED DRAINAGE BASINS



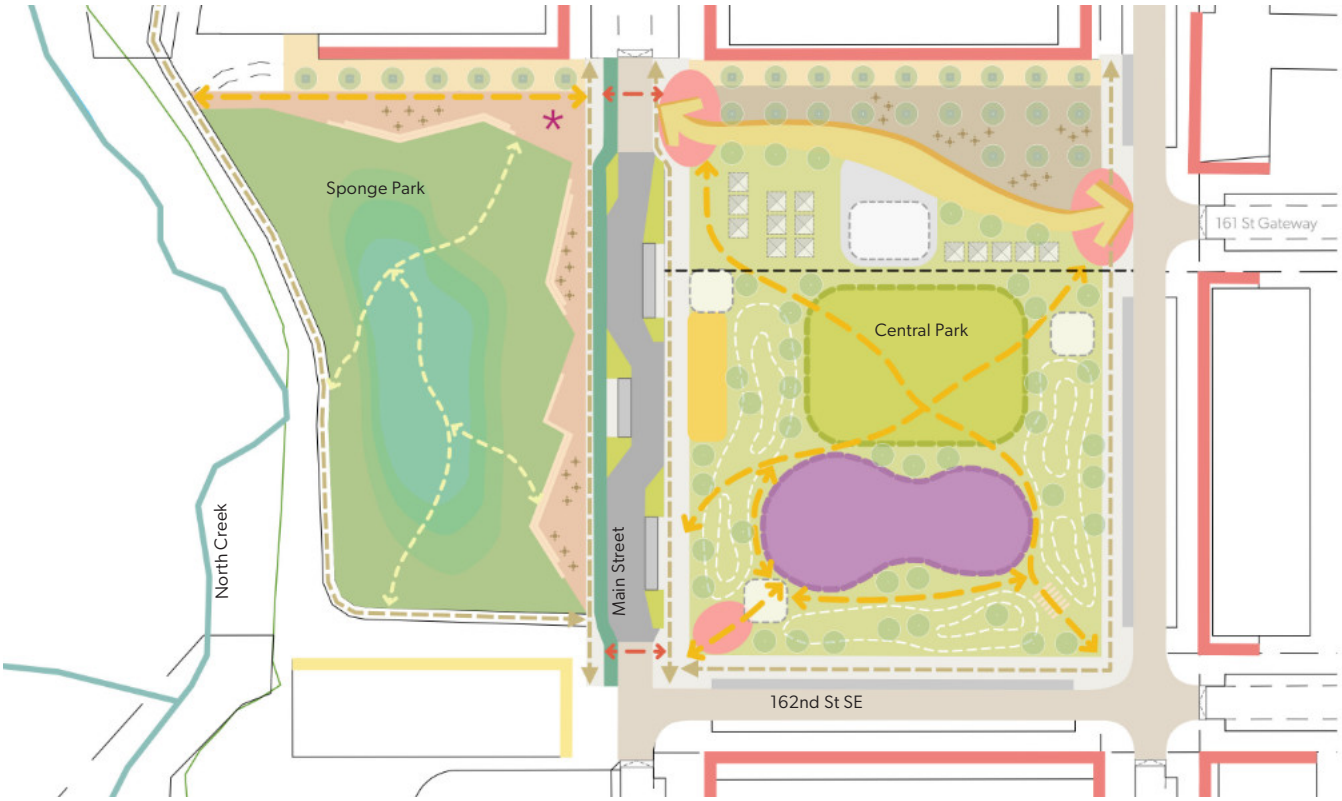
LEGEND

	Project Boundary
	Existing Drainage Basin Boundary
	Proposed Facility - Below Grade Vault
	Proposed Facility - Shallow Below Grade Chambers and Seasonal Sponge Park

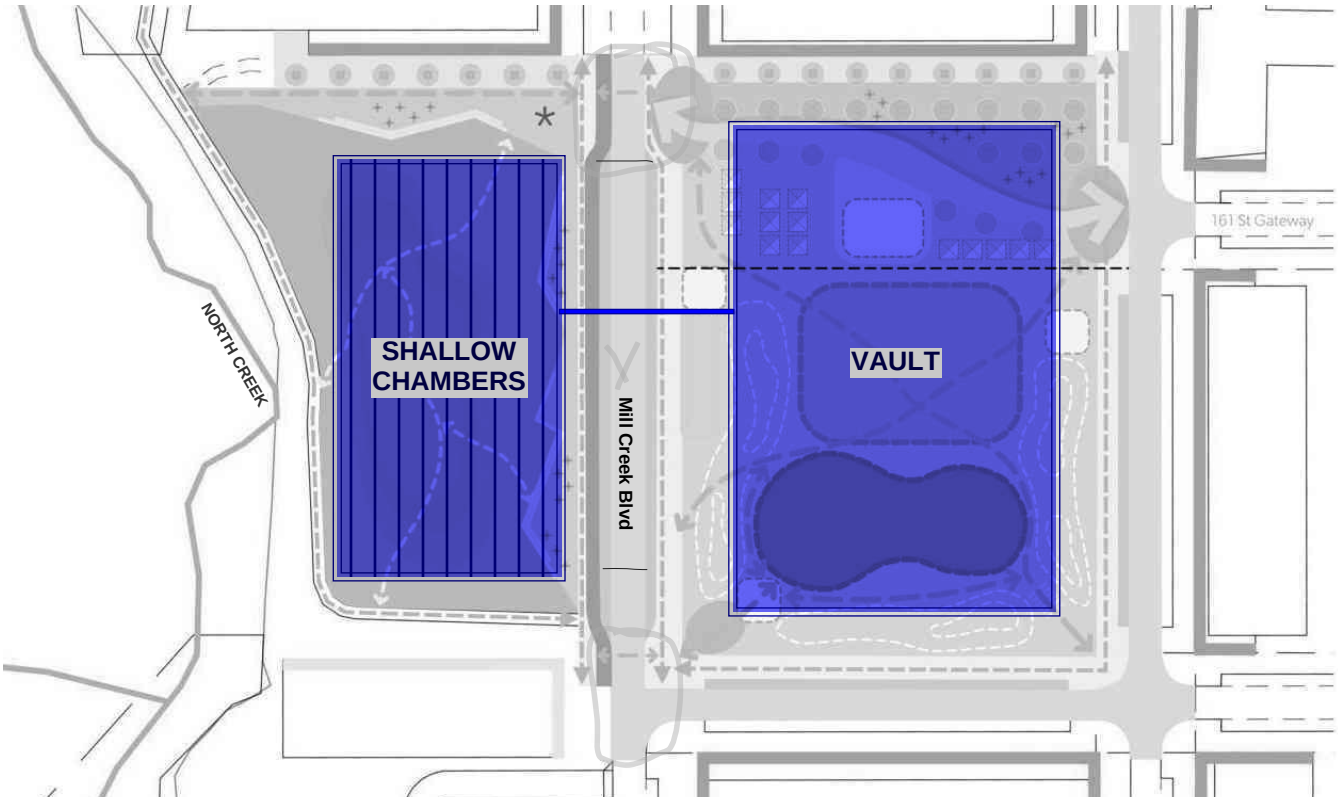
DRAINAGE BASIN OUTFALL SUMMARY

OUTFALL IDENTIFIER	OUTFALL LOCATION
1	EXISTING STORMWATER POND
2	EXISTING STORMWATER POND
3	EXISTING STORMWATER POND
4	EXISTING STORMWATER POND
5	EXISTING STORMWATER POND
6	NORTH CREEK
7	NORTH CREEK
8	EXISTING STORMWATER POND
9	PENNY CREEK

REGIONAL STORM WATER FACILITY

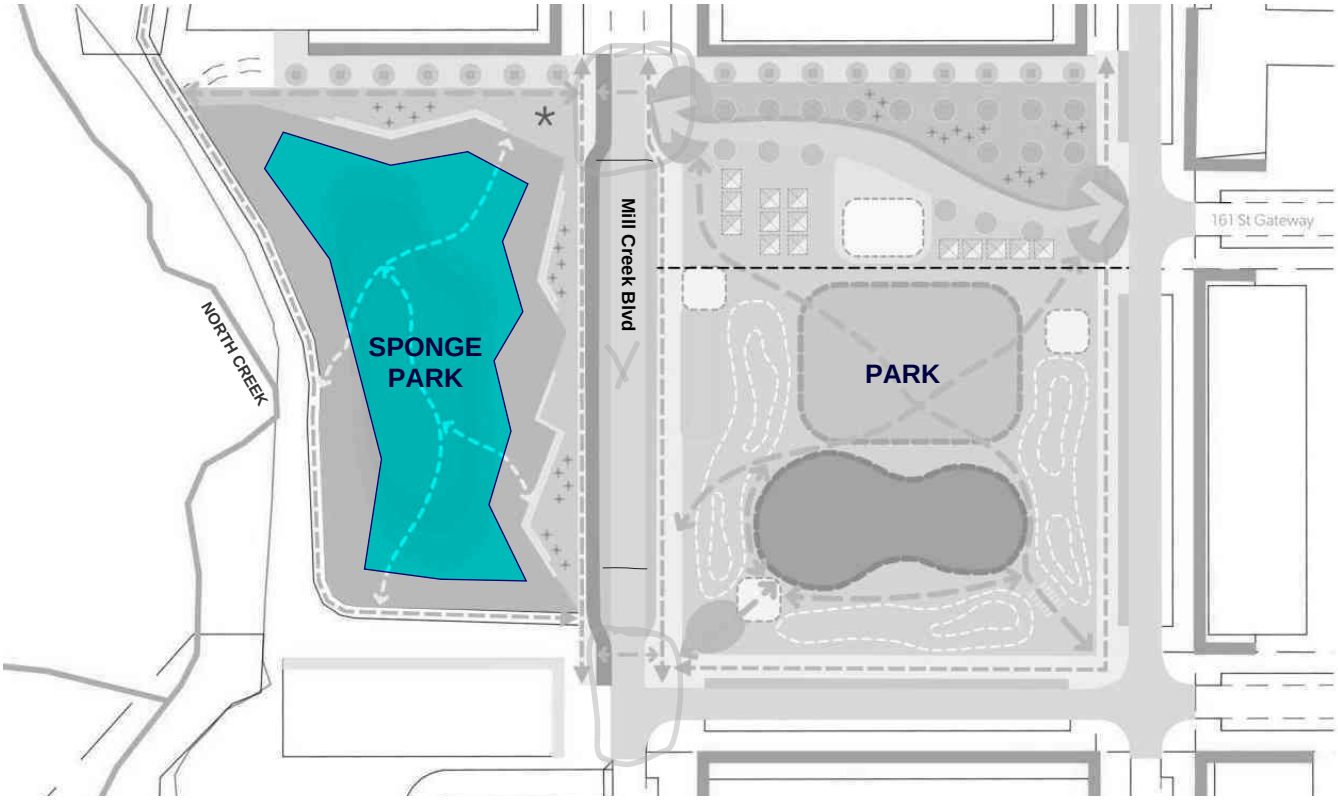


BELOW GRADE STORM WATER FACILITIES

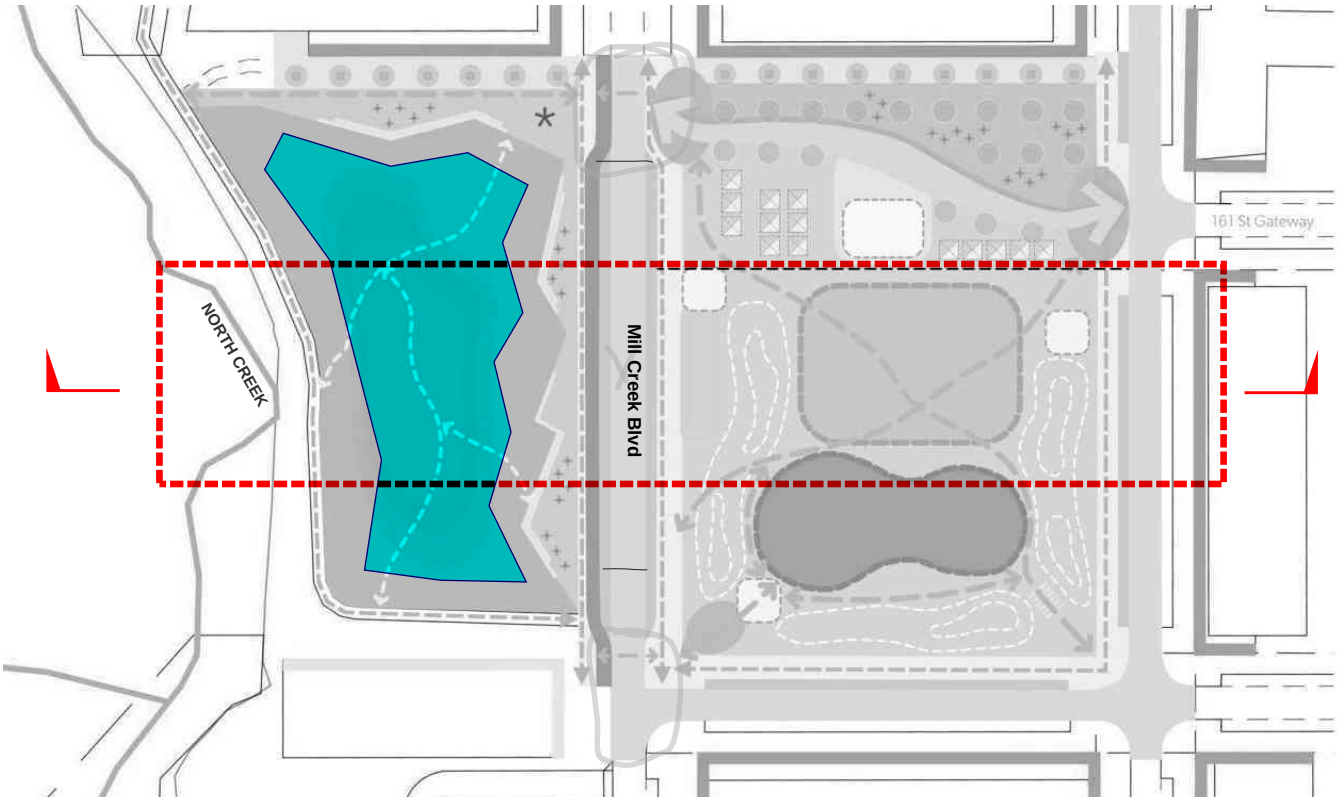


BELOW GRADE STORM WATER FACILITIES

REGIONAL STORM WATER FACILITY

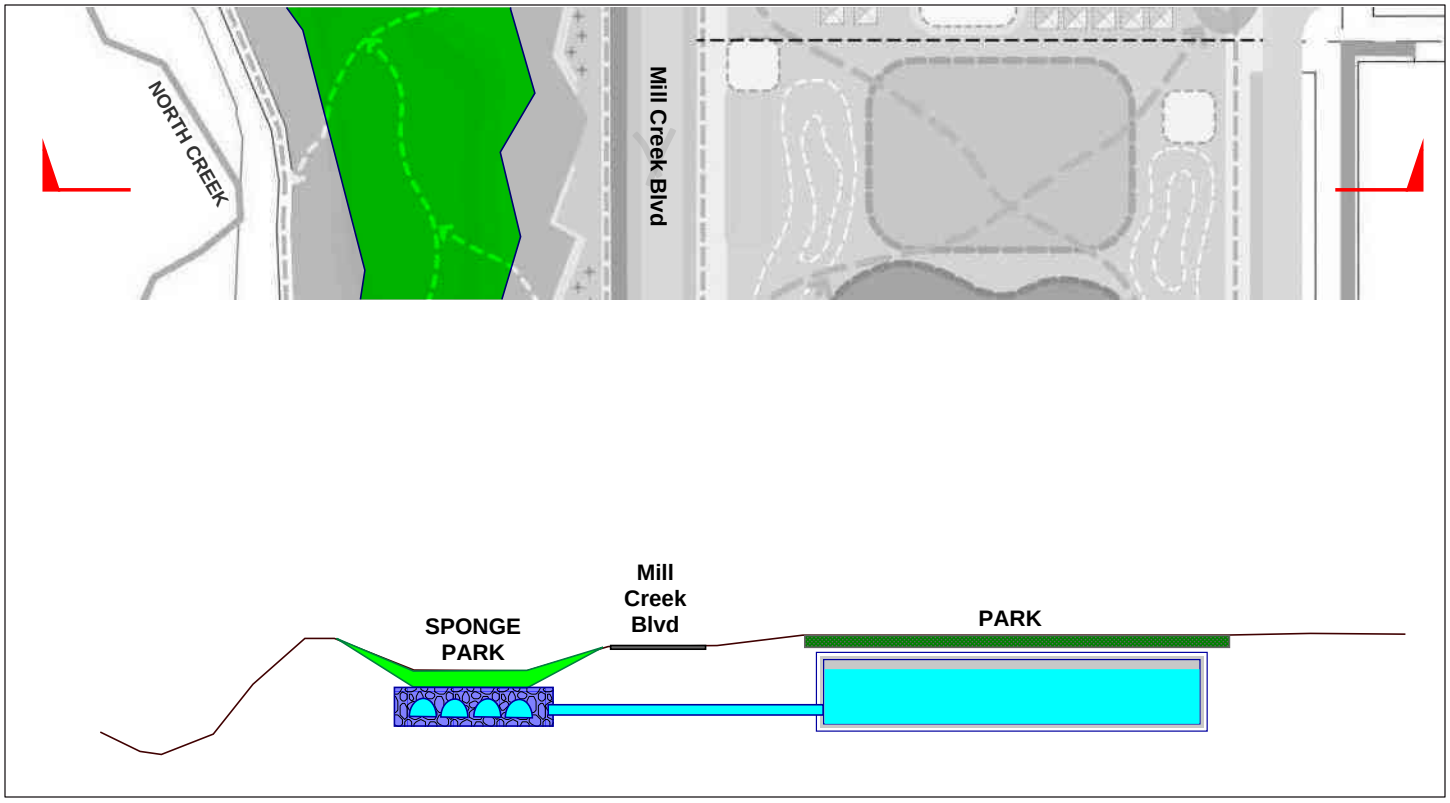


ABOVE GRADE EXPRESSION

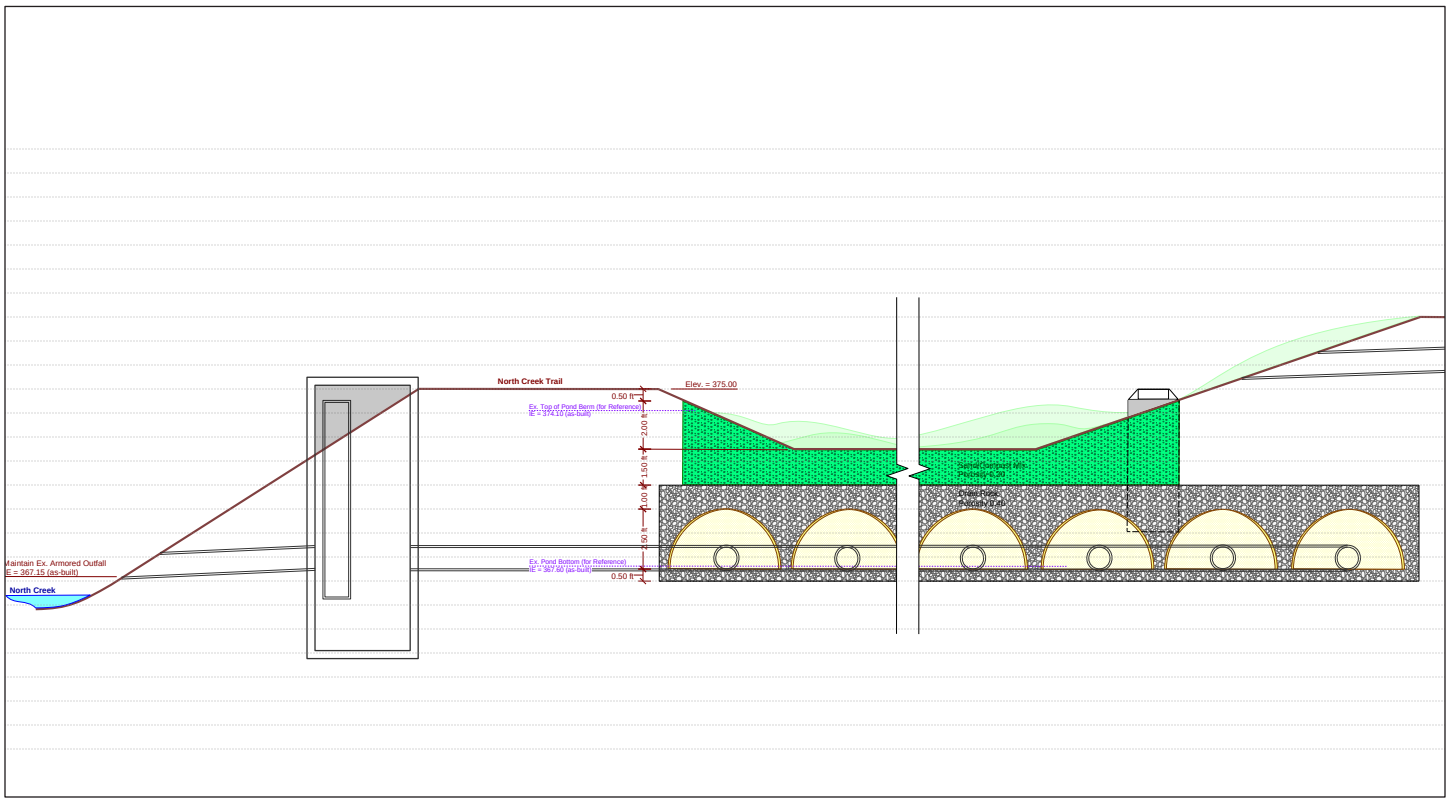


ABOVE GRADE EXPRESSION

REGIONAL STORM WATER FACILITY

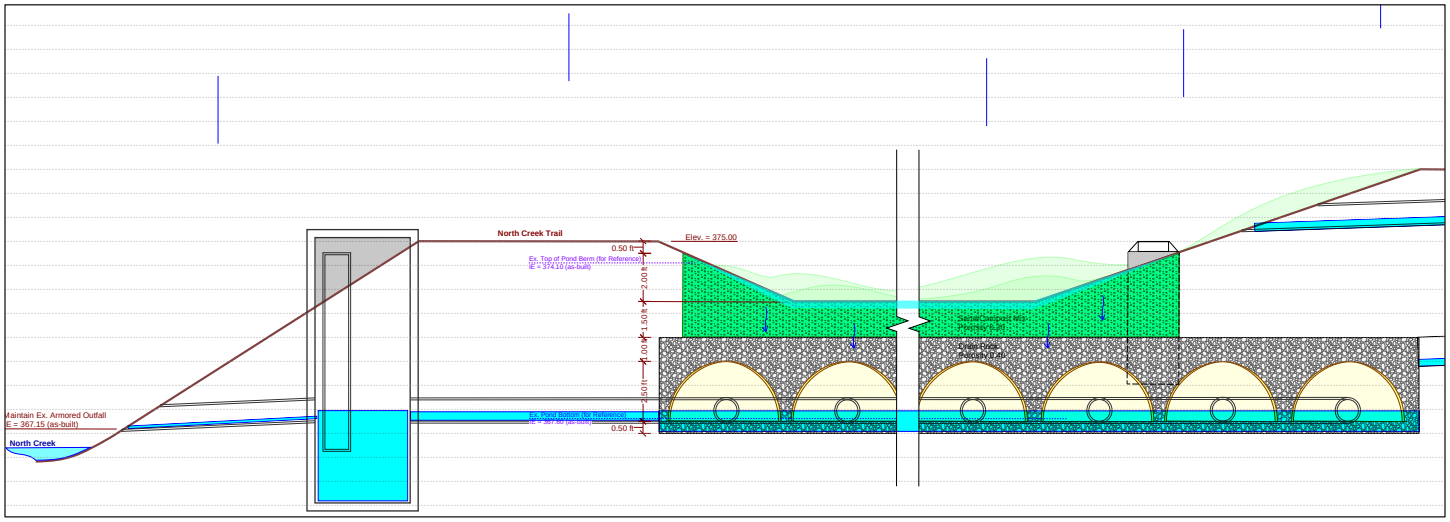


OVERALL CROSS SECTION

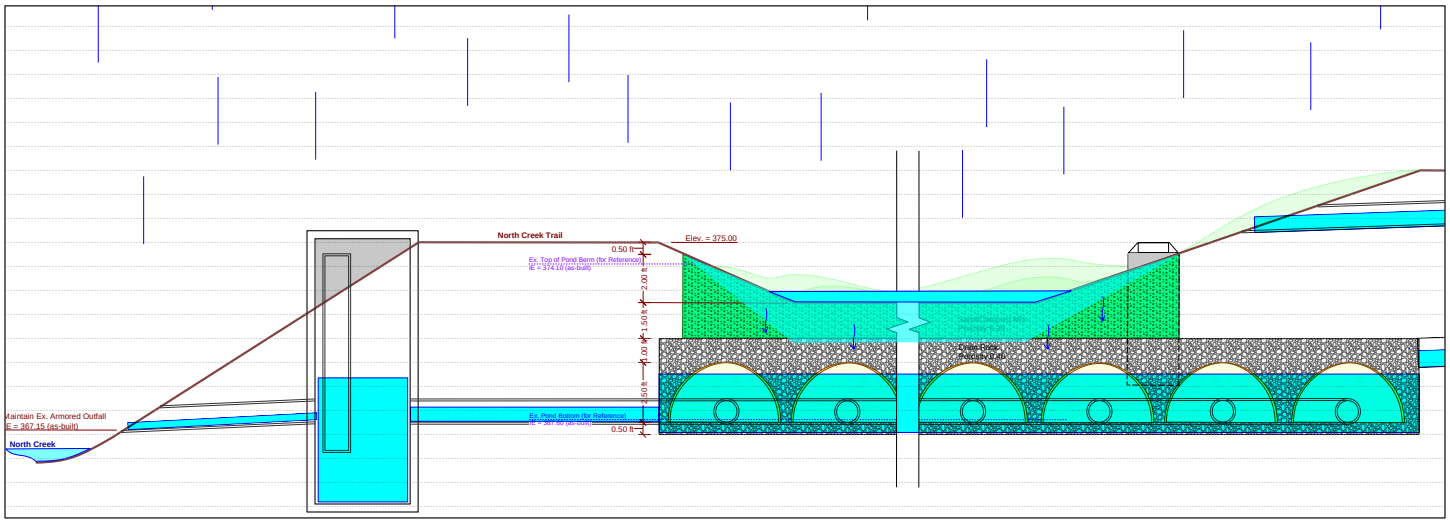


SPONGE PARK CROSS SECTION

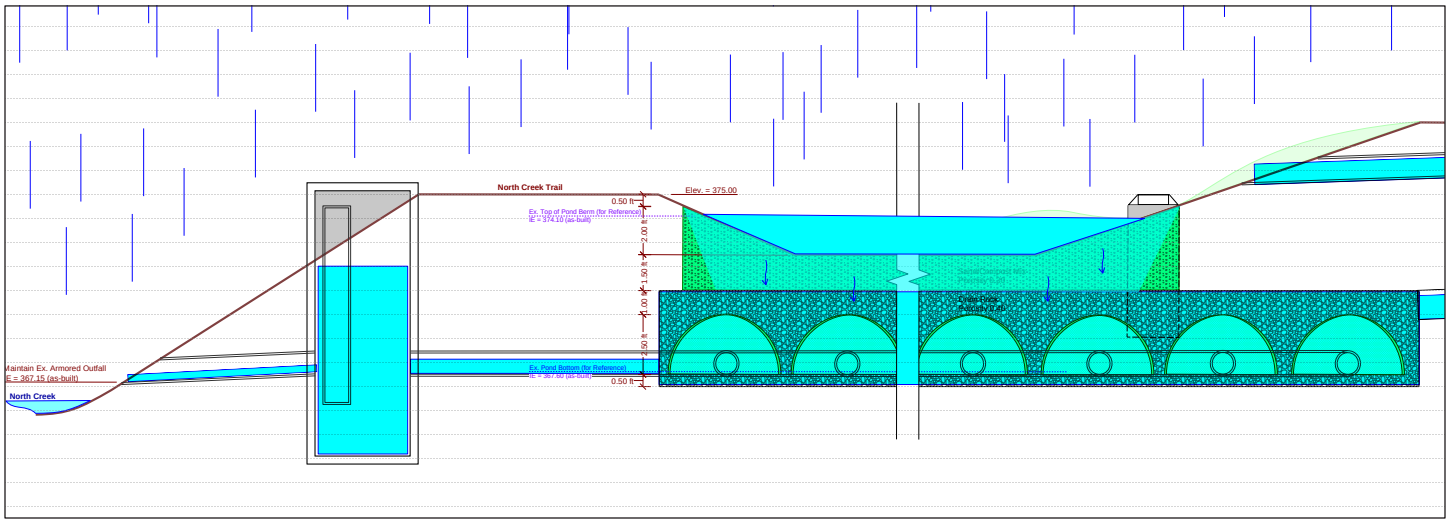
REGIONAL STORM WATER FACILITY



SPONGE PARK CROSS SECTION | TYPICAL WINTER DRIZZLE



SPONGE PARK CROSS SECTION | BIGGEST TYPICAL ANNUAL STORM



SPONGE PARK CROSS SECTION | MAJOR PEAK STORM EVENT (10-YEAR, 25 YEAR)

SECTION 04

DEVELOPMENT ALTERNATIVES

DEVELOPMENT ALTERNATIVES OVERVIEW

ALTERNATIVES APPROACH AND APPLICATION

The South Town Center alternatives were developed to evaluate a range of future redevelopment outcomes and to help determine how best to implement the Subarea Plan vision. The alternatives tested different approaches to housing capacity, commercial development requirements, building height, public realm investment, mobility improvements, and redevelopment feasibility. They were used to support community discussion, City review, and further evaluation through the Planned Action EIS process.

The Comprehensive Plan already anticipates significant redevelopment within South Town Center and identifies the subarea as an important location for future housing, employment, commercial activity, and mixed-use growth. As a result, the alternatives do not evaluate whether redevelopment should occur, but rather how redevelopment should be organized, scaled, and regulated to best support the community's vision. A key purpose of the alternatives analysis was to consider how future development standards could support a true Town Center environment, including requirements for commercial development, active ground-floor uses, and frontage conditions that reinforce the extension of Main Street and help create a walkable mixed-use district.

The alternatives are planning-level scenarios and do not represent specific development projects. They are intended to compare potential outcomes at full build-out by the 2044 planning horizon and to inform the preferred policy framework, development standards, and implementation strategy for South Town Center.

Alternatives 2, 3, and 3A intentionally use the same overall urban design framework, street network, and open space system. This allows the alternatives to be compared more clearly by focusing on the primary variables of building height, development capacity, density distribution, and commercial development requirements. Each of these alternatives could deliver the common physical framework for South Town Center, including the Main Street extension, new internal street connections, parks and open spaces, pedestrian-oriented frontages, and improved connections to North Creek. The differences between the alternatives relate primarily to the amount, location, and regulatory structure of future development.

The Planned Action Environmental Impact Statement (EIS), located in the appendix, provides the full environmental analysis, impact findings, and mitigation measures for the alternatives. This section summarizes the alternatives at a planning level to document the policy comparison and preferred direction.

See EIS for additional graphics, including aesthetics massing comparisons of the alternative along with sun and shadow study comparisons.

ASSUMPTIONS	ALTERNATIVE 1 BASELINE	ALTERNATIVE 2 HIGHER DENSITY	ALTERNATIVE 3 MIXED DENSITY	ALTERNATIVE 3A MIXED DENSITY WITH INCENTIVES
Residential	3,225 units	5,567 units	4,270 units	5,567 units
Commercial Retail	113,242 square feet	233,447 square feet	149,383 square feet	233,447 square feet
Height Range	Existing zoning, up to 60 feet	Up to 85 feet throughout the Subarea	Ranges from 60 feet to 85 feet	Up to 85'with incentives for community benefits
Urban Design Framework	Existing Conditions	All alternatives are based on the same Urban Design Framework, including up to 5.05 acres of new park space, a new roadway network, redevelopment vision and goals, and character areas.		

DEVELOPMENT ALTERNATIVES

ALTERNATIVES EVALUATED

The planning and environmental review process considered three primary alternatives:

Alternative 1 - Baseline / No Action

Maintains the existing zoning and development standards. This alternative allows redevelopment under the existing Town Center framework, generally up to five floors and 60 feet, with no coordinated subarea-wide requirement for the proposed street network, public open space system, or commercial frontage strategy.

Alternative 2 - Higher Density

Tests the highest-capacity redevelopment scenario, allowing greater height and density broadly across the subarea. This alternative provides the strongest housing, commercial, and fiscal capacity, but does not directly tie additional height to public benefits.

Alternative 3 - Mixed Density

Tests a more targeted density approach, with higher density concentrated in selected locations and lower height in other areas. This alternative balances redevelopment capacity with scale transition and Town Center character, but provides less housing, commercial, and fiscal capacity than Alternative 2.

Alternative 3A - Mixed Density with Incentives

Refines the mixed-density approach by allowing development up to the capacity limit analyzed in Alternative 2, but linking additional height and development capacity to public benefit incentives. This approach was advanced as the preferred direction because it balances growth, redevelopment feasibility, Town Center activation, and community-serving improvements.

ALTERNATIVE 3 | MASSING VIEW LOOKING EAST

ALTERNATIVE 2 | MASSING VIEW LOOKING EAST

DEVELOPMENT ALTERNATIVES

KEY COMPARISON FINDINGS

The alternatives revealed several important trade-offs. Alternative 1 maintains the existing regulatory framework but provides limited tools to shape the public realm, require commercial activity, or coordinate redevelopment around a cohesive open space and mobility framework. Alternative 2 maximizes housing and commercial capacity and provides the strongest potential fiscal outcomes, but allows height more broadly and without a direct connection to public benefits. Alternative 3 provides a more varied scale and a stronger transition strategy, but reduces housing and commercial capacity relative to Alternative 2.

Alternative 3A was identified by the City Staff, Planning Commission, and City Council as the preferred alternative because it combines the benefits of higher-capacity redevelopment with a more deliberate public benefit structure. By tying additional height to incentives, the preferred approach supports housing production, active commercial frontage, public open space, housing diversity, public parking, and other community-serving improvements while maintaining transition standards along sensitive edges.

PREFERRED DIRECTION

The selected framework is based on Alternative 3A. It builds from the mixed-density approach studied through the EIS process, while establishing an incentive-based structure that allows additional height and capacity when redevelopment contributes to public benefits. The full preferred redevelopment program, land use framework, street and open space plan, and implementation strategy are described in the Redevelopment Plan section.

ASSUMPTIONS	ALTERNATIVE 1 BASELINE	ALTERNATIVE 2 HIGHER DENSITY	ALTERNATIVE 3 MIXED DENSITY	ALTERNATIVE 3A MIXED DENSITY WITH INCENTIVES
Overview	Maintains existing zoning with limited change	Maximizes housing and economic growth potential	Balances higher density with targeted commercial areas	Links additional height to public benefits
Advantages	Maintains existing zoning and allows incremental redevelopment under current standards.	Provides the greatest housing, commercial, and economic development capacity. Could strongly support redevelopment feasibility and fiscal benefits.	Balances redevelopment capacity with more varied scale, transition areas, and targeted commercial activity.	Links added height and capacity to public benefits such as commercial development, open space, housing diversity, public parking, or other community-serving improvements.
Concerns / Limitations	Does not require commercial activity, coordinate open space, shape the public realm, or ensure redevelopment supports the Town Center vision.	Allows greater height and capacity more broadly without directly tying added development potential to public benefits.	Provides less housing and commercial capacity than Alternative 2 and may reduce some redevelopment feasibility or fiscal benefits.	Requires a clear incentive structure and depends on future redevelopment projects using the bonus provisions.
Policy Takeaway	Does not provide enough direction to implement the Subarea Plan vision.	Strong capacity, but less targeted and less connected to community benefit requirements.	Better scale calibration, but lower overall development and economic potential.	Best balances growth, flexibility, public benefits, and implementation of the Town Center vision.

PROPOSED GROUND LEVEL REDEVELOPMENT CONCEPT PLAN (ALTERNATIVE 2)

LEGEND

	PROJECT SITE BOUNDARY
	ANTICIPATED PARKING GARAGE / LOADING ENTRY
	GROUND RELATED COMMERCIAL
	RESIDENTIAL
	STRUCTURED PARKING
	PROPOSED PUBLIC PARK
	EXISTING NORTH CREEK NATURAL AREA

FIGURE 1 - GROUND LEVEL PROGRAM MAP

TRANSPORTATION ALTERNATIVES

ALTERNATIVES APPROACH AND APPLICATION

Transportation was evaluated as part of the Planned Action EIS to understand how each alternative would affect traffic generation, intersection operations, site access, safety, transit, and non-motorized circulation under 2044 conditions.

A key finding of the analysis is that redevelopment of South Town Center is not expected to create a proportional increase in vehicle trips, despite substantial new housing and mixed-use development capacity. This is because the alternatives replace a significant amount of existing auto-oriented commercial activity, including shopping center, grocery, office, medical office, government office, daycare, and similar uses with a more compact mixed-use pattern that includes a larger share of multifamily residential development. These residential uses generate significantly fewer weekday daily and PM peak hour vehicle trips than the existing commercial uses currently occupying much of the subarea.

All three EIS alternatives are projected to reduce overall weekday daily trips and PM peak hour trips compared to existing uses. Alternative 2, the Higher Density Alternative, produces the greatest AM peak hour increase due to its higher residential and commercial capacity. Alternative 3, the Mixed Density Alternative, produces a much smaller AM peak hour increase while still reducing daily and PM peak hour trips. Alternative 1 results in the largest overall trip reduction, but provides less housing, commercial activity, and public benefit potential than the redevelopment alternatives.

The analysis also found that all study intersections are anticipated to meet applicable level of service standards in 2044 under the EIS alternatives. This indicates that the redevelopment alternatives can be supported by the assumed transportation framework without requiring substantial additional capacity mitigation solely to address level of service impacts.

Alternative 3A was not modeled as a separate EIS alternative, but its transportation outcomes would fall under the range evaluated for Alternatives 2 and 3. The preferred incentive-based framework allows added development capacity through incentives while retaining the same overall urban design, street, and open space framework. Future projects will need to demonstrate consistency with Planned Action assumptions and applicable transportation requirements.

Overall, the transportation findings support the preferred direction by demonstrating that South Town Center can accommodate significant new housing and mixed-use capacity while maintaining acceptable intersection operations, reducing overall daily and PM peak vehicle trips, and advancing a more connected multi-modal street framework. The primary transportation value of the preferred plan is not simply managing vehicle delay, but transforming South Town Center into a connected, walkable district with improved access, shorter internal trips, better pedestrian and bicycle connections, and reduced reliance on large surface parking areas and private driveways.

Net New Trip Generation by Alternative

Alternative	Weekday Daily Trips	AM Peak Hour Trips	PM Peak Hour Trips	Transportation Takeaway
Alternative 1 — No Action	-8,976	-286	-1,263	Lowest traffic generation, but also the least supportive of the redevelopment vision.
Alternative 2 — Higher Density	-892	+474	-504	Highest development capacity and greatest AM peak increase, but still reduces daily and PM peak trips.
Alternative 3 — Mixed Density	-5,711	+70	-893	More moderate development capacity with limited AM peak increase and substantial daily/PM trip reduction.
Alternative 3A — Preferred Incentive-Based Framework	Bracketed by Alternatives 3 and 2	Bracketed by Alternatives 3 and 2	Bracketed by Alternatives 3 and 2	Expected to remain within the evaluated range, depending on the extent to which incentive-based capacity is used.

Source: TENW, Mill Creek South Town Center Subarea Plan Draft EIS Transportation Technical Analysis, January 2026, Table 9. Alternative 3A was not modeled separately in the DEIS and is shown here as generally falling within the evaluated range established by Alternatives 3 and 2.

ALTERNATIVES ECONOMIC DEVELOPMENT IMPACTS

ECONOMIC AND FISCAL TAKEAWAYS

The economic analysis provides a planning-level comparison of potential outcomes associated with the South Town Center redevelopment alternatives. It focuses on three key indicators relevant to long-term City planning and policy decisions: taxable retail sales, property tax revenue, and employment capacity. The analysis is intended to illustrate order-of-magnitude differences among alternatives at full build-out in current dollars.

The analysis should not be interpreted as a comprehensive fiscal impact study. It does not evaluate the full range of municipal service costs, operational impacts, infrastructure funding responsibilities, or fiscal effects associated with future population growth. It also does not estimate the timing, phasing, absorption, or specific location of future development.

The alternatives review demonstrates that redevelopment has the potential to substantially increase the City's long-term fiscal base, particularly through increased taxable property value associated with new mixed-use and residential development. While the existing subarea contains a significant amount of commercial building area, it is largely auto-oriented, older in building vintage, and does not include residential uses. Redevelopment would shift the subarea toward a more intensive mixed-use pattern with new housing, required commercial space, structured parking, and public realm improvements.

The alternatives vary significantly in their ability to generate taxable retail sales, property tax revenue, and employment capacity. Alternative 2 produces the strongest fiscal outcome because it includes the greatest development capacity and largest amount of required commercial space. At full build-out, Alternative 2 is estimated to generate approximately $67.1 million in taxable retail sales, $805,000 in annual City sales tax revenue, and $1.0 million to $1.1 million in annual City property tax revenue. Combined City sales and property tax revenue is estimated at approximately $1.84 million to $1.92 million, more than double existing conditions.

Alternative 3 provides a more moderate fiscal outcome. It would increase taxable property value substantially compared to existing conditions, but its lower commercial and residential capacity results in lower estimated sales and property tax revenues than Alternative 2. At full build-out, Alternative 3 is estimated to generate approximately $40.9 million in taxable retail sales, $491,000 in annual City sales tax revenue, and $782,000 to $844,000 in annual City property tax revenue. Combined City sales and property tax revenue is estimated at approximately $1.27 million to $1.33 million.

Alternative 1, the baseline or No Action Alternative, would increase taxable property value compared to existing conditions, but would generate the lowest taxable retail sales of the alternatives because it does not include the same commercial development requirements as the action alternatives. Alternative 1 is estimated to generate approximately $29.6 million in taxable retail sales and $355,000 in annual City sales tax revenue, substantially below existing South Town Center taxable retail sales. This highlights the importance of commercial development requirements, active ground-floor uses, and frontage standards in maintaining the subarea's role as a Town Center district.

The employment analysis should also be interpreted carefully. The alternatives estimate a minimum employment floor based on required commercial development, not a maximum employment outcome. Future redevelopment could include additional commercial, office, service, civic, or mixed-use space beyond minimum requirements, increasing employment capacity.

Overall, the economic and fiscal analysis supports the preferred Alternative 3A framework by demonstrating the value of pairing redevelopment capacity with public benefit requirements. Because Alternative 3A is incentive-based, its fiscal outcomes should be understood as generally falling within the range evaluated for Alternatives 3 and 2, depending on the extent to which future projects utilize added development capacity. This approach allows the City to capture many benefits of higher-capacity redevelopment while linking added height and development potential to public benefits such as commercial activation, open space, housing diversity, public parking, and infrastructure improvements.

ALTERNATIVES ECONOMIC DEVELOPMENT IMPACTS

EXECUTIVE SUMMARY

Overview

The table to the below summarizes estimates for existing and proposed future conditions in South Town Center. These estimates provide insight into the potential differences between each scenario evaluated.

Absorption And Delivery

All three alternatives are evaluated in current dollars and assume full build-out of the proposed development capacity for each scenario. Additional assumptions are detailed in each section. This analysis does not estimate the timing or specific location of redevelopment; redevelopment is expected to occur incrementally, which would limit disruption and displacement as existing properties are replaced with new development.

Economic and Fiscal Comparison at Full Build-Out

Alternative 3A is shown as an indicative range bounded by Alternative 3 (floor) and Alternative 2 (ceiling).

Metric	Existing	Alt. 1	Alt. 2	Alt. 3	Alt. 3A
Taxable Retail Sales	$64.6M	$29.6M	$67.1M	$40.9M	40.9*M*–67.1M
City Sales Tax Revenue	$775K	$355K	$805K	$491K	491*K*–805K
Taxable Property Value	$159.7M	856*M*–924M	1.49*B*–1.61B	1.13*B*–1.22B	1.13*B*–1.61B
City Property Tax Revenue	$110K	591*K*–637K	1.03*M*–1.11M	782*K*–844K	782*K*–1.11M
Combined City Revenue	$885K	946*K*–992K	1.84*M*–1.92M	1.27*M*–1.33M	1.27*M*–1.92M

Source: Heartland economic analysis (January 27, 2026); values shown in current dollars at full build-out.

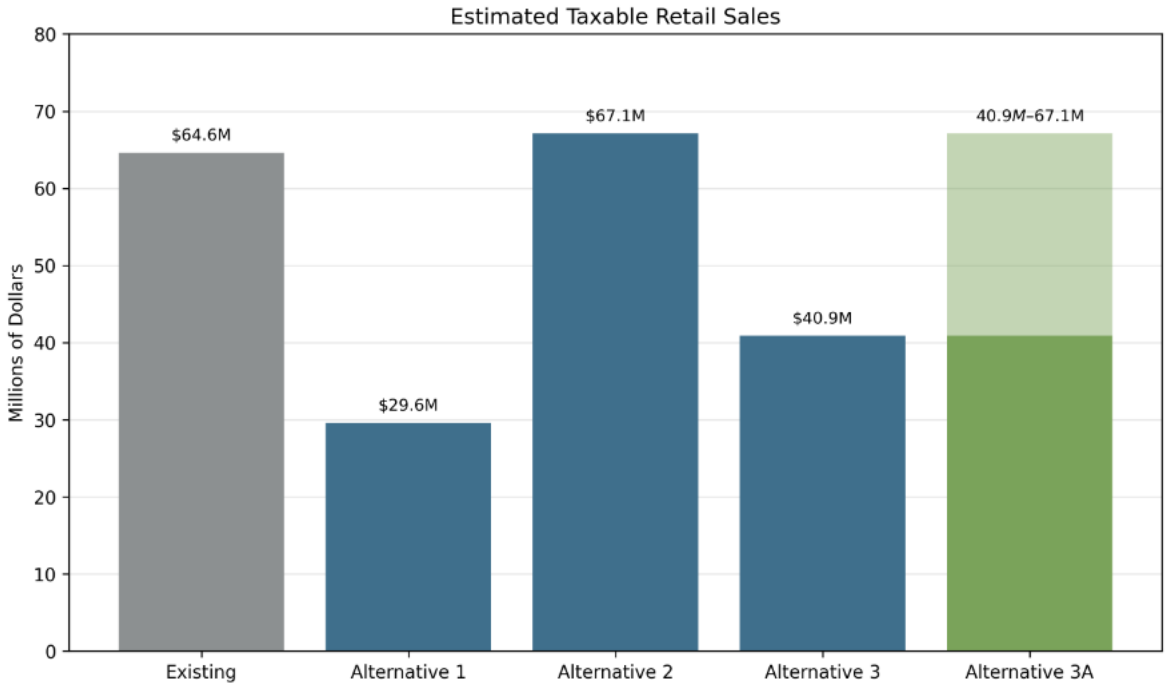
ALTERNATIVE 1 - represents the baseline zoning that currently exists in the South Town Center. The City already adopted this zoning in 2024 as a part of its Comprehensive Plan. While this zoning included increased development capacity, it does not include regulations requiring commercial development.

RETAIL SALES AND PROPERTY VALUES

The taxable retail sales comparison highlights the importance of commercial development requirements. Alternative 1 would allow redevelopment under existing standards but is projected to reduce taxable retail sales compared to existing conditions due to a lower assumed amount of sales tax-generating commercial space. Alternative 2 produces the highest taxable retail sales outcome, while Alternative 3 provides a more moderate outcome. Alternative 3A is shown as a range between Alternatives 3 and 2, reflecting its incentive-based approach and the extent to which future projects utilize additional development capacity.

The taxable property value comparison shows a different but equally important fiscal finding. All redevelopment alternatives would significantly increase taxable property value compared to existing conditions, largely due to the introduction of new multifamily residential and mixed-use development. This finding demonstrates that redevelopment can strengthen the City's property tax base even where taxable retail sales vary by alternative.

ALTERNATIVES ECONOMIC DEVELOPMENT IMPACTS



Alternative 3A is shown as a range, with the upper portion represented as a lighter green extension.

Alternative 3A is shown as a range bounded by Alternative 3 (low) and Alternative 2 (high).

BASELINE ZONING - EXISTING TOWN CENTER BASELINE

LEGEND

	PROJECT SITE BOUNDARY
	TC - TOWN CENTER MAX HEIGHT: 5 FLOORS; 60' (FOR RESIDENTIAL USES)
	MTC - Medium Density Town Center Max Height: 5 floors; 60'
	HTC - High Density Town Center Max Height: 7 floors; 85'
	NOS - Natural Open Space
	PROS - Park and Recreation Open Space
	MPIOS - Mixed Public / Infrastructure Open Space

ALTERNATIVE 2 - HIGHEST-DENSITY

LEGEND

	PROJECT SITE BOUNDARY
	TC - TOWN CENTER MAX HEIGHT: 5 FLOORS; 60' (FOR RESIDENTIAL USES)
	MTC - Medium Density Town Center Max Height: 5 floors; 60'
	HTC - High Density Town Center Max Height: 7 floors; 85'
	NOS - Natural Open Space
	PROS - Park and Recreation Open Space
	MPIOS - Mixed Public / Infrastructure Open Space

Note:
Transition Zone requirements apply to any new development located adjacent 164th Street, Hwy 527 (Bothell Everett Hwy), or the North Subarea boundary.

ALTERNATIVE 3 - MIXED-DENSITY

LEGEND

	PROJECT SITE BOUNDARY
	TC - TOWN CENTER MAX HEIGHT: 5 FLOORS; 60' (FOR RESIDENTIAL USES)
	MTC - Medium Density Town Center Max Height: 5 floors; 60'
	HTC - High Density Town Center Max Height: 7 floors; 85'
	NOS - Natural Open Space
	PROS - Park and Recreation Open Space
	MPIOS - Mixed Public / Infrastructure Open Space

ALTERNATIVE 3A - MIXED-DENSITY WITH INCENTIVES

LEGEND

	PROJECT SITE BOUNDARY
	TC - TOWN CENTER MAX HEIGHT: 5 FLOORS; 60' (FOR RESIDENTIAL USES)
	MTC - Medium Density Town Center Max Base Height: 5 floors; 60' Max Height with Incentives : 7 floors; 85'
	HTC - High Density Town Center Max Height: 7 floors; 85'
	NOS - Natural Open Space
	PROS - Park and Recreation Open Space
	MPIOS - Mixed Public / Infrastructure Open Space

Note:
Transition Zone requirements apply to any new development located adjacent 164th Street, Hwy 527 (Bothell Everett Hwy), or the North Subarea boundary.

04
DESIGN AND DEVELOPMENT GUIDELINES

TABLE OF CONTENTS

Design and Development Guidelines

ILLUSTRATIVE REDEVELOPMENT RENDERINGS

FIGURE 1 - CENTRAL PARK LOOKING NORTHWEST ILLUSTRATION

FIGURE 2 - MAIN STREET AT NORTH CREEK GATEWAY PARK ILLUSTRATION

OVERVIEW

INTRODUCTION

The South Town Center Design Guidelines establish a framework for transforming the Subarea from an auto-oriented commercial corridor into a walkable mixed-use extension of the existing Mill Creek Town Center while reinforcing the community vision and long-term goals identified through the Subarea Plan process. The guidelines are intended to guide redevelopment over time through coordinated site planning, building design, streetscape improvements, open space integration, and public realm investment that collectively support a more connected, active, and resilient urban district.

The guidelines prioritize a pedestrian-oriented environment defined by compact blocks, connected streets, active frontages, integrated open spaces, and high-quality architectural design. Streets, parks, plazas, and trails are intended to function as connected civic spaces that support daily activity, community gathering, retail visibility, multimodal circulation, and year-round use. Development should reinforce a cohesive Town Center identity that extends the existing Main Street character while improving connections to surrounding neighborhoods, civic amenities, and the North Creek Trail system.

The masterplan considers and responds directly to the ecological and landscape character unique to Mill Creek. Green streets, stormwater infrastructure, native planting, and open space systems are integrated throughout the Subarea to reinforce the identity of North Creek and surrounding wetlands while supporting environmental performance and long-term resilience. Landscape design should function as both public amenity and civic infrastructure, shaping a public realm that balances urban activity with access to nature, habitat, and outdoor recreation.

Recognizing that redevelopment will occur incrementally over many years, the guidelines support flexible implementation while establishing clear expectations for future development quality, site organization, pedestrian experience, and architectural character. The intent is to ensure that future growth contributes to a cohesive, walkable, and enduring Town Center that reflects the community vision for Mill Creek South Town Center. The intent is to ensure that future growth contributes to a cohesive, walkable, and enduring Town Center that reflects the community vision for the City of Mill Creek and a strong sense of place.

APPLICATION

The Mill Creek South Town Center Design Guidelines shall be applied in conjunction with Title 17 as development regulations for properties within the South Town Center Subarea. The guidelines shall be used to review development proposals, Binding Site Plans, development agreements, public improvements, and other applicable projects within areas designated as Town Center in the Comprehensive Plan.

The guidelines are intended to provide clear expectations for site planning, building placement, frontage design, architecture, landscape, open space, mobility, and parking. Any development agreement associated with a Binding Site Plan shall be consistent with these Design Guidelines and the Conceptual Framework Plan.

Where specific standards are provided, they shall establish minimum requirements for development. Where design guidance is provided, it shall be used to evaluate whether a proposal meets the intent of the Subarea Plan and advances the community vision for a walkable, mixed-use South Town Center.

ILLUSTRATIVE REDEVELOPMENT RENDERINGS

FIGURE 3 - CURBLESS RETAIL STREET AT CENTRAL PARK EAST ILLUSTRATION

FIGURE 4 - 164TH AND MAIN STREET EXTENSION LOOKING SOUTHEAST ILLUSTRATION

GOALS AND OBJECTIVES

GOAL 1

Establish a walkable, human-scaled Town Center that integrates with the existing Town Center and surrounding neighborhood context.

Objectives:

A. Transform the South Town Center into a pedestrian-first environment characterized by compact blocks, connected streets, and active ground-floor uses.
B. Prioritize the design of streets, sidewalks, and public spaces to support walking, social interaction, and everyday activity at a human scale.
C. Reduce the visual and functional dominance of surface parking and vehicle infrastructure along primary streets and public spaces.

GOAL 2

Create a defined and engaging public realm

Objectives:

A. Shape streets and open spaces with building frontages that clearly define the public realm and frame plazas, parks, and pedestrian corridors.
B. Require active, transparent, and pedestrian-oriented ground floors along primary streets and public spaces.
C. Incorporate weather protection, seating, lighting, and landscaping to enhance comfort, safety, and year-round use of the public realm.

GOAL 3

Transition from auto focused to pedestrain oriented development pattern over time

Objectives:

A. Support phased redevelopment that allows existing uses to transition incrementally toward a more urban, mixed-use town center pattern.
B. Ensure that interim conditions, including surface parking, are designed to minimize negative impacts and support future infill development.
C. Promote building, parking, and infrastructure designs that are adaptable and capable of evolving as redevelopment occurs.

GOAL 4

Reinforce a cohesive Mill Creek Town Center character

Objectives:

A. Create a cohesive architectural and streetscape character that reflects Mill Creek's identity while supporting an urban town center form.
B. Use consistent design standards, materials, and public-realm elements to reinforce legibility and continuity across phases of development.
C. Support civic spaces, plazas, and community-serving uses that function as social and cultural anchors for the South Town Center.

GOAL 5

Support mixed-use development and housing diversity

Objectives:

A. Encourage medium density vertically mixed-use buildings that integrate residential, retail, office, and civic uses to support daily activity throughout the day and evening.
B. Focus the highest intensity and most active uses along Main Street, key intersections, and designated plazas to reinforce a clear town center core.
C. Promote development patterns that support transit use, shared parking strategies, and reduced reliance on single-occupancy vehicles.

GOAL 6

Prioritize multimodal mobility and integrated parking

Objectives:

A. Locate parking behind or within blocks, in structures or shared facilities, to maintain active street frontages and walkable environments.
B. Support safe, convenient, and connected pedestrian and bicycle travel while balancing vehicle access through minimized curb cuts and clear, direct routes.
C. Encourage shared parking, transportation demand management strategies, bicycle facilities, and long-term reductions in parking supply as the Town Center matures.

Figure 5 - DEVELOPMENT STANDARDS TABLE

Subarea Plan Development Standards and will be implemented in the to the revised land use code.

STANDARD	TOWN CENTER OVERLAY	NOTES
Allowable Uses	As permitted in the TC Zone, excluding single-family attached and detached dwelling units.	
Allowable Height	Base Height: 60 feet Max. Height: 85 feet	Compliance with density incentives code requirements required to to exceed the maximum base height.
Density / Lot Coverage	Controlled by other Standards	
Min. Residential Open Space	100 Square Feet per dwelling unit up to a maximum of 25 percent of project site limits	See note
Setbacks		
Front, Street	Internal streets: 10ft max 164th and 527th Street: 10ft min., 20 ft max	See note
Side and Rear	0 feet	See note
Frontage Continuity	Min. 70% of frontage occupied by building façade at Primary Street	
Ground Floor Frontage Requirements		
Min. Commercial Street Frontage	80% of the building commercial frontage along designated Primary Streets and frontages facing Central Park.	
Min. Ground Floor to Floor Height	18'-0"	Applies only to ground-floor commercial, retail, office, civic, and mixed-use tenant spaces.
Ground Level Transparency	Commercial Frontage: 75% Min. Residential / Other: 30% Min.	Measured between 2' and 8' above grade.
Min. Retail Depth	30 feet average	
Residential Stoop Elevation	18 inches minimum above adjacent sidewalk grade.	May be reduced due to grading or accessible entry requirements.
Max. Blank Wall	Primary Frontage 20 feet Other Frontages 30 feet	See note.
Max. Parking / Service Frontage width	Along Primary Streets: not allowed Other Locations: 60 feet width	Does not apply to areas fronted by another program use.
Primary Entry Frequency	Entrance every 75 ft maximum	
Min. Overhead Weather Protection Extents	Primary Street 75% of Frontage Other Commercial Frontages 50% At All Primary Public Entries	Min. 6 feet width, and 8 feet above sidewalk.

STANDARD	TOWN CENTER OVERLAY	NOTES
Architecture Design		
Max Building Length	180 feet	Measured along the primary façade plane above the ground floor.
Upper Level Setbacks	8-foot Min. upper-level setback above the second or third floor along Primary Streets and frontages facing Central Park.	
Min. Articulation Spacing Intervals	Primary Articulation: 100 feet Secondary Articulation at regular intervals, generally every 20 to 40 feet	
Transition Zones Include at least one of the following elements	1. Floor plate reduction: 70 feet max building massing width with a min. 50 feet separation 2. Upper Level Setback: 10 feet Min. Setback above 60'	see note.
Material Requirements	Preferred Materials: Masonry, brick, terracotta, stone, glass, concrete, metal, wood, heavy timber Minimum Material Coverage: 60% of street-facing façade Fiber Cement: Limited to upper floors	or approved others
Parking		
Max surface parking frontage width	60 feet at mid block of non-primary streets Not allowed at corners or Primary Street frontages	Must be screened with low wall and landscaping to maintain street edge
Max surface parking lot size	100 Stalls	When needed larger lots shall be divided into smaller connected lots

NOTES:

1. **Residential Open Space** is intended to provide shared outdoor open space and indoor amenity space for new residents:
   - Exterior spaces must have a minimum dimension of 15 feet in any direction and a minimum size of 800 square feet.
   - Indoor recreation and amenity space may count for up to 30% of the minimum open space requirement.
   - May not include required landscape areas or critical area buffers.
   - Modifications to these standards or payment in-lieu may be provided as part of a development agreement.

2. **Setbacks:**
   - Requirements replace existing roadway buffer standards within the Subarea.
   - Measured from back of min. sidewalk width. Increased setback at internal streets shall only be allowed to allow for greater sidewalk, plaza, or building transition.
   - Where critical area or environmental setback requirements established by the Municipal Code conflict with the setbacks shown in this table, the more restrictive requirement shall apply.

3. **Blank Walls: Setbacks:** Blank walls shall be interrupted by windows, entrances, material changes, public art, landscaping, or façade articulation.

4. **Transition Zones:**
   - Any upper level massing lengths beyond 70' must incorporate the upper level setback.
   - Applies to development exceeding 60 feet adjacent to SR 527, 164th Street SE, and the northern edge of the Subarea.

URBAN PATTERN AND SITE DESIGN

OVERVIEW

A mixed-use urban district that extends the Town Center Main Street character through a connected street grid, active building frontages, and a cohesive distinctly Mill Creek public realm.

Figure 6 - Caption

Figure 7 - Existing Main Street

A. SITE DESIGN

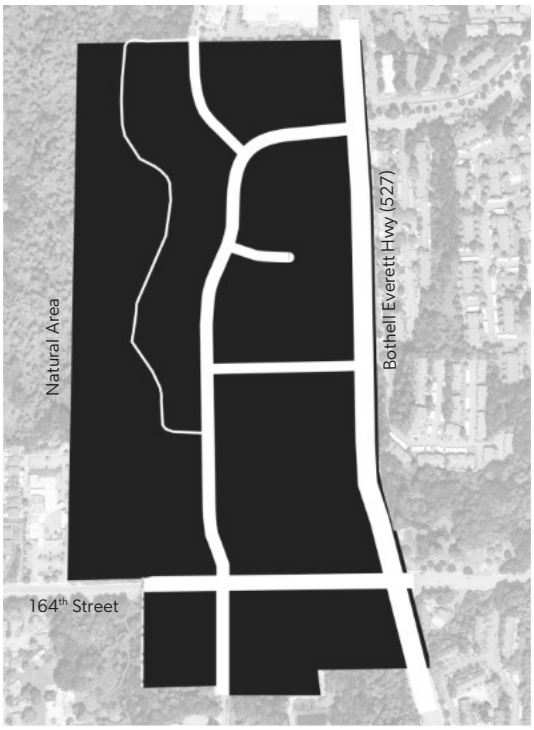
Site design in the Mill Creek South Town Center will reinforce a walkable, mixed-use urban environment that extends the existing Town Center pattern through connected streets, active public spaces, pedestrian-oriented frontages, and a cohesive public realm. Development should support multimodal circulation, reduce the visual prominence of parking and vehicle infrastructure, and accommodate phased redevelopment over time.

Key Attributes:

1. **Connected Street Network:** Break down existing superblocks into smaller, walkable blocks that support phased redevelopment.
2. **Pedestrian and Bicycle Priority:** Prioritize walking and cycling through protected crossings, shared streets, continuous sidewalks, and traffic calming.
3. **Safe Unified Public Realm:** Coordinate frontages, lighting, landscaping, and public spaces to reinforce a safe and cohesive pedestrian environment.
4. **Active Ground Floors:** Require active ground-floor uses along primary streets, plazas, and civic spaces.
5. **Reduced Parking Visibility:** Locate parking behind or within buildings and minimize surface parking along primary streets.
6. **Integrated Open Space Network:** Connect parks, plazas, trails, and shared streets into a continuous public open space system.
7. **Compact Mixed-Use Development:** Encourage compact mixed-use development that frames streets and public spaces.
8. **Community Connectivity:** Provide clear pedestrian and bicycle connections to adjacent neighborhoods, parks, trails, and transit.
9. **Integrated Stormwater Design:** Incorporate green streets, rain gardens, and visible stormwater features throughout the public realm.
10. **Gateway Features:** Incorporate focal landscape and architectural elements at key gateways, intersections, and civic spaces.

URBAN PATTERN AND SITE DESIGN

EXISTING



PROPOSED

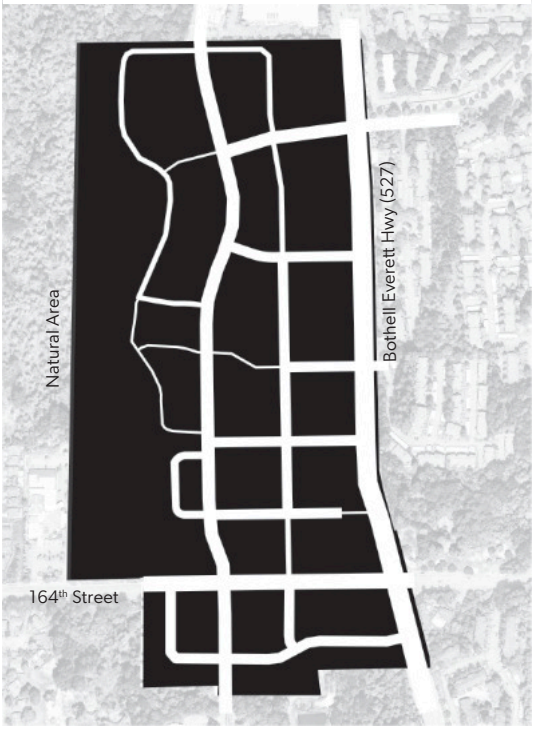


Figure 8 - Block and Connectivity Diagram

Circulation and Right-of-way improvements promote better walkability

B. BUILDING PLACEMENT

Building placement reinforces a walkable urban form by framing streets, parks, and public spaces with active frontages and pedestrian-oriented design. Buildings should define the public realm, support ground-floor activity, and minimize the visibility of parking and service functions.

Key Attributes:

1. **Street-Oriented Buildings:** Buildings should hold the street edge with limited setbacks.
2. **Active Frontages:** Require pedestrian-oriented retail, services, lobbies, and active uses along primary streets and public spaces.
3. **Primary Entrances:** Primary building entrances should face streets, parks, plazas, and pedestrian corridors.
4. **SR 527 Gateway Frontage:** Development along SR 527 should reinforce a visible Town Center gateway character.
5. **Mixed-Use Development Pattern:** Encourage multi-story mixed-use buildings along primary streets and open spaces.
6. **Residential Entries:** Incorporate individual residential entries and stoops along residential frontages.
7. **Parking and Service Placement:** Locate parking, loading, and service functions away from primary streets and public spaces.
8. **Street and Open Space Definition:** Building placement and height should frame streets, parks, plazas, and view corridors.

C. PRIMARY PEDESTRIAN STREET

1. Extend Town Center southward
2. Transform auto-oriented superblocks into a connected street network
3. Create a vibrant public realm
4. Anchor the district with a central open space system
5. Integrate Landscape with civic infrastructure
6. Establish a cohesive architectural framework
7. Support long-term economic vitality

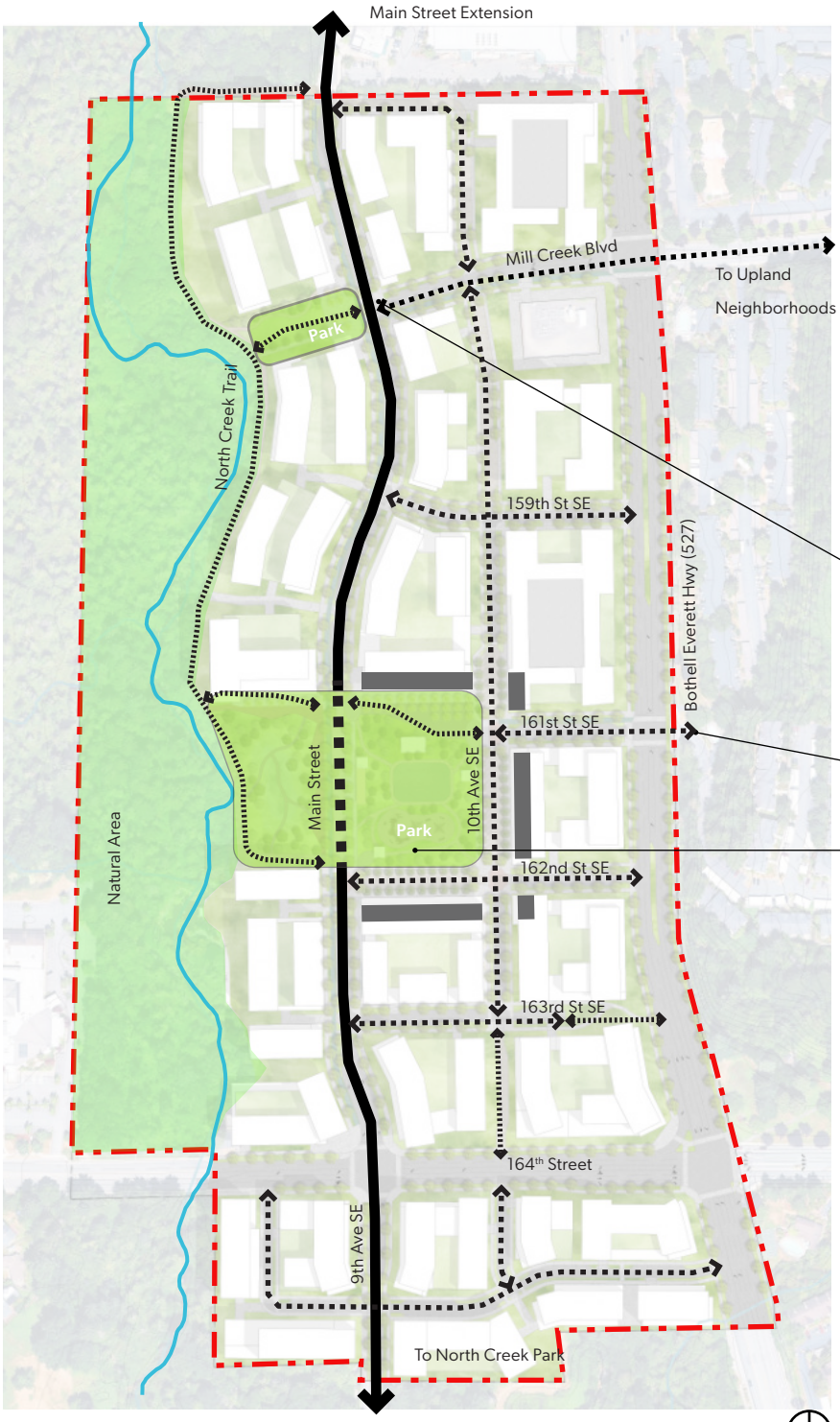


FIGURE 9 -STREET AND PEDESTRIAN LINKAGES DESIGNATION

SITE DESIGN - CONCEPT REDEVELOPMENT PLAN VISION

REDEVELOPMENT VISION:

A vision of potential redevelopment of the South Town Center Subarea, showing one scenerio that embodies the subarea goals, design guidelines, and embodies the community vision.

FIGURE 10 -ILLUSTRATIVE SITE PLAN

STREET FRONTAGE

OVERVIEW

Site and Building Design encourage human interaction and activity at the street-level with clear connections to building entries and edges. Buildings will define the public realm and relate to the human scale.

Figure 11 -Commercial Retail Street Frontage

Commercial retail frontages line active streets with residential above. Small-scale storefronts, large windows, and entry canopies create a traditional Main Street character. Ground-floor uses extend into the public realm through sidewalk cafés and street furnishings.

Figure 12 -Residential Street Frontage

Ground floor residential amenities and lobbies activate the street frontage.

A. GENERAL FRONTAGE REQUIREMENTS

Street frontages shape the character, activity, and pedestrian experience of the Mill Creek South Town Center. Building frontages should define streets, parks, plazas, and pedestrian corridors through active ground-floor uses, transparent façades, weather protection, and clearly defined entries. Frontage design should reinforce a walkable Main Street environment while supporting a transition from auto-oriented development patterns to a compact mixed-use urban district.

Frontage Types:

The South Town Center includes four primary ground level frontage conditions (see map figure 16):

1. **Primary Commercial Frontage:** Active commercial retail and restaurant frontages located along Main Street, key pedestrian streets, and major public spaces.
2. **Secondary Mixed Frontage:** Mixed frontages that support retail, service, office, and active residential uses. Frontage shall comply with appropriate frontage type based on the program use.
3. **Residential Frontage:** Ground-related residential entries, stoops, lobbies, amenity spaces, and live-work units that activate residential streets and open spaces.
4. **Unassigned Frontage:** Flexible frontages accommodating parking access, loading, utilities, and future redevelopment while maintaining a consistent pedestrian environment.

Key Attributes:

1. **Pedestrian-Oriented Design:** Transparent façades, frequent entries, and active ground-floor uses support engaging pedestrian streets.
2. **Street Definition:** Buildings should frame streets and public spaces with consistent street edges and minimal setbacks.
3. **Weather Protection:** Commercial frontages should include canopies, awnings, arcades, or overhangs along pedestrian-oriented streets
4. **Integrated Service Functions:** Parking access, loading, and utilities should be consolidated, screened, and not located along primary pedestrian streets.
5. **Frontage Continuity:** Storefront rhythm, landscaping, lighting, and signage should reinforce a cohesive Town Center character.

Figure 13 -Commercial Retail

Commercial frontage along pedestrian path or plaza with spill out dining.

Figure 14 -Commercial Retail

Commercial frontage with rhythm of windows and high quality materials.

B. PRIMARY COMMERCIAL FRONTAGE

Commercial frontages should reinforce the Main Street character of the Mill Creek South Town Center through active storefronts, transparent glazing, outdoor activity, and pedestrian-oriented design. Buildings should frame streets and public spaces while supporting retail visibility, walkability, and year-round activity.

Key Attributes:

1. **Active Ground Floors:** Retail, restaurant, lobby, and community-serving uses should occupy primary commercial frontages.
2. **Transparent Storefronts:** Large storefront windows and glazing should provide visibility into tenant spaces and support active pedestrian streets.
3. **Frequent Entries:** Building entries should occur frequently along commercial streets and public spaces to reinforce pedestrian activity and storefront rhythm.
4. **Human-Scaled Storefronts:** Frontages should incorporate fine-grain storefront patterns, façade articulation, and pedestrian-scaled detailing.
5. **Weather Protection:** Canopies, awnings, arcades, recessed entries, and overhangs should provide weather protection along commercial streets.
6. **Outdoor Activity:** Sidewalk cafés, seating, display areas, and spill-out activity are encouraged along primary commercial streets and plazas.
7. **Street-Oriented Buildings:** Buildings should maintain consistent street edges and orient storefronts toward streets, parks, and public spaces.
8. **Integrated Signage and Lighting:** Storefront lighting, signage, and tenant identity elements should be coordinated with the overall architectural character of the South Town Center.
9. **Parking and Service Screening:** Parking access, loading, and service areas should be minimized along commercial streets and screened from pedestrian view.

Figure 15 -Residential Frontage

Encourage a rhythm of ground related townhome entries with landscape transitions and stoops for eyes on the street.

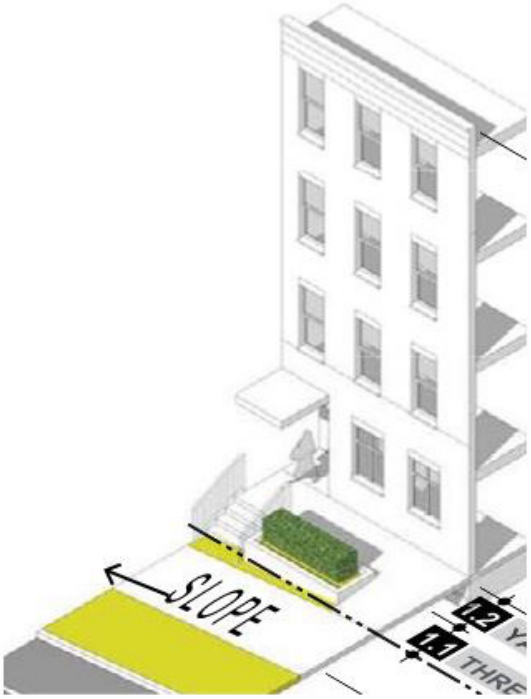


Figure 16 -Barrier-free residential frontage

Barrier-free access may be provided by a ramp along the high side of the frontage leading to the entry. Vertical separation and threshold requirements may be modified where needed to accommodate accessible access.

C. RESIDENTIAL FRONTAGE

Residential frontages should create a comfortable transition between private living spaces and the public realm while contributing to an active and walkable neighborhood character. Ground-related residential entries, stoops, landscaping, and small frontage setbacks should provide privacy, visibility, and consistent pedestrian activity along streets, parks, and open spaces.

Key Attributes:

1. **Ground-Oriented Entries:** Individual residential entries and stoops should face streets, parks, and pedestrian corridors where feasible.
2. **Residential Character:** Frontages should incorporate landscaping, layered setbacks, entry transitions, and individual unit façade articulation that reinforce a residential scale and character.
3. **Eyes on the Street:** Residential entries, windows, patios, and amenity spaces should support visibility and natural surveillance of streets and open spaces.
4. **Privacy Transitions:** Incorporate landscaping, stoops, low walls, grade changes, and setback zones to provide a gradual transition between public and private space.
5. **Accessible Design:** Residential frontages should incorporate accessible routes and adaptable entry conditions integrated into the overall site and building design, when necessary.
6. **Integrated Open Space Relationship:** Residential frontages adjacent to parks, trails, and open spaces should reinforce pedestrian activity and provide visual connection to shared community amenities.

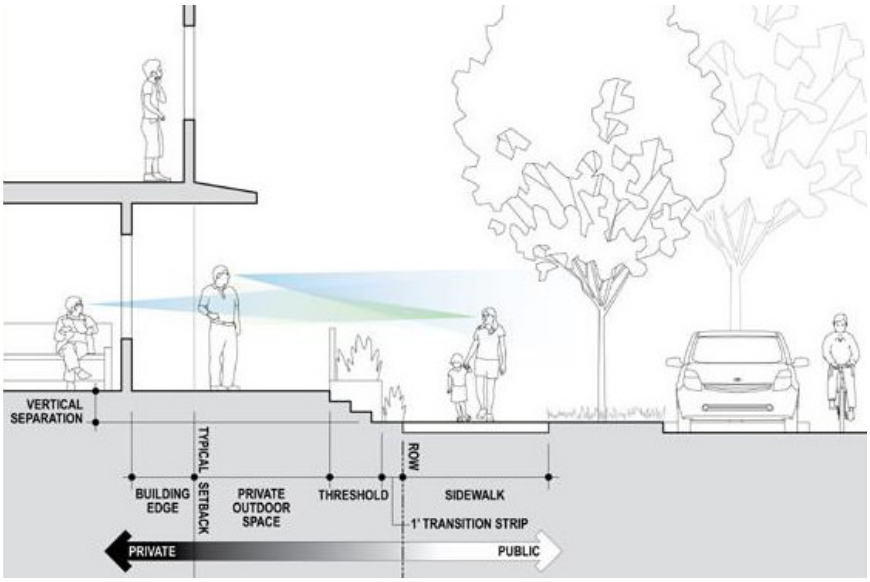


Figure 17 -Elements of a typical residential frontage

Residential frontage on streets and open spaces should include each element identified in this diagram.

STREET FRONTAGE PROGRAM

FIGURE 18 -FRONTAGES MAP

D. COMMERCIAL ACTIVATION GOALS

1. **Support a Walkable Main Street** with active storefronts and strong indoor-outdoor connections.
2. **Commercial Uses Focused on Walkable Locations** along key pedestrian streets, parks, and civic spaces.
3. **Continuous Active Frontages** along main street and priority corridors.
4. **Ensure Commercial Presence** to sustain long-term district vitality.
5. **Encourage Flexible Mixed-Use Spaces** for local retail, dining, and services.
6. **Strengthen the Public Realm** by orienting buildings towards streets, plazas, and open spaces.

Figure 19 -Flexible Primary Street

Pedestrian oriented and flexible plaza street that can accommodate community events.

ARCHITECTURAL CHARACTER AND FACADE STANDARDS

OVERVIEW

A cohesive architectural framework reinforces the identity, scale, and character of the Town Center. Standards address building form, façade articulation, material quality, and ground-floor transparency to create visually engaging, human-scaled streetscapes. Architectural variation, rhythm, and durable materials should reduce repetitive or monolithic building forms while allowing flexibility for contemporary design expression.

Figure 20 -Floorplate size reductions

Gaps or courtyards between full-height segments of buildings provide a variety of scales at the street frontage

A. OVERALL BUILDING MASSING

Building massing should reinforce a comfortable pedestrian scale while creating visual variety along streets, parks, and public spaces. Buildings should reduce the appearance of bulk through façade modulation, upper-level setbacks, varied building forms, and coordinated architectural composition.

Key Attributes:

1. **Varied Building Form:** Building massing should incorporate variation in height, volume, and façade composition to avoid repetitive or monolithic forms.
2. **Pedestrian Scale:** Ground floors should reinforce a pedestrian-oriented scale through storefront rhythm, entries, and architectural detailing.
3. **Open Space Relationship:** Buildings should frame parks, plazas, and pedestrian corridors while maintaining visibility, sunlight access, and strong public space definition.
4. **Corner and Intersection Emphasis:** Buildings located at key intersections and public spaces should incorporate architectural emphasis and visual focal elements.

Figure 21 -Upper Level Setbacks

Maintain a presence of lower-scale development at the street edge.

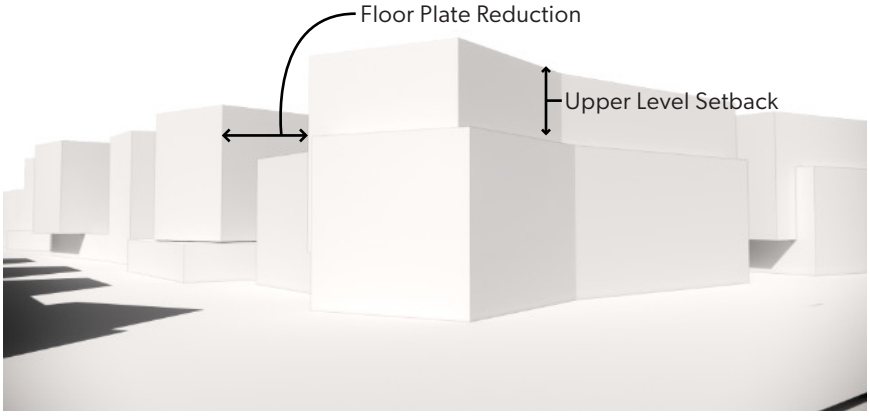


Figure 22 -View at 164th and 527 looking Northwest

Conceptual Massing View showing upper level setback and massing reductions.

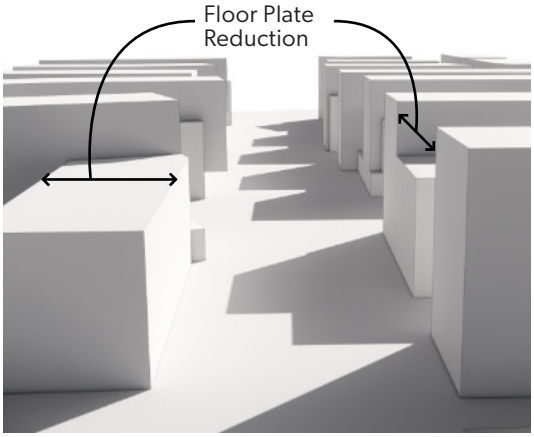


Figure 23 -Upper Level Floor Plate Reduction at 164th Street Looking East

Conceptual Massing View showing upper level setback and massing reductions.

B. TRANSITION AREAS

Transition design standards apply to development exceeding the maximum base height limit and located adjacent to SR 527, 164th Street SE, and the northern edge of the Subarea. Buildings within these transition areas should incorporate upper-level setbacks, reduced floorplate sizes, and articulated building forms that reduce perceived mass, improve access to light and air, reinforce key view corridors, and provide a gradual transition in scale between the Town Center core and adjacent lower-scale development.

Key Attributes:

1. **Upper-Level Setbacks:** Buildings within designated transition areas should incorporate upper-level setbacks above the primary street wall to reduce perceived scale and shadow impacts.
2. **Floorplate Reduction:** Larger building forms should incorporate reductions in upper-level floorplate size to create visual separation and varied building massing.
3. **Contextual Transitions:** Building massing should respond to adjacent streets, neighborhoods, parks, and open spaces through changes in scale and articulation.
4. **View Corridor Reinforcement:** Building placement and upper-level massing should reinforce key view corridors and preserve visual openness along major streets and open spaces.
5. **Gateway Character:** Taller buildings located at gateways and intersections should incorporate coordinated architectural massing and focal elements that reinforce Town Center identity.

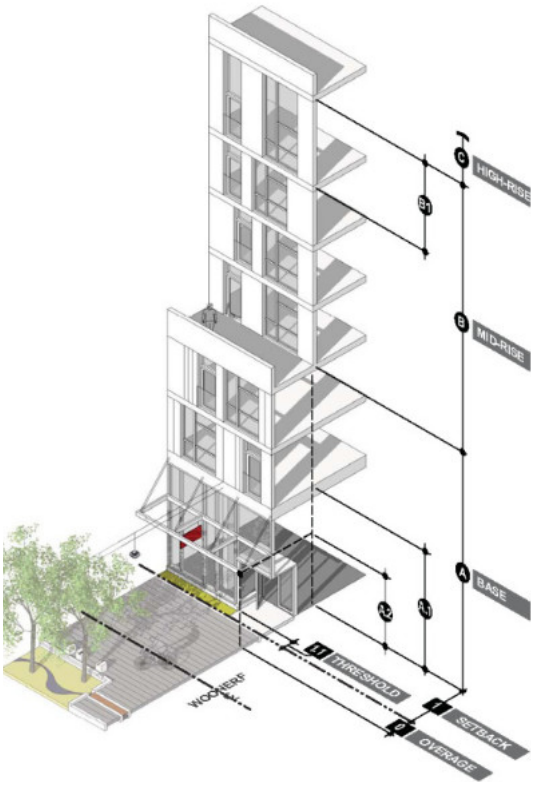


Figure 24 -Commercial Street Setback Diagram

Base level should relate to the human scale and define the "Main Street" character, while upper levels setback to reduce scale and allow space for balconies.

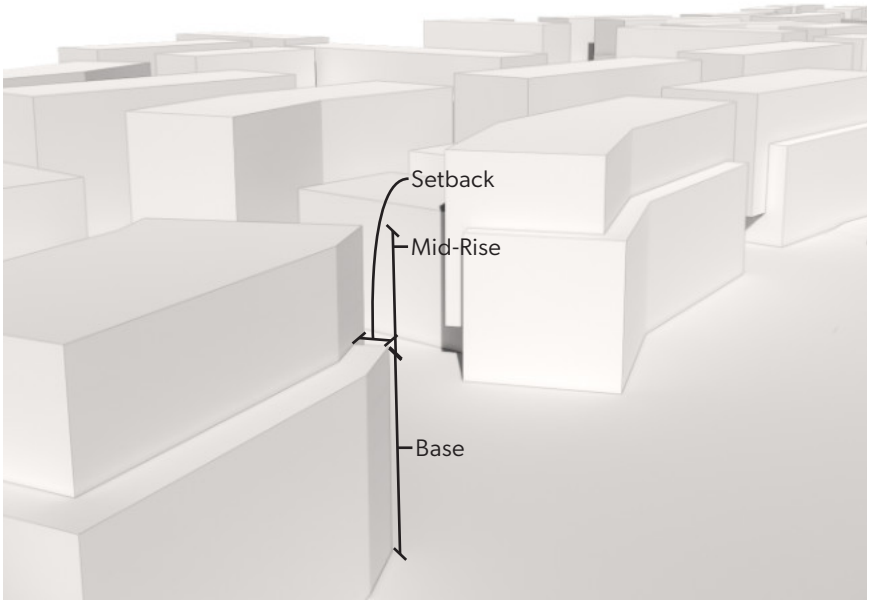


Figure 25 -View at 527 looking North

Conceptual Massing View showing upper level setback and massing reductions.

Figure 26 -Building Massing

Prioritize a variety of heights at the street frontage

Figure 27 -Vertical Modulation

Vertical and horizontal carves at the building entry and above the Commercial level help read the building's use and aid with wayfinding. A cadence of retail bays and residential bays add layers of secondary articulation at different scales.

Figure 28 -Secondary Articulation

Repeating serrated bays, an upper level setback and carves at residential entries create the scale of a smaller building at the sidewalk edge.

C. FACADE ARTICULATION

Façade articulation should reduce the perceived scale of larger buildings and create visually engaging, pedestrian-oriented streets. Building façades should incorporate a clear rhythm of vertical bays, storefronts, entries, material changes, and architectural elements that break down long building frontages into smaller, human-scaled components.

Key Attributes:

1. **Primary Articulation:** Building massing should incorporate major shifts in plane, upper-level setbacks, or distinct building volumes to break down long façades and reduce perceived bulk.
2. **Secondary Articulation:** Façades should incorporate balconies, bays, recesses, material changes, columns, storefront modules, and similar features that create depth and visual rhythm.
3. **Façade Rhythm and Composition:** Fenestration, storefront bays, material transitions, and architectural detailing should establish a consistent rhythm and cohesive façade composition.
4. **Integrated Architectural Elements:** Balconies, decks, patios, porches, bays, and similar features should be integrated into the building design rather than appearing applied or decorative.
5. **Vertical Expression:** Façades should incorporate vertical bays, modulation, and detailing that reinforce pedestrian scale and reduce the appearance of long horizontal building forms.
6. **Blank Wall Reduction:** Long uninterrupted façades and blank walls should be avoided through modulation, glazing, material variation, and architectural detailing.
7. **Appropriate Articulation Features:** Articulation features may include integrated balconies and patios, projecting bays, covered porches, expressed structural elements, pedestrian pass-throughs, exterior stairs, and storefront modules.

Figure 29 -Integrate Modulation Elements with Secondary Modulation

A rhythm of enclosed bays and covered decks with expressed structural members create a system of integrated modulation elements at various scales.

Figure 30 -Site Gateways and Focal Points

Accentuation of prominent building corner.

Figure 31 -Roof Form

Varied roof form with fully integrated roof overhangs and parapets.

Figure 32 -HUMAN SCALED MASSING

Upper level setbacks and material changes.

D. ROOF FORM

Roof forms should reinforce the architectural character and skyline of the South Town Center while reducing the perceived scale of large building massing. Roof design should incorporate varied rooflines, parapets, modulation, and architectural detailing that contribute to a visually articulated building composition when viewed from streets, parks, and surrounding neighborhoods. Roof forms should consider expressed roof structure, deep overhangs, varied roof profiles, and durable materials.

Key Attributes:

1. **Varied Rooflines:** Buildings should incorporate varied roof heights, parapets, offsets, and roof forms to avoid long uninterrupted rooflines.
2. **Defined Roof Expression:** Roof forms should incorporate parapets, overhangs, projections, or sloped roof elements that create a visually complete architectural composition.
3. **Sloped Roof Elements:** Sloped roof forms and pitched roof elements are encouraged at corners, upper levels, residential frontages, and prominent architectural features.
4. **Upper-Level Modulation:** Roof forms and upper stories should incorporate setbacks and modulation that reduce the perceived scale of taller buildings.
5. **Integrated Mechanical Screening:** Rooftop mechanical equipment and service elements shall be fully screened and integrated into the overall roof design.
6. **Durable Roof Materials:** Roofing materials should incorporate durable, high-quality finishes appropriate for the Pacific Northwest climate.

Figure 33 -Entrance/Storefront Orientation

Rhythm of storefronts at primary commercial street or pedestrian frontage.

Figure 34 -Weather Protection

Weather protection with integrated signage.

Figure 35 -Weather Protection

Weather protection through building overhang.

E. HUMAN-SCALED DESIGN

Human-scaled design should reinforce comfortable and active pedestrian streets throughout the Mill Creek South Town Center. Building design should emphasize the lower floors and street-facing façades through active storefronts, transparent glazing, weather protection, lighting, landscaping, and architectural detailing that support walking, visibility, and year-round activity. Ground floors should provide a consistent rhythm of entries, storefronts, stoops, and pedestrian-oriented elements that strengthen the Main Street character of the Town Center.

Key Attributes:

1. **Pedestrian-Focused Ground Floors:** Ground floors should incorporate active uses, storefronts, residential entries, and transparent glazing along streets and public spaces.
2. **Pedestrian-Scaled Detailing:** Ground-floor façades should incorporate lighting, material variation, storefront framing, seating areas, and architectural detailing visible from the sidewalk.
3. **Frequent Entrances:** Building entrances should occur at regular intervals along pedestrian-oriented streets to reinforce storefront rhythm, activity, and visual interest.
4. **Street-Oriented Storefronts:** Storefronts, lobbies, and primary tenant spaces should face streets, parks, plazas, and pedestrian corridors rather than internal parking areas.
5. **Continuous Weather Protection:** Canopies, awnings, arcades, porches, and overhangs should provide a consistent weather protection zone along commercial streets and primary pedestrian routes.
6. **Residential Frontage Character:** Residential frontages should incorporate stoops, patios, landscaping, and layered setbacks that create a gradual transition between private units and the public realm.
7. **Nighttime Visibility and Safety:** Building lighting, storefront illumination, and active ground-floor uses should support visibility and safety along streets, parks, and pedestrian corridors.

Figure 36 -HUMAN SCALED DESIGN

Ground level detail that relates to the human scale.

Figure 37 -Materials and Finishes

Durable materials with human scaled texture at the ground level.

Figure 38 -Materials and Finishes

High quality material palette that reinforces the building massing.

F. MATERIALS AND FINISHES

Material and finish selection should reinforce a cohesive Town Center character through durable, high-quality materials, pedestrian-scaled detailing, and long-term durability appropriate for a walkable mixed-use environment. Material quality and architectural detailing should be concentrated along lower building levels and pedestrian-oriented frontages where buildings are most directly experienced from streets, parks, and public spaces.

Key Attributes:

1. **Durable Primary Materials:** Building façades should incorporate durable materials such as masonry, brick, terracotta, stone, concrete, metal, wood, and heavy timber.
2. **Pedestrian-Level Material Emphasis:** The highest quality materials and architectural detailing should be concentrated within the lower floors of buildings, particularly along the first 30 feet above grade and adjacent to pedestrian-oriented streets and open spaces.
3. **Material Depth and Texture:** Façades should incorporate variation in material depth, texture, pattern, and shadow to reduce flat or monolithic building appearances.
4. **Material Transitions:** Changes in materials should align with building massing, storefront organization, structural expression, or changes in use.
5. **Upper-Level Simplicity:** Upper building levels may incorporate lighter cladding systems and simpler detailing while maintaining compatibility with lower façade materials.
6. **Blank Walls:** Large expanses of undifferentiated façade materials, highly reflective finishes, and synthetic appearing materials should be avoided along visible frontages.
7. **Weathering and Maintenance:** Materials should be durable, maintainable, and resistant to weathering and graffiti at ground level.

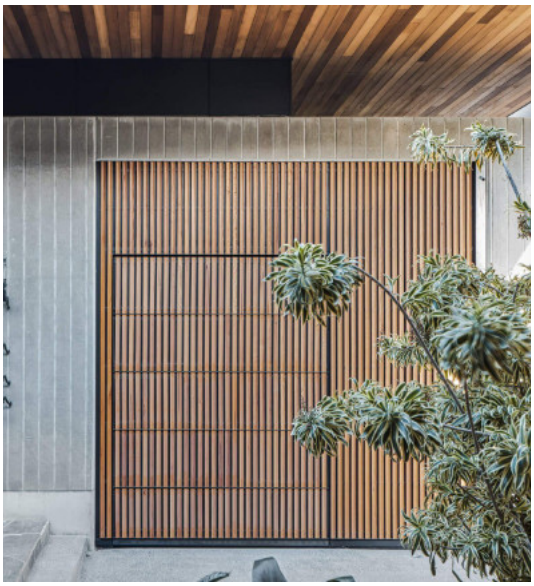


Figure 39 -Service / Loading Screening
Slatted wood screen at service/loading area

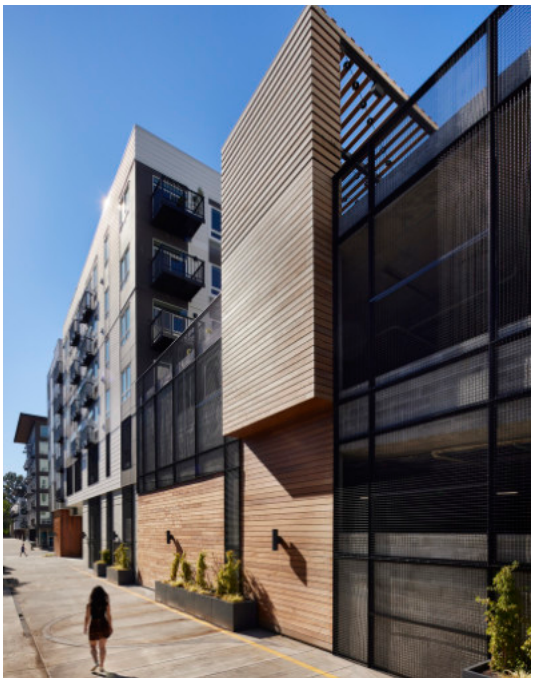


Figure 40 -Service / Loading Screening
Alley Side Screening integrated with the facade design and landscaping.

G. SERVICE, LOADING, AND PARKING INTEGRATION

Parking access, loading, utility, and service functions should be integrated into building and site design to minimize visibility from streets, parks, plazas, trails, and pedestrian corridors. Where service areas cannot be fully incorporated within buildings, they should be screened and designed to minimize visual impacts on the public realm and overall Town Center character. Service, loading, and utility areas shall not be located along primary streets and shall not be visible from public plazas, courts, or trails within wetland buffer areas.

Key Attributes:

1. **Integrated Service Functions:** Loading, refuse, utility, and parking access should be incorporated within buildings or screened from public view.
2. **Primary Frontage Protection:** Service and loading areas shall not front Main Street, primary pedestrian streets, parks, plazas, or civic open spaces.
3. **Architectural Screening:** Service, loading, and utility areas shall be screened using masonry, wood, or metal enclosures integrated into the building design, solid hedges, landscaping, or other screening approved by the City.
4. **Prohibited Screening Materials:** Chain link fencing, with or without slats, is prohibited.
5. **Wetland and Open Space Protection:** Service and utility areas shall be screened from trails and public spaces adjacent to wetlands and wetland buffer areas.

ILLUSTRATIVE REDEVELOPMENT RENDERINGS

FIGURE 42 - CURBLESS RETAIL STREET AT CENTRAL PARK EAST ILLUSTRATION

FIGURE 41 - 164TH AND MAIN STREET EXTENSION LOOKING SOUTHEAST ILLUSTRATION

LANDSCAPE AND OPEN SPACE

OVERVIEW

Landscape and open space design should establish an integrated public realm framework in which landscape functions as essential civic infrastructure supporting walkability, ecological performance, stormwater management, community life, and long-term resilience. Streetscapes, parks, trails, and open spaces should reinforce a connected and accessible Town Center while strengthening the ecological identity of North Creek and surrounding wetlands.

Figure 43 - Streets Prioritize Pedestrians

Figure 44 - Central Park is the Community Heart

Figure 45 - Sponge Park Manages Storm Events

A. LANDSCAPE AND OPEN SPACE

The Landscape Design Guidelines for the Mill Creek South Town Center establish a cohesive framework for creating a resilient, people-focused public realm that supports long-term growth, environmental performance, and community identity. The guidelines are intended to guide future development, public investment, and phased implementation by ensuring that landscape and open space systems contribute to walkability, ecological function, and an active civic environment.

The framework prioritizes a connected network of streetscapes, parks, plazas, and open spaces that are welcoming, universally accessible, and adaptable over time. Emphasis is placed on creating safe and comfortable pedestrian experiences through expanded tree canopy, enhanced sidewalks, active frontages, and integrated gathering spaces. Native and adaptive planting, integrated stormwater systems, and durable materials are central to the strategy, reinforcing environmental stewardship and long-term usability.

A range of open space typologies—including a Central Park, Sponge Park, Creek Gateway Park, multifamily open spaces, and enhanced streetscapes—provide diverse experiences throughout the Town Center while supporting recreation, community programming, and neighborhood connectivity.

B. VISION STATEMENT

The landscape vision for the Mill Creek South Town Center positions landscape as essential civic infrastructure supporting the City's long-term environmental, social, and economic resilience. The public realm is envisioned as an integrated system that manages stormwater, moderates urban climate impacts, supports ecological health, and strengthens community life while supporting a vibrant retail and mixed-use environment.

Open spaces, streetscapes, and circulation networks will form a connected framework prioritizing safe movement, gathering, and active retail frontages. The network will incorporate visible stormwater strategies, expanded tree canopy, and climate-adapted planting to improve environmental performance and durability. Pedestrian-oriented streets, plazas, outdoor seating areas, and active facades will be enhanced with shade structures, seating, planting, lighting, and intuitive wayfinding to improve comfort and year-round usability.

Together, these guidelines establish a public realm where landscape supports resilience, placemaking, and economic vitality while reinforcing the distinct identity of the Mill Creek South Town Center.

C. LANDSCAPE AND OPEN SPACE CHARACTER

The landscape and open space framework for the Mill Creek South Town Center should establish a cohesive, inviting, and adaptable public realm that supports daily activity, community gathering, and long-term resilience. Open spaces should function as connected civic assets that reinforce the Town Center's identity, enhance walkability, and integrate ecological performance with vibrant urban life. Landscape design should incorporate integrated stormwater strategies, native and climate-adapted planting, flexible gathering spaces, pedestrian-oriented circulation, and durable site furnishings and materials appropriate for the Pacific Northwest climate.

Key Attributes:

1. **Open and Welcoming:** Landscapes should incorporate clear sightlines, generous planting setbacks, and low or transparent landscape elements that create a sense of openness, visibility, and comfort.
2. **Connected Circulation:** Open spaces should provide seamless connections to surrounding streets, buildings, and pathways through clearly defined entries, enhanced paving, and universally accessible pedestrian routes.
3. **Integrated Landscape Systems:** Landscapes should incorporate visible stormwater features, native and adaptive planting, shade trees, and ecological strategies that support long-term environmental performance and resilience.
4. **Varied Gathering Spaces:** The open space network should include a range of gathering areas, including plazas, seating areas, lawns, and flexible civic spaces that support passive recreation, social interaction, and community events.
5. **Flexible Public Realm:** Open Spaces and plazas should accommodate evolving uses over time, including temporary installations, seasonal programming, markets, and community activities.
6. **Seasonal Landscape Interest:** Planting design should provide year-round visual interest through seasonal variation in color, texture, canopy, and planting composition while reinforcing a cohesive Town Center identity.
7. **Pedestrian Comfort and Amenities:** Open spaces should incorporate seating, lighting, shade structures, furnishings, and wayfinding elements that enhance comfort, safety, and year-round usability.
8. **Durable Landscape Materials:** Landscape materials and site furnishings should incorporate durable, high-quality finishes appropriate for long-term maintenance and the Pacific Northwest climate.

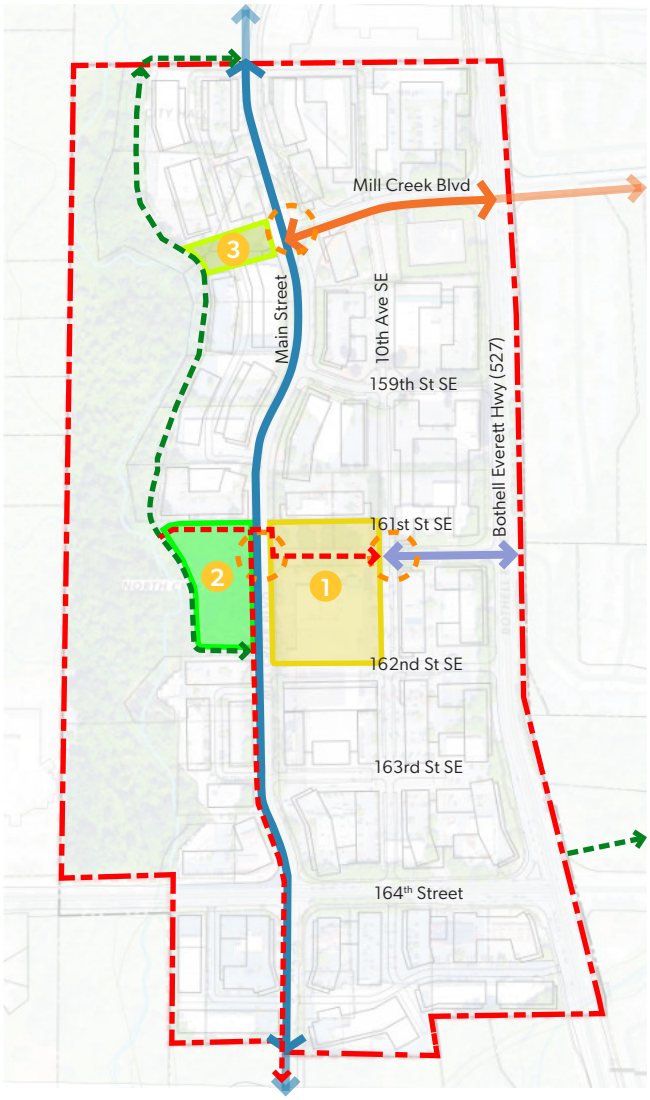


Figure 46 -LANDSCAPE AND OPEN SPACE DIAGRAM

1 Central Park
2 Sponge Park
3 North Creek Gateway Park
Gateway Nodes
Main St Extension with Cycle Track
Mill Creek Blvd with Cycle Track
Retail Access
Existing Regional Trail
Proposed Trail Connection

CENTRAL PARK

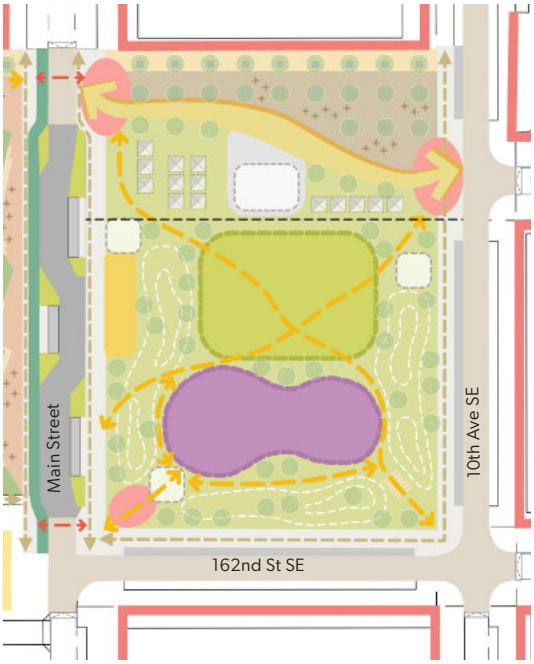


Figure 48 - Central Park Program Diagram

Figure 47 -LEGEND

- Sidewalk
- Crosswalk
- Trees
- Furniture
- Stairs
- Pavilion/Stage
- Promenade
- Pedestrian Circulation
- Outdoor Seating
- Entry Plaza
- Crushed Rock Plaza
- Central Lawn
- Green Space
- Play Area
- Bike Parking
- Sidewalk
- Bike Lane
- Parking
- Curbless Street
- Curbed Street
- Retail/Commercial Frontage
- Ground Related Residential Frontage

D. VISION AND GOALS

The Central Park should serve as the primary civic gathering space within the Mill Creek South Town Center and function as the social, recreational, and commercial heart of the district. Located adjacent to and integrated with active ground-floor retail, the park should reinforce the relationship between public life, destination recreation, and retail activity. The landscape design should incorporate flexible open lawn areas, a signature destination playground, shaded gathering spaces, pedestrian-oriented circulation, and integrated stormwater strategies that support year-round use and community activation.

Key Attributes:

1. **Open and Universally Accessible:** The park should incorporate level, barrier-free spaces with clear and welcoming access from surrounding streets, sidewalks, retail frontages, and adjacent open spaces.
2. **Integrated Retail Frontage:** The park should be framed by active ground-floor retail uses with frequent entrances, outdoor dining, and transparent façades that support visibility and continuous activity.
3. **Signature Destination Playground:** A prominent and highly visible playground should serve as a focal attraction supporting a wide range of ages and abilities while reinforcing the park as a family-oriented destination.
4. **Connected Pedestrian Network:** Generous walking paths and site connections should strengthen movement between retail areas, surrounding streets, adjacent open spaces, and key destinations throughout the Town Center.
5. **Flexible Civic Space:** The park should include open and unobstructed gathering areas capable of accommodating markets, performances, seasonal programming, and community events.
6. **Comfort and Shade:** The landscape should incorporate canopy trees, shade structures, seating areas, and weather protection elements that support year-round comfort and usability.
7. **Varied Seating and Furnishings:** Seating should include a range of fixed and movable options that support social interaction, dining, play supervision, and informal gathering.
8. **Bicycle Amenities:** Convenient bicycle parking and related amenities should support active transportation and multimodal access.
9. **Pavilion or Shelter Element:** A prominent pavilion or shelter should serve as a visual anchor while providing weather protection and flexible programming space.
10. **Integrated Stormwater Features:** Landscape design should incorporate visible stormwater elements, planting, and subtle grading that enhance sustainability and ecological performance.
11. **Safety and Visibility:** The park should maintain open sightlines, pedestrian-scaled lighting, and clear visibility from surrounding streets and retail frontages to support safety and CPTED principles.

Figure 51 - Central Park Concept Plan

Figure 49 - Pavilion/Shelter

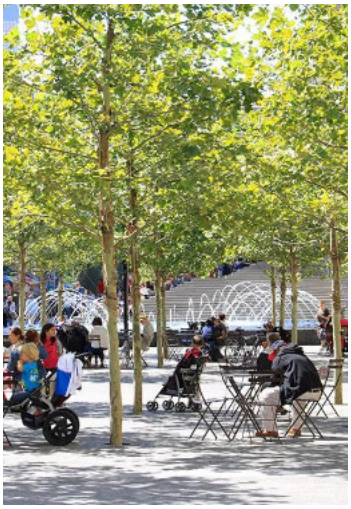


Figure 50 - Canopy Trees

Figure 52 - Signature Destination Playground

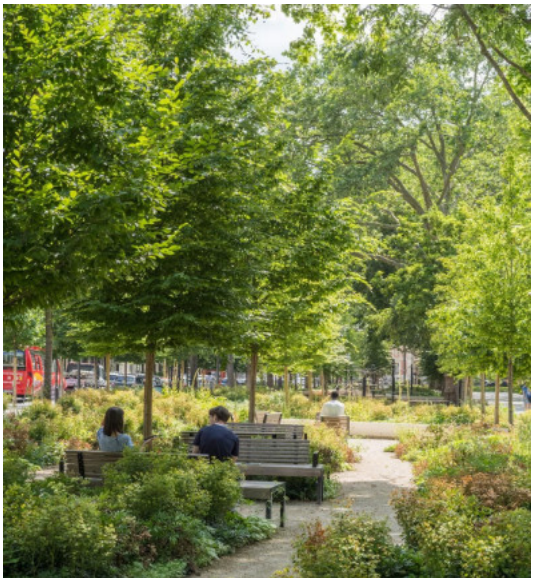


Figure 53 - Comfortable and Varied Spaces

Figure 54 - Flexible Civic Space Accommodates Community Events

SPONGE PARK

Figure 56 - Sponge Park Program Diagram

Figure 55 -LEGEND

- Sidewalk
- Crosswalk
- Trees
- Furniture
- Stairs
- Pavilion/Stage
- Promenade
- Pedestrian Circulation
- Promenade Plaza
- Low plantings Areas
- Mid plantings Areas
- High planting Areas
- Retail Overspill
- North Creek
- Art/ Focal Point
- Sidewalk
- Bike Lane
- Parking
- Curbless Street
- Curbed Street
- Retail/Commercial Frontage
- Ground Related Residential Frontage

E. VISION AND GOALS

The Sponge Park should serve as a signature ecological landscape within the Mill Creek South Town Center, functioning as both a high-performing stormwater system and a publicly accessible open space. Strategically connected to North Creek, the park should extend the creek's ecological function into the Town Center while expressing water as a defining element of place. The landscape design should incorporate integrated stormwater infrastructure, native riparian planting, informal pathways, habitat features, and flexible gathering areas that support both environmental performance and everyday public use.

Designed to mimic the hydrologic function of natural floodplains and riparian corridors, the Sponge Park should capture, slow, filter, store, and infiltrate stormwater while reducing runoff, improving water quality, and mitigating flood risk. During dry periods, the park should function as an informal open space that supports walking, seating, passive recreation, and seasonal landscape experiences. The Sponge Park should complement the more active Central Park by providing a quieter, nature-focused environment that reinforces Mill Creek's environmental identity and long-term resilience.

Key Attributes

1. **Connection to North Creek:** The park should function as a visual and ecological extension of North Creek, reinforcing watershed health, habitat continuity, and the relationship between the Town Center and its natural setting.
2. **Integrated Stormwater Systems:** Landscape design should incorporate bioswales, wetland planting, retention areas, infiltration zones, and visible stormwater features that support ecological performance and water management.
3. **Native and Adaptive Planting:** Plant selections should emphasize native and climate-adapted species tolerant of seasonal inundation and drought while supporting habitat value and long-term resilience.
4. **Informal Pathways and Nature Access:** Meandering pedestrian paths and overlooks should allow users to experience the landscape while accommodating fluctuating water levels and seasonal change.
5. **Perimeter Seating and Gathering Areas:** Seating and small gathering spaces should be located along higher, drier edges to support passive recreation and views into the landscape.
6. **Integrated Bicycle and Pedestrian Connections:** The park should connect directly to surrounding pedestrian and bicycle networks to support active transportation and continuous circulation.
7. **Safety and Visibility:** Open sightlines, pedestrian-scaled lighting, and clearly defined edges should support visibility, orientation, and CPTED principles.

Figure 59 - Sponge Park Concept Plan

Figure 57 - Stormwater Capture Creates Resiliency

Figure 58 - Environmental Education Benefits

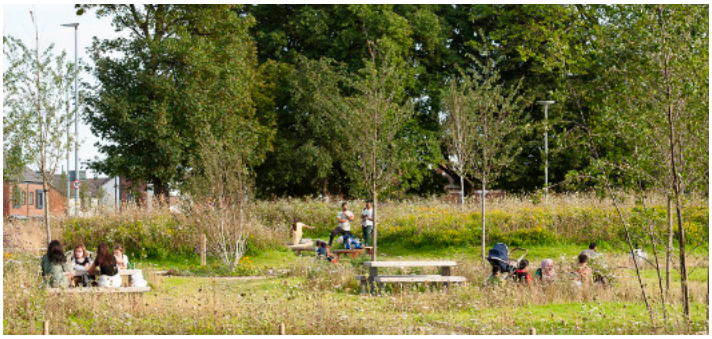


Figure 60 - Passive Uses are Compatible with North Creek

Figure 61 - Boardwalks Invite Observation of Flora and Fauna

Figure 62 - Dry Areas Allow Recreational Uses

NORTH CREEK GATEWAY PARK

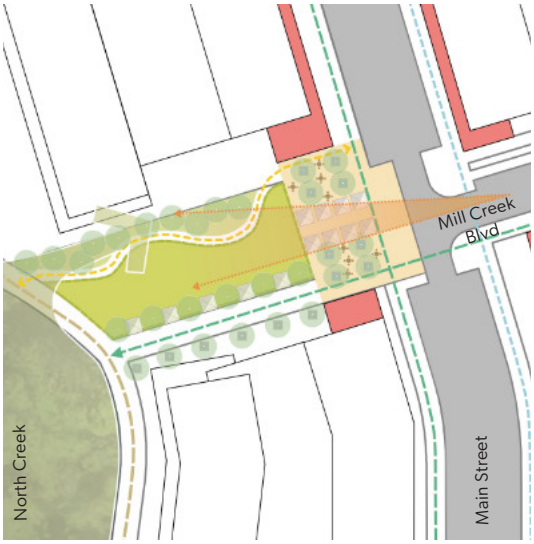
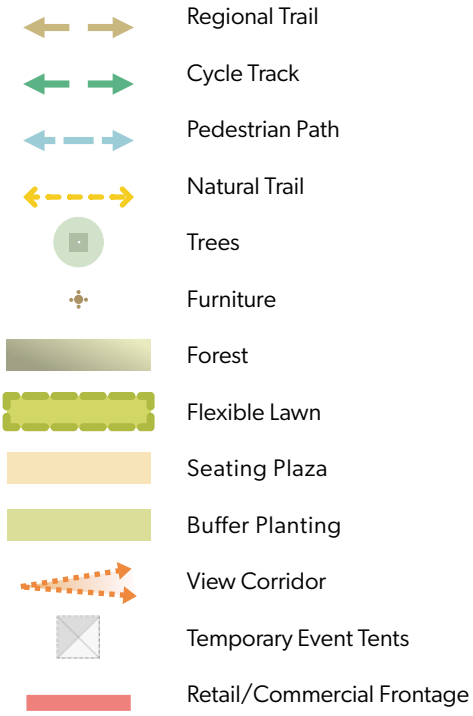


Figure 64 - Gateway Park Program Diagram

Figure 63 -LEGEND



E. VISION AND GOALS

Gateway Park should serve as a highly visible entry landscape marking the transition between Mill Creek Boulevard, the Town Center, and the North Creek Trail. Designed as an extension of the boulevard streetscape, the park should function as a welcoming threshold that guides pedestrians and cyclists from the active urban environment toward the more natural and residential character of the trail corridor. The landscape design should incorporate layered planting, flexible gathering spaces, pedestrian-oriented circulation, and durable site furnishings that reinforce this transition in character and scale.

Gateway Park should introduce the ecological character of North Creek into the Town Center through planting, materials, and spatial organization. Landscaped buffers, native planting, and increased planting density should soften adjacent development while maintaining visibility, comfort, and safety. The park should support movement, gathering, and informal seating while reinforcing Mill Creek Boulevard as a key connection between the Town Center and the regional trail network.

Key Attributes

1. **Extension of Mill Creek Boulevard:** Landscape design, paving, furnishings, and planting should continue the character of Mill Creek Boulevard, reinforcing a cohesive streetscape and clear arrival sequence into the Town Center.
2. **Connection to North Creek Trail:** The park should incorporate direct and intuitive pedestrian and bicycle connections linking the Town Center to the North Creek Trail and regional open space system.
3. **Urban Plaza Interface:** A defined plaza edge should support visibility, pedestrian activity, informal gathering, and small-scale community events adjacent to active uses and retail frontages.
4. **Transition to Natural Landscape:** The landscape should incorporate naturalized planting, canopy trees, and layered vegetation that extend the character of North Creek into the site and soften the transition between urban and natural environments.
5. **Flexible Gathering Spaces:** Small and adaptable open areas should support informal social use, trail-oriented activity, wayfinding, and seasonal programming.
6. **Varied Seating and Furnishings:** Seating and site furnishings should support rest, meeting, and observation while orienting users toward both street activity and trail connections.
7. **Safety and Visibility:** Open sightlines, pedestrian-scaled lighting, and visible trail access points should support safety, orientation, and CPTED principles.

Figure 65 - Gateway Park Concept Plan

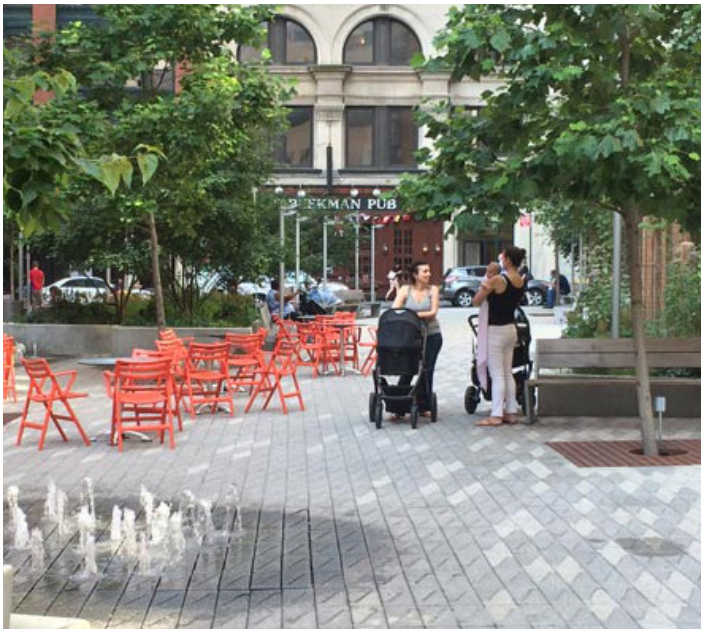


Figure 66 - Convivial Plaza at Street Edge

Figure 67 - Market Stalls during Events/Fairs

Figure 68 - Buffer Planting along Residential Buildings

Figure 69 - Trail with Respite Areas

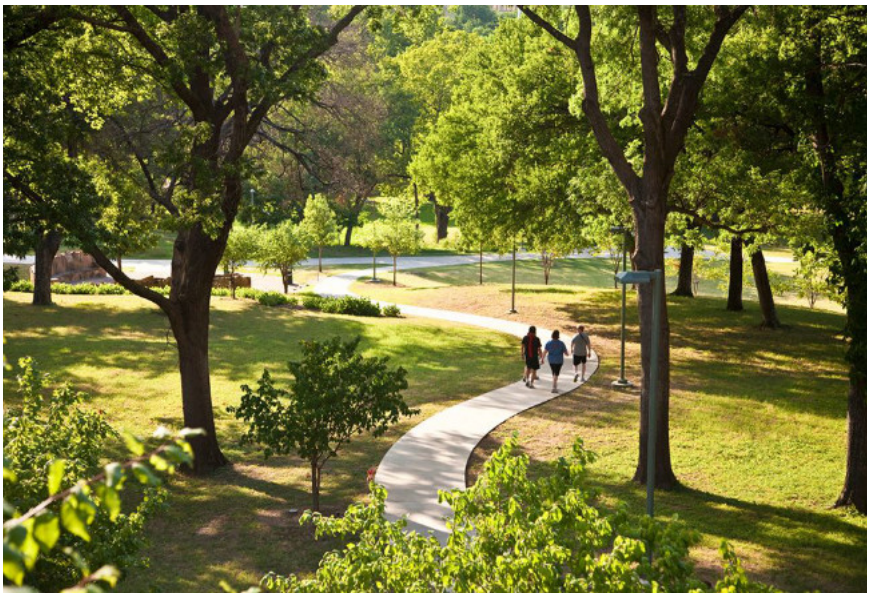


Figure 70 - Park-Like Feel Transitions to Natural Areas

PLANTING PALETTE

Figure 71 - Pollinator-Friendly Planting Strips

Figure 72 - Large Planting Areas Add Scale

Figure 73 - Design Reinforces Local Ecology

G. PLANTING PALETTE

The planting palette for the Mill Creek South Town Center should reinforce a cohesive Town Center identity while enhancing ecological function, pedestrian comfort, seasonal character, and the overall quality of the public realm. Planting design should prioritize native and climate-adapted species, support habitat creation and biodiversity, integrate stormwater functions, and preserve existing mature trees where feasible and appropriate. Landscape elements should contribute to a walkable, human-scaled environment while strengthening connections to North Creek, surrounding wetlands, and the broader natural character of Mill Creek.

Key Attributes:

1. **Native and Adaptive Planting:** Plant selections should prioritize native and climate-adapted species suited to Pacific Northwest riparian, wetland, and urban conditions.
2. **Riparian and Wetland Character:** Landscape design should incorporate layered planting, wetland-edge species, and naturalized planting zones that reinforce the ecological character of North Creek and surrounding wetlands.
3. **Habitat and Biodiversity:** Planting should support pollinators, birds, and urban habitat through diverse species composition, seasonal variation, and ecological layering.
4. **Existing Tree Preservation:** Existing mature trees and significant vegetation should be preserved and integrated into the landscape framework where feasible and appropriate.
5. **Integrated Stormwater Design:** Landscapes should incorporate rain gardens, bioretention areas, bioswales, and visible stormwater infrastructure as functional and educational landscape elements.
6. **Human-Scaled Streetscapes:** Street trees, planting beds, and landscaped edges should reinforce pedestrian comfort, shade, enclosure, and seasonal interest along streets and open spaces.
7. **Landscape Transitions:** Layered planting and variations in planting scale should create transitions between streets, parks, residential open spaces, and natural areas.
8. **Year-Round Visual Interest:** Evergreen trees, shrubs, groundcovers, and seasonal planting should provide year-round structure, texture, color variation, and visual continuity throughout the Town Center.
9. **Open Space Integration:** Planting design should reinforce the identity and function of parks, plazas, woonerfs, trails, and civic spaces as connected elements of the public realm.
10. **Durability and Long-Term Maintenance:** Plant selections and landscape materials should be durable, adaptable to urban conditions, and designed for long-term maintenance and resilience.

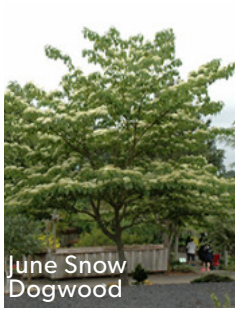
PLANTING PALETTE AND CHARACTER - STREETSCAPE

Figure 74 -Street Trees


Tupelo


State Street Maple


Allee Elm


June Snow Dogwood


Chancelor Linden


Elizabeth Magnolia

Figure 75 -Low Shrubs


Dwarf Japanese Spirea


Snowberry


Kelseyii Dogwood


Caryopteris


Dwarf Oakleaf Hydrangea


Low Oregon Grape


Mt. Vernon Cherry Laurel


Sweet Box

Figure 76 -Perennials/Grasses/Groundcovers


Lilyturf


Beard-Tongue


Yarrow


Dwarf Goatsbeard


Kinnikinnick

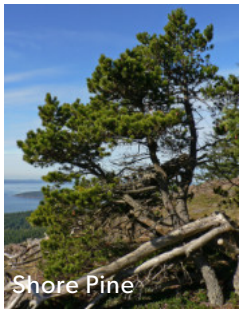

Small Fruited Bulrush


Orange Sedge


California Grey Rush

PLANTING PALETTE AND CHARACTER - PARKS AND OPEN SPACE

Figure 77 -Trees



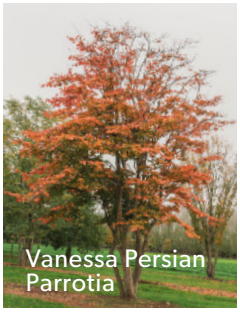


Figure 78 -Shrubs

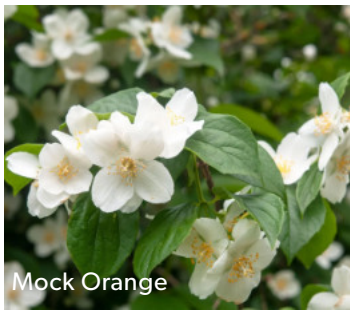
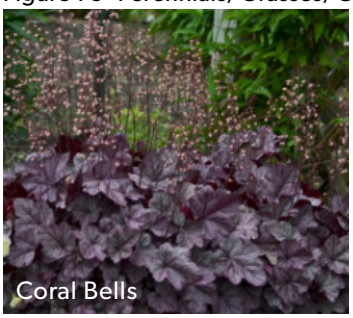


Figure 79 -Perennials/Grasses/Groundcovers



STREETS AND CONNECTIVITY

OVERVIEW

Streets in the Mill Creek South Town Center are envisioned as integrated, people-focused public spaces that promote safe multimodal circulation, foster social interaction, support retail and economic vitality, enhance environmental performance, and reinforce a cohesive Town Center identity.

Figure 80 -Pedestrian Oriented Street "Woonerf"

A curbless, pedestrian-oriented street fronts the Central Park to slow traffic and support community events and festivals.

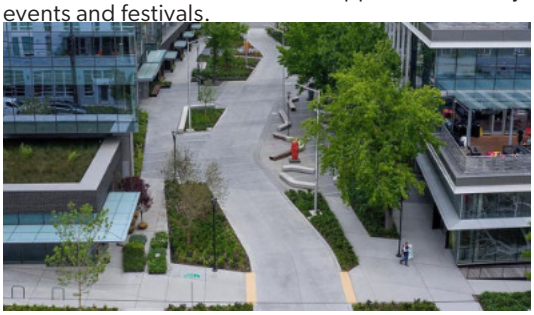


Figure 81 -Chicane

Horizontal deflection between the Central Park and Sponge Park should provide additional traffic calming and reinforce pedestrian priority.

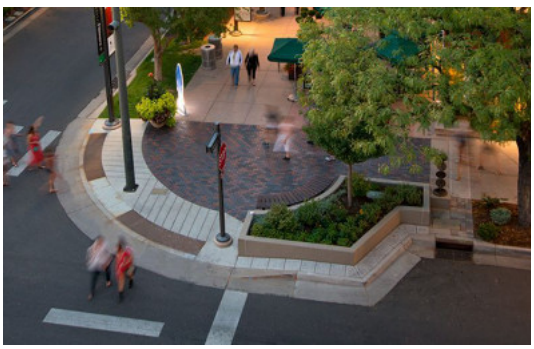


Figure 82 -Curb Bulbs

Curb bulbs reduce crossing distances, while raised intersections and paving changes help slow vehicles and reinforce pedestrian priority.

A. ROADWAY DESIGN OVERVIEW

The South Town Center street network should prioritize pedestrians, support multimodal mobility, and reinforce a safe, active, and human-scaled public realm. Streets should function not only as mobility corridors, but also as public spaces that support walking, neighborhood activity, retail visibility, and social interaction. Street design should incorporate traffic calming measures including narrowed travel lanes, curb extensions, raised crossings, landscape features, and shared-street concepts that encourage slower vehicle speeds while maintaining access for transit, emergency services, and local circulation.

Key Attributes:

1. **Pedestrian Priority:** Streets should prioritize pedestrian comfort, visibility, and safety by minimizing crossing distances and reducing conflicts with vehicles to create a highly walkable environment.
2. **Narrower Travel Lanes:** Travel lane widths and curb radii should be minimized where appropriate to calm traffic, reinforce lower vehicle speeds, and discourage speeding.
3. **Curb Extensions and Bulb-Outs:** Curb extensions and landscaped bulb-outs should shorten pedestrian crossings, improve visibility, calm turning movements, and support stormwater infrastructure.
4. **Raised Crossings and Intersections:** Raised crosswalks and intersections should be incorporated within key pedestrian areas to slow vehicles and reinforce pedestrian priority.
5. **Chicanes and Horizontal Deflection:** Subtle horizontal shifts, landscaped curb features, and varied street alignments should reduce vehicle speeds and avoid long uninterrupted sightlines.
6. **Shared Streets and Woonerfs:** Curbless shared streets and woonerf conditions should be incorporated within high-activity areas, including adjacent to the Central Park.
7. **Human-Scaled Streetscapes:** Street trees, active frontages, pedestrian lighting, weather protection, and public seating should reinforce low-speed, pedestrian-oriented environments.
8. **Integrated Landscape and Stormwater Design:** Green stormwater infrastructure and landscape features should visually narrow roadways, calm traffic, and improve pedestrian comfort.
9. **Flexible Street Design:** Streets should support flexible use, including temporary closures, festivals, markets, and community events.

STREETSCAPE

Figure 83 - Pedestrian Oriented Residential Access Drive (Alley)

The pedestrian-oriented "Alley" should provide building access while discouraging through traffic and prioritizing low vehicle speeds.

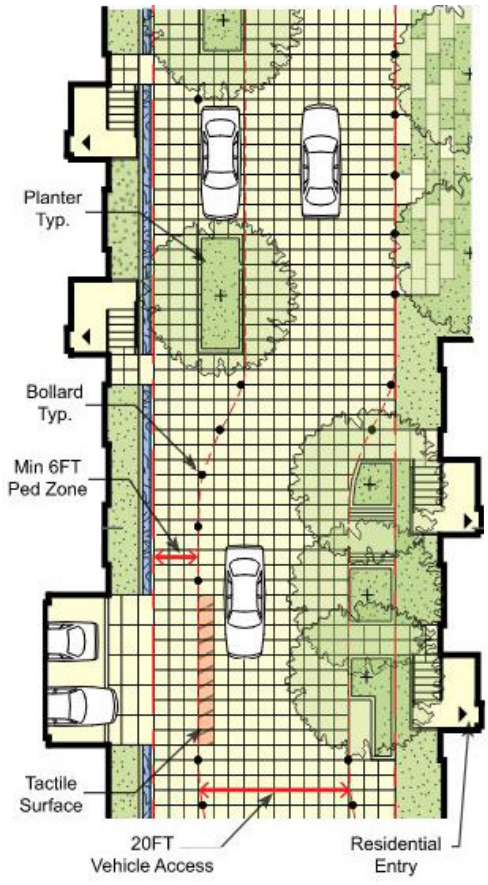


Figure 84 - Access Drive (Alley)

The prototypical access drive should incorporate mixed paving, integrated landscaping, residential stoops, and parking access entries to create a pedestrian-oriented and residential-scaled streetscape.

B. STREETSCAPE OVERVIEW

Streetscapes within the Mill Creek South Town Center should function as active, people-focused public spaces that support retail activity, safe movement, and long-term resilience. Streets should operate not only as mobility corridors, but also as extensions of the Town Center's open space network that shape daily experience, support economic vitality, and reinforce community identity.

Streetscape design should prioritize pedestrian comfort and safety while accommodating bicycles, transit, and service access. Materials, planting, lighting, and furnishings should be coordinated to create cohesive corridors that transition from active retail streets to quieter residential edges while maintaining continuity throughout the Town Center. Dedicated bicycle infrastructure, including the planned dual cycle track along Main Street Extension and Mill Creek Boulevard, should be integrated as a visible and intuitive component of the streetscape with careful consideration at intersections and crossings.

Landscape elements should contribute to environmental performance through integrated stormwater management, expanded tree canopy, urban heat island reduction, and improved microclimate conditions.

Key Attributes:

1. **Dual Cycle Track:** A dedicated two-way cycle track should provide safe, continuous, and highly visible bicycle connections through the Town Center and to regional trail networks.
2. **Street Furnishings:** Benches, seating walls, waste receptacles, bike racks, and site furnishings should support comfort, durability, and everyday use while reinforcing retail activity and gathering spaces.
3. **Transit Infrastructure:** Transit shelters and stops should provide weather protection, visibility, accessibility, and integration with the surrounding streetscape character.
4. **Street Trees and Planting:** Layered planting and continuous tree canopy should provide shade, improve pedestrian comfort, support stormwater management, and reinforce the identity of retail, civic, and residential streets.
5. **Signage and Wayfinding:** Clear and consistent signage should support orientation, highlight parks, trails, retail areas, and transit stops, and reinforce the Town Center's visual identity.
6. **Integrated Stormwater Design:** Streetscapes should incorporate rain gardens, bioretention areas, and other green infrastructure features that support stormwater management and ecological performance.
7. **Pedestrian-Oriented Design:** Wide sidewalks, pedestrian lighting, weather protection, and enhanced crossings should reinforce walkability, comfort, and year-round usability.
8. **Residential Alleys:** Shared street conditions within residential "Alleys" should incorporate curbless paving, integrated landscaping, and low-speed design elements that prioritize pedestrians while accommodating local access, parking, and service functions.

STREETSCAPE

Figure 85 - Dual Cycle Track

Figure 86 - Various Street Zones Avoid Conflicts

Figure 87 - Residential "Alley" Character

Figure 88 - Enhanced Paving Defines Uses

Figure 89 - Planting Protects Pedestrians

Figure 90 -Signage is Intuitive and Simple

CONNECTIVITY

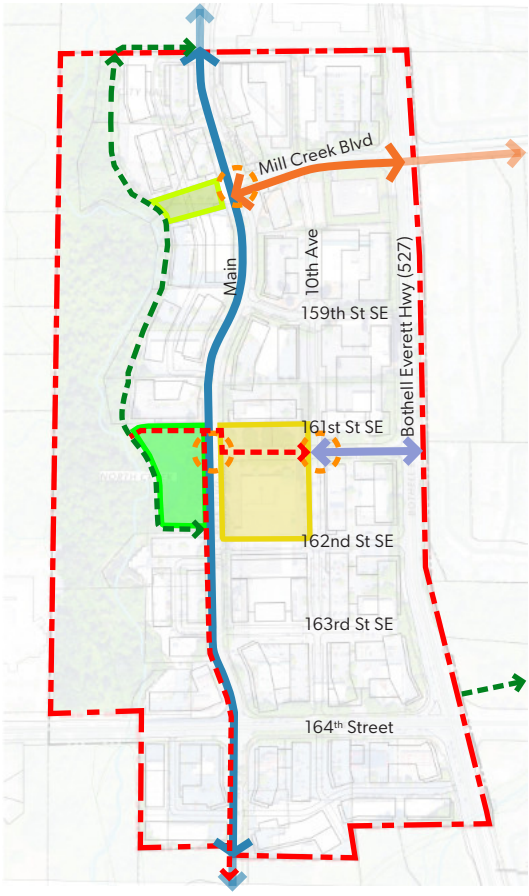


Figure 91 - Connectivity Diagram

C. VISION AND GOALS

Connectivity within the Mill Creek South Town Center should be defined by a clear, continuous, and legible network of pedestrian, bicycle, and open space connections that link streets, retail areas, parks, residential neighborhoods, and the North Creek Trail. The circulation network should support safe and intuitive movement while strengthening relationships between people, landscape, and the built environment.

The connectivity hierarchy should prioritize walking and cycling as primary modes of movement within the Town Center while accommodating vehicular circulation, transit, and service access in a coordinated manner. Sidewalks, bicycle facilities, and pathways should function as integrated components of the public realm, using coordinated materials, paving patterns, landscape elements, and visual cues to reinforce wayfinding, pedestrian comfort, and continuity throughout the site.

Connections should also reinforce transitions in character, moving from active retail streets and civic spaces to quieter residential areas and natural open spaces while maintaining accessibility, visibility, and a cohesive Town Center identity.

Key Attributes:

1. **Concrete Sidewalks:** Durable concrete sidewalks designed to Mill Creek Public Works standards should provide universally accessible pedestrian connections throughout the Town Center.
2. **Enhanced Crossings:** Paver accents, texture changes, and raised crossings should reinforce wayfinding, calm traffic, and highlight pedestrian-priority areas.
3. **Bicycle Facilities:** A dual cycle track and connected bicycle routes should support safe and continuous access to the North Creek Trail and regional bike network.
4. **Open Space Connections:** Direct and visible connections should link parks, streetscapes, plazas, and surrounding development into a cohesive public realm network.
5. **Residential Transitions:** Landscape buffers and pathway alignments should soften transitions adjacent to residential areas while maintaining connectivity and visibility.
6. **Wayfinding and Visibility:** Signage, lighting, open sightlines, and consistent paving should support orientation, safety, and intuitive movement.
7. **Integrated Trail Network:** Sidewalks, bicycle routes, and open space corridors should provide seamless connections to the North Creek Trail and regional trail systems.
8. **Pedestrian-Oriented Intersections:** Raised crossings, curb extensions, and enhanced intersection treatments should reinforce pedestrian priority and improve safety.

CONNECTIVITY

Figure 92 - Mobility Infrastructure

Figure 93 - Clear Connection and Crossings

Figure 94 - Transit Islands with Site Features

Figure 95 - Curb Bulbs with Planting and Seating Elements

Figure 96 - Channelized Cycle Track

Figure 97 - Enhanced Paving, Hierarchy of Spaces

STORMWATER MANAGEMENT

Figure 98 - Experiential Design

Figure 99 - Use of Grade to Capture and Convey Stormwater

Figure 100 - Sponge Park has Usable Edges

D. STORMWATER MANAGEMENT

Stormwater management within the Mill Creek South Town Center should function as an integrated landscape system that supports environmental resilience, protects North Creek, and enhances the public realm. Rather than operating as isolated infrastructure, stormwater systems should be incorporated into parks, streetscapes, and open spaces as visible and functional landscape elements that support both water management and everyday public use.

A layered approach combining below-grade infrastructure with surface-level green stormwater features should manage a range of storm events, improve water quality, and provide long-term system capacity. While the site does not currently experience flooding issues, stormwater strategies should proactively reduce future flood risk, accommodate increased rainfall intensity, and maintain safe and functional public spaces during and after storm events. Stormwater features should also reinforce the Town Center's identity by making water a visible and experiential component of the landscape.

Key Attributes:

1. **Below-Grade Stormwater Infrastructure:** Subsurface storage and conveyance systems should be integrated beneath parks and open spaces to maximize usable public space above.
2. **Integrated Sponge Park Systems:** Stormwater infrastructure within the Sponge Park should support infiltration, detention, treatment, and ecological performance as an extension of the North Creek watershed.
3. **Visible Water Fluctuation:** The Sponge Park should accommodate temporary and visible water level changes during seasonal storm events while maintaining safety, accessibility, and seasonal recreational use.
4. **Green Stormwater Streetscapes:** Streetscapes should incorporate bioretention areas, structural soil systems, permeable planting zones, and other green infrastructure that capture and treat runoff while improving pedestrian comfort.
5. **North Creek Water Quality Protection:** Stormwater systems should slow, filter, and treat runoff prior to discharge to support the long-term health of North Creek and downstream ecosystems.
6. **Resilient and Adaptable Design:** Stormwater facilities should accommodate future climate conditions and development while supporting long-term performance and maintenance.
7. **Flood Mitigation and Storage Capacity:** Stormwater systems should provide detention, storage, and safe conveyance capacity during major storm events and extreme rainfall conditions.

STORMWATER MANAGEMENT

Figure 101 - Infiltrate at Street Edges

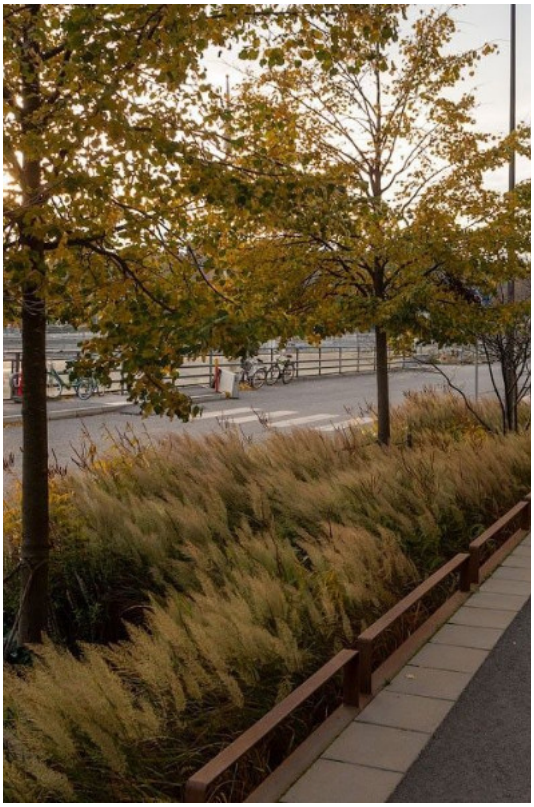


Figure 102 - Edge Protection along vertical Drop

Figure 103 - Create Lager Stormwater Moments for Environmental Education

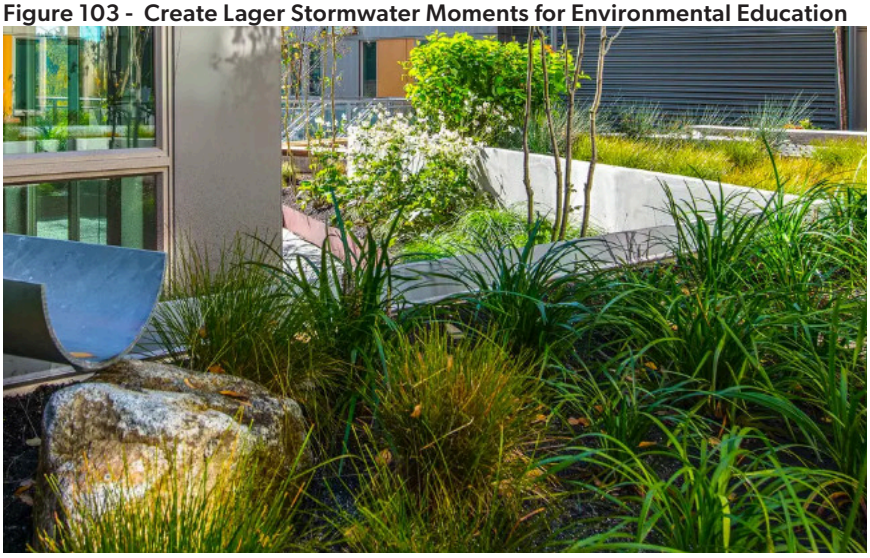


Figure 104 -Captured Rainwater is Visible and Enhances Experience

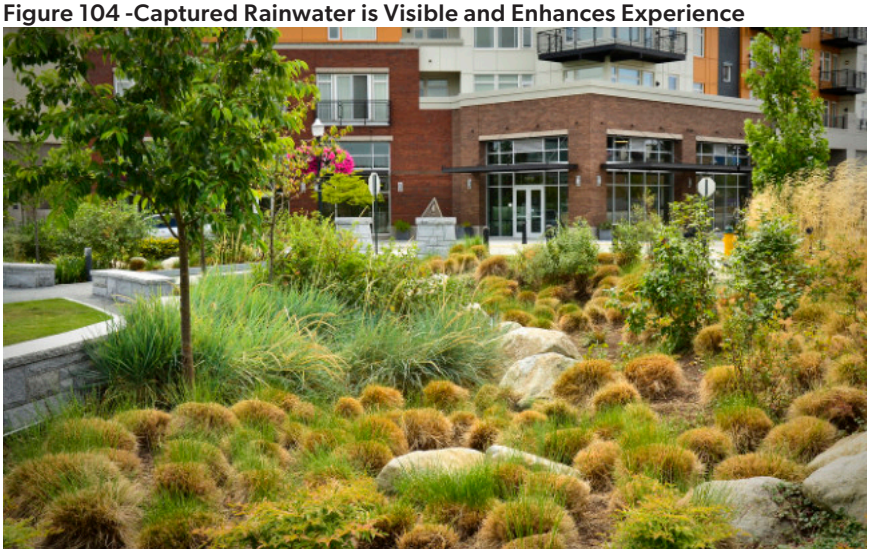


Figure 105 - Rain gardens with Boulders and Dry Creek Bed

STREET AND CIRCULATION TYPES MAP KEY

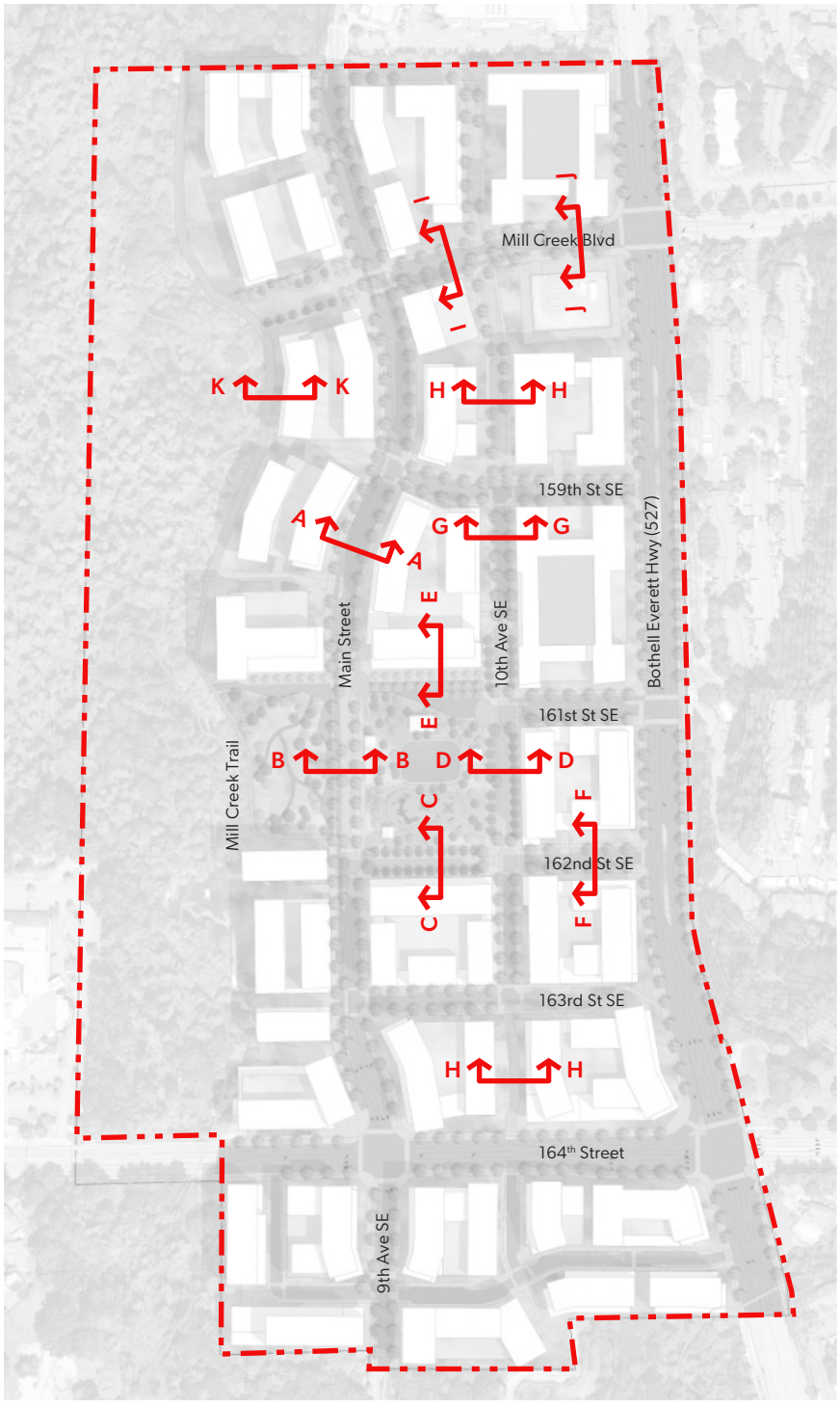


Figure 106 - LEGEND

A-A	Main Street Extension (formerly Mill Creek Blvd)
B-B	Main Street Extension at Park (formerly Mill Creek Blvd)
C-C	Retail Street at Central Park south
D-D	Retail Street at Central Park east
E-E-	Pedestrian retail path at Central Park north
F-F	Typical East-west Connector Street
G-G	Typical North-South Residential Street
H-H	North-South Pedestrian Street
I-I	Mill Creek Blvd near main Street Extension
J-J	Mill Creek Blvd near Bothell Everett Hwy
K-K	Joint North Creek Trail and Fire Lane

PROPOSED STREET SECTIONS

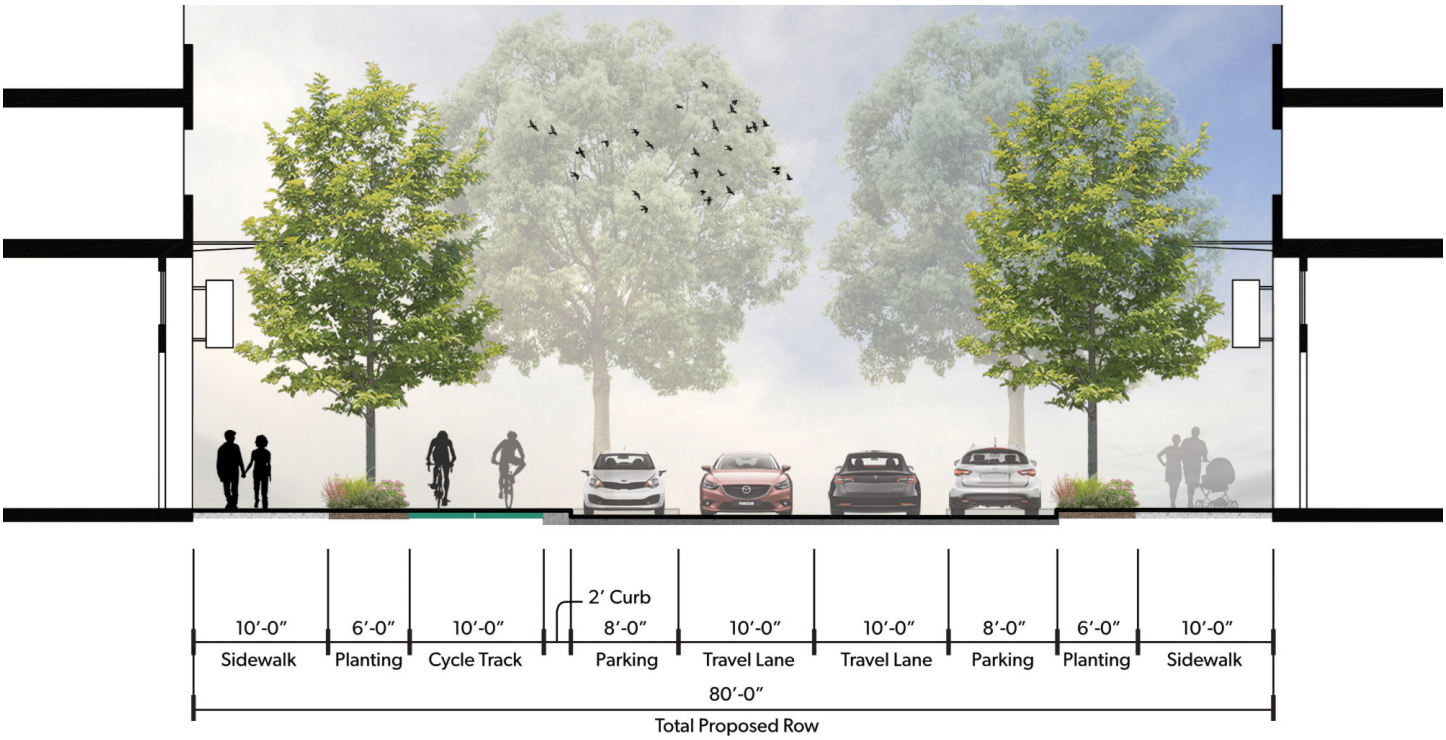


Figure 107 - A-A | Proposed Main Street Extension (Formerly Mill Creek Blvd)
Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

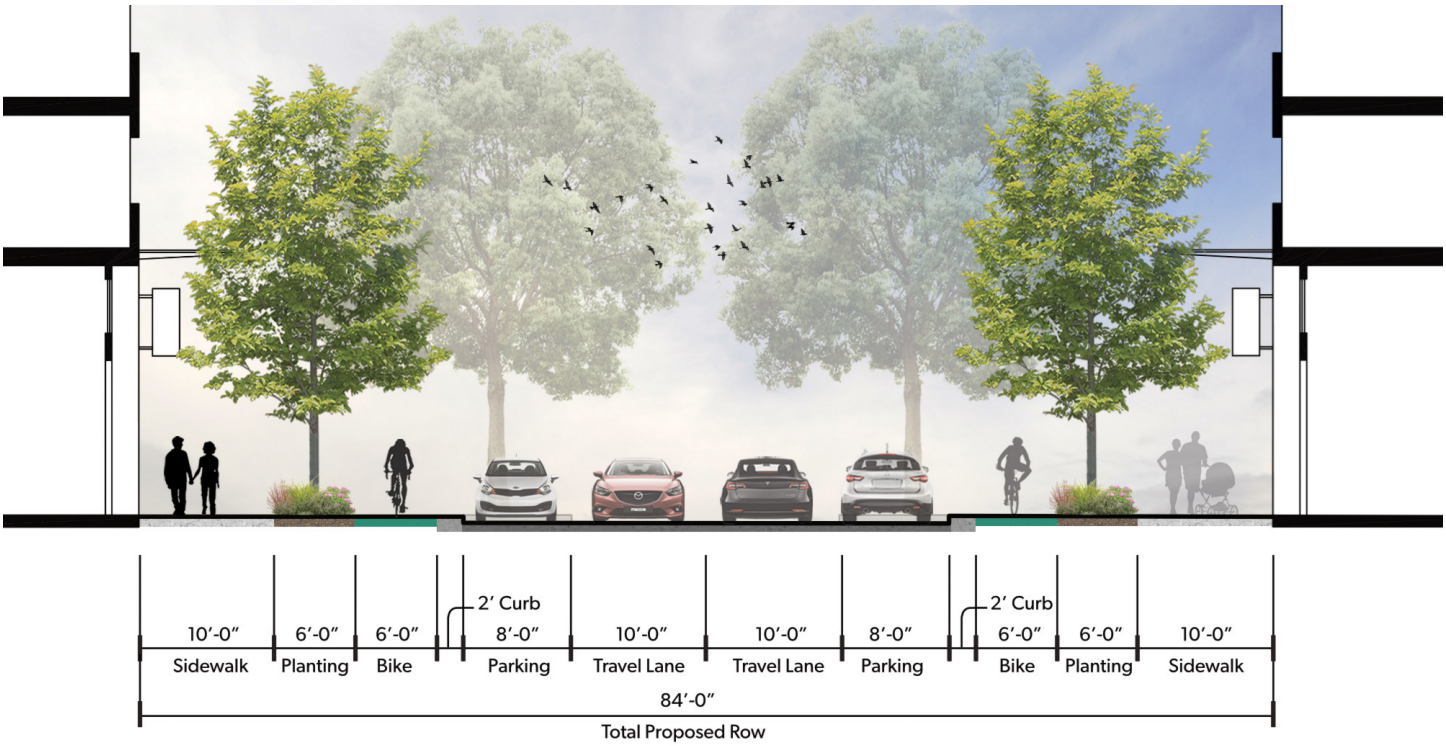


Figure 108 - A-A | Proposed Main Street Extension (alternate Bike Lane Option)
Two lanes for car travel, parallel parking on both sides of the street, a one-way bike lane on each side of the street, planting strips, and standard sidewalks.

PROPOSED STREET SECTIONS

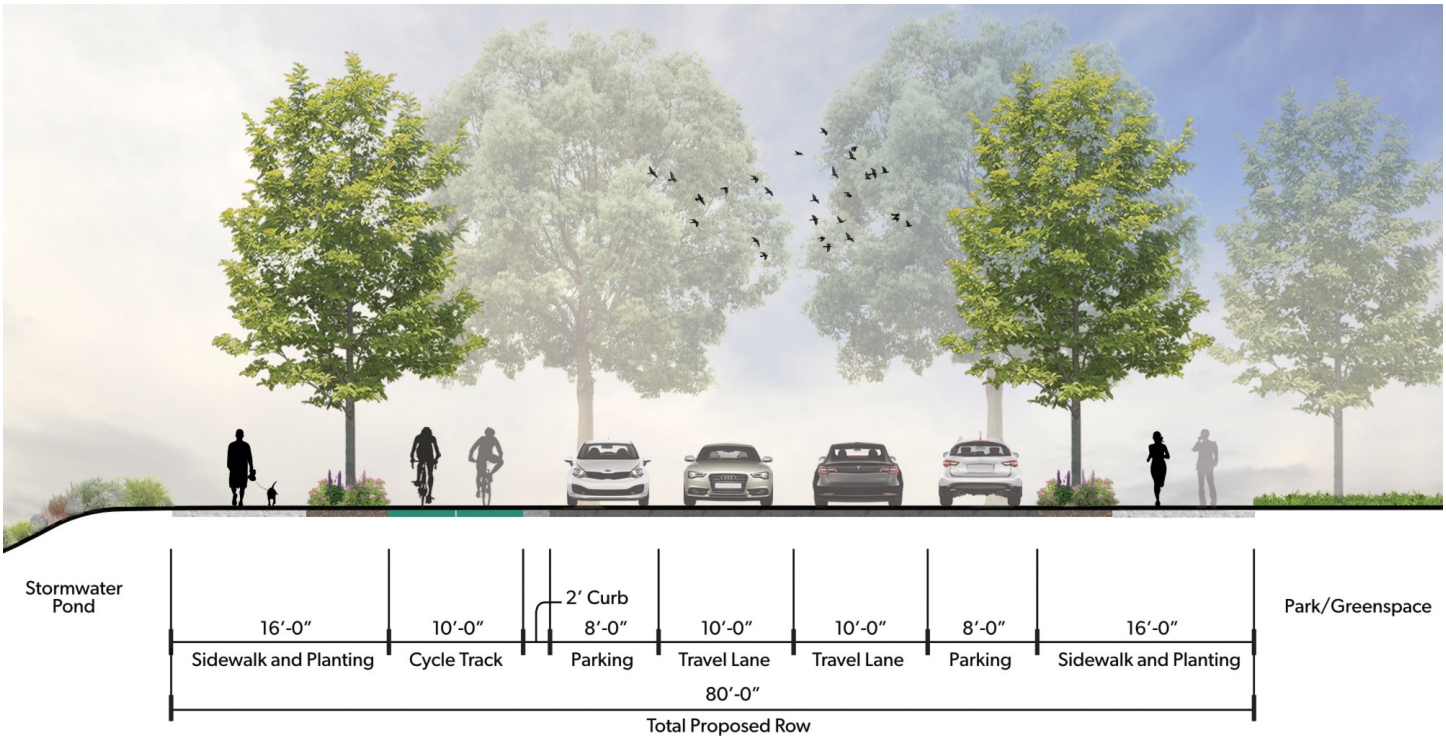


Figure 109 - B-B | Main Street Extension at Park (Formerly Mill Creek Blvd)
Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

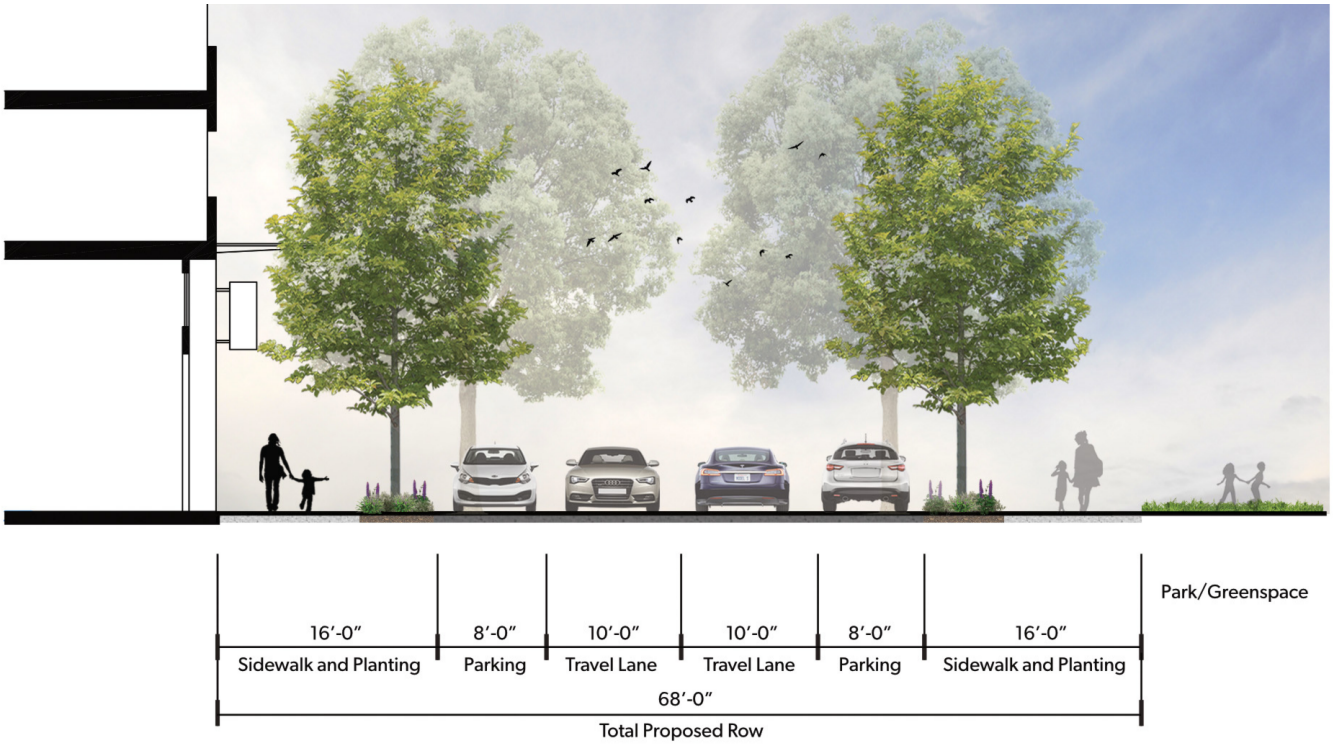


Figure 110 - C-C | Retail Street at Central Park South
Two lanes for car travel, parallel parking on both sides of the street, planting strips, and standard sidewalks.

PROPOSED STREET SECTIONS

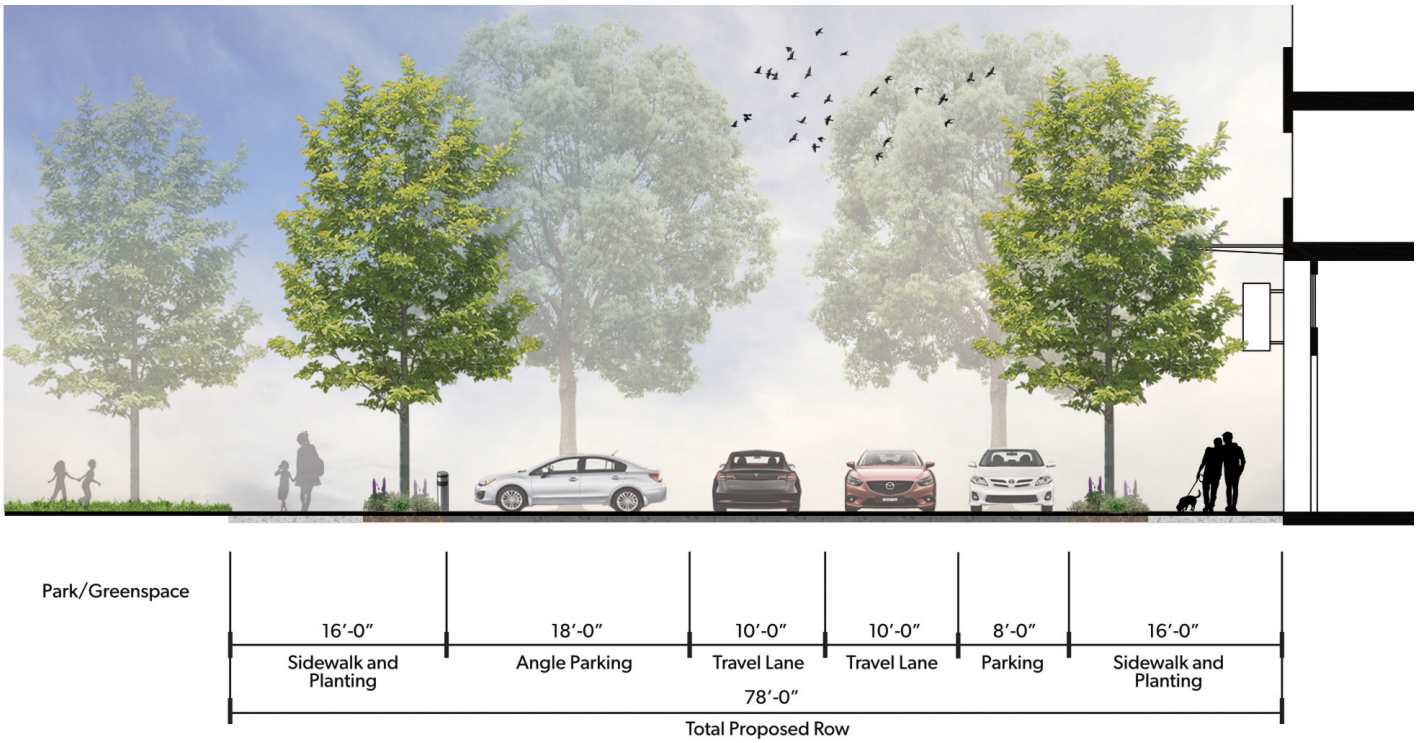


Figure 111 - D-D | Retail Street at Central Park East
Two lanes for car travel, angled parking along the park, parallel parking at building frontage, planting strips, and standard sidewalks.

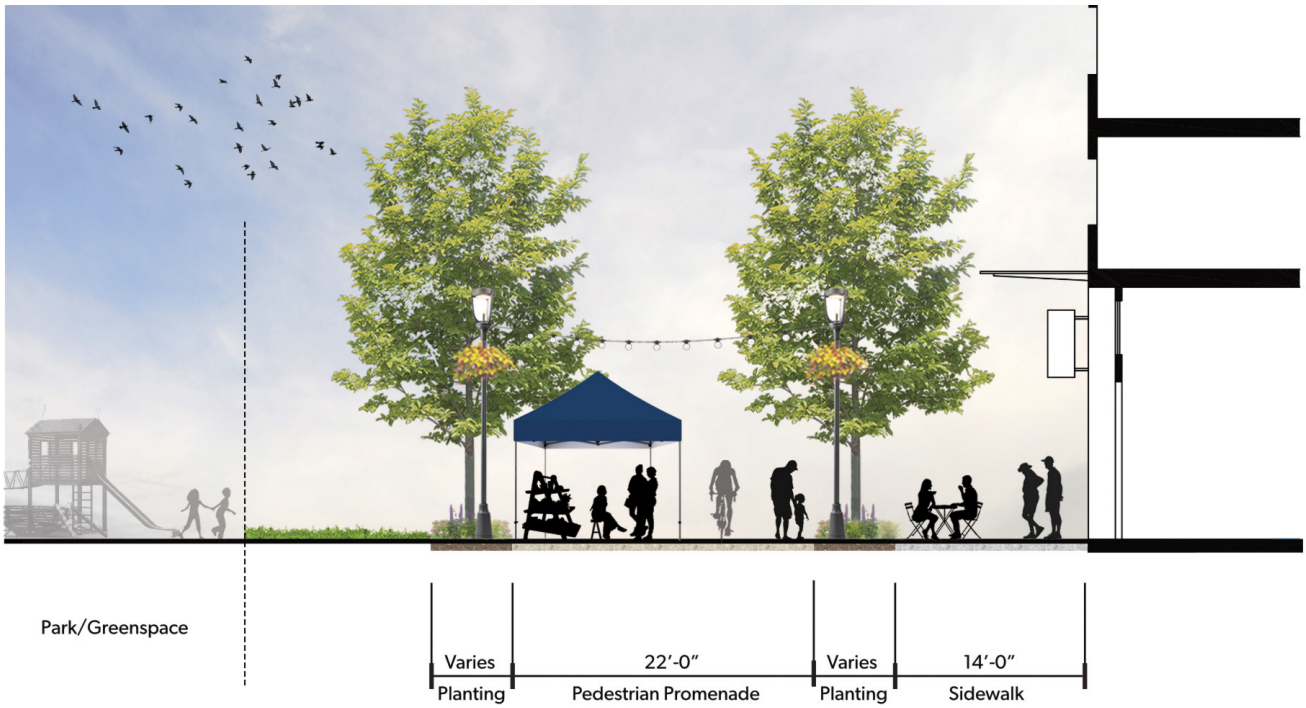


Figure 112 - E-E | Pedestrian Retail Path at Central Park North
A mixed-use pedestrian promenade along the park, planting strip, and generous sidewalk.

PROPOSED STREET SECTIONS

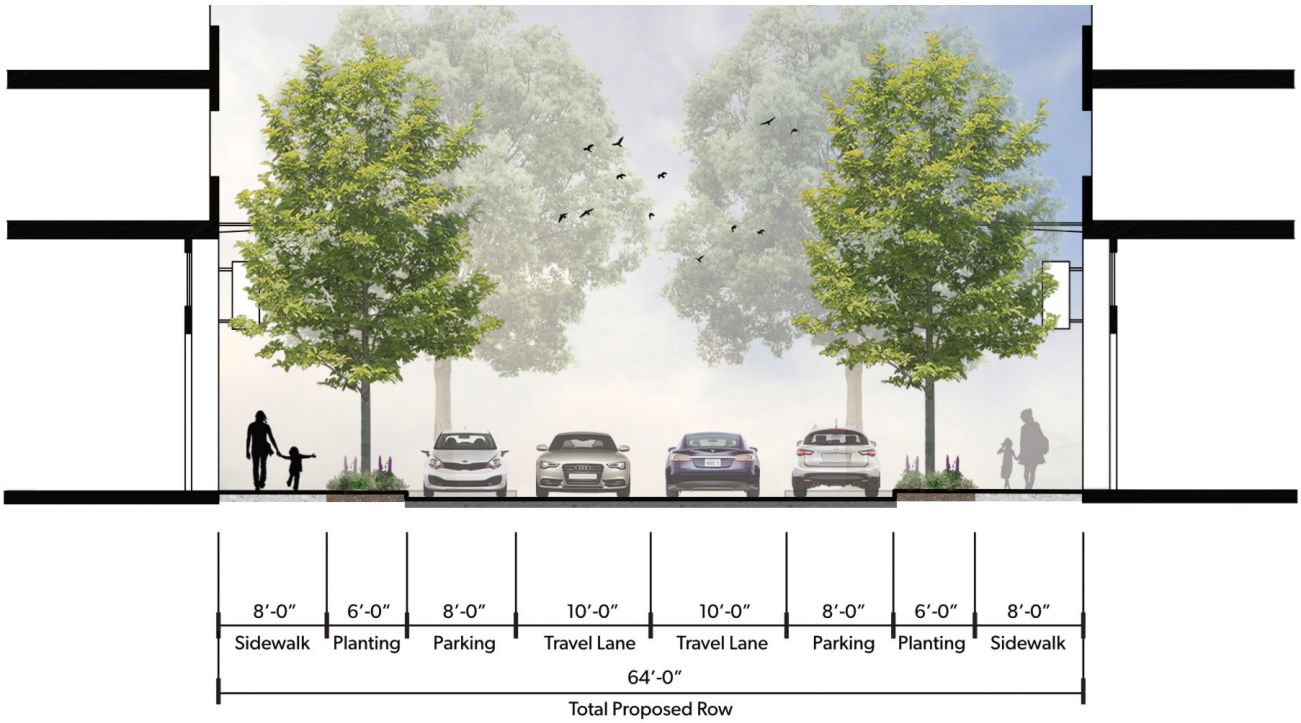


Figure 113 - F-F | Typical East-West Connector Street
Two lanes for car travel, parallel parking on both sides of the street, planting strips, and standard sidewalks.

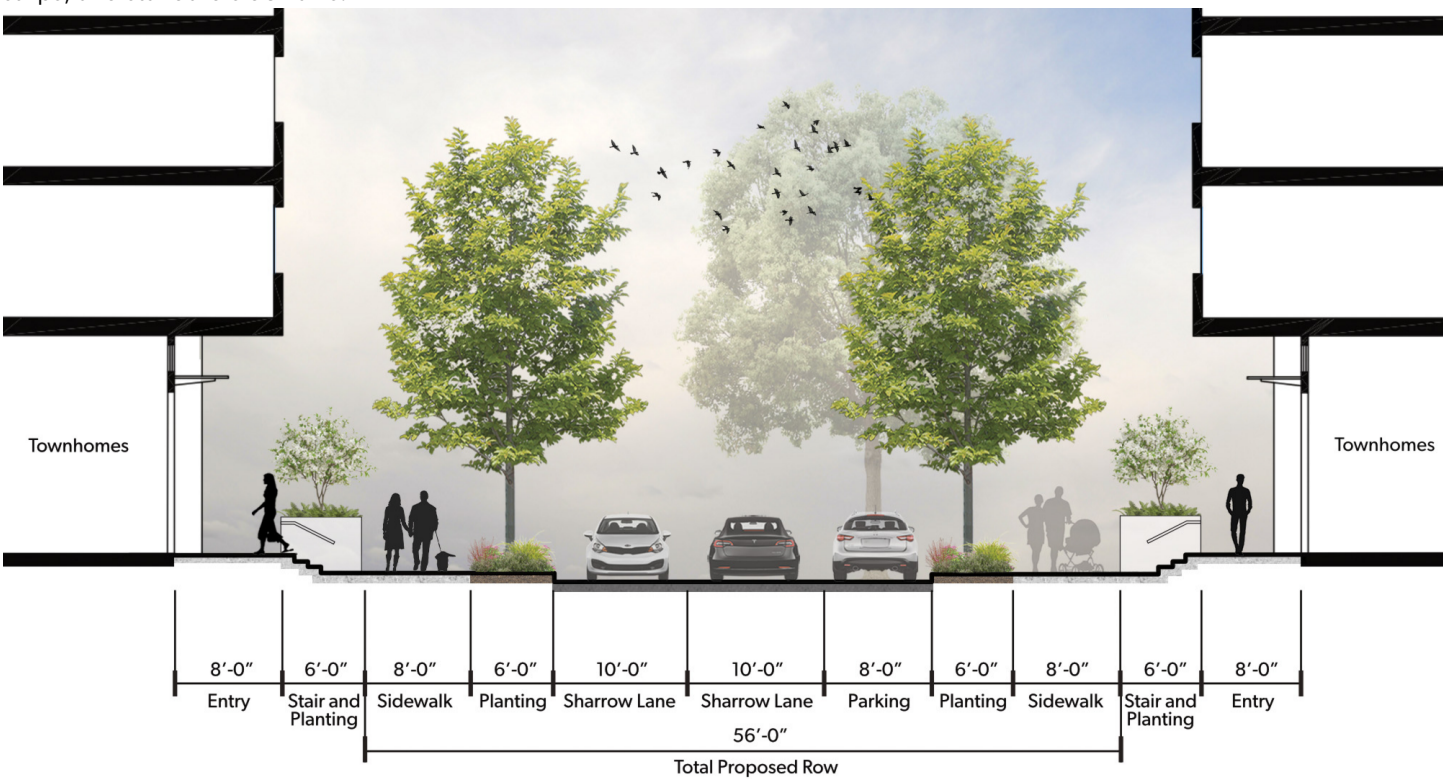


Figure 114 - G-G | Typical North-South Residential Street
Two lanes for car travel, parallel parking on one side of the street, planting strips, standard sidewalks, and a connection to building entries.

PROPOSED STREET SECTIONS

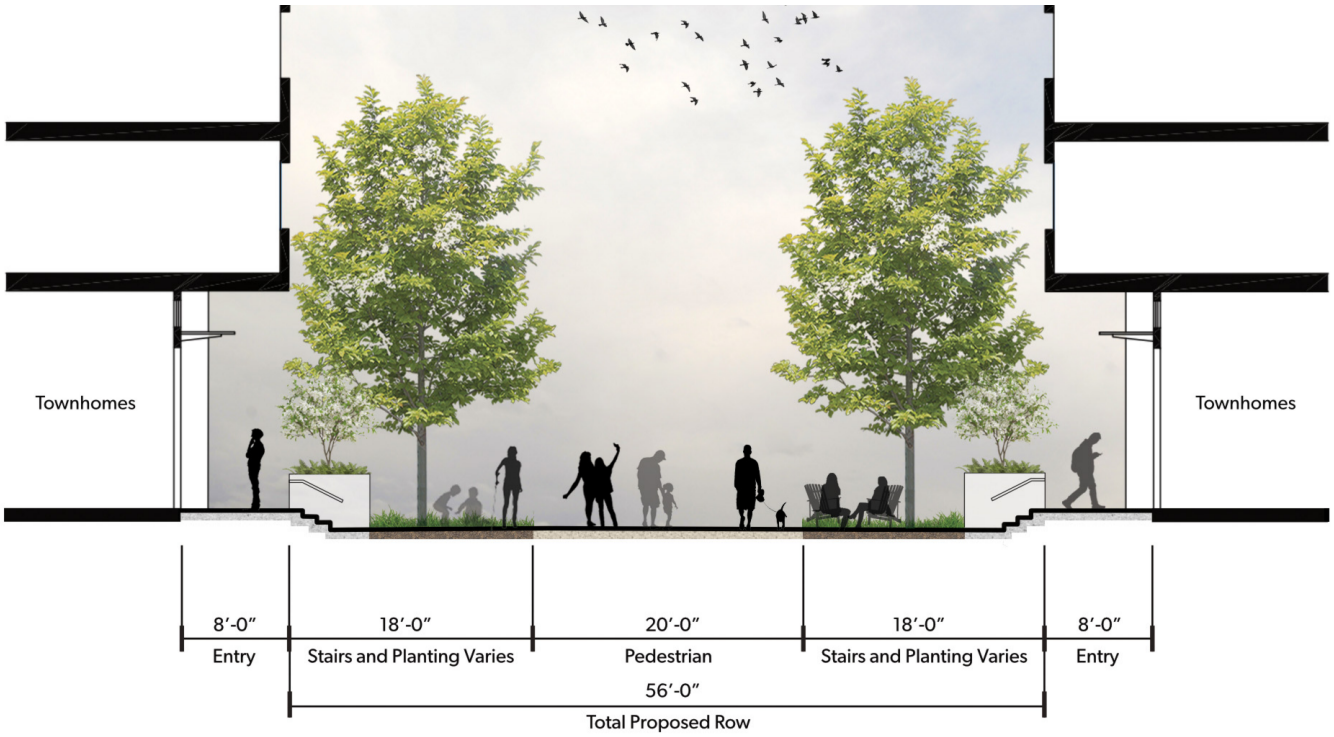


Figure 115 - H-H | North-South Pedestrian Street
A wide pedestrian promenade, generous planting strips, and a connection to building entries.

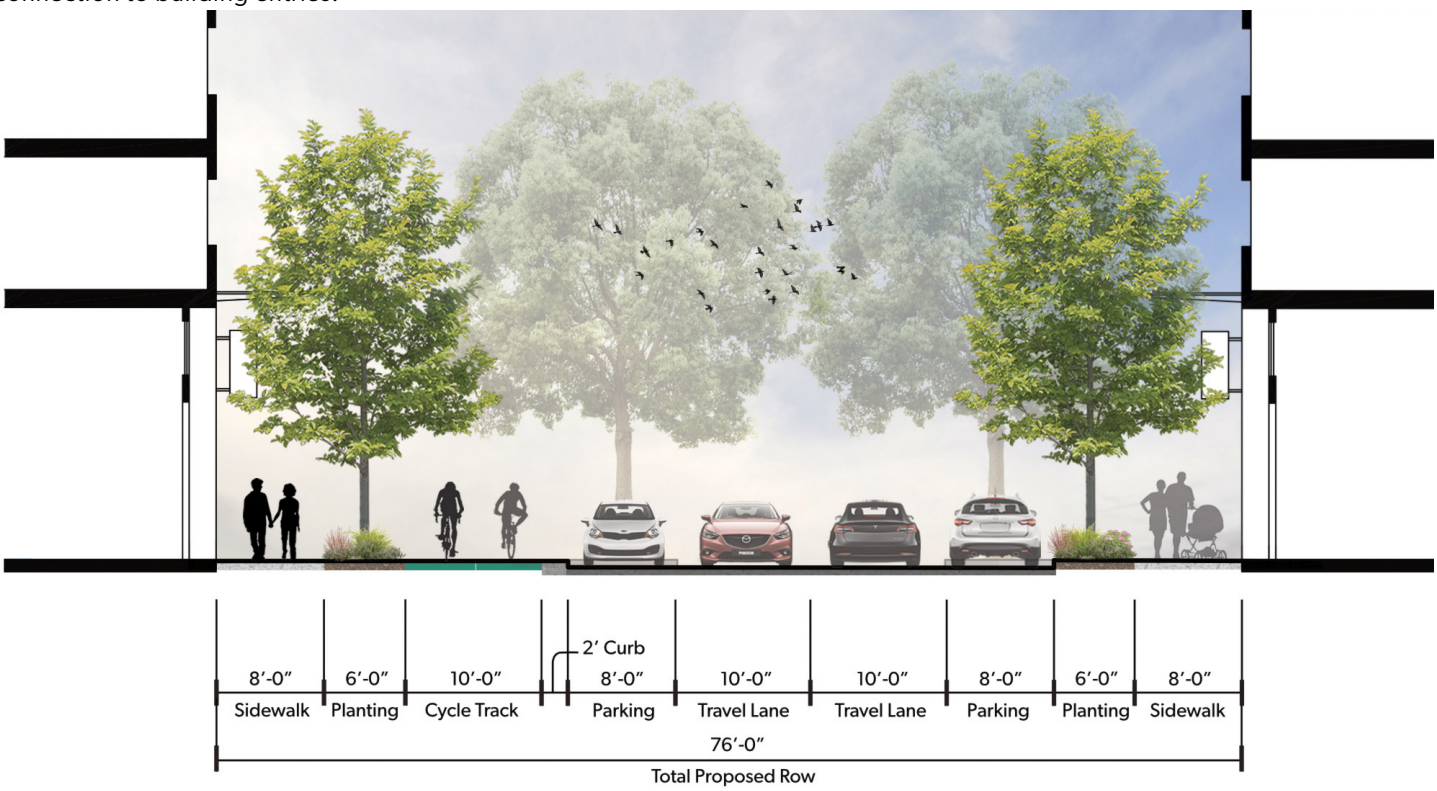


Figure 116 - I-I | Main Street Extension at Park (Formerly Mill Creek Blvd)
Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

PROPOSED STREET SECTIONS

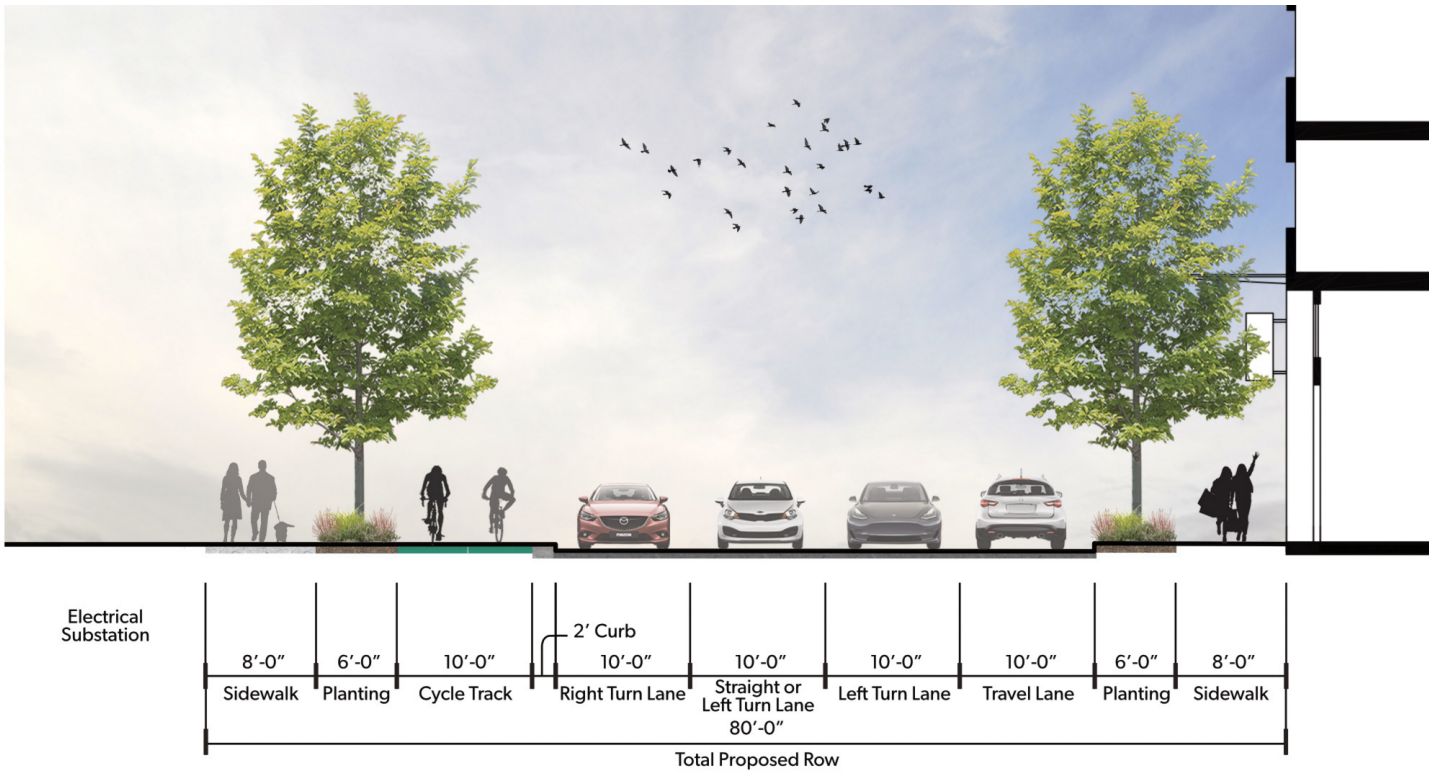


Figure 117 - J-J | Retail Street at Central Park South

Two lanes for car travel, parallel parking on both sides of the street, a two-way cycle track, planting strips, and standard sidewalks.

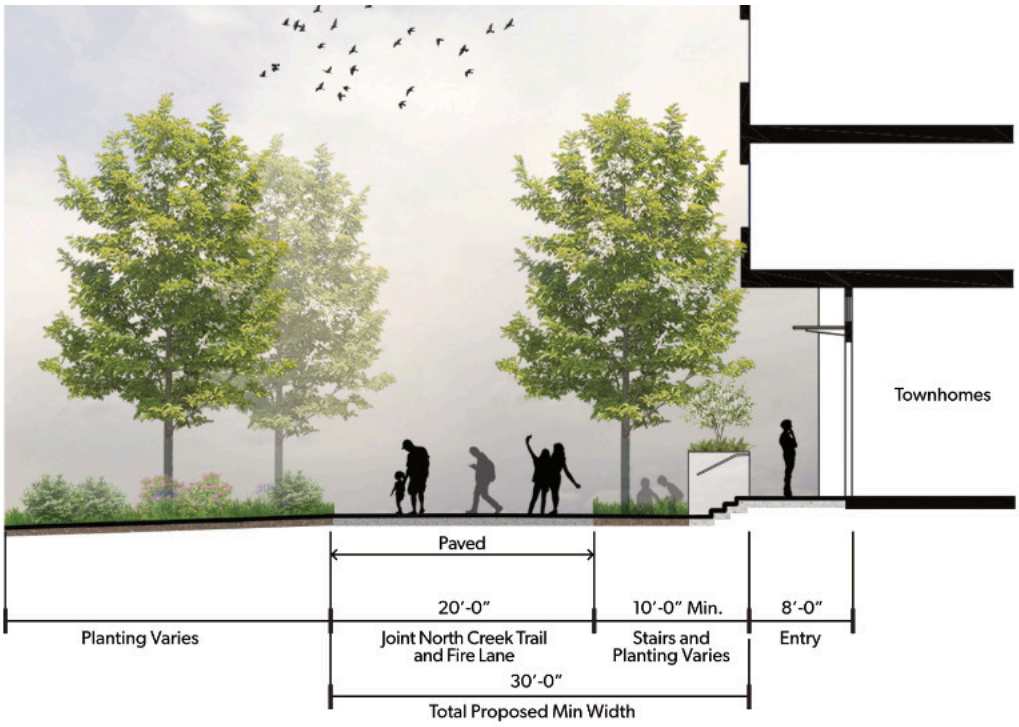


Figure 118 -K-K | Joint North Creek Trail and Fire Lane

Section at Joint North Creek Trail and Fire Lane

MULTI-FAMILY RESIDENTIAL OPEN SPACE

OVERVIEW

Multifamily residential open spaces in the Mill Creek South Town Center support livability, resident wellness, social interaction, recreation, and relaxation while creating a gradual transition from active public streets and parks to more intimate residential settings

Figure 119 -Caption

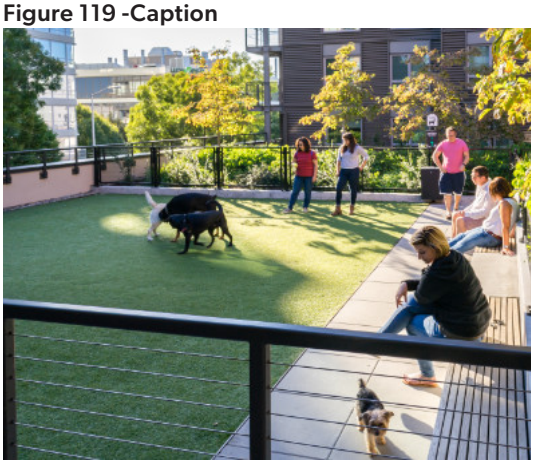


Figure 120 -Caption

Figure 121 -Caption

A. MULTI-FAMILY OPEN SPACE

Multifamily residential open spaces should provide shared outdoor environments that enhance livability, support community interaction, and offer opportunities for recreation and relaxation. These spaces should function as extensions of the residential environment, providing accessible and attractive amenities that elevate the quality of life within the Town Center.

Residential open spaces should balance active and passive uses while creating a sense of comfort, privacy, and refuge from the more active retail and civic areas of the Town Center. Landscape design should support gradual transitions from public streets and parks to more intimate residential settings through planting, grading, screening, and spatial organization. Open spaces should reinforce the Town Center's landscape character while supporting year-round usability, ecological performance, and resident well-being.

Key Attributes:

1. **Active and Passive Recreation**: Open spaces should accommodate recreation, play, fitness, gathering, and quiet relaxation for a range of ages and lifestyles.
2. **Gathering and Social Spaces:** Shared seating areas, lawns, outdoor dining spaces, and community gathering zones should encourage resident interaction and everyday use.
3. **Residential Privacy and Transition:** Landscape buffers, layered planting, and subtle grade changes should provide separation from adjacent streets, retail uses, and public open spaces while maintaining visibility and safety.
4. **Native and Adaptive Planting:** Planting should incorporate native and climate-adapted species that enhance ecological function, reinforce regional identity, and support long-term resilience.
5. **Amenities and Comfort Features:** Seating, lighting, shade structures, weather protection, and site furnishings should support comfort and year-round outdoor use.
6. **Resident Accessibility:** Open spaces should provide direct and universally accessible connections from residential lobbies, entries, and common areas through clear and intuitive circulation routes.
7. **Integrated Landscape Design:** Open spaces should incorporate planting, stormwater features, and landscape elements that reinforce the broader public realm and ecological framework of the Town Center.

MULTI-FAMILY RESIDENTIAL OPEN SPACE

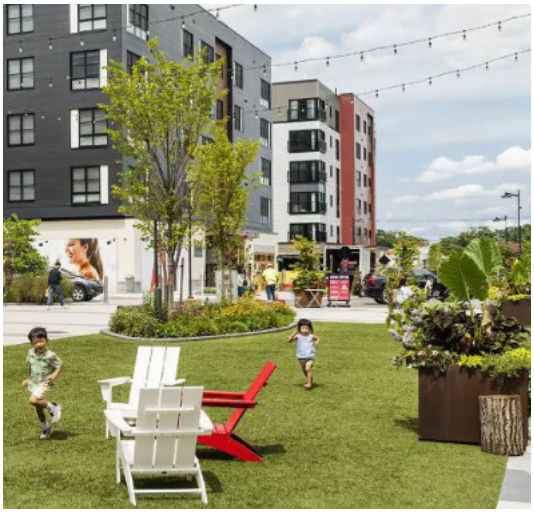


Figure 122 - Small Lawn For Informal Play

Figure 123 - Spaces for People to Eat Outside

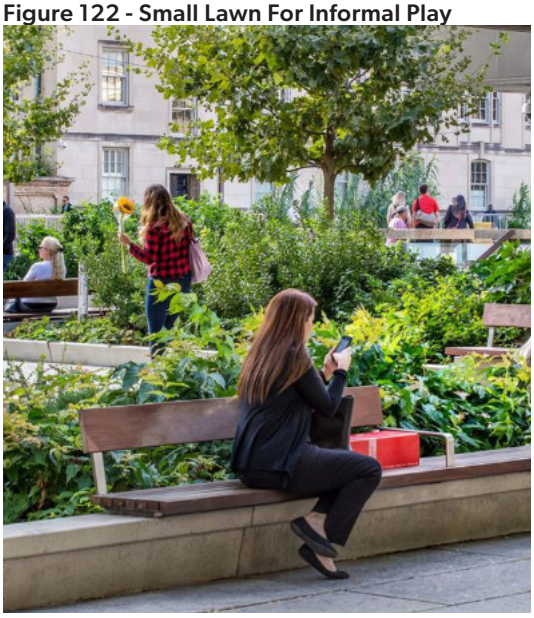


Figure 124 - Varied Seating

Figure 125 - Gathering Areas with Shade

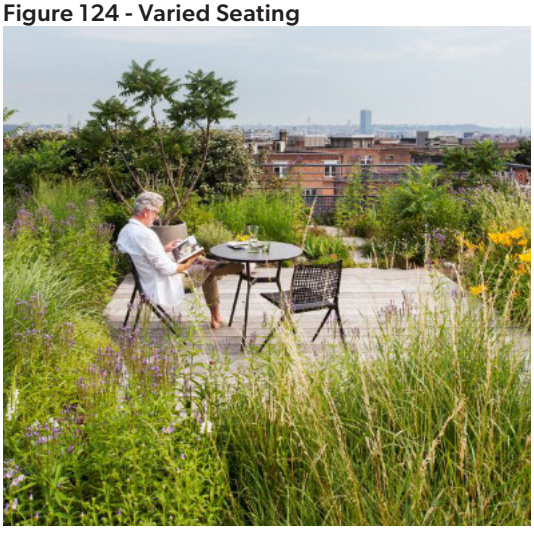


Figure 126 - Passive Planted Spaces

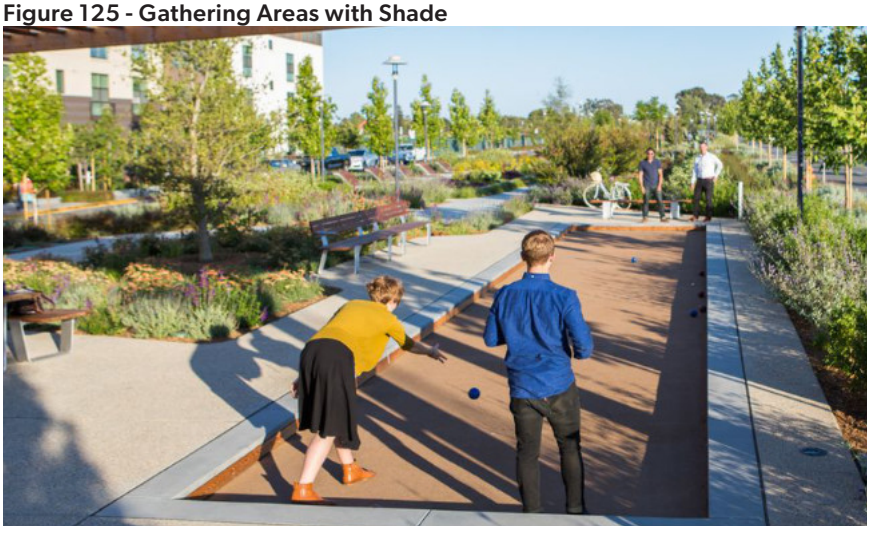


Figure 127 - Outdoor games add Conviviality

PARKING

OVERVIEW

Redevelopment will transition the South Town Subarea from largely surface parking to primarily structured parking that supports compact, walkable, mixed-use urban environment and are designed as integral components of the public realm.

Figure 128 - Parking Garage Screening

Garage screening with a combination of base planting, green wall, and decorative screening.

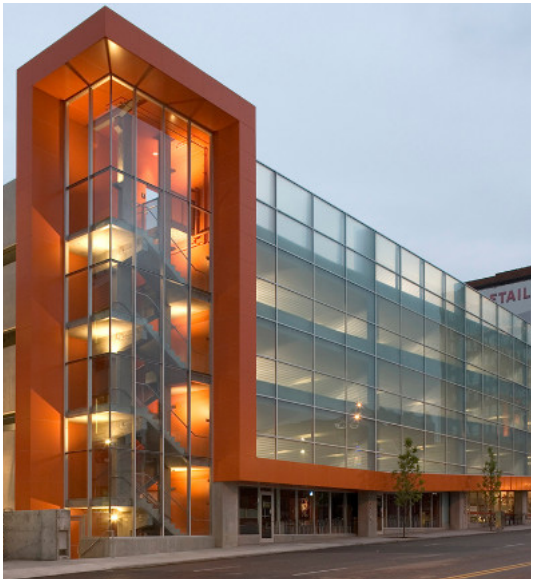


Figure 129 - Parking Garage Screening

Garage screening highlights vertical circulation, incorporates ground level program, and includes upper level parking screening.

A. PARKING STRATEGY OVERVIEW

Parking in the Mill Creek South Town Center will support a walkable, mixed-use urban environment while balancing customer, employee, and resident access with long-term redevelopment goals. Parking design should prioritize structured parking and reduce the visual and spatial dominance of surface parking, support active and pedestrian-oriented streets, encourage shared and district parking strategies, and align with future multimodal transportation patterns. Parking facilities should be integrated into the overall site and building design in a manner that supports phased redevelopment, economic vitality, and an improved public realm.

Parking Standards Note:

Parking shall be provided in the size and quantity required by Mill Creek land use and zoning regulations as outlined in Title 17 of the Municipal Code.

B. SURFACE PARKING

Surface parking should function as a secondary site element that supports redevelopment while minimizing impacts on the pedestrian environment and overall Town Center character. Surface parking areas should be located, designed, landscaped, and screened to reduce their visibility from streets and public spaces while maintaining flexibility for future infill development.

Key Attributes:

1. **Limited Surface Parking:** Surface parking is discouraged and minimized to the greatest extent feasible to reduce the visual and spatial dominance of parking areas.
2. **Parking Location:** Surface parking is located to the rear or interior of blocks and shall not be located between buildings and primary streets, plazas, or pedestrian corridors.
3. **Reduced Frontage Widths:** Surface parking frontage along streets shall not exceed 60 feet without interruption by buildings, landscaping, pedestrian connections, or screening elements.
4. **Screening and Edge Design:** Parking visible from streets or public spaces is screened with buildings, liner uses, low walls, landscaping, or a combination thereof while maintaining visibility and safety.
5. **Pedestrian Connectivity:** Parking lots incorporate clear pedestrian pathways connecting parking areas to sidewalks, building entrances, plazas, and open spaces.

Figure 130 - Parking Garage Screening

Garage screening with green wall

Figure 131 - Parking Garage Retail

Parking garage with ground level retail.

6. **Landscape Integration:** Parking lots incorporate landscape islands, street trees, stormwater planting, and perimeter landscaping to reduce heat island impacts and soften the appearance of paved areas.
7. **Future Redevelopment Flexibility:** Surface parking lots are designed to accommodate future infill development, with utilities, drive aisles, and landscape areas configured to support phased redevelopment over time.
8. **Minimized Curb Cuts:** Curb cuts and driveway access points are minimized to reduce conflicts with pedestrians and maintain active street frontages. Individual Curb cuts are not allowed on Primary Streets.

C. STRUCTURED PARKING

Structured parking should be integrated into mixed-use development and designed as part of the overall architectural and urban design framework rather than as standalone parking facilities. Parking structures should support active pedestrian streets, minimize visual impacts, reinforce building frontages, and maintain flexibility for future adaptation as parking demand evolves over time.

Key Attributes:

1. **Parking Structure Location:** Parking structures are located to the rear or interior of blocks or wrapped by active uses along primary street frontages.
2. **Active Ground Floors:** Ground-floor facades comply with applicable frontage standards, including transparency, weather protection, pedestrian entries, and active uses where required.
3. **Integrated Architectural Design:** Parking structures incorporate architectural detailing, materials, façade articulation, and massing consistent with the overall building design to avoid the appearance of standalone garages.
4. **Screened Parking Levels:** Above-grade parking levels are visually screened using integrated architectural elements, screening systems, landscaping, or façade treatments.
5. **Vehicle Access Management:** Vehicle access is provided from alleys, shared driveways, or secondary streets where feasible, and curb cuts are prohibited along primary pedestrian streets.
6. **Pedestrian-Oriented Access:** Pedestrian entrances are clearly defined, visible from the public realm, and separated from vehicle access points.
7. **Active Frontage Treatments:** Parking structure frontages facing streets, plazas, or public spaces incorporate glazing, lighting, public art, storefront-style treatments, or other active design elements.
8. **Future Adaptability:** Parking structures are encouraged to incorporate level floor plates, adequate floor-to-floor heights, and structural systems that support future conversion to occupied uses where feasible.

SECTION 06

IMPLEMENTATION STRATEGIES

IMPLEMENTATION, NEXT STEPS, AND DRAFT ACTION PLAN

IMPLEMENTATION FRAMEWORK

The implementation framework recognizes that the plan is not a single public construction project or a commitment that the City will directly build all improvements shown. Instead, it provides a vision and coordinated roadmap to guide public and private investment, development review, infrastructure planning, capital programming, code implementation, and partnerships over time.

Redevelopment will occur incrementally and will depend on private development, public infrastructure investment, property owner participation, market conditions, grants, and future City decisions. Much of the built development envisioned by the plan is anticipated to be delivered by private property owners and developers. The City's role is to establish the regulatory framework, coordinate infrastructure and right-of-way priorities, advance strategic public improvements, manage the Planned Action EIS process, and ensure that individual projects support the broader public realm and mobility vision.

A key implementation focus is identifying initial catalytic actions that unlock private redevelopment and establish the first phases of the district framework. This includes planning for the future relocation of City Hall to the DRCC (Dobson, Remillard, Church and Cook)site, which would open the existing approximately 4.5-acre City Hall properties for potential redevelopment. These properties could initiate the southward extension of Main Street character and demonstrate the walkable, mixed-use development envisioned for the South Town Center.

The basin-level stormwater strategy should be viewed as both infrastructure and an economic development tool. Coordinating stormwater at a district scale can reduce parcel-by-parcel infrastructure burdens, improve redevelopment feasibility, support shared green infrastructure, and help deliver parks and open spaces that add long-term value.

This section identifies the goals, actions, and coordination steps needed to move the South Town Center vision from plan adoption toward phased implementation.

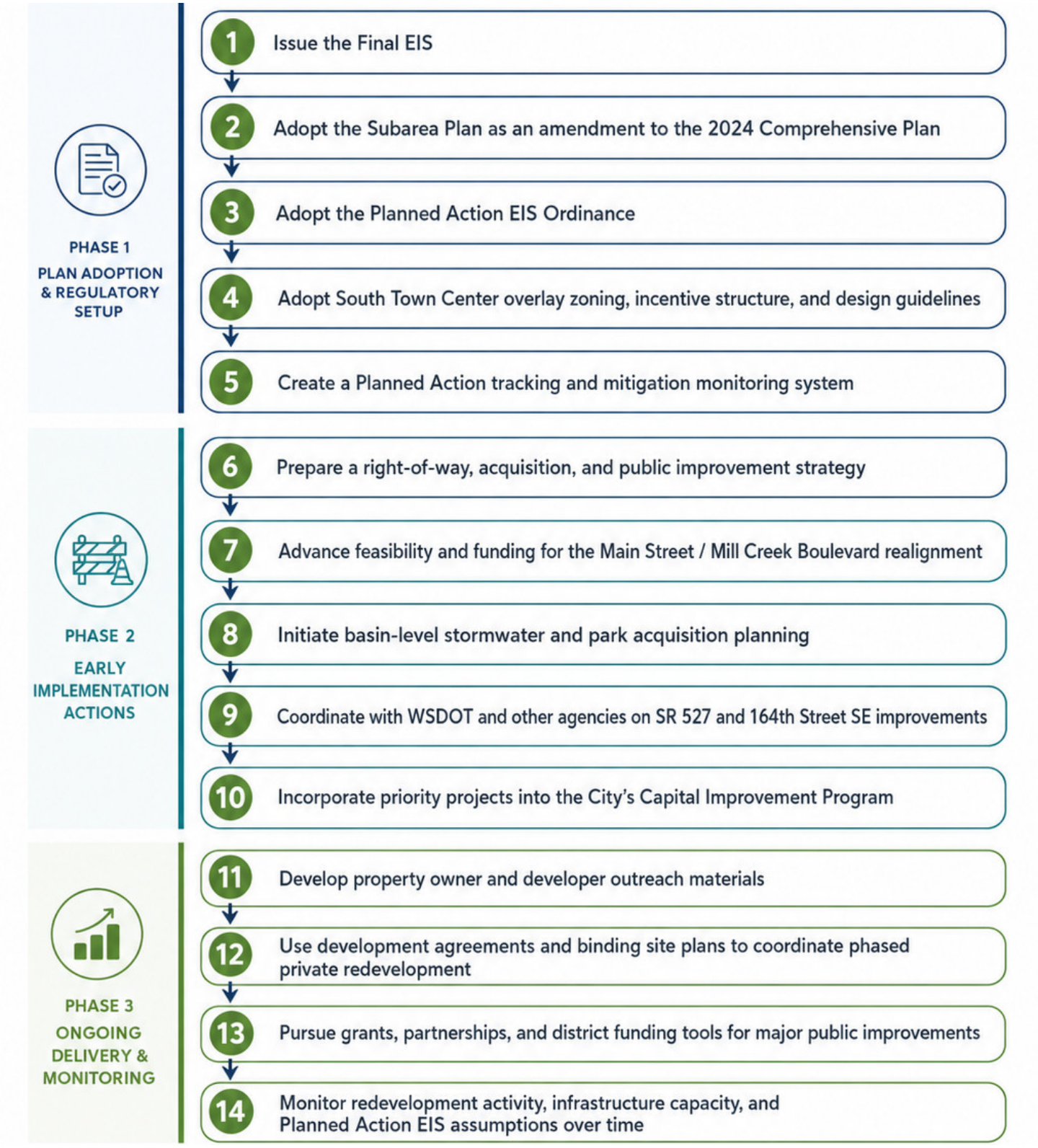
Implementation Principles

Implementation of the South Town Center Subarea Plan should be guided by the following principles:

1. **Use the Redevelopment Plan as a flexible framework.** The plan should guide the location and character of future streets, parks, open spaces, frontages, development blocks, and mobility connections, while allowing flexibility for phasing, ownership patterns, market conditions, and engineering refinement.
2. **Align public investment with private redevelopment.**Public improvements should be prioritized where they unlock redevelopment potential, improve safety and mobility, support stormwater and open space functions, or establish the future district structure. Private development should contribute proportionately to infrastructure, frontage improvements, open space, and public realm systems needed to support growth.
3. **Focus early actions on implementation tools.** Adoption of the Planned Action Ordinance, South Town Center overlay zoning, height incentive provisions, and design guidelines should be prioritized so future development can be reviewed against clear expectations.
4. **Prioritize catalytic infrastructure and City-controlled opportunities.** Near-term implementation should focus on improvements that are difficult for individual projects to deliver alone, including the Main Street / Mill Creek Boulevard realignment, right-of-way needs, basin-level stormwater and open space strategies, key intersection improvements, and future redevelopment of the existing City Hall properties.
5. **Use stormwater investment to support redevelopment feasibility.** Basin-level stormwater planning can reduce infrastructure barriers, support shared facilities, integrate green infrastructure with public open space, and make private redevelopment more feasible and coordinated over time.
6. **Use phased implementation to manage cost and complexity.** Near-term actions should establish the regulatory framework, preserve critical opportunities, and identify funding strategies. Longer-term actions should advance capital projects, land acquisition, partnerships, and district wide infrastructure.
7. **Maintain transparency and continued engagement.** Implementation should include ongoing communication with property owners, businesses, residents, agencies, service providers, and community members so future actions remain aligned with community priorities and implementation realities.

PRIORITY IMPLEMENTATION SEQUENCE

RECOMMENDED STEPS FROM PLAN ADOPTION TO IMPLEMENTATION



SUBAREA GOALS AND POLICY RECOMMENDATIONS

RECOMMENDED SUBAREA GOALS AND POLICIES

The following goals and policies supplement the Citywide Comprehensive Plan and guide implementation of the South Town Center vision for land use, housing, economic vitality, mobility, parks, stormwater, infrastructure, and phased redevelopment. Related actions, including the Planned Action Ordinance, overlay zoning, design guidelines, capital projects, and funding strategies, are addressed in the Implementation section.

Goal 1: Implement a Walkable Mixed-Use Extension of Mill Creek Town Center

Policy 1.1

Guide redevelopment toward a compact, walkable, mixed-use urban form that extends Mill Creek Town Center southward.

Policy 1.2

Support the transition from auto-oriented superblocks and surface parking to smaller blocks organized around connected streets, active frontages, open spaces, and pedestrian-oriented design.

Policy 1.3

Encourage mixed-use and residential development that expands housing, supports local businesses, strengthens the tax base, and reinforces South Town Center as a complete neighborhood.

Policy 1.4

Recognize that redevelopment will occur primarily through private investment, supported by City regulations, capital investments, and partnerships.

Goal 2: Adopt and Apply the Planned Action EIS and Planned Action Ordinance

Policy 2.1

Use the Planned Action EIS and Planned Action Ordinance to streamline environmental review for development consistent with the Subarea Plan, analyzed growth assumptions, mitigation measures, and adopted regulations.

Policy 2.2

Ensure future development remains coordinated with adopted mitigation measures, infrastructure requirements, and Planned Action EIS assumptions.

Goal 3: Establish the South Town Center Overlay and Design Guidelines

Policy 3.1

Adopt overlay zoning and development regulations to implement the preferred framework, including use provisions, height limits, incentives, frontage standards, open space requirements, parking standards, and transitions.

Policy 3.2

Apply the Design and Development Guidelines to development proposals, binding site plans, development agreements, public improvements, and other applicable projects.

Policy 3.3

Use the design guidelines to support cohesive Town Center character through coordinated building placement, active frontages, architecture, landscape, open space, parking, and service design.

Policy 3.4

Calibrate height bonus and public benefit incentives so they are predictable, feasible, and meaningful, supporting priorities such as open space, active commercial frontage, housing diversity, public parking, streetscapes, and district infrastructure.

Goal 4: Advance a Connected Multimodal Street Network

Policy 4.1

Implement a finer-grained street network that breaks down superblocks, improves access, supports phasing, and creates a safer, more legible circulation framework.

Policy 4.2

Prioritize the Main Street extension and Main Street / Mill Creek Boulevard reconfiguration to simplify circulation, reduce cut-through traffic, improve pedestrian safety, and reinforce Main Street as the district spine.

Policy 4.3

Coordinate right-of-way acquisition, dedication, easements, and frontage improvements to support planned streets, pedestrian connections, bicycle facilities, and public realm improvements.

Policy 4.4

Implement traffic calming and pedestrian safety improvements, including shorter crossings, curb extensions,

enhanced crossings, narrower lanes where appropriate, protected bicycle facilities, and shared streets.

Policy 4.5

Coordinate improvements at SR 527, 164th Street SE, 161st Street SE, Mill Creek Boulevard, and other affected intersections to support safety, access management, transit connections, and traffic operations.

Goal 5: Implement Parks, Open Space, and Basin-Level Stormwater Strategies

Policy 5.1

Create a connected open space system anchored by Central Park, Sponge Park, North Creek Gateway Park, and the existing North Creek Natural Area.

Policy 5.2

Use acquisition, dedication, easements, development agreements, or public-private partnerships to secure future park and open space locations.

Policy 5.3

Advance basin-level stormwater planning for shared facilities, regional water quality treatment, flow control, green infrastructure, and integrated park/stormwater landscapes.

Policy 5.4

Prioritize Sponge Park as a combined open space and green infrastructure investment supporting stormwater management, habitat enhancement, education, and access to nature.

Policy 5.5

Design parks, plazas, trails, green streets, and stormwater landscapes as civic infrastructure supporting daily use, community events, environmental performance, and resilience.

Goal 6: Coordinate Infrastructure with Growth

Policy 6.1

Use the Planned Action EIS, transportation analysis, stormwater planning, and utility coordination to identify infrastructure needed for phased redevelopment.

Policy 6.2

Update capital improvement, transportation, stormwater, impact fee, and mitigation programs as needed to reflect South Town Center priorities.

Policy 6.3

Require new development, consistent with adopted standards and applicable proportionality requirements, to construct or contribute to frontage improvements, local streets, pedestrian and bicycle facilities, utility upgrades, stormwater facilities, and other growth-related improvements.

Policy 6.4

Evaluate shared parking, structured parking, transportation demand management, and access consolidation to reduce surface parking and improve land efficiency.

Goal 7: Support Partnerships and Phased Redevelopment

Policy 7.1

Coordinate with property owners, developers, businesses, residents, agencies, transit providers, utilities, and community partners to advance the redevelopment vision.

Policy 7.2

Use development agreements, binding site plans, public-private partnerships, grants, local improvement districts, transportation tools, stormwater funding, park funding, and other mechanisms to implement district wide improvements.

Policy 7.3

Maintain flexibility so public benefits, infrastructure improvements, and private redevelopment can respond to market conditions, funding availability, and property owner readiness.

Policy 7.4

Support interim improvements and temporary activation where full redevelopment is not yet feasible, provided they do not preclude the long-term street, open space, and development framework.

RECOMMENDED IMPLEMENTATION ACTIONS

RECOMMENDED ACTIONS

The following action plan organizes implementation steps into near-term, medium-term, and long-term actions. Time frames are intended as general guidance and may be adjusted based on City priorities, staffing, funding, development activity, property owner participation, and Council direction.

NEAR-TERM ACTIONS: ADOPTION AND REGULATORY IMPLEMENTATION

1. Adopt the Subarea Plan and Planned Action EIS

Lead: Community Development and Planning
Partners: Planning Commission, City Council
Action: Adopt the South Town Center Subarea Plan and associated Planned Action EIS. Prepare and adopt a Planned Action Ordinance that identifies qualifying development assumptions, mitigation measures, review procedures, and monitoring requirements.

Key steps:

- Finalize the Subarea Plan, Design Guidelines, Planned Action EIS, and Planned Action Ordinance.
- Confirm consistency between the redevelopment plan, EIS assumptions, transportation analysis, infrastructure recommendations, and proposed code amendments.
- Establish the process for determining planned action eligibility for future projects.
- Develop a tracking system for development capacity, trip generation, mitigation obligations, and infrastructure improvements.
- Identify when supplemental review may be required for projects that exceed planned action assumptions.

2. Adopt South Town Center Overlay Zoning

Lead: Community Development and Planning
Partners: Planning Commission, City Council
Action: Adopt a South Town Center overlay or equivalent zoning framework to implement the redevelopment plan and preferred EIS alternative.

Key steps:

- Confirm base height, maximum height, transition zones, and incentive requirements.
- Define qualifying public benefits for additional height or development capacity.
- Clarify allowed uses, prohibited uses, ground-floor use requirements, and active frontage expectations.
- Establish standards for parking location, service access, structured parking, shared parking, and surface parking limitations.
- Confirm how the overlay interacts with the existing Town Center zoning district and Title 17 requirements.

3. Adopt and Apply Design and Development Guidelines

Lead: City Community Development / Planning
Partners: Public Works, Parks, Community Development staff, City Attorney
Action: Adopt the South Town Center Design and Development Guidelines as an implementation tool for development review, public improvements, binding site plans, and development agreements.

Key steps:

- Confirm which guidelines are mandatory standards and which are discretionary design criteria.
- Align the guidelines with the overlay zoning and Planned Action Ordinance.
- Establish review procedures for site planning, frontage design, architecture, open space, landscape, parking, and service access.
- Prepare a staff review checklist to improve predictability for applicants.
- Clarify expectations for phased development and interim conditions.

4. Prepare a Public Improvement and Funding Strategy

Lead: Public Works / Community Development
Partners: Finance, Parks, City Manager's Office, grant specialists, property owners
Action: Prepare a coordinated strategy for funding, phasing, and delivering public improvements needed to support the redevelopment plan.

Key steps:

- Identify which improvements are likely City led capital projects and which are likely developer-led improvements.
- Prepare planning-level cost estimates for priority roadway, intersection, stormwater, park, and right-of-way projects.
- Identify potential funding sources, including grants, impact fees, mitigation payments, real estate excise tax, transportation funds, stormwater utility funds, park funds, bonds, local improvement districts, and public-private partnerships.

- Evaluate whether a district-based funding or reimbursement mechanism is needed to equitably distribute costs among benefiting properties.
- Incorporate priority projects into the City's Capital Improvement Program as appropriate.

5. Initiate Right-of-Way and Property Acquisition Planning

Lead: Public Works / City Manager's Office
Partners: Community Development, Parks, legal counsel, property owners
Action: Identify right-of-way, easement, and land acquisition needs for the Main Street extension, Main Street / Mill Creek Boulevard realignment, new street connections, stormwater facilities, and proposed public open spaces.

Key steps:

- Prepare a right-of-way and property needs map.
- Identify parcels or portions of parcels needed for future roadway, park, trail, or stormwater improvements.
- Determine where dedications may occur through redevelopment and where City acquisition may be required.
- Develop a property owner outreach strategy.
- Evaluate acquisition timing, funding, and potential interim agreements that preserve future implementation options.

6. Conduct Continuing Property Owner, Business, and Developer Outreach

Lead: Community Development
Partners: City Manager's Office, Public Works
Action: Continue targeted outreach with property owners, tenants, businesses, developers, and community stakeholders to explain the plan, implementation tools, and redevelopment opportunities.

Key steps:

- Prepare a concise implementation summary for property owners and developers.
- Hold informational meetings following plan adoption.
- Explain the Planned Action Ordinance, overlay zoning, height incentives, design expectations, and infrastructure requirements.
- Identify near-term redevelopment interest and potential partnership opportunities.
- Coordinate with existing businesses to understand concerns related to access, parking, construction phasing, and long-term transition.

MEDIUM-TERM ACTIONS: CATALYTIC INFRASTRUCTURE AND PARTNERSHIP DEVELOPMENT

7. Advance Main Street Extension and Mill Creek Boulevard Realignment

Lead: Public Works
Partners: Community Development, property owners, transportation consultants, funding agencies
Action: Advance feasibility, preliminary engineering, right-of-way planning, and funding for the Main Street extension and reconfigured Main Street / Mill Creek Boulevard intersection.

Key steps:

- Confirm preferred alignment and intersection configuration.
- Evaluate right-of-way needs, property impacts, access requirements, grading, utilities, and stormwater integration.
- Coordinate the street design with Central Park, North Creek Gateway Park, adjacent development blocks, cycle track improvements, and pedestrian crossings.
- Identify whether the improvement should be delivered as a City capital project, through redevelopment, or through a shared funding approach.
- Coordinate construction phasing to minimize impacts to existing businesses and maintain access.

8. Plan for Priority Transportation and Intersection Improvements

Lead: Public Works
Partners: WSDOT, Snohomish County, Community Transit, property owners, developers
Action: Advance traffic and intersection improvements identified through the transportation analysis and Planned Action EIS.

Key steps:

- Coordinate with WSDOT on SR 527-related improvements, signal timing, crossing improvements, access management, and frontage conditions.
- Advance planning for the SR 527 / 161st Street SE signal and pedestrian crossing.
- Evaluate potential restriping and operational improvements at SR 527 / Mill Creek Boulevard and SR 527 / 164th Street SE.

- Coordinate removal or modification of access points where needed to reduce congestion and improve pedestrian conditions.
- Implement bicycle and pedestrian improvements that connect the subarea to Town Center, North Creek Trail, North Creek Park, and nearby neighborhoods.

9. Prepare a Basin-Level Stormwater and Green Infrastructure Plan

Lead: Public Works / Surface Water Utility
Partners: Community Development, Parks, environmental consultants, property owners
Action: Prepare a basin-level stormwater strategy for South Town Center that coordinates public and private stormwater investments with parks, streets, redevelopment sites, and North Creek ecological goals.

Key steps:

- Evaluate existing stormwater infrastructure conditions and deficiencies.
- Identify opportunities for shared stormwater facilities, regional water quality treatment, and flow control.
- Determine whether Sponge Park or other open spaces can function as integrated stormwater facilities.
- Identify land acquisition, easement, and maintenance requirements.
- Coordinate stormwater design with park programming, trail connections, habitat enhancement, and educational opportunities.
- Establish developer contribution requirements for shared stormwater infrastructure where appropriate.

10. Secure Future Park and Open Space Opportunities

Lead: Parks / Community Development
Partners: Public Works, property owners, developers, community partners
Action: Pursue the land, easements, dedications, partnerships, and funding needed to implement Central Park, Sponge Park, North Creek Gateway Park, and related trail connections.

Key steps:

- Confirm the preferred general location, size, and function of each public open space.
- Identify which park spaces may require public acquisition and which may be delivered through development agreements or incentive provisions.
- Develop a park phasing strategy tied to redevelopment activity and infrastructure improvements.
- Explore interim open space activation opportunities where long-term acquisition or development is not yet feasible.
- Identify long-term ownership, maintenance, operations, and programming responsibilities.

11. Establish Development Agreement and Binding Site Plan Procedures

Lead: Community Development
Partners: City Attorney, Public Works, Parks, developers, property owners
Action: Use development agreements and binding site plans to coordinate phased redevelopment, infrastructure delivery, public benefits, street dedications, open space, stormwater, and access improvements across larger ownership areas or multi-phase projects.

Key steps:

- Prepare templates or procedural guidance for development agreements in the subarea.
- Clarify expectations for phased infrastructure delivery.
- Define how public benefits will be credited toward height incentives or mitigation obligations.
- Ensure that interim phases do not preclude the long-term street and open space framework.
- Coordinate public improvements across parcel boundaries.

12. Update Capital Planning and Funding Programs

Lead: Finance / Public Works / Community Development
Partners: Parks, City Manager's Office, City Council
Action: Integrate South Town Center improvements into City capital planning, funding programs, and grant strategies.

Key steps:

- Add priority transportation, stormwater, park, and public realm projects to the Capital Improvement Program where appropriate.
- Evaluate transportation impact fees, park impact fees, stormwater fees, mitigation fees, or other funding mechanisms.
- Pursue state, regional, and federal grants for multimodal transportation, safety, stormwater, trails, parks, and climate resilience.
- Consider whether a local improvement district, tax increment financing tool, or other district-based

funding mechanism is appropriate.
- Develop a periodic funding and implementation status report for City leadership.

LONG-TERM ACTIONS: PHASED BUILDOUT AND ONGOING MANAGEMENT

13. Coordinate Long-Term Private Redevelopment

Lead: Community Development
Partners: Property owners, developers, Public Works, Parks
Action: Continue to guide private redevelopment so that individual projects contribute to the long-term vision for a cohesive, walkable, mixed-use South Town Center.

Key steps:

- Apply the overlay zoning, design guidelines, Planned Action Ordinance, and development standards during project review.
- Coordinate frontage improvements, open space, street dedications, and utility upgrades across redevelopment phases.
- Encourage shared parking, structured parking, district parking management, and transportation demand management.
- Monitor incentive use and adjust regulations if needed to maintain feasibility and public benefit outcomes.
- Ensure that transition areas and sensitive edges are addressed through massing, setbacks, landscape, and building design.

14. Build Out the Open Space, Trail, and Public Realm Network

Lead: Parks / Public Works
Partners: Community Development, developers, community organizations
Action: Implement the full open space and public realm network as redevelopment and funding allow.

Key steps:

- Complete Central Park, Sponge Park, and North Creek Gateway Park.
- Improve trail connections to North Creek Trail and North Creek Park.
- Implement streetscape improvements, wayfinding, lighting, furnishings, and pedestrian amenities.
- Coordinate maintenance and operations for public, private, and quasi-public open spaces.
- Support community programming, markets, seasonal events, and public realm activation.

15. Monitor Planned Action EIS Assumptions and Infrastructure Capacity

Lead: Community Development / Public Works
Partners: Environmental consultant, transportation consultant, City Attorney
Action: Track redevelopment activity and infrastructure improvements against the Planned Action EIS assumptions and mitigation framework.

Key steps:

- Track development square footage, residential units, commercial development, parking, trip generation, and mitigation obligations.
- Monitor transportation operations, pedestrian and bicycle safety, stormwater performance, and utility capacity.
- Determine when additional analysis, mitigation, or capital projects are needed.
- Update the Planned Action Ordinance or supporting mitigation documents if conditions or assumptions change significantly.
- Provide periodic updates to Planning Commission and City Council.

16. Evaluate and Refine Implementation Tools Over Time

Lead: Community Development
Partners: Public Works, Parks, Finance, City Council
Action:
Periodically review the effectiveness of the overlay zoning, design guidelines, incentive program, public benefit requirements, and Planned Action Ordinance.

Key steps:

- Evaluate whether height incentives are producing desired public benefits.
- Review whether design standards are achieving the intended public realm and architectural outcomes.
- Adjust parking standards, frontage requirements, open space requirements, or incentive provisions if needed.
- Update capital project priorities based on redevelopment activity and funding opportunities.
- Continue engagement with property owners, developers, businesses, and community members.

ACTION PLAN SUMMARY TABLE

NO.	ACTION	TIMING	LEAD	KEY PARTNERS	NOTES
01	Adopt Subarea Plan and Planned Action EIS	Near-term	Community Development	Planning Commission, City Council, consultants	Establishes the policy and environmental review framework.
02	Adopt Planned Action Ordinance	Near-term	Community Development	City Attorney, Public Works	Defines qualifying projects, mitigation, and tracking requirements.
03	Adopt South Town Center overlay zoning	Near-term	Community Development	Planning Commission, City Council	Implements use, height, incentive, frontage, parking, and transition standards.
04	Adopt Design and Development Guidelines	Near-term	Community Development	Public Works, Parks	Provides design direction for public and private improvements.
05	Establish Planned Action tracking system	Near-term	Community Development	Public Works	Tracks development capacity, mitigation, trips, and infrastructure improvements.
06	Prepare public improvement funding strategy	Near-term	Public Works / Finance	Community Development, Parks	Identifies costs, funding sources, and CIP priorities.
07	Prepare right-of-way and acquisition strategy	Near-term	Public Works	Property owners, legal counsel	Focus on Main Street extension, Mill Creek Boulevard realignment, parks, and stormwater.
08	Conduct property owner and business outreach	Near-term / ongoing	Community Development	Economic Development, Public Works	Builds awareness and identifies redevelopment or partnership opportunities.
09	Advance Main Street / Mill Creek Boulevard realignment	Medium-term	Public Works	Property owners, developers	May require right-of-way acquisition, phased construction, and public/ private funding.
10	Advance SR 527 / 161st Street SE signal and crossing	Medium-term	Public Works	WSDOT, developers	Improves access and pedestrian crossing of Bothell-Everett Highway.
11	Evaluate SR 527 / Mill Creek Boulevard and SR 527 / 164th Street SE operations	Medium-term	Public Works	WSDOT	May include restriping, signal timing, crossing, and turn-lane improvements.
12	Prepare basin-level stormwater plan	Medium-term	Public Works / Surface Water	Parks, Community Development	Coordinates stormwater, park, and green infrastructure opportunities.

ACTION PLAN SUMMARY TABLE

NO.	ACTION	TIMING	LEAD	KEY PARTNERS	NOTES
13	Secure park and open space sites	Medium- to long-term	Parks / Community Development	Property owners, developers	May occur through acquisition, dedication, easements, or development agreements.
14	Implement Central Park, Sponge Park, and North Creek Gateway Park	Long-term	Parks / Public Works	Developers, community partners	Timing depends on redevelopment, land control, and funding.
15	Implement new internal streets and public realm improvements	Medium- to long-term	Public Works / Developers	Property owners	Delivered through capital projects, redevelopment, or shared funding.
16	Monitor implementation and update tools as needed	Ongoing	Community Development	Public Works, Parks, City Council	Ensures regulations, incentives, and mitigation remain effective over time.

IMPLEMENTATION ROLES

CITY-LED AND PARTNERSHIP-BASED IMPLEMENTATION RESPONSIBILITIES

Implementation of the South Town Center vision will require coordinated action by the City, private development, and public-private partnerships.

Potential City-Led Actions

Actions that require City leadership, capital planning, public funding, grant pursuit, or interagency coordination:

- Adoption of the Subarea Plan, Planned Action Ordinance, overlay zoning, and design guidelines.
- Right-of-way planning and potential acquisition for the Main Street extension and Main Street / Mill Creek Boulevard realignment.
- Planning, design, and construction of priority intersection and roadway improvements.
- Coordination with WSDOT and other agencies for proposed SR 527-related improvements.
- Basin-level stormwater planning and potential public stormwater infrastructure.
- Land acquisition or funding participation for major parks, open spaces, and stormwater facilities.
- Updates to the Capital Improvement Program and funding strategies.
- Public engagement, property owner coordination, and implementation monitoring.

Potential Developer-Led Actions

Actions anticipated primarily through private redevelopment, subject to adopted standards and review:

- New mixed-use, residential, commercial, and structured parking development.
- Site-specific frontage improvements.
- Local street dedications or construction associated with redevelopment.
- Pedestrian and bicycle connections within development sites.
- Ground-floor active frontage and public realm improvements.
- Private and shared residential open space.
- Parking, loading, access, and service improvements.
- Project-specific stormwater facilities and utility upgrades.
- Contributions to regional stormwater facilities.
- Public benefits through height incentives or development agreements.

Potential Partnership Actions

Actions that may require collaboration among the City, property owners, developers, agencies, and community partners:

- Main Street extension and Mill Creek Boulevard realignment.
- New internal streets and right-of-way connections across multiple parcels.
- Central Park, Sponge Park, and North Creek Gateway Park.
- Shared or regional stormwater facilities.
- Trail connections to North Creek Trail and future North Creek Park connections.
- Shared parking or district parking strategies.
- Public realm programming, events, and activation.
- Grant-funded transportation, stormwater, park, or climate resilience projects.

COORDINATION AND OUTREACH

Implementation should continue the engagement approach established during the planning process, with a focus on transparency, predictability, and coordination.

- **Property owners and businesses:** Coordinate on redevelopment timing, infrastructure needs, access changes, parking, potential acquisitions, standards, and partnership opportunities, especially where future improvements may affect private property.
- **Developers:** Provide clear guidance on the Planned Action Ordinance, overlay zoning, design guidelines, infrastructure obligations, incentives, and development agreement expectations. Use pre-application meetings to align projects with the larger street, open space, and public realm framework.
- **Agencies and service providers:** Coordinate with WSDOT, Snohomish County, Community Transit, utilities, emergency service providers, environmental agencies, and other partners on transportation, transit access, stormwater, utilities, emergency access, and permitting.
- **Community members:** Provide accessible updates on capital projects, code amendments, development proposals, and upcoming decisions, including what has been adopted, what remains flexible, and how input will be used.

CONCLUSION

The South Town Center Subarea Plan provides a long-term framework for guiding growth, infrastructure, open space, mobility, and private redevelopment in a coordinated manner. The plan is not a single construction project, but a shared implementation roadmap that can guide public decisions, private investment, and partnership opportunities over time.

Implementation will require sustained City leadership, while the ultimate build-out of the vision will depend heavily on private development, public-private partnerships, and phased investment. The City's most important near-term role is to establish the implementation structure: adopt the Planned Action Ordinance, implement the South Town Center overlay, apply the design guidelines, identify priority capital projects, and begin right-of-way, stormwater, park, and funding strategies.

Over the medium and long term, the City should coordinate public improvements with private redevelopment so that each project contributes to the broader district framework. This includes supporting a connected street network, walkable blocks, active frontages, shared infrastructure, new public open spaces, and stronger connections to North Creek and the existing Town Center.

Through coordinated implementation, South Town Center can evolve incrementally while maintaining a clear public purpose: expanding housing and economic opportunity, improving mobility, creating new parks and gathering spaces, strengthening access to nature, and supporting a more complete, resilient, and community-oriented future for Mill Creek.