

City of Lynnwood  
**CITY CENTER  
SUB-AREA PLAN**

September, 2007



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# Foreword

*Lynnwood's future is bright with hope!*

*Our community is poised and positioned to become the premiere city north of Seattle over the next twenty years. At the heart of this renaissance is a new Lynnwood City Center.*

*This new creation is envisioned as a dynamic place to live, work and play while ensuring that the surrounding neighborhoods would be largely unaffected. It would cradle the opportunities and amenities of a central business district that includes pedestrian friendly streets in a park like environment. And much more...*

*You are holding a copy of the plan that outlines the transforming process that will turn the vision into reality. It is the product of over four years hard work by scores of men and women in our community. This cadre of civic leaders and local citizens has dared to anticipate the day when Lynnwood will be the city of choice by our children's children.*

*And now it's your turn. This is your invitation to join the journey.*

*So, read on...and enjoy.*



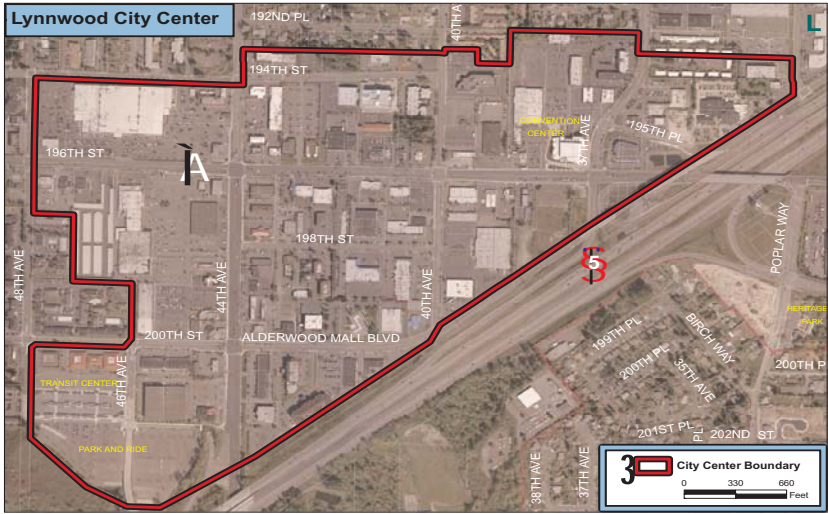
# I. General Framework

The Lynnwood City Center has extraordinary potentials as part of a dynamic regional market. Adjacent to two major freeways and surrounded by strong, stable residential neighborhoods, it contains numerous properties that have remained vacant or underdeveloped.

As one of the officially designated “urban centers” in the metropolitan area, it can attract major new investment providing jobs, retail shops and services, entertainment, public spaces, and cultural attractions that do not now exist in the area. It has potential for a considerable amount of new housing. The City Center can emerge over time as a lively, diverse and appealing place to live, work, shop and play.

To achieve this, the physical setting of the City Center will need to be altered to attract both new development and redevelopment. Additional traffic will warrant the widening of some streets and construction of new ones providing safe and appealing sidewalks. Upgrading the infrastructure and new public spaces and amenities will be needed. Finally, entirely new codes and standards are necessary.

Both public and private sectors will need to exercise leadership in directing resources to achieve the vision and address the challenges. The result will be a greatly enhanced tax base and new choices for Lynnwood residents, workers and visitors.



## Goal for the City Center

To create, within 20 years, a compact, intense and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation.

## Objectives

- Restructure the City Center's growth toward a more concentrated, mixed-use, pedestrian-friendly and transit-supportive center.
- Creatively implement the City's Comprehensive Plan.
- Validate and advance the long-term vision of the City Center Task Force.
- Develop a distinct, strong identity for the Lynnwood City Center.
- Attract new interest, investors and customers to the City Center.
- Create an attractive, functional and comfortable place for Lynnwood citizens.
- Establish a set of strategies to guide this transformation through Lynnwood's future.

## Background / History

In 1995, the City adopted a new Comprehensive Plan that refined the notion of an urban center and declared an intent to shape and direct the form of development within a sub-regional center. Subsequent to that action, members of the South Snohomish County Chamber of Commerce formed a Central Business District Task Force to examine the issues associated with creating an urban center. They sponsored a series of forums involving property owners, business owners, city officials and citizens to develop a long-term vision for the center. At the conclusion, it was determined that a full-scale master plan would be useful to refine the ideas and develop phasing and financing programs. A three-party agreement was established between the City, the Chamber of Commerce and the Public Facilities District to provide funding for the preparation of a plan for the City Center. The City Center Project was set in motion in the Summer of 2001. The City Council approved this Subarea Plan on March 14, 2005. On September 24, 2007 the City Council revised the boundary so as to delete Study Area.

For more than ten years the City of Lynnwood has been identified as one of the designated urban centers in the four county metropolitan region. The Puget Sound Regional Council has projected a substantial amount of development for Lynnwood in its forecasting for the region. This projection was required by the State's Growth Management Act to determine where additional growth expected for the region should be accommodated. Because of Lynnwood's inherent attributes of access and development opportunities, it is seen as a logical place for focusing and concentrating development.

The City of Lynnwood is critical to the process of planning the future of the City Center. It has land use and permitting authority and needed to revise its codes to allow for and encourage development within the center. Attracting private investment is critical and the City will need to work with investors to achieve the vision. It also can use its Capital Facilities Program (CFP) strategically to improve streets and other infrastructure to implement the plan. It can form partnerships with other government agencies, non-profits and for-profits to provide various improvements, such as transit and urban-density housing. And it can also work, in combination with the Chamber of Commerce, to promote and market the City Center to investors and businesses. The result will be a City Center that will have enormous benefit to the community by creating a true "heart" for the community and by dramatically enhancing the range of choices in goods, services, entertainment and housing.



## I. General Framework

This plan builds on the community's vision and establishes more specific components of the City Center, illustrating the location, intensity, type and character of new development. The plan provides the legal and policy underpinning for revisions to the City's codes, its CFP, and its administrative structure and any related marketing efforts. It also provides a clear message to the development community that the City welcomes new commercial and residential development within its City Center.





# City Center Redevelopment Potential

The Sub-Area plan is based on opportunities and constraints facing the city center and the community in general, as identified within the Lynnwood City Center Project Existing Conditions Report (February 28, 2002). The opportunities regarding redevelopment potential have been summarized below to establish the market related determinants that help residents, the business community and elected officials make informed planning decisions based on market factors and opportunities. The identification and mitigation of constraints has been identified and addressed separately in the Final Environmental Impact Statement for this Sub-Area Plan.

## Population

Snohomish County is one of the fastest growing areas in Washington State. The County's population grew 30% within the last decade. These growth pressures will continue according to the Puget Sound Regional Council. Population is anticipated to increase 60% in Southwest Snohomish County over the next 20 years, and by 56% within the City Center Project Area by the year 2020. Population in Southwest Snohomish County is anticipated to increase at a faster rate than other areas of the county over the next 20 years. In Lynnwood, this growth is diverse with a median age that is lower than Washington State. The City Center Project will help accommodate growth in a way that will be beneficial for the community.

## Income

The median household income in Lynnwood is \$41,315. Within a 15-mile radius surrounding the City Center median income is \$63,287. Clearly, Lynnwood residents are not benefiting from the increasing incomes and prosperity within the area. The City Center Project has the potential to capture income growth and prosperity by providing employment, accommodating population growth, and capturing quality investment. This opportunity is a fundamental goal of the City Center Project.

## Employment

Employment within the Lynnwood city center is growing. Employment growth within the city center is projected to increase



by 50% by the year 2020. There is a strong concentration of employment in the sectors of finance, insurance and real estate (FIRE, 39%) and retail trade (32%). There is also a concentration of government and education employment (15%) but this employment sector is projected to decline within the coming years. Growth in FIRE is expected to be the fastest growth sector in Snohomish County to 2020. The opportunity to capture this employment in Lynnwood is available through the City Center Project.

### Land Development Pattern

The existing development pattern in the City Center Project is primarily comprised of auto-oriented development with large asphalt parking lots. These development standards reflect suburban strip shopping centers and limit the value of real estate. Prior zoning limited development potential, including the opportunity for mixed-use pedestrian development. Modifying the regulations enables the city center to capitalize on its economic and location attributes.

Revising this land use pattern through redevelopment presents an opportunity to provide distinct districts, pedestrian linkages, parks, activity centers, and quality urban design. The opportunity exists to redevelop this area to capture potential development in the city center while maintaining single-family character of existing neighborhoods.

### Real Estate Market Conditions

The City Center Project is the only designated urban center between Seattle/Northgate and Everett. Although the Puget Sound region has experienced an economic downturn since 2001, the characteristics of the Lynnwood market remain strong pending recovery of the regional and Snohomish County real estate markets. Economic recovery will also benefit from the rebound in aerospace, the Boeing 787 program, and demand for housing.

Future potential for redevelopment within the City Center Project may also benefit from the following factors:

1. Substantial growth and availability of a qualified labor pool
2. Transportation and transit access
3. Proximity to new housing and affordable housing options
4. Benefit of proximity to Seattle and Eastside real estate markets



## 5. Private investment in super-regional Alderwood Mall and big box retail

New office construction within the current market cannot compete with available Class “A” office space. Future potential remains strong based upon an estimated increase of 61% in office jobs. The City Center Project provides an opportunity for professional office space to serve the regional area of south Snohomish County and north King County.

Retail growth is supported by population, personal income and spending growth within the region. The retail sector remains strong and significant investment continues, particularly in Alderwood Mall and big box shopping centers. This potential is attributable to long-term prospects in population, employment, and household income. The City Center Project can make it possible for Lynnwood to capture this potential for redevelopment, employment opportunities and city sales tax revenues.

## Housing

Future prospects for a growing population, increased household income and solid employment projections will increase the demand for urban density housing. This demand is strengthened by a trend toward single-person households. The long-term prospects of a growing population, solid employment projects and increasing household income hold promise for housing within the City Center Project.

## Traffic and Access

The City Center Project is located at the primary commercial area in southwest Snohomish County, strategically located between Seattle, Bellevue, and Everett. Lynnwood city center has easy access to both I-5 and I-405. Regional state highways including SR 99, SR 524 and SR 525 also serve the community. The City Center Project area is also well served by regional and local transportation and transit.

The existing street transportation system is burdened by exiting development. There is a need to improve this system. The City Center Project will serve to implement transportation improvements that address local traffic considerations and improvements.

The City Center is well serviced by regional and local transit service within the city center. Sound Transit, Community Transit and King



County Metro Transit operate at the Lynnwood Transit Center with I-5 northbound and southbound direct access ramps for transit and HOVs. These services enhance mobility and link the City Center Project to the other urban centers in the region.

### Conclusion

These market factors and opportunities underscore the potential growth associated with the City Center Project. Additional opportunities and challenges are listed in the Major Issues section of this chapter, further strengthening the idea of redevelopment in the Lynnwood city center area.

## Legal / Policy Foundation

### Legal Framework

The City Center Sub-area Plan both builds upon the general directions set forth in the City of Lynnwood’s Comprehensive Plan and previous visioning work, and describes many more attributes and actions related to the development of the City Center. It was adopted as part of the Comprehensive Plan on March 14, 2005.

Developing policies governing a sub-area and preparing an environmental impact statement (EIS) allows for the subsequent creation and adoption of implementing codes, ordinances, impact fees, local improvement districts and capital improvements. It is necessary to establish a “nexus” - or connection - between long-range public policies and specific actions taken by a legislative body affecting the use of private property. The Lynnwood City Council adopts broad policy directions that provide an underpinning for the laws and expenditures needed to carry out the plan. Furthermore, state law requires the disclosure of environmental impacts and potential measures that could mitigate these impacts through the EIS process.

### Adopted Policies

The City’s 2020 Comprehensive Plan was adopted in 1995, with a major update adopted in 2001. Many of the policies in the Plan have a general application to the City Center, and a few apply directly to it.

Several policies in the Land Use section call for establishing “maximum permissible development densities” and a sub-area plan and zoning for the City Center. Another calls for an improvement plan for the 196<sup>th</sup> Street corridor, part of which lies within the City Center. In addition, a policy indicates that plans will be prepared for specific sub-areas that will highlight urban design and design guidelines. (Refer to Objectives LU 6, 13, 15, and 16)

Two Housing policies identify the City Center as an appropriate location for medium- to high density residential development and seek to ensure that such housing does not cause adverse impacts on nearby single-family neighborhoods. (Refer to Objective H-5)

No other policies within the Comprehensive Plan specifically focus on the City Center.

### Goals of the State Growth Management Act

1. Development in urban areas
2. Reduction of urban sprawl
3. Multimodal transportation systems
4. Affordable housing
5. Economic opportunity
6. Private property rights
7. Timely permit review
8. Conserve natural resources
9. Retain open space and recreation
10. Protect and enhance the environment
11. Citizen participation in planning
12. Public facilities and services
13. Preserve historical resources



### New Policies

This plan describes the actions that the City should take in support of redevelopment of the City Center. In describing these actions, this section includes both 1) statements of actions to be taken to support redevelopment of the City Center (“policies”), and 2) background discussions of those actions and the process of redevelopment. These two components should be read together, as two parts of complete thoughts. The policies are the action-oriented statements of initiatives that the City (or others) should take, and the background discussions state the context for those actions. Together they describe the work ahead for the City to support redevelopment.

# Planning & Urban Design Principles

In the development of this Sub-Area Plan, a number of key principles were followed:

## 1. Concentrate Commercial Activity

Within the City Center, commercial activity should be as focused as possible in order to achieve a “critical mass,” with substantial intensity and many choices within close proximity. This could involve several sub-areas, with different mixes of use and levels of intensity.

## 2. Reinforce Investments in Public Facilities

New public facilities, whether in infrastructure or buildings, should attempt to achieve multiple objectives, including serving the public and stimulating private actions.

## 3. Connect to Civic Center

The current complex containing public buildings and spaces should be extended into the City Center, to provide a visual and functional link between government and commerce.

## 4. Create Public Places at Every Opportunity

All development, whether public or private, should contribute to an array of public spaces, including plazas, squares, courtyards, and parks. This should include at least one large, centrally-located civic space.

## 5. Humanize the Streets

Streets within the City Center should be lined with sidewalks (having a generous width) and street trees, in order to provide a strong, consistent visual character and encourage pedestrian activity.

## 6. Tame the Traffic

Although the City Center carries considerable through-traffic, traffic management techniques should be used to protect the adjacent neighborhoods and to ensure that people using the City Center are not hampered by congestion. This may require directing through-traffic to corridors outside the City Center and using control devices such as medians to limit left turns, and making changes to signal progression.



*public space*



*street scape*

## 7. Transit Throughout

In addition to the major transit center near I-5, the entire City Center should accommodate buses in ways that are safe, convenient, comfortable, and attractive. Connections to other parts of Lynnwood, adjoining cities and the rest of the region should be provided at the Transit Center.

## 8. Move Parking Into Structures

Over time, the present predominance of surface parking should transition largely to structures, both above ground and below ground.

## 9. Build Density with Sensitivity

New development, though more intense, should display quality and character through materials and architectural expression, such as massing, articulation and roof forms.

## 10. Offer Multiple Choices of Movement

The City Center should accommodate all modes of transportation: cars, buses, ridesharing, bicycles and walking. The City Center should also make provisions for planned new modes, such as light rail.



*mixed use*

## 11. Animate the Sidewalks

Building frontages should incorporate combinations of uses, amenities, and architectural details and artistic expressions that are appealing to people on foot.

## 12. Incrementally Evolve into a Townscape

The skyline of the City Center should present itself as a highly-visible symbol of commerce and vitality, while the street-level should be active and attractive.

## 13. Develop Partnerships and Alliances

The active participation of many parties in the development and marketing of the City Center should be sought and encouraged. This includes public agencies, businesses, institutions, non-profit organizations and for-profit developers.



*animated sidewalk*

## 14. Protect the Neighbors

As the City Center develops, measures should be taken to ensure compatibility with adjacent residential areas and to protect those areas from traffic and other intrusive effects generated by more intensive development.

## 15. Use Carrots More Than Sticks

Development regulations should make use of an “incentive” approach, along with setting forth a baseline of standards.



## Major Issues

### Opportunities

The Lynnwood City Center is in a strategic position within the region. It is located on and is easily accessible from two interstate freeways. It is visible from Interstate 5. It is recognized as having businesses (home furnishings), that draw customers from a wide area. It is close to two vibrant urban areas – Seattle and the Eastside, as well as Everett, to the north. And it is in a county that is fast-growing and which continues to see a demand for new housing.

Lynnwood is the only city within the South Snohomish County area to declare an intention to assume the role of a sub regional urban center. The business community supports this transformation and will bring its resources to redevelopment. Many of the large parking lots are ripe for infill development and property owners are interested in that possibility.

There are government agencies that have built catalyst projects in the City Center, such as the regional transit center and the convention center. These projects can help attract other investors. Furthermore, both the City and the School District own property within or near the City Center that might be strategically used to help in its evolution.

Alderwood Mall has completed a major expansion, increasing its size by almost one-half. While the mall is just outside the City Center area, its attraction will benefit City Center developments.

There are numerous people in the community who are prepared to assume leadership roles in creating a City Center.

In summary many conditions are present to support a substantial redevelopment of the City Center to evolve into an intense mixed-use urban center.

### Challenges

Creating a City Center for Lynnwood will require transforming an existing commercial area that has challenges.

Many auto-oriented services have gravitated to Highway 99 and newer, more nationally-branded stores have located in Alderwood Mall or the recently developed “power center” east of I-5. Many of the remaining businesses principally attract local customers. The general



*Alderwood Business Center*



*ScanDesign*

## I. General Framework

atmosphere is chaotic, congested and devoid of any character that would attract high quality new investment. In fact, recently there is a distinct lack of major investments.

The City Center does not now encourage development of a high quality, mixed-use urban center. The dominant visual image is wide, barren streets, enormous parking lots, signs and strip shopping centers. There is no sense of a center, leaving many people unable to identify the location of Lynnwood's city center.

The congested traffic corridors of 44<sup>th</sup> Ave. and 196<sup>th</sup> St. present the dominant image to the public. Much of the traffic, in fact, is not destined for the City Center, but is merely passing through to other locations. There are few civic or cultural amenities that would present positive elements to either locals or visitors.

The City Center has relatively few streets, resulting in very large superblocks. Neither the blocks nor the streets are conducive to pedestrian circulation or use of transit. Many of these streets are highly congested throughout the day. Sidewalks are narrow, next to busy streets and devoid of trees, producing a setting that seems dangerous and uncomfortable for anything other than the movement of vehicles.

The City Center area is relatively large, suggesting a need to create individual districts that can each evolve into their own function and character over time. This will allow financial energy to be focused so that investments can have a reasonable impact on effectuating change. The City will need to take leadership in encouraging new investments as the City Center will not redevelop without this.

The City does not now possess all the codes that address the development of an urban center. The zoning regulations, with their emphasis on setbacks, low lot coverage, and high parking ratios, produced a low-rise, suburban development pattern. These have been replaced by new zoning for the City Center. Furthermore, building codes do not recognize the type of construction that has been recently seen in other urban centers in which wood frame construction is combined with a concrete base to produce mid-rise, higher density residential and mixed use projects.

Finally, there may be some resistance to change in both the public and private sectors. This will require strong, consistent leadership that is sustained over years of time.



***wide streets***



***strip mall***

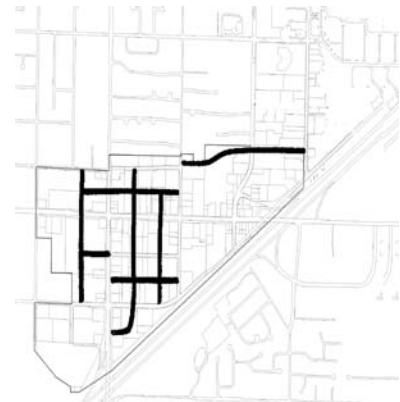
## Key Concepts

The Lynnwood City Center is envisioned as a dynamic hub of urban activities. It will be a center which combines community businesses, housing, cultural amenities and public spaces where people can both live and work. It will give the city a strong identity and form a true “heart” for the community. The following concepts represent important building blocks to achieve the goal and objectives of the plan.

**The first three concepts were identified in the previous “visioning” work and are being carried forward into this plan.**

### 1. New, Secondary Streets

Better circulation is the most important element for a City Center. An additional secondary street network should be introduced throughout the area to supplement the existing street pattern. This will add more east-west and north-south connections, reduce the length of city blocks, make the City Center more walkable and pedestrian-friendly, disperse the traffic from major arterials and provide more choices for circulating through the area.



*new secondary streets*

### 2. Gateways

Major intersections and access points into the City Center should be identified and treated as gateways. Gateway locations should include landmark type structures, significant buildings and landscaping. These gateway features would provide orientation and identity for the Center.



*gateways*

### 3. Expansion of Existing Trail

The existing Interurban Trail should be integrated into the City Center. The Trail should be accessible and provide small parks or green spaces wherever possible to connect the trail with the Center. The Trail itself should be continuous, uninterrupted by major roads and road-crossings and include lighting and other amenities in order to include a safe and comfortable pedestrian environment.



*expansion of existing trails*

## 4. Commercial Core with a Major Attraction

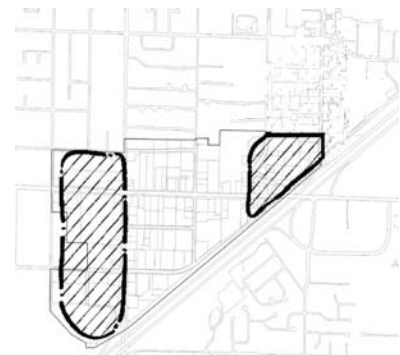
Although the entire Sub-Area would be developed as a City Center, one central area would be developed as the “Core”. Office and commercial uses would be concentrated in this area. More street level uses including storefront retail would be incorporated to animate the pedestrian environment. A central attraction feature, such as a major cultural, public or recreational destination, would further enhance the activities within the Core.



***commercial core with a major attraction***

## 5. Surrounding Districts

The areas surrounding the Core should have their own distinctive characters and should supplement the businesses and activities within the Core. The area to the east of the Core would have a mix of comparatively lower intensity office, retail and hotel uses. The existing office district at the northeast corner of the City Center would retain its current development pattern, with some infill development and enhancements. West of the Core there would be concentrated urban uses with predominantly residential development, local retail services, and neighborhood parks and plazas. All areas will be sensitive to adjacent residential neighborhoods to the west and north.



***surrounding districts***

## 6. Short-term Demonstration Projects

In order to implement the Sub-Area Plan, the City will need to accomplish several short-term projects together with private investment as “catalysts”. These key projects will encourage further development by private parties. These demonstration projects could consist of the following: mixed-use housing, a civic plaza, sidewalk and landscaping improvements on major streets. These projects would be led by the City but could be funded in part by public/private partnerships.



***short-term demonstration projects***

## 7. Street Enhancements

A major street enhancement program should be carried out along the existing streets. Generous sidewalks, street trees, street furnishings, artwork and pedestrian-scaled lighting should be provided to promote an attractive, safe and pedestrian-friendly street environment. The streets would be further enhanced by the addition of ground level retail businesses, as redevelopment occurs.



*street enhancements*

## 8. Chain of Parks and Plazas

The City Center should contain a series of parks and public spaces that are visible and accessible to the public. They should eventually be connected together by a “promenade”, that focuses and connects different activities, uses and parks throughout the City Center. While all major public facilities should provide parks or plazas accessible to the public, private development should also contribute public spaces.



*chain of parks and plazas*

## 9. Rethinking the Civic Center

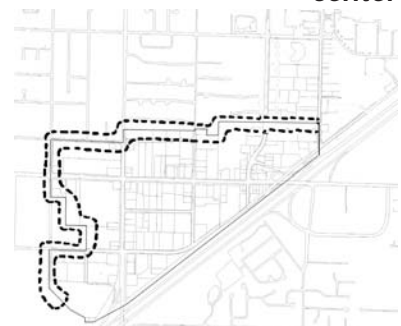
Civic facilities should play a significant role in developing the City Center. The civic center should be positioned in a key location to promote the civic identity of Lynnwood. This might be an expansion of the current site or involve development at an entirely new location.



*expansion of the civic center*

## 10. Transition to Surrounding Residential Areas

The City Center should have a sensitive relationship with the surrounding residential areas. Development along the north and west edges should facilitate this transition by requiring different standards for building size, height, and landscaping.



*transition to surrounding residential areas*

## A City Center Evolves Over Time

All city centers evolve over time. Most of the other urban centers in the Puget Sound region have taken at least 30 years to develop. It would be unrealistic to expect the Lynnwood City Center to be any different. However, this is one of the fastest growing areas in the region. Lynnwood has a distinct location advantage being close to Seattle, Bellevue, Kirkland and Everett. It is the only urban center in Southwest Snohomish County to have the access, visibility and infrastructure capable of accommodating this scale of urban development.

As it evolves and intensifies, the Lynnwood City Center will be, in places, rough and incomplete. During this transition period, there will be discontinuities in the scale and nature of buildings. Buildings will be close to the streets and be considerably taller than at present. Streets will be lined with trees. And there will be a full range of parks, plazas, and public buildings where virtually none exist today. Over time, most of the parking that is now on surface lots will be relocated to parking structures and underground parking.

One of the most dramatic differences will be the addition of housing within the City Center. During the next several decades, it is anticipated that there will be several thousand new residents living in the City Center. New businesses and cultural facilities will provide for the needs of those residents as well as offer new choices for current Lynnwood residents.

Finally, transit will play a more important role in the City Center than it does today. In addition to the regional transit services, there will be extensive and enhanced local transit to serve residents, employees and visitors within and around the City Center.

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# II. Public Involvement Process

Many individuals and organizations were involved in envisioning this plan. A planning charrette in July, 2000, brought together a cross-section of the community to focus on ideas for redevelopment. Since then, many people have participated in public workshops. Displays have been placed in a number of prominent locations and the City's newsletter and other direct mailings have featured the project. Presentations were made to many groups and associations. The Lynnwood City Council was frequently informed of the effort. All of the meetings of the City Center Oversight Committee were open to the public and comments were welcomed. The resulting plan blends these wide ranging perspectives and interests with the experience and expertise of the consultant team.





### Outreach

During the formulation of this plan, numerous techniques were used to ensure that a broad range of perspectives was heard.

- Oversight Committee monitored and reviewed the progress. The committee was comprised of members of the business sector, developers, City Council and Planning Commission, Chamber of Commerce, Public Facilities District, Lodging Tax Advisory Committee and residential community. Meetings were open to public attendance and often, people came with questions and comments.
- The consultant team held two public workshops (September and November, 2001) in which people could learn about the City Center Project, look at drawings and models, and offer comments and observations.
- The consultant's economic group interviewed several dozens of individuals to solicit information and ideas about potentials and challenges for the City Center, as well as to determine any desired plans for properties.
- The City's newsletter, "Inside Lynnwood" was used to explain the City Center Project. A Website was established to provide a continuous availability of information.
- Early in 2002, City staff, with direction by the City Council, conducted an extensive outreach effort, including meetings with community groups and organizations to determine issues and concerns with the basic directions that were being pursued. They also regularly brief the Planning Commission, PFD Board, Chamber of Commerce Board, Lodging Tax Advisory Committee and City Council, at their public meetings, on the progress of the project. This outreach effort also included exhibiting the model of alternatives at the Civic Center.
- In February, 2003, City staff conducted another extensive public outreach, with the purpose of validating the overall direction in the draft Subarea Plan. This effort, known as the "Reality Check", was intended to answer the question: is the City Center planning project "on the right track?" This effort included: a City-wide mailing of a project newsletter, public workshops in various parts of the City, meetings with community groups, and briefings with City boards and commissions.



*september 2001 workshop*



## II. Public Involvement Process

Presentations at these sessions described the scale, intensity and impacts of new development envisioned in the Plan and the major benefits of and impacts from that development. Exhibiting the City Center model (which had been updated to reflect the scale and intensity of new development and the locations of major public open spaces) provided a long-term perspective on City Center redevelopment. Most of those who stated an opinion said that they thought that the project was going the right way, provided that the traffic from new development could be managed.

- In April and May, 2004, City staff conducted a fourth extensive public outreach to report on the draft zoning regulations and design guidelines and to invite further public contact.
- In August, 2004, the Planning Commission held public hearings on the Plan and implementing documents. Following those hearings, the Planning Commission recommended that the City Council adopt all the City Center documents.
- In October, 2004, the City Council held its public hearings.



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# III. Major Environmental Issues

As a part of the sub-area planning process, a “Planned Action” Environmental Impact Statement was prepared. The EIS documents major impacts on the environment and describes measures that can be taken to mitigate the impacts of the proposal. A Planned Action EIS is very comprehensive. Consequently, once a mitigation program has been adopted, there will be no need for individual analysis of subsequent development projects.

Evaluation of environmental impacts to date has revealed that the principal effects are associated with transportation and infrastructure that support the type and intensity of expected development. This plan, the EIS and the long term mitigation program will describe specific capital improvements, their costs, and suggested phasing.



# Overview

The following overview and chart presents a thumbnail summary of the environmental impacts of the Sub-Area Plan. Please see the Final EIS for a more complete analysis. No significant natural environmental constraints to development appear to exist in the City Center Area. The City Center is generally suitable for high intensity urban development.

### 1. Earth

No area-wide soil constraints that would constrain or be affected by the intensity or type of uses are known at this time. Based on past activities, some specific sites may require some level of clean up. Levels of grading and/or filling are not identified at this time.

### 2. Plants & Animals/Habitat

No significant existing resources/habitat identified in study area. Some localized wildlife habitat provided by open space. Wetland and stream habitat occurs outside the study area, to the south of the park and ride lot and south of the I-5 / 44th Avenue W. interchange.

### 3. Land Use

*a. Land use pattern:* The plan will involve a significant increase in the amount of development in the City Center, relative to existing conditions. This will include a substantial increase in mixed-use development including retail, office and residential, with a different land use focus in three districts. The City Center will become significantly more urban in character over time.

*b. Displacement:* The plan assumes significant redevelopment of the City Center over time. Many existing commercial uses – particularly those with low structure to land value ratios — will be displaced and replaced over time as new development consistent with the City Center Plan occurs. Some existing uses will likely relocate to new sites/buildings within the City Center.

*c. Land Use Conflicts within the City Center:* Conflicts are possible where residential uses abut high intensity non-residential or mixed-use.

*d. Land Use Conflicts at edges:* Residential neighborhoods are located adjacent to the City Center – single family areas to the north, and multi-family developments to the west.



### III. Major Environmental Issues

Conflicts are possible, but will be mitigated by zoning which affects transitions in density.

*e. Population, housing and employment:* 5,400 new residents and 9,000 new jobs by 2020. (Assumes average household size of 1.8 persons; 2 retail jobs per 1,000 square feet; and 3 office jobs per 1,000 square feet.)

#### 4. Aesthetics

Redevelopment over time will improve the appearance of the city center significantly. Scenarios with taller buildings create potential for some localized view blockage. On an area wide basis, no significant blockage of view will occur.

#### 5. Transportation

In general, more development will generate greater traffic and higher impacts on transportation facilities. Office and residential developments create heavy traffic during the morning peak commute (7-9 AM) and afternoon peak commute (4-6 PM). Office and residential developments near the Park and Ride are more likely to use transit than retail development or areas in the north or northeast sections of the City Center. A development pattern that includes more streets will improve auto and pedestrian circulation within the City Center. Substantial street improvements will be needed to accommodate the increase in traffic.

#### 6. Stormwater

Currently, the basin is approximately 95 percent impervious surface and the plan would not result in a net increase in impervious surface or a significant change to runoff volumes. However, there is some minor, localized flooding within the study area now and limited water quality treatment. The current system does not provide sufficient stormwater detention or treatment, and significant upgrades are required. Redevelopment will have to meet more stringent standards which could result in improvements to water quality.

#### 7. Public Services & Facilities, and Utilities

The demand for utilities, public services and facilities -- the fiscal and financial effects of these demands were evaluated in separate studies -- will increase.

#### 8. Fiscal Impacts

Impacts are measured by the net balance of revenues and costs accruing to the City of Lynnwood and other affected governments.



### III. Major Environmental Issues

*Revenues* generally include funds generated by taxes (property, sales, etc.), development/permit fees, business taxes or licenses and intergovernmental revenues. These are typically measured on a per capita, unit or square foot basis. *Costs* include operation and maintenance for city services and facilities (e.g., fire, police, streets, parks, planning, administration and finance, etc.). Costs for new capital facilities to serve the City Center were determined as part of the City Center planning process.

In very general terms, greater tax revenues will be acquired by increased development and by types of development that generate the greatest property and sales taxes. Costs will likely vary by the size of residential population (which generally generates greater demand for public services than non-residential uses), and capital improvements associated with the City Center. (Fiscal impacts are discussed in a separate document.)

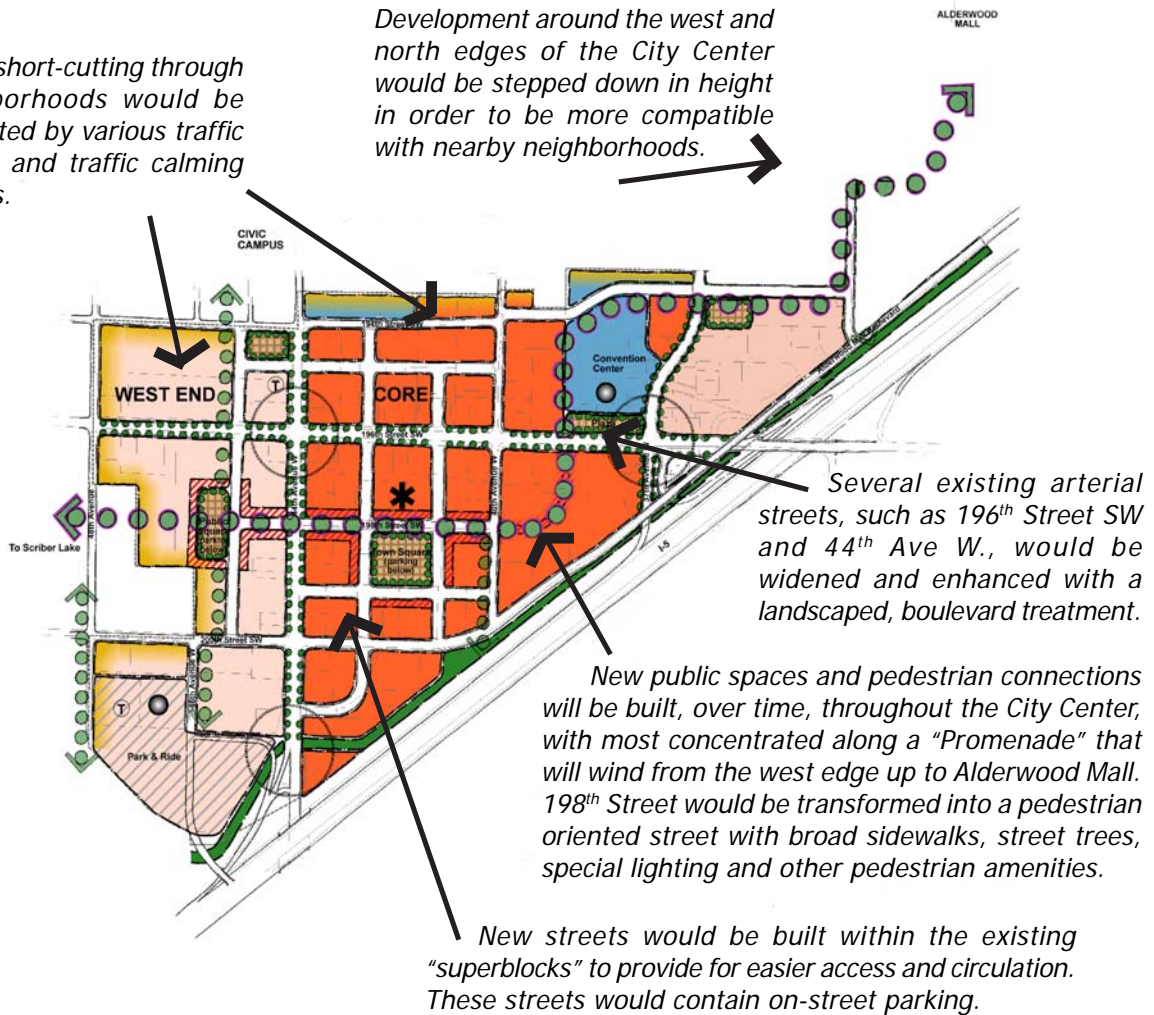


# IV. Sub-Area Policies

This sub-area plan provides a working blueprint for the creation of a City Center for Lynnwood. It is intended to provide a clear direction for public and private decisions, and to act as an on-going inspiration for the future. The plan contains many recommendations that are inter-related. Some are short term in nature, while others will require a longer period to accomplish. Some of the highlights are:

Traffic short-cutting through neighborhoods would be prevented by various traffic control and traffic calming devices.

Development around the west and north edges of the City Center would be stepped down in height in order to be more compatible with nearby neighborhoods.



- Design standards and guidelines would be adopted for new development and redevelopment that will emphasize pedestrian orientation and amenities.
- Buildings would generally abut the sidewalks and contain street level shops, services and restaurants. Much of the new parking would be provided within structures, rather than in surface lots. Some of the parking would be shared among different uses.

- The development of downtown will be guided by a number of public and private partnerships with focused efforts by the city and other agencies and organizations.
- Marketing techniques and economic incentives will be used to attract desired development into the City Center.
- Utilities will be upgraded to accommodate new development. As a part of this effort, exiting overhead utility lines will be relocated underground.



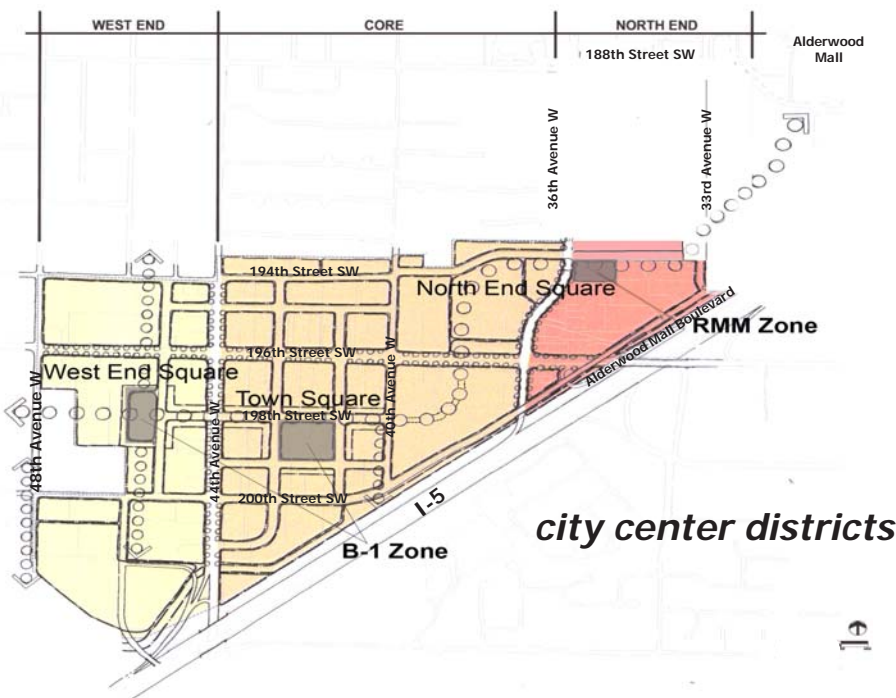


## Establishing Districts Within the City Center

The Lynnwood City Center encompasses a relatively large area. Within this overall area, this plan designates distinct districts, each having its own emphasis and character.

- The **West End** is established west of 44<sup>th</sup> Ave West stretching from the current Civic Center campus on the north, to the Park and Ride on the south.
- The City Center **Core** is focused on the area between 44<sup>th</sup> Ave and 36<sup>th</sup> Ave, from the Justice Center on the north to the Convention Center on the east and I-5 on the south.
- The area east and north east of the Convention Center, south of the extension of 194th Street, between 36<sup>th</sup> Ave and 33<sup>rd</sup> Ave, is designated as the **North End**.

Dividing the City Center into these districts makes it easier to have the development regulations and design guidelines that are tailored to each area. It allows for the development of some areas to occur earlier than others.



### Character of Districts

Each district will have a different identity and mix of uses. This is reflected in varying development regulations, as well as capital improvements.

#### West End

Within this district, a mixed-use urban neighborhood will develop to contain relatively dense multi-story housing, including condominiums, apartments and townhouses, along with offices, retail shops and services for the Lynnwood population in general and the City Center community in particular. Retail activity will include food, restaurants, personal services, and specialty shops. Over time, it is expected that uses oriented to the servicing and repair of automobiles will be greatly diminished in this area. The West End will contain significant public spaces, at least one of which could be a public square. The square will be linked to the Core on the east and Scriber Lake on the west by a promenade, or pedestrian corridor. There will also be connections to the Interurban Trail. Finally circulation of this area will be enhanced through the addition of new streets, some of which will be created as a part of private redevelopment.



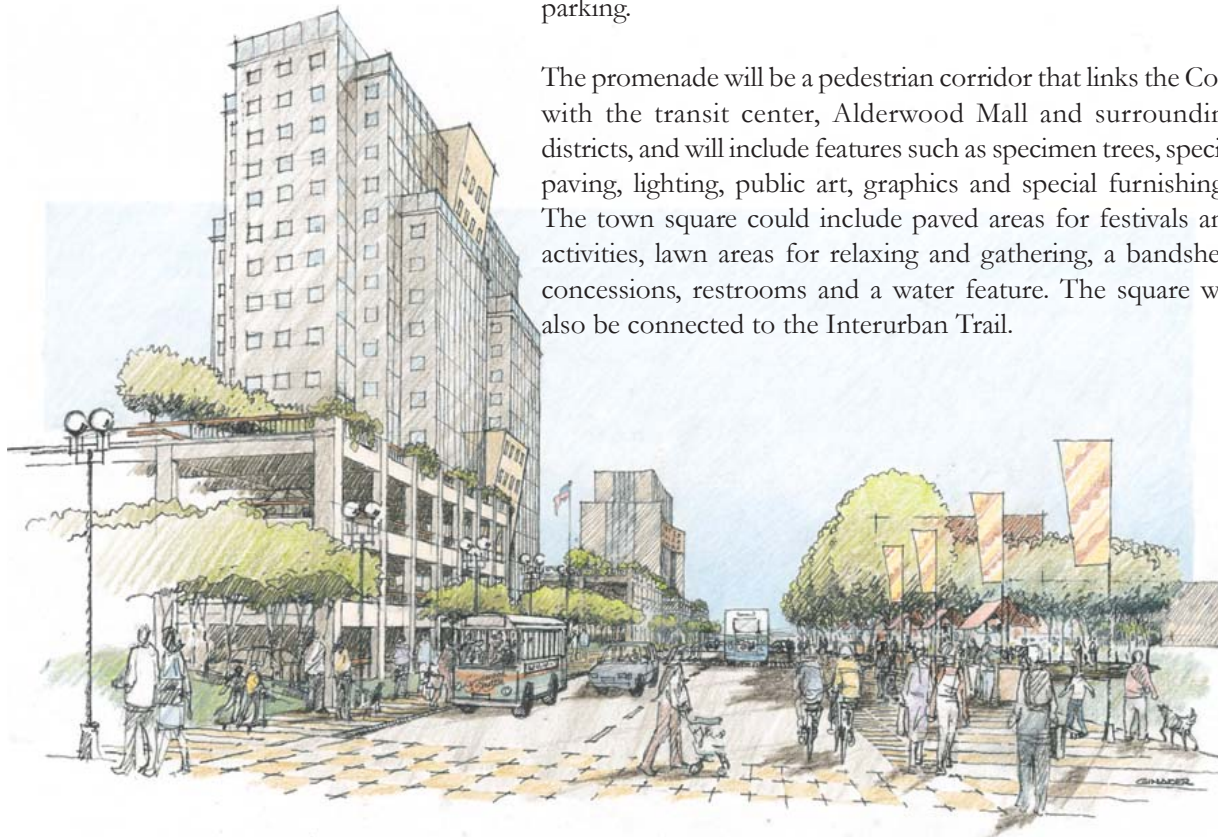
*mixed-use development*

### Core

This area will be the location of the most intensive commercial development, along with the new convention center, housing and hotels. Retail shops, services and restaurants will be encouraged on the ground floors of new buildings. The convention center area is envisioned to expand over time, incorporating a variety of complimentary uses. In addition, within this area could be one or more major concentrations of retail centers offering home furnishings. These might be separate, consolidated into a “design center” complex, integrated into a larger mixed use development, or all three. Many buildings within the Core will be of sufficient height to create a skyline visible from the freeway. One or more buildings may have unique forms or heights that will reinforce the sense of a City Center. The present “superblocks” in this area will be altered by adding new streets to create smaller blocks.

This area will contain unique public spaces that will help organize new development and be available to the general public and nearby employees and residents. The nature of these spaces will evolve but will include both a promenade and parks of various sizes, including a large town square with underground parking.

The promenade will be a pedestrian corridor that links the Core with the transit center, Alderwood Mall and surrounding districts, and will include features such as specimen trees, special paving, lighting, public art, graphics and special furnishings. The town square could include paved areas for festivals and activities, lawn areas for relaxing and gathering, a bandshell, concessions, restrooms and a water feature. The square will also be connected to the Interurban Trail.



*commercial development*

### North End

The North End is principally occupied by retail uses, an apartment complex and a church. This area directly adjoins the Convention Center to the west and also is part of the connection between the Core and Alderwood Mall. To better serve this area, some new street connections are anticipated. The area has some opportunities for commercial uses that complement the Convention Center as well as housing.

## Land Use

### Mix of Uses



*office and retail development*

The objective of mixed use development is to promote diverse activities and higher densities, reduce traffic congestion, and build a sense of community where people can shop, work, play and live within the same area.

Each district will accommodate some degree of mixed use. Mixed use includes office, retail, institutions, housing, educational, public services and/ or recreational facilities. Mixed use can occur within buildings or within developments. A mixed use building contains a combination of uses on various floors with storefront retail at the ground level, whereas a mixed-use development contains a combination of uses in different buildings within one development.

The preferred 2020 land use growth scenario assumes a total of 9 million square feet of development. That includes 1.5 million sq. ft. of retail space, 4.5 million sq. ft. of commercial and office space, and 3,000 residential dwelling units. Any mixed-use development should be compatible and consistent with the overall vision and goals of the district.

### Intensities of Development

The amount of development that is allowed is expressed as Floor Area Ratio (FAR), which is a factor multiplied against site area (see the following table). Within the Core, where it is intended that the highest intensity of development occurs, FAR's would be in the range of 8-10. Outside the Core, FAR's would range from 3-5. This would both focus major new development and step the scale of development down toward the west, north and north east, where lower intensities currently exist. The City may also establish a minimum level of development. Refer to illustrations for an explanation of how various Floor Area Ratios can be arranged.



*intensity of development*

### Building Heights

Allowing taller buildings intensifies uses and activities within the center. The building heights within the Core should range from 15 to 34 stories. The surrounding districts should contain buildings within the range of 5 to 13 stories.

### Street-Level Uses

The Sub-Area Plan promotes more street level uses and storefront retail. With the addition of new streets and an improved road network, new buildings will be oriented towards the streets and many of them will contain street level businesses. The street level uses could include restaurants, shops, and local services that would cater especially to pedestrians. Large windows along the street level will increase the visibility into and out of the buildings and promote a pedestrian-friendly environment. Since this would differ from the existing character of the area, it will take time to assemble all the elements of an active street level environment.



### Transition to Existing Nearby Residential Areas

The City Center must have a careful transition to the adjacent, residential neighborhoods. Building heights should be lower or stepped down near the edges of the City Center. Increased setbacks, landscaping and screening should also apply in these areas. The bulk and massing of buildings near existing neighborhoods should be consistent with their character. Parks and public spaces could also provide careful transitions between the City Center and its surrounding residential neighborhoods.

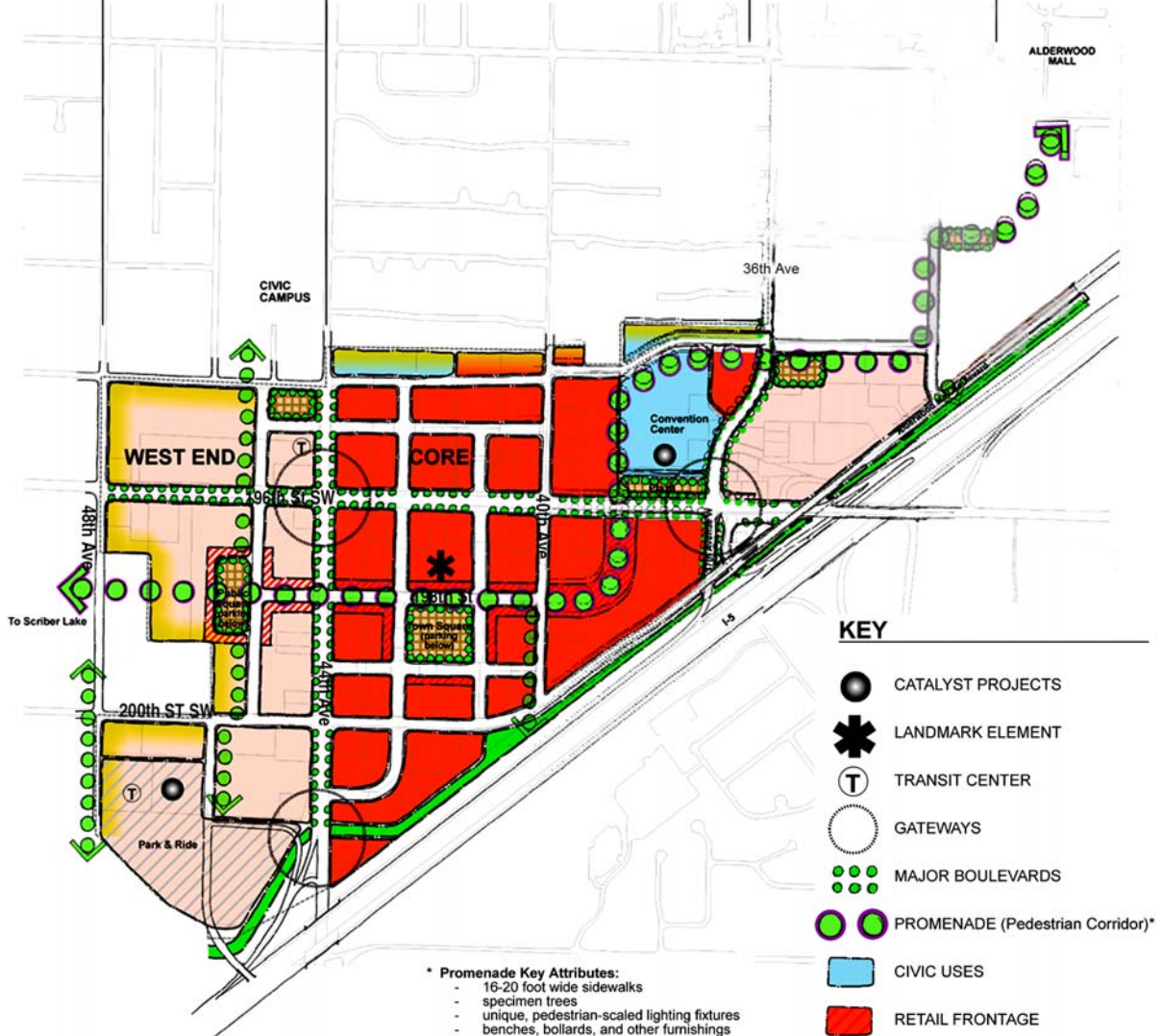


### Non-Conforming Uses

The transition of the City Center into a pedestrian-friendly environment will take place over time. Some existing businesses will be “non-conforming” in the interim. Auto-oriented businesses such as car-dealerships, auto repair, tire stores, and open storage facilities will be incompatible with the long-term vision for the City Center, but may continue to exist for a period of time. No major expansion should be permitted for buildings containing non-conforming uses. However, non-conforming buildings may be renovated and expanded

# IV. Sub-Area Policies

	WEST END	CORE	NORTH END
Summary	Residential, Retail, Local Services	Major Office, Retail, Services, Convention Center, Hotel, Residential	Office, Services, Retail
Ranges of FAR's	3-5 FAR	8-10 FAR	3-5 FAR
Ranges of Height	70'-140' height	150'-350' height	70'-140' height
Ranges of Stories	5-13 stories	15-34 stories	5-13 stories



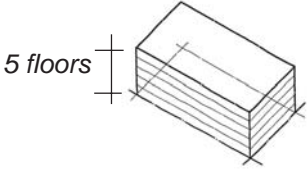
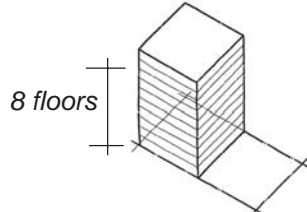
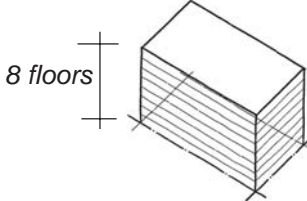
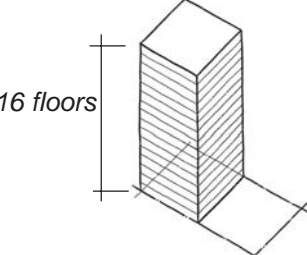
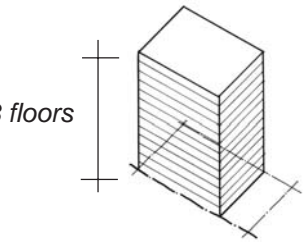
- \* Promenade Key Attributes:**
- 16-20 foot wide sidewalks
  - specimen trees
  - unique, pedestrian-scaled lighting fixtures
  - benches, bollards, and other furnishings
  - decorative paving
  - water features
  - artwork
  - on-street parallel parking (where a street)
  - one driving lane each direction (where a street)

- Notes:**
1. All streets would have street trees, but only the Major Boulevards have been highlighted.
  2. Streets (not including Major Boulevards or Arterials, would have on-street parking, especially in areas with retail frontage.



Illustrations of Floor Area Ratio

Lot size: 20,000 sf

FAR	Allowable Floor Area	Building Height/Proportion	Floor Area Calculation
5	Allowable floor area: $20,000 \times 5 = 100,000$ sf	 <p>5 floors</p>	<ul style="list-style-type: none"> <li>• 20,000 sf on each floor covering the entire site</li> <li>• 5 floors (5 x 20,000 sf = 100,000 sf)</li> </ul>
		 <p>8 floors</p>	<ul style="list-style-type: none"> <li>• 12,500 sf on each floor covering half the site</li> <li>• 8 floors (8 x 12,500 sf = 100,000 sf)</li> </ul>
8	Allowable floor area: $20,000 \times 8 = 160,000$ sf	 <p>8 floors</p>	<ul style="list-style-type: none"> <li>• 20,000 sf on each floor covering the entire site</li> <li>• 8 floors (8 x 20,000 sf = 160,000 sf)</li> </ul>
		 <p>16 floors</p>	<ul style="list-style-type: none"> <li>• 10,000 sf on each floor covering half the site</li> <li>• 16 floors (16 x 10,000 sf = 160,000 sf)</li> </ul>
10	Allowable floor area: $20,000 \times 10 = 200,000$ sf	 <p>13 floors</p>	<ul style="list-style-type: none"> <li>• 15,000 sf on each floor covering three quarters of the site</li> </ul>



so long as the renovation or expansion would not further increase the non-conformity.

In some cases, increasing property values and changes in business climate will cause some businesses to relocate. Non-conforming uses in smaller buildings will likely be phased out faster than those that occupy larger buildings. In order to speed up the process, the City could develop mechanisms to assist non-conforming uses to find new and better locations outside the City Center.

Large, tall signs that are incompatible with the new direction should be phased out through an amortization program. The City could also offer assistance in helping bring signs into conformance over a faster period of time.

## Housing

### Range of Types & Densities

Housing is critical to the vitality and sense of community in city centers. Different types of housing include apartments, condominiums, special needs housing and senior housing. High density (60-100 du/acre) housing developments will be contained in mid-rise (5 to 7 story) buildings and could accommodate ground floor retail and shared parking.

### CITY CENTER LAND USE POLICIES

#### CCLU 1: Establish Mixed Use Districts

Each of the districts should allow a mixture of retail, office, services, and residential uses, but the type and amount of the uses, as well as permissible heights and intensity will differ, depending upon the intent of the district.

#### CCLU 2: Concentration and Intensity

The City Center will be the focus of high concentrations of development, containing multi-story buildings, multiple residential development, parking structures, and a variety of civic buildings and spaces.

#### CCLU 3: Establish Maximum Floor Area Ratios to Direct Intensity

Maximum Floor Area Ratio (amount of floor space as a multiple of site area) could range as high as 8 in the Core and 3-5 outside the Core.

#### CCLU 4: Incentives for Public Amenities

Regulations should be established that grant additional development intensity in return for including specified public amenities.

#### CCLU 5: Adopt Design Standards and Guidelines

Amend the current City Wide Design Guidelines to include a section on the City Center that specifically addresses subjects such as pedestrian-orientation, building mass and skyline treatment.

#### CCLU 6: Provide a Transition to Neighborhoods Outside the City Center

Allowable building heights should be graduated down and buildings set back where the perimeter of the City Center is adjacent to low intensity residential.

#### CCLU 7: Phase Out Free-Standing Signs and Billboards

The City should adopt an amortization period for removal of free-standing signs that do not comply with new standards.

### Incentives

Although it is expected that most new housing will be market rate, the City may need to provide incentives to promote housing in the City Center in the initial years. Zoning density bonuses, tax abatement programs and infrastructure improvements can help encourage residential development. To encourage a variety of choices within the City Center, the City may wish to consider providing incentives and/or requirements for housing included as part of commercial development. Beyond that, providing some or all of the parking may be necessary. The City should review these incentives to ensure appropriate and high quality development is achieved. Increases in density can be offered to projects that provide affordable housing and other public amenities. As a part of the infrastructure incentives, the City should provide parks and other amenities that will attract residential development.

### Partnerships

The City should build partnerships with the private sector, non-profit organizations, schools and colleges and government agencies to develop a range of housing types and for a full range of households and income levels.



### HOUSING POLICIES

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**CCH 1: Encourage Urban Residential Development within the City Center**  
Floor Area Ratios and building heights should allow for high-density residential development.

**CCH: 2: Variety of Housing**  
The City should encourage a wide range of housing types and densities within the City Center.

**CCH 3: Quality in Design and Amenities**  
Incentives and standards should be devised to ensure that higher density development is livable, permanent, and contributes positively to the image of Lynnwood in general and the City Center in specific.

**CCH 4: Partnerships**  
The City, other government agencies, non-profits, and private developers should consider ways of jointly developing housing within the City Center.

# Transportation

## Traffic Management

### *Street Classification*

The City of Lynnwood Comprehensive Plan Transportation Element classifies all roadways in the City into three categories: Freeways, Arterials and Local Streets. Arterials are further classified into three designations: Principal Arterials, Minor Arterials and Collector Arterials. Principal Arterials carry long distance, regional traffic to and from freeways to major destinations. Minor Arterials carry traffic for inter-community traffic. Collector Arterials link communities to Principal and Minor Arterials. In general, access to the City Center will be provided by Collector Arterials within the grid, rather than from the adjacent Principal and Minor Arterials which should be designed to have few, if any, driveways.

Within the Lynnwood City Center, the following streets are classified as Arterials:

#### Principal Arterial

- 196<sup>th</sup> Street SW from the east end to the west end of the City Center
- 44<sup>th</sup> Avenue W from I-5 to 196<sup>th</sup> Street SW

#### Minor Arterial

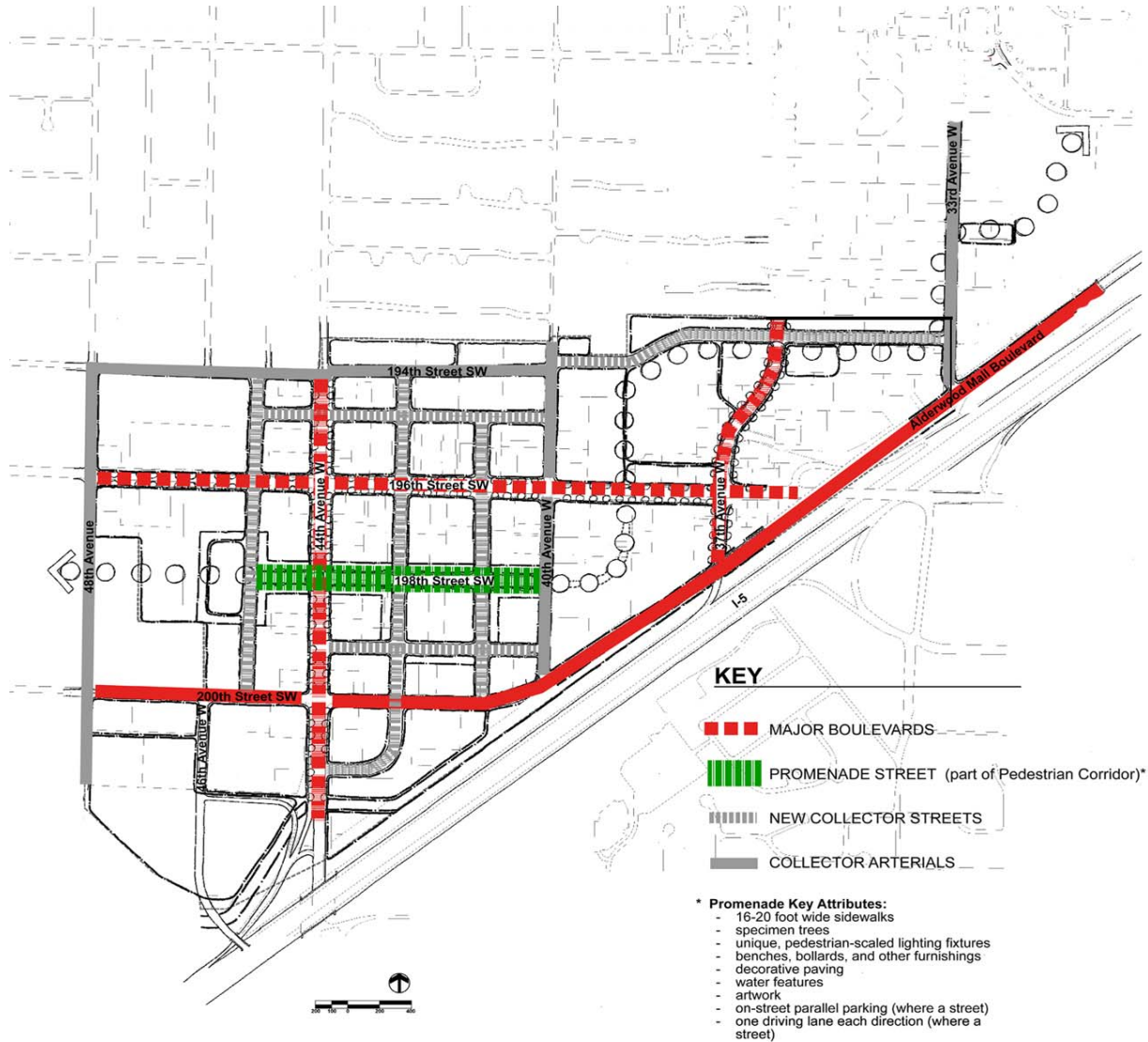
- 44<sup>th</sup> Avenue W from 196<sup>th</sup> Street SW to the north end of the City Center
- 200<sup>th</sup> Street SW/Alderwood Mall Boulevard from the west end to Alderwood Mall Parkway
- 37<sup>th</sup> /36<sup>th</sup> Avenue W from 196<sup>th</sup> Street SW to the north end of the City Center
- 188<sup>th</sup> Street SW from the east end to the west end of the City Center

#### Collector Arterial

- 48<sup>th</sup> Avenue W from the Lynnwood Park & Ride to the north end of the City Center
- 40<sup>th</sup> Avenue W from Alderwood Mall Boulevard to the north end of the City Center
- 33<sup>rd</sup> Avenue W from Alderwood Mall Boulevard to the north end of the City Center
- 198<sup>th</sup> Street from 44<sup>th</sup> Avenue W to 40<sup>th</sup> Avenue W.
- 194<sup>th</sup> Street from the west end of the City Center to 40<sup>th</sup> Avenue W

# Sub-Area Street Class Map

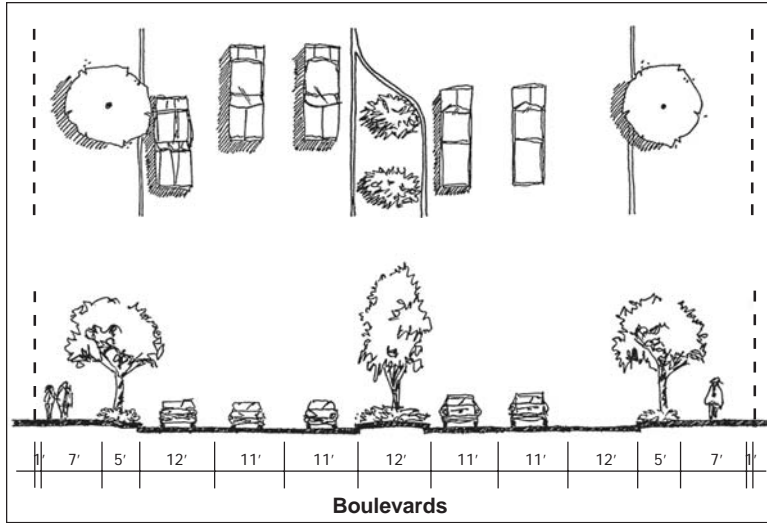
(Street Class Sections on following page)



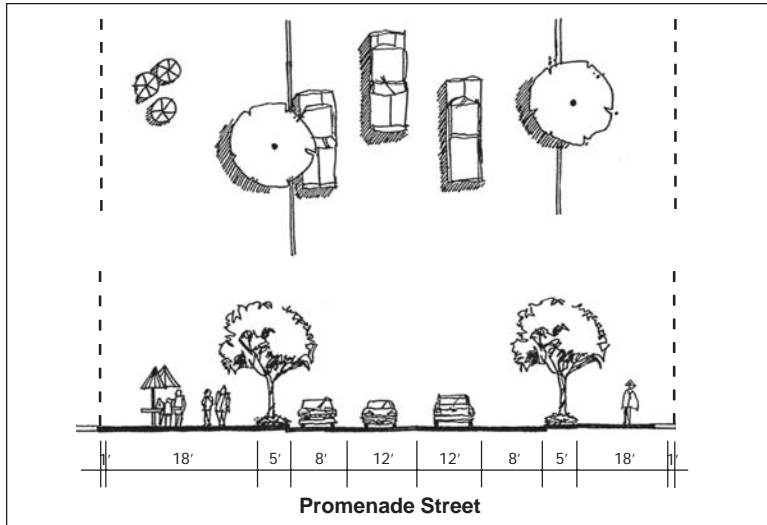
- Notes:**
1. All streets would have street trees.
  2. Streets (not including Major Boulevards or Arterials, would have on-street parking, especially in areas with retail frontage.



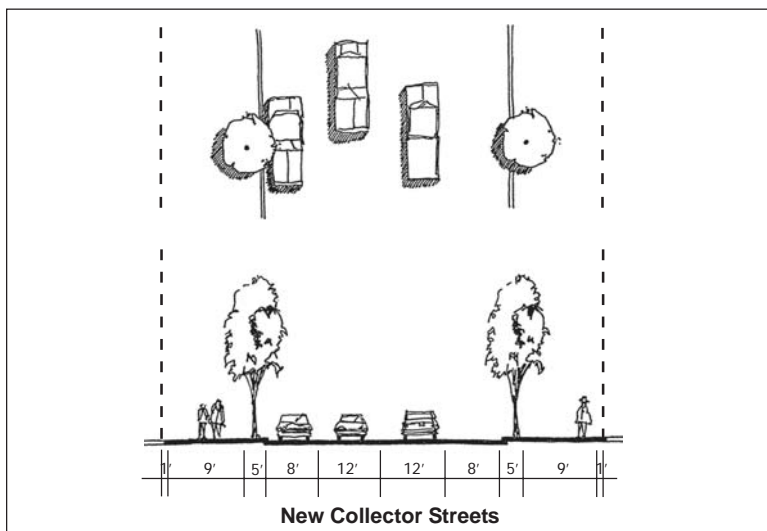
## IV. Sub-Area Policies



**Boulevards**  
**106' R.O.W.**



**Promenade Street**  
**(198th Street)**  
**88' R.O.W.**



**New Collector**  
**Streets**  
**70' R.O.W.**

**Level of Service Standard**

Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Level of service for intersections is defined in terms of traffic control delay, which also can represent driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents (disabled vehicles; traffic accidents, etc.).

LOS measures traffic flow, using letters to designate each service level, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Total delay is the difference between the travel time actually experienced and the travel time in the absence of traffic control, geometric delay, any incidents and any other vehicles. The Highway Capacity Manual (HCM 2000) defines PM peak hour LOS at signalized and unsignalized intersections as shown in **Table 1**. The City of Lynnwood uses LOS F during the PM peak and the LOS E standard at other times as the acceptable level of traffic congestion at arterial intersections citywide.

**Table 1. Definition of Intersection Level of Service**

LOS	Delay Per Vehicle (Seconds)
<b>Signalized Intersection</b>	
A	Less than 10
B	Between 10 and 20
C	Between 20 and 35
D	Between 35 and 55
E	Between 55 and 80
F	Greater than 80
<b>Unsignalized Intersection (Two-Way Stop)</b>	
A	Less than 10
B	Between 10 and 15
C	Between 15 and 25
D	Between 25 and 35
E	Between 35 and 50
F	Greater than 50



### *Traffic Forecasts*

Traffic forecasts were made with a computer-based model developed for the City Center planning study. The model shows the relationship between land uses, growth forecasts, and vehicle travel demand in the transportation system. The model tested several combinations of land use alternatives combined with potential transportation system improvements.

### ***2020 Preferred Land Use Scenario with Transportation Improvements:***

The preferred 2020 land use growth scenario builds upon the following assumptions:

A total of 9.1 million sq. ft. of development

- Retail: 1.5 million sq. ft.
- Commercial: 4.5 million sq. ft.
- Residential: 3,000 dwelling units
- The Puget Sound Regional Council's 2020 forecasts for areas outside the City Center

This scenario would require substantial transportation improvements by 2020, coupled with transportation demand measures to increase transit ridership, to meet the City's LOS standards. These transportation improvements and actions are noted below (not prioritized):

1. Building 179<sup>th</sup> Street SW (Maple Road) as a 2-lane road, without on-street parking, between 36<sup>th</sup> Ave. and Alderwood Mall Parkway.
2. Widening 36<sup>th</sup> Avenue W to 5 lanes from 179<sup>th</sup> Street SW to 164<sup>th</sup> Street SW.
3. Widening 196<sup>th</sup> Street SW to 7 lanes from 48<sup>th</sup> Avenue W to 37<sup>th</sup> Avenue W.
4. At 200<sup>th</sup> Street SW / 44<sup>th</sup> Avenue W intersection:
  - a. Adding a "left-turn only" lane to westbound approach;
  - b. Deleting split phasing of traffic signal.
5. Widening 200<sup>th</sup> Street SW to 5 lanes from 48<sup>th</sup> Avenue W to SR 99.
6. Adding a second "left turn only" lane for the northbound approach at the 196<sup>th</sup> Street SW / 44<sup>th</sup> Avenue W intersection.

## IV. Sub-Area Policies

7. Widening northbound 44<sup>th</sup> Avenue W to add a through lane from I-5 to 194<sup>th</sup> Street SW. (An additional southbound lane on 44<sup>th</sup> Avenue W is programmed as part of the current Transportation Improvement Program.)
8. Installing a traffic signal at 48<sup>th</sup> Avenue W and 194<sup>th</sup> Street SW intersection.
9. Installing a traffic signal at 40<sup>th</sup> Avenue W and Alderwood Mall Blvd (200<sup>th</sup> Street SW) intersection.
10. Building secondary grid streets to allow for distribution of traffic throughout the City Center.
11. Commuters pay \$10 per day in 2020 to park in the City Center.
12. Local transit service increases by 100 percent over the 20-year planning period.

Improvements likely to be needed after 2020:

1. Building a connecting ramp from southbound I-5 to westbound SR 525.
2. Building a northbound on-ramp to I-5 from 44<sup>th</sup> Avenue W.
3. Building a southbound off ramp from I-5 to 200<sup>th</sup> Street SW.

Figure 1. Location of Transportation Improvements in the City Center Area



**Not shown:**

1. 179<sup>th</sup> SW Street (Maple Road) from 36<sup>th</sup> Ave. W to Alderwood Mall Pkwy. – 2 lanes with no on-street parking
2. 36<sup>th</sup> Ave. West from 179<sup>th</sup> Street SW to 164<sup>th</sup> Street SW - 3 lanes to 5 lanes

### Vehicular Travel Demand Management

As the employment density of the City Center increases, a productive environment for transit service will emerge. It is important for the City to encourage such an environment. The City needs to work with the transit agencies, Community Transit and Sound Transit, to increase service, and to focus on the City Center as the major regional urban center.

The City and business community must work together to develop transportation demand management (TDM) strategies to increase the use of transit and carpooling modes. One of the most effective TDM strategies is to charge parking cost to the commuting employees. It has been pointed out in many research publications that charging commuters to park is very successful in reducing the mode share of driving alone during the commute hours.

Accordingly, the computer model used to forecast 2020 vehicle demand assumed that a majority of the commuters having office jobs in the City Center would pay an average of \$10 per day (2002 dollars) in 2020. (This amount is similar to the amount that workers in downtown Bellevue are paying today.) Since the City cannot directly impose parking fees to the commuters who use private parking areas, the property and business owners must work together with the City to implement this TDM strategy.

### Pedestrian Circulation

One of the development challenges for the City Center is to transform today's center, dominated by vehicles, to a pedestrian-friendly center.

To accommodate the projected vehicle trips, the Principal Arterials of 44<sup>th</sup> Avenue W and 196<sup>th</sup> Street SW need to be widened to seven-lane roadways. These wider roadways and higher levels of traffic volumes would cause significant challenges for the pedestrians wishing to cross those streets. Pedestrians are more likely to encounter long wait times to receive a green signal at the intersections. Also, they might feel the street crossing would not be safe.

The City needs to design its road improvement facilities carefully, treating pedestrian traffic as an important transportation mode. At some locations on Principal Arterials, pedestrian over- or underpasses may be needed to ensure safe pedestrian passage while not restricting traffic flow. New pedestrian modifications will affect the scope and cost of programmed capital improvements and should be prioritized accordingly.



### Bicycle Facilities

Although the City of Lynnwood does not currently provide dedicated bicycle lanes on any arterial streets within the City Center, the Interurban Trail, a major regional pedestrian/bicycle path, parallels I-5 along the City Center's east boundary. Shared bicycle lanes on arterials may be a cost-effective means of providing additional facilities for bicyclists to travel to and within the Civic Center, and to access the transit center. Bicyclists also need storage facilities for bicycles at or near their destinations. Reducing the number of driveways along Principal and Minor Arterials (policy CC-1) will also improve safety for bicyclists.

### Parking Management

Parking has traditionally been viewed as an element of land use. Parking requirements are listed in the zoning code, and they are tied to specific land uses. However, for Lynnwood’s City Center, it is important to view parking as a community resource and a component of a transportation system. Parking supply, cost and location each shape the nature of a transportation system and significantly influence its operation and management. Effective parking management that addresses the following elements will be critical to successfully realize the City Center plan.

#### *Parking Requirements*

Zoning codes tend to focus on ensuring adequate supply to meet parking demand, by establishing a minimum number of spaces per building size and/or type. This approach tends to result in excessive parking supply, which will act against the desire to increase the intensity of developments in the City Center while adding significant cost to the developments. At present, the supply of parking far outstrips the demand, meaning that the “market value” of a parking stall is negligible, so parking is free. If parking becomes more scarce, some users will be willing to pay more for a guaranteed parking space, while others will choose alternative means of transportation (e.g. transit or carpooling).

#### *Parking Market*

Development within the City Center of a “parking market”, where parking demand is managed by supply, will require time. As a first step, commuters should be encouraged not to drive alone. The focus of the parking market development should be on office uses. (Parking for retail and residential uses should be provided to meet the demand.) It is necessary to establish maximum parking requirements, as opposed to the current condition where minimums are required with no upper limit for each use. As more transit services are provided and the use of high occupancy vehicles increases, the maximum parking requirements should be gradually reduced.

### *Mixed-Use and Shared Parking*

As the parking market develops and the demand for parking decreases, the City should take its second step, allowing commercial parking operation of the existing excessive parking areas. City Center parking management should increase the efficiency of multiple parking uses. A parking stall should be used by various users all day, not just a few hours a day. The increased use of parking stalls will reduce the overall parking supply needs. The City should move toward reduction of parking supply for mixed-use developments and encourage shared use of parking.

### *Public Parking*

In the absence of a market for paid parking, it will be difficult for the City to provide public parking without a large public subsidy. Users will not accept pay parking in the City Center until a parking market where parking supply is scarce relative to demand is firmly established. Nevertheless, the City needs to anticipate a time when construction of public parking structures will be needed. It will be highly desirable to locate parking structures near freeway access points (not adjacent to residential neighborhoods) at the edge of the City Center, so people can leave their vehicles and move around on foot or via circulators. Parking structures should be financed through private/public fees and assessments.

### *On-Street Parking*

The City's on-site parking supply will be supplemented by on-street parking within the City's street right of way. The non-arterial streets in the City Center street grid system should accommodate on-street parking. On-street parking should be provided for visitors and shoppers only; it should not be used by office and retail workers. As parking supply is reduced and pay-for-parking emerges as a common condition in the future, some commuters may seek free on-street parking in the residential areas surrounding the City Center. A residential parking permit program offers one means of preventing encroachment into neighborhood parking. The City will need to develop a comprehensive on-street parking enforcement program.





### TRANSPORTATION POLICIES

#### **CCT 1: Minimize Driveway Access**

Minimize driveway access with curb cuts along Principal and Minor Arterials as a means of increasing vehicle carrying capacity and operational efficiency.

#### **CCT 2: Coordinate Signals**

Optimize traffic operation by coordinating intersection signals along Principal Arterials. Signal cycle settings should be focused on achieving the network operation optimization rather than optimizing each individual intersection.

#### **CCT 3: Maintain LOS E**

Maintain LOS E as the level of service standard for the arterial intersections in the City Center, superceding the Comprehensive Plan standard for the rest of the City. The City should use the most up-to-date level of service calculation methods from the Highway Capacity Manual issued by the Transportation Research Board (definitions and calculations are periodically modified).

#### **CCT 4: Monitor LOS**

Regularly monitor LOS at arterial intersections. If the monitoring shows that LOS E cannot be maintained, consider reprioritizing the City's capital program to accelerate investments on transportation facilities developed for the City Center plan, and reduce vehicle travel demands in the City Center by adopting travel demand management strategies.

#### **CCT 5: Coordinate State Facilities Improvements**

Work with the Washington State Department of Transportation to construct the following improvements on State facilities:

- Widen 196<sup>th</sup> Street SW to 7 lanes from 48<sup>th</sup> Avenue W to 37<sup>th</sup> Avenue W
- Widen northbound 44<sup>th</sup> Avenue W to add a through lane from I-5 to 194<sup>th</sup> Street SW

The following may be needed after 2020:

- Connecting ramp from southbound I-5 to westbound SR 525
- Northbound on-ramp to I-5 from 44<sup>th</sup> Ave. W
- Southbound off ramp from I-5 to Alderwood Mall Blvd or 44<sup>th</sup> Ave. W.

### **CCT 6: Develop a Finer Street Grid System**

Develop a program and regulations to develop a finer street grid system within the City Center. The grid system should improve access within the City Center and continuously connect the arterials, where feasible.

### **CCT 7: Improve Arterials**

Improve the following arterials to increase the capacity of the transportation system:

- Build 179<sup>th</sup> Street SW (Maple Road) as a 2 lane road, without on-street parking, between 36<sup>th</sup> Avenue W and Alderwood Mall Parkway
- Widen 36<sup>th</sup> Avenue W from 3 lanes to 5 lanes from 179<sup>th</sup> Street SW to 164<sup>th</sup> Street SW
- Widen 200<sup>th</sup> Street SW to 5 lanes from 48<sup>th</sup> Avenue W to SR 99

### **CCT 8: Improve Signalized Intersections**

Improve the following signalized intersections to add capacity:

- Add a second “left-turn only” lane to westbound approach and eliminate a “split” signal phasing at the 200<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W intersection
- Add a second “left turn only” lane for the northbound approach at the 196<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W intersection

### **CCT 9: Unsignalized Intersections**

Improve the following unsignalized intersections by adding traffic signals:

- 48<sup>th</sup> Avenue W and 194<sup>th</sup> Street SW intersection
- 40<sup>th</sup> Ave. W and Alderwood Mall Boulevard/200<sup>th</sup> St. SW intersection

### **CCT 10: Control Traffic on Local Streets**

Develop a program to control traffic on local streets in residential neighborhoods surrounding the City Center.

### **CCT 11: Reduce Vehicle Trips**

Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips generated by commuting City Center workers.

**CCT 12: Increase Transit Service**

Work with Community Transit and Sound Transit to increase transit services for the City Center.

**CCT 13: Provide Medians**

Provide medians and other devices on the arterials to aid pedestrians crossing the streets.

**CCT 14: Bicycle Linkages**

Identify opportunities to provide bicycle linkages between the City Center, the Interurban Trail and other key bicycle routes.

**CCT 15: Bicycle Storage**

Provide bicycle storage facilities or bike racks at the transit center and other destinations within the City Center.

**CCT 16: Parking Requirements**

Establish parking requirements specifically for developments in the City Center, which are aimed at achieving land use and transportation goals.

**CCT 17: Develop a Parking Market**

Consider reducing the parking supply requirements for office developments to develop a parking market.

**CCT 18: Parking Supply Requirements**

Adopt minimum and maximum parking supply requirements for such uses as office, retail and residential. Develop a schedule to review the maximum and minimum parking supply requirements.

**CCT 19: Mixed-Use Development**

Allow mix-use developments to provide reduced parking supply.

**CCT 20: Shared Parking**

Encourage shared use of parking among businesses and property owners through a provision allowing them to reduce parking supply.

### **CCT 21:** Develop a City Center Parking Management Plan

Develop a City Center parking management plan. The plan should address such issues as

- on-street parking locations and enforcement
- the use of excessive parking spaces for public parking
- options to provide parking through public parking structures
- possible locations for pedestrian and circulator connections between parking structures and destinations
- a program to manage parking in residential areas.

### **CCT 22:** On-Street Parking

Provide on-street parking on non-arterial streets within the City Center for short term parking users only, such as visitors and shoppers. Develop an effective parking enforcement program.

## Urban Design

### Overall Image and Character

The City Center vision calls for mixed-use, concentrated, pedestrian-friendly and transit-supportive development. Regardless of height or intensity, new development should contribute to creating and enlivening the City Center. This form of development is characterized by close-proximity, variety, connectivity and a close relationship with streets and sidewalks.

### Streetscape

The streetscape is the unifying element that ties the City Center together. Pedestrians should be able to circulate throughout the area comfortably and safely in an attractive, interesting environment.

#### *Sidewalks and crosswalks*

Sidewalks should have an unobstructed walkway of at least 8 feet wide. They should be continuous throughout the City Center to provide access to all areas. Signaled crosswalks are necessary at all major intersections, while minor intersections can be served by a change in pavement, signage or marking.

#### *Street trees*

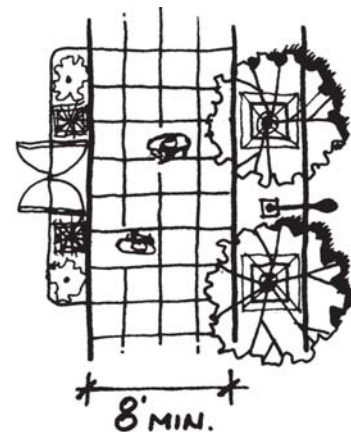
Street trees create a sense of order and rhythm that helps tie the streetscape together. The trees should be located in a planting area located behind the curb in order to establish a sense of separation from moving traffic.

#### *Street lighting*

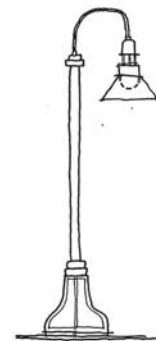
In addition to the necessary street lighting for cars, pedestrian-scale lighting should be installed along the sidewalks.

#### *Street furnishings*

Street furniture at plazas, building entrances, bus stops and other pedestrian areas should be durable, weather resistant, attractive and add to the pedestrian environment. These elements should be integrated into the overall design of spaces, not just added in.



***sidewalks & street trees***



***street lighting***

## IV. Sub-Area Policies

### *Street level*

The architectural details at street level should be appealing to people on foot. Large predominantly transparent windows at the ground level, some type of weather protection such as canopies or awnings, architectural details and a collection of richer materials help create interest for the pedestrian and animate the street. Entrances should be obvious and welcoming, emphasized by lighting and signage, and include details such as overhangs, recessed doors, windows, planters and special paving. Long blank walls should be strongly discouraged.



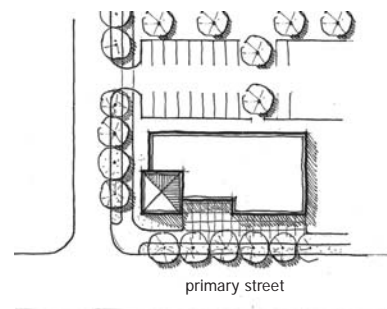
***street level façades***

### *Curb cuts*

Driveway access off main streets should be minimized allowing pedestrian traffic to move with less interruption. If possible, developments should consolidate driveways.

### *Parking*

Off-street parking should be located behind buildings or in structures to maintain continuous and active pedestrian routes. Landscaping should be used to reinforce vehicle and pedestrian circulation within the lot as well as provide a buffer for adjacent uses.



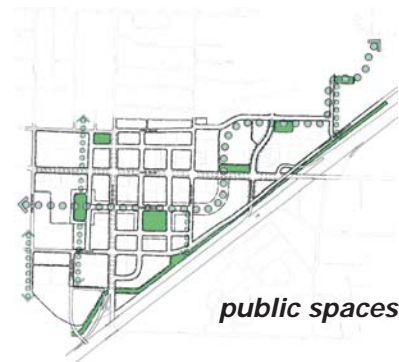
***parking***

## Public Spaces

Public spaces provide a place for residents, visitors, employees and shoppers to meet, gather, relax and interact.

### *Urban Squares*

The City Center should contain a mix of differently sized public spaces. The presence of squares can be an inducement to private investment, as tenants and owners frequently want to overlook, or be near, green spaces. Therefore, the City Center plan suggests a number of such spaces.



***public spaces***

While all districts of the City Center should have square spaces, they need not be identical in nature. Some may consist of trees and grass. Others may have substantial hard surfaces to allow for events and performances. Still others may have a combination of both. Urban squares often have attributes that are similar to plazas.



***promenade***

## IV. Sub-Area Policies

The plan indicates that the Core area should be the location of a town square. The space should be part of the “promenade”, or network of connections that involve pedestrian-oriented streets with enhanced landscaping and amenities.

In order to establish a new direction and character and to attract private investment for the City Center, the City should identify one or two public spaces for acquisition and development in the initial years, and then invite private investors to reinforce the positive effects of this public investment.

### *Plazas with Buildings*

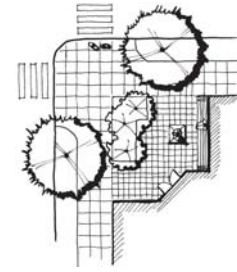
Plazas provide public open space where buildings are set back from the street or intersections. They should contain special paving, trees, low shrubs, ground cover, seasonal planting, accent lighting, public art and seating areas.

### *Forecourts*

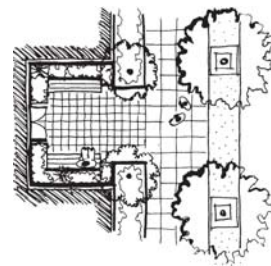
Forecourts are public open spaces in front of the main entrances of buildings. They should contain hard surfaces, seating and lighting in keeping with the architectural style of the building. They could also include small planting areas and large containers with seasonal planting.

### *Interior courtyards and atriums*

Interior courtyards and atriums are private spaces that are available for public use, especially in adverse weather conditions.



*plaza*



*forecourt*



## Pedestrian Connections

Pedestrian connections create a network of linkages including both public right-of-way and easements between blocks, developments, parks, entrances, sidewalks and parking. They also improve access into larger more expansive properties.

### *Through blocks*

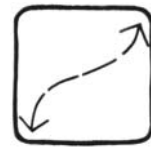
Pedestrians should have the opportunity to reach different developments within blocks without the need to walk around to surrounding streets. The connections should be clearly defined with landscaping, curbs, paving, lighting, trellises or other architectural features.

### *Through development*

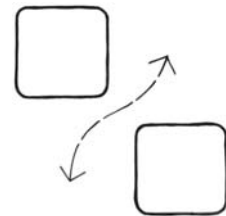
Pedestrian connections through developments should provide the pedestrian safe and clear linkages between one development and an adjoining one. This can be accomplished with landscaping, curbs, paving, lighting, trellises or other architectural features.

### *To the Interurban Trail*

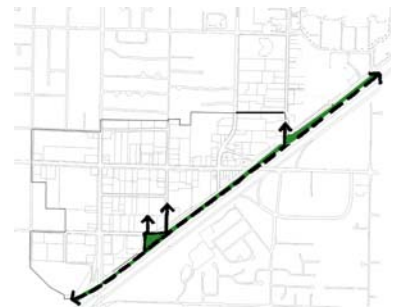
The Interurban Trail along I-5 on the southern border of the City Center should be integrated into the City Center through pedestrian and bicycle friendly connections. These can be extensions into the City Center with landscaping, trails, lighting, benches and signage. The connections can also be achieved through enhanced streetscape elements such as a well-marked bicycle lane separated from traffic, wide sidewalks, benches, trees, landscaping, lighting and signage.



*through blocks*



*through development*



*connect with the Interurban Trail*



### *To adjacent neighborhoods*

Although the City Center will gradually evolve into a concentration and mix of uses with a regional draw, it will continue to provide goods and services to surrounding neighborhoods. And, over time, there will be additional attractions that will be of interest to nearby residents. Accordingly, it will be important to ensure that there are safe, convenient and attractive connections between the neighborhoods and the City Center. Principally, this will consist of sidewalks and crosswalks associated with streets, but there may be an occasional off-street trail, walkway, or mid-block crosswalk provided as well. Over time some connections to Wilcox and Scriber Lake Parks should be developed.

### *Between districts*

The three districts described in this plan are separated from each other by major arterial streets. To accommodate additional development and its attendant traffic, several of these streets will need to be widened further. This will create a psychological barrier for pedestrians and will require careful design of crosswalks and timing of traffic signals. In some instances, it may be necessary to install medians to allow for a “safe haven” half-way across.

There may be certain locations where the connections between different uses that are located on opposite sides of the street are important and an overpass could be useful. An example of this would be a hotel across the street from the convention center.

Most pedestrian connections should be provided on the ground level, with appropriate walkways, crosswalks and signals to allow for pedestrian circulation. There are numerous examples within cities of pedestrians being provided for even when streets are relatively wide. Traffic calming methods such as traffic circles and curb bulbs can also be employed on non-arterial streets.

### *Gateways*

Certain intersections should become obvious and dramatic entrance points to the City Center. Signs, lighting, seasonal color, art and other elements could be used to create this effect.



### Civic Structures

Public buildings give a community civic identity and promote city pride. They should be visual and functional links between government and commerce.

#### *Public buildings*

Public buildings should be centrally located and highly visible for the convenience of residents and visitors. They should act as landmarks for the City itself.

#### *Transit shelters*

Transit should be treated as a first class form of transportation. Transit shelters should not just be functional boxes, but small civic structures that are important to the city. They should be identifiable, visible convenient, safe, comfortable and attractive. Shelters could also be incorporated into private development.



### Privately Provided Public Amenities

Public amenities such as plazas and parks should be provided through private development by offering incentives to the developers in the form of additional building area.

#### *Bonus system / Incentives*

Bonus systems should be established to allow developers to increase intensity in exchange for public amenities such as parks, plazas, open spaces, pedestrian connections, landscaping or transit.

#### *Public access*

As part of an incentive system, public access should be assured to certain elements like plazas and pedestrian connections.

#### *Longevity / maintenance*

The City should develop mechanisms to ensure that public amenities remain safe and usable over time. Examples are on-going maintenance and security programs and public/private agreements.



### URBAN DESIGN POLICIES

#### CCUD 1: Streets as Urban Design Elements

As streets are built or reconstructed, elements such as planted medians, curb bulbs, crosswalks, banner stanchions and art-work should be considered for inclusion.

#### CCUD 2: Establish Streetscape Standards

Standards should address the width of sidewalks, the spacing, size and type of street trees, pedestrian-scaled lighting, and other street furnishings to create safe, comfortable and an appealing place for pedestrians.

#### CCUD 3: Adopt Design Guidelines

Design standards that address site design, building design and sign design should be adopted for the City Center. Such standards should include the following:

- requiring transparent glass windows and pedestrian amenities (such as weather protection) along the sidewalk on pedestrian-oriented streets
- minimizing curb cuts
- prohibiting parking lots in front of buildings

#### CCUD 4: Achieve a Variety of Public Spaces

The City Center should contain a range of public spaces, from larger to smaller, both green and hard-surfaced, and both publicly and privately provided.

#### CCUD 5: Promenade

Over time, there should be a number of public spaces located along a meandering alignment weaving through all three districts of the City Center.

#### CCUD 6: Promote Many Pedestrian Connections within the City Center

The City Center should include many types of corridors conducive to walking, including sidewalks, trails, through-block connections, and walkways through new development.

#### CCUD 7: Connect to Surrounding Areas and Features

Development within the City Center should connect to adjacent neighborhoods as well as to the Interurban Trail and nearby Parks.



### CCUD 8: Pedestrian Circulation Primarily at Grade

Grade-separated pedestrian connections (overpasses and underpasses) should be discouraged. However, there may be some locations where pedestrian bridges are appropriate.

### CCUD 9: Designate and Describe Gateway Treatments

Locations of gateways should be established, along with the nature of planting, lighting and signage that would reinforce the sense of entering the City Center.

### CCUD 10: Consider Civic Structures as Landmarks

New public buildings should be prominently located and display unique design features that convey their importance to the community.

### CCUD 11: Transit Shelters and Design Features

Transit shelters should not be considered as merely utilitarian structures but should convey a strong design identity and incorporate features such as artwork.

### CCUD 12: Incentives for Public Amenities

The Land Use Code for the City Center should offer additional development intensity in return for providing accessible and well maintained public amenities.

### CCUD 13: Variety of Public Space

All new public or private development shall contribute to an array of public spaces including plazas, squares, courtyards and parks. These public spaces should include benches, lighting and other pedestrian amenities necessary for the public's safe use and enjoyment.

### CCUD 14: Integrating Interurban Trail

The Interurban Trail should be integrated into the City Center. The trail should include small parks and trailheads where appropriate to make access safe and convenient. The Interurban Trail should have an effective connection to the Town Square and the park in the West End.

## IV. Sub-Area Policies

### CCUD 15: Nature of Interurban Trail

The Interurban Trail should be continuous and uninterrupted by at-grade crossings at major roads, and should include lighting and other amenities to create a safe and comfortable pedestrian environment.

### CCUD 16: Linking Public Space in Core

The Town Square shall be linked to the Interurban Trail through a public trail or corridor.



### Public Space

The experience of other communities in the Pacific Northwest is that once a city government makes an investment in developing a public park or plaza, it is not long before private parties respond with their own investment. The provision of such a permanent, shared amenity sends out a clear signal that the city is serious about transforming its center into a livable place. Therefore, it is important to identify the location, general size and nature of such spaces. Some locations may merely be acquired and held in reserve for future capital improvements, but all of the spaces indicated below should be included in a schedule for acquisition by the City and eventual development.

### Parks Level of Service

The Department of Parks, Recreation and Cultural Arts is proposing Level of Service Policies which recommend a minimum standard for the City Center projects, which is different than the standard used elsewhere in the city. These policies would result in fewer acres of park land being required than if the current city standard were used.

Throughout the City, the adopted Level of Service standard requires at least 10 acres of parks to be provided for each 1000 population. This standard of 10 acres/1000 population is commonly used across the country to ensure adequate park systems are developed as cities grow. In the City, this standard is further refined to require at least:

- 5 acres/1000 of Core Parks (Community, Neighborhood or Mini)
- 5 acres/1000 of Open Space and Special Use Facilities
- 0.25 miles of trail/1000

Future characteristics and social patterns for City Center residents are expected to be different than that for the City as a whole. Given the types of housing that will be available, we can expect a larger portion of future City Center residents will be younger professional singles and couples or older “empty nesters,” who will have fewer children living with them, and as a result, may demand a different kind of recreation opportunity.

### A Town Square in the Core

A fundamental aspect of this plan is that the City Center Core should be anchored by a large public space. It should be roughly in the center, but also adjacent to several existing or future streets so that it is perceived as not being connected to any specific development, but rather available to the residents, employees, and visitors as a truly

public space. The size of this Town Square should be in the range of 3-5 acres.

The design of Town Square should include both green, “softscape” areas, as well as paved, “hardscape” areas. It is envisioned as a setting for both passive activities as well as programmed events for larger groups of people. It should have lighting, generous amounts of seating, a public restroom, a stage or amphitheatre area for performances, and necessary utility services.

The Town Square might be designed to have underground parking levels beneath it. Or, alternatively, there might be a multi-level, above-ground parking structure nearby. Regardless, there would be no surface parking on the Town Square itself.

Finally, the Town Square should be a part of the Promenade, a series of publicly-provided and privately-provided public spaces, including squares, greens, plazas, forecourts and courtyards that will offer a wide range of outdoor spaces for people to enjoy. The Promenade links the Core to the West Village and the North End sectors of the City Center.

### A Village Green in the West End

In order for the West End to evolve into a district that has a substantial number and concentration of denser residential dwellings, along with commercial and retail development, a major centrally-located public space can serve as a signal that the setting is conducive to people living within the district. Households living in higher density housing rely upon such spaces for recreation, relaxation and a visual amenity. And there is a direct correlation between the location of such spaces and the amount and quality of private investment that occurs around them.

The size of the Village Green should be in the range of 1-2 acres. The design should be predominantly “soft” and green, but there may be some amount of “hard” paved surfaces. Large trees, open lawn areas, and seasonal color should be present. The Green could also include a major water feature as an additional amenity and attraction. Finally, it should be bounded by existing or future streets so that is perceived as a public space and not directly connected with a specific development.

As with the Town Square in the Core, the Village Green might have

parking constructed below it. Or, there might be a public parking structure in close proximity.

The Green is also part of the Promenade. Over time, the Village Green should be connected to Wilcox Park and Scriber Lake Park via trails and sidewalks.

### A Park in the North End

The North End of the City Center contains a number of buildings that were constructed or renovated in the last ten years. However, within this area, there is no public open space. Because of the number of employees and shoppers that use this area, there should be a park space that is available for passive recreation.

The size of this park should be in the range of ½ acre to 1 ½ acres. The location might be adjacent to a new street that has been identified to serve this district or it might be a free-standing configuration. Regardless, it should be adjacent to and visible from an arterial so that easy observation and security is assured. It should be predominantly “soft” and green in nature, although there might be some hard surfaced areas.

This park is also a part of the Promenade “spine” that weaves through the City Center.



### PUBLIC SPACE POLICIES

The first seven policies describe the level of service standard for public spaces in the City Center.

#### CCPS 1:

The demographics of residents in the City Center are expected to differ from that of the City of Lynnwood as a whole. It is, therefore, appropriate to establish a separate Parks and Recreation Level of Service standard for the City Center.

#### CCPS 2:

Future City Center development will bring a number of recreation opportunities such as book stores, coffee shops, wider sidewalks with an attractive walking environment, health clubs, theatres, and plazas or small parks that are provided by private property owners. While these amenities do not replace the need for traditional parks and open space, they can support reducing the amount of these facilities that are provided by the City.

If the City used the current Level of Service standard in the City Center, the Preferred Alternative 2020 population would require 52.5 acres of new parks. The Preferred Alternative shows four parks and one public plaza totaling approximately 9.5 acres. In addition, the central promenade, which connects two of these public spaces, is in itself a significant public space totaling approximately 2.4 acres.

#### CCPS 3:

The four parks that are part of the Preferred Alternative, and the central promenade, are necessary to support development of the City Center. These parks and public spaces, or their spatial and functional equivalent, shall be provided as new development occurs in the City Center.

Provision of 41 more acres of parks to meet the City's current Level of Service standard within the City Center would be difficult to achieve and very expensive. It is clear, however, that at least one additional and significant traditional park, outside but adjacent to the City Center boundary, should be provided.

### CCPS 4:

In addition to the parks shown on the Preferred Alternative, one additional park at least 10 acres in size is needed to support development of the City Center. This new community park should contain sufficient dry, flat land to allow development of active sports fields and open lawn areas. This park should be within walking distance (approximately ¼ mile) of one of the two housing areas, and be designed to provide for a variety of recreation opportunities.

It is important that these policies apply to the City Center, and within a clear boundary, and that they not be used to justify a lower park standard elsewhere in the City. It is also important to periodically re-evaluate these policies as development occurs.

### CCPS 5:

The park strategy for the City Center is designed to address the unique characteristics of development in that area, and is to be considered a minimum standard. This strategy is not appropriate outside the boundaries of the City Center.

CCPS 6: These park policies are based on a prediction that residential development will emphasize studio, one-bedroom units and other similar housing types, and will therefore tend to discourage families with children. If this predicted housing pattern does not occur, the demand for park and recreation facilities will increase, and will require a revision to the park strategy.

### CCPS 7:

The type of housing being developed should be monitored as part of regular reviews of the plan, and revisions to the park strategy should be adopted if the expected pattern of development does not occur.

The City's trail system must also be improved. Key to making this changed Level of Service standard work for the City Center is the ability to safely move through the City, and get to parks adjacent to the City Center, without using a car.

### CCPS 8: Complete Non-Motorized Transportation Plan

The City should complete its Non-Motorized Transportation Plan, and through it develop an interconnected public trail

system of sidewalks, bike lanes, walkway connections through properties, and trails on separated rights-of-way. To the extent possible, this trail system should emphasize loop routes rather than dead ends.

### CCPS 9: Improve Trails

Trails in general, and the Interurban Trail specifically, should be improved with waysides, better signage, and improved landscaping.

### CCPS 10: Complete Interurban Trail

The single most important trail project in the City Center is construction of the Interurban Trail overpass of 44<sup>th</sup> Ave. and the section of missing trail from 44<sup>th</sup> Ave. to 40<sup>th</sup> Ave. This “Missing Link” makes it impossible to use a significant length of existing right-of-way, and requires trail users to cross one of the City’s busiest streets. This project is critical to the successful use of a different park standard in the City Center. When this overpass is completed, users will be able to travel from Everett to Seattle on the Interurban Trail system.

### CCPS 11: Secure Property for Public Spaces

In order to prevent the development of land identified for public spaces, the City should secure options that would allow for eventual purchase of property for public spaces in the City Center. This would require a study of parcel size and configuration, ownership, property valuation, and availability. In some cases, there may be buildings on the property which will need to be phased out.

### CCPS 12: Analysis of Concepts, Feasibility and Financing

The City should prepare a study examining the preliminary designs, costs and financing strategies for the three major public spaces indicated in this Sub-area Plan. This work will be important to determine the form and timing of implementation. It can also provide data and information necessary for grant applications. Such a study should examine the issues and implications of parking on-site versus elsewhere. The study should provide a conceptual level design for each major public space identifying the key components. Financing options should also be examined, including the notion of contributions from private development.

**CCPS 13: Amend the City's Comprehensive Plan to Recognize City Center Public Spaces**  
The Parks, Recreation and Open Space Element of the City's Comprehensive Plan should be amended to incorporate the three major public spaces. It is important to show the spaces indicated in this Sub-area Plan in the context of other parks facilities for the city as a whole. This will, in turn, suggest other peripheral spaces as well as linkages that may be needed in the overall system of parks and trails.

**CCPS 14: Include City Center Public Spaces in the City's CIP**

In order to implement the directions in the Sub-area Plan, the City's Capital Improvement Program should incorporate line items for property acquisition, design, and development of the three identified public spaces.

**CCPS 15: Impact Mitigation Fees**

In accordance with State law, the City may impose impact fees on new development that can be used to help acquire or develop parks and other public spaces within the City Center.

### Development Strategies

Development strategies are based on a number of elements of economic work. First, an initial market analysis examined the current demands for commercial and residential space and looked at future potential. Second, development scenarios were prepared and compared with respect to costs and profit. Third, an evaluation of fiscal impacts has been conducted as a part of the EIS. All of this work has been done with an eye toward actual implementation of this plan. But implementation of the plan is more than just building projects that meet the vision. It is also an economic development effort that will enhance and expand the success of Lynnwood's City Center and existing and new businesses located there. The following recommended actions will support economic development efforts related to implementation of the City Center Plan.

### Permits and Approvals

As a part of this City Center Plan, a Planned Action Environmental Impact Statement Planned Action (EIS) was prepared that identifies probable impacts of growth anticipated to 2020, as well as measures that would mitigate such impacts. In addition to meeting the requirement for full disclosure as mandated by the State Environmental Policy Act (SEPA), this document allows the City of Lynnwood to make decisions regarding mitigation measures, such as local improvement districts (LIDs), impact fees and capital improvement projects. Furthermore, by identifying impacts at this early stage, individual development projects would not be required to prepare separate impact statements. The decisions on mitigation measures will be incorporated into a long-term mitigation program for the City Center, which will enable the City to expedite new projects by designating City Center redevelopment as a "Planned Action". Under a Planned Action, no environmental review is required. Instead, only an analysis of site-specific access issues would be required. This will make the process of gaining regulatory approvals for projects more attractive by reducing the timeline. As in any industry, but especially so in real estate and development, time is money. Time saved in the approvals process translates directly into more funds available to make projects feasible, allow faster phasing, and allocate more money to spend on higher quality design and materials. A City Center permitting process could include expedited processing for projects that implement the vision of the plan and meet added levels of design quality.

Moreover, the new land use code that has been adopted to implement this plan sends a clear message to developers regarding the City's expectations for development in the City Center. Knowing in advance the scale, mix, and design requirements will allow development projects to progress on a more predictable basis. The new code should be



simple, concise, and easy to understand and administer. Businesses are risk-averse and seek projects in environments that offer a high level of certainty. A clear code with a faster, more predictable process encourages development.

## Human Infrastructure

To further focus attention on the City Center, the City of Lynnwood may wish to concentrate efforts into a program for managing and smoothing the permit process. An effective way of doing this would be to create a “City Center Development Manager,” which could be an existing position or new position in the future. This individual (who would report to the City’s Economic Development Director) would help to shepherd projects and coordinate both review and discussions with various city departments. This individual would also look for opportunities to create connections between various private projects and between public and private projects. Furthermore, this person would serve as an advocate with the City Council, to assure a balance between regulation and implementation, and to quickly resolve disputes while keeping the process moving. Administration, Community Development, Public Works, Economic Development, Parks and Recreation, Human Resources, Risk Management, Fire, Police and other departments all have a role in seeing the City Center Plan succeed. Quickly resolving the inevitable differences that will arise, would be a key role. More than that, though, this person would be a spokesperson, cheerleader, and lobbyist. The intent is to ensure that each project accomplishes multiple objectives set forth by this plan.

Typically the transformation of a city center is greatly enhanced by having an organizational structure devoted just to that geographic area. To date, the South Snohomish County Chamber of Commerce is supportive of the City Center Project, but its business mission and constituency extend far beyond the geographic boundaries of the City Center. Early in the implementation process, an “umbrella organization” dedicated to advocacy, collaboration, marketing and financing of Lynnwood’s City Center should be formed. This organization will evolve over time, becoming a major leader in the continued development of the City Center. Unlike a business association, neighborhood association, or chamber of commerce, the umbrella organization advocates for the success of *all aspects of the Center*, gathering support from a broad base of interests – residents, business owners, property owners, cultural providers, nonprofits, and others. As staff and budget expand, it can take on other roles such as programming events, sponsoring initiatives, and attracting specific new businesses to the City Center. Initial funding could come from a combination of public and private sources, but the umbrella organization should be partially funded by dues from the business and property owners that it serves.



### Coordination and Collaboration

Creating a city center requires many different groups and individuals to work together over many years – the plan represents a 20-year vision. This requires that the parties involved – both public and private – adopt distinct attitudes about the effort. There needs to be a spirit of cooperation between government and the private sector. While there might not always be complete agreement on every course of action, the idea of being joint participants, rather than adversaries, is essential. Without this “partnership”, the plan will fail.

The City Center Plan is an ambitious plan that will involve stakeholders from all parts of the Lynnwood Community. In order to implement all aspects of this plan, it is necessary to recognize that neither the City nor private interests can do it alone. It needs the cooperation of many stakeholders and groups of stakeholders in order to support the plan and the City, and to help implement projects. Indeed, there may be many projects that further the plan that have no involvement from the City whatsoever. Some interest groups may be involved as advisors to the City and others may actually be partners in projects. When it comes to implementation, “special interests” is a positive term. In some cases, a particular project may be the only participation that a group has in the process. This is perfectly OK, as it still leads to a finished project that furthers development of Lynnwood’s City Center.

A project should be all-inclusive by definition – anything that furthers the success of the plan. As such, the greater community and its members can and should all play a role.

Wherever possible, the City should seek out opportunities for public-private and public-public partnerships. By combining public and private capital, the City can achieve projects that meet multiple public goals. Likely areas where the City or other public agencies can contribute to private development include affordable housing, infrastructure, transportation, parking structures, cultural and civic facilities, parks and recreation facilities and more.

In addition, the City will need to forge partnerships with other public agencies. Much work will need to be devoted to working with WSDOT to add new ramps from I-5 to create better access to the City Center. In addition, it will be important to work with both Sound Transit and Community Transit to identify opportunities for transit-supportive development and to perhaps define a joint project, along with a non-profit developer, for-profit developer or a combination of both. Another potential prospect for joint development activity is the School District as it owns a large, vacant parcel located in the Core district,



across the street from the Lynnwood Convention Center. Other possibilities for future collective efforts are Sno-Isle Library District, Edmonds Community College, County Housing Authority, and the Public Facilities District.

### Marketing

A critical aspect of any effort to transform a City Center is that of getting the word out – not in a passive way, but in a deliberate, coordinated fashion, targeting certain developers and institutions. A coordinated marketing effort should be carried out to advertise the development, business, and lifestyle opportunities that exist in Lynnwood’s City Center. While some of the marketing may be led by the Chamber of Commerce or the umbrella group, the City should also play a major part in this effort. A plan to develop content, allocate funding, and share responsibilities should be worked out as soon as possible. Marketing is an ongoing process, therefore, it is important to develop a multi-year marketing plan.

Marketing does not merely mean traditional advertising or brochures. It will be extremely important to create some successes on the ground early on, as success breed further success. Therefore, a number of specific projects and programs should be identified and vigorously implemented so that a new direction for the City Center is clearly communicated to the world of developers and investors. Indicating that they will find a supportive and cooperative city government to work with is a very important message to deliver. Developers and investors seek assurance and security and find them in areas where activity is already taking place. Therefore, early implementation projects serve both to implement the vision, but also to encourage and create momentum.

The combination of a refined regulatory environment (described earlier), a dedicated City Center Development Manager, an active umbrella organization, and a coordinated marketing effort will send a message to the investment community that Lynnwood is “open for business.” As successful projects get built, this message will spread throughout the region, further attracting investment to Lynnwood’s City Center. Lynnwood must tell the story of its successes and its growing City Center in order to build and maintain momentum.



### Monitoring

The plan and its implementation strategy will benefit from establishment of a formal, ongoing review process. An ongoing review process will evaluate policies and the degree to which the plan is being successfully implemented. Moreover, indicators of successful implementation become the “stories” that are told through the marketing efforts described earlier. All of the elements of implementation are linked.

As the plan evolves and the organization changes, it will become increasingly important for internal and external review. Most plans benefit from the opportunity to stop and examine progress periodically, using adopted performance measures, so that the means are consistent with the goals. Setting a date for review every three years is appropriate and necessary for Lynnwood – not unlike an annual budgeting process. The City Center Development Manager should have primary responsibility for monitoring implementation and scheduling of reviews. Ongoing review is also an ideal way to maintain the involvement of stakeholders and encourage participation from new ones from year to year.

### Priorities for Public Sector Investment

Funding of capital facilities is prioritized based on a variety of criteria intended to support public services throughout the City. As part of this process, the City will establish a funding strategy for new capital facilities within the City Center.

While this Sub-Area Plan states the City’s intent and support for redevelopment of the entire City Center area, the City also intends to establish priorities among portions of the area for the purpose of targeting the City’s limited resources. Setting these priorities is intended to guide and direct the City’s investments (staff resources and funding) on supporting redevelopment in the City Center. In particular, as funds are available, the City will financially support traffic, parks, utility and other mitigation where it directly supports redevelopment of these priority areas.

Setting priority areas is not meant to preclude development in other areas, nor is it intended to preclude City support of redevelopment in other areas. It simply means that the City’s initiatives would be focused in the priority areas. The City may help take advantage of redevelopment opportunities outside of the priority areas if the opportunity would substantially advance the vision and goals of this Sub-Area Plan.

### DEVELOPMENT POLICIES

#### CCE 1: Development Manager

Create the position of City Center Development Manager, as a part of the administration of the City. (Position could be an existing one or a new one.)

#### CCE 2: Umbrella Group

The City should support the creation of a City Center umbrella group, such as a Downtown Association including potentially funding the organization in its early years.

#### CCE 3: Joint Projects

Establish agreements with other agencies and the private sector to pursue joint projects that can carry out the objectives of both the City and the agency.

#### CCE 4: Marketing Plan

Prepare a marketing plan for telling the “story” of the City Center and to identify programs, people and organizations that can play different roles in redevelopment.

#### CCE 5: State Legislation

The City should avail itself of any state legislation that can induce development into the City Center, such as the Tax Abatement provisions for multiple family housing.

#### CCE 6: Monitor

Establish a process and timeline for ongoing review of the City Center Plan and its implementation.

#### CCE 7: Encourage Projects

Foster projects that attract major new investment, quality jobs, retail shops and services, entertainment, public spaces, cultural attractions and governmental functions that meet the objectives of this plan.

### CCE 8: Capture Market Potentials

Capture the economic and market potential of Lynnwood's geographic location through the creation of a mixed-use city center that provides for the needs of Lynnwood residents and serves the sub-regional population of south Snohomish County and north King County.

### CCE 9: Attract Investment

Attract private and public investment for new development projects and redevelopment of existing properties.

### CCE 10: Identify Resources

Identify and direct private and public resources to achieve the vision of the City Center Plan and enhance the city's tax base.

### CCE 11: Form Partnerships

Form partnerships with for-profit entities, non-profit entities, and other government agencies to provide for investment and improvements in the Lynnwood City Center.

### CCE 12: Collaboration

Work in combination with the Chamber of Commerce, property owners, businesses, and other entities as may be appropriate to promote and market the city center to investors and businesses.

### CCE 13: Economic Analysis

Prepare as an on-going activity an analysis of the demographic, economic, real estate and fiscal characteristics and trends of the Lynnwood City Center Project and surrounding area.

### CCE 14 Priorities for City Investment

The priority areas for the City's investments are:

First priority: The City Center Triangle (that area bounded by 196<sup>th</sup> Street, 44<sup>th</sup> Avenue West and Interstate 5).

Second Priority: The properties adjacent to the catalyst projects of the transit center and convention center.



## Capital Facilities / Utilities

### Sanitary Sewer

The City of Lynnwood Comprehensive Sewer Plan discusses the sanitary sewer system including collection sewers, pump stations, and the wastewater treatment plant. Two documents from the current update of this Plan, “Technical Memorandum No. 1 - Wastewater System Planning Data” dated November 12, 2003, and “Technical Memorandum No. 2 - Wastewater Capital Improvement Projects for The City Center” dated January 30, 2004, were referenced for information regarding the existing system and to define improvements.

#### *Collection Sewers*

As the City Center Sub-Area is redeveloped, the existing sanitary sewer in the local streets will see an increase in flows. Proposed development for the Sub-Area is expected to increase the sanitary sewer flows by 283,000 gallons per day (gpd) in 2013 and 708,000 gpd in 2023. Hydraulic modeling to verify the size requirements of new mains has been done as part of the comprehensive plan update. As development occurs, main extensions must be provided to tie into the existing trunk lines.

#### *Pump Stations & Interceptors*

All of the wastewater generated in the City Center Sub-Area flows to Lift Station 10, either by gravity or from forcemains associated with pump stations No. 4 and 8. Flow collected at Lift Station No. 10 is pumped to a 36-inch inceptor line via a 9,500 ft 24-inch force main, where it then gravity flows to the treatment plant. The capacity of Lift Station 10 is 6,000 gallons per minute (8.84 million gallons per day). Since existing peak hour flows exceed the capacity, modifications to Lift Station No. 10 will be required, or construction of a new lift station to bypass a portion of the flow.

The interceptor sewer in 76th Ave, between 178th and 182nd Streets, is over capacity at current flows due to infiltration and inflow during storm events. Increased flows from the City Center redevelopment will exacerbate this condition and cause a surcharge in the 36-inch sewer and between 204th and 200th Streets. A “High-Flow” by-pass, up-sizing of the existing pipes or other solutions to increase capacity will have to be implemented.

### *Wastewater Treatment Plant*

The Comprehensive Sewer Plan lists the design criteria for the wastewater treatment plant (WWTP) as Average Flow, Maximum Month as 7.4 mgd with a Peak Design Flow of 14.2 mgd. It is projected that with completion of the City Center project, influent flows will approach the rated hydraulic capacity of the WWTP by 2023. Maximum peak hour flows are projected to reach 13.76 mgd. Additionally the WWTP will be below its rated capacity for BOD & TSS loading with the City Center project.

Therefore no capital improvement projects are expected at the WWTP to accommodate the City Center project. However, capital improvement projects in addition to those identified may be needed before year 2023 at the WWTP or in the collection system based on future capacity concerns. As mandated by the State Department of Ecology, a City must submit a plan and schedule within five years of when they project to exceed 85% of the WWTP influent flow of loading capacity. Based on projections, the City may exceed the 85% flow and BOD solids loading prior to 2023 unless infiltration and inflow are reduced, and BOD handling increased.

### Water

The City of Lynnwood Water System Comprehensive Plan Update, August 1998 and “Technical Memorandum No. 1 - Wastewater System Planning Data” dated November 4, 2003, were referenced for information regarding the existing water system, and to define system improvements.

#### *Water Supply and Storage*

The City of Lynnwood purchases water from the Alderwood Water District (AWD) under an agreement that includes peak supply. The City owns and operates the water conveyance system, ranging from 4-inch to 30-inch transmission lines, in three pressure zones within public right-of-ways and easements. The system includes two storage tanks in pressure zone 573. The City Center Sub-Area is contained in the 573 and the 635 pressure zones.

The City has an agreement with the AWD to purchase water, including payment for peak demand beyond a predetermined level of service, and for additional storage. The projected increase in average day water demand is 0.51 million gallons per day (mgd) in 2013 and 1.27 mgd in 2023. Even when this increase is added with the increase from projected city-wide population growth, the total increase is within available source and storage capacities.

#### *Water Distribution*

The Water Comprehensive Plan Update includes several recommendations to replace and upsize existing pipes. These recommendations can be combined with new water pipes to provide the most efficient distribution system. New development will require the installation of 8-inch diameter mains in new street rights-of-way distribution lines.

The current fire flow requirement for Zone 573 is 6000 gallons per minute for six hours at the Alderwood Mall. This requirement was evaluated with the Fire Marshal for high intensity development planned for the Core Area. Installation of 8-inch diameter watermains in new streets can adequately provide fire flows above 5,000 gpm on the periphery of each block.

### Storm Drainage

The City Center Sub-Area will be redeveloped under the City codes that are in place at the time that the redevelopment occurs. Currently, the City is requiring through the Environmental Review Process that projects meet the Washington State Department of Ecology (DOE) regulations for stormwater detention and treatment. These regulations will be used for all private and public improvements within the Sub-Area. New developments will utilize those methods for detaining and treating stormwater flows before release to the storm sewer system.

The Sub-Area lies within five drainage basins. Runoff from the upper portions of these basins flows through existing storm sewer trunk mains within the Sub-Area. The existing trunk mains will need to remain in service. Existing city streets requiring widening or reconstruction will have conveyance, detention, and treatment improvements to ensure the new improvements meet current stormwater design guidelines.

New City streets will have collection, treatment, and detention systems. These new systems will be connected to the existing storm sewer trunk mains. Redeveloped parcels within the Sub-Area will upgrade their on-site systems to provide detention and treatment before discharge to the public storm sewer. This will result in decreased peak runoff rates and improved water quality. As redevelopment occurs the Sub-Area will become more compliant with stormwater management practices.

The City of Lynnwood Comprehensive Flood and Drainage Management Plan, R.W. Beck, June 1998, indicates that there are flooding problems near the intersection of 44<sup>th</sup> Avenue W and Interstate 5. By requiring all redevelopment and new street improvements to detain water before release into the storm sewer system, some of the flooding problems that occur at this location as well as the other culvert crossings under Interstate 5 may be lessened.

## Power, Communications, Gas

Franchise utility services are provided by the following:

Power	Snohomish County PUD
Telephone	Verizon
Communications	AT&T Broadband
Gas	Puget Sound Energy

Every provider’s system will have to be upgraded to meet future growth within the Sub-Area. Typically franchise utility service providers upgrade their systems to meet anticipated demand. Close coordination between City planners and franchise utility staff should continue as elements of the plan are developed to ensure that demand for services closely follows construction of the improvements.

To enhance the streetscape, all overhead utilities should be moved underground, and a utility undergrounding study conducted. The study should identify typical locations within city right of way for placing utilities, determine where a common trench can be used and define a phasing sequence that is coordinated with construction of other public improvements.

### *Power*

The existing substation adjacent to I-5 currently serves the City Center area and has limited expansion potential due to a lack of space. The substation located behind Target is reportedly at 50% of capacity and could be expanded to help meet increased demand.

### *Telephone*

Verizon will need a new transmission center and concrete encased duct bank network to serve the area. Based on development projections, a 4 or 6 way duct bank with accesses spaced every 500 feet will be needed. The accesses should be sited so to allow access without disrupting traffic.

### *Gas*

Mains would be installed in all new streets. PSE prefers to locate the gas mains under the sidewalk. Relocation of the existing 12-inch diameter high pressure main in 44<sup>th</sup> Ave. W should be avoided if possible.



### CAPITAL FACILITIES POLICIES

#### CCCF 1: New Conveyance and Hydraulic Modeling

Install new sewer conveyance in all new streets and evaluate existing sewers for capacity. Replace existing sewers that cannot meet future capacity requirements. Utilize a hydraulic model based on peak flows and street grades to size conveyance.

#### CCCF 2: Water Distribution

Install new watermains in all new streets. New pipes should be sized to minimize the length of existing pipe that will have to be replaced in order for the entire network to meet domestic and fire flow requirements.

#### CCCF 3: Water Conservation

Promote low water use devices in the design of all facilities including low water landscaping.

#### CCCF 4: Storm Drainage Requirements

Require all new and redeveloped streets and properties to meet the current storm drainage requirements set forth by the City.

#### CCCF 5: New City Street Analysis

Conduct a detailed drainage study in conjunction with the design of the City Center street improvements to identify detention and treatment facilities for new City streets. Minimize the number of new public detention and treatment facilities, and locate facilities within existing or new street rights-of-way.

#### CCCF 6: Public Spaces and Storm Water Detention

New stormwater detention and drainage facilities should be designed to include public park and open space amenities wherever possible. These stormwater detention and drainage facilities shall not substitute for the park and open space requirements for new development.

### CCCF 7: LID Formation

Consider forming a Local Improvement District as a way of funding utilities, street and storm drainage improvements.

### CCCF 8: Underground Overhead Utilities

Underground all overhead utilities. Where possible combine dry utilities in a common trench to preserve ROW for other uses.

### CCCF 9: Underground Utility Study

Conduct an underground utility study with participation from City and all franchise utility staffs to identify critical phasing.

### CCCF 10: Decorative Utility Covers

The City should consider commissioning an artist to create a decorative utility cover to reflect the image of the community. This cover would become the standard for the Sub-Area and would be required on all utility accesses located within the sidewalk area.

### CCCF 11: Expand Service Capacity

Work with utilities and other service providers to plan for and coordinate expansion of service capacity.

## V. Proposed Strategic Projects & Programs

In order to accomplish the many directions described in this plan, there will need to be a number of actions taken by both public and private entities. Some will be specific projects while others will be enduring programs. The following suggests the key elements of implementation.

### Initial Working List

The following projects and programs are listed here as a logical outgrowth of the policies contained in this plan. They are not listed in any order of priority.

### Projects

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- Work with Sound Transit and private developers to develop a design build project of housing in the air rights above the new parking lot next to the expanded transit center.
- Incorporate into the City's Capital Facilities Program plans the following projects:
  - widening 196<sup>th</sup> to add one lane each direction
  - widening 44<sup>th</sup> to add one lane northbound (these widening project should include street trees, new lighting and undergrounding of utilities)
  - adding signals and intersection improvements in locations indicate by the Transportation Section
  - acquiring right-of-way for the future secondary grid street network through both dedications and purchase improving utilities to serve the City Center
- Incorporate into the City's Capital Facilities Program, street improvements and the acquisition of parcels to create major public spaces. A town square in the Core and a public square in the West End should be high priorities. Such spaces might also have private sector participation in their development.
- Work with the State and legislative delegation to put into motion plans and funding for adding new ramps to I-5, as identified in the Transportation Section.
- Work with the School District to identify potential development options for the parcel the district owns on 196<sup>th</sup> Street SW. Any development options should reinforce future phases of the convention center development to the north.
- Work with private property owners and developers to identify key short term development projects that could work as catalysts in attracting other developers.

## V. Proposed Strategic Projects & Programs

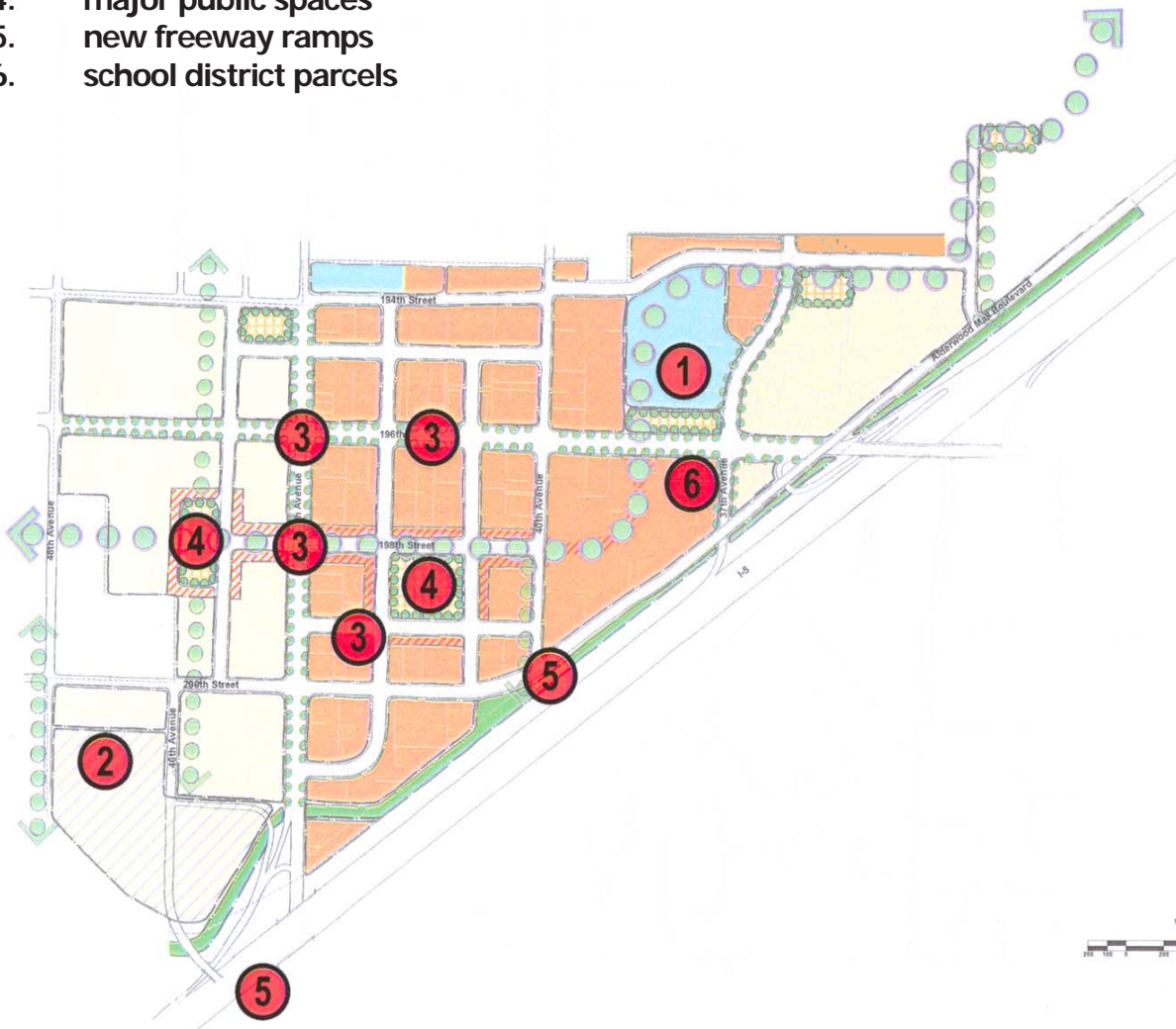
### Programs

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- Adopt amendments to the building code to allow 4-5 floors of wood frame construction on top of a concrete base.
- Adopt an ordinance to allow the State-authorized ten year tax abatement program for multiple family residential development to be applied within the City Center.
- Explore a phased program for consolidating city offices into a government center, possibly along with a local transit center and a new library on a site within the City Center.
- Form an “umbrella organization” dedicated to advocacy, collaboration, marketing and financing for the City Center.
- Create the position of City Center Development Manager to promote and oversee public and private investment.
- Create special mechanisms such as Local Improvement Districts (LID’s) or Business Improvement Districts (BID’s) to accomplish projects and programs.
- Review State legislation that may help achieve the City Center Plan and implement these provisions.
- Establish a City Center Parking Management Program, together with a program of Residential Parking Permits for neighborhoods outside of the City Center.
- Develop a Marketing Program for the City Center.
- Develop a traffic mitigation program

### Potential Projects

1. convention center expansion
2. housing over transit center
3. street improvement projects
4. major public spaces
5. new freeway ramps
6. school district parcels



City of Lynnwood  
Community Development Department  
City Center Sub-Area Plan digital document paths

Adobe PageMaker and PDF files:

**Entire Document (91-pages including this page)**

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