Lynnwood Planning Commission **Meeting of November 8, 2012**	
Staff Report Agenda Item: E-1 Discussion: City Center Project Prioritization	☐ Public Hearing ☐ Informal Public Meeting ☒ Work Session ☐ Business ☐ Information ☐ Miscellaneous
Lynnwood Economic Development Dept.	

ACTION
For discussion

SUMMARY
The purpose of this agenda item is to discuss proposed evaluation criteria for prioritization of City Center projects (primarily capital improvements). The evaluation criteria are based on policies and information from City of Lynnwood documents to guide strategic investments.

BACKGROUND
Between 2004 and 2011, the City of Lynnwood prepared plans and reports for City Center implementation. In 2012, the City of Lynnwood amended the City Center Grid Street Ordinance revising future public streets (Ord. 2937). This work identified key projects that have been compiled into the draft City Center Prioritization Guide.

The inter-departmental working group (departments of Public Works, Parks, Recreation and Cultural Arts, Community Development, Economic Development, and Fire Department) have discussed the projects and identified proposed weighted evaluation criteria to proceed with City Center project prioritization. The projects should be prioritized to achieve the most effective implementation of the City Center and bring the vision to reality.

Additional information is provided in the attached draft City Center Project Prioritization Guide including guiding policies and plan excerpts, process for prioritizing, project descriptions, and the proposed evaluation criteria.

Staff is interested in receiving feedback on the proposed evaluation criteria (page 23 of the attached draft City Center Project Prioritization Guide).

NEXT STEPS
- **November-December 2012:** Discussions on the proposed evaluation criteria with stakeholder groups.
- **1st - 2nd Quarter 2013:** City Council work sessions and action.
- **3rd - 4th Quarter 2013:** Add priority projects to City's applicable investment plans.

RECOMMENDATION
For discussion

ATTACHMENTS
1) Presentation
2) Draft City Center Project Prioritization Guide

LYNNWOOD
WASHINGTON

CITY CENTER

Project Prioritization

Lynnwood Planning Commission
November 8, 2012

Tonight's Discussion

Seeking Feedback on Evaluation Criteria

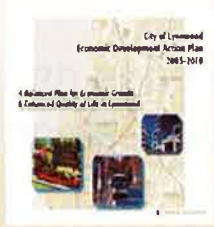
- City Center Background
- Prioritization Process
- Evaluation Criteria

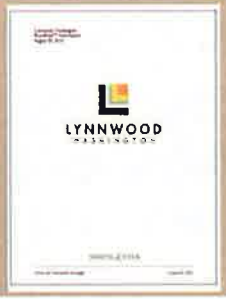
City Center Objectives

- Focus growth towards a concentrated, mixed-use, pedestrian friendly and transit supportive center
- Create an attractive, functional, comfortable and sustainable place for Lynnwood citizens
- Develop a distinct, strong identity for Lynnwood
- Establish strategies to guide Lynnwood's transformation
- Capture and retain revenues from a diversified local economy that includes a varied employment base and regional attractions
- Advance the long term vision of the City Center Task Force

Policy Guidance for Project Prioritization

- **Economic Development Action Plan (Adopted 2004)**
- **City Center Sub-Area Plan (Adopted 2005)**
- **Lynnwood Moving Forward: Our Community Vision (Adopted 2009)**
- **Lynnwood, WA BrandPrint™ Final Report (Adopted 2011)**





City Center Plans & Reports 2004-2011

- City Center Environmental Impact Statement
- City Center Sub-Area Plan
- City Center Market Analysis and Absorption Study
- City Center Parks Master Plan
- City Center Access Study
- LID Feasibility Study Phase 1
- Mode Split for City Center Street Master Plan
- City Center Street Master Plan
- City Center VMT & CO2 Emissions Modeling Report
- Extension of Light Rail to Lynnwood City Center

Prioritization Process

PURPOSE: To prioritize investments in public projects that achieve the best outcome for City Center implementation.

1. Sub-Area Plan and Seed Money Projects
2. Aggregate Implementation Projects from Plans & Reports
3. Determine Project Prioritization Criteria and Points
4. Discuss Prioritization Process with Stakeholders & City Council — WE ARE HERE
5. Evaluate Implementation Projects based on Criteria
   - Identify Potential Funding Opportunities
   - Identify Potential Partners and Partnership Opportunities
6. Discuss Project Prioritization with City Council
7. Present Project Prioritization to Council for Decision Making
8. Incorporate Priority Projects into TIP, CFP & SIP

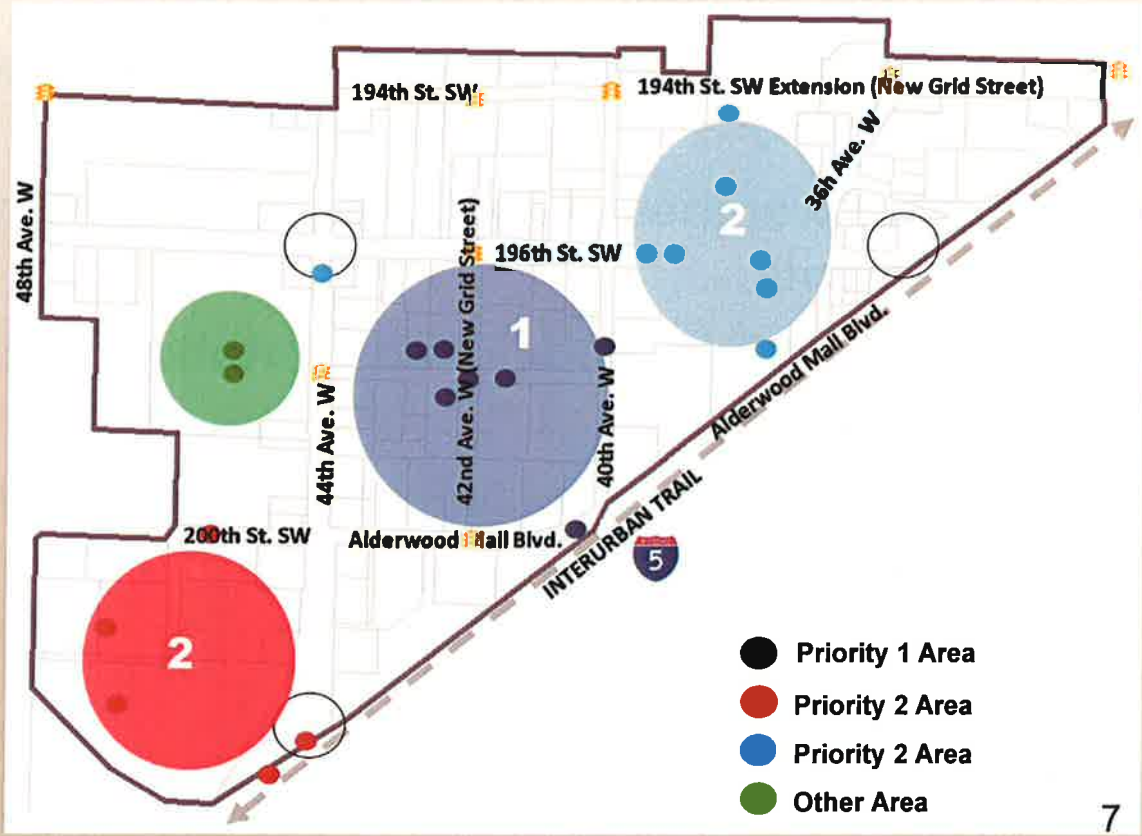
Projects
(see handout for details)

"Development Policy 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 196th Street, 44th Ave W and Interstate 5).
- **Second Priority:** The properties adjacent to the catalyst projects of the transit center and convention center."

- City Center Sub-Area Plan (p. 79)

- **Transportation**
- **Pedestrian**
- **Transit**
- **Partnerships**
- **Utilities**



Evaluation Criteria

(see handout for details)

- Indirect Opportunities for Permanent Job Creation (W)
- Catalyst for Private Investment (W)
- Required for Mitigation / Operational Performance
- Potential Eligibility for Grant Funding
- Interrelationship / Linkage with Other Public or Partnered Projects in the list
- Public Awareness / Implementation of City Vision and other Guiding Documents
- Improves Multi-Modal Transportation Use or environmental sustainability (W)
- Provides strategic placemaking / Improves aesthetic environment (W)
- Partnership Opportunities

(W) indicates weighted criteria

Evaluation Criteria Discussion Topics

- What criteria should be added?
- What criteria should be removed?
- How should the points for the criteria be assigned?
- What criteria should be weighted?

City Center
Project Prioritization
DRAFT FOR DISCUSSION PURPOSES

NOVEMBER 1, 2012

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INTRODUCTION & OVERVIEW

PURPOSE: The purpose of this guide is to create priorities for investments in public projects that will best further implementation of the City Center.

The City Center Work Group team drafted this Guide to Project Prioritization utilizing policies and guidance from completed plans and adopted policies, some of which are noted below. The framework for the prioritization process was the pedestrian and bicycle skeleton network prioritization.

The guide will be laid out as a four step process with supplemental information. The steps are:

Current Step:

- Step 1: Establish evaluation criteria, points and weights if needed.

Future Steps:

- Step 2: Score the proposed projects against the evaluation criteria.
- Step 3: Estimate the possible project linkages from the list, partnerships and funding options for the top projects
- Step 4 Conclusion: Prioritized City Center project list, by category.

NEXT STEPS: Lynnwood Council received an FYI memo regarding the prioritization process on October 29, 2012. In November and December 2012, stakeholders will be presented with background, what the projects are and the proposed evaluation criteria. In early 2013, City Council will be presented with the proposed evaluation criteria including stakeholder recommendations. From there feedback will be received and staff will present proposed scoring for prioritizing projects to be added into the next cycle of TIP, CFP and SIP updates.

POTENTIAL FUNDING & PARTNERS: Implementing and achieving the vision for a City Center will require both long term planning and flexibility. Partners and funding sources will change over time. Possible funding sources and partnership opportunities will be identified through the prioritization process.

The following are relevant excerpts and policies from City of Lynnwood documents to guide investment prioritization:

Economic Development Action Plan (2004)

Implement the City Center Plan

- *Adopt and implement the City Center Plan and policies.*
- *Capture the employment growth projected in the City Center Plan by attracting employers in targeted industries.*
- *Encourage projects that enhance the community through quality urban design.*
- *Establish the City Center as a focus for governmental activities, i.e. Convention Center, library, Edmonds School District offi ces, Edmonds Community College business support programs, Snohomish County District Court and governmental services for all levels of government [related to the College District efforts,2-B-5, page 20].*
- *Create an ongoing marketing program for the City Center.*
- *Conduct ongoing market analysis.*
- *Create a detailed list of available properties that could support redevelopment.*
- *Identify and implement potential development opportunities and options.*
- *Adopt community renewal strategy.*
- *Prepare legislative strategies and lobbying.*
- *Adopt state-authorized 10-year tax abatement program.*
- *Develop property acquisition strategy and parameters.*
- *Develop phased program for consolidation of City offi ces and facilities.*
- *Implement an umbrella Business Improvement District (BID) for operations and maintenance.*
- *Implement a parking management program.*

City Center Sub-Area Plan (2005, Amended 2007)

*"**Marketing:** 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...*

*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." **(P.76)***

*"**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." ***(P.77)***

"Development Policy 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 196th Street, 44th Avenue West and Interstate 5). Second Priority: The properties adjacent to the catalyst projects of the transit center and convention center."* ***(P. 79)***

Lynnwood Moving Forward: Our Community Vision (2010)

To be a welcoming city that builds a healthy and sustainable environment.

- *Safe and walk-able interconnecting residential and commercial neighborhoods*
- *Vibrant city center*
- *Promote Lynnwood as an affordable place to live, work, and play*
- *Aesthetic neighborhood quality through code enforcement*
- *Preserve and expand natural spaces, parks, and cultural diversity and heritage*
- *Integrate the built environment to support the natural environment*
- *Encourage economic development*

To encourage a broad business base in sector, size and related employment, and promote high quality development.

- *Promote high quality, sustainable development and design (LEED)*
- *Protect residential areas from commercial use*

To invest in preserving and expanding parks, recreation, and community programs.

- *Develop a network of pedestrian and bike trails for recreation and transportation*
- *Encourage business/organization partnerships & participation to create and promote community events*
- *Create civic pride through cultural arts, events, parks, and services*
- *Promote healthy lifestyles*
- *Use parks and cultural arts to attract economic growth*

To invest in efficient, integrated, local and regional transportation systems.

- *Improve pedestrian and bike flow, safety, and connectivity*
- *Support the needs of commuters and non-commuters*
- *Reduce traffic congestion*

To be a city that is responsive to the wants and needs of our citizens.

- *Develop goals and objectives that benefit residents and businesses*
- *Create/enhance Lynnwood's brand identity*
- *Promote Lynnwood's convenient location to maximize opportunities and benefits*
- *Be environmentally friendly – sustainable*

Lynnwood, WA BrandPrint™ Final Report (2010)

SWOT EXCERPTS:

WEAKNESSES:

- ***Lack of a downtown****: Part of the problem of the community lacking cohesiveness stems from its lack of a downtown or central gathering place.*

OPPORTUNITIES:

- ***City Center:*** *The proposed project will give Lynnwood the much-needed focal point its residents and businesses crave.*

THREATS:

- ***Cluttered, disjointed aesthetic:*** *While managing growth, Lynnwood must also strive for an uncluttered aesthetic along with developing defined boundaries (City entryway signage, green space, City Center). Without a clear vision for its "look," the city allows others to define that look for it, which could have negative consequences.*

MOST-MENTIONED CHALLENGES:

- *Not well defined geographically - City has no "heart" and no "skin" (no city center and no defined boundaries)*
- *Laissez-faire attitude to economic development is both good and bad. When the market is down (as in now), it means important projects like City Center don't happen.*

MOST-MENTIONED OPPORTUNITIES:

- ***General:*** *Need physical realization of the changes that can happen (even if it's flower baskets, etc. so that the residents can see that positive things are happening. They need something to be proud of)*
- ***Business:*** *City Center: If investment interest can be found*

STAKEHOLDER PERCEPTION SURVEY EXCERPTS:

What are the biggest challenges currently facing Lynnwood?

- *No downtown*

What are the biggest opportunities for growth in Lynnwood?

- *Downtown/City Center*

In your opinion, what would be the best way for Lynnwood to attract more visitors?

- *Create a downtown/focal point for the city*

In your opinion, what would be the best way for Lynnwood to attract more business development?

- *Downtown/City Center*

If you could add something to Lynnwood, what would you add?

- *Downtown*

Describe Lynnwood in ten years?

- *New downtown area*

COMMUNITY-WIDE SURVEY EXCERPTS:

The single greatest challenge currently facing Lynnwood is...

- *No downtown (2nd highest response rate at 18%)*

The single greatest opportunity for growth in Lynnwood is...

- *Developing a focal point for the city (Downtown/City Center) (highest response rate at 36.9%)*

If you could add one thing to Lynnwood, what would you add first?

- *Downtown/City Center (highest response rate at 44.4%)*

In your opinion, what would be the best way for Lynnwood to attract more business development?

- *Beautify Downtown area (highest response rate at 36.1%)*

What are your hopes for the future of Lynnwood?

- *Creating a downtown/city center (highest response rate at 39.1%)*

PROCESS

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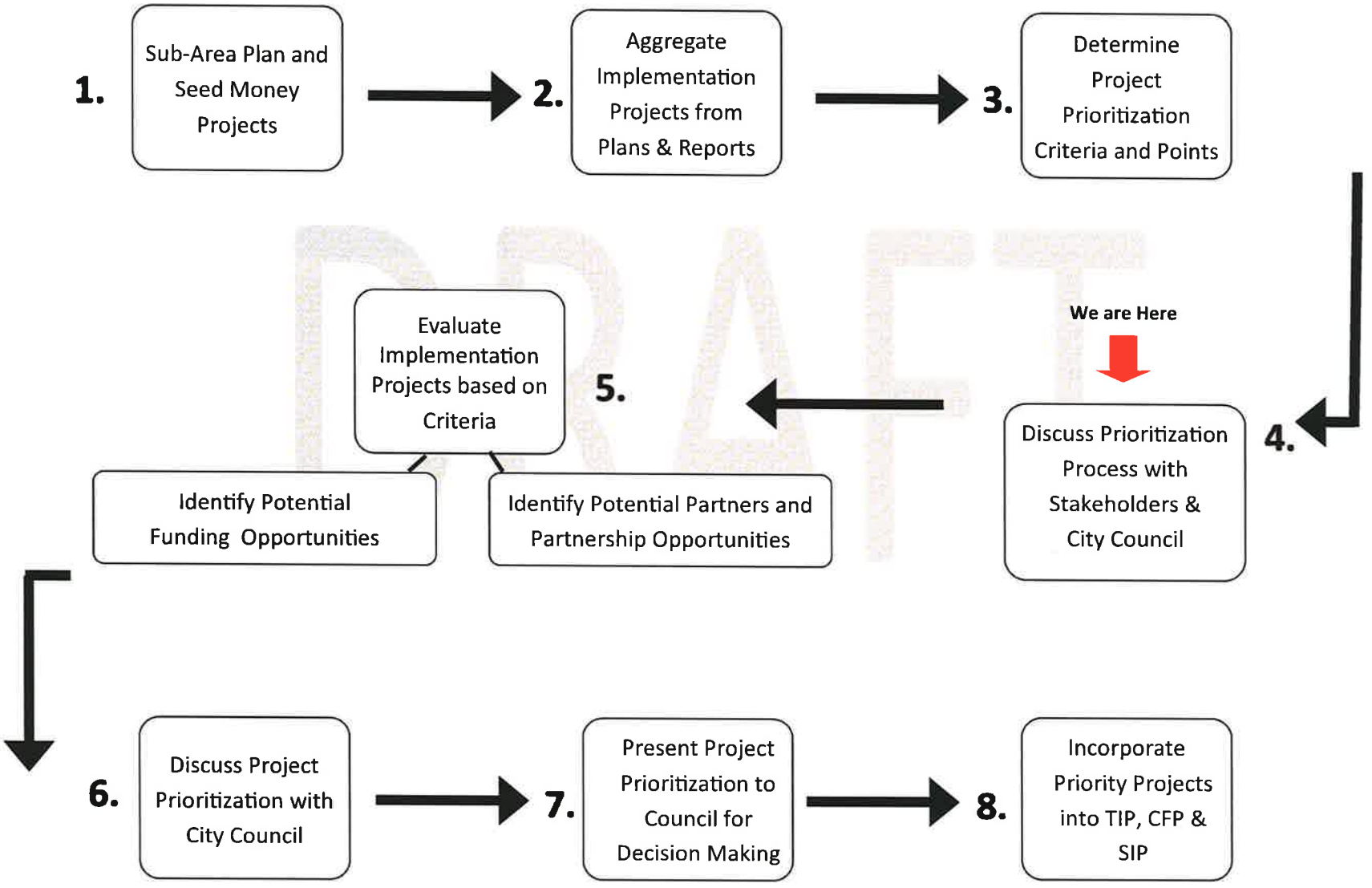
PRIORITIZATION PROCESS CHART



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PROJECT DESCRIPTIONS

1. TRANSPORTATION:

Overall Policy: SUB-AREA PLAN CCUD 1: P. 63 - Streets as Urban Design Elements

A. 42nd Ave. W (New Grid Street)

Project Description: The proposed 42nd Ave. W provides primary collector access to the City Center and establishes the primary block structure of the City Center. It is a system improvement eligible for a wide range of funding sources. 42nd Ave. W is a new street proposed from Alderwood Mall Blvd (AMB) to 194th Ave. W. Three new traffic signals are proposed with this new street at the 194th St. SW, 196th St. SW and AMB intersections. 42nd Ave. W provides multi-modal connections with shared auto/bike lanes acting as a north south connector to the central Promenade Street (198th St. SW) and towards the Interurban Trail. 16ft sidewalks with amenities offer an enhanced pedestrian experience connecting to the Promenade Street.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCT 6 P. 54, 88
- City Center Street Master Plan

B. 194th St. SW Extension (New Grid Street)

Project Description: 194th St. SW is part of the collector street system to provide relief to 196th St. SW and accommodate linkages to the Alderwood / City Center Transition Area to the northeast and access to south. The proposal is to extend the existing street from 40th Ave. W to 33rd Ave W. 194th provides a connection at the northern boundary of the City Center, 194th St. SW provides multi-modal connections with dedicated bicycle lanes on both sides of the street and 12 ft. wide sidewalks, acting as an east/west connector to the towards the Alderwood Mall area and Alderwood City Center Transition Area. Added amenities are proposed with redevelopment to offer an enhanced pedestrian experience connecting to the Promenade Street and the Alderwood-City Center Transition Area. Four new traffic signals are proposed with this street extension at the 48th Ave. W, 42nd Ave. W, 40th Ave. W 36th Ave. W and 33rd Ave. W intersections.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCT 6 P. 54, 88
- City Center Street Master Plan

C. 196th St. SW Improvements

Project Description: The project adds capacity and creates an identity for the corridor. Improvements proposed to 196th St. SW include street widening, possible Bus Rapid Transit Lanes providing a link to Hwy 99 SWIFT rapid transit, medians for safety and aesthetics and sidewalk widening with street trees. The inclusion of BAT lanes will serve transit and address the projected mode split. 196th St. SW is a state highway and provides primary boulevard

access to and through the City Center. 196th St. SW improvements are proposed from 48th Ave. W to 36th Ave. W. Widened sidewalks with new street trees at the curb will help buffer pedestrians from the high traffic volumes. One new traffic signal is proposed with this new street at the future 42nd Ave. W intersection. This project may integrate with the widening of northbound 44th Ave. W.

Status: Preliminary Approval for Design Grant

Source Documents:

- City Center Sub-Area Plan CCT 7, 12, 13 P. 54, 55, 88, 90
- City Center Street Master Plan
- 196th St. SW March 2012 Design Report

D. 44th Ave. W Improvements

Project Description: In relation to the SR 524 (196th St. SW) improvements, northbound 44th Ave. W will require widening and sidewalk improvements improving the pedestrian experience and safety. Add a second left turn only lane for the northbound approach at the 196th St. SW and 44th Ave. W intersection

Status: This project will complete the previous widening of 44th Ave. W to the south of 196th St. SW.

Source Documents:

- City Center Sub-Area Plan CCT 8 P.54, 88
- City Center Street Master Plan

E. 40th Ave. W Improvements

Project Description: Widen 40th Ave. W where needed to accommodate new bicycle lanes and widened sidewalks on both sides of the street. The sidewalk will include amenities creating a pedestrian friendly environment that connects to the Promenade and Interurban Trail. Existing ROW varies from 60-80 feet, total ROW needed is 76 feet.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCT 14 P. 55, 88
- City Center Street Master Plan

F. 200th St. SW Improvements

a. Project Description: Widen 200th St. SW where needed to add new lanes, accommodate new bicycle lanes and widened sidewalks on both sides of the street. Existing ROW on 200th for 5 lane sections is 60 feet, total ROW needed is 99 feet. Existing and proposed ROW varies. Add a second left turn only lane to westbound approach and eliminate a split signal phasing at the 200th St. SW and 44th Ave. W intersection

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Status: Planned

Source Documents:

- City Center Sub-Area Plan CCT 7 P. 54, 88
- City Center Street Master Plan
- 196th St. SW March 2012 Design Report Appendix C (200th St. SW)

G. 179th Street SW (Maple Road)

Project Description: Build 179th St. SW (Maple Road) as a 3 lane road without on-street parking, between 36th Ave. W and Alderwood Mall Pkwy.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCT 7 P. 54

H. 36th Ave. W / 35th Ave. W Improvements

Project Description: This two mile long project was previously identified as a City Center traffic mitigation project. The project is a joint effort between Snohomish County and the City to provide traffic improvements along the arterial corridor between Maple Road and SR-99. Preliminary plans include additional lane(s) (exact locations have not yet been identified), continuous sidewalks, landscape features, and bicycle facilities. A new roundabout is planned for the 36th/172nd Intersection and a new traffic signal is planned for the 36th/Maple Rd/179th Intersection.

Status: Underway. The City and County have received a $1,750,000 federal grant to complete design and right-of-way acquisition for this project.

Source Documents:

- City Center Sub-Area Plan CCT 7 P. 54
- City Center Street Master Plan

I. Poplar Way Extension (New Bridge Over I-5)

Project Description: Construction of a bridge across I-5 to connect Poplar Way and 33rd Ave. W. This project was the second highest priority project identified by the City Center Access Study. The project will provide a more direct route to northbound I-5 at Poplar Way and will alleviate congestion along Alderwood Mall Parkway and along 196th St. SW. Pedestrian connectivity will also be improved with this project.

Status: Preliminary Design Underway. Grant funding received.

Source Documents:

- City Center Access Study

J. Future I-5 Interchanges

Project Descriptions:

a. Connecting ramp from southbound I-5 to westbound SR 525
b. Northbound on-ramp to I-5 from 44th Ave. W

c. Southbound off ramp from I-5 to Alderwood Mall Blvd or 44th Ave. W

Status: Planned, may be needed after 2020.

Source Documents:

- City Center Sub-Area Plan CCT 5 P. 53

K. New Traffic Signals

Project Descriptions: Improve the following unsignalized intersections by adding traffic signals:

a. 48th Ave. W and 194th St. SW intersection
b. 44th Ave. W and 198th St. SW intersection
c. 42nd Ave. W and 194th St. SW intersection
d. 42nd Ave. W and 196th St. SW intersection
e. 42nd Ave. W and Alderwood Mall Blvd intersection
f. 40th Ave. W and 194th St. SW intersection
g. 36th Ave. W and 194th St. SW intersection
h. 33rd Ave. W and 194th St. SW intersection

Status: Planned. Completed new signal at 40th Ave. W and Alderwood Mall Blvd. 48th Ave. W. to be completed as a separate project, otherwise new traffic signals will be installed with street improvement projects.

Source Documents:

- City Center Sub-Area Plan CCT 9: P.54 and City Center Conceptual Plan Map
- City Center Street Master Plan

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2. PEDESTRIAN CONNECTIVITY & AMENITIES:

Note: Village Green Park under Partnership Opportunities

A. Promenade Street Improvements

Project Description: Transform 198th St. SW into a pedestrian-friendly Main Street "Promenade" including widened sidewalks, pedestrian amenities, street trees and shared bike lanes. Existing ROW width is 60 feet, total ROW needed is 73 feet. This width represents preliminary concepts for Promenade Street improvements. Alternatives street sections may accommodate intent such as utilizing existing ROW width.

Status: Planned

Source Documents:

- City Center Sub-Area Plan P. 28, 90

B. Town Square Park

Project Description: The Town Square Park is planned to be the heart of Lynnwood's downtown serving as a catalyst project to attract private investment to the area. It is a place for civic events that will draw citizens citywide and beyond. The Town Square Park will be significant feature and amenity for the entire City located in the City Center Core. The Town Square Park will include linkages to the Interurban Trail.

Status: Planned. Conceptual Park Master Plan complete.

Source Documents:

- City Center Sub-Area Plan CCPS 11: P. 71

C. I-5 / 44th Ave. W Underpass Improvements

Project Description: Planning and design funding to improve pedestrian the access area and gateway of the Interstate 5 underpass on 44th Ave. W. This underpass creates a significant barrier within the community. This project encourages redevelopment opportunities within the City Center supporting GMA objectives.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCUD 9: P. 64

D. Interurban Trail Enhancements

Project Description: Create continuous and uninterrupted crossings at major roads. Improve the Interurban Trail with lighting and other amenities to create a safe and comfortable pedestrian environment. Create effective connections to the Town Square Park through a public trail or corridor and connect to the Village Green Park. The trail should include small parks and trailheads where appropriate to make access safe and convenient.

Status: The Interurban Trail pedestrian bridge crossing 44th Ave. W was completed August 2010. The completion of two additional trail segments are underway, the north section at 208th and 52nd and the south section at 212th.

Source Documents:

- City Center Sub-Area Plan CCUD 14, 15, 16: P. 64, 65

E. Civic Park and Billiards Park

Project Description: In addition to the Town Square and Village Green Parks, two additional parks called Civic Park and Billards Park are conceptually planned in the northeast and northwest areas of the City Center. These parks relate to the existing Civic Campus and the Alderwood-City Center Transition Area which was formerly part of the City Center North End district. With the removal of the north end's study area from the City Center, and a possible relocation of the Civic Campus in the future to the City Center Core, these parks may be reviewed for need, feasibility, and nexus.

Status: Planned, if feasible with future development and nexus. Conceptual Park Master Plan complete.

Source Documents:

- City Center Sub-Area Plan CCPS 1-7: P. 68-70
- City Center Parks Master Plan P. 18-25

F. Other Park(s) Planned outside City Center

Project Description: At least one additional and significant traditional park, outside but adjacent (within approximately ¼ mile) to the City Center boundary should be provided to support development of the City Center. This new community park should include active sports fields and open lawn areas. Housing development should be monitored and revisions to the park strategy should occur if needed. Park(s) outside the City Center may be reviewed for need, feasibility, and nexus.

Status: Planned, if feasible with future development and nexus. Conceptual Park Master Plan complete.

Source Documents:

- City Center Sub-Area Plan CCPS 1-7: P. 69-70

G. Public Art *(built with other projects)*

Project Description: Public art is an important element for community building, establishing a sense of place and enhancing the aesthetic environment. Public art is conceptually planned in major redevelopment projects, particularly the Promenade Street and Civic buildings.

Status: Planned.

Source Documents:

- City Center Sub-Area Plan P. 31, 59
- City Center Parks Master Plan P. 3

3. TRANSIT INFRASTRUCTURE:

A. Lynnwood Link Light Rail Mitigations

Project Description: Sound Transit is preparing to extend light rail from Northgate to the Lynnwood Transit Center by 2023, which voters approved as part of the Sound Transit 2 Plan in 2008 along with funding to continue planning future service all the way to Everett. This project relies on competing for and receiving significant federal funding. Mitigations for impacts such as increased traffic will be necessary. The City will work with Sound Transit to identify these impacts and the needed mitigation measures.

Status: Sound Transit completed the Alternatives Analysis in Fall 2011. Underway in 2012-2013 is the Draft EIS and Advanced Conceptual Engineering. Preliminary Engineering & Final EIS: early 2014-mid 2015. Impacts and mitigation measures will be identified through the EIS process.

Source Documents:

- Sound Transit: North Corridor Transit Project Alternatives Analysis Report and SEPA Addendum (September 2011)
- Website: http://projects.soundtransit.org/Projects-Home/Lynnwood-Link-Extension.xml

B. City Center Light Rail Extension

Project Description: This analysis is a starting point for continued discussions on how ST2 and future extensions of light rail to Everett relate to the Lynnwood City Center. This includes how LRT service may best be located to support the City Center and achieve transit-oriented development as envisioned in the adopted City of Lynnwood City Center Sub-Area Plan.

Status: Planned, technical memorandum completed (November 2011)

Source Documents:

- Sound Transit/North Corridor Transit Partners: Lynnwood City Center Extension Study Technical Memorandum: Extension of Light Rail to Lynnwood City Center (Nov. 2011)

C. Pedestrian Crossing 196th at Convention Center *(with CC LRT Extension)*

Project Description: Provide some form of crossing to connect to the Promenade walkway and Promenade Street at 196th St. SW between 40th Ave. W. and 37th Ave. W. This will be increasingly important at this location with the City Center extension of Light Rail. This connection could be at grade with a signalized intersection or could be a pedestrian bridge over 196th. In the absence of a feasible crossing at this location, alternative improved crossings at signalized 40th Ave. W and 42nd Ave. W are planned for leading to the Promenade Street (198th St. SW). The type of crossing will be highly dependent on future adjacent development and WSDOT requirements for SR 524 near the I-5 interchange.

Status: Planned, if feasible with future development and/or future light rail station.

Source Documents:

- David Evans and Associates, Inc: Technical Memorandum: 196th St. SW (SR 524) Improvement Project Supplement 5 (May 4, 2011)

- City Center Parks Master Plan P. 4-5
- City Center Sub-Area Plan P. 28, 31, 49

D. Bus Super Stop

Project Description: The superstop concept serves as a hybrid between a primary local stop and a transit center. Generally, a superstop is located in an area that has high transit ridership, but may not warrant a full transit center due to the route structure or land availability. Superstops are an important component of pedestrian and transit friendly design, and can help to boost transit ridership, and even be a catalyst for adjacent economic development. Establishing a Superstop in Lynnwood's City Center is important towards enhancing bus service to attract choice riders and help contribute to improving the mode split.

Status: Planned, if feasible with future development and/or other transit opportunities.

Source Documents:

- City Center Parks Master Plan P. 3 & 7
- Mode Split for City Center Street Master Plan P. 19-21

E. City Center Transit Shelter Design

Project Description:

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. Transit shelters should not be considered as merely utilitarian structures but should convey a strong design identity and incorporate features such as artwork. Shelters could also be incorporated into private development.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCUD 11 P. 64, 62

F. Reduce Vehicle Trips and Increase Transit Service *(strategies)*

Project Description: 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.

Status: Planned. Curb the Congestion, a community-based transportation demand management (TDM) program is a partnership between Community Transit and Snohomish County. It aims to reduce peak-hour congestion and promote alternative travel modes on transit emphasis corridors including 196th St. SW and 164th St. SE/SW from the Mill Creek city line to the Lynnwood city line. Demand for City Center specific TDM strategies will increase with employment and population increases.

Source Documents:

- City Center Sub-Area Plan CCT 11, 12: P. 54, 55

4. PARTNERSHIP OPPORTUNITIES:

A. Edmonds School District & City Property at 196th St. SW *(w/ City Center Light Rail Extension)*

Project Description: A joint marketing agreement for these properties was approved by ESD and the City in March 2008. Due to recent market conditions and the ESD funding program, the property has not been actively marketed for sale. This site was identified in the Sound Transit/North Corridor Transit Partners: Lynnwood City Center Extension Study Technical Memorandum: Extension of Light Rail to Lynnwood City Center (November 2011) as the general location for a City Center light rail platform. In tandem with other development onsite with the platform, a connection across 196th could be made from this site to the Convention Center.

Status: Planned

Source Documents:

- City Center Sub-Area Plan P. 88
- Economic Development Action Plan P. 20
- Sound Transit/North Corridor Transit Partners: Lynnwood City Center Extension Study Technical Memorandum: Extension of Light Rail to Lynnwood City Center (November 2011)

B. Convention Center Expansion and Excess LPFD Site Development

Project Description: The Lynnwood PFD was created by the City of Lynnwood as a special district for the purpose of developing and managing public facilities. The Lynnwood Convention Center was constructed as a PFD project, which serves as a catalyst for the City Center, tourism and citywide economic development. The LPFD has adopted development principles for the site. Expansion plans and excess site development at the Lynnwood Convention Center include an expo hall, parking structure and hotel development.

Status: Planned

Source Documents:

- City Center Sub-Area Plan P. 88

C. Phased Government Center, Sno-Isle Library and Other Core Redevelopment

Project Description: 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. 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. New public buildings should be prominently located and display unique design features that convey their importance to the community. Other possibilities for future collective efforts include the Sno-Isle Library District, Edmonds Community College, District County Court, and the County Housing Authority. Additional private investment should be in conjunction with this Public investment in particular.

Status: Planned

Source Documents:

- City Center Sub-Area Plan P.62, 64, 76, 89
- Sno-Isle Annexation Resolution
- Sno-Isle Capital Plan

D. Transit-Oriented Development *associated with Lynnwood Link light rail or 196th BRT*

Project Description: 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 or in conjunction with BRT opportunities on 196th St. SW. The City, other government agencies, non-profits, and private developers should consider ways of jointly developing housing within the City Center.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCH 4: P. 39, 88

E. Village Green Park *as project component with site redevelopment*

Project Description: This park in the West End could be part of a public-private partnership in coordination with high density residential dwellings. The Village Green is also part of the Promenade and should provide public access. Over time, the Village Green should be connected to Wilcox Park and Scriber Lake Park via trails and sidewalks.

Status: Planned, if feasible with future development. Conceptual park master plan complete.

Source Documents:

- City Center Sub-Area Plan P. 67, 88
- City Center Parks Master Plan P. 13

F. Form Partnerships *(specific partnerships will be prioritized as they are identified)*

Project Description: Form partnerships with for-profit entities, non-profit entities, and other government agencies to provide for investment and improvements in the Lynnwood City Center. Public/Private or Public/Public partners investing together can leverage the investment to achieve City Center goals.

Status: Economic Development Infrastructure Policy Resolution adopted July 2012.

Source Documents:

- City Center Sub-Area Plan CCE 11: P. 79
- Economic Development Infrastructure Policy Resolution

5. UTILITIES:

A. Stormwater Plan and Implementation

Project Description: Develop equivalent alternative stormwater standards through the basin planning process. Given the increasingly stringent and costly stormwater management requirements the NPDES Phase II permit imposes on development projects, the City has been exploring alternatives to meeting the permit intent, but at reduced costs and/or complexity to typical development projects. This includes identifying subsurface conditions that may be favorable for stormwater infiltration. Herrera Environmental Consultants and SAIC are working with the City to evaluate alternative approaches to managing stormwater conveyance and detention for the Lynnwood City Center.

Status: Underway

Source Documents:

- City Center Sub-Area Plan CCCF 5 ,6: P.85
- Herrera Memorandum (November 11, 2011)

All utility projects (except the Stormwater Plan) will be completed with the street projects and therefore are not part of the prioritization process. Utility projects are included here for information only.

B. Undergrounding of Overhead Utility Wires

Project Description: In the City Center, all new electric wires shall be placed underground. For new development or redevelopment, all existing overhead wires in the right of way abutting the property shall be relocated underground. In conjunction with a street widening project that requires reinstallation of supporting overhead wires, all existing overhead wires shall be relocated underground.

Status: To be completed with corresponding public or private projects.

Source Documents:

- City Center Sub-Area Plan CCCF 8 P. 86
- Ordinance 2630

C. Sewer Conveyance in New Streets

Project Description: 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.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCCF 1 P. 85

D. New Water Mains in New Streets

Project Description: 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.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCCF 2 P. 85

E. Underground Utility Study to Identify Critical Phasing

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

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCCF 9 P. 86

F. Decorative Utility Covers

Project Description: 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.

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCCF 10 P. 86

G. Plan for Expansion of Service Capacity

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

Status: Planned

Source Documents:

- City Center Sub-Area Plan CCCF 11 P. 86

DRAFT

STEP 1: EVALUATION CRITERIA

STEP 1: EVALUATION CRITERIA & WEIGHTS

Evaluation Criteria: The criteria below are implementation elements to achieve the goals and policies of the Citywide Visioning, Citywide BrandPrint Report, City Center Sub-Area Plan, Economic Development Action Plan and other guidance documents regarding City Center implementation. **Weighted scores are proposed to criteria that best and most directly achieve the overarching goal to create a City Center, a live/work/play environment.**

Evaluation criteria and points will evolve over time with ongoing annual review. Changes will need to be made to reflect improvements made and updated needs. This prioritization is a flexible tool to help guide decision making reflecting the priorities and plans to date, and should not restrict needs as changes occur.

GOAL MET:	➢ **Indirect Opportunities for Permanent Job Creation** (Weighted by Multiplying by 3)
• WORK	*CONSIDERATIONS:* • *Project provides infrastructure that may attract businesses* • *Project provides amenities that may attract businesses*
GOAL MET: • LIVE • WORK • PLAY	➢ **Catalyst for Private Investment** (Weighted by Multiplying by 3) *CONSIDERATIONS:* • *Project provides beneficial changes to properties that would attract private investment and/or redevelopment (i.e. provides a new street frontage to increase access and visibility.)* • *Project provides amenities that would attract private investment and/or redevelopment (i.e. park or trails)*
	➢ **Required for Mitigation / Operational Performance** *CONSIDERATIONS:* • *Superior Operational performance: Provides significant improvements to access and reduces delay* • *Moderate Operational performance = Provides moderate improvements to access and reduces delay*
	➢ **Potential Eligibility for Grant Funding** *CONSIDERATIONS:* • *ROW acquired, Design Complete, or Environmental approved* • *Project has obtained and utilized prior funding* • *Capacity relief* • *Economic development impact*
	➢ **Interrelationship /Linkage with Other Public or Partnered Projects in this List** *CONSIDERATIONS:* • *Project can be combined with other projects to provide greater impact together than alone* • *Project can be combined with other projects, but does not provide significantly greater impact together than separate or differed timing.*

DRAFT

STEP 1: EVALUATION CRITERIA & WEIGHTS

	➢ **Public Awareness / Implementation of City Vision and other Guiding Documents**
	CONSIDERATIONS: • *Degree to which project implements and provides outcomes of established policies and goals*
GOAL MET: • **WORK** • **PLAY**	➢ **Improves Multi-Modal Transportation Use or Environmental Sustainability** (Weighted by Multiplying by 3)
	CONSIDERATIONS: • *Accommodates new or expanded transit service* • *Provides Bicycle Route* • *Low Energy Lighting Planned* • *Supports Increased Sidewalk / Pedestrian Volumes* • *Improves non-motorized access to transit* • *Improves pedestrian buffer to traffic* • *Project provides high delay reduction (reducing Greenhouse Gas Emissions)*
GOAL MET: • **LIVE** • **WORK** • **PLAY**	➢ **Provides Strategic Placemaking / Improves Aesthetic Environment** (Weighted by Multiplying by 3)
	CONSIDERATIONS: • *Project creates a quality sense of place to attract redevelopment efforts - why do people desire to come here and stay here? (i.e. sense of community, activity, business opportunity, etc.)* • *Project improves aesthetic quality to attract interest and redevelopment (i.e. an attractive environment to live, work and play in)*
	➢ **Partnership Opportunities**
	CONSIDERATIONS: • *Project has existing entities interested in partnership opportunities* • *Project is well positioned to attract partners for development opportunities.*

LYNNWOOD
WASHINGTON
COMMUNITY DEVELOPMENT

MEMORANDUM

DATE: November 8, 2012

TO: Planning Commission

FROM: Corbitt Loch, Deputy Director

RE: **SEPA REFORM**

The purpose of this agenda item is to provide a status update regarding the Department of Ecology's (DOE) update of Washington's SEPA Rules. The substantive and procedural requirements of SEPA influence permit review procedures and Community Development's volume of work. During the 2012 session, the Legislature directed DOE to prepare certain amendments to the administrative rules for the State Environmental Policy Act (SEPA).

Local jurisdictions must comply with DOE's administrative rules. Once new rules are adopted by DOE, the City of Lynnwood may have to prepare and enact amendments to the Lynnwood Municipal Code (LMC).

DOE's effort to adopt new SEPA Rules is still in progress, so definitive information is not yet available. Even so, a brief, oral report to the Planning Commission should be worthwhile.

No action by the Planning Commission is required at this time.

AGENDA

Lynnwood Planning Commission

Thursday, November 8, 2012 — 7:00 pm

City Hall, Conference Room 4, 19100 – 44th Ave. W., Lynnwood WA

Note: Different meeting location

A. CALL TO ORDER – ROLL CALL

B. APPROVAL OF MINUTES
Meeting of September 27, 2012

C. CITIZEN COMMENTS – on matters **not** on tonight's agenda.

D. PUBLIC HEARINGS

E. WORK SESSIONS

1. **Discussion – Draft City Center Guide to Project Prioritization.** Discussion of the draft Guide to Project Prioritization for Lynnwood's City Center.

2. **Briefing – SEPA Rules Update by Department of Ecology.** Summary of SEPA Rules update for 2012 and 2013.

F. OTHER BUSINESS

G. COUNCIL LIAISON REPORT

H. DIRECTOR'S REPORT

I. COMMISSIONERS' COMMENTS

J. ADJOURNMENT

The public is invited to attend and participate in this public meeting. Parking and meeting rooms are accessible to persons with disabilities. Upon reasonable notice to the City Clerk's office (425) 670-5161, the City will make reasonable effort to accommodate those who need special assistance to attend this meeting.