

AGENDA

Lynnwood Planning Commission

Thursday, April 28, 2011 — 7:00 pm

City Council Chambers, 19100 – 44th Ave. W., Lynnwood WA

A. CALL TO ORDER – ROLL CALL

B. APPROVAL OF MINUTES

April 14, 2011

C. **PUBLIC COMMENTS** – on matters **not** on tonight's agenda for a public hearing.

D. PUBLIC HEARINGS

None

E. WORK SESSIONS

1. Revisions to City Center Development Regulations (2011CAM0006).

Amendments to Ordinance No. 2627 (City Center Street Grid Protection Ordinance), Title 21 (Zoning), including (but not limited to) Chapter 21.60 of the Lynnwood Municipal Code (City Center (CC) zones), the City of Lynnwood Zoning Map, and the City Center Design Guidelines. These amendments, if approved, would revise:

- 1) the requirements to dedicate property for grid street right-of-way purposes;
- 2) the zoning regulations for development/redevelopment of properties in the City Center (including, but not limited to building height, floor area ratios, bulk, street standards, setback and signage);
- 3) City Center design guidelines for site planning and building design; and,
- 4) Zoning Map to identify gateways and prominent intersections.

2. 2011 Amendments to the City's Comprehensive Plan (2011CPL0001).

Introduction to proposed amendments to the City's Comprehensive Plan for consideration in 2011 ("2011 Docket").

F. OTHER BUSINESS

None

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.

**Lynnwood Planning Commission
Meeting of April 28, 2011**

Staff Report

Agenda Item: E-1
Revisions to City Center Development
Regulations (2011CAM0006)

- Public Hearing
- Informal Public Meeting
- Other Business
- Work Session
- Information
- Miscellaneous

Lynnwood Economic Development Dept.

ACTION

For discussion.

BACKGROUND

In 2005, the City of Lynnwood adopted the City Center Sub-Area Plan (Plan) along with implementing zoning regulations and design guidelines. Key objectives of the Plan include:

- Providing a high density development pattern that is supportive of transit;
- Providing new housing opportunities in proximity to new employment opportunities;
- Developing a City Center that contributes to a regional identify for Lynnwood; and
- Accommodating projected residential and employment growth in a manner preventing encroachment into single family residential neighborhoods.

The Plan is also predicated on policy statements that are consistent with the goals of the Growth Management Act and with regional plans such as the Puget Sound Regional Council's (PSRC's) Vision 2020/2040. Examples of these Plan Policy statements include:

- 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 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.
- CCH 1: Encourage Urban Residential Development within the City Center: Floor Area Ratios and building heights should allow for high density residential development.
- 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.
- 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 20: Shared Parking: Encourage shared use of parking among businesses and property owners through a provision allowing them to reduce parking supply.
- 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 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: The City Center should include many types of corridors conducive to walking, including sidewalks, trails, through-block connections, and walkways through new development.

In adopting the Plan, it was recognized that additional studies would be needed to facilitate the achievement of certain Plan objectives. From 2006 through 2009 additional studies authorized by City Council were completed to provide information regarding City Center infrastructure needs, to further refine implementation measures, and to move toward a key objective – the adoption of a planned action ordinance. The attached 2011 City Center Update for an overview of City Center policies, plans, regulations, studies, infrastructure, implementation activities, and next steps.

During this time, an inter-departmental working group consisting of representatives from the departments of Public Works, Parks, Recreation and Cultural Arts, Community Development, and Economic Development has overseen the preparation of the studies, reviewed their conclusions, and identified necessary code amendments and capital improvements to implement the City Center Sub-Area Plan. Tonight’s presentation is an introduction and overview to the recommendations for amendments to the City Zoning Code (Title 21) and City Center Design Guidelines from this work group.

OVERVIEW OF REVISIONS

In developing amendments to the City Zoning Code and City Center Design Guidelines to implement the City Center Sub-Area Plan, the following factors were considered:

- State of the Economy: The proposed amendments are mindful of market conditions the region and nation has experienced over the past couple of years, which are different from the economic conditions when the Plan was adopted.
- Study findings: In adopting the Plan it was anticipated that additional studies would be prepared to better inform the City of implementation methods and alternatives.
- Clarity of regulations: Opportunities to clarify development regulations to increase certainty and predictability for the public and development community were identified and incorporated into the proposed amendments.
- Flexibility: Opportunities to enhance flexibility, while still achieving the objectives of the Plan, have been identified and incorporated into the proposed amendments.
- Planned Action Ordinance: Amendments were identified to implement Plan concepts supporting the adoption of a Planned Action Ordinance.

Included among the proposed code amendments are revisions that address the following:

Grid Street Preservation Ordinance Amendments:

- The City Center Street Master Plan concluded that only two proposed Grid Streets (194th St. SW and 42nd Ave. W) are required to mitigate capacity related traffic impacts through the City Center area. It was concluded that there was no longer a need to require dedication of the other planned streets. In doing so, this removes a large constraint from both the public and private sectors by increasing valuable City Center developable area by approximately 28 acres (80% of the land area proposed for new streets under Ordinance No. 2627) and saving approximately 53% of proposed City Center street acquisition and improvement costs. (This amendment is included in Interim Ordinance No. 2885).

City Center Design Guidelines Amendments:

- Although the City Center Street Master Plan found that the City Center public street network need not be so extensive, it did conclude that vehicular access to development and a network of private pedestrian connections to facilitate non-motorized travel would be appropriate and desirable. Amendments to the City Center Design Guidelines are proposed to create standards for increased pedestrian connectivity through sites in lieu of the new public streets. Areas of vehicular access to properties have been identified.
- Review and determination of the Pedestrian Promenade concept is currently contracted for study through consultant David Evans & Associates. This review will examine the possibility of a mid-block crossing planned for the Pedestrian Promenade with a traffic signal, analyze what vehicular traffic volume thresholds support a signal, and will evaluate how vehicular site access could be shared with the Pedestrian crossing. This information will be used to determine how to implement this element of the Sub-Area Plan. If a traffic signal is not warranted at this location, then other alternatives will need to be explored, including the alternative concepts for a pedestrian bridge crossing or locating the crossing at the existing signal at 40th Ave W. Once findings from the consultant are received, recommendations for this Plan element will be incorporated into the Design Guidelines.
- General clarification and updating of existing development design guidelines including, but not limited to:
 - Street Classification: Street classifications have been updated based on recommendations from the findings of the City Center Street Master Plan and related work;
 - Curb Cuts: Updates the driveway accesses allowed in the City Center with the street standards changes;
 - Parking Lot Location: Clarifies and updates the adopted locations for parking lots in the City Center, requiring that they be located to the side or rear of buildings, to better support the pedestrian-oriented environment;
 - Building Sidewalk Relationship: Clarifies and updates guidelines related to the building/sidewalk relationship in the City Center to support creating a pedestrian-oriented environment;
 - Signage Standards: Clarifies and updates the design standards for signage in the City Center.

Zoning Code Amendments:

- The City Center Sub-Area Plan and City Center Parks Master Plan both discuss and identify park needs to support planned growth and meet the recreational needs of City Center residents and workers. Both documents focus on the need for the Town Square Park located in the City Center-Core as a major catalyst for development. However, it has been determined that increased flexibility in implementation is needed and there is no need to mandate specific locations. Therefore the amendments delete the description of parcel specific park locations from the zoning code. (Included in Interim Ordinance No. 2885).
- As a mixed use, high density environment, The City Center has a need for more specific and detailed signage standards consistent with urban-form development. The City Center code amendments recommend additional sign related definitions, clarity on permitted and prohibited signs.
- The City Center standards and incentives related to height and density have been re-examined to assess how to best create a development form that more efficiently uses land to house the population and employment growth projected in the City Center area. Currently, building density uses Floor Area Ratio (FAR) standards consisting of a minimum and a maximum. The minimum FAR is set at a low level which precludes major development without inclusion of bonus items. This approach might have been suitable in a booming economic climate but is less effective approach in the current economy. This puts the City in a position of encouraging building height, but restricting it unless bonus features are provided, thus sending mixed messages. Additionally, a review of the current bonus items found that they do not meet the highest and best public benefits that they could achieve for the increased density allowed. The proposed code amendments recommend a minimum building height with generous allowances for increased square footage based on bonus features that best implement the Plan.
- General clarification and updating of other existing zoning use and development standards including, but not limited to:
 - Uses: Clarifies currently adopted prohibition on auto-oriented uses;
 - Parking: Adds specific parking requirements for many land uses (thereby eliminating the requirement for a parking study to determine required parking for these uses);
 - Street Standards: More specific (public) street standards have been developed to provide clarity for right of way design widths, travel lane widths, sidewalk widths, etc.;
 - Gateway Locations: Gateways and prominent intersections are identified in the City Center Sub-Area Plan and referenced in the current zoning code text, but need to be implemented through a zoning map amendment.

NEXT STEPS

Thursday April 28, 2011: A public meeting (5:00pm-6:30pm) to introduce proposed code amendments will be held prior to the Planning Commission meeting. Business and property owners within the City Center Zone have been provided notice of the public meeting.

Thursday April 28, 2011: Planning Commission will have a work session to receive an overview of the proposed City Center code amendments.

Monday, May 9, 2011: The Lynnwood City Council is scheduled to hold a public hearing on Ordinance No. 2885 (attached). Ordinance No. 2885 was adopted March 14, 2011 as an interim development regulation amending Ordinance No. 2627 (passed July 10, 2006) by removing certain proposed street segments from the street grid protection ordinance and amending Lynnwood Municipal Code (LMC) section 21.20.600 (entitled "Design review") by removing references to specific planned locations for public parks/plazas in the City Center zones. This ordinance is a step towards increasing flexibility in City Center regulations for implementation of the Plan.

Thursday, May 12, 2011: Planning Commission work session on the proposed amendments. Specific proposed amendments to the zoning code and City Center Design Guidelines will be provided at this meeting.

(If necessary) Thursday, May 26, 2011: Additional discussion on the City Center Zoning Code and City Center Subarea Design Guideline amendments with the Planning Commission.

Thursday, June 9, 2011: Planning Commission Public Hearing.

(If necessary) Thursday, June 23, 2011 and Thursday July 14, 2011: Planning Commission deliberation on code amendments

The City Council is anticipated to review the Planning Commission's recommendations on the proposed code amendments from June-August 2011 and hold a public hearing late summer-fall 2011.

RECOMMENDATION

For discussion.

ATTACHMENTS

1. 2011 City Center Update
2. City Center Timeline
3. Ordinance No. 2885.

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2011 City Center Update April 28, 2011

Purpose

9 The purpose of the City Center Update is to provide information on the various
10 City Center activities underway, and to track progress towards implementation.
11 Progress is being made and the City is moving forward with policy framework
12 and projects that implement the plan.

13 Following review of the information provided below, recommendations will be
14 made by the City Center Interdepartmental Team (Public Works, Community
15 Development, Parks and Recreation, and Economic Development), for review
16 and consideration by City Council in the coming months.

Policy Review

21 The City Center Plan was adopted to address various local, regional, and state
22 policies that are referenced below. Lynnwood was either directly responsible for
23 preparing these policy documents or served as an involved stakeholder. The
24 interrelationship of the policies is fundamental to City Center implementation and
25 obtaining funding. The policies support various implementation activities that are
26 complete, proposed, or currently underway.

Growth Management Act

29 The City Center complies and is consistent with the Washington State Growth
30 Management Act (GMA). The City Center meets GMA goals to encourage
31 development in urban centers, reduce sprawl, encourage economic
32 development, encourage the retention of open space, develop recreational
33 opportunities, and enhance the state's high quality of life. (adopted, 1990/91)

Puget Sound Regional Council Vision 2020

36 The City Center is consistent with Vision 2020 prepared by PSRC, which
37 provides a multi-county planning policy framework that serves as the regional
38 growth strategy. The strategy involves central places to encourage economic
39 development, the provision of adequate public services, housing diversity and
40 regional transportation planning. (adopted 1990, update 1995)

Puget Sound Regional Council Vision 2040

44 The City Center is consistent with Vision 2040 prepared by PSRC to update the
45 region's growth strategy adopted in Vision 2020. The document defines
46 preferred growth patterns and the framework for how the different parts of the

1 region fit into the overall regional plan. Lynnwood is identified as a “Core City”
2 and is the only Core City solely located in Snohomish County, and the only Core
3 City located between Everett and Northgate along the I-5 Corridor. (adopted,
4 April 2008)

5 6 **Puget Sound Regional Council Transportation 2040**

7 Transportation 2040 is the region’s long-range transportation plan. This plan
8 serves to implement PSRC Vision 2040 with regard to transportation
9 infrastructure, and guides the allocation of federal transportation funding. The
10 Plan includes the City Center transportation projects as key elements of
11 improving access (transit and private vehicles) into the Lynnwood City Center.
12 (adopted, May 2010)

13 14 **Lynnwood Comprehensive Plan**

15 The Lynnwood Comprehensive Plan guides development and infrastructure
16 within Lynnwood. The Plan designates a Sub-Regional Center as the key activity
17 center to accommodate much of Lynnwood’s future population and employment
18 growth. That designation is consistent with the PSRC designation of a regional
19 growth center in Lynnwood. The City Center Sub-Area is within the designated
20 Sub-Regional Center. (adopted 1995, amended annually)

21 22 **Economic Development Action Plan**

23 The Economic Development Action Plan provides citywide economic
24 development goals, strategies, and implementation activities. The Economic
25 Development Action Plan has been incorporated into the Lynnwood
26 Comprehensive Plan. Implementing the City Center Sub-Area Plan is a key
27 economic development goal. (adopted, November 2004)

28 29 **City Center Final Supplemental Environmental Impact Statement**

30 The City Center Final SEIS (FSEIS) supplements the EIS prepared for the City of
31 Lynnwood Comprehensive Plan. The FSEIS was prepared to support a Planned
32 Action SEIS if the City determines to adopt that approach. The Preferred
33 Alternative (O.C. Preferred Alternative Medium Intensity) totals 9.1 million square
34 feet, comprised of 6.6 million square feet of new development. The FSEIS
35 anticipates that improvements for grid streets, arterial streets and intersections,
36 the Promenade, plazas and parks, utilities (sewer, water, drainage, etc.), would
37 be part of the implementation program. (adopted, September 2004, amended
38 September 2007)

39 40 **City Center Sub-Area Plan**

41 The City Center Sub-Area Plan was approved as part of the Comprehensive
42 Plan. Implementation of the Plan is moving forward through various activities
43 described within this summary. (adopted, March 2005)

1 **City Center Zoning**

2 New zoning regulations, design guidelines and a new Zoning Map were adopted
3 for the City Center Zoning as part of the Lynnwood Municipal Code. A large
4 portion of the North End district was designated as Study Area and was later
5 designated by City Council as the Alderwood–City Center Transition Area for
6 further analysis. (adopted, March 2005, July 2006)
7

8 **City Center Implementing Ordinances and Resolutions**

9 The following ordinances and resolution were adopted to implement the City
10 Center Plan. (adopted 2005-2011)

- 11 • Ordinance 2553; Subarea plan as a 2004 Amendment to Lynn. 2020 Comprehensive Plan
- 12 • Ordinance 2554; Adopting Zoning Regulations & Design Guideline Adopting Ch. LMC 21
- 13 • Ordinance 2555; Amending Ch 21.04 LMC and Zoning Map & Establishing Districts
- 14 • Ordinance 2578; Establishing Initial Design Phase City Center (CC) Access Study
- 15 • Ordinance 2596; Amend Ord. 2578 Initial Design Funding for Access Study
- 16 • Ordinance 2597; Extending Effective Date Ord. 2555 to March 6, 2006
- 17 • Ordinance 2578; Establishing Initial Design Phase City Center (CC) Access Study
- 18 • Ordinance 2596; Amend Ord. 2578 Initial Design Funding for Access Study
- 19 • Ordinance 2607; CC Sub-area; rescinding zoning Ord 2555 & repealing Ord. 2555,2573,2597
- 20 • Ordinance 2625; Amending LMC 21.04 & Amending Zoning map & 21.60.600 Parks Planned
- 21 • Ordinance 2626; Authorizing development agreements
- 22 • Ordinance 2627: Establishing Street Grid for City Center Sub-Area
- 23 • Ordinance 2628: Establishing an Interim Mitigation Program
- 24 • Ordinance 2629: Reimbursement Agreements for Privately Funded Public Improvements
- 25 • Ordinance 2630: Undergrounding of Overhead Utility Wires
- 26 • Ordinance 2636; Amending Ord. 2596 Design Phase Funding for CC Access Study
- 27 • Ordinance 2722; Est. Funding CC Seed Money Ph. 2 High Capacity Transit (Mode Split)
- 28 • Ordinance 2681; Establish Exemption Real Property Tax. for Multi. Unit Housing Target Area
- 29 • Ordinance 2722: Est. Funding CC Seed Money Ph. 2 High Capacity Transit (Mode Split)
- 30 • Interim Ordinance 2885: Amending Ordinance 2627 and LMC 21.60.600 Streets and Parks
- 31 • Resolution 2006-09: Approving Voluntary Interim Mitigation Fees for New Development
- 32 • Resolution 2006-10: Approving a Template for LID No-Protest Agreements with Landowners

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34 **City Center Voluntary Interim Mitigation Fee Program**

35 The Interim Mitigation Fee program was adopted by Ordinance 2628 to address
36 the SEPA environmental mitigation process. This program expired in July 2008.
37 The program was seen as an alternative to the typical approach of requiring
38 development projects to construct mitigation measures. Mitigation measures and
39 fees within the City Center are under review as part of the City Center Seed
40 Money projects and the development of a GMA concurrency system and impact
41 fee proposal. Alternatives based upon GMA are being prepared to provide more
42 certainty and specificity to the mitigation process. (adopted, 2006)
43

44 **Lynnwood Moving Forward: Our Community Vision**

45 The Lynnwood Citywide Vision Statement was developed through a community
46 process and was adopted by the City Council. Included in the vision is support
47 for the creation of a vibrant city center, a broad business base (in sectors, size
48 and related employment), and high quality sustainable development and design.
49 (adopted, January 2009)

City Center Seed Money Projects, Phase One

Funding for the following Seed Money projects, Phase 1, was approved by City Council in the FY 2005-2006 Biennial Budget. City Center Seed Money Projects review and refine the conceptual projects identified in the City Center Plan, and the mitigation measures identified in the City Center Final Supplemental Environmental Impact Statement. The status of these projects is summarized below.

Street Master Plan:

The streets and pedestrian corridors within the City Center Plan provide linkages within the City Center. These improvements also address considerations within the City Center FSEIS. The Street Master Plan provides further analysis of the street system, optimal location of the proposed street grid, and confidence that the street layout is operationally and physically feasible. This study also involves transit demands, multi-mode splits, and service needs. The analysis will be used to identify and adopt a plan to optimize circulation and access to and within the City Center area. Preliminary street alignments, designs, and analysis have been completed including traffic modeling and design recommendations. (completed, December 2009)

Parks Master Plan:

The Parks Master Plan provides the design elements and size of parks, plazas, green space, streetscapes, public gathering places, and pedestrian connections. The plan includes the character, elements, variables and probable construction costs for four parks, the Promenade and streetscapes. The report will be used to identify recommendations for park design, development, phasing, prioritization and financial planning. (completed, August 2007)

Market Analysis and Absorption Study:

The market analysis and absorption study reviewed economic trends in the region and applied these trends to the potential demand for development in the City Center. The final report identifies development opportunities, and the ability of the private sector to fund city center infrastructure. This is an important component to determine funding options for infrastructure and the capacity of the projects to pay their fair share for public improvements. The report will be used to evaluate implementation strategies. (completed, June 2007)

Local Improvement District Feasibility Study, Phase One:

Creation of a local improvement district is a method by which a group of property owners share in the cost of infrastructure improvements. The study assessed the feasibility of using LIDs as a funding tool for the City Center. The analysis will be used to examine the potential of an LID to fund improvements identified in the master plans for streets and parks. Phase One consisted of market research on individual parcels within the proposed LID boundary, and preliminary LID

1 capacity based on market conditions and proposed improvements. (completed,
2 February 2008)

3 4 5 **City Center Seed Money Projects: Phase 2**

6
7 Funding for the following Seed Money Projects, Phase 2, was approved by City
8 Council in the FY 2008 Supplemental Budget. The remaining seed money
9 projects received funding in the FY2009-2010 biennial budget.

10 11 **Local Improvement District Feasibility Study, Phase Two**

12 Completion of LID Study, Phase 2, was dependent upon completion of traffic and
13 other project engineering studies. The analysis estimated market values based
14 upon the City Center zoning. (completed, and included in the Master Street Plan
15 Study, December 2009)

16 17 **Mode Split Plan:**

18 The Mode Split for City Center Street Master Plan provides analysis of multi-
19 modal and high capacity transit analysis for the City Center, including a multi-
20 modal "super stop" for transit and associated multi-modal trip sharing. This
21 analysis is required by the EIS to address the need for a greater percentage of
22 non-single occupant vehicle trips than currently exists within the City Center.
23 Improvements to accommodate a higher mode split are also under review. The
24 findings in this report include potential locations for LRT (Light Rail Transit)
25 stations, and the relationship of LRT to accomplishing the goals of the City
26 Center through transit oriented development. (completed, December 2009)

27 28 **Civic Center Space and Facility Analysis**

29 This analysis will identify operations and facilities on the Civic Center Campus,
30 and provide a master plan to accommodate current and future operations.
31 Requirements and potential locations for current and future operations will be
32 prepared, and the potential to locate facilities into the City Center will be
33 identified. (pending)

34 35 **Property Analysis & Real Estate Strategies**

36 Prepare property acquisition analysis, strategies and appraisals needed for right-of-
37 way, parks and municipal facility space within the City Center. The project is an
38 implementation activity associated with potential future projects. (future)

39 40 **City Center Program Manager**

41 This position is responsible for implementing city center programs, projects,
42 activities, and interdepartmental coordination. (completed, November 2009)

43 44 **Community Renewal Strategies**

45 The focus of this effort is to identify a preferred approach to implement the City
46 Center, to attract private investment, and to secure potential funding. Available

1 programs and resources will be identified, and analysis prepared to pursue
2 funding applications for state, federal and non-profit funding opportunities.
3 (future)
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6 **Future Seed Money Projects**

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8 Several Seed Money activities were previously identified as needed for City
9 Center implementation. The projects have not been authorized or funded.

- 10
- 11 • Marketing Program
- 12 • Redevelopment Project Manager
- 13 • Business Improvement District
- 14 • Parking Management Program
- 15 • Prepare Legislative/Lobbying Strategies
- 16

17 These activities will be brought to the City Council consideration as appropriate.
18
19

20 **Citywide Related Activities**

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22 Various studies have been initiated that address matters of citywide significance
23 that relate to the City Center. The following studies involve citywide activities that
24 also include the City Center.
25

26 **Citywide Transportation Business Plan**

27 The Plan analyzes existing transportation conditions of the City, conducts
28 forecasts for future horizon years to determine whether the City meets its
29 concurrency requirements, assesses current level of service (LOS) policy, and
30 develops a list of facility and program needs for various components of the
31 transportation system. Included is development of a GMA based approach to
32 traffic mitigation for private development and associated traffic mitigation fees.
33 The system addresses issues of roads, public transportation, non-motorized
34 facilities, freight mobility, neighborhood traffic calming, and transportation
35 demand management. The plan also prescribes measures to reduce vehicle and
36 pedestrian accidents, a financing strategy, and a program for public involvement
37 for achieving public support. (ongoing)
38

39 **City Center Access Study**

40 The City Center Access Study identifies projects that have a citywide and
41 regional benefit. The access study involves projects that may be included within
42 PSRC Transportation 2040. Project funding may be available from various
43 funding sources based upon justification within the access study. (completed,
44 September 2007)
45
46

1 Projects within the City Center Access Study include:

- 2
- 3 • 200th St SW widening between 48th Ave W and 40th Ave W
- 4 • SR-524 Spur (44th Ave W) northbound widening
- 5 • SR-524 widening (196th St SW)
- 6 • I-5 Interchange Improvements at 44th Avenue W.
- 7 • I-5 Northbound: Braided ramps between 196th St SW to I-405/SR-525
- 8 • I-5 Southbound: Braided ramps between 196th St SW to I-405/SR-525
- 9 • New off-ramp, SB I-5 to WB SR-525

10

11 **Alderwood – City Center Transition Area Zoning**

12 The Comprehensive Plan was amended in 2007 to resolve the land use
13 designation for North End Study Area of the City Center. The North End is
14 included within the City's Sub-Regional Center, and links the City Center and the
15 Alderwood area. Summer 2010, additional community outreach was performed to
16 receive property owner and stakeholder feedback. Zoning and development
17 regulation recommendations for the Transition Area are currently being prepared
18 for Planning Commission and City Council. (pending, 2011)

19

20 **Sound Transit**

21 The City is engaged with Sound Transit regarding light rail service options for
22 Lynnwood. Providing multi-modal service supports development of the City
23 Center as a PSRC core city and sub-regional center. Transit options will also
24 provide citywide benefit by linking local, countywide and regional service.
25 Opportunities for transit oriented development and station placement are
26 currently being explored based on the Seed Money projects and Sound Transit
27 findings. The City will be engaging ST2 consultants Summer 2011 to study
28 feasibility of a second pedestrian-oriented platform further north into the City
29 Center-Core to serve the planned population growth. (2011 and ongoing)

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31

32 **City Center Development Activities**

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34 There are various projects and activities that address development within the City
35 Center. The following projects have recently been completed or are currently
36 underway.

37

38 **40th Ave. Signal @ Alderwood Mall Boulevard**

39 Construction of this traffic signal began in the 2nd quarter 2008. The project
40 implements the City Center Plan by improving traffic circulation and safety, and
41 providing a key pedestrian linkage to the Interurban Trail. (completed, 2009)

42

43 **I-5/196th Street Interchange Pedestrian Improvements**

44 This project provides a pedestrian improvements across I-5 to link the east and
45 west side of the freeway, and to provide pedestrian access into the City Center.

1 The City obtained funding from PSRC and the Federal Economic Stimulus
2 Program for the construction of this project. (completed, September 2010)

3
4 **Interurban Pedestrian Bridge @ 44th Ave**

5 This pedestrian bridge is a crucial link that connects the Interurban Trail and
6 improves access into the City Center. (completed, August 2010).

7
8 **196th Street SW, 48th Avenue W to 37th Avenue W Improvement Project**

9 This project has been previously identified as a City Center traffic mitigation
10 project. Preliminary plans are to add two additional lanes on 196th (one lane in
11 each direction), intersections, median barriers, wider sidewalks, and landscape
12 features. Improvements are needed to accommodate development within the
13 City Center, create an enhanced pedestrian environment with a boulevard
14 appearance, and accommodate future traffic from I-5 to the west. (under design)

15
16 **200th Street SW, 64th Avenue W to 40th Ave. W. Improvement Project**

17 The project has been previously identified as a City Center traffic mitigation
18 project. Preliminary plans are for additional lanes (exact locations have not yet
19 been identified), wider sidewalks, landscape features, and bicycle facilities. The
20 improvements are needed to accommodate future growth envisioned for the City
21 Center. (under design)

22
23 **35th/36th Avenue W, Maple Road to SR-99 Improvement Project**

24 This two mile long project was previously identified as a City Center traffic
25 mitigation project. The project is a joint effort between Snohomish County and
26 the City to provide traffic improvements along the arterial corridor between Maple
27 Road and SR-99. Preliminary plans include additional lane(s) (exact locations
28 have not yet been identified), continuous sidewalks, landscape features, and
29 bicycle facilities. New roundabouts or traffic signals are being considered at two
30 key un-signalized intersections. The City and County have received a
31 \$1,750,000 federal grant to complete 90 % design and define acquire of right-of-
32 way for this project. (under design)

33
34 **Poplar Way Extension Bridge Project**

35 This project involves construction of an arterial bridge across I-5 connecting
36 existing intersections of Poplar Way/196th Street SW and 33rd Avenue
37 West/Alderwood Mall Boulevard. The City Center Access Study identified this
38 bridge as an alternative to the 196th Street SW crossing at I-5, and the most
39 significant solution for congestion relief in the City Center, around Alderwood
40 Mall, and along I-5. The City has received \$2,800,000 in federal grants to
41 complete design and acquire right-of-way for this project. (under design)

42
43 **Lynnwood Public Facilities District Development Principles**

44 The Lynnwood PFD was created by the City of Lynnwood as a special district for
45 the purpose of developing and managing public facilities. The Lynnwood
46 Convention Center was constructed as a PFD project, which serves as a catalyst

1 for the City Center, tourism and citywide economic development. The LPFD has
2 adopted development principles for the site. (complete, 2006, revised January
3 2011)

4 5 **City Permit Center (City Hall Annex):**

6 The City has relocated the Permit Center (Community Development, Fire
7 Marshall, Public Works – Private Development and Economic Development) into
8 a portion of the Pioneer Building (City Hall Annex). Relocating these offices from
9 the North Administration Building provides space to accommodate the temporary
10 relocation of Recreation Center operations during the renovation and expansion
11 of the Recreation Center. Relocating city permitting offices to the City Center
12 also starts the momentum for the rest of the city offices to relocate as a catalyst
13 for the City Center as stated in the Sub-Area Plan. (completed, October 2009)

14 15 **Snohomish County PUD Large Load Policy**

16 The City worked closely with the PUD and other stakeholders on a Large Load
17 Policy for system upgrades. This policy accommodates future development in
18 the City Center. (completed, April 2008)

19 20 **City Center Substation**

21 The City completed the sale of a portion of surplus property (Opalka) to the
22 Snohomish County PUD. This site is proposed for a future electric substation to
23 serve the needs of the City Center. (completed, September 2008)

24 25 **Lynnwood PFD Hotel Pre-Development:**

26 The LPFD is pursuing hotel development on the PFD site, directly adjacent to the
27 Lynnwood Convention Center. A request for proposals was previously issued
28 and projects considered. Due to the current economic conditions, board
29 determined. The City and the LPFD have initiated predevelopment work to
30 facilitate property development. Meetings have been held to review the various
31 development considerations, and City review and processing requirements for
32 the project. (pending, 2011)

33 34 **Edmonds School District & City Property @ 196th and I-5**

35 A joint marketing agreement for these properties was approved by ESD and the
36 City in March 2008. The City and ESD has had discussions regarding the site
37 with developers that have expertise and interest in Lynnwood. These
38 discussions verified that market conditions are not conducive to redevelopment
39 at this time. The City and ESD are preparing joint marketing strategies for when
40 conditions improve. (pending, 2011)

41 42 **Alderwood Cadillac Property**

43 The City is working with the owners and brokers of this bank-owned site
44 regarding the sale and potential redevelopment of this site. The City has met with
45 interested parties to discuss regulations to implement the City Center Plan.
46 (pending, 2011)

1 **Office Lease Marketing**

2 The City is working with property owners and brokers to address the high
3 vacancy rate in the Lynnwood office market. Reducing the vacancy rate is
4 important to create demand for new office development. Marketing strategies
5 have been initiated to identify and attract prospects. Several new tenants have
6 come to Lynnwood in the past 18 months and others are considering a
7 Lynnwood location. Marketing efforts continue, but are currently hampered by
8 reduced staff resources. (ongoing)

9
10 **Multi-Tenant Housing Property Tax Exemption Program**

11 In 2007, the City Council adopted Ordinance 2681 approving a multi-tenant
12 housing property tax exemption program through December 31, 2012. This
13 program is the only incentive currently available for development in the City
14 Center. Eligibility requires that projects be developed to a LEED Silver Standard.
15 Interest in the program has been expressed by the development community but
16 current market conditions have suppressed interest. (on-going, through 2012,
17 extension will be needed)

18
19
20 **City Resources**

21
22 **City Center Staffing**

23 Implementation of the City Center has been pursued through a team approach.
24 The City Center Team involves the departments of: Economic Development,
25 Community Development, Public Works, Administrative Services, Fire, and Parks
26 and Recreation. Other departments are involved as necessary. (on-going)

27
28 Community Development was the lead department during the planning and
29 zoning process, and Public Works was been the lead department during the
30 analysis of infrastructure and seed money projects. Economic Development is
31 now the lead department and responsible for interdepartmental coordination for
32 implementation of the City Center.

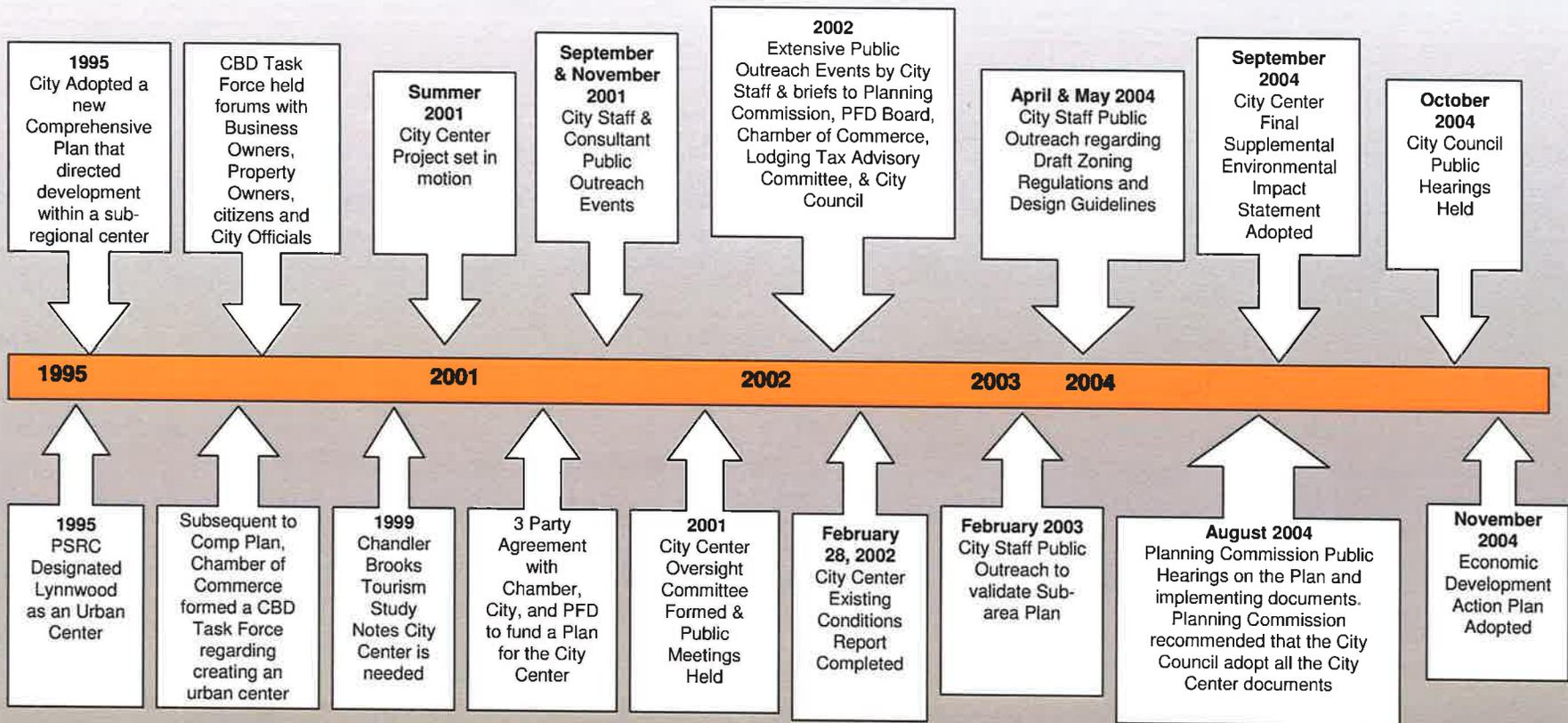
33
34 **City Investment**

35 Development in the City Center is limited by economic cycles and market forces.
36 In addition, the City Center is a large area that will develop over time. These
37 factors influence implementation. Recommendations regarding specific
38 implementation strategies for City investment will be developed for Council
39 consideration.



CITY CENTER

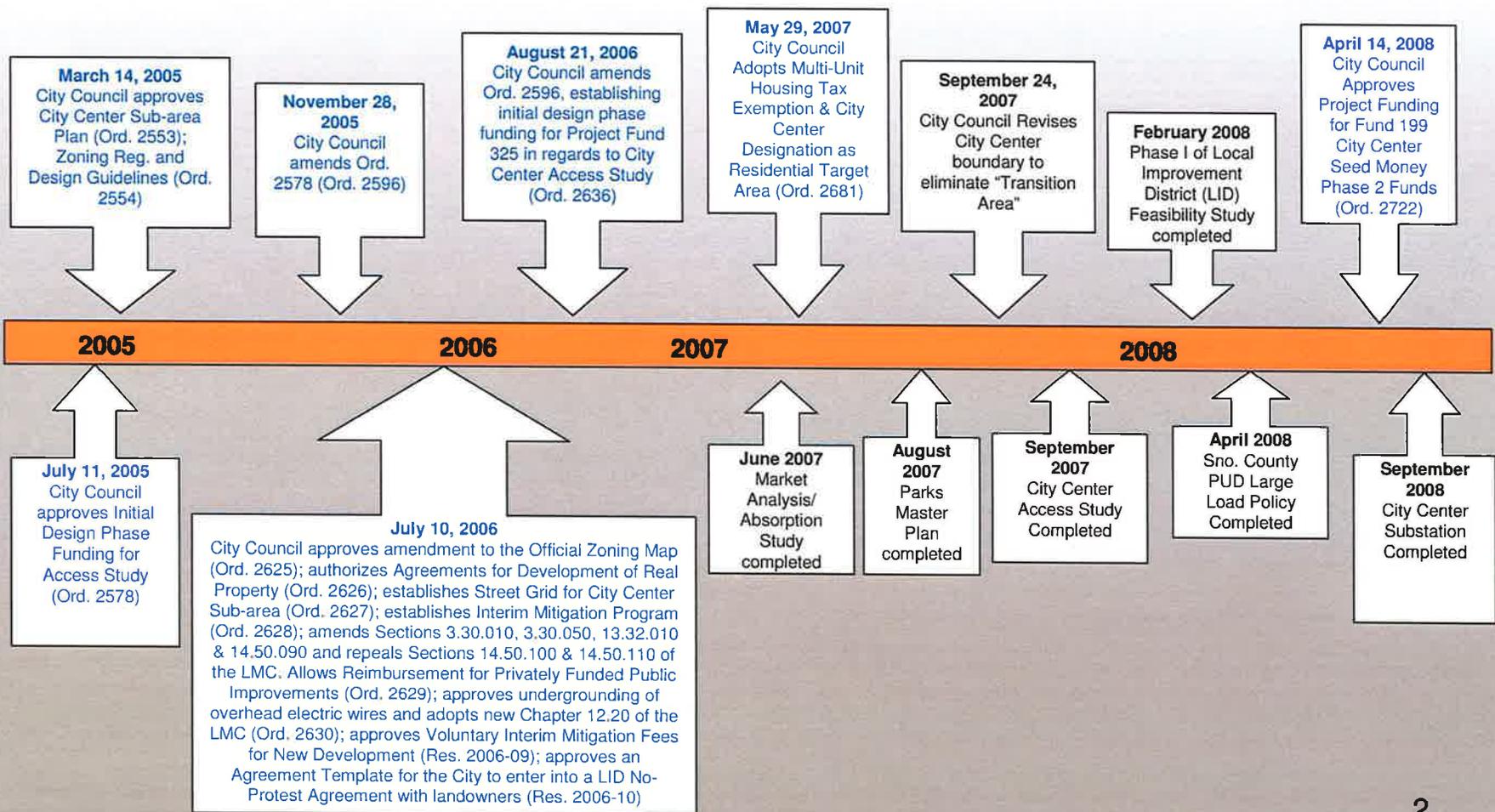
Timeline 1994-2004





CITY CENTER

Timeline 2005-2008

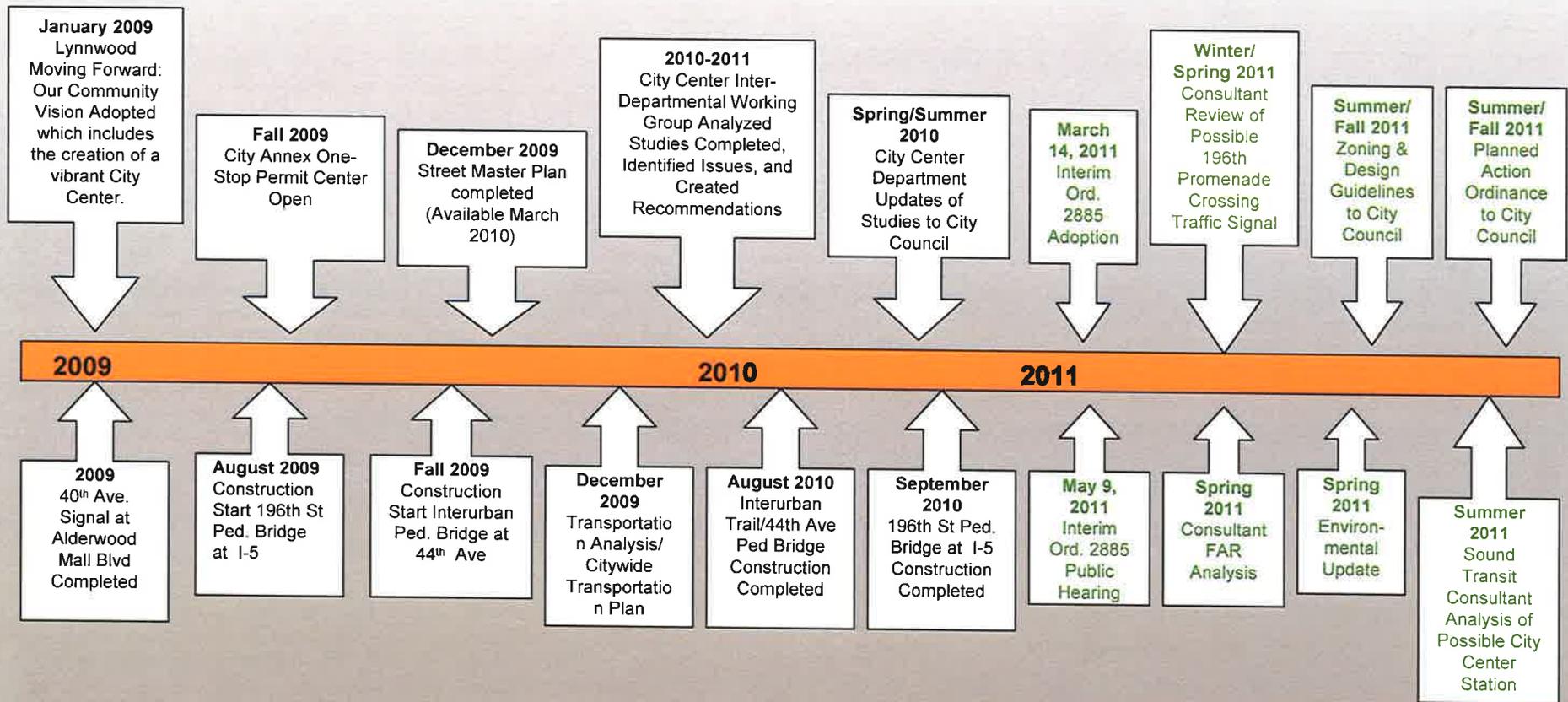


*Ordinances & Resolutions Passed



CITY CENTER

Timeline 2009-2011



*In Progress or Future Items

CITY OF LYNNWOOD

ORDINANCE NO. 2885

AN ORDINANCE OF THE CITY OF LYNNWOOD, WASHINGTON, AMENDING SECTION 1 AND SECTION 2 OF ORDINANCE NO. 2627, AND SECTION 21.60.600 OF THE LYNNWOOD MUNICIPAL CODE, ESTABLISHING INTERIM DEVELOPMENT REGULATIONS, ADOPTING FINDINGS, SETTING A DATE FOR A PUBLIC HEARING, AND PROVIDING FOR SEVERABILITY, AN EFFECTIVE DATE, AND SUMMARY PUBLICATION

WHEREAS, the City of Lynnwood is a municipal corporation organized under the laws of the State of Washington; and,

WHEREAS, the City Council is authorized by RCW 35A.11.020 to adopt and enforce ordinances of all kinds relating to municipal affairs and appropriate to the good government of the City; and,

WHEREAS, on March 14, 2005, the Lynnwood City Council passed Ordinance No. 2553 adopting the City Center Sub-Area Plan as an amendment to the City of Lynnwood Comprehensive Plan; and,

WHEREAS, on March 14, 2005 the Lynnwood City Council passed Ordinance No. 2554 adopting zoning regulations and design guidelines for the Lynnwood City Center, adding a new chapter to Lynnwood Municipal Code Title 21; and,

WHEREAS, on July 10, 2006, the Lynnwood City Council passed Ordinance No. 2625 amending Section 21.60.600 of the Lynnwood Municipal Code regarding protection of planned sites of public streets and parks/plaza in the City Center; and,

WHEREAS, on July 10, 2006, the Lynnwood City Council passed Ordinance No. 2627 establishing a street grid protection ordinance for the City Center subarea; and,

WHEREAS, the Lynnwood City Center Sub-Area Plan identifies the need for parks/plazas in the City Center; and,

WHEREAS, the City Center Sub-Area Plan identifies the locations of the City Center parks as general, and not specific, evidenced by statements in the City Center Sub-Area Plan that the location of the Town Square park in the Core "should be roughly in the center" and CCPS #3 "...These parks and public spaces, or their spatial or functional equivalent, shall be provided as new development occurs in the City Center"; and,

WHEREAS, the City of Lynnwood zoning code (LMC section 21.60.600 entitled "Design Review"), provides for specific locations of the City Center parks requiring that development demonstrate consistency and compatibility with the planned location of City Center parks and plazas, the location of which are described in detail in that section (21.60.600); and,

WHEREAS, the City Center Sub-Area Plan identifies the need for a finer City Center street grid system in the City Center to break down superblocks and encourage a more pedestrian friendly environment; and,

WHEREAS, the City Center Street Grid Protection Ordinance (Ordinance No. 2627) establishes a regulatory mechanism to require the dedication of public right of way to implement a finer City Center grid street system and to also provide for the acquisition of public right-of-way for streets that will serve to mitigate City Center transportation impacts; and,

WHEREAS, since the adoption of the City Center Sub-Area Plan the City of Lynnwood has conducted studies ("Lynnwood City Center Access Study" Perreet Engineering, September 2007 and "Lynnwood City Center Street Master Plan" David Evans and Associates, Inc., December 2009) to further analyze the City Center Street system, the optimal location of the proposed street grid, refine the transportation network and identify improvement needs for the City Center with specific attention to analysis of the secondary street network and transportation improvements necessary to mitigate transportation impacts; and,

WHEREAS, the Lynnwood City Center Street Master Plan concluded that two new secondary streets (42nd Avenue W. and 194th Street SW extension) were "system improvements", both needed to mitigate capacity within the City Center and that the remainder of the new secondary streets (e.g. 41st Avenue W. 43rd Avenue W. etc.) are identified as "project improvements" and are not necessary to mitigate transportation capacity needs for the City Center; and,

WHEREAS, the City Center Street Master Plan recommended that the remainder of the secondary streets ("project improvements") be converted to private roadways and access points with design standards related to non-motorized mobility; and

WHEREAS, the City Center goals for pedestrian orientation and access can be achieved through an alternate system of private roads and/or walkways protected by easements that allows for more flexible development opportunities for property owners; and,

WHEREAS, based on the conclusions of the above referenced studies, the City finds that the current street grid regulation (Ordinance No. 2627) is more comprehensive and encumbering than necessary to achieve the purpose of ensuring transportation mitigation than what was originally envisioned when the City Center Plan was adopted; and,

WHEREAS, as an alternative, the City is currently re-evaluating regulatory mechanisms to develop and implement an alternate system of private roads and/or private walkways in the City Center that will be brought forward for consideration by the Planning Commission and, eventually City Council, later this year (2011); and,

WHEREAS, the City has determined that the City's goal of providing for parks in the City Center zone would be served through financial strategies and/or regulations that allow for some degree of flexibility in the location of such parks in the City Center; and,

WHEREAS, in January 2011, the City of Lynnwood received a SEPA and a Project Design Review application for a development proposal on property identified for a future park in the City Center Sub-Area Plan and the City of Lynnwood zoning code (LMC section 21.60.600) and that the property proposed for development is also subject to street dedication through the Street Grid Protection Ordinance (Ordinance No. 2627); and,

WHEREAS, the City Council finds that there are sufficient reasons to take action to ensure that the zoning ordinance and other implementing development regulations provide the level of predictability, certainty and consistency needed for redevelopment of the city center by all property owners, businesses, citizens; and,

WHEREAS, to achieve the purpose, it is appropriate to amend the City of Lynnwood zoning code and Ordinance No. 2627 with respect to parks/plazas and streets; and,

WHEREAS, RCW 36.70A.390 establishes a process whereby the City can adopt interim official controls provided that a public hearing on the interim official controls is held within at least 60 days of its adoption; and,

WHEREAS, the City Council finds that it is in the interest of the public health, safety and welfare to adopt this ordinance, now therefore,

THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1. The recitals above are adopted as findings that support passage of this ordinance.

Section 2. Section 21.20.600 of the Lynnwood Municipal Code, "Design review", is hereby amended as follows,

21.60.600 Design review.

A. Design Guidelines for Nonresidential Uses. The following structures and parking facilities permitted in the city center districts shall comply with Lynnwood city center design guidelines (which are adopted by this reference as if fully set forth herein) and receive approval pursuant to Chapter 21.25 LMC, unless otherwise specified in this chapter: for proposals in these districts, the citywide design guidelines shall be replaced with the city center design guidelines.

1. Construction of any nonresidential structure or building with a gross floor area of more than 1,000 square feet.
2. Construction of any parking lot and/or parking structure with 20 or more stalls or paved parking area of 5,400 square feet or more.
3. Construction of any multiple-family residential structure.

B. Supersede. Applicable Lynnwood city center design guidelines shall supersede any development standards and requirements of this title and other titles of this code that may conflict, unless otherwise specified in this chapter.

C. Gateways and Prominent Intersections. See city of Lynnwood zoning map to identify development project sites within a gateway or prominent intersection location. Such sites shall be subject to applicable gateway and/or prominent intersection design guidelines in the Lynnwood city center design guidelines. If any portion of a project site lies within a gateway or prominent intersection location, then the entire project shall comply with the applicable design guidelines.

D. Compliance with Subarea Plan and Related Documents. For determining compliance with the comprehensive plan (that includes the city center subarea plan), as required by LMC 21.25.145(B)(2), an application for approval of structures and facilities under this section shall:

1. Demonstrate consistency and compatibility with the planned location and design of streets, as shown in the street protection ordinance (Ord. No. 2627);

2. Locate “retail frontage land uses” along the portion of the Promenade, as depicted and described in the city center subarea plan, that is south of 196th St. S.W. and also around public parks/plazas that abut the Promenade. “Retail frontage land uses” in this case includes any pedestrian-oriented use, such as retail stores, groceries, drug stores, shoe repair shops, cleaning establishments, floral shops, beauty and barber shops, department stores, apparel shops, art galleries, travel agencies, restaurants, theaters, public offices, libraries and other businesses that are intended to be pedestrian-attracting or pedestrian-generating in nature (as determined by the community development director).”

Section 3. Section 1 of Ordinance No. 2627 adopted by the Lynnwood City Council on July 10, 2006, is hereby amended as follows

“Section 1. The following new streets shall be located in City Center Sub-Area:

The proposed new streets in the City Center would follow centerlines defined approximately as follows. Such streets may be built with the centerline deviating up to 35 feet to either side of these descriptions, to take best advantage of physical conditions in the field and to coordinate with legal parcel boundaries. The true alignment of the centerline of each route would run generally parallel to existing 44th Avenue W or existing 196th Street SW, to the extent practical.

42nd Avenue W would run in a straight line generally aligned parallel to existing 44th Avenue W, from existing Alderwood Mall Blvd to existing 194th Place SW. The centerline would cross existing 194th Street SW approximately 680 feet east of the centerline of existing 44th Avenue W.

194th Street SW Extension would follow a meandering line proceeding from a point of beginning located on the centerline of existing 194th Street SW approximately 140 feet west of the centerline of existing 40th Avenue W, then

bearing generally east-northeasterly to existing 36th Avenue W, crossing existing 36th Avenue W approximately 220 feet north of the point of beginning. From the centerline of 36th Avenue W the route would continue east-southeasterly approximately 78 feet, then east approximately 956 feet to the centerline of existing 33rd Avenue W, meeting existing 33rd Avenue W approximately 220 feet north of the point of beginning.

Section 4. Section 2 of Ordinance No. 2627 adopted by the Lynnwood City Council on July 10, 2006, is hereby amended as follows

Section 2. All development shall dedicate Right of Way for streets designated herein, and shall be a width in accordance with the adopted City Center Sub-Area plan or as approved by the Public Works Director. The Public Works Director shall also have the authority to waive the requirement for Right of Way dedication for the streets designated herein and/or approve modified alignments. For purposes of this ordinance, the term "development" shall include subdivisions, short subdivisions, planned unit developments, binding site plans and design review approvals."

Section 5. The interim development regulations established by this Ordinance shall take effect on the effective date of this Ordinance, and shall continue in effect until and including September 14, 2011, unless repealed, modified, or extended by the City Council after subsequent public hearing and entry of appropriate findings of fact pursuant to RCW 35A.63.220 and RCW 36.70A.390.

Section 6. A public hearing on the adoption of this ordinance shall be held on May 9, 2011 at 7:00PM in the Lynnwood City Hall City Council Chambers, 19100 44th Avenue West;

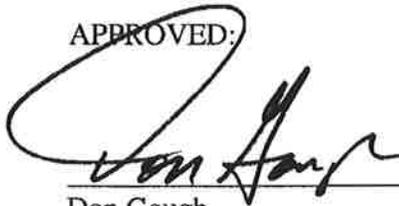
Section 7. Before adopting permanent regulations, the City shall conduct a public process to receive public comment and it shall conduct environmental review as required by law.

Section 8. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 9. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

PASSED BY THE CITY COUNCIL, the 14th day of March, 2011 and approved by the Mayor this 12th day of March, 2011.

APPROVED:



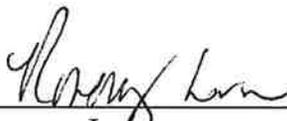
Don Gough
Mayor

ATTEST/AUTHENTICATED:



Patrick Dugan
Interim Finance Director

APPROVED AS TO FORM:



Rosemary Larson
City Attorney

PASSED BY THE CITY COUNCIL: 3-14-11

PUBLISHED: _____

EFFECTIVE DATE: _____

ORDINANCE NUMBER: 2885

Lynnwood Planning Commission
Meeting of April 28, 2011

Staff Report

Agenda Item: E-2
2011 Comprehensive Plan Amendments
(2011CPL0001)

- Public Hearing
- Informal Public Meeting
- Other Business
- Work Session
- Information
- Miscellaneous

Lynnwood Dept. of Community Development

Action

Discussion only at this work session.

BACKGROUND

The Municipal Code provides a process for annual consideration of amendments to the City's Comprehensive Plan. Review of these amendments is a major component of the Planning Commission's annual work program.

The Municipal Code provides for two "types" of proposals to amend the Plan: formal amendment applications and suggested amendments. Suggested amendments are ideas or proposals that someone would like the City to consider but, for whatever reason, they do not wish to file a formal application.

COMMENT

This year, all Amendments have been initiated by staff (no suggested amendments or private applications were filed). Attachment A lists the proposed 2011 Comprehensive Plan Amendments (note that they are listed in no particular order). This work session is to introduce these amendments to the Planning Commission. Staff will give a brief explanation of each proposed amendments, after which the Planning Commission will have the opportunity to ask questions about each proposal. Future Commission meetings will include opportunities for more detailed discussion of each proposal (including staff from other departments, as appropriate). Following these work sessions, a public hearing will be held to provide the opportunity for the public to comment on the proposals. Following the hearing, the Commission will be asked to make a recommendation to the City Council on each proposal.

RECOMMENDATION

Discuss proposed Amendments.

ATTACHMENTS

- A. 2011 Docket – Summary Table

2011 Comprehensive Plan Amendments

The City of Lynnwood is considering the following amendments to the City's Comprehensive Plan in the annual review of proposed amendments to the Plan for 2011 ("2011 Docket").

No.	Name	Location	Summary Description
1	Environmental Facilities Element	Citywide	Update descriptions of environmental issues; no policy impact
2	Capital Facilities Element	Citywide	Update descriptions of current capital facilities and utility services; no policy impact.
3	Implementation Element	Citywide	Update land use – zoning consistency table, schedule for docket process and schedule for major Plan update.
4	Parks Element Update	Citywide	1. Annual update – no policy impact. 2. Delete discussion of level-of-service for parks/plazas in City Center and reference LOS in City Center Subarea Plan