



City Center Project Prioritization

BACKGROUND
JULY 2014

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BACKGROUND & POLICY GUIDANCE

1 The Lynnwood City Center, part of the City’s Regional Growth Center, is an area designated to
2 accommodate much of Lynnwood’s projected growth. Governing plans for growth in the
3 Regional Growth Center are guided by the Washington State Growth Management Act and Puget
4 Sound Regional Council’s Vision 2040 and Transportation 2040 planning. Local plans and policies
5 include the Comprehensive Plan, Economic Development Action Plan, City Center Sub-Area Plan,
6 Our Community Vision Report and the Citywide Branding Report.

7
8 Planning and public outreach for the City Center began in 2001. The Final Supplemental
9 Environmental Impact Statement for the City Center Sub-Area Plan was issued in 2004 and City
10 Council adopted the City Center Sub-Area Plan in 2005. The Sub-Area Plan provides policies for
11 guiding the implementation of the City Center including setting priorities for infrastructure and
12 investment.

13
14 Subsequent Seed Money studies were created that refined roadway infrastructure requirements
15 including the City Center Access Study (Perteet Inc., Sept. 2007), City Center Street Master Plan
16 and Mode Split for City Center Street Master Plan (David Evans & Associates, Dec. 2009) and
17 parks infrastructure in the City Center Parks Master Plan (Berger Partnership, Aug. 2007).

18
19 Based on the recommendations of the Seed Money studies, staff work group members, public
20 meetings and the Lynnwood Planning Commission, the grid street infrastructure and parks
21 implementation was refined by Ordinance 2937 adopted on February 27, 2012. With the refined
22 public City Center street system and parks implementation, the city is prioritizing the identified
23 projects based on evaluation criteria that best implements the City Center. The City Center Work
24 Group staff has evaluated the projects against the criteria and identified several possible funding,
25 partnership and project linkage opportunities for the priority projects.

26
27 The following pages provide relevant excerpts and policies from the Economic Development
28 Action Plan, City Center Sub-Area Plan, Community Vision report and Citywide Branding report
29 that have guided the project 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 offices, 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 offices 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.

1
2 *Setting priority areas is not meant to preclude development in other areas, nor is it intended to preclude*
3 *City support of redevelopment in other areas. It simply means that the City’s initiatives would be focused in*
4 *the priority areas. The City may help take advantage of redevelopment opportunities outside of the*
5 *priority areas if the opportunity would substantially advance the vision and goals of this Sub-Area Plan.”*

6 **(P.77)**

7
8
9 **“Development Policy CCE 14: Priorities for City Investment:** *The priority areas for the City’s investments*
10 *are: First priority: The City Center Triangle (that area bounded by 196th Street, 44th Avenue West and*
11 *Interstate 5). Second Priority: The properties adjacent to the catalyst projects of the transit center and*
12 *convention center.” (P. 79)*

15 **Lynnwood Moving Forward: Our Community Vision (2010)**

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

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

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

- 25 **development.**
- 26 • *Promote high quality, sustainable development and design (LEED)*
- 27 • *Protect residential areas from commercial use*

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

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

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

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

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

- 42 • *Develop goals and objectives that benefit residents and businesses*
- 43 • *Create/enhance Lynnwood’s brand identity*
- 44 • *Promote Lynnwood’s convenient location to maximize opportunities and benefits*
- 45 • *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?

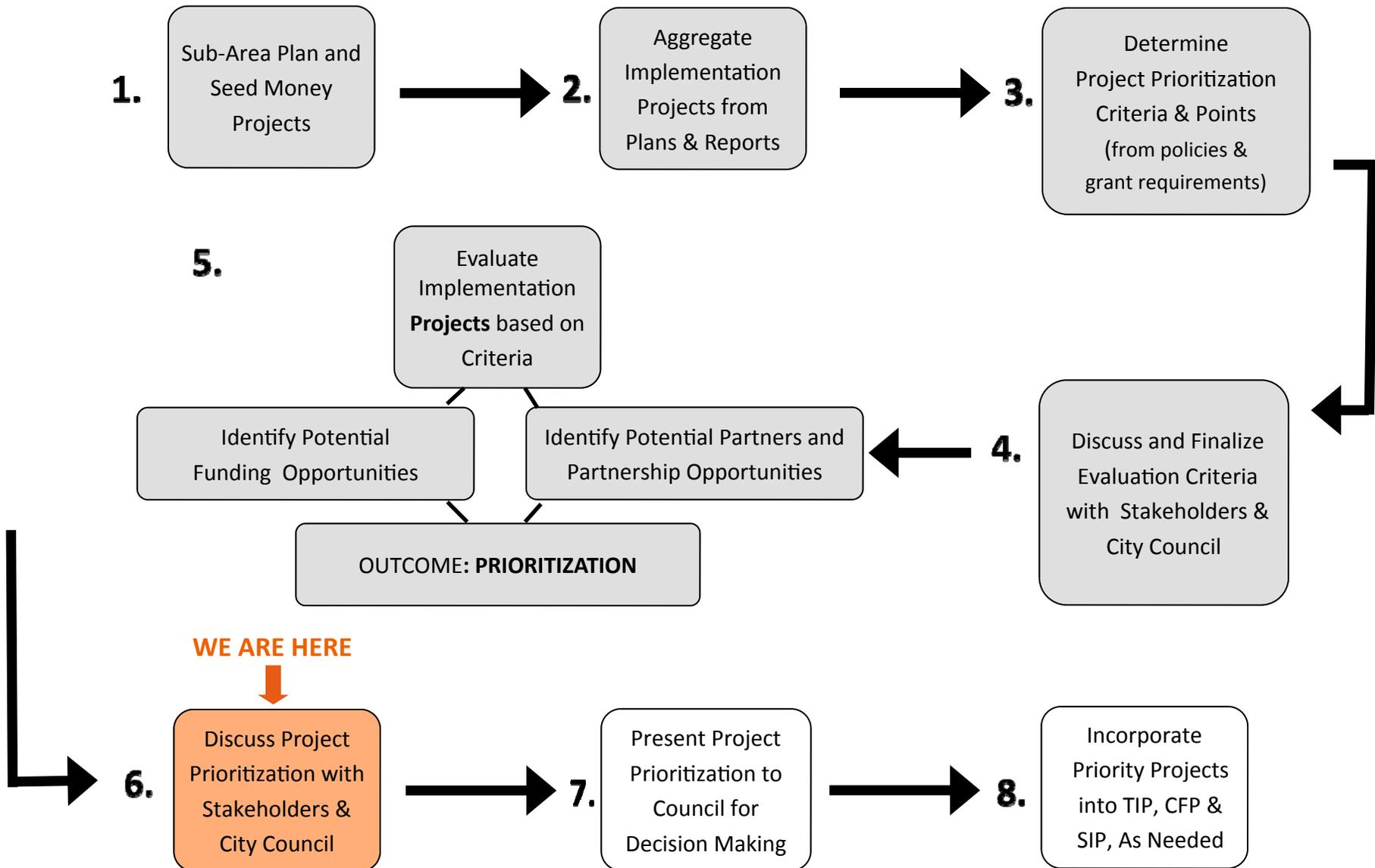
- Downtown/City Center (highest response rate at 44.4%)

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%)



2012-2013 PUBLIC MEETINGS & COMMENTS ON EVALUATION CRITERIA

2013-2013 PUBLIC MEETINGS:

Public outreach was performed to discuss criteria on which to evaluate each of the City Center projects to prioritize investments. Five public meetings were held to receive feedback on the proposed City Center project prioritization evaluation criteria:

- November 6, 2012: Lynnwood Parks & Recreation Board
- November 13, 2012: Lynnwood Neighborhood & Demographic Diversity Commission
- November 15, 2012: Lynnwood City Center Area Owners, Tenants and Businesses
- December 5, 2012: Lynnwood Planning Commission
- February 5, 2013: Lynnwood Public Facilities District Board

The public meetings used a presentation and discussion format and generally ran from 60-90 minutes each, with the majority of the time devoted to questions & answers and discussion.

2012-2013 COMMENTS:

Comments were received during the five stakeholder outreach meetings. These comments were included in the criteria under consideration. The general comment topics included:

- **Flexibility to pivot for projects as needed and over time with market conditions.**
- **Need to create a sense of place through quality amenities, events and attractions.**
- **Need to attract quality projects, redevelopment, housing and businesses. Competition from other cities.**
- **Focused public investment and partnerships driving greater private investment.**
- **Communication of City Center vision, assets, and plans through clear on the ground projects and marketing.**

The detailed comments from the outreach meetings are as follows:

2012-2013 PUBLIC MEETINGS & COMMENTS ON EVALUATION CRITERIA

2012-2013 Public Meetings	Comments Summary
Parks & Recreation Board	<ul style="list-style-type: none"> • Importance of the parks to City Center implementation. • Importance of flexibility for opportunities that arise. • Project implementation methods need sources of funding and City involvement. • Importance of diverse opportunities and community experiences. • Creating an environment to attract people and businesses. • Creating partnerships. • Include criteria for housing and affordable housing opportunities. • Clarify criteria and establish project triage strategy. • Include linkages to vision in ratings.
Neighborhood & Demographic Diversity Commission	<ul style="list-style-type: none"> • Invest in what drives people to Lynnwood. <ul style="list-style-type: none"> • Projects should include parks and amenities to attract people and businesses, i.e. need for dog parks. • The City should attract cultural draws, attractions and venues to elevate the City's image. <ul style="list-style-type: none"> • Importance of accommodating, supporting and organizing events for community building. • Establish criteria for art focused events. • Promote City's access to freeways as attraction for growth. • Focus on projects supporting the community. • Focus on attracting target demographics - create/build attractions. • Importance of varied housing offerings. • Importance of community acceptance and access.
City Center Property Owners, Tenants & Businesses	<ul style="list-style-type: none"> • Focus criteria on how to leverage public investment for greater private investment. • Importance of transportation and infrastructure needs. • Promote City's access to freeways as attraction for growth. • Partnership opportunities need to be assessed by the quality of the partner and project. <ul style="list-style-type: none"> • Thresholds/standards for the level of quality are needed. • Attract quality businesses • Importance of amenities to attract private investment. • Private development needs to understand the financial (ROI) benefits for locating in Lynnwood • Important to understand the competition from other cities to attract investment in their communities -- provides justification for City investment.
Planning Commission	<ul style="list-style-type: none"> • How are amenities defined? • Opportunities for grant funding should be a high priority. <ul style="list-style-type: none"> • Importance of partnerships for grant funding.

2012-2013 PUBLIC MEETINGS & COMMENTS ON EVALUATION CRITERIA

2012-2013 Public Meetings	Comments Summary
	<ul style="list-style-type: none"> • Projects should be evaluated on how broad of a positive impact on the project area. • Importance of balance of these objectives. • Add weights for: <ul style="list-style-type: none"> • Performance and operational benefit of the project on functionality of City Center. • Public infrastructure that achieves Plan goals. • Criteria for Project funding and costs: <ul style="list-style-type: none"> • Cost should not be the dominant factor for evaluation criteria. • Importance of qualitative ranking. • Importance of funding sources including partnerships and foreign direct investment. • Importance of public support, not just awareness. • Importance of public investment for implementation and to leverage the public investment to achieve private investment. <ul style="list-style-type: none"> • Importance of grouping project investments (close proximity to each other) to achieve the maximum private development in that area. • How to best evaluate private investment for public funding participation? • Importance of public perspective for investment and attraction (Place-making, branding). <ul style="list-style-type: none"> • Critical to create a sense of place. • What is the City Center? Defined and reinforced. • Marketing. • Importance of flexibility to go after opportunities. <ul style="list-style-type: none"> • Ability to pivot when needed when opportunity arises. • Need to create attractions to the City Center.
Public Facilities District Board	<ul style="list-style-type: none"> • Importance of flexibility to achieving goals. <ul style="list-style-type: none"> • Ability to go after projects that may not be on the list. • Flexibility and evolution needed over time as the area changes and/or the market changes. • Discussed current flexibility and marketability of the plan and regulations. • Importance of overall City Center communication with the business community and stakeholders. <ul style="list-style-type: none"> • City Center implementation process, development facilitation, and general user-friendliness. • City review of process for continued improvement. • Discussed PFD financial partnership in initial City Center Sub-Area Planning. • Discussed impacts of public projects on existing/potential development.

2014 PUBLIC MEETINGS & COMMENTS ON PROJECT PRIORITIZATION

1 **2014 PUBLIC MEETINGS:** Public outreach was performed to discuss the proposed City Center project prioritization.
2 The public meetings used a presentation and discussion format and generally ran from around 45-60 minutes each. Five
3 public meetings were held to receive feedback on the proposed City Center project prioritization evaluation criteria:
4

- 5 • May 22, 2014: Lynnwood Planning Commission
- 6 • June 4, 2014: Lynnwood Parks & Recreation Board
- 7 • June 10, 2014: Lynnwood Neighborhood & Demographic Diversity Commission
- 8 • June 17, 2014: Lynnwood Public Facilities District Board
- 9 • June 17, 2014: Lynnwood Arts Commission
- 10 • June 19, 2014: Public Meeting / Open House
- 11 • June 25, 2014: Lynnwood Economic Development Advisory Group
- 12

13 **2014 COMMENTS SUMMARY:** General comment topics received during outreach meetings included the need for:
14

- 15 • Flexibility to pivot for projects as needed and over time with market conditions.
- 16 • Amenities and attractions for business and residents from the north, instead of Seattle or Bellevue.
- 17 • Town Square Park and Main Street roles as central gathering spaces and creating a sense of place/catalyst.
- 18 • City Center to be more people friendly, functional, sustainable, ADA accessible and more ped./bike connections.
- 19 • Concern about impacts of infrastructure on private property for timing and redevelopment plans.
- 20 • Infrastructure in conjunction with private development, not too far ahead or too late.
- 21 • Creating a sense of place through quality amenities, events and attractions including a venue for performing arts.
- 22 • Attracting quality projects, redevelopment, housing and businesses.
- 23 • Working with property owners interested in selling and redeveloping.
- 24 • High speed internet network to attract businesses and residents, should be high tech hub regionally and globally.
- 25 • Working together with other local communities to take advantage of area-wide assets.
- 26 • Working with private and public partners to drive greater private investment including Sound Transit light rail.
- 27 • Communication of City Center vision, assets, and plans through clear on the ground projects and marketing.

1 **1. TRANSPORTATION:**

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

3
 4 **A. 42nd Ave. W (New Grid Street)**

5 Project Description: The proposed 42nd Ave. W provides primary collector access to the City
 6 Center and establishes the primary block structure of the City Center. It is a system
 7 improvement eligible for a wide range of funding sources. 42nd Ave. W is a new street
 8 proposed from Alderwood Mall Blvd (AMB) to 194th Ave. W. Three new traffic signals are
 9 proposed with this new street at the 194th St. SW, 196th St. SW and AMB intersections. 42nd
 10 Ave. W provides multi-modal connections with shared auto/bike lanes acting as a north south
 11 connector to the central Promenade Street (198th St. SW) and towards the Interurban Trail.
 12 16ft sidewalks with amenities offer an enhanced pedestrian experience connecting to the
 13 Promenade Street.

14
 15 Status: Planned

16
 17 Source Documents:

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

20
 21 **B. 194th St. SW Extension (New Grid Street)**

22 Project Description: 194th St. SW is part of the collector street system to provide relief to
 23 196th St. SW and accommodate linkages to the Alderwood / City Center Transition Area to the
 24 northeast and access to south. The proposal is to extend the existing street from 40th Ave. W
 25 to 33rd Ave W. 194th provides a connection at the northern boundary of the City Center, 194th
 26 St. SW provides multi-modal connections with dedicated bicycle lanes on both sides of the
 27 street and 12 ft. wide sidewalks, acting as an east/west connector to the towards the
 28 Alderwood Mall area and Alderwood City Center Transition Area. Added amenities are
 29 proposed with redevelopment to offer an enhanced pedestrian experience connecting to the
 30 Promenade Street and the Alderwood-City Center Transition Area. Four new traffic signals are
 31 proposed with this street extension at the 48th Ave. W, 42nd Ave. W, 40th Ave. W 36th Ave. W
 32 and 33rd Ave. W intersections.

33
 34 Status: Planned

35
 36 Source Documents:

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

39
 40 **C. 196th St. SW Improvements**

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

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

6
7 Status: Preliminary Approval for Design Grant

8
9 Source Documents:

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

13
14 **D. 44th Ave. W Improvements**

15 Project Description: In relation to the SR 524 (196th St. SW) improvements, northbound 44th
16 Ave. W will require widening and sidewalk improvements improving the pedestrian
17 experience and safety. Add a second left turn only lane for the northbound approach at the
18 196th St. SW and 44th Ave. W intersection

19
20 Status: This project will complete the previous widening of 44th Ave. W to the south of 196th
21 St. SW.

22
23 Source Documents:

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

26
27 **E. 40th Ave. W Improvements**

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

32
33 Status: Planned

34
35 Source Documents:

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

38
39 **F. 200th St. SW Improvements**

40 a. Project Description: Widen 200th St. SW where needed to add new lanes, accommodate
41 new bicycle lanes and widened sidewalks on both sides of the street. Existing ROW on
42 200th for 5 lane sections is 60 feet, total ROW needed is 99 feet. Existing and proposed
43 ROW varies. Add a second left turn only lane to westbound approach and eliminate a split
44 signal phasing at the 200th St. SW and 44th Ave. W intersection

1 Status: Planned

2
3 Source Documents:

- 4 ▪ City Center Sub-Area Plan CCT 7 P. 54, 88
- 5 ▪ City Center Street Master Plan
- 6 ▪ 196th St. SW March 2012 Design Report Appendix C (200th St. SW)

7
8 **G. 179th Street SW (Maple Road)**

9 Project Description: Build 179th St. SW (Maple Road) as a 3 lane road without on-street

10 parking, between 36th Ave. W and Alderwood Mall Pkwy.

11
12 Status: Planned

13
14 Source Documents:

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

16
17 **H. 36th Ave. W / 35th Ave. W Improvements**

18 Project Description: This two mile long project was previously identified as a City Center traffic

19 mitigation project. The project is a joint effort between Snohomish County and the City to provide

20 traffic improvements along the arterial corridor between Maple Road and SR-99. Preliminary plans

21 include additional lane(s) (exact locations have not yet been identified), continuous sidewalks,

22 landscape features, and bicycle facilities. A new roundabout is planned for the 36th/172nd Intersection

23 and a new traffic signal is planned for the 36th/Maple Rd/179th Intersection.

24
25 Status: Underway. The City and County have received a \$1,750,000 federal grant to complete design

26 and right-of-way acquisition for this project.

27
28 Source Documents:

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

31
32 **I. Poplar Way Extension Bridge (Across I-5)**

33 Project Description: Construction of a bridge across I-5 to connect Poplar Way and 33rd Ave. W. This

34 project was the second highest priority project identified by the City Center Access Study. The project

35 will provide a more direct route to northbound I-5 at Poplar Way and will alleviate congestion along

36 Alderwood Mall Parkway and along 196th St. SW. Pedestrian connectivity will also be improved with

37 this project.

38
39 Status: Preliminary Design Underway. Grant funding received.

40
41 Source Documents:

- 42 ▪ City Center Access Study

43
44 **J. Future I-5 Interchanges**

45 Project Descriptions:

- 46 a. Connecting ramp from southbound I-5 to westbound SR 525

- 1 b. Northbound on-ramp to I-5 from 44th Ave. W
2 c. Southbound off ramp from I-5 to Alderwood Mall Blvd or 44th Ave. W
3

4 Status: Planned, may be needed after 2020.
5

6 Source Documents:

- 7 ▪ City Center Sub-Area Plan CCT 5 P. 53
8

9 **K. New Traffic Signals**

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

- 11 a. 48th Ave. W and 194th St. SW intersection
12 b. 44th Ave. W and 198th St. SW intersection
13 c. 42nd Ave. W and 194th St. SW intersection
14 d. 42nd Ave. W and 196th St. SW intersection
15 e. 42nd Ave. W and Alderwood Mall Blvd intersection
16 f. 40th Ave. W and 194th St. SW intersection
17 g. 36th Ave. W and 194th St. SW intersection
18 h. 33rd Ave. W and 194th St. SW intersection
19

20 Status: Planned. Completed new signal at 40th Ave. W and Alderwood Mall Blvd. 48th Ave. W.
21 to be completed as a separate project, otherwise new traffic signals will be installed with
22 street improvement projects.
23

24 Source Documents:

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

1 **2. PEDESTRIAN CONNECTIVITY & AMENITIES:**

2
3 **A. 198th Street SW Improvements (Promenade Street/Main Street)**

4 Project Description: Transform 198th St. SW into a pedestrian-friendly Main Street
5 “Promenade” including widened sidewalks, pedestrian amenities, street trees and shared bike
6 lanes. Additional right-of-way will be needed for the planned 16 foot wide sidewalks.

7
8 Status: Planned

9
10 Source Documents:

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

12
13 **B. Town Square Park**

14 Project Description: The Town Square Park is planned to be the heart of Lynnwood’s
15 downtown serving as a major catalyst project to attract private investment to the area. It is a
16 place for civic events that will draw people from citywide and beyond. The Town Square Park
17 will be a significant feature and amenity for the entire City and will be located in the City
18 Center Core in the vicinity of 198th Street SW and the future 42nd Avenue W. The Town Square
19 Park will include linkages to the Interurban Trail.

20
21 Status: Planned. Conceptual Park Master Plan complete.

22
23 Source Documents:

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

25
26 **C. I-5 / 44th Ave. W Underpass Improvements**

27 Project Description: Improve the pedestrian access and gateway of the Interstate 5 underpass
28 along 44th Ave. W. This underpass creates a significant barrier to connectivity within the
29 community. This project encourages redevelopment opportunities within the City Center
30 supporting GMA objectives.

31
32 Status: Planned

33
34 Source Documents:

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

36
37 **D. Interurban Trail Enhancements**

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

1 Status: The Interurban Trail pedestrian bridge crossing 44th Ave. W was completed August
2 2010. The completion of two additional trail segments are underway, the north section at
3 208th and 52nd and the south section at 212th.

4
5 Source Documents:

- 6 ▪ City Center Sub-Area Plan CCUD 14, 15, 16: P. 64, 65
7

8 **E. Civic Park and Billiards Park**

9 Project Description: In addition to the Town Square and Village Green Parks, two additional
10 parks called Civic Park and Billards Park are conceptually planned in the northeast and
11 northwest areas of the City Center. These parks relate to the existing Civic Campus and the
12 Alderwood-City Center Transition Area which was formerly part of the City Center North End
13 district. With the removal of the north end’s study area from the City Center, and a possible
14 relocation of the Civic Campus in the future to the City Center Core, these parks may be
15 reviewed for need, feasibility, and nexus.
16

17 Status: Planned, if feasible with future development and nexus. Conceptual Park Master Plan
18 complete.
19

20 Source Documents:

- 21 ▪ City Center Sub-Area Plan CCPS 1-7: P. 68-70
22 ▪ City Center Parks Master Plan P. 18-25
23

24 **F. Other Park(s) Planned outside City Center**

25 Project Description: At least one additional and significant traditional park, outside but
26 adjacent (within approximately ¼ mile) to the City Center boundary should be provided to
27 support development of the City Center. This new community park should include active
28 sports fields and open lawn areas. Housing development should be monitored and revisions to
29 the park strategy should occur if needed. Park(s) outside the City Center may be reviewed for
30 need, feasibility, and nexus.
31

32 Status: Planned, if feasible with future development and nexus. Conceptual Park Master Plan
33 complete.
34

35 Source Documents:

- 36 ▪ City Center Sub-Area Plan CCPS 1-7: P. 69-70
37

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

39 Project Description: Public art is an important element for community building, establishing a
40 sense of place and enhancing the aesthetic environment. Public art is conceptually planned
41 along with major redevelopment projects, such as 198th Street SW (Promenade Street) and
42 Civic buildings.
43

44 Status: Planned.
45

- 1 Source Documents:
- 2 ■ City Center Sub-Area Plan P. 31, 59
- 3 ■ City Center Parks Master Plan P. 3

1 **3. TRANSIT INFRASTRUCTURE:**

2
3 **A. Lynnwood Link Light Rail Mitigations**

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

10
11 Status: Sound Transit completed the Alternatives Analysis in Fall 2011. In mid-2013 the DEIS
12 was release for public comment and in November 2013 the Sound Transit Board selected C3
13 as the preferred alternative to be refined. In 2014 further design for preferred alternative and
14 the Final EIS will be published, responding to Draft EIS comments. Early-Mid 2015 the Board
15 selects project to be built and the Record of Decision issued by FTA. Final design and
16 permitting from 2015 - 2018 with construction beginning in 2018 and in late 2023 the
17 Lynnwood Link will be open for service.

18
19 Source Documents:

- 20 ▪ Sound Transit: North Corridor Transit Project Alternatives Analysis Report and SEPA
- 21 Addendum (September 2011)
- 22 ▪ Website: <http://www.soundtransit.org/Projects-and-Plans/Lynnwood-Link-Extension>

23
24 **B. City Center Light Rail Extension**

25 Project Description: This analysis is a starting point for continued discussions on how ST2 and
26 future extensions of light rail to Everett relate to the Lynnwood City Center. This includes how
27 LRT service should be aligned under ST2 to support the City Center best under each phase and
28 achieve transit-oriented development as envisioned in the adopted City of Lynnwood City
29 Center Sub-Area Plan.

30
31 Status: Planned, technical memorandum completed (November 2011)

32
33 Source Documents:

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

36
37 **C. Pedestrian Crossing 196th at Convention Center *(with CC LRT Extension)***

38 Project Description: Provide some form of crossing to connect to the Promenade walkway
39 and Promenade Street at 196th St. SW between 40th Ave. W. and 37th Ave. W. This will be
40 increasingly important at this location with the City Center extension of Light Rail. This
41 connection could be at grade with a signalized intersection or could be a pedestrian bridge
42 over 196th. In the absence of a feasible crossing at this location, alternative improved crossings
43 at signalized 40th Ave. W and 42nd Ave. W are planned for leading to the Promenade Street
44 (198th St. SW). The type of crossing will be highly dependent on future adjacent development
45 and WSDOT requirements for SR 524 near the I-5 interchange.

1 line to the Lynnwood city line. Demand for further City Center specific TDM strategies will
2 increase with employment and population increases.

3

4 Source Documents:

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

1 **4. PARTNERSHIP OPPORTUNITIES:**

2
3 **A. Edmonds School District & City Property at 196th St. SW**

4
5 Project Description: The City has entered into a Purchase and Sale Agreement with the
6 Edmonds School District No. 15 to sell City remnant parcels left from the WSDOT I-5 on-ramp
7 construction. The Edmonds School District plans to assemble the properties and sell two
8 separate parcels for redevelopment consistent with City Center development regulations. This
9 site was generally identified in the Sound Transit/North Corridor Transit Partners: Lynnwood
10 City Center Extension Study Technical Memorandum: Extension of Light Rail to Lynnwood City
11 Center (November 2011) as a potential location for a light rail platform in the City Center core.
12 Along with development of the site and the platform station, a connection across 196th could
13 be made from this site to the Convention Center.

14
15 Status: Planned

16
17 Source Documents:

- 18 ▪ City Center Sub-Area Plan P. 88
- 19 ▪ Economic Development Action Plan P. 20
- 20 ▪ Sound Transit/North Corridor Transit Partners: Lynnwood City Center Extension Study
- 21 Technical Memorandum: Extension of Light Rail to Lynnwood City Center (November
- 22 2011)

23
24 **B. Convention Center Expansion and Excess LPFD Site Development**

25 Project Description: The Lynnwood Public Facilities District (PFD) was created by the City of
26 Lynnwood as a special district for the purpose of developing and managing public facilities.
27 The Lynnwood Convention Center was constructed as a PFD project and serves as a catalyst
28 for the City Center, tourism and citywide economic development. The PFD has adopted
29 development principles for the site. Expansion plans and excess site development at the
30 Lynnwood Convention Center could include an expo hall, parking structure and hotel
31 development.

32
33 Status: Planned

34
35 Source Documents:

- 36 ▪ City Center Sub-Area Plan P. 88

37
38 **C. Phased Government Center, Sno-Isle Library and Other Core Redevelopment**

39 Project Description: Explore a phased program for consolidating city offices into a government
40 center, possibly along with a local transit center and a new library on a site within the City
41 Center. Public buildings should be centrally located and highly visible for the convenience of
42 residents and visitors. They should act as landmarks for the City itself. New public buildings
43 should be prominently located and display unique design features that convey their
44 importance to the community. Other possibilities for future collective efforts could include the
45 Sno-Isle Library District, Edmonds Community College, District County Court, and the County

1 Housing Authority. Additional private investment should be in conjunction with this Public
2 investment in particular.

3
4 Status: Planned

5
6 Source Documents:

- 7 ▪ City Center Sub-Area Plan P.62, 64, 76, 89
 - 8 ▪ Sno-Isle Annexation Resolution and Capital Plan
- 9

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

11 Project Description: Work with Sound Transit and private developers to develop a design build
12 project of housing in the air rights above the new parking lot next to the expanded transit
13 center or in conjunction with Bus Rapid Transit opportunities on 196th St. SW. Incentives
14 including the provision of parks and amenities could help facilitate private investment.

15
16 Status: Planned

17
18 Source Documents:

- 19 ▪ City Center Sub-Area Plan CCH 4: P. 39, 88
- 20

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

22 Project Description: This park in the West End could be part of a public-private partnership in
23 coordination with high density residential dwellings. The Village Green is also planned as part
24 of the Promenade and should provide public access (extension west of 198th Street SW across
25 44th Ave. W). Over time, the Village Green should be connected to the Interurban Trail, Wilcox
26 Park and Scriber Lake Park via trails and sidewalks.

27
28 Status: Planned, if feasible with future development. Conceptual park master plan complete.

29
30 Source Documents:

- 31 ▪ City Center Sub-Area Plan P. 67, 88
 - 32 ▪ City Center Parks Master Plan P. 13
- 33

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

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

39
40 Status: Planned. Economic Development Infrastructure Policy Resolution adopted July 2012.

41
42 Source Documents:

- 43 ▪ City Center Sub-Area Plan CCE 11: P. 79
 - 44 ▪ Economic Development Infrastructure Policy Resolution
- 45

1 **5. UTILITIES:**

2 **All utility projects will be completed with street and/or park projects and**
3 **therefore are not part of the prioritization process. Utility projects are**
4 **included here for information only.**

5
6 **A. Stormwater Detention**

7 Project Description: The City Center Sub-Area Plan states that new stormwater detention and
8 drainage facilities should be designed to include public park and open space amenities
9 wherever possible. Stormwater detention and drainage will be part of future street and park
10 development. Due to the increasingly stringent and costly stormwater management
11 requirements that the NPDES Phase II permit imposes on development projects, the City hired
12 Herrera Environmental Consultants and SAIC to explore alternatives to meet the permit intent,
13 but at reduced costs and/or complexity to typical development projects. The findings did not
14 yield opportunities for savings.

15
16 Status: To be completed with corresponding public or private projects.

17
18 Source Documents:

- 19 ▪ City Center Sub-Area Plan CCCF 4, 5 ,6: P.85
- 20 ▪ Herrera Study

21
22 **B. Undergrounding of Overhead Utility Wires**

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

28
29 Status: To be completed with corresponding public or private projects.

30
31 Source Documents:

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

34
35 **C. Sewer Conveyance in New Streets**

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

40
41 Status: To be completed with corresponding public or private projects.

42
43 Source Documents:

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

1 **D. New Water Mains in New Streets**

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

5
6 Status: To be completed with corresponding public or private projects.

7
8 Source Documents:

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

10
11 **E. Underground Utility Study to Identify Critical Phasing**

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

14
15 Status: Planned

16
17 Source Documents:

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

19
20 **F. Decorative Utility Covers**

21 Project Description: The City could consider commissioning an artist to create a
22 decorative utility cover to reflect the image of the community. This cover would become a
23 standard for the Sub-Area and would be required on all utility accesses located within the
24 sidewalk area. Alternative to a custom design, the City Center Streetscape Plan is anticipated
25 to select a standard utility cover for the City Center.

26
27 Status: Planned

28
29 Source Documents:

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

31
32 **G. Plan for Expansion of Service Capacity**

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

35
36 Status: Planned

37
38 Source Documents:

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

Implementing and achieving the vision for a City Center will require both long term planning and flexibility. The funding sources below describe some of the possible opportunities that may be used solely or in combination with each other to fund City Center projects. The funding sources available at the time may drive projects and may change the prioritization based on funding availability.

	Transportation Benefit District	Park Impact Fee	Metropolitan Park District	Local Improvement District	Developer Options	Grant	EDIP Dedicated Revenue Stream	Business Improvement District (Area)	Transp. Impact Fee	Utility Fund	Levy Lid Lifts
PURPOSE	Fund repair or new transportation projects.	Ensure that parks, open space, and recreation facilities are available to serve new growth and development.	Provide for the management, control, improvement, maintenance and acquisition of parks, parkways, boulevards and recreational facilities.	Finance local public improvements with special assessments to accommodate inhabitants of a particular locality.	Mitigate development impacts on parks, open space, and recreation facilities through a variety of developer options.	Provide funding for parks, open space, and recreation facilities from federal, state, county, local sources.	Finance public investments by imposing for example, sales tax or construction sales tax allocations, one time money allocations, or other sites.	RCW 35.87A.010 Special Assessment Levy for economic development and neighborhood revitalization and to facilitate the cooperation of merchants, businesses, and residential property owners.	Provides public facilities or improves existing ones needed as a result of the new development.	The Surface Water Utility fund supports the planning, design and construction of repairs & improvements to the system including water, sewer, & storm infrastructure.	RCW 84.55.050. Property Tax Increase. Can be used for any purpose.
FUNDING	<ul style="list-style-type: none"> Funding Source options are vehicle license fees or sales tax increase (10 yr max) 	<ul style="list-style-type: none"> Payment imposed upon development to provide funding for publicly owned parks, open space and recreation facilities needed to serve new growth and development Imposed on development activity as part of the 	<ul style="list-style-type: none"> Two regular property tax levies available - 50 cents/\$1000 assessed valuation and one of 25 cents. May levy general tax in excess of its regular property tax levy or levies when authorized to do so at a special election May issue revenue bonds May issue and 	<ul style="list-style-type: none"> Sale of bonds to investors and retirement of those bonds via annual assessments on the property owners within a district Two main assessment methods: <ul style="list-style-type: none"> mathematical special benefit analysis. 	<ul style="list-style-type: none"> Land Dedication Direct Improvement of Facilities Credit for Excess Contributions, e.g. FAR bonus Concomitant Developer Agreement 	Examples of grant funding sources: <ul style="list-style-type: none"> Federal: Transportation, trails. FMPP, farmers market, up to \$100k State: Transportation, trails. Recreation & Conservation Office, acquire, develop, renovate parks, 	<ul style="list-style-type: none"> Allocating revenue streams from projects into fund for Infrastructure supporting Economic Dev. Initiatives One time revenues Percentage of new econ. dev. Projects 	<ul style="list-style-type: none"> Levy special assessments on all businesses and multifamily residential or mixed-use projects within the area and specially benefited by a parking and business improvement 	<ul style="list-style-type: none"> Payment at the time of building permit issuance. Some Cities have deferred fees possible, however difficulty collecting fees when deferred may be an issue, 	<ul style="list-style-type: none"> Funded by rate payers 	<ul style="list-style-type: none"> Property tax "Lift" No maximum time limits Voter Approved Single year or Multi-Year options Multi-Year can escalate each year for up to

	Transportation Benefit District	Park Impact Fee	Metropolitan Park District	Local Improvement District	Developer Options	Grant	EDIP Dedicated Revenue Stream	Business Improvement District (Area)	Transp. Impact Fee	Utility Fund	Levy Lid Lifts
		financing.	<p>sell warrants, short-term obligations, or general obligation bonds;</p> <ul style="list-style-type: none"> May issue general obligation debt equal to 2 ½% of AV, ¼% may be non-voted. Source for repayment of non-voted debt is district's general fund. 			<p>outdoor recreation facilities, trails, open space, athletic fields, habitat, skate parks. Funding limits: \$500k development, \$1m acquisition</p> <ul style="list-style-type: none"> County: Snohomish County park mitigation funds Local: Verdant Health Commission, supports health and wellness programs. 	<ul style="list-style-type: none"> Percentage revenues within geographic area General fund allocation. 	<p>area to pay in whole or in part the damages or costs incurred.</p>	<p>including when fees are passed directly to home buyers at closing.</p> <ul style="list-style-type: none"> Imposed on development activity as part of the financing. 		<p>6 yrs.</p> <ul style="list-style-type: none"> May be done for any purpose by purpose must be stated in ballot measure title
A D V A N T A G E	<ul style="list-style-type: none"> Funds transp. infrastructure 	<ul style="list-style-type: none"> Promotes growth and development by establishing standards by which counties, cities, may require, by ordinance, that new growth and development pay a proportionate share of the cost of new facilities 	<ul style="list-style-type: none"> May purchase, acquire and condemn lands within or without the boundaries of park district May petition for the creation of local improvement districts May employ counsel, provide for park police officers, secretary of the board, and all necessary employees 	<ul style="list-style-type: none"> Special assessments are not subject to uniformity requirements of Wash. Const., Art. VII, §9. May levy assessments for local improvements, including aesthetic improvements, according to special benefits which will vary from one tract 		<ul style="list-style-type: none"> A wide variety of grants are available Grant rounds are offered annually and biannually 	<ul style="list-style-type: none"> Carves out funds from new projects to fund plans for furthering community goals and commitments. 	<ul style="list-style-type: none"> The acquisition, construction or maintenance of parking facilities for the benefit of the area; Decoration of any public place in the area; Sponsorship or promotion of public events which are to 	<ul style="list-style-type: none"> Impact fees are a mechanism for assuring that developers to pay a share of the costs of off-site facilities that serve the development. Provides for system-wide 		<ul style="list-style-type: none"> Flexibility of funding options

Transportation Benefit District	Park Impact Fee	Metropolitan Park District	Local Improvement District	Developer Options	Grant	EDIP Dedicated Revenue Stream	Business Improvement District (Area)	Transp. Impact Fee	Utility Fund	Levy Lid Lifts
	<p>needed to serve new growth</p> <ul style="list-style-type: none"> Ensures that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees for the same impact 	<ul style="list-style-type: none"> May establish civil service for employees May regulate, manage and control, improve, acquire, extend and maintain, open and lay out, parks, parkways, boulevards, avenues, aviation landings and playgrounds, within or without the park district May authorize, conduct and manage such forms of recreation or business as it shall judge desirable or beneficial for the public, or for the production of revenue for expenditure for park purposes. May sell, exchange, or otherwise dispose of surplus property; May annex territory. MPD levy is permanent 	<p>or lot to another.</p>				<p>take place on or in public places in the area;</p> <ul style="list-style-type: none"> Furnishing of music in any public place in the area; Providing professional management, planning, and promotion for the area, including the management and promotion of retail trade activities in the area; Providing maintenance and security for common, public areas; or Providing transportation services for the benefit of the area. 	<p>benefits</p> <ul style="list-style-type: none"> Ensures that impact fees are imposed through established procedures and criteria so that specific developments do not pay arbitrary fees for the same impact 		

	Transportation Benefit District	Park Impact Fee	Metropolitan Park District	Local Improvement District	Developer Options	Grant	EDIP Dedicated Revenue Stream	Business Improvement District (Area)	Transp. Impact Fee	Utility Fund	Levy Lid Lifts
L I M I T A T I O N		<ul style="list-style-type: none"> • Must directly benefit new development that creates additional demand and need, not to correct existing deficiencies. • Must provide for a balance between impact fees and other sources of public funds and cannot rely solely on impact fees. • Shall only be imposed for system improvements that are reasonably related to the new development • May be collected and spent only for the public facilities which are addressed by a capital facilities plan element of a comprehensive plan 	<ul style="list-style-type: none"> • For voted debt, debt service is paid from an excess property tax levy, which must be passed by a 60% vote. • Election turnout of at least 40% of those voting in the last general election. • Debt must be used for capital purposes and can issued for a maximum of 20 years. 	<ul style="list-style-type: none"> • Requires approval of owners of 60% of property value in LID area. • Benefit calculation based on improved property value. • Assessment must not exceed the special benefit of the improvement to that parcel - the difference between fair market value of property before and after local improvement project • Property not benefited may not be assessed 		<ul style="list-style-type: none"> • Grant funding limits often preclude funding of large projects. May need multiple grants, and/or phase projects • Local matching funds must be allocated in City budget prior to application submittal • Grant funding approval is dependent on Legislative approval • Approved funding is not available for at least one year after application submittal • Grant restrictions are placed upon funded projects regarding future uses of property • Federal grant process is cumbersome and time consuming 	<ul style="list-style-type: none"> • Removes some new profit sources from General Fund • Based on new development with positive metrics proven including ROI and feasibility. 	<ul style="list-style-type: none"> • Limited to area of levy • Limited to revitalization efforts listed under advantages • Requires petition by 60% or greater of the BID area operators. 	<ul style="list-style-type: none"> • Must be used or returned within a 6 year period • Use of TrIF is limited to system-wide planned projects, smaller localized projects may not qualify 		<ul style="list-style-type: none"> • Requires vote with simple majority approval. • Single year option or Multi-Year with 6 year max escalator.

	Transportation Benefit District	Park Impact Fee	Metropolitan Park District	Local Improvement District	Developer Options	Grant	EDIP Dedicated Revenue Stream	Business Improvement District (Area)	Transp. Impact Fee	Utility Fund	Levy Lid Lifts
P R O C E S S	<ul style="list-style-type: none"> Vehicle license fees up to \$20 councilmatic, above \$20 up to \$100 max requires public vote Sales tax increase requires public vote Projects identified for sales tax increase, can be amended by public hearing. 	<ul style="list-style-type: none"> Established by ordinance, with Planning Commission public hearing and approval by City Council State notification process under 36.70A.106. SEPA may be required. 	<ul style="list-style-type: none"> Can include all or part of a city, all or part of a county, or multiple cities and counties in any combination May be initiated by citizen petition or by resolution of local government. Can be initiated by petition of at least 15% of the registered in the area and submitted to the county auditor of each county in which all or a portion of the proposed district would be located (RCW 35.61.020); Petition or resolution shall indicate the choice and describe the composition of the initial board of commissioners of the district that is proposed under RCW 35.61.050 and shall list a name for the district (RCW 35.61.030). Subject to SEPA review as a "nonproject action." Where Boundary Review Board Exists <ul style="list-style-type: none"> Notice of the proposal shall be filed with the 	<ul style="list-style-type: none"> Two distinct methods of forming LIDs: <ul style="list-style-type: none"> resolution of intention - allows the legislative body of a municipality to initiate an LID petition - allows property owners to petition to initiate an LID. Final assessments can be set by the local government before construction actually begins. 		<ul style="list-style-type: none"> Funding rounds are usually offered annually or bi-annually. 	<ul style="list-style-type: none"> Follow the Economic Development Infrastructure Policy. 	<ul style="list-style-type: none"> To establish, needs a petition submitted by the operators responsible for 60% of the assessments by businesses and multifamily residential or mixed-use projects within the area, parking and business improvement areas. 	<ul style="list-style-type: none"> Established by ordinance in 2010. The first 3 private projects in the City Center meeting certain criteria may be waived. 	<ul style="list-style-type: none"> 6 year rate structure 3 year rate study update Annual review 	<ul style="list-style-type: none"> Property tax increase requires public vote If tax rate is less than statutory max rate, may ask voters to "lift" the levy lid by increasing the tax rate to some amount equal to or less than their statutory max rate. Proposed tax rate must be stated in ballot title. Simple majority vote is required.

	Transportation Benefit District	Park Impact Fee	Metropolitan Park District	Local Improvement District	Developer Options	Grant	EDIP Dedicated Revenue Stream	Business Improvement District (Area)	Transp. Impact Fee	Utility Fund	Levy Lid Lifts
			boundary review board <ul style="list-style-type: none"> • A special election is held on the date specified under RCW 29A.04.330 that is sixty or more days after approved by boundary review board; • No boundary review board review required if the proposed district only includes one or more cities. • Requires majority vote 								