



## Proposed Lynnwood Goddard School

### Property information

Location: SE corner of HWY 99 and 188<sup>th</sup> St SW

Size – 1.38 acres

Parcel number – 270416-003-001-00

Zoning – Neighborhood Commercial

### Applicant

Alphabetz RE Corporation

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### Owner's Representative

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### Written Statement

The proposed Lynnwood Goddard School project seeks to develop the vacant property located at the southeast corner of Hwy 99 and 188<sup>th</sup> St SW. The applicant is requesting a Project Design Review and Planned Unit Development approval from the City of Lynnwood.

#### **1. Project is Consistent with Lynnwood, WA Comprehensive Plan**

The project is consistent with the applicable sections of Lynnwood's Comprehensive Plan and through it, Lynnwood's Vision Statement.

- The project supports the vision of the city to have a healthy and sustainable environment by supporting the community with an educationally based preschool for their residents. It helps improve the lives of the residents
- The addition of the preschool promotes economic development as it provides jobs as well as allows the residents to work while their children are in good care.
- The location of the project acts as a compatible transition use from commercial to residential.
- The project promotes cultural diversification with the programs to teach children different languages and promote cultural education.
- The project will promote the wants and needs of the community and will support growth per the City's vision.

## **2. Project is consistent with all applicable provisions of LMC21.25**

LMC21.25 outlines the authority and process by which development may occur in the Lynnwood, WA jurisdiction. We acknowledge the provisions contained within these ordinances and will comply with them.

## **3. Project is consistent with all applicable Design Guidelines**

The project is generally consistent with the applicable design guidelines. The application is mindful of all the guidelines to the extents that they don't negatively impact the project.

### **Attachments**

1. Affidavit from Property Owner to allow Applicant to sign all application
2. Recorded Documents (Preliminary Title Report / Slope Easement)
3. Design Guideline Checklist
4. Wetlands Reconnaissance Report
5. Arborist report
6. Traffic Study
7. Geotechnical report
8. Storm Drainage Memo

### **List of Required Permits**

1. Project Design Review (concurrent)
2. Planned Unit Development (concurrent)
3. Critical areas (potentially)
4. Class II Tree removal and Replacement
5. Grading Permit
6. Public Works Permit
7. Retaining wall permit
8. Construction Stormwater Permit
9. Building Permit

### **Zoning**

The subject site is zoned Neighborhood Commercial (NC). The NC zone intends to provide personal service uses to the residents in the surrounding neighborhoods. Childcare is use that works in this zone as its sole intent is to services the immediate residents. It intended to support uses that function as a good transition between residential and commercial zones. Childcare works as a good transitional use as the business primarily does not operate at night and on weekends. The business hours coincide with the times that most residents are at work. Project Design Review is required for this application.

Per the municipal code there is a limitation that states that no use of the property shall occupy any floor area greater than 7500 SF. The proposed use is 12,075 SF and thus will require and application for a Planned Unit Development (PUD) to exceed the limitation.



The applicant feels an increase in the limitation of the size of the building is warrant through the approval of the PUD for several reasons.

- Neighborhood commercial is typically developed with a cluster of smaller businesses that serve the immediate residential neighborhoods. Whereas a childcare center can function in these settings, for safety and security reasons is much better in a single use setting. Pick-up and drop-off of children is much safer when all the visitors in a parking lot are aware of the safety concerns. Shared parking lots are not conducive as people using a parking lot for varying uses may not takes as much care when driving to park. Its also more secure to only have parents and staff on site at a childcare location.
- The municipal code describes neighborhood commercial zones as locations along arterial streets. This site is located adjacent to highway 99. In reviewing the zoning map for the city, this is the only property that zoned NC in such a location. The applicant feels that a larger single occupant use is fitting for this location.
- The topography for the site is challenging and works better with a single use.

### **Project Background**

The applicant has purchased a license to own and operate a Goddard School preschool. The Goddard School is a franchised early childhood development center. The franchisor of The Goddard School is Goddard Systems, Inc. (GSI).

The applicants decided to purchase a childcare franchise because they wanted to invest in a business that would give them an opportunity to make a positive difference in children’s lives. They selected The Goddard School specifically because they wanted to invest in a proven business model. GSI provides support in every aspect of the business including site selection, construction support, training, marketing, IT and more. This is a second location for them. They currently own and operate a Goddard School in Redmond WA.

The applicant identified Lynnwood, WA as a city where they would like to start their new business. They have entered into a contract to purchase the subject site.

### **Goddard Systems Inc.**

GSI, the franchisor of The Goddard School, has more than 570 locations in 37 states and has been in business since 1988. There are currently 11 centers in the great Seattle area that are either open or in development. The Goddard School core curriculum emphasizes early childhood development and incorporates enrichment programs in chess, coding, fitness, foreign languages, music, robotics, sign languages, yoga and more. The Goddard School Franchise is consistently named one of the top childcare franchises in the United States by Entrepreneur magazine.

A key factor that sets The Goddard School apart from other franchise system childcare centers is that they require there to be an “owner-on-site.” Other franchises will sell multiple licenses to a franchisee and let them have an onsite manager. Requiring an “owner-on-site” is an inherently better model as the business is being managed by the actual owner rather than a paid employee. Additional licenses will not be sold to the franchisee unless their business meets the high-quality brand standards of the franchise.

### **Subject Site**



The site is located at the SE corner of Hwy 99 and 188<sup>th</sup> ST SW. It is 1.38 acres. It has never been developed. The site slopes from west to east. There are fir trees along the norther portion of the site but the center of the site is primarily blackberry bushes. An Arborist report has been provided. Photos of the site are included in the plans submitted with this application.

The site is adjacent to highway 99, 188<sup>th</sup> ST SW and 55<sup>th</sup> Ave W. There is a residential development to the south and east of the property. To the north is a 7-Eleven and an existing wetland. To the west, on the other side of HWY 99, is commercial/retail development.

It was determined that a wetlands reconnaissance would be required in the pre-development meeting with the City. A wetlands reconnaissance was completed and it was determined that there are no wetlands on the subject site. An existing conditions letter report is included in this application.

There is an existing “slope easement” along the northern portion of the site. A copy of the easement is included in this application. There is an embankment on the northern side of the site and trees are located in that slope. The purpose of the easement is to allow the City of Lynnwood to access that portion of the site to maintain the embankment. It allows for the removal of trees, bushes and underbrush. This application proposes the removal of the trees and a development of this area. The applicant will maintain this site. We are proposing that the easement be terminated as there will no longer be a need for the City as the embankment referenced in the easement will no longer exist.

It was discussed that a Critical Areas Permit may be required in the pre-development meeting with the City. We had a geotechnical engineering firm evaluate the site to determine if this would be considered a geological hazardous area. It was determined that it was not. The geotechnical report is included in this application. No Critical Areas Permit has been submitted with this application. The proposed improvements show that all new slopes are less than 2:1 showing the improvements will have all maintainable slopes.

### **Site Selection**

The following factors are the reason that the Goddard School franchise has identified this as an excellent site for one of their locations.

- Commercial location close to a high density of residential.
- Excellent demographics for families with children under the age 5.
- Close proximity to HWY 99, a major thoroughfare.
- Convenient location for the drop off and pick up of children for parents.
- Research indicates there is a demand in this area. GSI provides this evaluation as a part of the franchise support.
- The use of childcare works with the Neighborhood Commercial zoning

### **Proposed Use**

The proposed building is +- 12,000 sf. The school is proposed to have 172 children from the ages of 6 weeks through 6 years old. A before and after school program is also planned. There will be 24 staff when the school is at full capacity. The

floor plan is based on the GSI standards as well as Washington State childcare licensing regulations. Included in the interior space will be:

- Secured front entrance with access control system.
- 11 classrooms designed to meet the childcare requirements for the corresponding age group.
- Multi-purpose Room with roll up door to allow for indoor and outdoor activities under a covered porch.
- Owner's and Director's office
- Warming Kitchen with pantry for reheating lunches brought for the children by the parents. No food will be prepared at the facility.
- Staff work room
- Staff lounge
- 2 all-gender adult restrooms
- Service rooms such as a janitor's closet, IT closet, laundry and storage

All the classrooms are proposed to have exits to the exterior as a second means of egress for safety.

There is approximately +- 5500 square feet of playground space proposed. There will be 3 playgrounds areas. Two of the playgrounds will have playground structures and are separated by age group as required by the state regulations. The 3<sup>rd</sup> playground will be under the covered porch used for flexibility with the different age groups. The covered porch will be used by all age groups during inclement weather

The hours of operation for the center are from 7:00am – 6:00pm, Monday through Friday. The center will be closed on the weekends and holidays. On occasion evening or weekend events may be held at the school. No events will be held for the entire school. Events will be planned for the appropriate number of people determined by the capacity of the parking lot.

Childcare is an excellent use to be adjacent to residential. Unlike other commercial retail uses, childcare is not open on nights and weekends.

### **Parent Drop-off and Pick-up**

Drop-off at the school would occur in the morning between 7:00 AM – 9:00 AM. The drop-off is staggered across the 2-hour period. There is not a set drop off time as there is at a school. Standard pick-up would be from 4:00 PM – 6:00 PM. Some children will leave earlier than 4:00 PM if they are registered as part-time. Approximately 30% of the student will be part-time and will leave around 1:00PM.

The student drop-off process includes parents parking their car, taking their children inside the facility to sign them in, and walking their children to their classroom. This entire process is expected to take 6-10 minutes. For pick-up, parents must follow a similar process: park their car, pick their child up at their classroom, and sign the child out. Again, this process would take about 6-10 minutes. Student pick-ups are staggered between the hours of 4:00 – 6:30 PM, but about 20-30% of students will have already been picked up before this period because they are part-time.

### **Proposed Site Improvements**

Many site designs were considered before finalizing the submitted plan. Many factors needed to be considered in the site design.

- Site configuration – The site is long and narrow.

- Topography – there is approximate 30' of elevation change across the site
- Site access
- Fire Apparatus requirements
- Adjacent to residential
- Prominent Intersection requirements

The proposed plan best addresses all these considerations. There is an entrance on 188<sup>th</sup> St SW. This is located here for the ease of parent to enter the site from Highway 99 and relieve some of the traffic from 55<sup>th</sup> Ave W, a residential street. The traffic engineer for the site determined that this access needs to be right-in / right out. A traffic study has been submitted with this application. The access on 55<sup>th</sup> will allow parents to leave the site and turn left or right on 188<sup>th</sup>.

36 parking spaces are provided as required by code. The site would not permit the parking lot to be behind the building as suggested in the design guidelines. The parking lot was configured to meet fire apparatus access requirements while also providing the best layout for a preschool. The design maximizes the parking spaces in front of the building to give parents safe entry to the building. Staff will park in the eastern portion of the building. The trash enclosure is located in the middle of the site. The applicant has confirmed with Waste Management that this location is approved.

The topography of the site prevented the building from being any closer to the intersection. The building was placed where it is and as far north to give the building the best presence with the street frontage and the intersection. The northwest corner of the building was defined to be the focal point of the building and is the tallest part of the building. This was to give it the best visibility and presence from the intersections. It also provides the best location for the building signage.

The playgrounds are located on the western portion of the site, directly adjacent to the rear of the building. Whereas noise is not typically an issue, this location presents the best location for the playground to have the least impact on the residential neighbors. The site needs to be excavated to building playgrounds and there will be retaining walls on the north and south sides. This location presents the best location as not only are the neighbors shielded from the playground; the playground is shielded from the busy roads. A covered porch has been added to the playgrounds so the children can still go outside in inclement weather.

## **Playgrounds**

Below are photos of the standard GSI playgrounds. The playgrounds are appropriately designed for the corresponding age groups. They are designed with integral shade structures and a poured-in-place rubber safety surfacing to meet the fall zone requirements for state childcare licensing. They are designed in primary colors to be visually stimulating to children. The safety surfacing is a tan color to be resistant to fading due to ultraviolet light.

### **Preschool Playground**



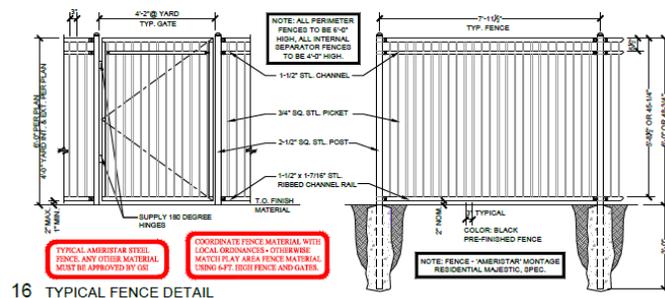
## Infant/Toddler Playground



## Fencing

Fencing is critical at a childcare center. Fencing is proposed around the playgrounds as well as the sides of the building to enclose the classroom exits. The proposed fencing is 6' tall around the perimeter for security. The interior separator fencing is the same as the perimeter fencing but only 4' tall. The fencing was chosen as one that you can see through for security. Rather than using a privacy fence, the wrought iron style fence was selected so that teachers can see the other side of the fence.

The fencing is made by Ameristar and is a powder coated steel fence with a lifetime warranty to reduce the maintenance to keep the fence looking attractive. It is designed with a flush top and bottom rail to be safe for children.

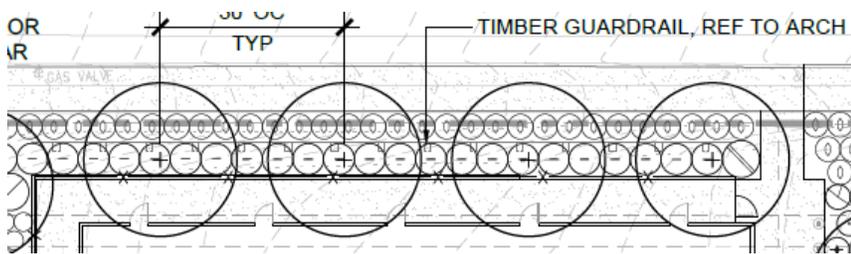


## Car Protection

GSI has a requirement for car protection of their buildings and playgrounds. The measures have been put in place for the safety of the children. GSI specifies that any portion of a building or playground within 30' of a driving area must be protected by products that are rated to stop a car. Traffic Guard bollards that have been tested to meet ASTM standard FM3016 for low impact vehicle protection are used in front of the building. FM3016 is a newer standard. The GSI requirements meet the most current standard to meet top quality safety standards. Below is a picture of the Bollards. They Have cover that can be made in any color. This photo is just for reference.



A guard rail has been added between the building and 188<sup>th</sup> as it is a requirement of the franchise. A guard rail was used because it is rated for higher speeds and is more effective with non-head-on collisions. A timber guard rail has been specified in lieu of a metal guard rail to help ensure that it is camouflaged in with the landscaping.



## Project Design Review

### Location of parking

1. **New development and redevelopment should locate parking lots behind buildings when possible.** It is not feasible for the parking lot to be behind the building on this lot due to its configuration. Every effort was made to make the building the predominant feature on the street frontage.
2. **Where a double-loaded aisle of parking is located between a building and a street right-of-way, a 15-foot wide landscape area shall be provided between the parking lot and the street right-of-way. In addition, interior landscaping for that parking lot shall be increased to a minimum of 10% of the total square feet of the parking lot area (Fig. 2 & 4).** More than 15' of landscaping is shown between the building and 55<sup>th</sup> Ave. The entire interior of the parking lot has been landscaped as well.
3. **Where parking lots are located in front, beside, or inbetween buildings, 75% of plant material used to meet landscape requirements between a parking lot and a street right-of-way shall be evergreen varieties.** The plan complies with this requirement.
4. **Shrubs used adjacent to a street right-of-way shall not exceed a maximum height of 30 inches at maturity.** No

shrubs have been used that will exceed 30" in height.

5. **Location of parking lots shall be easily identifiable from the street right-of-way.** Entrances to the parking lot are clearly defined. Colored concrete has been added to enhance the appearance of the entrances.
6. **Variation in the width and depth of planting areas are encouraged so long as the minimum width is provided.** The entire width of all landscaped areas are used. There is no space for varying the width and depth.

### Parking Lot landscaping

1. **The parking lot landscape should reinforce pedestrian and vehicular circulation, especially parking lot entrances, end of driving aisles, and pedestrian walkways leading through parking lots.** All areas outside of the parking and pedestrian areas are landscaped. All driving and pedestrian areas are clearly defined.
2. **Low walls and raised planters (a maximum height of 3 feet), trellises with vines, architectural features or special interest landscapes should be used to define entrances to parking areas. Where signs are placed on walls, they should be integrated into the design and complement the architecture or character of the other site features.** Colored concrete with decorative score lines are used for all entrances to parking areas. No signs are placed on low walls
3. **Landscape plant material size, variety, color, and texture within parking lots should be integrated with the overall site landscape design.** The landscaping meets this requirement. I colored image of all the planting is included in the plans.
4. **One tree shall be provided for every 10 parking stalls to be located within the interior parking lot landscape areas.** There are no rows of parking that exceed ten spaces.
5. **A minimum 4-foot setback shall be provided for all trees and shrubs where vehicle overhang extends into landscape areas.** There are no overhangs into the landscaping.

### Site Landscaping

1. **Landscape areas should reinforce pedestrian and vehicular circulation routes and entrances.** All areas outside of the parking and pedestrian areas are landscaped. All driving and pedestrian areas are clearly defined.
2. **Plant material should include a variety of seasonal colors, forms, and textures that contrast or compliment each other with a mixture of evergreen and deciduous trees, shrubs, groundcover and low-maintenance perennials. Continuous expanses of uniform landscape treatment along an entire street front should be avoided.** The landscaping meets this requirement. I colored image of all the planting is included in the plans.
3. **Drought tolerant plants and/or plants native to the Pacific Northwest should be used where opportunity allows.** The plan complies with this requirement.
4. **Plant material should be provided to enhance the corners at intersections. Plant material within the intersection sight distance triangle as defined by the Lynnwood Municipal Code shall not exceed 36 inches in height.** Special landscaping to provide seasonal texture and color is added at the intersection. No plantings will impact the site triangle.
5. **Avoid planting groundcover or shrubs where pedestrian access is anticipated. Pedestrian walkways may**

**extend across required landscape areas.** No landscaping that will impacted pedestrian areas has been used. A landscape maintenance plan has also been provided.

6. **All areas not devoted to required landscape areas, parking lots, structures, or other site improvements, should be planted or remain in existing non-invasive vegetation.** The plan complies with this requirement.
7. **Perennials and/or annuals should be provided to highlight pedestrian areas such as building and/or site entrances, public open space, plazas and pedestrian connections.** Perennials and annuals are shown.
8. **River rock, gravel, driftwood, and similar non-living materials should not be used as groundcover substitutes, but may be allowed as accent features within landscape planting areas so long as the area covered by such features does not exceed 5% of the total landscape planting area.** These materials are not used.
9. **Automatic irrigation shall be provided in all required landscape areas.** Automatic irrigation is provided in all landscaped areas. Its listed in the specifications and notes on Sheet L1.0
10. **Landscape planting areas located between commercial or industrial districts and any residential district shall provide a 100% sight-obscuring year-round buffer using plant material or a combination of a fence (maximum 6 feet high) and plant material.** Arborvitae has been used across the entire southern side of the site adjacent to the residential.
11. **A maintenance plan, including on-going tasks and schedules, shall be submitted to the City for review for all landscape areas.** A maintenance plan is shown on sheet L1.0.
12. **Tree selection within all landscape areas, including street trees, shall consider existing utilities, lighting, existing and proposed signage, adjacent trees, existing natural features, tree root growth, solar access, planting area width, and overall height of trees selected at maturity.** Tree selection is based on the site design. Final construction drawings will ensure that they are not in the way of any utilities.
13. **Trees within the street frontage buffer should be located near the street right-of-way to help contribute to a more pedestrian friendly streetscape environment.** Trees are located adjacent to all the sidewalks.

#### Lighting

1. **Lighting should complement other lighting elements used throughout and surrounding the site, such as pedestrian pathway lighting, and lighting used in adjacent developments and the public right-of-way.** The lighting on this project is consistent with the neighboring developments.
2. **All lighting should be shielded from the sky and adjacent properties and structures, either through exterior shields or through optics within the fixture.** The photometric plan shows that products that has been proposed are meant to keep the lighting within the property line.
3. **The use of accent lighting is encouraged but should be combined with functional lighting to highlight special focal points, building/site entrances, public art and special landscape features.** The building will have decorative lights at all of the exterior doors that will function as accent lighting as well as emergency lighting. There are a lot of doors on the building and these lights will provide lighting for the variation of different materials used on the building. Decorative lights will also be used to accent the signage.
4. **Lighting used should contribute to the overall character of the surrounding community, site architecture or other site features.** The accent lighting on the building will highlight the architectural details on the building as well as the landscaping around the building. Parking lot lights will highlight the variation of landscaping in the parking lot.
5. **Lighting used in parking lots shall not exceed a maximum of 30 feet in height. Pedestrian scale lighting shall be a**

**maximum of 16 feet in height.** Parking lot light poles are 25'. There are no pole lights for pedestrian only areas.

6. **Lighting design should comply with the Illuminating Engineering Society of North America's *Recommended Practices and ANSI Standards: Lighting for Exterior Environments*, latest edition, for each applicable lighting type (such as for a parking lot or walkway).** These standards were used in developing the design.

#### **Pedestrian Connections**

1. **To create a network of safe and attractive linkages for pedestrians.** Decorative concrete has been added at the pedestrian access.
2. **Pedestrian connections should be clearly defined by providing a combination of two or more of the following:** The pedestrian access is defined by both colored concrete and landscaping greater than 3' on each side.
3. **Pedestrian connections shall not be less than 5 feet wide.** The pedestrian connect is 7' wide
4. **Where a building entrance is located on or near the corner of two street rights-of-way, a pedestrian connection shall be provided from that corner to the building entrance.** The entrance is not adjacent to the corner of 2 streets.

#### **Walls and Fences**

1. **Fences and walls should be visually permeable and have a desirable appearance from both sides. Where solid, vision-obscuring fences or walls are required by the Lynnwood Municipal Code, one or more of the following shall be used:** The fencing used is a wrought iron style fence and is visually permeable.
2. **Walls and fences should be constructed of materials that complement adjacent architectural styles.** The fence is a black wrought iron style fence and is complimentary to the building design.
3. **Chain link fences shall not be allowed except around sport courts.** No chain link fence is used on the project.
4. **Solid walls and fences used adjacent to a street right-of-way should be a maximum of 4 feet high. Walls and fences may extend up to a maximum height of 6 feet provided they are at least 90% visually permeable, such as open rails, ironwork, trellises or a column/gate treatment.** No fences are taller than 6'. All the fences are visually permeable. No solid fences are used.

#### **Marking Gateways and Prominent Intersections**

1. **Developments adjacent to gateways and prominent intersections should be marked with visually prominent features.** This project is located at a prominent intersection.
2. **Visually prominent features shall include three or more of the following:** The sidewalk at the corner of the intersection is to be removed and replaced. The plans show this being replaced with colored concrete with a scoring pattern than is different from typical sidewalks. Special landscaping has been added behind the new concrete. It has been designed to provide seasonal color and texture throughout the year. Due to the steep slope behind the corner no other element has been added. In lieu of adding a 3 element, the applicant has added additional treatments to the entrances and the corner at 55<sup>th</sup> and 188<sup>th</sup>.
3. **Elements used shall be oriented towards both pedestrians and vehicles along the street right-of-way.** Both pedestrians and vehicles will see the special treatment provided.

#### **Natural Features and Green Corridors**

1. **Natural features, both within or adjacent to a development, should be integrated into project designs in one or more of the following ways. Other sustainable techniques may also apply, as approved by the City:** The western portion of the site is not being used due to the slope. The entire area has been landscaped and will provide a nice

view from the intersection and will direct views toward the northwest corner of the building which is a dominant feature on the building.

2. **Existing significant trees should be retained where possible. If more than 20% of all existing significant trees are retained within a development, and are located outside environmentally sensitive areas and associate buffers, overall landscape requirements of the area in which the significant trees are retained may be reduced by 10%.** All the significant trees need to be removed for the development. The landscape plans show the calculation of the for the number of replacement trees. The plans exceed that requirement.
3. **Elements of natural features or stands of existing (noninvasive) vegetation should be extended through developments to form a network of green corridors between adjacent site developments throughout Lynnwood.** We were unable to retain any of the natural features on the project due to the nature of the site. The western portion of the site is undeveloped, but the slope needs to be regraded. This area is fully landscaped.
4. **Stormwater facilities, such as detention ponds and biofiltration swales, should be integrated into the overall project design. Stormwater facilities should provide a more natural overall form and/or appearance through layout, design and landscape treatment. Stormwater facilities may be located within perimeter buffer areas provided the total required square foot areas of the buffer and a minimum 5 foot width is maintained.** The stormwater detention system is to be located completely underground.

#### Building Guidelines

1. **Principal entry to the building or store shall be marked by at least one element from Group A and one element from Group B:** The entrance to the building is recessed will full glass double doors (Group A). There is also steel awning to protect parent from weather and as an architectural feature on the building (Group B)
2. **Some form of weather protection should be provided over the entry.** An awning has been provided for weather protection.

#### Screening Rooftop equipment

1. **Any mechanical, electronic, or communication equipment mounted on the roof shall be properly screened. Furthermore, screening should be organized, proportioned, detailed and colored to be both an integral element of the building as seen from the points of high elevation, streets, and adjacent residences. Note: There may be exceptions for public safety communication devices.** Parapet walls have been provided to screen all roof top equipment. Particular attention was paid to the view from the intersection as the building sits at a lower elevation. The tallest roof element has been added to the northwest corner to screen rooftop equipment.
2. **Rooftops of buildings could include landscaped decks or terraces designed in such a way that mechanical equipment, elevator overruns and stair towers are housed within structures that are part of the composition of the building** There will be no access to the roof except for the servicing of mechanical equipment.

#### Treating Blank Walls

1. **For walls visible from a street or residential area, if an uninterrupted expanse of blank wall longer than 30 feet (100 feet for industrial districts) is unavoidable, a combination at least one element from Group A and one element from Group B shall be used to cover a minimum of 50% (30% for industrial districts) of the blank wall:** There are no blank walls longer than 30' on any area of the building.

#### Minor Accessory Structures

1. **Accessory structures should be screened by landscaped features or solid wall. Structures and walls should use materials with such color and texture that match with the character of the main building.** There are no accessory structures proposed.

#### Marking Gateways

1. **Buildings along gateways (see the Lynnwood Zoning Map for locations) shall be designed to emphasize their gateway location.** Enhancing the gateway was considered throughout the design. The building location was as close to the corner as possible conspiring the site grading. The building was designed to have presence along the street frontage. the northwest corner of the building is the tallest portion of the building to give visibility from the intersection.
2. **Buildings along gateways should be given major architectural expression in facades, roof forms and massing, such as larger bulk, tower forms, peaked roofs, and over-sized windows.** The building has proper mass for the site. A sloped roof was used to add height to the building in the northwest corner. There will be externally lit signage on both the north and west corner of the building. The building's exterior walls have many windows and doors and the materials change. A tower type element is used at the entrance to define it and make it visually appealing from the right of way.

#### Materials

1. **Buildings should use solid, permanent, low-maintenance materials to add variety, permanence and richness to buildings and streetscapes.** The proposed exterior veneer is comprised of several high quality low maintenance materials. Hardi-panels, stone, metal panels and tile are used.
2. **Plywood shall not be used as an exterior surface.** No Plywood has been proposed
3. **Exposed concrete walls shall be painted or given an architectural finish.** No exposed concrete is proposed.

#### Sign Guidelines

1. **The design of buildings and sites shall identify locations and sizes for future signs. As tenants install signs, such signs shall be in conformance with an overall sign program that allows for advertising which fits with the architectural character, proportions, and details of the development. The sign program shall indicate location, size, and general design.** Signage is shown on the west north and east sides of the building. The SF is under the maximum permitted.
2. **Signs shall not project above the roof, parapet, or exterior wall.** No signs project over the roof line

#### Creative Artistic Elements

1. **Signs should be creative, expressive, and individualized.** The signage on the building must meet the trademark requirements for the franchise. The signage proposed meets those requirements
2. **Signs should convey the product or service offered by businesses in a bold, graphic form.** The signage clearly defines the use for the building. The font used is bold and easy to read. Exterior lights are proposed.
3. **Any sign that meets this criteria may be allowed to be 30% larger than the Lynnwood Municipal Code otherwise allows.** This is not applicable.

## COMMERCIAL AND PUBLIC DISTRICTS

#### Access driveways

1. **Access driveways connecting a double-loaded aisle of parking or garage to the street right-of-way shall not be impacted or interrupted by parking drive aisles or adjacent parking stalls for a distance of at least 30 feet from**

**the edge of the street right-of-way.** The proposed plan meets this requirement.

2. **Access driveways connecting more than a double-loaded aisle of parking or garage to the street right-of-way shall not be impacted or interrupted by parking drive aisles or adjacent parking stalls for a distance of at least 50 feet from the edge of the street right-of-way.** The access driveway from 55<sup>th</sup> ave does not provide a distance of 50'. Additional landscaping has been added in the middle of the parking lot. Additional trees have also been added. The code requires 5 parking lot trees and there are 8 proposed.

#### **Sidewalks and Street Trees**

1. **Street trees within the public right-of-way (where approved by the Lynnwood Public Works Department) should be located in tree grates or a minimum 4 foot wide planted area between the sidewalk and the curb edge.** No trees are proposed in the right of way.
2. **Street trees planted between the sidewalk and the curb edge shall utilize root barriers, trunk protection measures, staking and soil preparation as approved by the Community Development Department.** No trees are proposed between the curb and sidewalk.
3. **Special paving, such as brick or other unit pavers, used for plazas, gateways, or other features may extend into the sidewalk area provided they comply with the minimum standards required by the Public Works Department.** The special paving provided will meet the minimum standards required by Public works

#### **Site furnishings**

1. **Site furnishings, such as benches, tables, trash receptacles, and other pedestrian amenities used should be made of durable, weather-resistant and vandal-resistant materials.** Safety and security is critical for a child care center. The proposed design does not have any site furnishings as to not promote the public to be on the property. The only people that should be on site are parents, children and staff. People that are on the site that are not there for the specific use of the building present a security concern.
2. **Use of site furnishings, such as benches, tables, bike racks and other pedestrian amenities should be provided at building entrances, plazas, open spaces, and/or other pedestrian areas.** See above response.
3. **Site furnishings used should not block pedestrian access or visibility to plazas, open space areas and/or building entrances.** No pedestrian access is blocked

#### **Plazas and other open spaces**

1. **New or renovated buildings shall have plazas, courtyards, or other pedestrian spaces at or near their main entrances. Plazas should be a minimum of 1 square foot of plaza per 100 square feet of building area.** No plaza or courtyards have been proposed for security concerns as explained in previous responses
2. **Plazas, courtyards and other pedestrian space should include at least three of the following:** See above responses.

#### **Consolidated spaces**

1. **Vehicular access to adjacent parking lots should be consolidated (shared) to reduce the number of curb cuts.** This is not applicable.

2. **Pedestrian connections which meet the standards outlined in the All Districts checklist should be provided between adjacent commercial developments.** There are no adjacent commercial developments.

#### Relationship to public streets

1. **Buildings, trees and landscaping should be predominant over parking lots and large free-standing signs.** There are no free standing signs proposed. The site was designed to give the building the most presence to the street frontage.
2. **People traveling along arterial streets should be able to see storefronts, windows, merchandise, and other aspects of business activity.** The front entrance will face 55<sup>th</sup> Ave as its critical to have parking directly in front of the entrance. This is to help parents to get into the building with their children into the building, minimizing the need to walk through drive aisles. The north side of the building has many doors and windows facing 188<sup>th</sup>.
3. **Pedestrian access to buildings should be visually and functionally clear.** Pedestrian access is defined with colored concrete and will be visually and functionally clear.

#### Overall Massing, Bulk and Articulation

1. **Façades longer than 50 feet shall be broken down into smaller units through the use of offsets, recesses, staggered walls, stepped walls, pitched or stepped rooflines, overhands and other elements of the building's mass. Note: Simply changing materials or color is not sufficient to accomplish this.** All sides of the building have a break a change in the footprint as shown on the architectural site plan. They also have a change in the roof line.
2. **Buildings should convey a visually distinct "base" and "top." A sense of "base" can be produced by a different masonry pattern, more architectural detail, a visible "plinth" above which the wall rises, storefront, canopies or a combination of the above.** The building has a stone base for most of the building. There isn't a stone base there is a different architectural detail to separate the base of the building from the top. This is done with an architectural band and a change in material.
3. **Articulation shall be provided along façades visible from streets and residential areas.** Articulation has been provided on all sides of the building with a change in the roof line and a change in the materials.

#### Distance from the street

1. **In order to mark the intersections of major streets, building should be located within close proximity to the property line (at least 15 feet but no more than 20 feet) rather than parking lots. This can be accomplished by "outbuildings" that sit in front of the other buildings situated further away from the street. Buildings at the corner should have windows facing the street and entrances either facing the street or close to it. Buildings at the corner should be set back from the property line to allow for both a more generous sidewalk and additional landscaping.** The building has been placed close to the northern property line but it is outside the building setback. The building cannot be placed any closer to the intersection of 99 and 188<sup>th</sup> due to the proximity of the site. The proposed design addresses this requirement the best way possible considering the site restraints.
2. **At other locations along major streets, buildings may be set back any distance so long as it meets the provisions of the Lynnwood Zoning Code.** The proposed design meets all the setback requirements.

#### Ground Floor Transparency

1. **A minimum of 15% of any ground floor façade that is visible from any street shall be comprised of windows with clear "vision" glass. Note: "Ground floor façade" refers to that portion of the façade between 2 feet and 12 feet above grade.** The building exceeds the 15% requirement as it has many windows and glass doors along the entire side of all 4 sides of the building.

2. **A minimum of 30% of any ground floor façade located closer than 60 feet to an arterial street shall be comprised of windows with clear “vision” glass. Note: “Ground floor façade” refers to that portion of the façade between 2 feet and 12 feet above grade.** The norther side od the building is the only side that is within 60’ of an arterial street. This side of the building has more than 30% of glass as there are many windows and glass doors on this side of the building.
3. **A minimum of 60% of any ground floor façade located closer than 20 feet to an arterial street shall be comprised of windows with clear “vision” glass. Note: “Ground floor façade” refers to that portion of the façade between 2 feet and 12 feet above grade.** This is not applicable as the building is not within 20’ of any arterial street.
4. **For portions of façades that do not have windows, see guidelines for Opaque Walls.** There are no walls that would be considered Opaque.

#### **Opaque walls**

1. **The portions of walls facing streets that do not have windows shall have architectural treatment. At least four of the following elements shall be incorporated into any ground floor, street facing façade:** There are no walls that would be considered Opaque.

#### **Weather protection**

1. **Canopies and awnings shall be provided along façades that give access to the building. Minimum depth of any canopy awning shall be 5 feet. The vertical dimension between the underside of the canopy or awning and the walkway shall be at least 8 feet and no more than 12 feet.** An awning is proposed at the entrance. It is deeper than 5’ and is mounted at 9’ from the ground.

#### **Ground Level Expression**

1. **The ground level of a building shall be pedestrian friendly in scale, expression, and use of materials.** A colored concrete pedestrian access has been provided. The front of the building is visually appealing. Car protection has been provided as well.
2. **The ground floor of buildings shall have at least three of the following elements:** The building has may large storefront glass assemblies, a protecting sill around the building, and canopies/awnings.

#### **Roof Expression**

1. **Buildings with flat roofs should have pitched roofs, extended parapets or projecting cornices to create a prominent edge when viewed against the sky, especially to highlight major entrances.** The building has been designed to have a visually appealing roof line. This is a flat roof building. Pitched roofs are used at the entrance and the northwest corner of the building. Parapet walls are used in all other areas.
2. **Sloped roofs with a pitch greater than 12:12 are not desired.** There are no roofs that has a pitch great than 12:12.

#### **Colors**

1. **In general, bright, intense colors shall be reserved for minor accent trim; with the body of the building a more muted color. More intense colors may be considered for the purpose of highlighting architectural elements. However, large amounts of intense color which simply serves to advertise a business shall not be approved.** Bright colors have not been used on the building. All colors used are considered “muted”.
2. **Translucent awnings with interior lighting shall not be permitted.** None have been proposed.