CITY OF LYNNWOOD

HIGHWAY 99 SUBAREA PLAN

September 12, 2011

Adopted by Ordinance 2910

Table of Contents

Introduction

The Highway 99 corridor became the commercial core of southwest Snohomish County prior to World War II. However, construction of the I-5 freeway shifted split the focus for commercial activity between Highway 99 and the Alderwood Mall area. Today, as the economy recovers, the corridor is expected to offer substantial opportunities for redevelopment – particularly for mixed-use development at the major street intersections – and the City's Comprehensive Plan identifies the corridor as one of the growth centers for Lynnwood. This Plan promotes redevelopment at these intersections ("nodes").

196th St SW node (James Village) circa 1959

Background

Highway 99 (Hwy 99) is Lynnwood's primary commercial corridor and a primary north-south transportation spine. The Average Daily Trip (ADT) volume on Highway 99 is approximately 40,000 trips. This corridor is identified in the City of Lynnwood Comprehensive Plan as a key activity center for accommodating a large amount of the projected future population and employment growth for the city.

The study area for this plan comprises an approximately 5.25-mile section of Highway 99 stretching north from the southerly city limits at 216th Street SW and extending to 148th Street SW, crossing the current incorporated area and the northern section of Lynnwood's Municipal Urban Growth Area (MUGA). In addition, properties a quarter of a mile to the east and west of the highway were included in the study to evaluate compatibility of land uses and ease of pedestrian use.

SR 99 facing north at 160th St in Shoreline. Photo courtesy of WSDOT.

Development in the corridor began prior to World War II, with connection of the military road (now Highway 99) from Seattle to Everett. Today, properties along the highway are developed with a broad mix of uses and businesses, including auto dealerships (new & used), shopping centers, professional offices, as well as ethnic businesses and markets. Multifamily and single-family residential development is currently located off the corridor and along the edge of the study area.

In 2005, the City adopted the City Wide Economic Development Action Plan. This plan provides guidance for a City-wide effort to improve the economic vitality and quality of

life in Lynnwood. One of the action strategies in the plan calls for revitalization and redevelopment of the Highway 99 corridor.

In 2006, the City initiated a strategic planning effort for Highway 99. In the first phase, the Clear Path LLC and Community Attributes conducted the Highway 99 Existing Conditions and Market Assessment study. This study, conducted in late 2006 and early 2007, framed economic and market conditions along the Highway 99 corridor in Lynnwood and areas north of Lynnwood at that time. The study concluded the following:

- Lynnwood's Highway 99 corridor has ample opportunity for redevelopment.
- The continued growth expected for the Puget Sound region, coupled with Lynnwood's desirable location, positions the City well in terms of future demand for all land uses.
- The City's location brings many advantages including proximity to Boeing employment to the north in Everett, the growing employment base in Bothell, Eastside King County commerce centers in Bellevue and Redmond, and access to Seattle to the south.

The market study indicated that transit improvements in the corridor will make the corridor in Lynnwood more desirable for transit-oriented uses, including multifamily housing developments and a mix of retail and commercial services. Other areas in proximity to the corridor that will drive future demand include growing medical centers to the south in Edmonds, office demand stemming from Premera Blue Cross in Mountlake Center, and the City of Lynnwood's own growth plans for its City Center and Alderwood Mall.

Key findings of the Existing Conditions and Market Assessment include:

- The corridor study area includes a broad range of uses, spanning retail, office, housing, government, industrial, warehousing, hotels, and more. Nearly all types of land uses are represented along Lynnwood's Highway 99 corridor.
- Many parcels qualify under typical "rule-of-thumb" criteria for being redevelopable. Relatively few parcels are actually vacant at present, though the vacant parcels' combined land area totals more than 20 acres.

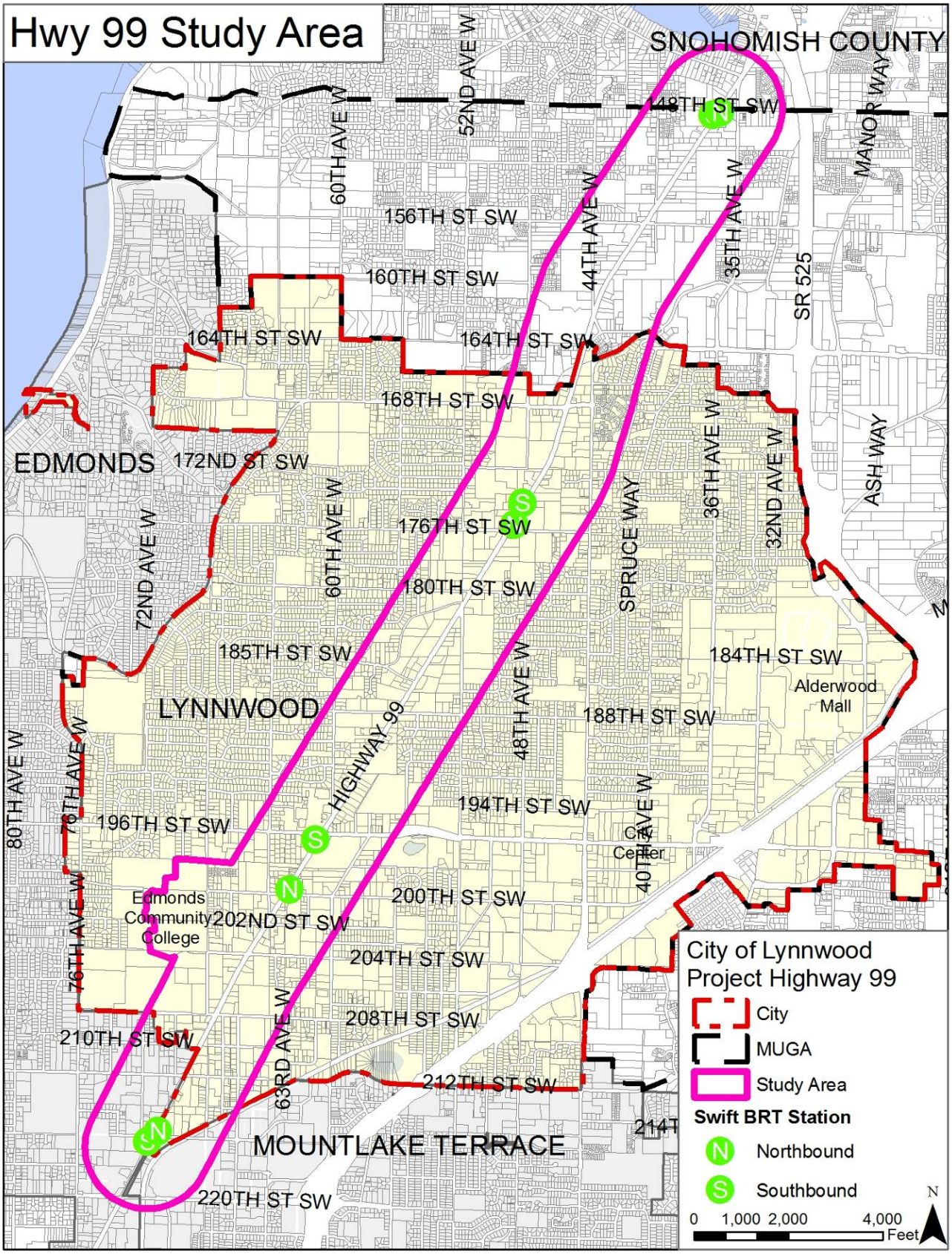


Figure 1. Highway 99 study area.

- The non-residential development along the corridor is evenly split amongst retail, office and all other uses, in terms of both numbers of parcels devoted to each group and total square footage of building space. The “all other” group includes warehousing and industrial space primarily, followed by a mix that includes motels and recreational uses.
- Retail along the corridor has always been highly visible and successful. Upgrading the existing mix of retail should be the primary focus of retail strategies, along with integrating retail into a desirable corridor-wide plan that incorporates planning considerations (i.e., transportation, accessibility, and more).
- A fairly broad range of housing and mixed-use residential developments merit attention. New residential construction sells well in Lynnwood, with higher prices for both condominiums and single-family products than found on average in Snohomish County.
- Transit improvements spur creative energy for new development products. Developments benefit from increased pedestrian activity and potentially a greater concentration of commuters using the corridor. Mixed-use and transit-oriented development projects can serve as a catalyst and anchor for broader activity nodes, which will likely be the focus of subsequent work for the corridor strategy.

As a result of the 2006 planning effort, a series of strategies (summarized on page 6) were adopted by the City to facilitate economic development, accommodate planned population growth, enhance the overall quality and livability of the Highway 99 corridor and surrounding neighborhoods, and support the new *Swift* Bus Rapid Transit (BRT) line. The City Council adopted these strategies in February 2008 (Resolution 2008-02) and they were incorporated into the City’s Comprehensive Plan in the 2008 annual amendments. The Strategies that are most relevant to this Subarea Plan are shown on the next page; the full text can be found in the Appendix.

One of the strategies is to develop a physical plan to make the corridor’s physical conditions consistent with the adopted strategies, to improve quality-of-life conditions, and to improve connections with adjacent neighborhoods.

This subarea plan is intended to serve that purpose; building on the adopted strategies and translating them into physical actions, including changes to land use regulations, design

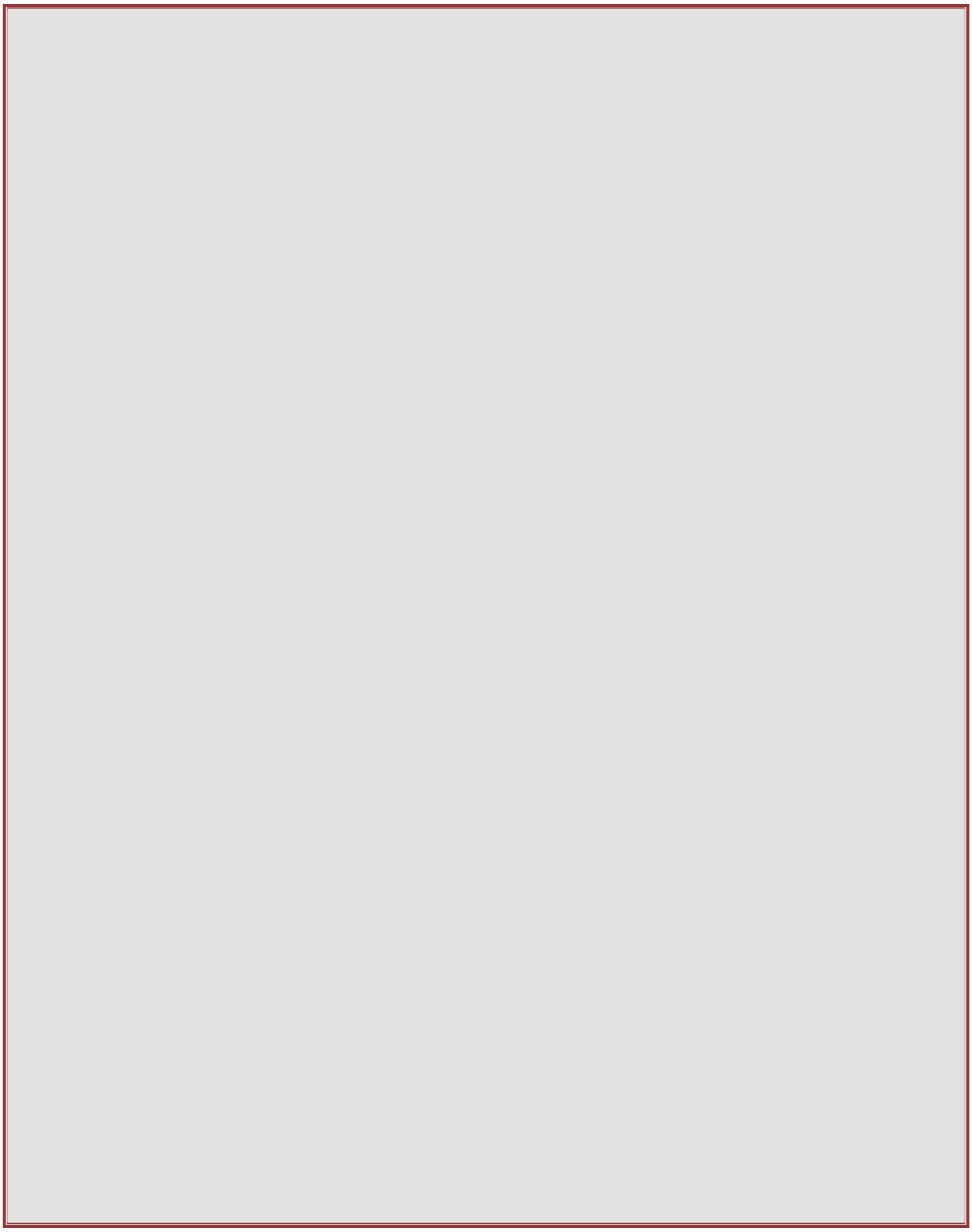
guidelines and recommendations for physical infrastructure and open space improvements.

Plan Contents

The Highway 99 Subarea Plan is divided into four sections:

- **Introduction -** summarizes the project background, existing conditions, planning process, and the project's goals and objectives.
- **Planning Concept -** describes how the goals and objectives are translated into the overarching program for future development and activity in the corridor and frames the implementation recommendations. This section also includes a discussion of potential development types and other fundamental ideas.
- **Policies and Implementation Recommendations -** lists the policies and implementation strategies to achieve project goals.
- **Next Steps -** includes a list of key actions for the City to take to better ensure the vision for Highway 99 is realized. It also includes a number of potential measures to encourage private investment along the corridor.

This project also includes zoning code and Comprehensive Plan amendments, new design guidelines for the mixed-use zones, and a Supplemental Environmental Impact Statement (EIS) for the subarea plan and implementing code amendments.



Existing Conditions

The City of Lynnwood is a thriving city of approximately 36,160 people (OFM, 2010). It is located in the southwestern portion of Snohomish County and shares the Southwest Urban Growth Area (SWUGA) with eight other cities. The City Limits extend generally to 164th Street SW on the north and Interstate 5 and SR-525 on the east. The conditions of the Highway 99 corridor are described below in three categories: land use, transportation, and public services and utilities.

Figure 2. The corridor land use is characterized by a broad spectrum of large and small commercial businesses.

Land Use

The existing development pattern along the Highway 99 corridor is primarily strip commercial, auto-oriented businesses with surface parking lots fronting the highway. The study area includes a mix of commercial, residential, industrial, hotels, and warehousing. Larger retail centers and/or businesses include James Village, Lynnwood Center, Pick-n-Pull, Costco, and Safeway. There are also a number of car dealerships along the corridor, including Acura, Audi, Buick/GMC, Ford, Hyundai, Infiniti, Mercedes, Lexus and Volvo, as well as used car dealerships. Swedish / Edmonds Hospital, Premera and other medical and insurance office buildings are generally concentrated close to Highway 99 and just outside the City limits, between 216th and 220th Streets. Edmonds Community College and Central Washington University branch campus are also located just west of the corridor between 196th Street SW and 208th Street SW. These colleges have a combined enrollment of about 13,000 students, with new on-campus housing, and have plans for significant growth.

Based on 2006 data, the Highway 99 Existing Conditions and Market Assessment noted that, of 8,274 parcels within a half mile of the Highway 99 corridor, nearly 7,500 were developed with residential uses. Residential use, however, only accounts for approximately three (3) percent of the building floor area along the highway. Retail, hotel, industrial, warehousing, and office comprise the vast majority of uses utilizing the most land area in the study area. A majority of the parcels along the corridor are zoned General Commercial (CG) or Community Business (B-1), which allows a broad mix of commercial uses.

The Highway 99 right-of-way runs at an angle to the grid of streets and most property lines, creating a number of issues for property development. First, side streets intersect the highway at sharp angles, resulting in less-than-optimal

Figure 3. Highway 99 features a 7-lane section with sidewalks.

intersection geometrics. Second, most properties with frontage on the highway are irregularly shaped.

Transportation

Figure 4. Bus Rapid Transit (BRT) service provides an excellent opportunity to integrate land use and public transportation. BRT transit service gives local residents substantially improved access to other points in the region. Adding new residences and new residential-compatible commercial uses near BRT stops will help support the transit investment.

Highway 99, originally called the Pacific Highway, was constructed in 1927. Businesses catering to motorists were soon developed along the new transportation corridor. The intersection with 196th Street SW, known then as the Edmonds-Alderwood Road, became a commercial focus.

Today, Highway 99 is a state highway with three northbound travel lanes, three southbound travel lanes and a center turn lane. The outside lane (both northbound and southbound) is a Business Access and Transit (BAT) lane. Highway 99 has concrete sidewalks (attached to the curbs) along both sides of the street, with marked crosswalks at major intersections. On-street parking is not allowed on Highway 99. Major east-west cross-streets within the study area with signalized intersections include 216th Street SW, 212th Street SW, 208th Street SW, 200th Street SW, 196th Street SW, 188th Street SW, 176th Street SW, 168th Street SW, 164th Street SW, 156th Street SW, and 148th Street SW.

Lynnwood's major east-west street, 196th Street SW, which is also a state highway (SR 524), connects to the west to downtown Edmonds and the Washington State Ferries; to the east it leads to the Lynnwood City Center and I-5 and, ultimately, to Bothell. At its intersection with Highway 99, 196th Street features two lanes in both directions, right turn lanes, and a center turn lane.

The major streets in the study area generally form a north-south/east-west grid, with skewed intersections and irregularly shaped parcels when intersected by the angled Highway 99 right-of-way. Changes in topography provide some variation to the grid pattern.

Sound Transit and Community Transit provide transit services to Lynnwood. The nearest Sound Transit service is at the Lynnwood Transit Center (south of 200th Street SW between 48th Avenue SW and 44th Avenue SW), approximately one mile east of the study area. Community Transit services several bus routes that travel along or cross Highway 99.

In the fall of 2009, Community Transit began its Swift Bus Rapid Transit (BRT) service. Swift operates every 10 minutes

on weekdays from 5 am to 7 pm, every 20 minutes at night from 7 pm to midnight, and on weekends 6 am to midnight. The eight BRT stops (both northbound and southbound) within the study area are generally located near the following Highway 99 intersections: 148th Street SW, 176th Street SW, 196th Street SW, and 216th Street SW.

Public Services and Utilities

In the portion of the corridor within the City of Lynnwood, the City provides municipal services, including Police, Fire and Emergency Medical services, and utilities (sewer, water, stormwater management). The City also operates and maintains several parks, recreational facilities, and trails within the study area. Gold Park, Scriber Lake Park, the Lynnwood Municipal Golf Course, the Interurban Trail, and the Golf Course Trail are located wholly or partially within the study area. None of the above front on Highway 99. In the unincorporated area (north of the City limits), Snohomish County provides most local government services, and Fire District #1 provides emergency fire and medical services.

Edmonds School District #15 serves the study area. Cedar Valley Community (K-8) School is located within the study area on 54th Avenue West, east of Highway 99 and north of 196th St SW.

Edmonds Community College and Central Washington University branch campus are located partially within the study area on 68th Avenue West, west of Highway 99, between 200th Street SW and 204th Street SW. These colleges provide classes for more than 11,000 students each quarter. The colleges' campus is 50 acres and includes a residence hall, a new theater, dining facilities and cafes in addition to the classrooms and other school buildings.

Swedish/Edmonds Hospital, while not in the study area, is located very close to 216th Street SW and serves the study area and broader region. The Snohomish Health District South County Clinic is located within the study area on 200th Street SW east of Highway 99.

Comprehensive Plan

City Vision

In late 2007, the City began a process to develop a new vision for the future of Lynnwood. This effort started with a series of

29 public meetings, followed by discussions and refinement of the comments received in those meetings by a committee of Vision volunteers. In 2008, that committee recommended a set of Vision Statements. The City Council approved these Statements and they were adopted into the Comprehensive Plan Amendments in 2009. The vision is:

> *The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.*
>
> *Our vision is…*
>
> - *To be a welcoming city that builds a healthy and sustainable environment.*
> - *To encourage a broad business base in sector, size and related employment, and promote high quality development.*
> - *To invest in preserving and expanding parks, recreation, and community programs.*
> - *To be a cohesive community that respects all citizens.*
> - *To invest in efficient, integrated, local and regional transportation systems.*
> - *To ensure a safe environment through rigorous criminal and property law enforcement.*
> - *To be a city that is responsive to the wants and needs of our citizens.*

This vision statement guides the actions of the City as it plans for the next 20 years.

The City of Lynnwood's Comprehensive Plan contains several policies that relate specifically to land use on the Highway 99 corridor:

Objective 12:	*Promote infill commercial development and redevelopment with opportunities for new residential development in specific locations within the Highway 99 activity center while improving the visual character and image.*
Policy LU-3.1:	*Incentives and performance related standards shall be established to allow residential uses and mixed-use developments on Office Commercial and Regional Commercial designated properties, at appropriate locations in the Subregional, Community College, and Highway 99 Corridor Subareas.*

Policy LU-4.4: *Encourage mixed-use development (including multiple family residences) at major intersections along Highway 99, provided that development sites are large enough to enable high-quality urban design and inclusion of site amenities.*

Policy LU-8.12: *Attractive gateways shall be established at all principal entry points to the City.*

Policy LU-8.13: *Reconstruction of streets located within principal gateways shall incorporate high quality landscape and streetscape design and features.*

Policy LU-8.15: *The number, size and height of signs shall provide for business and product identification while creating an aesthetically pleasing visual environment.*

Policy LU-8.16: *Signs shall be designed and placed on a site in a way that provides an integrated development appearance and is aesthetically pleasing as viewed from the street and surrounding properties.*

Policy LU-8.17: *The City shall implement a program requiring nonconforming signs to be made conforming or be removed.*

Policy LU-8.18: *The visual character of buildings shall be enhanced by means of architectural design and landscape elements to create a human scale and positive visual character for the streetscape and abutting residential uses.*

Policy LU-8.19: *Screening of elements such as recycling and waste collection areas, compactors and dumpsters, loading and service areas, and mechanical equipment shall be required so that these elements do not create a negative impact to the streetscape and nearby residential areas.*

Economic Development Goal B: Implement Revitalization Strategies for the Highway 99 Corridor – Adopted February, 2008 (described above).

The City of Lynnwood's Comprehensive Plan contains several policies that relate to transportation on the Highway 99 corridor.

Objective T-23:	*Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.*
Policy T-23.1:	*Driveways shall be located to provide adequate sight distance for all traffic movements and not interfere with traffic operations at intersections.*
Policy T-23.3:	*Driveway access onto all classifications of arterial streets shall be avoided whenever possible. Require property access to streets with lower classifications.*
Policy T-23.4:	*Shared vehicle access between adjacent commercial and industrial development sites should be provided where feasible or provisions made to allow for future shared access to reduce development traffic impacts.*
Sub goal:	*Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.*
Objective T-11:	*Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.*
Policy T-26.1:	*Require the construction and operation of transportation facilities and services to meet the standards of the Americans with Disabilities Act (ADA).*

Planning Process

The Highway 99 Subarea Plan is intended to implement the economic development strategies that called for the development of a physical plan for the corridor. This plan is intended to address the physical conditions along the corridor and quality-of-life issues.

Preparation of the plan included coordinated communication and outreach to business stakeholders and residents who live on and adjacent to the corridor. The City initiated the planning project and the City Council designated the Planning Commission as the public advisory committee for the project.

Key elements of the planning process included:

- Conducting a review of existing conditions and gathering stakeholder input in the development of the Highway 99 economic development strategies.
- Holding a public workshop (Workshop 1) on March 3, 2009 to present the project background and brief participants on Community Transit's *Swift* Bus Rapid Transit (BRT) system. The team worked with public participants to identify the key issues and opportunities on the corridor and, through a mapping exercise, to develop more detailed planning objectives.
- Presenting the results of Workshop 1 to the City's Planning Commission on March 18, 2009. A summary of the results of the mapping exercise are shown on the following page.

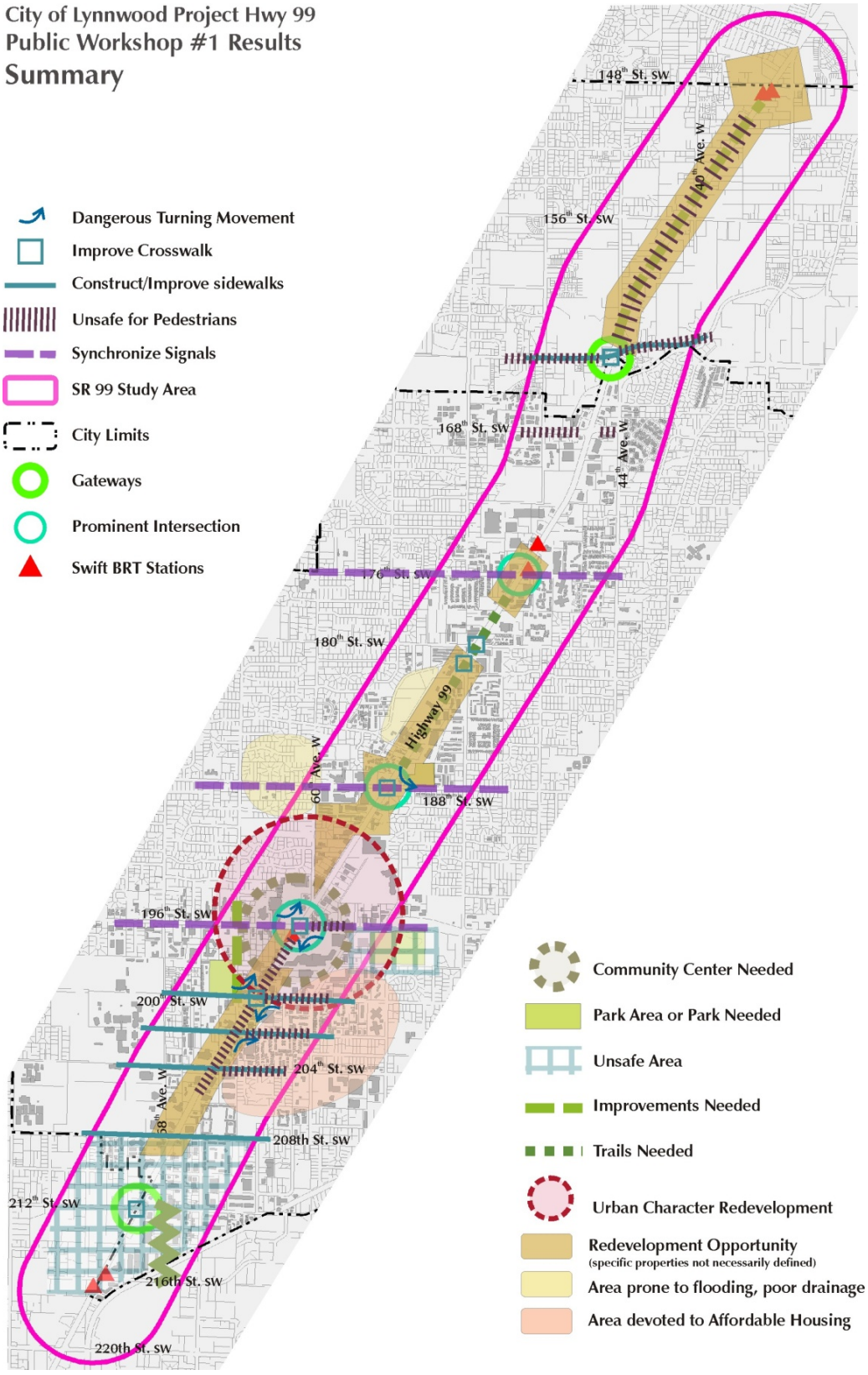


Figure 5. Summary of results for Public Workshop #1.

- Developing two alternative land use scenarios based on Workshop 1 participants' suggestions, feedback from other agencies, and the Planning Commission comments. The corridor was divided into segments and two alternatives were proposed for each segment. The two alternatives included a residential/mixed-use development option and a commercial development option.

- Presenting the alternatives to public participants at the second public workshop conducted on April 21, 2009. Participants were given the opportunity to state preferences for the different segments. (Attendance at the second workshop was much lighter than at the first session.)

- Presenting the public-review draft project documents (Subarea Plan, Zoning Regulations and Maps, and Design Guidelines) and the Draft Supplemental Impact Statement at a public meeting on September 28, 2010.

- Completed a Draft and Final Supplemental Environmental Impact Statement that assessed the potential impacts of redevelopment of the nodes on traffic facilities, utility facilities (sewer, water and stormwater), parks and greenhouse gas emissions.

- Public hearings on the final-draft documents before the City's Planning Commission (March 2011) and City Council (June 2011).

- City Council adoption of the Subarea Plan, Zoning Regulations and Maps and Design Guidelines on September 12, 2011.

Using information gathered at the workshop and additional analysis, the team developed a preferred alternative that combined the selected options for the various segments.

This general concept was used to help frame the Corridor Plan and was later refined to include parcel level detail for each node. The Figure 6 concept diagram (shown on the next page) identifies "primary" and "secondary" nodes to distinguish between those nodes that include a Swift BRT stop and, therefore, can best take advantage of this transit investment development incentive.

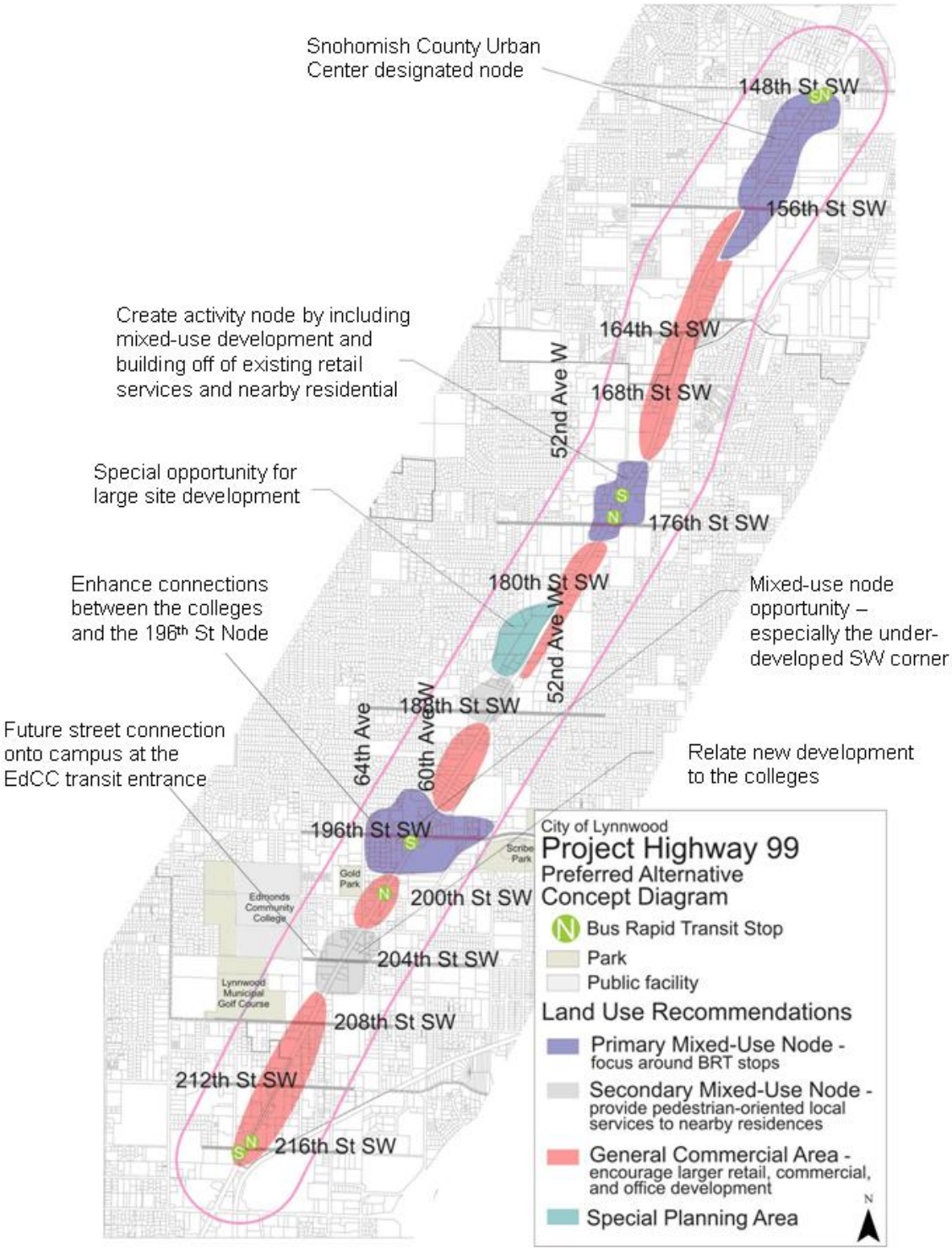


***Figure** 6. General concept for the preferred alternative for the Corridor*

Planning Concept

The Highway 99 Subarea Plan envisions the study area's transformation from a primarily auto-oriented commercial strip to a multi-modal, multi-use corridor that features strategically placed mixed-use centers or "nodes" between stretches of diverse commercial uses. The "planning concept" described in this section translates the broad vision for the corridor (described in the prior section) into more specific directions for the intended land uses and physical form of new development. Those directions, in turn, lead directly to the strategies (and specific actions by the City) to realize the vision. In particular, this planning concept explains the rationale for encouraging new residential development in the mixed-use nodes.

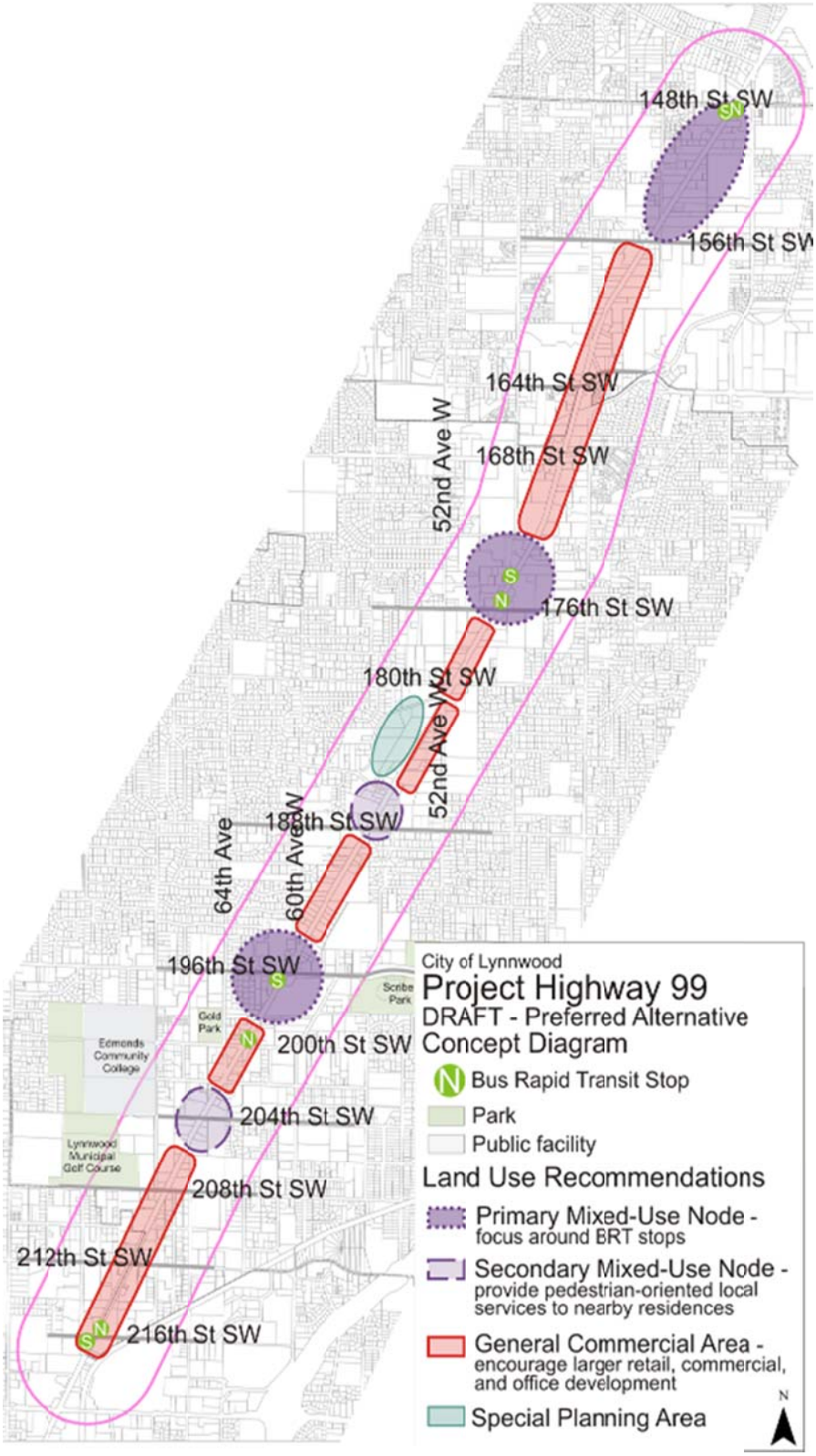
Regional Context

Lynnwood is not the only jurisdiction along Highway 99 with a vision for revitalizing the corridor. South of Lynnwood, the cities of Shoreline and Edmonds have completed planning projects for sections of the highway in their jurisdiction, and, north or Lynnwood, the City of Everett, together with the City of Mukilteo and Snohomish County are conducting a planning process similar to Lynnwood's. In addition, Shoreline has reconstructed two sections of the highway into an urban boulevard, and work on the final section is underway. Shoreline has seen properties along the highway redevelop with mixed use, higher intensity development, as envisioned by this Subarea Plan for Lynnwood.

A Vision for a Regional Linear Community

This plan envisions the corridor as a **linear community** that includes a broad spectrum of commercial businesses, focal points for vibrant residential neighborhoods, and a number of local and regional attractions. This concept is shown in Figure 7. In such a community, residents, students, workers, and visitors have easy access to those services and attractions found in any livable community. The community could effectively extend north into Everett and south to Edmonds and Shoreline, with an even greater string of

DRAFT


148th St SW
156th St SW
164th St SW
168th St SW
176th St SW
180th St SW
188th St SW
196th St SW
200th St SW
204th St SW
208th St SW
212th St SW
216th St SW
52nd Ave W
64th Ave
60th Ave W
Edmonds Community College
Gold Park
Scribe Park
Lynnwood Municipal Golf Course
City of Lynnwood
Project Highway 99
DRAFT - Preferred Alternative
Concept Diagram
Bus Rapid Transit Stop
Park
Public facility
Land Use Recommendations
Primary Mixed-Use Node - focus around BRT stops
Secondary Mixed-Use Node - provide pedestrian-oriented local services to nearby residences
General Commercial Area - encourage larger retail, commercial, and office development
Special Planning Area
N

cept.

specialized nodes with recreational, civic, medical, educational, and commercial attractions.
As suggested by the designation of “primary” and “secondary” nodes, Lynnwood’s mixed-use nodes and corridor stretches might become more individualized; perhaps with auto dealerships and vehicle service companies clustering in some locations and “lifestyle” businesses at another. The primary nodes will likely see the greatest changes in land use because they include Swift BRT stops, but the secondary nodes also include unique redevelopment opportunities. Developing more distinct identities for each of the nodes would add variety to the corridor and enhance the nodes’ sense of place. It is an ambitious vision, of course, but one that can be achieved through consistent effort over time.

Goals and Objectives

In order to frame the plan for the Highway 99 corridor, goals and objectives were established for the study area. First, the Economic Development Strategies and Comprehensive Plan goals and policies were summarized (as discussed in the Introduction). The goals and objectives identified in public meetings were then reviewed with the Planning Commission. Using the public’s goals and objectives as a guide, the Planning Commission then established its own goals and objectives. All of these goals and objectives were then “blended” into goals and objectives for the study area. These goals and objectives were used to frame the preferred alternative and the policies and regulations discussed in this plan.

Translating Goals to Action – Basic Concepts

The next section recommends policies and implementing actions to translate the established goals and objectives for Highway 99 into a context for redevelopment in the corridor, providing a framework for realizing the goals of the Plan. Mixed-use nodes will allow the City to concentrate activities at key locations and not disrupt the ongoing commercial activities elsewhere along the corridor and the adjacent single-family neighborhoods. The nodes also provide a logical location for parks, plazas, and amenities. In the long term, the plan points to a time when the Highway 99 corridor can include community business and activity centers that significantly add to the livability of surrounding neighborhoods while maintaining the

Figure 8. Auto dealerships are an important part of the City’s economy.

Highway's role as a critical transportation conduit and setting for regionally based businesses.

Goal: Create Nodes of Activity

The plan's primary emphasis is to encourage mixed-use nodes near Bus Rapid Transit (BRT) stops and other strategic locations. As used here, "mixed-use development" means a combination of residential and commercial uses in close proximity but not necessarily in the same building. The term "node" refers to a concentration of more intense development and human activity. Because nodes will include residences as well as local retail services and regional transit connections, they provide the best opportunity to create comfortable, safe, and attractive pedestrian-oriented settings, as called for in the objective of providing *"community gathering spaces."* This type of development around transit stops is often called "transit-oriented development" or TOD. Providing amenities and enhancing or adding public spaces at each node will help attract new residents.

Increasing the development intensity and diversity at the nodes has several advantages, including:

- Providing excellent opportunities for transit-oriented development (TOD).
- Adding new neighborhood-oriented businesses; broadening the spectrum of commercial activities.
- Encouraging people to live where there are already sufficient access and support services.
- Increasing activity throughout most of the day and improving safety by adding "eyes on the street".
- Creating a "sense of place" that helps to give the local residential community greater identity and a neighborhood focal point.

As vehicle dealerships – new & used vehicles - (and service businesses) are a key component of the commercial activity along the corridor, and re-using existing dealership facilities to other businesses presents substantial issues, new zoning for the nodes should allow for continuation of or re-occupancy by dealerships and service facilities.

Economic Development Strategies & Comprehensive Plan Goals & Policies

Goals and Objectives Established at Public Meetings

- Transportation:
- Improve pedestrian safety and connectivity
- Keep traffic moving (synchronize lights, turning movements, etc)
- Land Use
- Improve aesthetics of properties along corridor (car dealerships)
- Recognize areas with redevelopment potential
- Housing
- Protect single family neighborhoods
- Protect and promote affordable housing
- Parks and Open Space
- Improve existing parks and trails
- Create new parks and community centers and provide pedestrian connections
- Improve public safety
- Emphasize unique identity of areas along corridor

Goals and Objectives from Planning Commission

- Transportation
- Keep traffic moving
- Pedestrian access, connectivity, and safety
- Land Use
- Protect and foster businesses
- Protect single family neighborhoods
- Housing
- Provide housing and services for elderly, lower-income, and disabled
- Parks and Open Space
- Take advantage of existing parks and open space
- Stream corridor could be used for trails and connections to other parks
- Increased public safety (lighting, crime prevention)

Goals and Objectives for Project Highway 99

- Create Nodes of Activity
  - Support transit-oriented development at BRT stops
  - Create walkable retail areas at nodes
- Allow a Wide Variety of Business Types
  - Foster businesses along corridor
  - Support small businesses
  - "Cluster" businesses and take advantage of key nodes
    - *Retail, restaurants, and 'walkable' businesses at nodes*
    - *Auto-oriented businesses between nodes*
- Support Housing
  - Protect single family neighborhoods
  - Encourage mixed-use development at key nodes
- Keep people moving
  - Promote pedestrian safety and connectivity
  - Keep traffic moving along corridor in safe manner
- Enhance Community Gathering Spaces
  - Improve existing parks
  - Create new parks and community centers
  - Provide trails and pedestrian connections between gathering places
- Improve Identity and Image of Corridor
  - Incorporate more green features along corridor (landscaping, trees, etc)
  - Establish a unique identity
- Improve public safety
  - Prevent crime
  - Improve lighting

Goal: Allow a Wide Variety of Business Types

In order to provide for a "*wide variety of business types,*" the plan calls for commercial land uses in between the nodes of activity to remain largely unchanged along many stretches of the corridor. Auto dealerships and associated auto services are an important economic asset on the corridor, so policies and regulations are framed to not diminish access, visibility, or

site utilization for these uses. No fundamental zoning code regulation changes are recommended in these areas. However, significant improvements in visual identity and economic viability of these areas are envisioned.

Goal: Support Housing

In order to *"protect single family neighborhoods,"* the plan includes recommendations to adopt design guidelines to help make the corridor livable for new and existing residents. The design guidelines will help ensure that new development:

- Integrates well with near-by residences,
- Provides better pedestrian connections between residences,
- Provides transit stops and neighborhood services,
- Enhances open spaces and amenities, and
- Makes conditions safer near the corridor.

The plan also *"encourages mixed-use development at key nodes"* by changing the zoning at these nodes and increasing residential capacity, as discussed above.

Goal: Support Improved Linkages Between the Corridor and Edmonds Community College

The campus of Edmonds Community College and Central Washington University is located about 0.25-mile west of the highway. The BRT stations at 196th St. SW (southbound) and 200th St. SW (northbound) provide direct pedestrian access to the College, and an unopened section of the 204th St. SW right-of-way is expected to be built in the next few years. Encouraging a mixed-use node at these three intersections of 204th St. will support these mutually-beneficial connections.

Goal: Keep People Moving

Analysis shows that the expected growth will not cause significant adverse traffic impacts. Some street and traffic improvements will be necessary, however, to reduce congestion and *"keep people moving"*. The most effective measures will be to facilitate east-west traffic movement so here can be more signal time devoted to north-south traffic

along the highway. The section on transportation improvements (page 34) summarizes recommended measures to address this issue. Other transportation recommendations are intended to address local issues and implement the City's comprehensive transportation planning.

Goal: Enhance Community Gathering Spaces

In order to create a more livable corridor, particularly at the nodes, this subarea plan highlights community gathering spaces. The plan calls for improvements to existing parks and open spaces, continued partnerships between the Edmonds School District and the Lynnwood Parks Department, and new private/public partnerships that would facilitate the potential acquisition of new community gathering spaces.

Goal: Improve Identity and Image of the Corridor

New design guidelines and zoning provisions for the Hwy 99 Mixed-Use zone were prepared in conjunction with this plan. The design guidelines provide the direction for the transformation of the activity nodes into livable and walkable areas. A number of zoning code updates also help to implement the goal of improving the image of the corridor.

Goal: Improve Public Safety

The transportation improvements, design guidelines, new zoning regulations, and increase in residential development discussed above will all help to improve public safety throughout the Highway 99 corridor. Additionally, improved street lighting, and side street sidewalks are recommended.

Supporting Transit and Business while Creating a Neighborhood Feel

The Highway 99 Subarea Plan provides a framework for action. Mixed-use nodes will allow the City to concentrate activities at key locations and not disrupt the ongoing commercial activities elsewhere along the corridor and the adjacent single-family neighborhoods. The nodes also provide a logical location for parks, plazas, and amenities. In the long term, the plan points to a time when the Highway 99 corridor can include community business and activity centers that significantly add to the livability of surrounding neighborhoods

(Highway 99) in Shoreline.

while maintaining the highway's role as a critical transportation conduit and setting for regionally based businesses.

Developing additional residences at selected locations along the corridor will support transit and locally oriented businesses. As a general rule, about 2,000 residences are required to support a modest cluster of neighborhood-oriented businesses, such as a small grocery store, drug store, laundry, family-style restaurant, or coffee shop. If the area within a quarter mile of a mixed-use node includes 1,000 dwelling units (du), for example, then about half of the customers for those shops can access the businesses on foot. The residential neighborhoods on either side of the corridor are sufficient to provide the additional customer base needed. This same target of at least 1,000 du within each node is consistent with the population needed to support bus rapid transit (BRT) and to generate enough activity to make the area feel "lively." Thus, the additional residences will support the multiple purposes of growth management, transit support, business development, and the creation of more cohesive neighborhoods.

Figure 10. The type of development that may be appropriate facing s

Envisioning a Mixed-Use Node

The desired form of mixed-use in the nodes is 4- to 6-story buildings with three to five stories of residential over retail businesses and/or structured parking. Developers have found this building type to be very efficient, and it produces about 100 to 160 du/acre (including area devoted to open space and parking). Other building types may also be considered for mixed-use along the corridor. For example, the Tressa condominium complex near Highway 99 and N 143rd Street in Seattle provides about 200 du/acre, and a high-rise structure could produce 400 du/acre.

The hypothetical mixed-use node in the figure on page 27, illustrates different forms of development that can be combined to create a node that uses land efficiently, supports transit and walking, and anchors a livable residential neighborhood.

The lower left-hand quadrant (south and west of the main intersection in this example) shows how smaller single-purpose residential units might be designed as infill adjacent to existing properties.

In this example, two buildings, each with three stories over partially covered parking, are situated so that the units face a courtyard instead of the highway. Small retail shops might be located on the ground floor next to the highway. Through-lot access provides good pedestrian and auto circulation. The retail building on the corner represents either an existing or new structure. Although it lacks some of the amenities of the other quadrants, this small-scale type of development would be the least expensive to build, and there are similar examples currently on Highway 99.

The new development depicted in the lower right-hand quadrant is basically a complex of single-purpose residential courtyard buildings situated just behind an existing shopping center. In this example, each building is four to five stories over structured parking, which is a common and efficient building type where there is sufficient land to accommodate it. The small park at the north (upper) end of the complex might be a public park.

The residential building just to the east (right) of the park might include a small café to provide additional activity. Such public amenities are important to attract new residents. The illustration also projects the old shopping center immediately to the west of the new multifamily buildings was improved to provide a walkway through the complex to provides better pedestrian circulation for neighborhood residents and (more importantly for the retailers) better access to retail shops.

The upper left-hand quadrant provides an example of how an existing shopping center might be enhanced by adding a mixed-use building and upgrading smaller commercial buildings. In order to make up for the parking loss by this expansion, a parking garage is added. In this case, the cost of the garage construction is more than offset by the added revenue from the new development and the increased retail base.

Generally, because of the excellent transit service and the opportunity for patrons to access businesses on foot, parking requirements will be relaxed. Even though surface parking will still be needed in some cases, reduced parking requirements can mean savings to property and business owners.

51 du
.31 acres
162 du/ac

37 du
.34 acres
109 du/ac

Figure 11. The mixed-use complex shown here was developed on a commercial parking lot in an auto-oriented shopping center. The drive through the development provides excellent vehicle and pedestrian circulation and a good residential and small business setting.

Figure 12. The Linden Court mixed-use complex offers a good example of what can be developed on a large site. The complex is located one-half block from Highway 99, near Bitter Lake.

The mixed-use complex sketched in the upper right quadrant illustrates what might be done with a large single lot. Five- to six-story residential buildings are aligned along the eastern part of the property, with setbacks and landscaping facing single-family residences across the street. The example also shows that the driveways into the structured parking access the side streets but not the street with single-family residences so that traffic impacts are minimized. The complex also includes mixed-use buildings facing the side street and a courtyard around which are situated small businesses. A courtyard will provide an attraction for both residents and patrons of the businesses. Another key to large property redevelopment is good pedestrian connections. An internal circulation network should connect to key access points outside the property (especially BRT stops, as shown) and might include pathways, plazas, and sidewalks along drives. All pathways and sidewalks should be attractive, comfortable, and safe. Street trees and pedestrian-scaled lights are especially important.

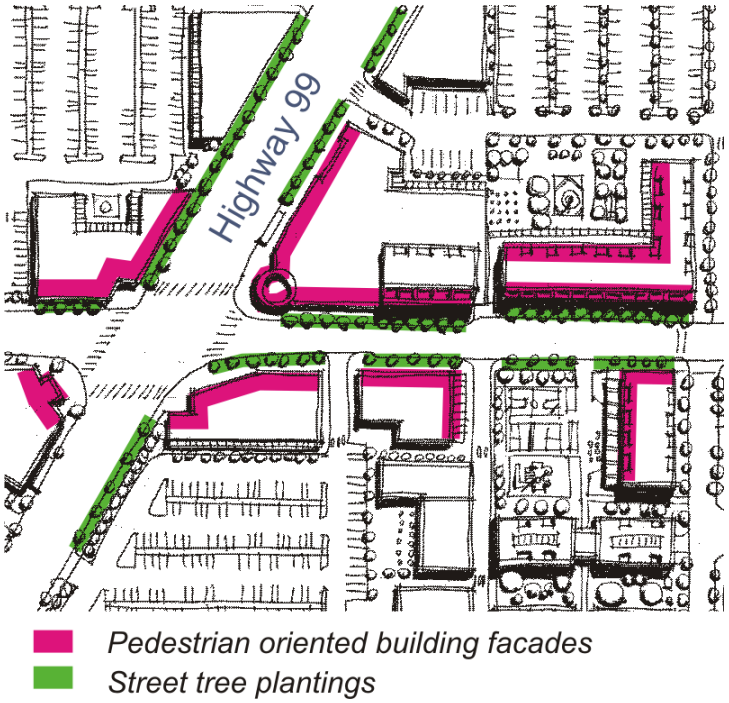
HYPOTHETICAL EXAMPLE OF MIXED-USE DEVELOPMENT AT A NODE

MAKERS
architecture · planning · urban design

Figure 13. Hypothetical example of mixed-use development at a node.

Design Principles

Building a successful transit-oriented mixed-use node requires more than achieving a targeted level of development. Design quality is critical to producing an attractive and livable setting. The buildings, open spaces, and circulation systems must fit together aesthetically and efficiently. Success also depends on creating a safe, comfortable pedestrian environment. The individual nodes and the corridor as a whole must display a positive identity. The seven design principles described below will direct new development towards achieving these objectives. The principles will be implemented through design policies, standards, and guidelines developed along with this plan.

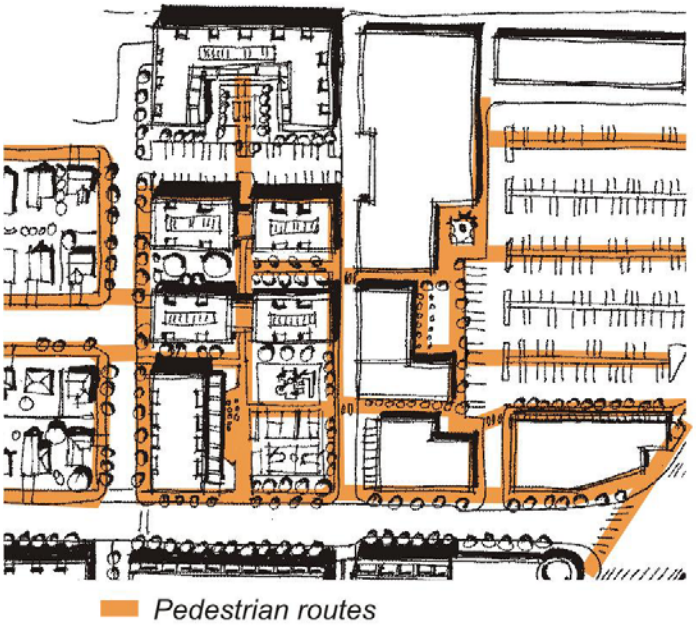


1. Orient building to reinforce pedestrian environment.

- Provide pedestrian-oriented facades along streets with the most pedestrian movement (especially side streets) and internal pedestrian pathways.
- Provide pedestrian-oriented storefronts with weather protection, wide sidewalks, street trees, and lighting along all building fronts.
- Install street trees with new development.
- Refine the residential character of streets across from residential zones.

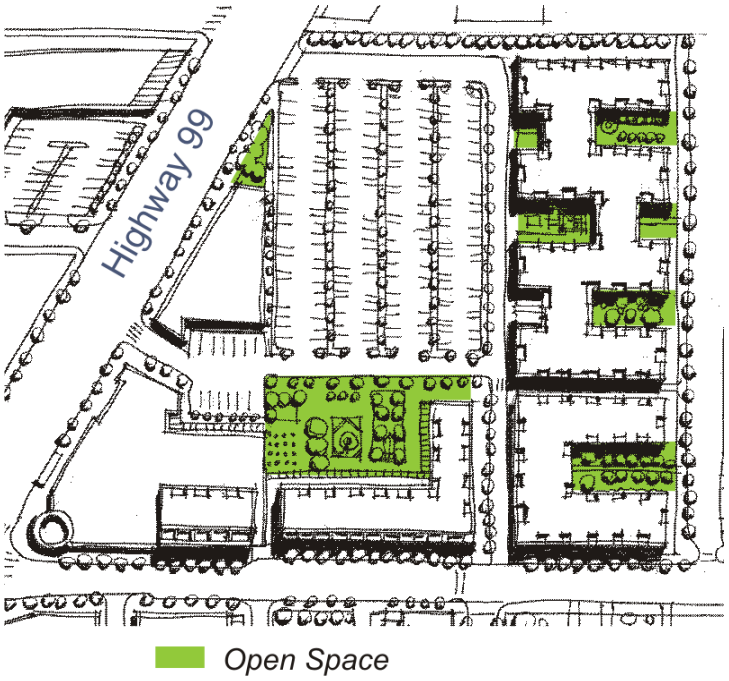
2. Connect all commercial and residential uses with comfortable and convenient pedestrian connections.

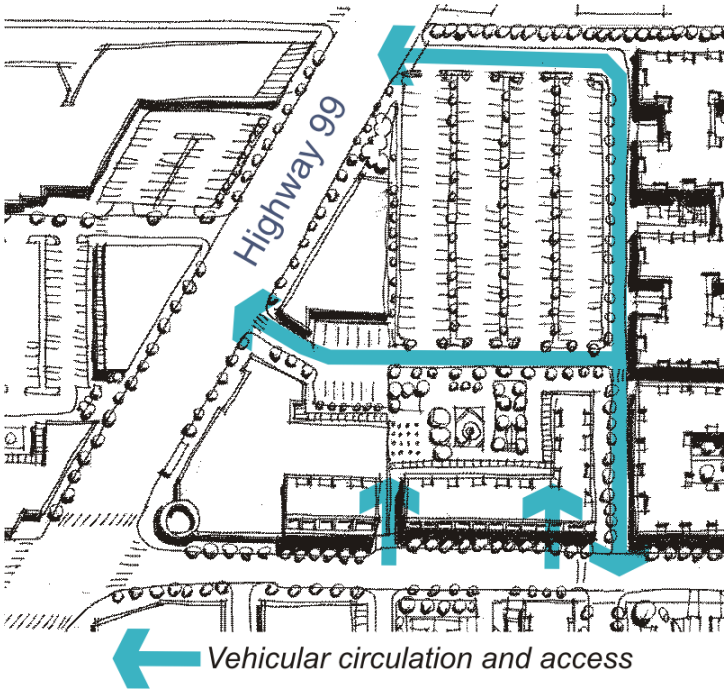
- Provide pedestrian connections through large sites.
- Design multi-building developments around a pedestrian network.



3. Provide a variety of open spaces.

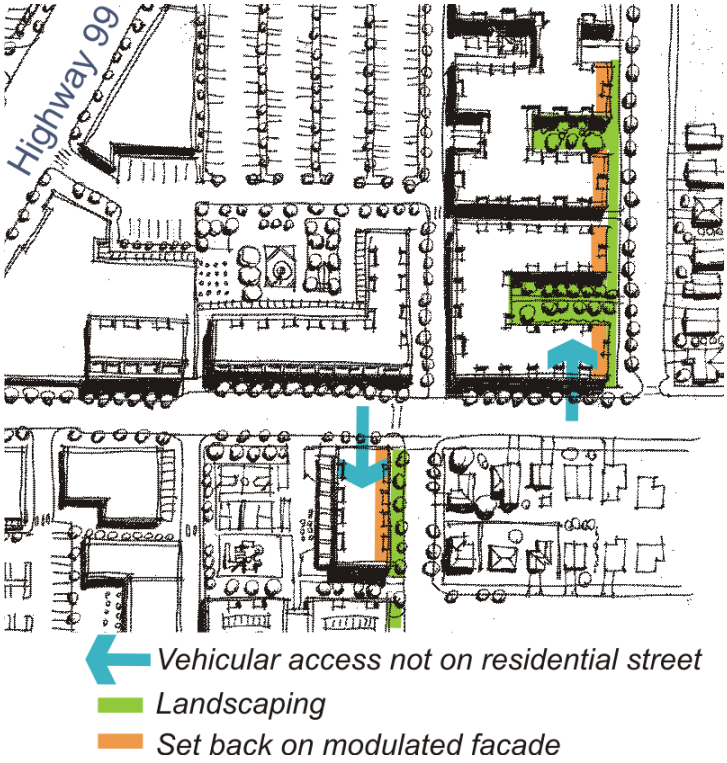
- Include some form of open space for all residential development.
- Include open space as part of retail development.
- Incorporate landscaping and “green” features whenever possible.
- Location/design considerations:
  - o Feasibility
  - o Usability
  - o Maintainable





4. Provide a safe and efficient vehicular system.

- Minimize direct vehicular access to and from Highway 99.
- Locate driveways from side streets where possible.
- Provide internal roadway connections within and between developments.
- Connect with adjacent properties for greater access.

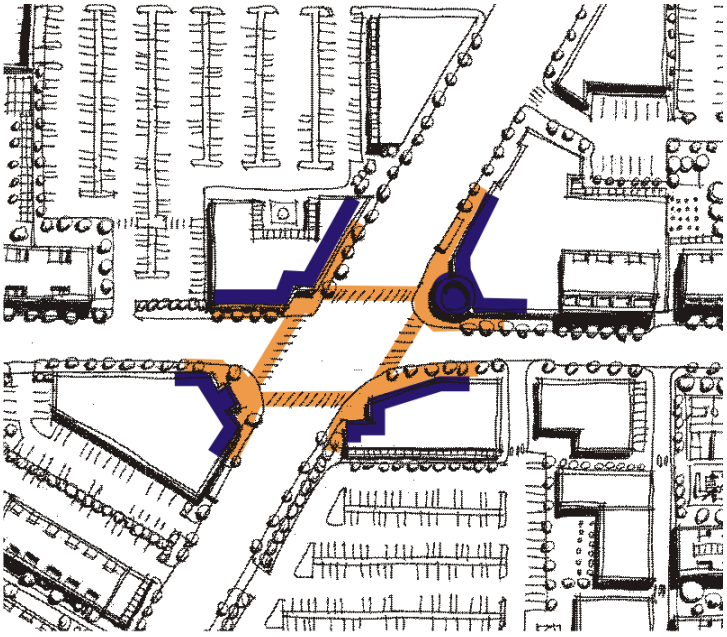


5. Be a good neighbor to adjacent properties.

- Set back or modulate buildings to not overpower adjacent residences.
- Minimize impacts to privacy and sunlight.
- Minimize traffic on residential streets.

6. Create attractive, identifiable intersections at the center of the nodes.

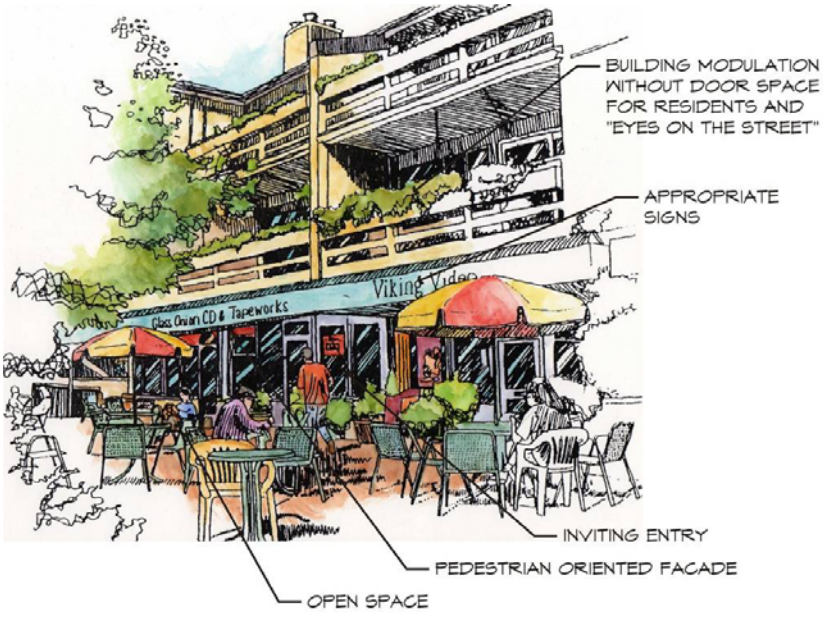
- Locate buildings at intersections at the back edge of the City's future sidewalk, as determined by future transportation demand. (Note: driveways are prohibited at intersections.)
- Locate landmark features (e.g., towers, special entries) at corners.
- Locate appropriate services (e.g., cafes, convenience shops, laundries) at corners.



Pedestrian routes
Buildings with "Pedestrian oriented facade" and corner features

7. Develop high-quality buildings integrated with landscaping.

- Use quality materials and construction techniques.
- Incorporate design elements that modulate building scale and add interest.
- Locate, size, and design signs that are compatible with a pedestrian-oriented character.



DESIGN PRINCIPLES	GOALS: Create nodes of activity	Encourage wide variety of business connections.	Support housing	Keep people moving	Enhance community gathering spaces	Improve identity and image of corridor	Improve public safety
● = *Accomplishes goal* ○ = *Contributes to goal*							
1. Orient building to reinforce pedestrian quality	●					●	○
2. Connect all commercial and residential uses with comfortable and convenient pedestrian connections	○	○	○	●		○	●
3. Provide a variety of open spaces.	○		○		●	○	
4. Provide a safe and efficient vehicular system.		○		●			●
5. Be a good neighbor to adjacent properties.			●			○	○
6. Create attractive, identifiable intersections at the center of the nodes.	●					●	
7. Develop high-quality buildings integrated with landscaping.	○		○			●	

Other Implementation Considerations

Improving Livability

In order to realize the vision for the corridor, it is important to consider what the City can do to make the corridor a more attractive place to live.

A big step has already been taken in the form of the new *Swift* BRT line. Bus rapid transit (BRT) means never having to wait more than 10 minutes for a bus. Corridor residents can now quickly ride the *Swift* to the Edmonds International District for ethnic food, take an evening class at the community college, visit the library on Evergreen Way, get to an appointment at Swedish/Edmonds or Everett Clinic, or attend an event at the Everett Center.

However, the quality of the urban setting must also be upgraded. Sidewalks with street trees and lights are needed along many side streets. Some form of park, plaza, and/or community facility should be located at or near each major node, and minimum landscaping, signage, and pedestrian access standards should be established for new development.

The Design Guidelines for Hwy 99 Mixed-Use zone, and the implementing zoning regulations, will help ensure the quality of the urban setting is improved.

Figure 14. Proximity to Bitter Lake Park and the community center (in Seattle) is a big reason for Linden Court's success.

Figure 15. Linden Court's coffee shop (also in Seattle), across the street from the park, is a hub of activity.

Figure 16. The gas station at Keeler's Corner is a local landmark (on Hwy 99 at 164th St. in Lynnwood). Positive features along the corridor, such as locally-recognized buildings and the community college campus, should be considered important assets and featured as part of new development planning.

Figure 17. A typical side street.

Figure 18. Universal accessibility is an important consideration in building sidewalks and on-site circulation.

Figure 19. Landscaping, pedestrian lights, and safe walkways can help humanize parking lots.

Transportation Improvements

The environmental impact analysis conducted as part of this plan examined whether or not the projected new development would cause significant congestion. The analysis showed that the growth scenario, if achieved, would not significantly decrease the performance of roadways or intersections. On the other hand, the analysis also showed that if roadway systems are not improved, congestion will increase substantially whether or not additional growth occurs as recommended by this Plan; regional traffic is the major factor for congestion along the corridor.

The remedy that is the most likely to ease congestion is improvements to the major east-west cross streets because reducing the time the east-west traffic takes to move through the Highway 99 intersections will allow greater signal "green time" for north south traffic. Providing left- and right-turn lanes from the cross streets onto the highway will, in some cases, help this traffic to flow more smoothly, but in some cases more creative lane configurations may be necessary.

The primary transportation recommendation is to initiate a comprehensive study to improve intersections. As noted above, sidewalks with street trees and lights are critical to improve pedestrian comfort and safety. Additional right of way width may be required on some cross streets. It is recommended that new development be required to sufficiently set back from the curb line to allow for appropriately wide sidewalks and for future right-of-way expansion as determined by the City.

The demands on the side streets merit special study and should receive high priority in the City's capital improvement planning. Individual intersections cannot be adequately considered in isolation because revising traffic flow patterns at one intersection could well affect traffic flow at other intersections. Therefore, the primary transportation recommendation is for a comprehensive and detailed study of possible actions to reduce congestion at intersections.

Other recommendations include:

- Establishing design standards that mandate improved pedestrian circulation through large sites (especially for access to BRT stops);
- Considering moving some current *Swift* Bus stops when properties are redeveloped to bring the north and south stations closer to key intersections; and
- Monitoring transportation activity on the corridor to better understand how BRT service, new development and other transportation improvements affect one another and reduce the overall number of vehicle miles traveled (VMT) and associated carbon emissions.

Policy & Implementation Recommendations

This section establishes the framework for the City's implementation of the Highway 99 Subarea Plan. Goals established through the planning process are followed by policies that guide the implementation recommendations. The implementation recommendations lay out the actions the City should take to implement the planning concept, such as updating the City's zoning code, design standards, and design guidelines. The subarea plan will be adopted as part of the City's Comprehensive Plan.

This section is organized into goals, policies, implementation recommendations, and a brief discussion of the recommendations. The format of this section is as follows:

1. Goals are underlined

1.1 Policies are bold and italicized

1.1.1 **Implementation recommendations are bold in a smaller font size.**

Implementation recommendations are followed by a brief discussion of the recommendations in regular text format.

Land Use

Goal 1: Create nodes of activity at key locations along Highway 99.

1.1 Policy: Designate mixed-use nodes along Highway 99 that have BRT stops with a new 'Hwy 99 Mixed-Use' zone with zoning standards and design guidelines to facilitate transit-oriented development and to help create walkable, mixed-use areas.

1.1.1 Designate a mixed-use node at 148th Street SW and Highway 99.

This node is currently located within unincorporated area (under County jurisdiction), but is within the City's Municipal Urban Growth Area. The County designated this area as an Urban Center in their Comprehensive Plan. The node currently consists predominantly of auto-oriented businesses. A large number of multifamily housing units are located just off the corridor, particularly on the west side. There are several large sites between 152nd St. SW and 156th St. SW which are approximately ½ mile from the current *Swift* BRT stops. If these sites are redeveloped, moving the stops southward may merit consideration. Pedestrian improvements to 152nd St. SW, 156th St. SW, and 40th Ave. SW, as well as 148th St. SW are important for providing access from residences to the corridor. Sidewalks along these streets are intermittent and street trees would add a great deal to the pedestrian experience. Although the corridor itself is not currently residential in character, the surrounding residential neighborhood makes this node a likely location for large scale residential development. There are no parks or open spaces in the vicinity so this area should be a high priority for the development of a neighborhood park and possibly other facilities.

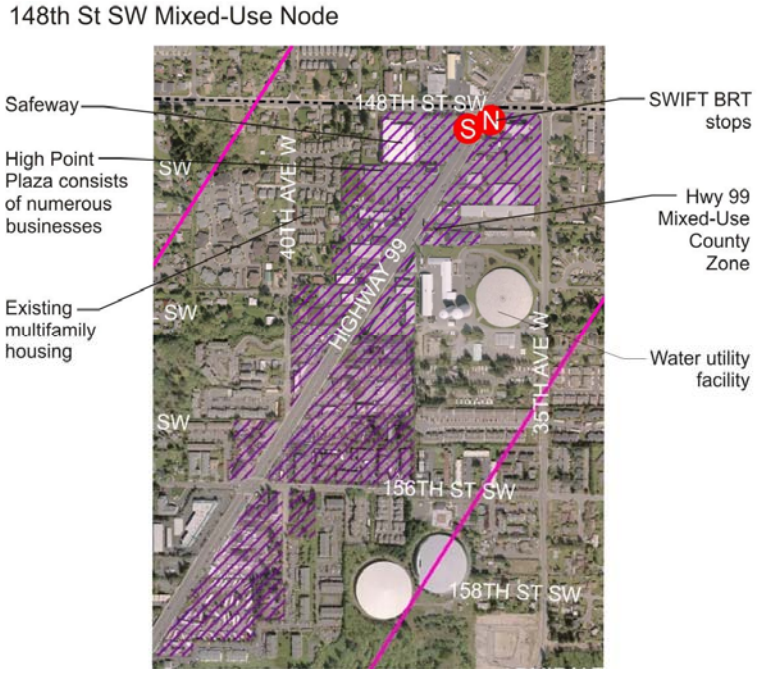


Figure 20. 148th Street SW mixed-use node.

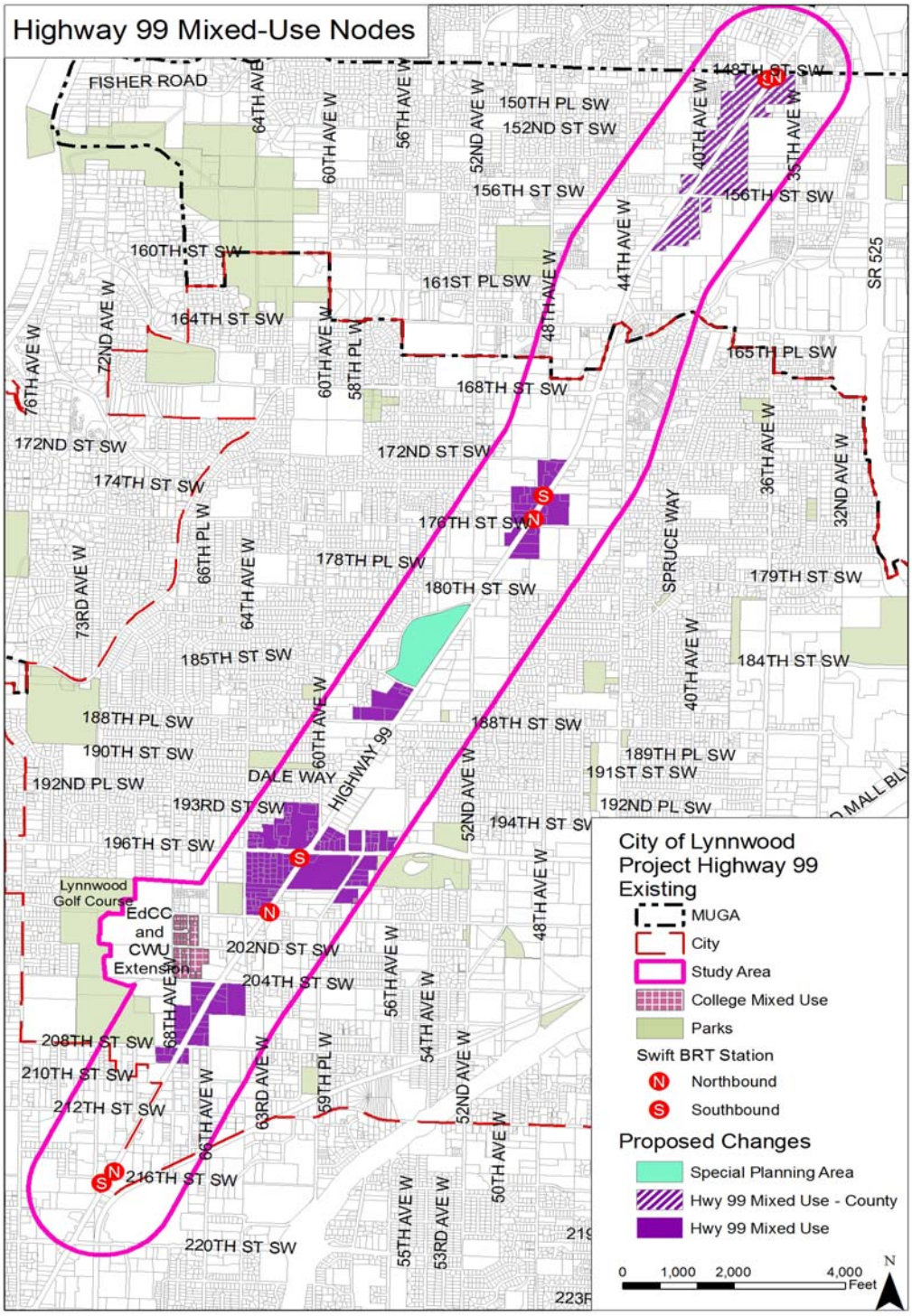


Figure 21. Proposed changes in zoning and land use designations.

1.1.2 Designate a mixed-use node at 176th Street SW and Highway 99.

A significant number of people live within walking distance to the BRT stops and the existing retail at this location. The existing commercial businesses consist of a number of stores that are ideal for serving the local residential population,

including the QFC grocery store, Bartell Drug, and the Pal-Do World food market. Increasing the residential population in this node through new mixed-use and residential development will help create a more cohesive neighborhood. Design standards and guidelines, along with better pedestrian connections within developments will improve walkability and connectivity. The streets generally feature sidewalks but street tree plantings would add to the pedestrian experience. There are no parks or open spaces so this node should receive high priority for community facilities development. Relocating the southbound *Swift* BRT stop to the south of 176th St. SW should be considered when the site at that location is redeveloped.

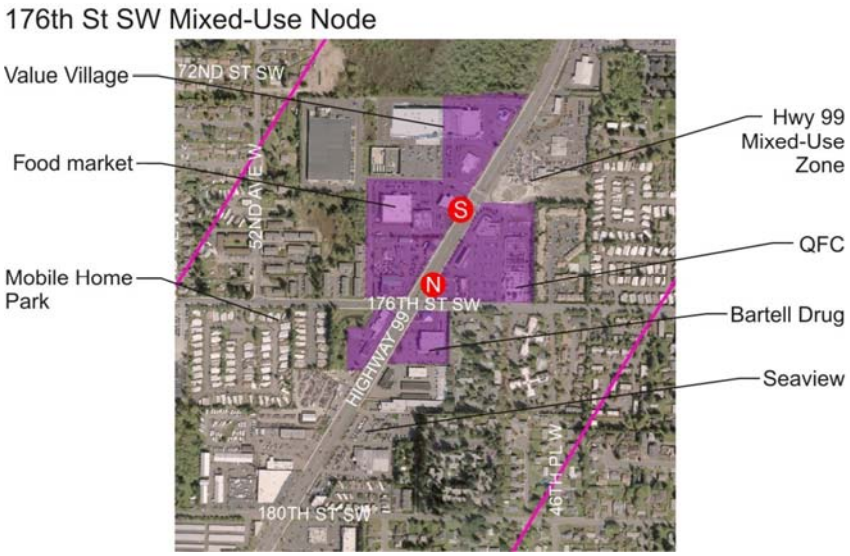


Figure 22. 176th Street SW mixed-use node.

1.1.3 Designate a mixed-use node at 196th Street SW and Highway 99

Existing development is predominantly commercial uses. The existing commercial uses are a combination of business serving the local area, including grocery stores and other shops, and more regional businesses including motor-home sales and rentals. The node does have significant development potential, primarily in the southwest quadrant. There is also the potential for infill development on existing shopping center sites. New mixed-use development will add residential units within the node, which will help support transit and businesses, and create a more cohesive neighborhood.

This node also provides the closest BRT stop to Edmonds Community College (EdCC) and Central Washington University branch campus and can act as a gateway to the colleges. Improving pedestrian connections between the campus and the BRT stop would benefit the colleges and support transit ridership objectives. Most of the streets in this vicinity have sidewalks, but lights and street trees should be added where feasible to improve the pedestrian experience along the route from the transit stops to the colleges. Special signage for the colleges might be considered along the corridor to give the campus higher visibility and to enhance the node's identity.

In order to help create a desirable residential setting at this node and improve the livability of the area, the City should work to improve Scriber Lake Park and Gold Park to make both parks more accessible and safer. Access to the Lynnwood Golf Course should also be improved.

Because this is such a prominent node and important BRT stop, the City should continue to work with Community Transit to pursue opportunities to move the BRT stations closer to the intersection when redevelopment occurs.

196th St SW Mixed-Use Node

Figure 23. 196th Street SW mixed-use node.

1.2 Policy: Designate mixed-use nodes at other locations along Highway 99 that have the potential to redevelop with a new 'Hwy 99 Mixed-Use' zone that encourages residential development as a part of new development and has specific zoning standards and design guidelines to help create walkable mixed-use areas.

1.2.1 Designate a mixed-use node at 188th Street SW and Highway 99.

The retail uses are generally auto-oriented and regional serving. Incorporating small-scale, pedestrian-oriented commercial services would greatly benefit this node. The proposed mixed-use zoned area is relatively small so there is limited redevelopment potential. However, the "special planning area" directly to the north (see Policy 1.4) could potentially develop with significant multifamily units, therefore increasing the demand for more local commercial services at this node.

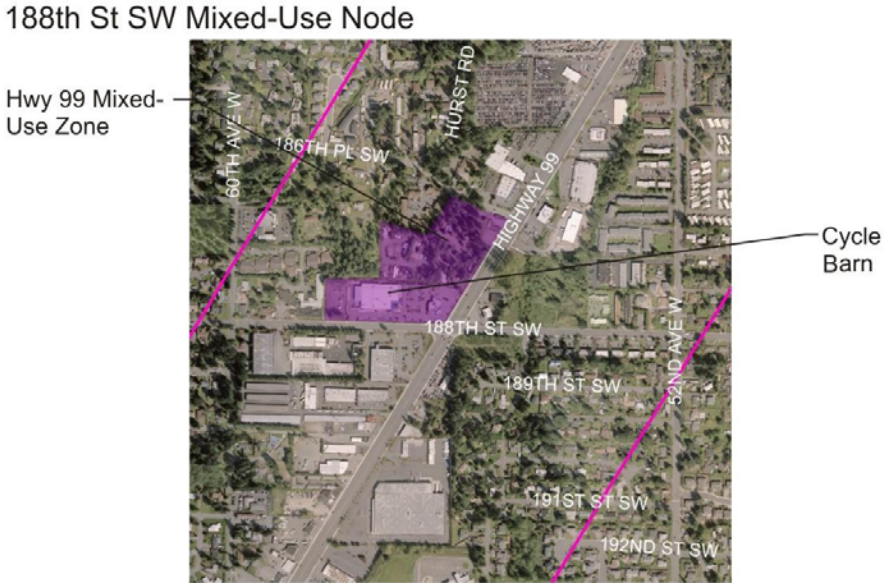


Figure 24. 188th Street SW mixed-use node.

1.3 Policy: Establish specific standards for the Hwy 99 Mixed-Use zone.

1.3.1 Encourage residential density in the 'Hwy 99 Mixed-Use' zone, but do not require a minimum residential density.

While a development may include residential development at any density, the 'Hwy 99 Mixed-Use' (HMU) zone encourages residential development within a node, but does not require it. This zone encourages residential development by providing incentives in the form of relaxed development standards and design guidelines. In order to qualify for these incentives, residential development must be at a density of 20 dwelling units per acre. The area to be used when calculating this residential density shall be the land area that is associated with the new development, including both residential and nonresidential portions and including parking, service areas, required landscaping, and other areas associated with the development. If a site is only partially redeveloped, then only the "development site" is used in this calculation; the portions of the site not redeveloped and that are not associated or required for the new development are not counted as part of the area considered in this calculation. Residential development at less than 20 units per acre is allowed but does not qualify for the incentives.

Figure 25. Examples of developments that include at least 20 du/acre of developed site (including commercial buildings and associated improvements.

In order to allow for flexibility in phased and cooperative site development, horizontal mixed-use, or residential and commercial development that are located on the same site but are not stacked vertically, is allowed.

1.3.2 Require a minimum size for new residential development so that new residential buildings will be sufficiently substantial to encourage higher quality design, building materials, and construction.

This provision is separate from the incentives to encourage residential development in 1.3.1. If new residential buildings are constructed, then they must built in a building with at least three stories. Such a building need not be exclusively residential; for example, retail uses could be located on the first floor and/or office uses could occupy part of the building. This requirement is to ensure that the residential buildings are sufficiently substantial to afford the envisioned level of quality and security. The buildings above easily meet both requirements.

1.3.3 Do not limit building height for buildings incorporating residential development.

In order to encourage more residential development at the nodes along the corridor, no maximum height is established for buildings incorporating residential units within the HMU zone. Design standards and guidelines will be established to ensure new development does not negatively impact adjacent residential neighborhoods.

1.3.4 Place no maximum limits on residential density or maximum lot coverage for residential or mixed use development in Hwy 99 Mixed-Use zone.

In order to encourage more residential development at the nodes along the corridor, no maximum density is established for the Hwy 99 Mixed-Use zone. Design standards, including setbacks from single family zones, and guidelines will be established to ensure new development does not negatively impact adjacent residential neighborhoods.

No maximum lot coverage standard is established for residential or mixed use development so that property owners have the maximum flexibility in site development. However, setback, bulk, landscaping, open space, and vegetative screening standards will provide for those objectives and will effectively reduce the total allowable building footprint.

1.3.5 Require a minimum number of parking spaces but limit surface parking to a maximum number per dwelling unit for new residential development in the Hwy 99 Mixed-Use zone.

Parking requirements should reflect the mixed-use, walkable, transit-oriented character of these nodes.

1.3.6 New multi-story, single-purpose commercial development shall provide a percentage of the parking serving upper stories (any story above the first story) in structured parking in the HMU zones.

This standard will help prevent a sea of parking surrounding new commercial development.

1.3.7 Create specific design standards and guidelines for the Hwy 99 Mixed-Use zone and require design review approval for new development and substantial restoration.

The design standards and guidelines will help ensure that these nodes are walkable, attractive, quality areas where people will want to live and visit. The guidelines and standards will also help mitigate potential impacts from new development on adjacent properties.

1.3.8 Require appropriate open space for applicable multifamily, mixed-use, and commercial development.

Open space will help improve the livability and attractiveness of the nodes.

façade.

1.3.9 Encourage pedestrian-oriented, small scale retail at nodes and prevent auto-oriented commercial development.

In the zoning regulations, prohibit or limit auto-oriented commercial uses such as drive-through restaurants, gas stations, car repair shops, etc. and other uses that are not compatible with residential or pedestrian-oriented development in the Hwy 99 Mixed-Use zone. In addition, pedestrian-oriented business and facades should be located/provided along key street frontages at the centers of the mixed-use nodes. Drive-through activities are to be limited in scope and location.

1.3.10 Require a pedestrian circulation network, open space, and other public amenities to be incorporated into new developments with Hwy 99 Mixed-Use zoning.

Open space should be provided as a part of each new development. Other public amenities such as improved sidewalks (see 4.2.3), pedestrian connections to Highway 99, trails, seating areas, etc. should be provided.

Figure 27. Pedestrian-oriented open space.

Figure 28. Children's play area.

1.4 Policy: Encourage unique redevelopment opportunities for the "Special Planning Area."

1.4.1 Allow flexibility for an innovative, large parcel redevelopment project.

The large auto wrecking/storage yards north of 186th Place SW offers a unique redevelopment opportunity (when/if the owner decides to close or relocate the business) because of their size, visibility, and proximity to the 188th Street SW node. Because of this special opportunity, the City should support zoning changes or other processes where the developer can create an innovative site plan and unique development design, while accomplishing the City's intent for this site and the corridor.

It is recommended that the City retain the site's current GC (General Commercial) zoning designation but encourage the property owner(s) to apply for a rezone or other vesting mechanism, either of which should include an approved development master plan. The master plan may allow greater flexibility in terms of development capacity and intensity and should address the following objectives:

- Create a walkable development that connects to Highway 99 and surrounding neighborhood
- Incorporate a combination of commercial and residential uses
- Provide an appropriate transition from Highway 99 to surrounding residential neighborhood
- Mitigate potential impacts to surrounding residential neighborhood by:
  - Access management
  - Landscaping
  - Setbacks
  - Site design

Figure 29. Special Planning Area current conditions.

1.5 Policy: Establish a package of (re)development incentives to encourage development, especially residential (re)development, at mixed-use nodes in the corridor.

1.5.1 Establish (re)development regulations with relaxed (re)development standards and higher bulk allocations for projects that include a residential density component

The proposed zoning regulations relax a number of dimensional and form-based standards for projects with a minimum density of at least 20 dwelling units per acre (See1.3.1). Additionally, the City should reduce the number of required parking stalls in the Hwy 99 Mixed-Use zone, especially the number of stalls per residential unit. With the excellent transit service and better access to goods and services, residents will not have as great a need for automobiles. Parking reductions are a very significant way to lower development costs.

1.5.2 Apply the multifamily tax exemption program to mixed-use nodes.

Designate the nodes as eligible area for the City's multifamily tax exemption program to provide strong incentive for multifamily development. In some communities the tax exemption program has proven to be one of the most effective incentives for mixed-use development.

1.5.3 Give priority to capital improvements that will stimulate development.

As noted in other policy recommendations, improvements such as parks and pedestrian-oriented streetscape improvements create a more attractive development setting and have a strong influence on private investment.

1.5.4 A Public Development Authority (PDA) could help facilitate key site development that could spur further development.

The advantages of a PDA are that, because it is legally separate from the City, a PDA can purchase and sell land and undertake property and business development activities more efficiently. Under state and federal law, all PDA contracts must specify that liabilities incurred by the corporation must be satisfied exclusively from their own assets. The first step in establishing a PDA would be to identify the potential benefits of a PDA for the nodes in terms of facilitating new site and economic development.

1.5.5 The City should pursue partnership opportunities with Edmonds Community College and Central Washington University for a variety of joint, mutually beneficial, efforts.

For example, roadway improvements to 196th St SW and 204th St SW as well as pedestrian improvements throughout the college area nodes would make it easier and safer for students to commute to the colleges by transit. Additionally, gateway improvements to the colleges and the golf course at 204th St. SW and Highway 99 would increase their visibility and help to spur complementary redevelopment.

1.5.6 Initiate a development workshop to develop examples of how properties at nodes could redevelop over time.

Working with property owners, developers, and architects, the City could initiate a development study that would look at specific redevelopable properties. Property owners would work with potential developers and architects to prepare potential site plans, which then could be evaluated for development feasibility. This would be a useful service to property owners who might be considering redevelopment but are not ready to invest funds for a development team at this time. While the results of such schematic feasibility analyses would be very preliminary to any real action, it would give the property owners some guidance regarding the development options to pursue.

1.6 Policy: Facilitate the transition of land uses in nodes from auto oriented strip commercial development to mixed use activity centers in a way that does not disadvantage individual property owners.

1.6.1 Allow continued use of current buildings and specialized facilities (E.g.: auto dealer lots with specialized display areas or show rooms or vehicle service facilities)

Current regulations do not allow a new non-conforming business (or use) on a property after an old non-conforming business has left and the property lain vacant. For example, if an auto dealership leaves a property and the property lies vacant in a zone that doesn't allow dealerships, then a new dealership cannot move into the property. This disadvantages property owners with specialized facilities, especially in a recession such as the one occurring during the preparation of this plan in which a number of businesses are struggling. Therefore, this plan recommends the City establish an equitable mechanism to allow new non-conforming uses on properties with specialized facilities.

Goal 2: Encourage a wide variety of business types between nodes along Highway 99.

2.1 Policy: Continue to implement the Economic Revitalization Strategies to foster businesses and enhance economic activity along the corridor.

2.1.1 Encourage a business improvement association to:

- Create marketing campaigns for the corridor
- Support design and maintenance standards
- Provide business education and training
- Advocate for small businesses
- Conduct research and surveys
- Act as a funding mechanism for corridor improvements

2.1.2 Support the retention and expansion of auto dealerships between nodes.

Continue to recognize auto dealers and service as a desirable niche business. Work with these business owners to improve the physical condition and appearance of properties, while maintaining visibility along the corridor.

2.1.3 Continue to support the retention and expansion of small businesses between nodes along the corridor.

Work with small business stakeholders to fully understand their needs and desires. Balance retail frontage and visibility needs with the desire to improve the overall appearance of the corridor to make the area a desirable place for visitors and shoppers. Work with small businesses to pursue opportunities for shared parking, driveway consolidation, and improved site access.

2.2 Policy: Encourage the aggregation of similar businesses to create regional destinations.

2.2.1 Support the collective efforts by businesses and property owners to establish special districts or areas of special identity along the corridor.

Such areas might feature, for example, a cluster of auto dealers and services, home improvement materials and builder's supplies, or medical services. A group of property owners might wish to undertake coordinated development with a unified circulation and parking scheme with a distinct design identity. City actions to support private initiatives might include:

- Modification of regulations to support special opportunities
- Assistance with coordinating development permits
- Provision of infrastructure, and/or
- Special planning assistance

Goal 3: Support housing along and adjacent to the Highway 99 corridor.

See Goal 1, Policies 1.1 and 1.2 and supporting recommendations.

3.1 Policy: Protect residentially-zoned neighborhoods adjacent to the corridor.

3.1.1 Require adequate setbacks and screening for development adjacent to residential zones.

Use setbacks and screening to ensure new development is compatible with existing adjacent residential development.

3.1.2 For commercial and mixed-use developments, require site planning to minimize impacts to adjacent single and multifamily development.

For developments in commercial and mixed-use zones adjacent to single-family and multifamily zones, apply transitional standards to ensure minimal impact. Transitional standards will include, but not be limited to: site access, screening, building setbacks and location of service areas.

3.2 Policy: Consider allowing residential development at larger parcels outside of the nodes

3.2.1 Allow residential development at parcels five acres or larger through approval of a planned unit development.

In addition to the nodes identified in Policies 1.1 and 1.2, larger parcels in other parts of the corridor may be suitable for residential or mixed-use-with-residential development. Owners of such parcels may seek to develop the property as if it was located in a node by applying for approval of a planned unit development (PUD), as provided in the Zoning Code. An application for a PUD under this policy shall be evaluated for general compliance with the regulations of the Highway 99 Mixed Use Zone, though variations from those regulations may be approved by the City Council if it finds that either site-specific circumstances necessitate a variation or that the variation is fully consistent with the purpose and intent statements of this Subarea Plan and the Highway 99 Mixed Use Zone.

Transportation and Infrastructure

Goal 4: Keep people moving along Highway 99.

4.1 Policy: Improve transportation circulation in the SR 99 corridor.

4.1.1 Conduct East/West corridor study.

Conduct a comprehensive study of the east/west corridors in the vicinity of Highway 99. The purpose of the study is to identify potential additional east/west corridors that would provide additional east/west capacity within the City. This study should examine all major intersections comprehensively because the improvements to one east-west street could affect other streets as well. The EIS for this plan identifies the need to add through lanes across Highway 99, so this corridor study would help identify and prioritize the east/west corridors that merit expansion.

4.1.2 Evaluate intersection improvements.

Evaluate intersection improvements that focus on increased capacity and reductions in overall intersection delay. Additional improvements on the east/west corridors can reduce the signal time necessary to service the demand, thereby increasing “green time” for traffic on SR 99. This study should explore innovative intersection designs, such as cross-over lanes.

4.1.3 Develop arterial right-of-way requirements for site planning purposes.

The corridor study would determine the exact requirements for each east/west arterial.

4.2 Policy: Encourage safe and efficient traffic flow along the SR 99 corridor.

4.2.1 Reconfigure access points.

Require shared driveways for new development and encourage driveway consolidation for existing development. Reducing the number of turning movements will help improve traffic and safety along the corridor. Consider converting unsignalized intersections and driveways along Highway 99 to right-in, right-out operation only.

4.2.2 Monitor signal timing along SR 99.

Monitor traffic volumes, travel patterns including origin-destination, and signal timing to assure that signal coordination along SR 99 is provided as conditions change over time.

4.3 Policy: Promote pedestrian safety and connectivity in the Highway 99 corridor.

4.3.1 Improve pedestrian connectivity from residential areas (in nodes and in adjacent neighborhoods) to the corridor, especially to transit stops.

As part of the development review process, proponents of new development shall work with the City to identify improvements to support pedestrian access to SR 99 and particularly the BRT stations.

4.3.2 Improve SR 99 pedestrian crossings.

Focus pedestrian crossing improvements at signalized intersections or consider improved mid-block crossings.

4.3.3 Require improved sidewalks as a part of new development.

New developments, particularly those at nodes, shall include frontage improvements consistent with the guidelines and zoning regulations for the corridor.

Figure 30. Most side streets lack sidewalks on at least one side.

4.3.4 Provide consistent, safe sidewalks along the SR 99 corridor and intersecting roadways.

More people will likely use sidewalks if they are barrier free and well maintained. Eliminate signs, walls, and vegetation that block the visibility of drivers or pedestrians. Additional street lighting, and specifically pedestrian-scaled lighting, should be installed and maintained to improve the visibility along sidewalks.

Generally, sidewalks along the highway are in good repair, although they are narrow and do not provide a sense of separation from traffic. Design guidelines should require new development on the highway and designated side streets in mixed-use nodes be set back sufficiently to provide a sidewalk at least 12 feet wide with street trees.

4.3.5 Pursue opportunities for landscaped planting strips between the sidewalk and street.

As new development occurs, the City should work with developers during site planning phases to require upgraded sidewalks with landscaped planting strips.

4.4 Policy: Support and encourage transit ridership.

4.4.1 Collaborate with Community Transit to monitor and increase ridership along the corridor.

Use of transit in the corridor can be increased by monitoring ridership trends to better understand what is working well and what could be improved. Spot surveys or comments from transit riders, and non-transit riders, also can help

inform investments to enhance transit along SR 99. Puget Sound Regional Council (PSRC) is developing a Transit Competitiveness Tool Kit to help transit agencies and communities evaluate and increase the market for transit ridership. The City should coordinate with Community Transit and PSRC on cooperative activities to increase transit ridership.

4.4.3 Consider new transit stops or relocating existing BRT stops in response to redevelopment projects.

The City and Community Transit should work together with new developments to locate or relocate transit stops and shelters in consideration of new development proposals to maximize access and use of transit. This is especially true where the initial *Swift* stop locations were constrained by existing uses and driveways so that the existing location is not at the node's center.

4.4.4 Accommodate transit shelters at the highest volume transit stops or as part of development projects.

Transit shelters provide a more inviting environment for people waiting for buses. Priorities for shelters should be given to the highest volume stops and could be integrated with new development along the corridor.

4.5 Policy: Improve bicycle connections throughout the study area.

4.5.1 Implement the City of Lynnwood's Bicycle Skeleton System.

Providing safe and convenient bicycle access to businesses and transit service along the SR 99, as well as across SR 99, can help to reduce the use of automobiles. Comprehensive bicycle routes and systems also improve the quality of the area and enhance recreational opportunities.

eleton Plan

Parks and Open Space

Goal 5: Enhance Community Gathering Spaces.

5.1 Policy: Improve existing parks and open space within the Highway 99 corridor study area.

5.1.1 Continue to work with Edmonds School District to integrate schools into neighborhoods and to open grounds to public as additional open space.

The City should continue to work with the school district to improve existing school playfields in order to provide additional park and open space to the community.

5.1.2 Implement the Scriber Lake Park Master Plan.

The City's master plan for renovation of Scriber Lake Park includes improved pathways, community gathering places, children's play areas, restoration of Scriber Lake and surrounding habitat, and improvements for public safety This plan was created in 2004, but the City has not had funding to implement the plan. The City should continue to pursue funding opportunities to implement this plan.

Figure 32. Scriber Lake Park Master Plan.

5.1.3 Improve Gold Park.

Figure 33. Existing conditions of Gold Park.

Gold Park is a 6.44-acre park located at 200th St. SW and 64th Ave. W., one block west of Highway 99. Security and illegal activities in the park were a key concern mentioned at public meetings. This park is mostly preserved as forested open space, with grassy clearings and nature trails. In 1997 the land was acquired with a Conservation Futures grant which required only passive development in the park. Nature trails with interpretive signs were constructed as part of an Eagle Scout project in 2001. Edmonds Community College Learn-n-serve Environmental Anthropology Field (LEAF) Program has recently adopted the park and is committed to long term improvements with invasive vegetation removal, native plantings, and trail improvements. The City has plans to develop the park further but has lacked funding. In general, Gold Park is underutilized and should be improved to increase the number of people that use it. The City has plans to implement Crime Prevention through Environmental Design (CPTED) techniques to improve safety and security within the park. The City also plans to explore options within the requirements of the purchase agreement to incorporate active uses within the park that will attract more visitors.

5.2 Policy: Partner with developers and property owners to create new public amenities in the corridor.

5.2.1 The City should pursue opportunities for public/private partnerships to provide public gathering spaces at nodes along the corridor.

The City should pursue opportunities with developers and property owners to provide for gathering spaces in the form of parks, green spaces, or plazas. This space will help improve the overall livability of the node and will also help spur new development. (See also Parks and Open Space section).

5.2.2 Pursue opportunities to provide additional community gathering spaces/ community centers along the corridor.

Specifically, the areas south of 196th St SW and north of 164th St SW are in need of community gathering spaces.

5.3 Policy: Provide a network of trails and pathways that connect residential and commercial areas along the corridor to key gathering places, transit stops, and other amenities.

5.3.1 Improve connections between Highway 99 and the Interurban Trail and continue to maintain and improve the Trail

The Interurban Trail is a regional hard-surfaced, non-motorized trail located in the PUD/PNW traction right-of-way. The trail follows the route once used by the Interurban Rail Line that ran between Seattle and Everett until 1939. The trail currently connects Seattle, Shoreline, Edmonds, Mountlake Terrace, Lynnwood, unincorporated Snohomish County, and Everett. In Lynnwood, the trail is 3.8 miles long and is mostly separated from motorized traffic.

Figure 34. Existing conditions on the Interurban Trail.

5.3.2 Continue to maintain and improve Scriber Creek Trail

Scriber Creek Trail is a 1.5 mile walking and jogging trail that generally follows the Scriber Creek corridor. The trail links Scriber Lake Park, Sprague's Pond Mini Park, Scriber Creek Park, the Interurban Trail and the Lynnwood Transit Center at 44th Avenue West. The trail consists of an 8-foot wide combination soft surface and asphalt pedestrian trail. The City should continue to improve and maintain this trail. The City's future plans are to continue this trail across Highway 99 and northward as a north/south pedestrian/bicycle route through the City.

5.3.3 Pursue opportunities to add additional trails to connect areas along Highway 99 to other key amenities.

See also Transportation recommendations for pedestrian and bicycle improvements.

Urban Design

Goal 6: Improve identity and image of corridor.

6.1 Policy: Development standards and design guidelines in the Highway 99 mixed-use zone should insure that development in the nodes provides attractive buildings, public areas and other open space, consistent with urban design principles.

6.1.1 Adopt zoning regulations and design guidelines specifically for the nodes that will manage development in the nodes so as to create the quality of design and arrangement of buildings, parking areas, landscaped areas and other public and private spaces that fulfill the vision and intent of this plan.

A new zoning district ("Highway 99 Mixed Use Zone) and new design guidelines for the nodes are recommended.

6.2 Policy: Incorporate more "green features" along the corridor.

6.2.1 Update landscaping standards for development along the corridor.

Require different standards for areas within mixed-use zones and areas in between these zones. These standards include requirements for landscaping along the Highway on public right-of-way and on private property. The standards will respect the need for businesses to maintain visibility from the Highway 99 corridor while requiring trees and other landscaping.

6.3 Policy: Create a "sense of place" at nodes as reflected in building forms, development patterns, and the public realm.

6.3.1 Encourage property owners, business owners, and developers to incorporate the name, character, and identity of local landmarks and special features, such as the Community College, Scriber Lake, and Keeler's Corner gas station, into redevelopment activities.

6.3.2 Adopt sign standards for the Hwy 99 Mixed-Use zone.

Sign standards for the Hwy 99 Mixed-Use zone should reflect the more urban feel of the nodes compared to the rest of the corridor.

Goal 7: Improve public safety.

7.1 Policy: Use Crime Prevention Through Environmental Design (CPTED) techniques.

7.1.1 Incorporate CPTED into code update and design guidelines.

Include CPTED principles calling for good lighting, defensible space, passive surveillance, and other concepts in the design guidelines.

7.1.2 Require pedestrian-scaled lighting at nodes.

Pedestrian-scaled lighting that augments arterial lighting on streets and adds illumination in private development is an important CPTED element.

Appendix

Economic Revitalization Strategies