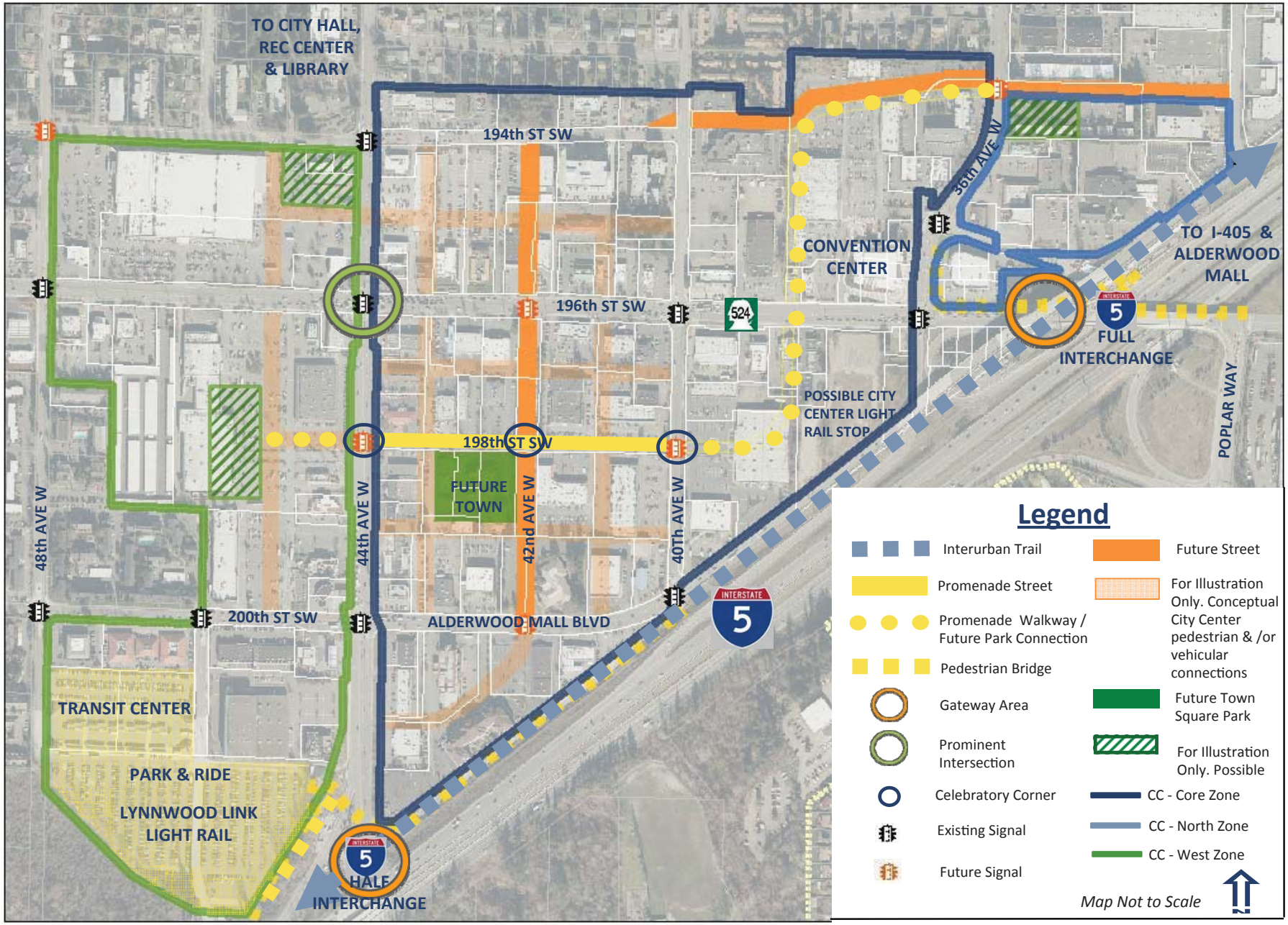
LYNNWOOD CITY CENTER

Parks Master Plan Update 2018

LYNNWOOD
WASHINGTON

LYNNWOOD
WASHINGTON

CITY CENTER DEVELOPMENT AREA



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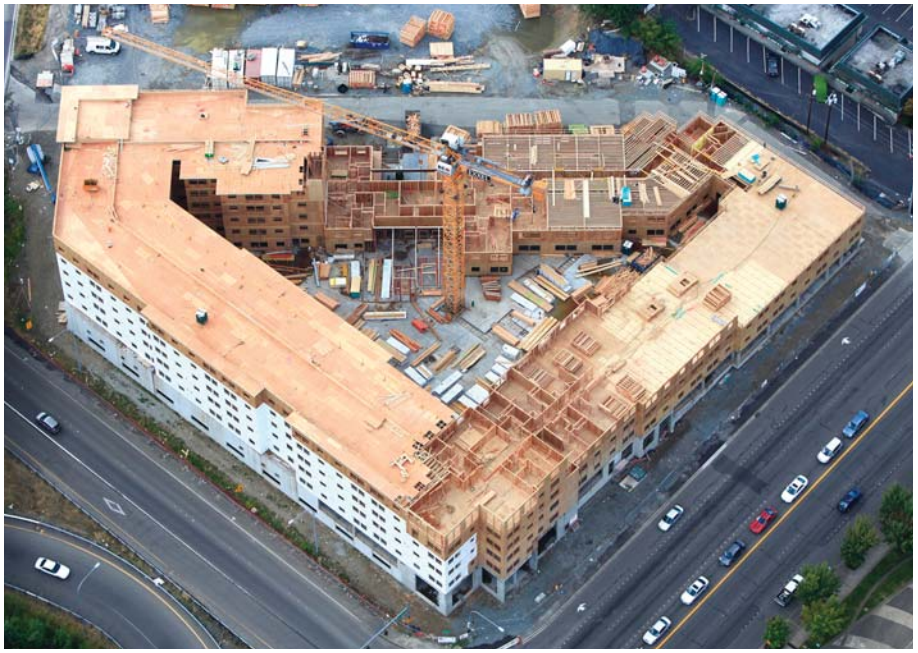
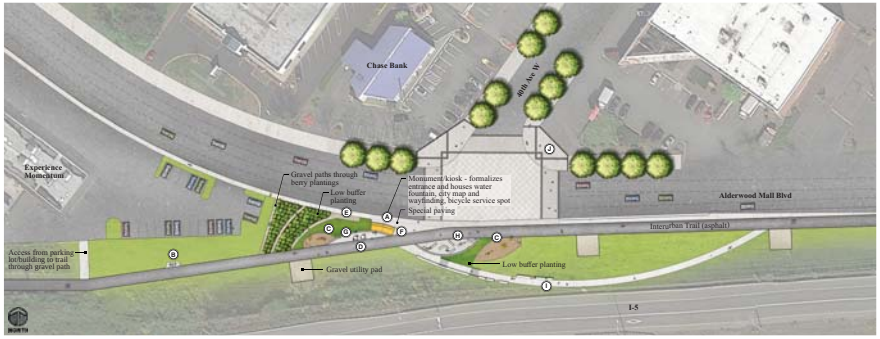
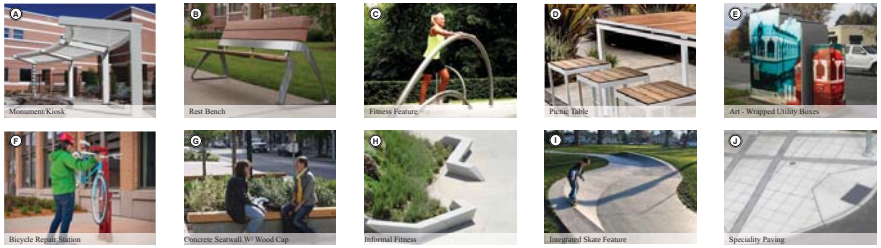






Lynnwood Interurban Trail Master Plan

April 2017

CATALYSTS FOR ACTION

Lynnwood continues to plan and build momentum to re-imagine its City Center with increased density and vibrancy. Planning for a network of parks and open spaces, and pedestrian and bike connectivity, is an integral part of the Lynnwood City Center vision and a continuation of the City Center Parks Master Plan completed in 2007.

With 10 years of continued change, growth, and planning, the City Center vision continues to evolve, rooted in new realities and opportunities to make change happen now. There are several catalysts prompting a revision of the Plan and movement forward.

Growth is Happening

There is significant new private growth and development reshaping the downtown; some built, some under construction, and more in the planning stages. Now is the time to revise the Plan and work with private investment in the city with a continued focal point of City Center development to spur high quality development fronting parks to be a showcase of these premier locations.

Roads are Being Re-imagined

Focusing residential growth and density into the regional growth center relies on creating pedestrian-friendly streets with transit-oriented development such as smaller block sizes and enhanced transit options. The investment in downtown Lynnwood's roads and street infrastructure continues, with large-scale funded projects heading to construction, several road projects in early design, and several more critical links being planned for the future City Center. Considering investment in parks and streets simultaneously allows the leveraging of investment for the broader public realm (see *Evolving Streets & Connections*, pg. 35).

(TL) City Center Apartments (TR) 42nd Avenue Planning

(L) Interurban Trail 40th Ave Trailhead (R) Sound Transit Light Rail Station

City Center

The City Center Plan was adopted in 2005. In 2012, City Center zoning regulations and design guidelines were amended to offer more flexibility, clarity, and predictability. This effort also focused infrastructure investment on two primary grid streets while providing for pedestrian connectivity in the design guidelines. Periodic updates of policies and regulations will ensure that the implementation of the City Center is achieved as circumstances evolve.

Project Prioritization

In 2014, City Council adopted Resolution No. 2014-15 approving project prioritization rankings of desired capital improvements identified in the City Center Plan. The Town Square Park is the **number one** ranked pedestrian project; 42nd Avenue is the number one ranked transportation project; and development of government facilities and the Village Green Park were highly ranked partnership opportunities. There are many different approaches involved with undertaking capital projects that should be explored as the City moves forward with capital facility development.

Transit Oriented Development TAP Report

In 2016, Lynnwood was selected as one of three cities nationwide to receive a grant from the Federal Transit Administration Transit Oriented Development Technical Assistance Program (TAP) administered by Smart Growth American and Enterprise Community Partners. The grant funded a Technical Assistance Panel conducted by the Urban Land Institute Northwest to issue a report which provides valuable recommendations to capitalize the City Center vision; build a walkable City Center; make public investment; connect existing assets; and make light rail convenient, efficient, and pleasant to use.

Specifically, the TAP report recommends several short-term actions to invest in a quality pedestrian environment along 44th and to create a front door gateway by redesigning, "44th Ave West into a pedestrian zone to serve as a welcoming, multi-modal civic spine." [pgs 14-15, TOD Technical Assistance Report, 2016]. The final report, *City Center Sub-Area Implementation Strategies*, prepared by Jones Lang La Salle (JLL) will also help shape an update to the City Center design guidelines and standards which were adopted in 2012. These regulations were adopted to set the stage for initial development within City Center. Now that the significant investment potential is being realized and planned, the existing design guidelines and regulations should be revisited. The *City Center Sub-Area Implementation Strategies* report identifies new catalytic project opportunities such as the City making its own capital investment in City Center such as, "an ideal location for a new Civic Center Complex would be adjacent to, and integrated with, the proposed future Town Square Park, at the southwest corner of 198th ST SW and 42nd Ave W" [pg 16, JLL Report, 2017].

Implementation Strategies

In June 2017, the City Center Sub-Area Implementation Strategies report was completed. This document provides recommendations to be considered toward implementing the City Center Plan. The City Center Parks Master Plan Update is an example of how periodic updates serve to evaluate and address changing circumstances.

Planned Action Ordinance, #2943

Adopted May 2012, this ordinance combines environmental analysis and land use planning, designates projects in the City Center sub-area as "planned actions" consistent with State law, and streamlines and expedites the land use permitting review process by relying on completed and existing environmental analysis for City Center. It requires the City to review and update the Planning Action Ordinance and associated environmental impact statement (EIS) every 6 years. On-going development, residential increases, and supporting amenity changes are possible triggers for an update which will also re-evaluate the park level of service needed to accommodate redevelopment and residential growth.

Alderwood Transition Area

In 2014, the City adopted regulations allowing for additional density within the Regional Growth Center, particularly around the Alderwood Mall area. Now with an extension of Sound Transit planned with an additional station identified for this area along with expected investments by General Growth Properties (Alderwood Mall) and other surrounding properties which will include housing, the area is expected to grow significantly within the next decade and beyond. The lack of current park infrastructure in this area is a current realization. With future residential development, this will only increase the need for park space and amenities; however, this master plan does not address this projected park deficit.

PARK VICINITIES

A FOCUS ON TWO PARKS WITH DIFFERENT REALITIES

This document is not a replacement of the previous master plan, but an update, with the primary vision and desired outcomes remaining intact. This update focuses on the most immediate needs and opportunities of Lynnwood's evolving landscape in tandem with light rail and transit oriented development.

While the original master plan proposed four parks, this update focuses on just two of these: Town Square and Village Green. These are seen as the most crucial and pressing pieces of the emerging City Center vision.

Town Square and Village Green are relatively close (and connected) to each other, but the realities of these parks, both in program and path to realization, differ significantly.

Town Square

In the heart of the future downtown, Town Square will likely follow a traditional park development model, with public investment in property acquisitions and phased park development as the downtown grows based on private development and market forces.

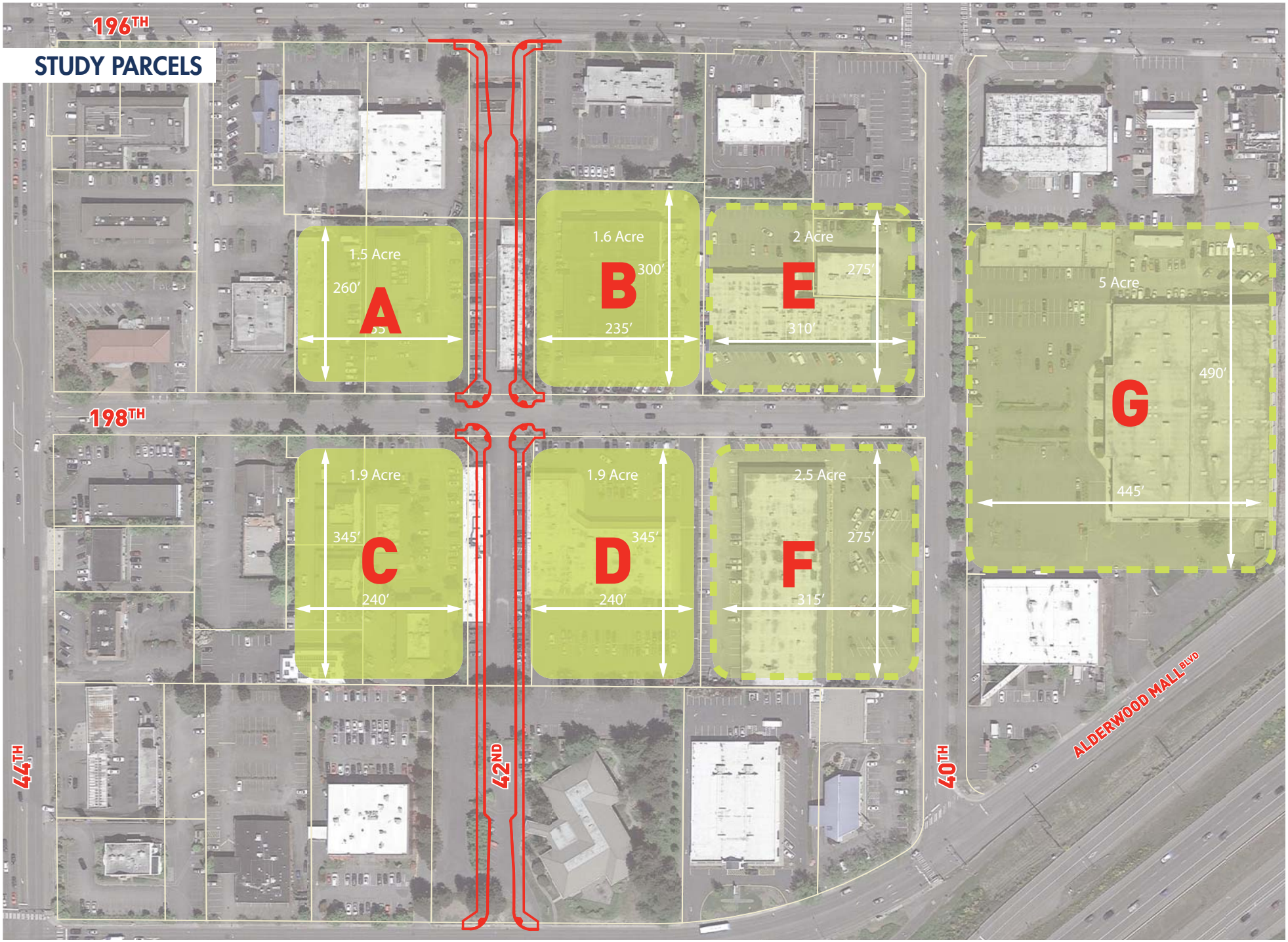
Village Green

On the western edge of the emerging City Center, Village Green is located within the proposed redevelopment of the single largest piece of private property in the City Center plan and potentially developed in a less typical park development model involving close collaboration with private redevelopment.

Focus Parks: Village Green & Town Square

Conceptual orientation of proposed parks - not to scale; site locations and park sizes to be determined.

2 TOWN SQUARE


196TH
STUDY PARCELS
1.5 Acre
260′
A
1.6 Acre
300′
B
235′
2 Acre
275′
E
310′
5 Acre
490′
G
445′
198TH
1.9 Acre
345′
C
240′
1.9 Acre
345′
D
240′
2.5 Acre
275′
F
315′
44TH
42ND
40TH
ALDERWOOD MALL BLVD

PHYSICAL SITE

While the 2007 master plan has shown a shape, size, and location for the park, it was done to illustrate general location and form. It was based on occupying a full block of what was to be a new, smaller scale, city grid. The emerging City Center has much larger blocks, with the addition of one new street (42nd) and with likely internal circulation roads and pedestrian mid-block connections. With these larger blocks, it is assumed that Town Square would occupy a part of a larger block, not the entire block as illustrated in the 2007 plan. While the vision for a park in this area has long been shown, the exact size, shape, and location will be subject to emerging realities.

It is recommended that the Town Square Park be located at one of the corners along 198th and 42nd in the heart of the emerging City Center. As an alternative, sites along 198th also take advantage of street frontage along 198th Street, the future Promenade Street, or serve as an anchor on 40th Avenue West.

Numerous parcels were considered in locating the Town Square park site. Candidate sites were evaluated based on physical criteria (such as solar exposure and site topography) and their context within City Center (such as proximity to street corners and the traffic volumes of adjacent streets). Their constraints and opportunities are evaluated below; however, no site has been selected as a preferred alternative at this time. Outreach with property owners to gauge willingness to sell is an important first step to futher vet potential properties' attributes as a viable Town Square location.

site	size (acres)	elevation change	solar exposure	zoning limitations	corner location	traffic volumes	acquisition potential	# of existing parcels	square feet of existing buildings	stormwater detention
A	1.5	4'					?	2	13,900	
B	1.6	12'					?	1	25,400	
C	1.9	4'					?	3.5	28,700	
D	1.9	3'					?	1	28,300	
E	2	10'					?	2	27,700	
F	2.5	6'					?	1	36,900	
G	5	14'					?	2	78,700	

(L) Town Square Potential Park Sites (R) Constraints & Opportunities Matrix

CONCEPTUAL PARK PLANS

Near-term and long-term conceptual plans illustrating park development at a representative site with street frontage and corner location.

SITE OWNERSHIP & TRANSFORMATION

The general area proposed for Town Square consists of several different parcels of property, each with different ownership. It is unlikely that the park can be realized without acquisition of the park site for development. This acquisition might be logical to complete in tandem with the acquisition of the new 42nd Avenue right-of-way (ROW).

Making it Happen

There are several options to progress implementation of park acquisition and development including *Develop - Design - Build*. Using this model, a developer purchases land then designs and builds to suit. The City might utilize this procurement method to develop a City Center park with co-location of other facilities such as a new City Hall, Library, parking, and/or regional storm water retention. If utilized, the City would then enter into a long-term lease with a buy-back purchase over the term of the lease to own the facilities.

Making Connections

Collaborative opportunities exist between park development and the development of adjacent parcels. Certain fee structures and agreements should be considered to facilitate a working partnership between the City and developers such as: park impact fee, sewer connection charge, traffic impact fee, and stormwater regulations.

PHASING

Due to the park site's central location, and given that the transition from current day uses to a higher density future will take time, it is assumed the park will be realized in at least three phases:

Near-Term Staging

The park site, once acquired, can play a critical role for the City Center transition by serving as a staging area for many of the civic investments to come, including the construction of 42nd Avenue, the widening of 196th Street, utility upgrades, and potentially providing staging for nearby private development. Acquisition of the park site in the near term has the opportunity to benefit all these projects with valuable staging area resulting in either reduced costs or an income stream from other entities staging on the site.

Near-Term Park

Once staging value has been maximized, the park can be "claimed" as a catalyst and symbol of the emerging City Center. However, the initial park and surrounding conditions may not yet justify the level of investment that the ultimate Town Square would. Therefore, a near-term park is proposed with lower investment softscape, topography, and interim improvements. The near-term park can also initiate a local improvement district to establish revenue generating site uses such as underground or street-level parking and a regional stormwater retention facility.

Long-Term Park

At a future point, the near-term park and other City Center initiatives will have created new investment, density, and climbing land values and taxes. New investment in the park will be warranted. The near-term design will transition to a long-term design with increased investment in park features, hardscape, and iconic design.

(L) Near-Term Park Conceptual Design (R) Long-Term Park Conceptual Design

NEAR-TERM
PARKING CANVAS
THE BIG TENT
GATHERING PLAZA
SPONGE GARDEN
PLAYSCAPE
EVENT LAWN
42ND
TERRACE GARDEN
ICONIC ENTRY
198TH

NEAR-TERM PARK EXPERIENCE & PROGRAM

The near-term Town Square Park provides an activating bridge from the current conditions of the site to the long-term vision for the park. Low cost materials and flexible amenities are prioritized to enable near-term construction without the need for high capital costs and funding allocation.

The park is defined by an open core with an event lawn, plaza, and play area—elements that could potentially be reused in the future park buildout. Undeveloped site edges are buffered by plant material and a small parking area that can serve as a festival fairground and revenue generator or staging for the city.

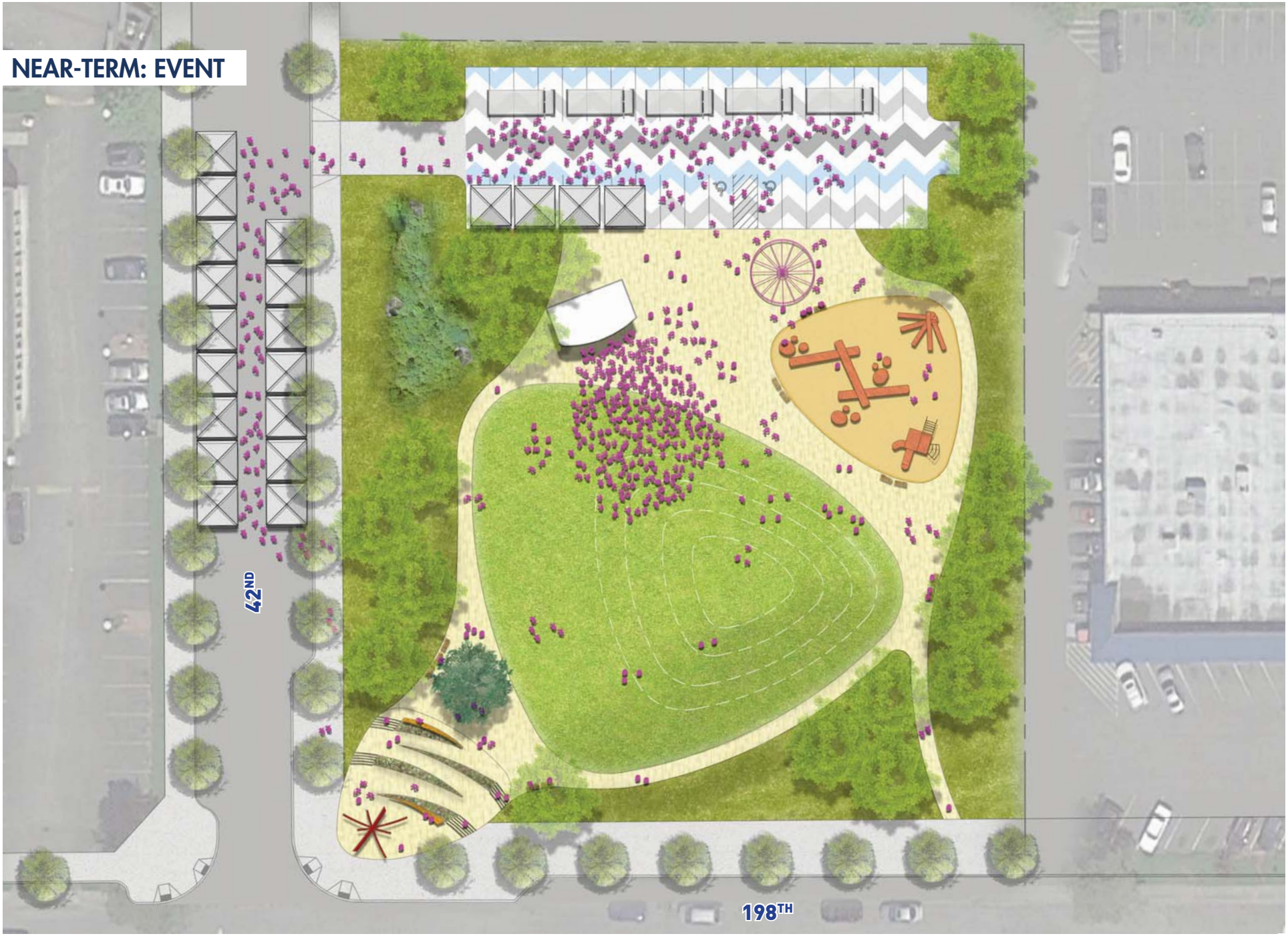
Program Elements

- Small paved gathering space
- Lawn, limited ornamental plantings
- Stormwater features ('Sponge Garden')
- Iconic corner entry to 'claim' park site
- Movable seating
- Flexible play elements

The primary role of a near-term park is to claim the site both physically and mentally by securing a development site within an evolving neighborhood and growing the idea of an active and re-imagined public realm.

The anticipated duration of a near-term park is 2-5 years; long enough to build momentum and funding for future phases but not so long as to create maintenance concerns for the near-term park elements. Park costs are estimated around $1 million.

NEAR-TERM: EVENT

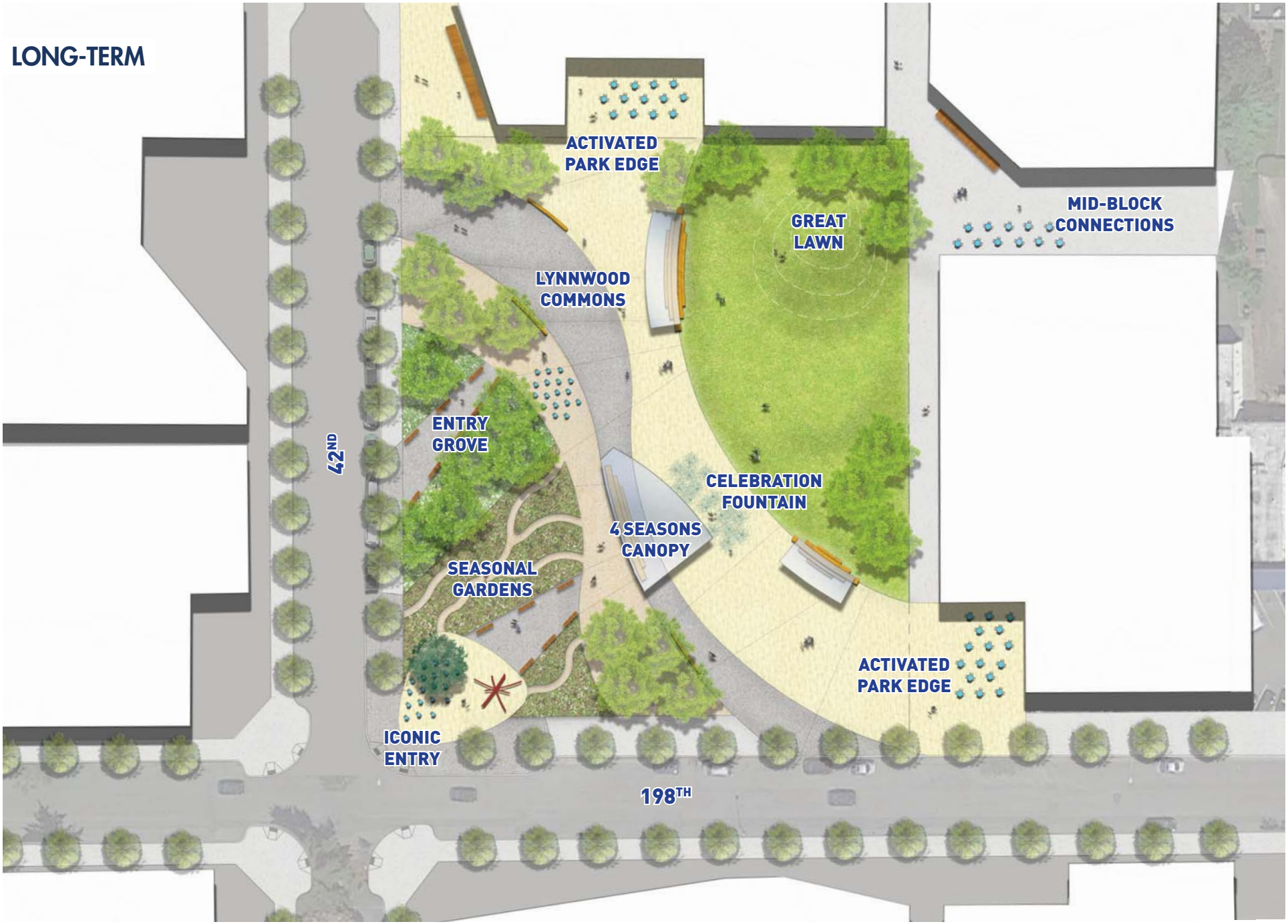


NEAR-TERM PARK ELEMENTS

The park is arranged to host both small and large gatherings. When extra space is needed, the park can expand into the parking area and adjacent street (closed for the event). The plan image at left shows 350 people.

Examples of park features include an event lawn and play elements. In a near-term condition, programming (festivals, events, and installations) can be a significant activator.

LONG-TERM


ACTIVATED
PARK EDGE
GREAT
LAWN
MID-BLOCK
CONNECTIONS
LYNNWOOD
COMMONS
ENTRY
GROVE
42ND
CELEBRATION
FOUNTAIN
4 SEASONS
CANOPY
SEASONAL
GARDENS
ACTIVATED
PARK EDGE
ICONIC
ENTRY
198TH

LONG-TERM PARK EXPERIENCE & PROGRAM

The Town Square Park is envisioned as a civic park, surrounded by vibrant commercial business and office space in mid-rise to high-rise buildings. Town Square will be a destination park for residents and visitors to the area and an icon for the city. The 2007 program for Town Square remains appropriate for the evolving City Center, particularly the long-term creation of the park.

Removal of on-site parking in the long-term scheme reflects an urban condition of walkable blocks and the creation of underground and on-street parking with adjacent development.

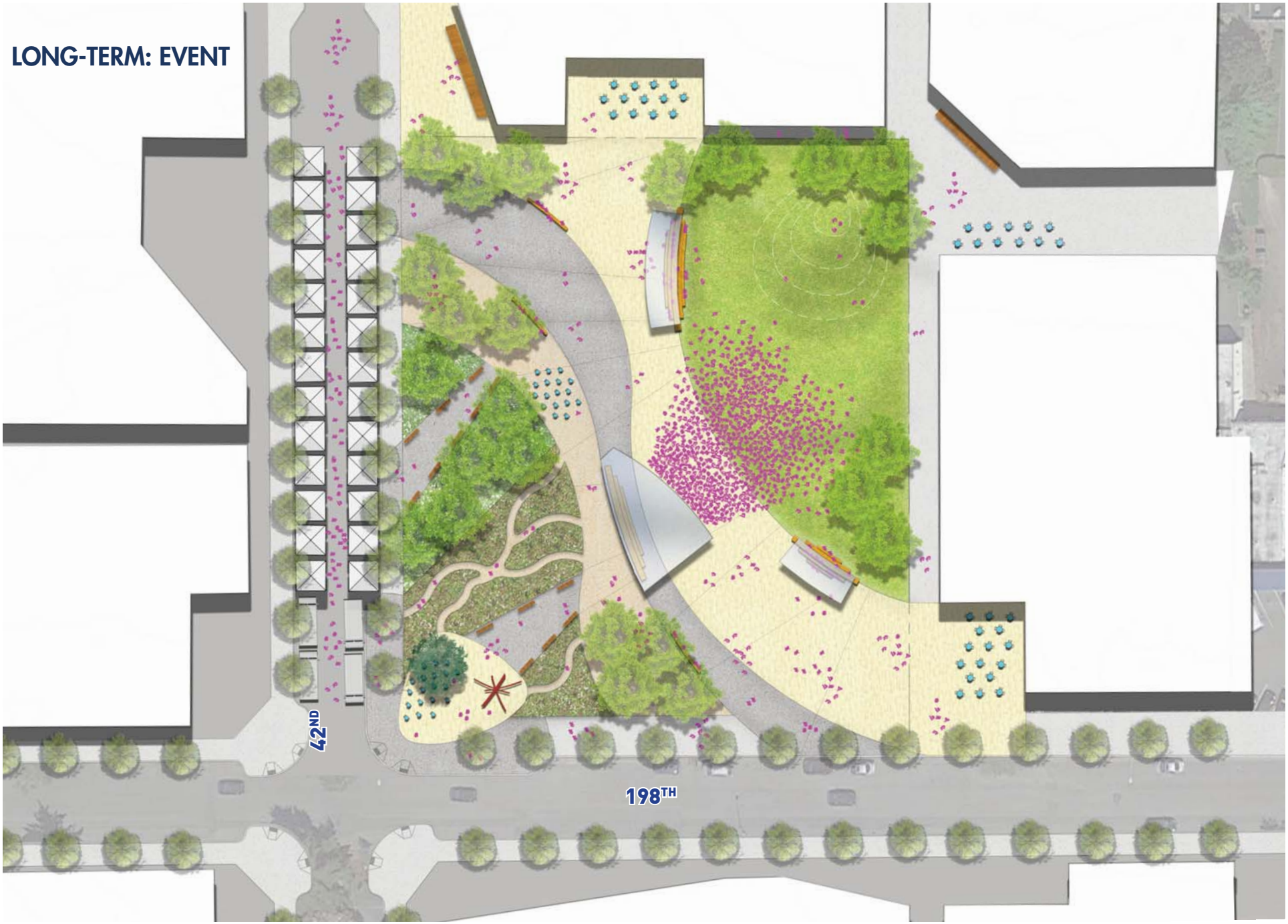
Program Elements

- Large paved gathering space
- Ornamental plantings
- Potential for integrated and activating commercial uses
- Iconic interactive fountain
- Seating and amenities
- Mid-block connections to adjacent sites

New program elements that might be considered for the re-imagined Town Square include:

- Art
- Lighting

LONG-TERM: EVENT

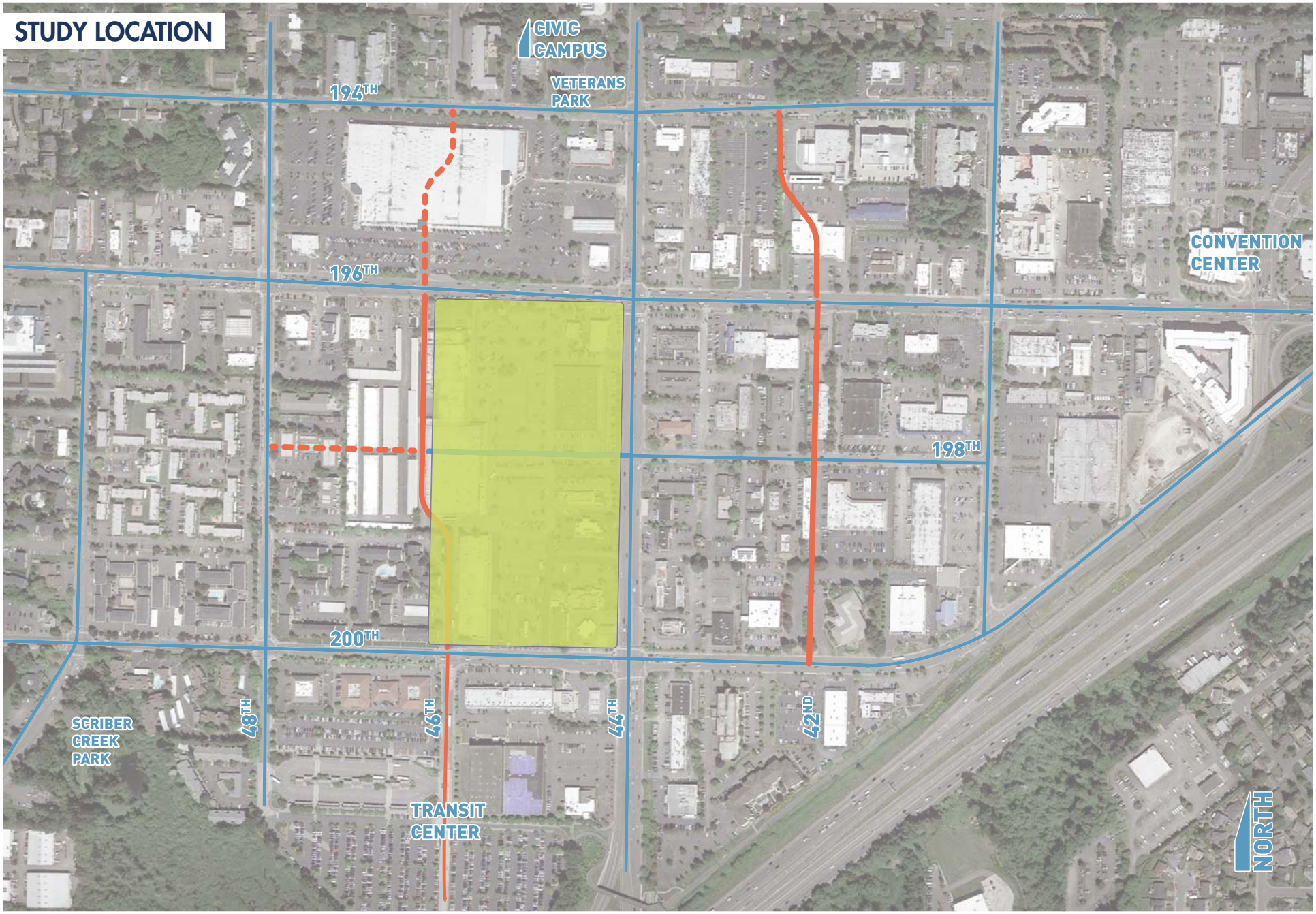


LONG-TERM PARK ELEMENTS

The long-term park maintains the flexible spaces of the near-term scenario where large and small gatherings can occur. The plan image illustrates a gathering of 850 people. At full capacity, the park could comfortably accommodate 2,000 - 3,000 people.

The park is also a balance of hardscape gathering areas and quiet garden spaces. Specific feature attractions include an interactive water feature and event pavilion.

3 VILLAGE GREEN


STUDY LOCATION
CIVIC CAMPUS
VETERANS PARK
194TH
196TH
198TH
200TH
CONVENTION CENTER
SCRIBER CREEK PARK
48TH
46TH
44TH
42ND
TRANSIT CENTER
NORTH

PHYSICAL SITE

The 2007 Master Plan presented a general location and form for Village Green. While the vision for a park in this area has long been shown, the exact size, shape and location will be subject to emerging realities and collaboration with the property owners as the site develops.

To the South

The Lynnwood Link light rail station and the soon to be greatly expanded Lynnwood Transit Center are likely near-term catalysts that will instigate significant area redevelopment with increased traffic and nearby residents.

To the North

The Civic Campus's large, conifer-filled site is a welcomed juxtaposition to - and escape from - the hardscape of the urban core. As the City Center continues to gain density and development, the Civic Campus as a "green escape" will be increasingly valued. Already home to a library, recreation center, and senior center, the Civic Campus is sure to be strengthened as an ever more valued public treasure and destination for residents and visitors.

To the East

44th Ave W is the heart of the future Lynnwood City Center and a primary driver shaping the park and streetscapes.

To the West

A mixture of multifamily and commercial projects with planned redevelopment of the Scriber Creek Trail corridor and development of Scriber Lake Park beyond.

PROPERTY OWNER COLLABORATION

The general area proposed for Village Green is owned predominately by a single entity, with peripheral parcels under different ownership. The current big-box retail development on the site does not appear to be thriving, nor is it in keeping with the city's vision and zoning for future use of the site. The City Center vision for this western edge of the downtown is increased residential density over a podium of supporting destination services and retail. The ownership by a single stakeholder and the inevitable transformation presents a unique challenge and opportunity: how to best realize the vision for Village Green with and supported by ownership?

The ultimate form and dimension of the development occupying the western edge of City Center will be shaped by a multitude of architectural realities, such as underlying parking grids, typical structural spans, specific commercial minimum and maximum dimensions, square footages, and developer-determined proforma requirements. The development patterns must be understood and the park site ultimately located to support, not hinder, these realities and preferences.

SITE OWNERSHIP & TRANSFORMATION

There are options to be considered in who might own the park and the pros and cons of those options.

Private Ownership

Private ownership of the park may be preferable to the property owner and may facilitate the layering of other uses into or under the park that serve the private development. For example, the park could be used for stormwater purposes or be built over developer-owned parking. Maintenance responsibilities of the park would need to be mutually understood and a robust public/private agreement would be required.

City Ownership

City ownership of the park would require significant investment by the City but would result in an inherently public space. City ownership would not preclude use by adjacent, private parcels for parking or stormwater purposes but would require a robust public/private agreement.

Construction

Construction of the park could be led by the City (assuming city ownership) in a traditional design/bid/build model or by the property owner. If led by the property owner, there are potential cost efficiencies in construction and would allow for staging in the park site during development.

MAKING IT HAPPEN

Beyond the existing zoning, how can the City incentivize desired redevelopment and the creation of Village Green? How might the City partner with others?

District-wide stormwater solution: Can the City assist with site stormwater management planning to consider a district-wide approach?

Daylighting Mesika Creek (SLY-1): The creek that flows south from the Civic Campus to the Transit Center is under the site in an aging pipe. Can the developer daylight and relocate it in collaboration with site redevelopment?

District-wide parking solutions: Can the City support or allow a district-wide approach to parking that benefits site development?

Road infrastructure investments: With new and improved roads proposed for City Center, can the City contract some or all of these improvements and unburden the developer from doing so in trade for the creation of the Village Green Park?

Utility infrastructure investment: What new infrastructure (water/sewer/electrical) can the City support to unburden the property owner from doing so in trade for the creation of the Village Green Park?

Park Impact Fees: With the recent establishment of park impact fees, the developer can explore options with the City of donation of the land or development of the park in lieu of impact fees.

CONNECTIONS & RELATIONSHIPS

There are numerous potential configurations for the Village Green park site. However, there are specific conditions that the park should meet:

The park should be buffered from 44th, though it could have a narrow connection from street to park. The north-south edge of the site along 44th has been identified as a potential pedestrian and bike corridor (or conversely on future 46th Ave) that, along with wide planting areas, can buffer the park site against the high traffic volumes of the street. Additionally, a 44th buffer could serve as a linear park to anchor and front the future site development.

The park should be located for optimal solar angles in afternoon and evening. The park location should be adjacent to and strongly tied to 198th, which is to serve as the City Center pedestrian promenade.

PARK EXPERIENCE & PROGRAM

The Village Green Park should be surrounded by relatively high-density residential housing over retail/services and could bring several thousand new residents to this area of the City Center. Village Green will be a neighborhood park, first designed to meet the health and recreational needs of the surrounding residents, but also to welcome visitors, particularly those walking, biking, or using transit to move about City Center. The 2007 program for Village Green remains appropriate for the evolving City Center.

Program Elements

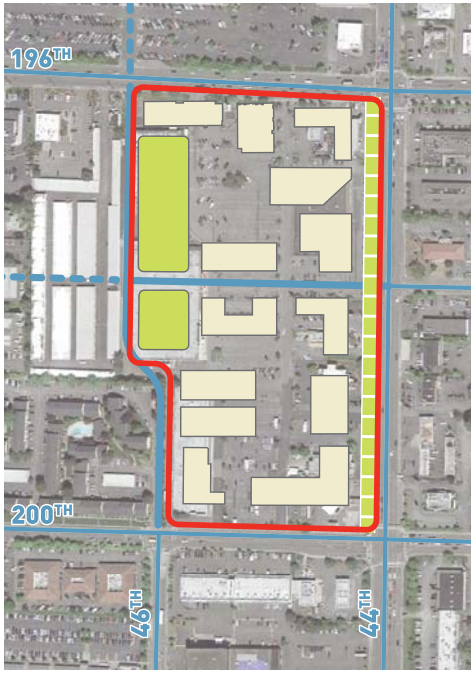
- Open lawn space
- Playground(s) – Recent trends have "deconstructed" the playground into a number of play elements placed around the park.
- A splash pad interactive fountain
- Seating and amenities
- A vibrant commercial and activated residential frontage

New program elements that might be considered for the re-imagined Village Green include:

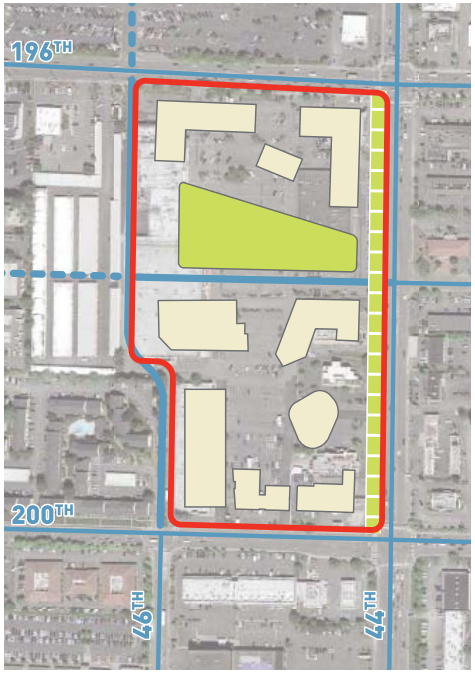
- Public Art
- A fenced dog run – Not as large as an off-leash area but a smaller, contained zone where dogs can run off leash, meeting the emerging trends of increasing dog ownership in urban settings.

CONCEPTUAL SITE LAYOUTS

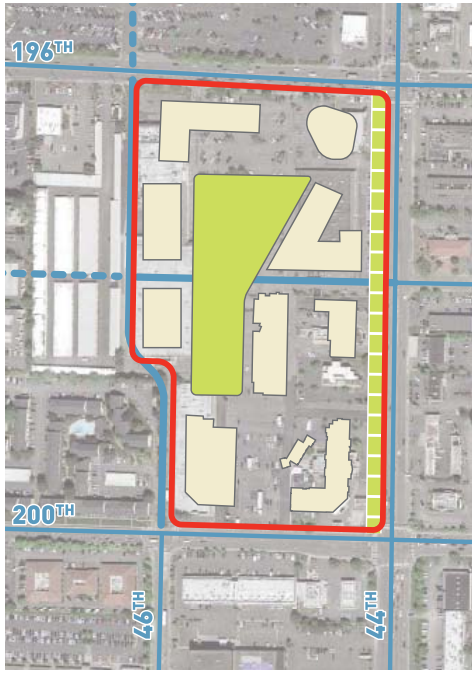
There are a myriad of ways to configure the Village Green site; the below plans illustrate only four. The primary consideration is scale: how to integrate high-quality residential and commercial buildings within a walkable and pedestrian-scaled environment. The heart of this new neighborhood is to be Village Green.



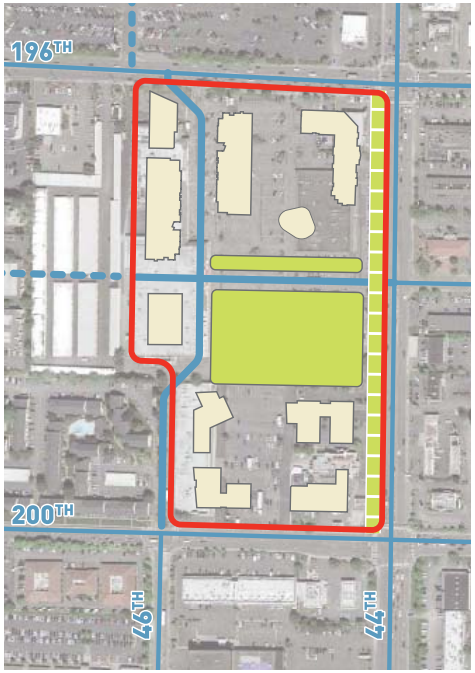
2.2 Acres



2.0 Acres



2.8 Acres

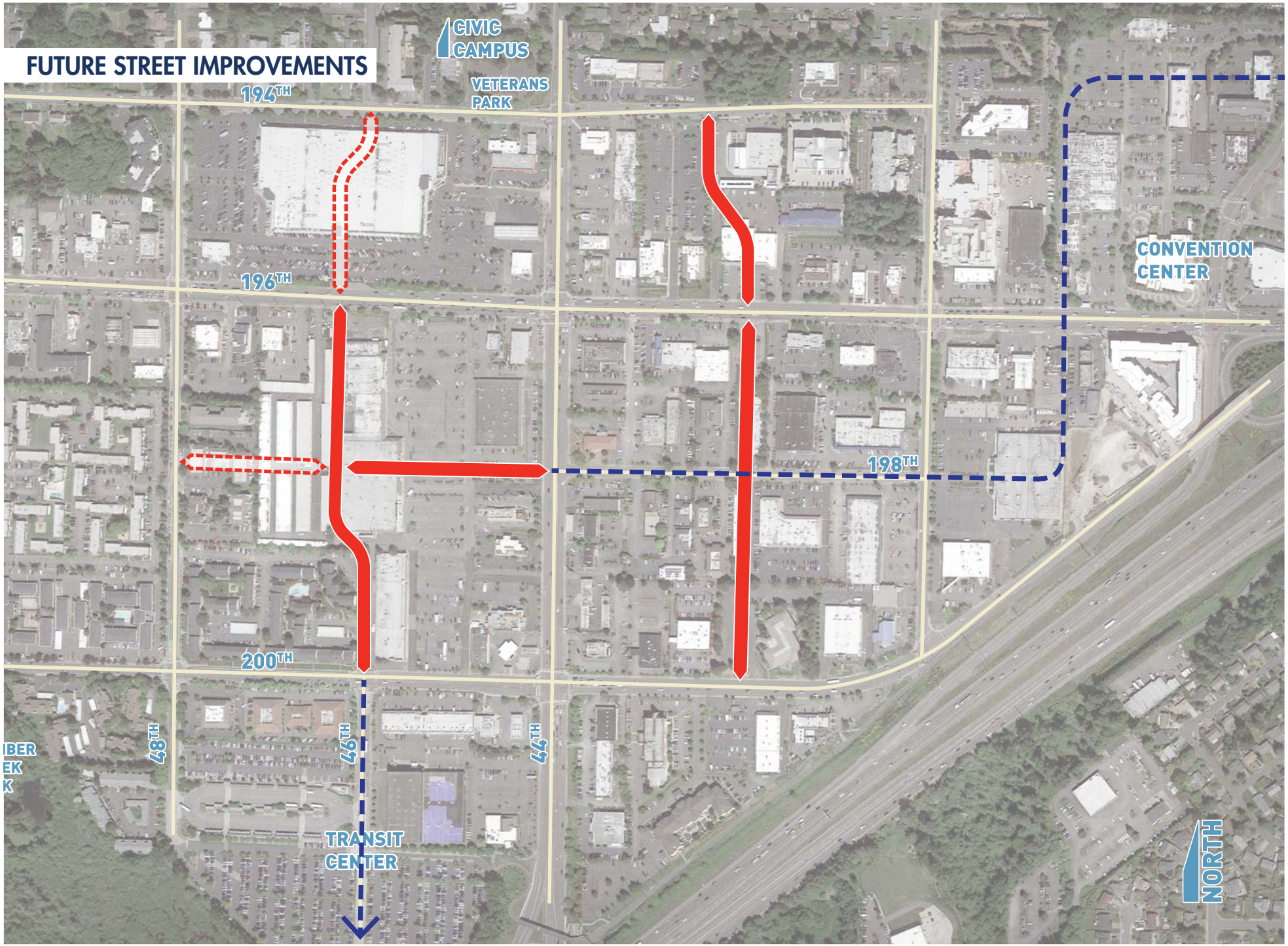


2.9 Acres

Retail & Residential
Brownstone Style Buildings
To Civic Park
Woonerf Style Street
Playground
&
Environmental Play
Garden
Structure
Potential
Restroom
Location
Seasonal
Gardens
Architectural
Icon
Jetted Water Fountains
Promenade
To Town Square
Art
Nook
Reflecting
Pools
Pedestrian
Intersection
w/ Promenade
Paving
198th St.
Plaza
The Green
Woonerf Style Street
Promenade
45th Ave.
Earthen
Portal
Bermed Platform
Rain
Garden
Woonerf Style Street
Retail & Residential
Brownstone Style Buildings
To Park & Ride
& Interurban Trail

4 RESOURCES

EVOLVING STREETS & CONNECTIONS
TOWN SQUARE SOLAR ANALYSIS
TOWN SQUARE STREET VOLUMES
PARK SIZE COMPARISONS
TOWN SQUARE TOPOGRAPHY


FUTURE STREET IMPROVEMENTS
CIVIC CAMPUS
VETERANS PARK
194TH
196TH
198TH
200TH
CONVENTION CENTER
48TH
46TH
44TH
TRANSIT CENTER
NORTH

EVOLVING STREETS & CONNECTIONS

The City Center streetscapes will undergo significant change in the coming years, with existing streets improved with new vehicular and urban design amenities, and new streets or street extensions created. Future park location and design should respond to these evolving and new streets.

42nd Avenue West

A newly created 42nd Avenue West will forge a new north/south connection through Lynnwood's downtown, including enhanced pedestrian amenities and potential stormwater features. The design for this street is currently at an early schematic level, and it is assumed it will be realized by city acquisition and development of the new right-of-way.

44th Avenue West

A high volume street, the pedestrian experience on 44th needs to be greatly improved. Bike facilities, urban design amenity, and planting should buffer adjacent sites and developments against the impact of high vehicular traffic.

46th Avenue West

The current access to the Lynnwood Transit Center is envisioned to become a through-street connecting northward to 196th Street SW and beyond, forming a valuable transit corridor and pedestrian link to the Civic Campus. The character of this street is of lower traffic volumes and speeds and enhanced pedestrian amenity. Collaboration with the property owner should be pursued to integrate the street into future site development. (This street replaces the 45th Avenue West proposed in the 2007 master plan.)

198th Street SW (future Promenade)

A future "Main Street" through the City Center, 198th was identified as the pedestrian promenade in the 2007 Parks Master Plan. It will be a critical pedestrian link connecting downtown south to the transit center and north to the Convention Center and beyond. Currently ending at 44th, it is envisioned that the street will be extended westward to a future 46th Avenue West and potentially further to 48th Avenue West. The character of this street is lower traffic volumes and speeds and enhanced pedestrian amenity. Collaboration with the property owner should be pursued to integrate the street into future site development.

Street Naming

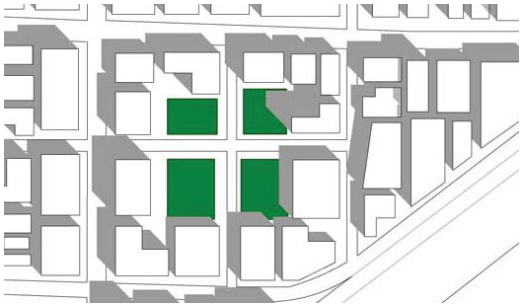
The City Center street grid is predominately comprised of numbered streets. New street names should be considered for key streets to simplify navigation for residents and visitors alike and to infuse the City Center grid with added culture and character.

Lesser Grid Connectivity

Mid-block connections do not carry the same vehicular traffic burden as the primary street grid and should prioritize the pedestrian as the primary user. These passageways should follow shared street design principles (e.g. curb-less streets, traffic calming measures) to safely accommodate the mixing of pedestrians and light vehicle traffic.

SOLAR ANALYSIS

March 20



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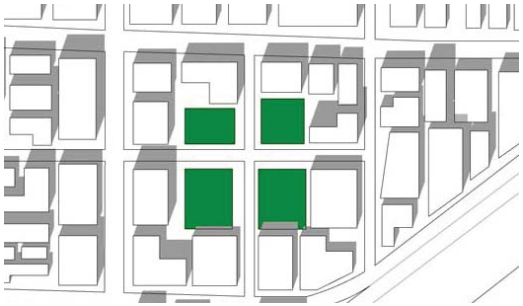

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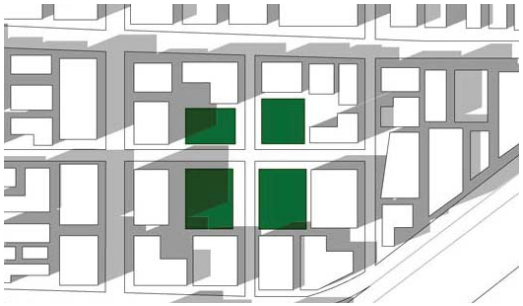

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June 21

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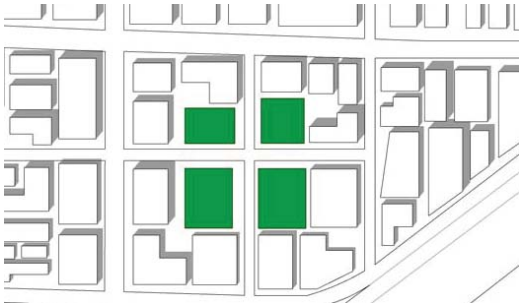

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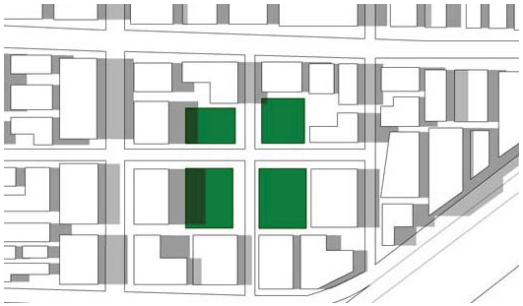

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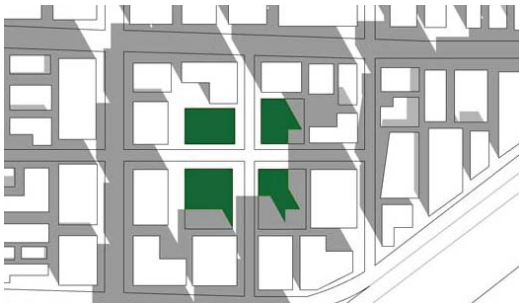

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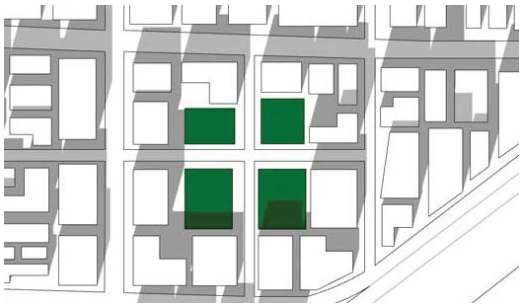

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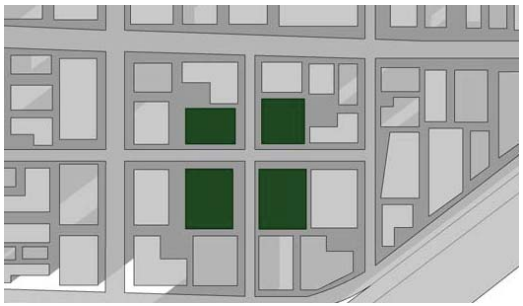


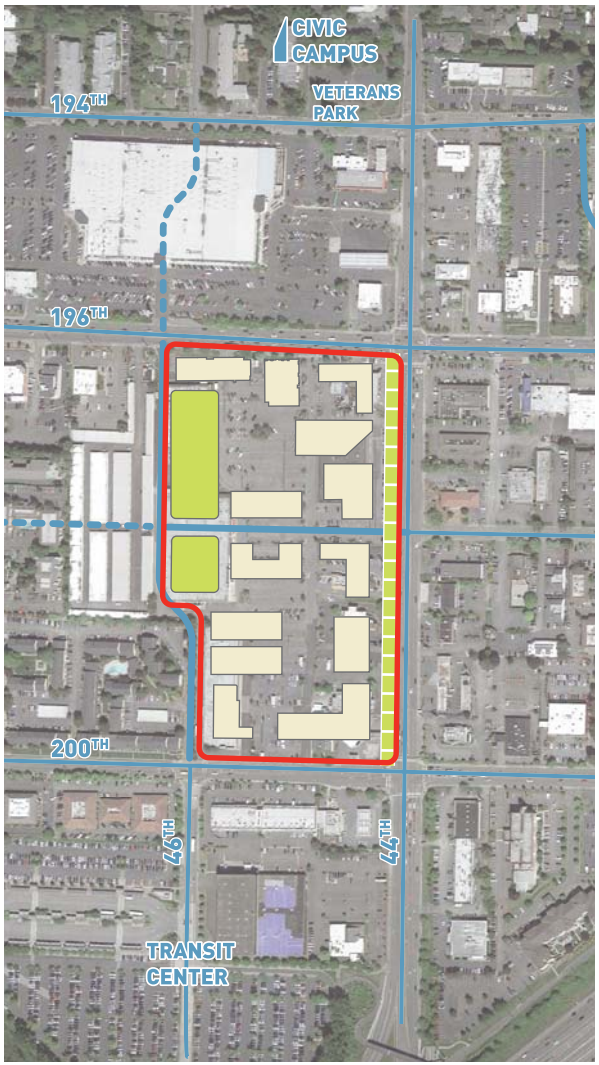
3:00 pm

Solar exposure will be impacted over time by development, land use, and allowable heights. Current land use does not protect solar exposure at future park sites.

TRAFFIC VOLUMES

(L) Town Square Solar Analysis (R) Town Square Traffic Volumes & Building Massing Study

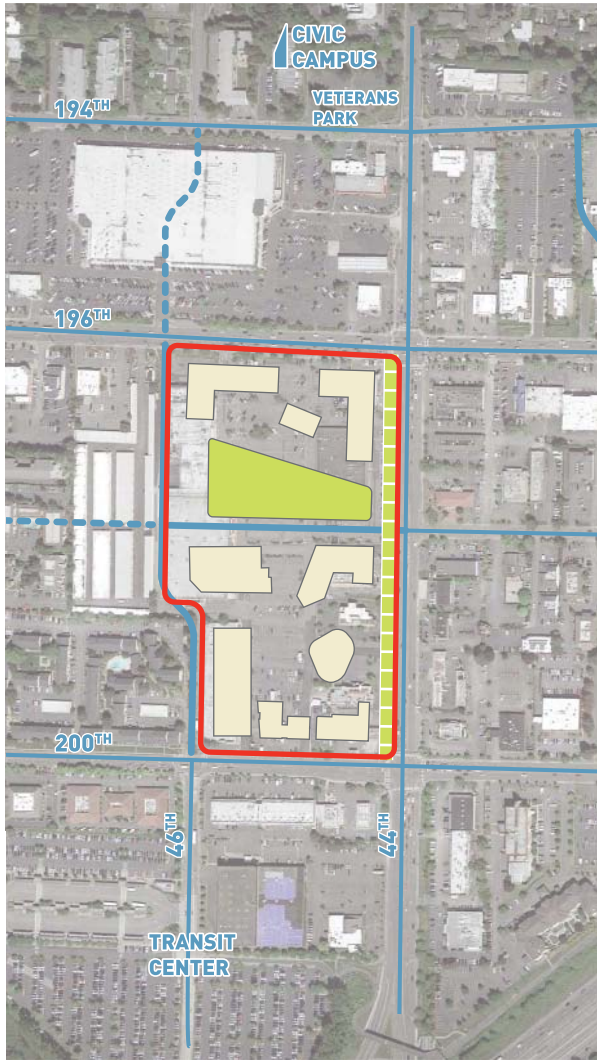
SCALE COMPARISONS: VILLAGE GREEN



~2.2 acres 1"= 600'

Stadler Ridge Park - 2 acres 1"= 600'

Redmond Downtown Park - 2.2 acres 1"= 600'

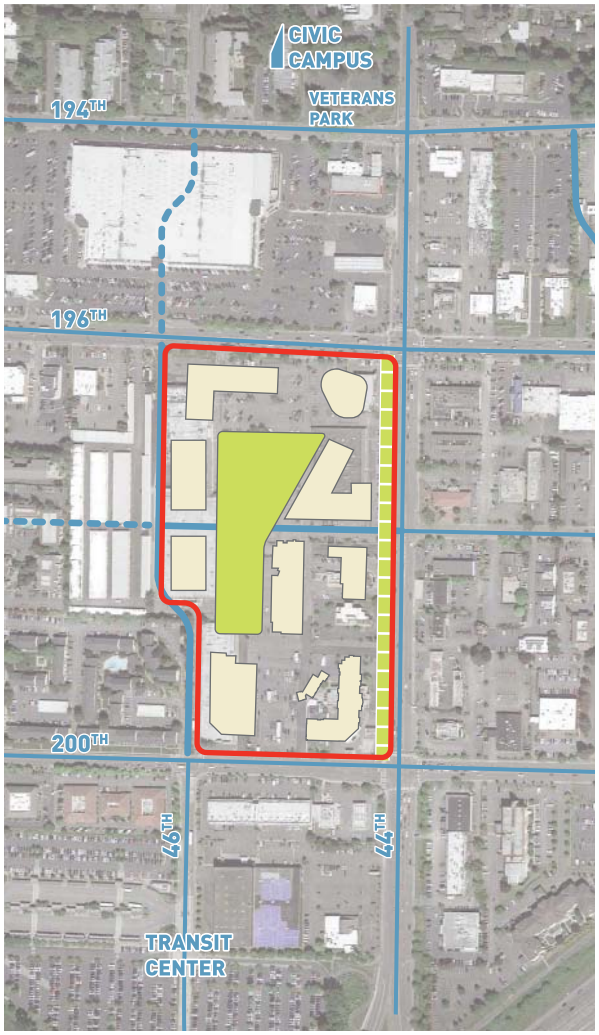


~2.0 acres 1"= 600'

Scriber Creek Park - 3.8 acres 1"= 600'

Union Square, San Francisco - 2.6 acres 1"= 600'

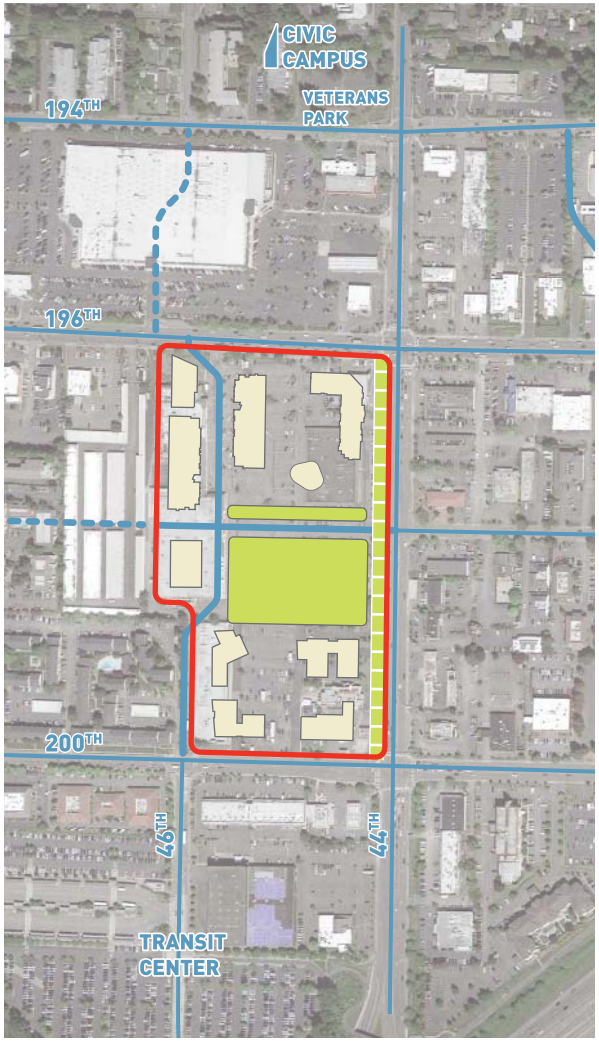
SCALE COMPARISONS: VILLAGE GREEN



~2.8 acres 1"= 600'

Stadler Ridge Park - 2 acres 1"= 600'

Redmond Downtown Park - 2.2 acres 1"= 600'

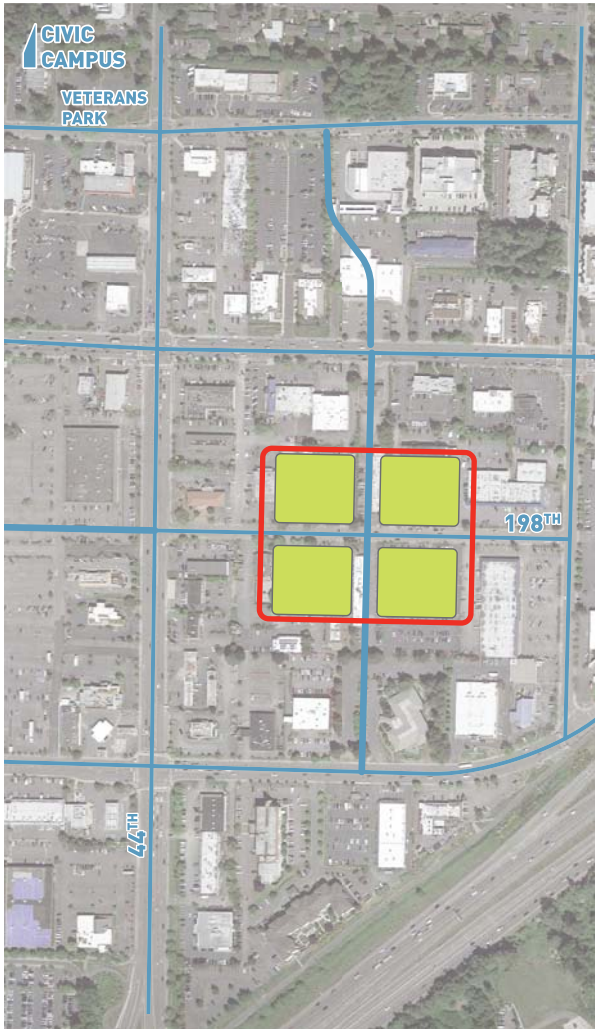


~2.9 acres 1"= 600'

Heritage Park - 2.8 acres 1"= 600'

City Garden, St. Louis - 3 acres 1"= 600'

SCALE COMPARISONS: TOWN SQUARE

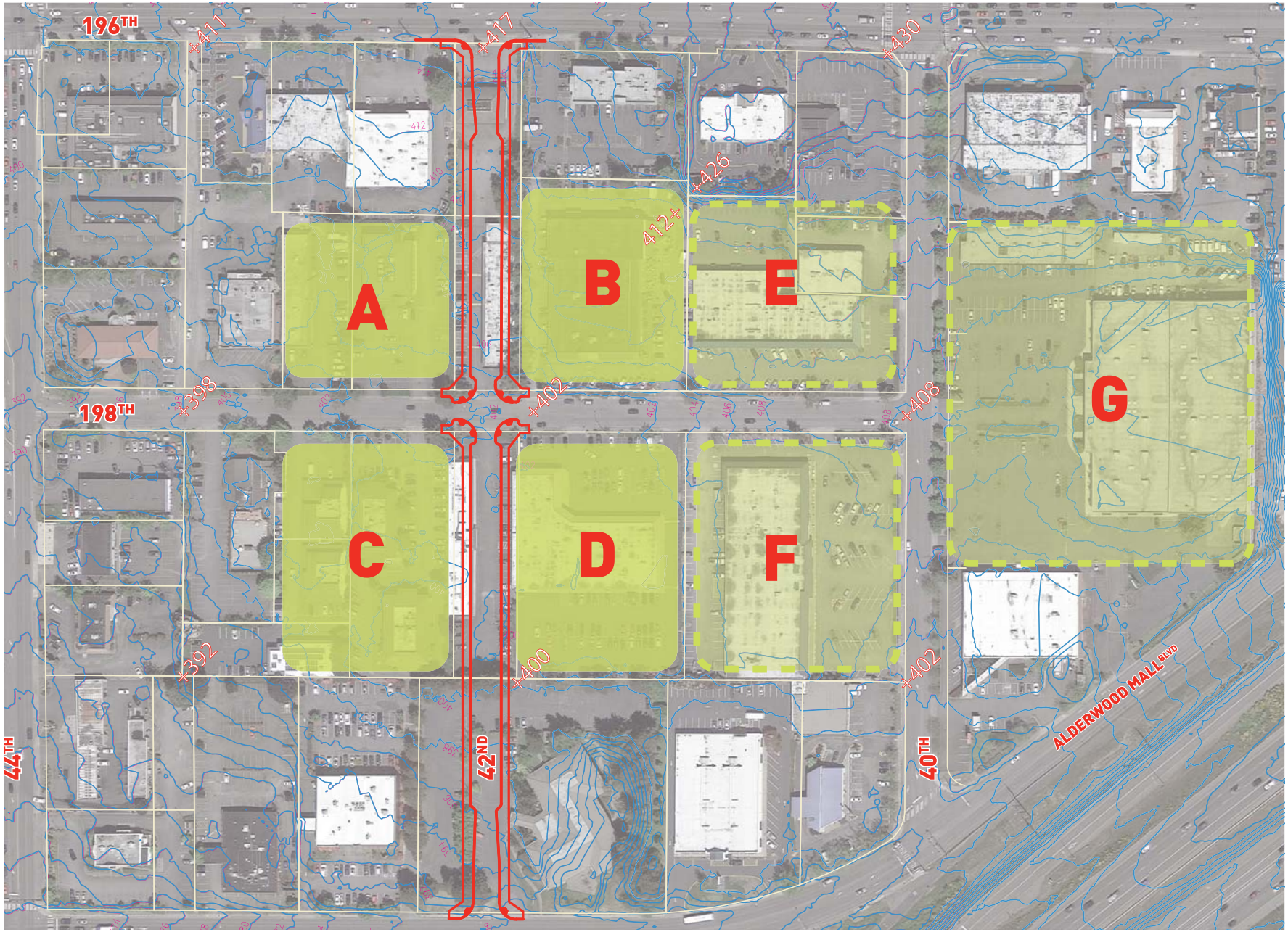


1.7 avg. acres (each park site) 1"= 600'

Veterans Park - 0.87 acres 1"= 600'

Tanner Springs Park - 1.2 acres 1"= 600'

STUDY AREA TOPOGRAPHY - TOWN SQUARE



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