

NORTHLINE VILLAGE

DEVELOPMENT AGREEMENT | CONCEPTUAL GUIDE PLAN SUBMITTAL

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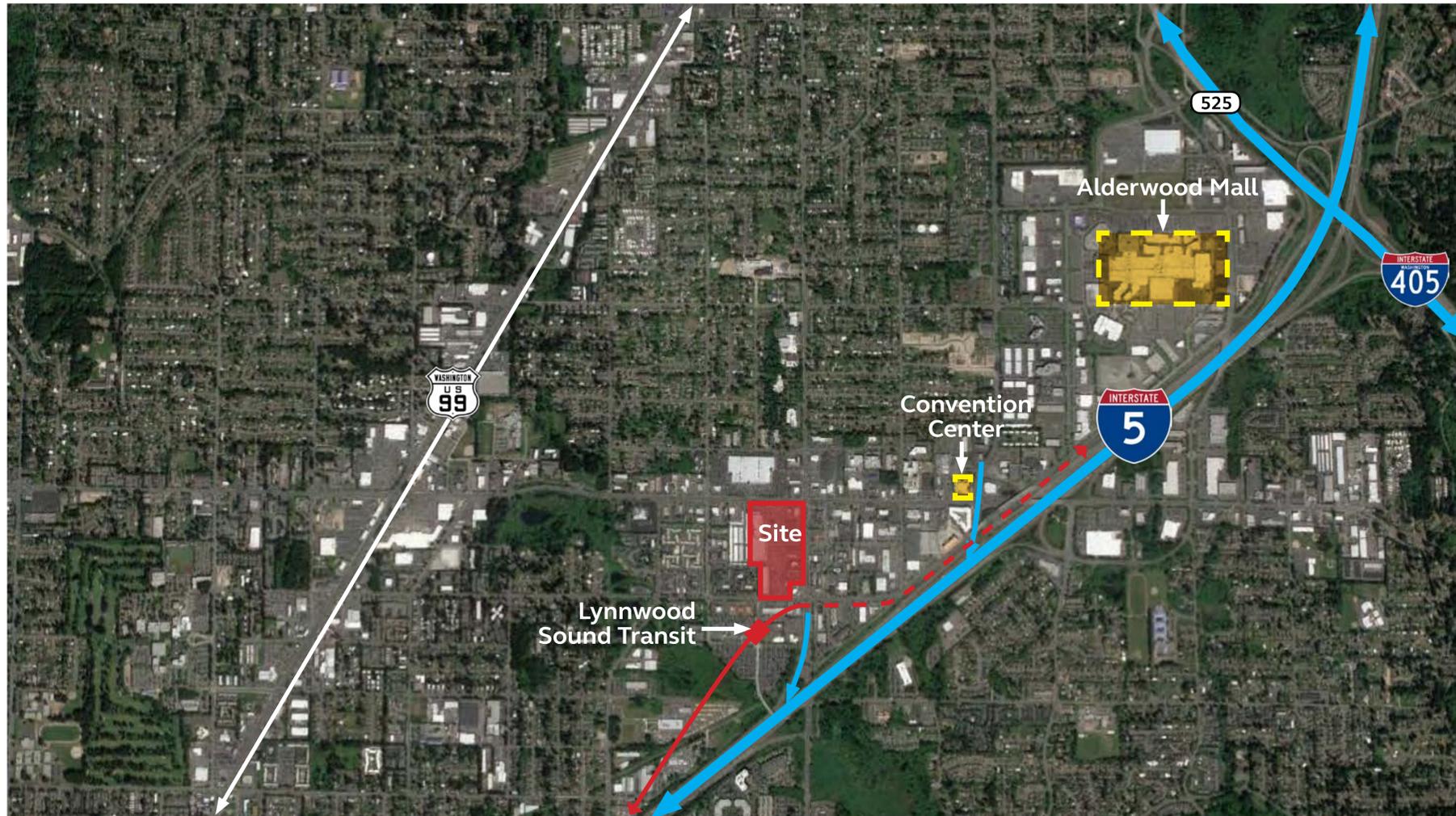
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I. INTRODUCTION

I. INTRODUCTION - NORTHLINE VILLAGE INTRODUCTION



INTRODUCTION

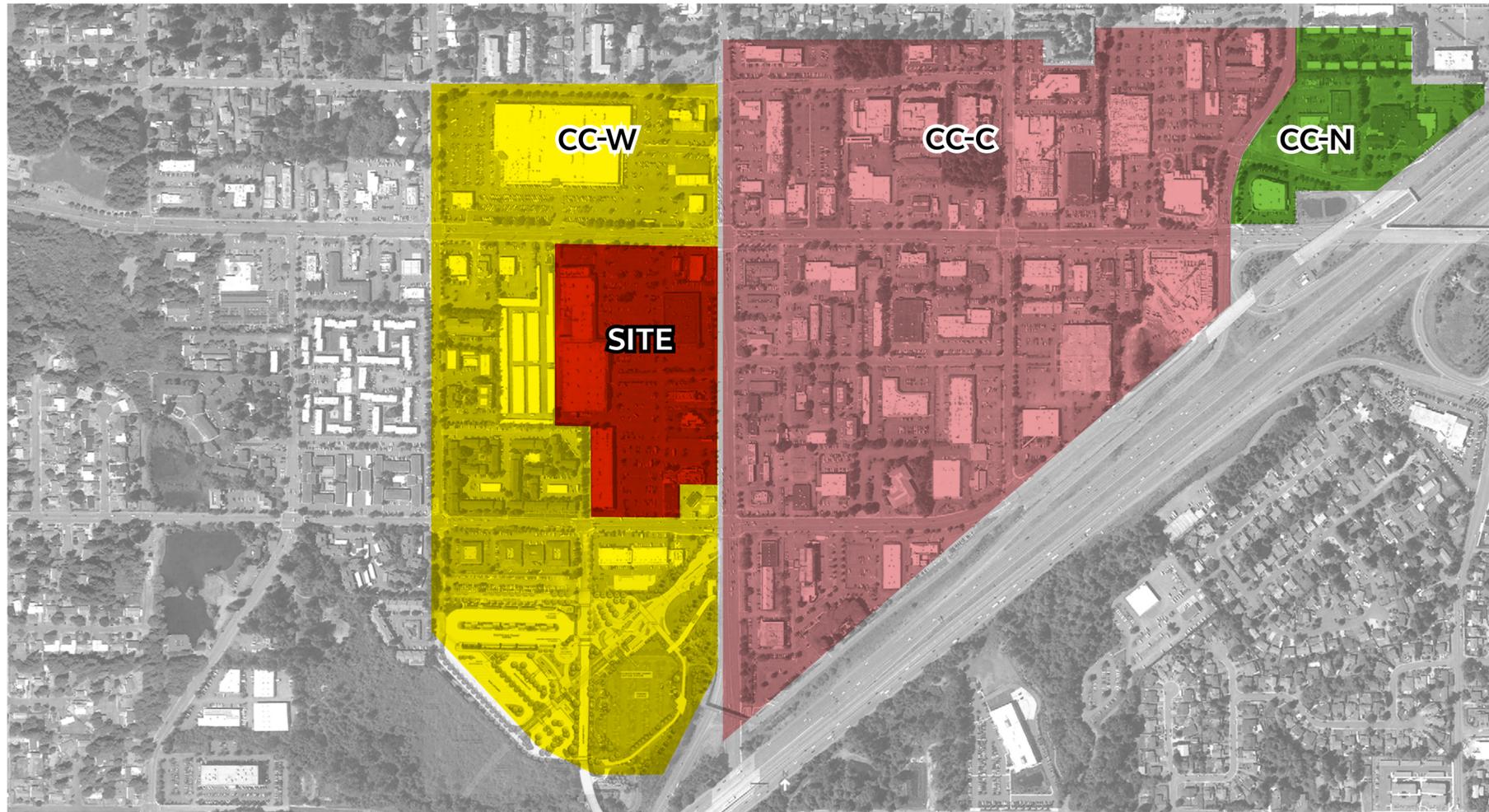
Northline Village (NL) is a catalytic project in the Lynnwood City Center West Zone and is the largest privately owned development parcel within the City Center area. Building upon the foundation established in the City Center Subarea Plan and Planned Action Ordinance, Merlone Geier Partners (MGP) aims to address the goals of the City Center Plan Policies and Design Principles set forth by the City of Lynnwood.

Northline Village is designed to be a long term project to create a place that is attractive and comfortable for both visitors and Lynnwood citizens. This Conceptual Guide Plan is intended to establish a framework by which the project should be carried out.

The Conceptual Guide Plan establishes goals for the district that include high-quality, compact development, mid-rise, mixed use neighborhoods, a vibrant retail street, and a network of open space and sidewalks.



I. INTRODUCTION - CITY CENTER PLAN POLICIES



CITY CENTER PLAN POLICIES

City Center is divided into three zones (CC-C, CC-W, CC-N), each with a particular focus.

The site for Northline Village falls in the City Center West Zone (CC-W). This zone encompasses a majority of the western half of the City Center and is envisioned to have a mixture of higher density housing, retail and restaurants, and some office buildings contained within mid-rise buildings.

A open space (Village Green) will anchor the zone. Over time, parking may be increasingly found within parking structures. This land area has the highest visibility and connection to the future Lynnwood Sound Transit Center.

PLAN POLICIES & DESIGN PRINCIPLES

The City Center Subarea Plan identifies over-arching objectives, urban design principles, and key concepts and Subarea policies. The Project will comply with these objectives as outlined below.

OBJECTIVES:

- 1) Restructure the City Center to be more mixed-use, concentrated, pedestrian friendly and transit supportive.
- 2) Help implement the City's Comprehensive Plan.
- 3) Validate and build upon the long-term vision expressed by the CBD Task Force.
- 4) Develop a clear, strong, identity for the City Center.
- 5) Attract new investors and customers to the City Center.
- 6) Create a place that is attractive and comfortable for Lynnwood citizens.
- 7) Establish a set of strategic actions to guide this transformation over time.



I. INTRODUCTION - CITY CENTER PLANNING GOALS



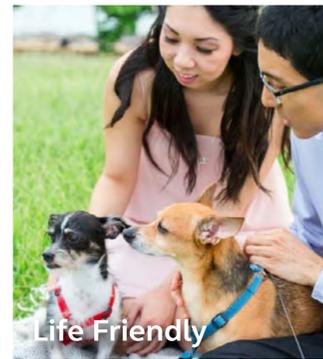
Accessible Transport



Social Hubs



Park Spaces



Life Friendly



Blended Spaces



Health



At Fresco Dining

PLANNING & URBAN DESIGN PRINCIPLES:

The following principles provide a framework for the sub-area plans and policies and implementing actions. The Conceptual Guide Plan establishes a path toward the realization of these Principles:

- Concentrate commercial activity at greater intensity, and in several land use districts, to create a critical mass.
- Functionally and visually connect the Civic Center to the City Center.
- All development (public and private) should create public places (e.g., plazas, squares, courtyards and parks) where possible.
- Humanize streets within the City Center through generous sidewalks and street trees.
- Tame traffic through use of tools that manage traffic (e.g. turning movements and signal timing) and protect adjacent neighborhoods.
- Provide transit connections to other parts of the City and to the region.
- Over time, transition surface parking to structured parking (above ground and below ground).
- New development should display quality and character through architectural expression.
- Accommodate all modes of transportation (autos, buses, ride-sharing, walking and bicycles).
- Building frontages should incorporate combinations of uses, amenities and architectural details that are appealing to pedestrians.
- The City's skyline should evolve incrementally into a highly visible symbol of commerce and vitality.

KEY CONCEPTS:

Building on the constraints and opportunities presented by conditions in the City Center, and the overarching objectives stated previously, the draft plan identifies a number of key concepts that are embodied in the sub-area policies and in the Project, namely:

- (1) Improve connectivity by creating an additional secondary street network. This will make the City Center more walkable, disperse traffic from major arterials, and provide greater choices for circulation.
- (2) Identify City Center "gateway" locations that will include landmark-type structures, significant buildings and landscaping and provide orientation and identity.
- (3) Surround the core with supporting land use districts that have their own functions and character. The CC-W zone provides for urban residential uses with local retail services and neighborhood parks.
- (4) Office buildings could provide for additional development opportunities and growth within all of the CBD zones.
- (5) Enhance existing streets using generous sidewalks, street trees and furnishings, artwork and pedestrian-scale lighting.
- (6) Create visible and accessible parks and public spaces that will connect different activities, uses and other parks.
- (7) Create a transition to surrounding residential areas.

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II. VISION

II. VISION - PROJECT VISION



VISION:

The Conceptual Guide Plan is designed to address the planning principals, objectives, and concepts of the City Center Plan as outlined. As a result, Northline Village is designed as a high density, mixed-use project with a variety of residential types and commercial uses surrounding a new community open space. It will provide for a new modern urban lifestyle.

(1) VARIED PROGRAM USES

A combination of commercial and residential uses will help to provide a modern community setting for the future user, tenant, resident and visitor needs.

(2) STREET ACTIVITIES

Street level retail with generous sidewalks and convenient street parking spaces will provide opportunities for street fairs and other activities. The mix of uses will allow extended hours of operation on the site; a vibrant, yet casual destination for visitors.

(3) MOBILITY AND CONNECTION

The project proposes pedestrian-friendly neighborhood streets to connect the project site to the surrounding road network and transit center while enhancing the non-motorized and motorized connectivity internally and externally through the site.

(4) OPEN SPACE

A proposed park network at the center and the west of the site with a linear green belt along the sidewalk network, will introduce a new publicly accessible open space network into the City Center and fulfill the vision of the Parks Plan.

(5) BUILDING CHARACTER

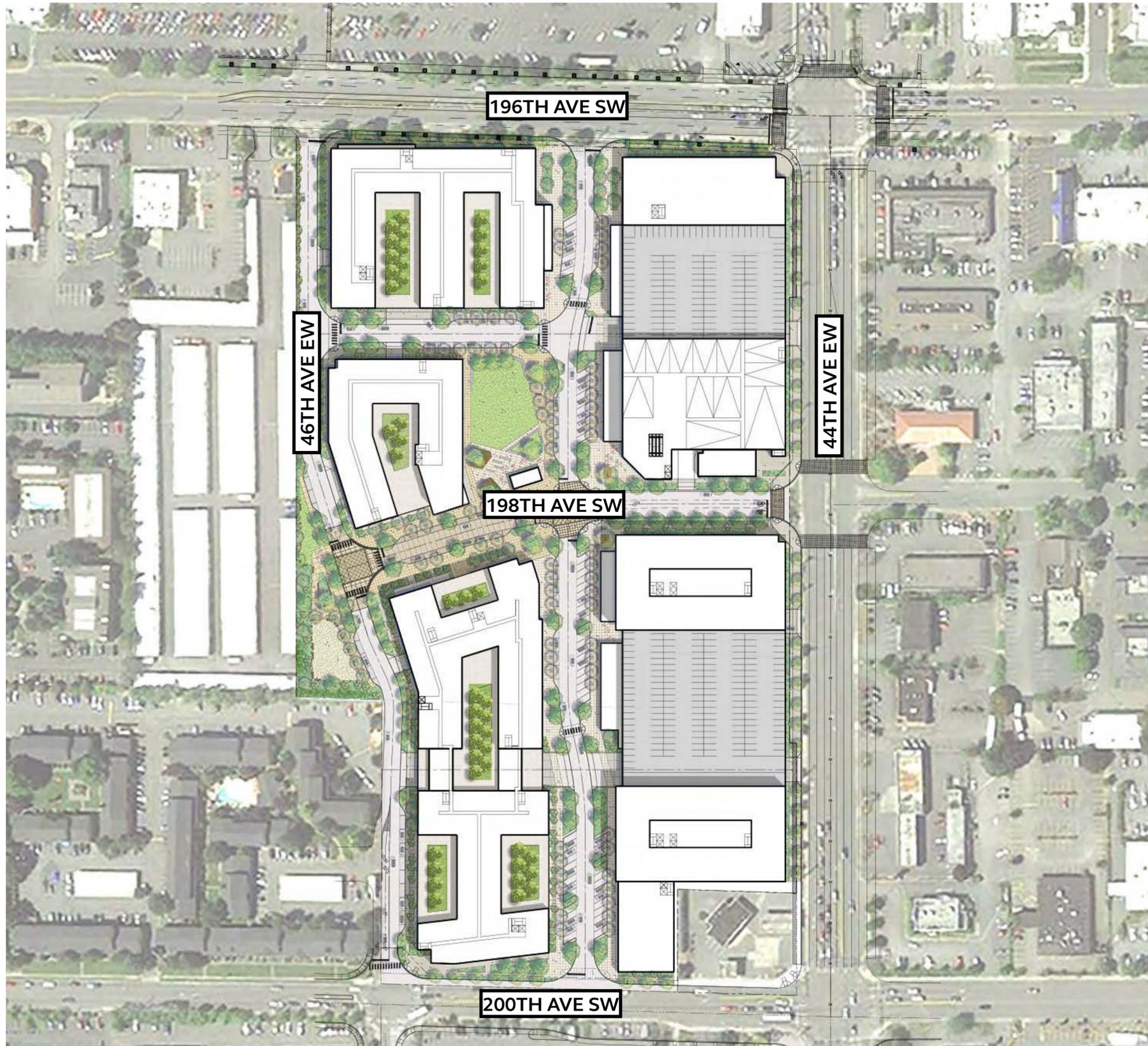
The character of the buildings will have a unifying feeling, yet offer variation in materials, scale and access. Each building will go through their own design review process.

(6) PEDESTRIAN EXPERIENCE

Broader sidewalks will improve walking experiences while encouraging new streets and setting up secondary street network to improve connectivity.



II. VISION - CONCEPTUAL GUIDE PLAN - FLEXIBILITY



CONCEPTUAL GUIDE PLAN

The Conceptual Guide Plan provides for a conceptual plan of the potential implementation of the Northline Village redevelopment. The Conceptual Guide Plan is intended solely as a concept of potential parcels, uses, square footages, building massing and design and access points to and from parcels. The Conceptual Guide Plan – along with the Development Agreement is intended to provide an overall development envelope, which will be developed over phases throughout the Northline Village redevelopment.

The Conceptual Guide Plan is not prescriptive or intended to dictate any specific use, square footage, building orientation, massing or design. Approved uses and densities in the Conceptual Guide Plan may be transferred to any parcel on Northline Village subject to the maximum development envelope and Development Agreement provisions.

Subarea Policies:

The City Center plan is based on establishing three distinct sub-districts, each having its own emphasis and character- West, Core, and North End. The Northline Village Conceptual Guide Plan (NL) is contained in the City Center West sub-district. Policies, design guidelines and regulations/incentives will reflect the objectives and desired intensity and character of development in the district. The following are policies that Northline Village will address.

Land Use (CCLU)

CCLU 1. Establish Mixed-Use Districts. Each district should allow a mix of retail, office, services and residential uses; the degree of mix and permissible heights and intensity will differ according to the intent of the district.

NL will allow for a district that meets this policy of multi-use buildings of residential, retail and other commercial uses.

CCLU 2. Concentration and Intensity. The City Center will be the focus of high concentrations and intensities of land use, containing multi-story buildings, multiple residential development, parking structures, and a variety of civic buildings and structures.

NL will allow for a high concentration of commercial and residential uses in a variety of building types and scale supported by a combination of on street and structured parking.

CCLU 5. Adopt Design Standards and Guidelines. Amend the existing City Wide Design Guidelines to include a section on the City Center that specifically addresses subjects such as pedestrian-orientation, building mass and skyline treatment.

NL intends on following the adopted City Center Design Guidelines subject to those departures identified in section VIII of this Conceptual Guide Plan.

Housing (CCH)

CCH 1. Encourage Urban Residential Development within the City Center. Floor area ratios and building heights should allow for high-density residential development.

NL seeks to utilize floor area ratios and building heights to provide a variety of urban residential building types.

CCH 2. Variety of Housing. Encourage a wide range of housing types and densities within the City Center.

NL anticipates providing a variety of housing types within the overall development.

CCH 3. Quality in Design and Amenities. Incentives and standards should be devised to ensure that higher density development is livable, permanent, and contributes positively to the image of Lynnwood and the City Center.

NL seeks to develop residential amenities, open space and retail that supports the livability of the City Center resident and the image of Lynnwood.

Transportation (CCT)

CCT 6. Develop a Finer Street Grid System. Develop a program and regulations to develop a finer street grid system within the City Center. The grid system should improve access within the City Center and continuously connect arterials where feasible.

NL anticipates creating new north-south private streets at 45th & 46th Ave. W. and east-west private streets at 197th, private 198th & 199th St. S.W.

CCT 11. Reduce Vehicle Trips. Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips by commuting City Center workers.

NL seeks to establish a cohesive mixed-use environment with the goal of reducing vehicle trip generation through the use of effective demand management strategies.

CCT 16. Parking Requirements. Establish parking requirements specifically for developments in the City Center, which are aimed at achieving land use and transportation goals.

NL anticipates the ability to reduce the maximum parking requirements through shared parking analysis to reflect the increased transit usage of residents and users.

CCT 19. Mixed-Use Development. Allow-mixed use development to provide reduced parking supply.

The mix of uses at NL will allow for a reduction of required parking needed through the use of shared parking where feasible.

Urban Design (CCUD)

CCUD 1. Streets as Urban Design Elements. As streets are built or reconstructed, elements such as planted medians, curb bulbs, ladder-style crosswalks, banner stanchions, and artwork should be considered for inclusion.

NL will consider all of these elements to be incorporated into the Project.

CCUD 4. Achieve a Variety of Public Spaces. The City Center should contain a range of public spaces, from larger to smaller, both green and hard-surfaced, and both publicly and privately provided.

NL anticipates providing a wide variety of open spaces that would accommodate a range of uses and functions.

CCUD 5. Promenade. Over time, there should be a number of public spaces located along a meandering alignment weaving through all three districts of the City Center.

NL plans on establishing a series of public open spaces along the extension of 198th Street Promenade, as well as the now 45th and 46th private streets.

CCUD 9. Designate and Describe Gateway Treatments. Locations of gateways should be established, along with the nature of planting, lighting and signage that would reinforce the sense of entering the City Center.

NL will use a variety of place making elements including signage, lighting, landscape and architecture to establish key gateways at each of the main entries to the site.

Development Strategies (CCE)

CCE 7. Encourage Projects. Foster projects that attract major new investment, quality jobs, retail shops and services, entertainment, public spaces, cultural attractions and governmental functions that meet the objectives of this plan.

NL is seeking support from the City of Lynnwood to encourage the Project and enable these objectives to be achieved, as market demand and dynamics change.

CCE 9. Attract Investment. Attract private and public investment for new development projects and redevelopment of existing properties.

NL will allow for the redevelopment of an existing land use while acting as a catalyst for additional investment in the city center.

CCE 12. Collaboration. Work in combination with the Chamber of Commerce, property owners, businesses, and other entities as may be appropriate to promote and market the city center to investors and businesses.

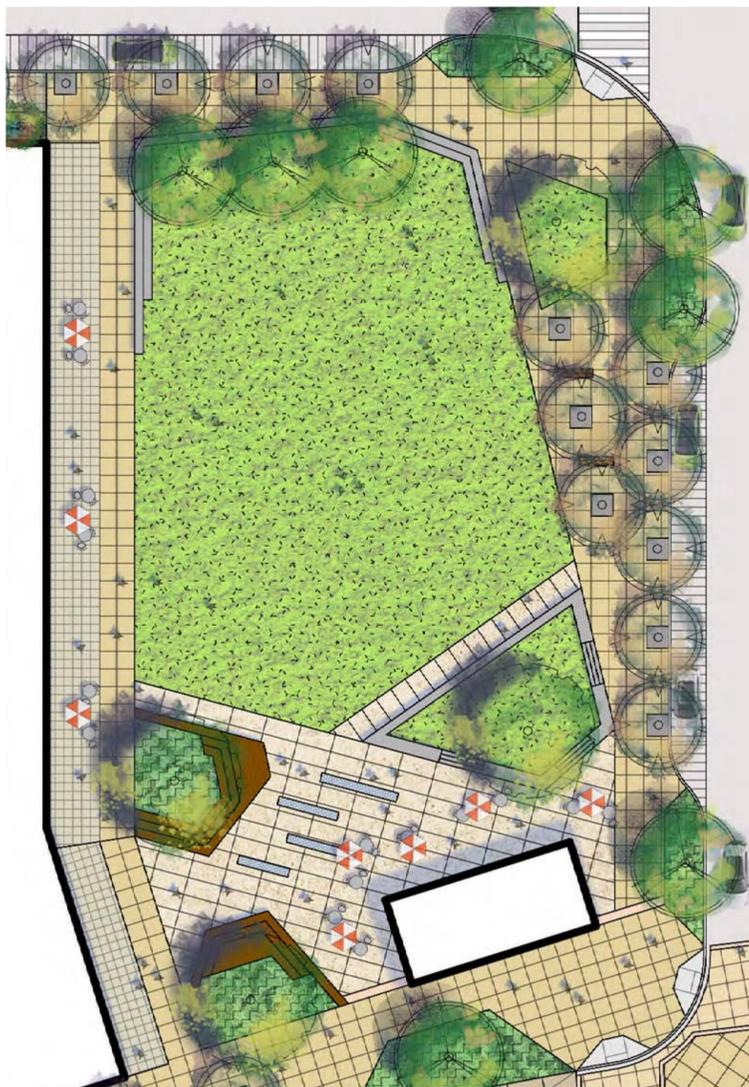
NL will be marketed to a wide range of businesses and retailers concurrently with the efforts of the Chamber of Commerce and Economic Development Department in an attempt to realize the vision of NL and the City Center.

II. VISION - PUBLIC BENEFITS

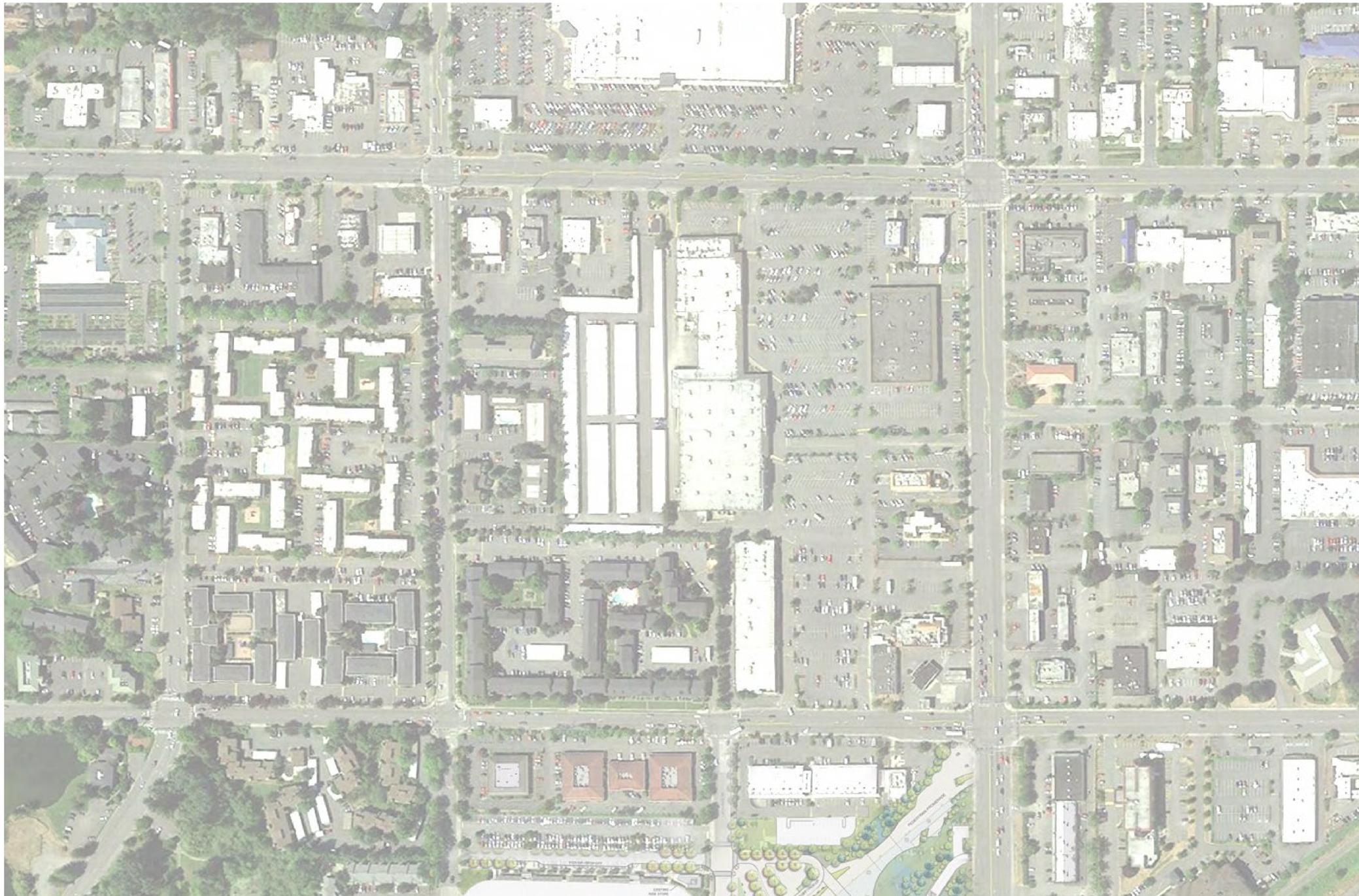
PUBLIC BENEFITS:

Northline Village is a catalyst project which will bring more population, activities, tax revenue and investment into City Center.

1. Planned open space for Farmers Market, Street Fair, outdoor cinemas, and other public activities and amenities.
2. Significant street and right of way improvements consisting of new north-south and east-west road connections through the site.
3. New signalized gateway at 198th and 44th and new internal town square plaza and village green at 198th and 45th.
4. Mid-rise and high-rise residential housing as identified within the on City Center West Zone with adjacency to transit, retail and essential service.
5. Realize the vision of creating a gathering place to explore the City Center.
6. Increased tax base by creating opportunities for robust commercial retail and office space.
7. Create permanent and construction jobs.
8. Remove urban blight and non-conforming uses over time.
9. Leverage Sound Transit's investment for expanded regional transit.
10. Create linkage to community gathering places.
11. Begin framework for expanded street grid.
12. Reduce green house gas emissions through more efficient form of growth management.
13. Upgrade existing on-site utilities.
14. Improve water quality by increasing amount of pervious surface from current condition and by implementing modern storm water management practices.
15. The Conceptual Guide Plan is in compliance with the City Center planned action ordinance (LMC 17.02.300).
16. Provide much needed supply of multi-family housing (up to 1,370 units) as for sale condominiums or rental apartments for households with incomes at 70%-120% of the area median income including affordable units through the Multifamily Tax Exemption program.

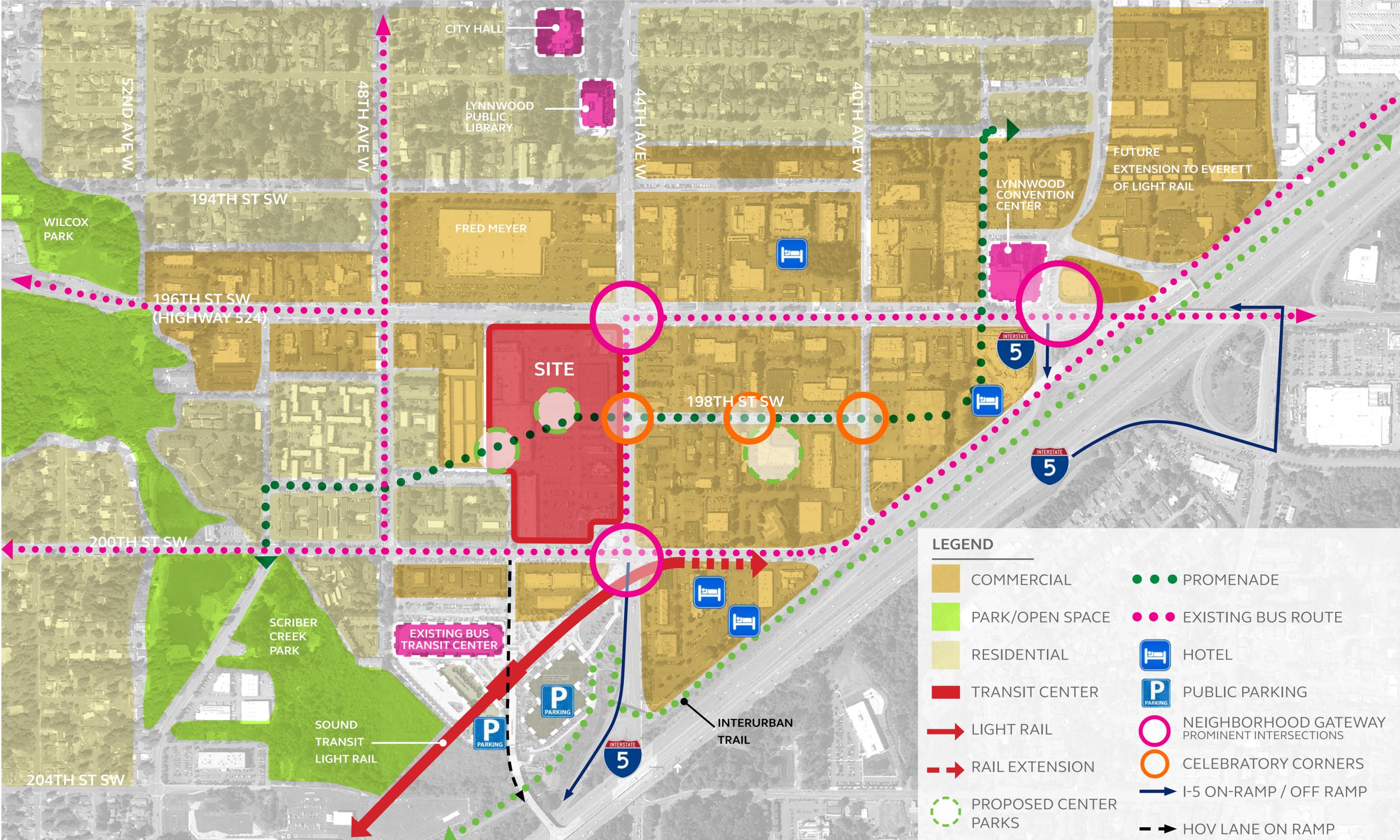


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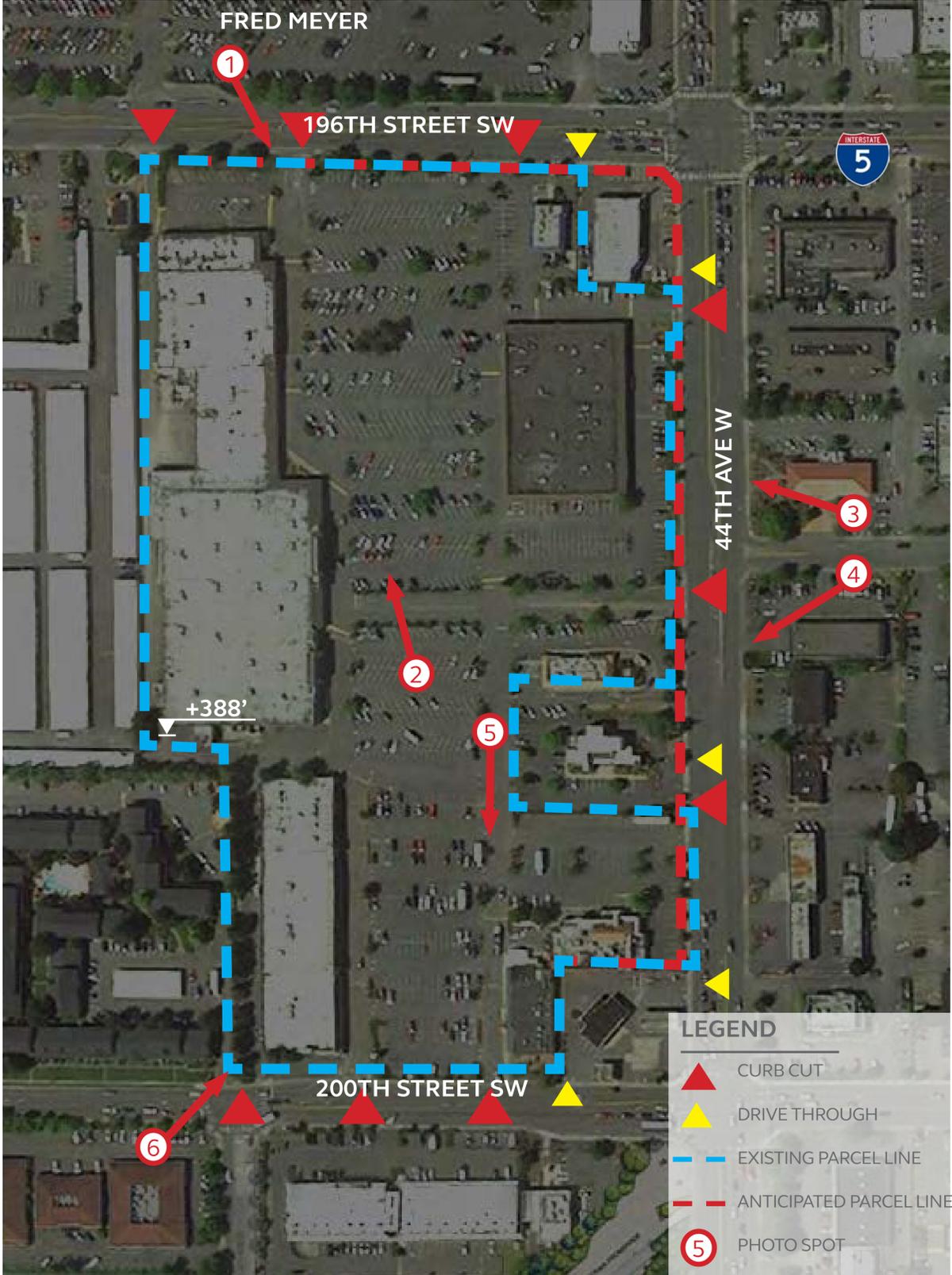


III. SITE CONTEXT

III. SITE CONTEXT - VICINITY USES



III. SITE CONTEXT - EXISTING CONDITION



* It is anticipated that Key Bank and Precision Lube and Tune may be acquired and integrated into the overall Conceptual Guide Plan for Northline Village.

III. SITE CONTEXT - SITE ANALYSIS

LAND AREA

786,503 SF. +/- (18 +/- Acres)

SITE AND LOCATION

Northline Village is located within one block of I-5 and the Lynnwood Transit Center. Three new east-west streets are created to connect 44th and 46th. Two new north-south streets are created to connect 196th and 200th, creating a retail and residential corridors grid lined by clear pedestrian pathways and a network of open space.

TOPOGRAPHY

There is a 30 foot grade change over 1,250 linear feet from the south side of the site to the north.

LOCATION

The site is bound by 196th Street SW to the north, 44th Street SW to the east, 200th Street SW to the south and future 46th Street to the west.

CIRCULATION AROUND THE SITE

The site is easily accessed at multiple entry points from the current and proposed roadway system.

EXISTING LANDSCAPE CONDITIONS

The existing site consists primarily of surface parking lots with ornamental trees within parking islands and building setbacks. There are no remaining native trees nor other ornamental plant material typical of a shopping center.

LEGAL DESCRIPTION

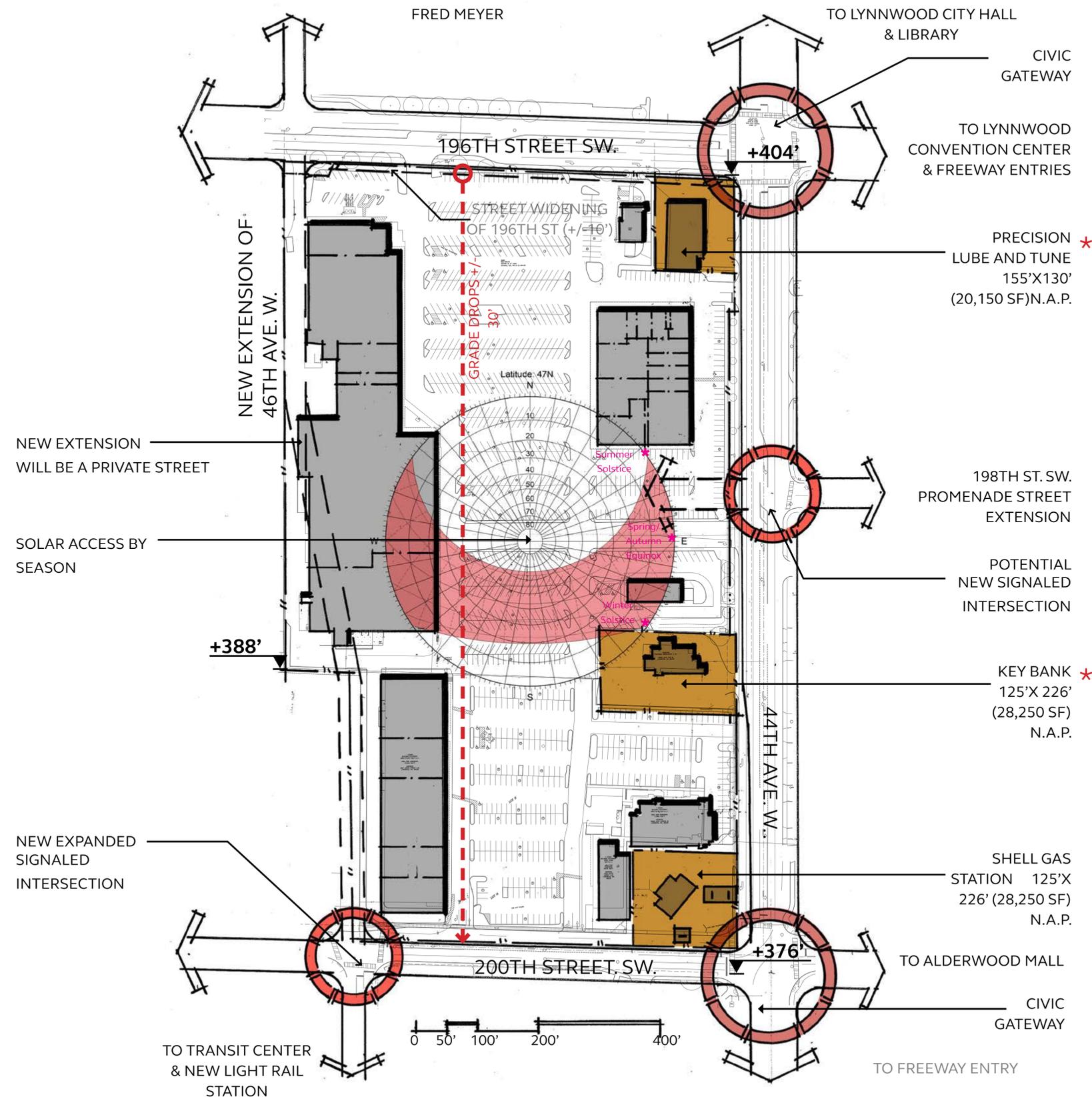
Parcel No. 00372600601405

That portion of Lots 14 and 15, Block 6, Alderwood Manor, according to the Plat recorded in Volume 9 of Plats, Page 71, in Snohomish County, Washington.

Parcel No. 00372600600106

All those portion of Lots 1, 2, and 3, Block 6, Alderwood Manor, according to the Plat thereof recorded in Volume 9 of Plats, Page 71, in Snohomish County, Washington.

* It is anticipated that Key Bank and Precision Lube and Tune may be acquired and integrated into the overall Conceptual Guide Plan for Northline Village.



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IV. SITE DESIGN

IV. SITE DESIGN - LAND USE AND DENSITY

LAND USE AND DENSITY:

The site lies in the west portion of the City Center, directly southwest of a large commercial area, north of future Lynnwood Light Rail Transit center and east of local residential areas. Proposed neighborhood planning and street design are intended to meet City Center Design Standards and Guidelines. The City Center Plan Subarea Policies encourage a mixed-use district with high concentrations and intensities of land use.

The Conceptual Guide Plan for Northline Village has been established to promote a flexible mixed-use environment with potential commercial and office mixed use developments generally located along 44th Avenue W. to the east, commercial mixed use along 196th Street S.W. to the north, and residential mixed use along 200th Street SW to take advantage of high visibility from the primary road ways. Potential residential developments are generally located along the west edge of the site to provide a transition to adjacent residential uses. Public open space/green space is centrally located along a planned extension of the 198th Street Promenade and spread through the site within a network of publicly accessible plazas and gathering areas.

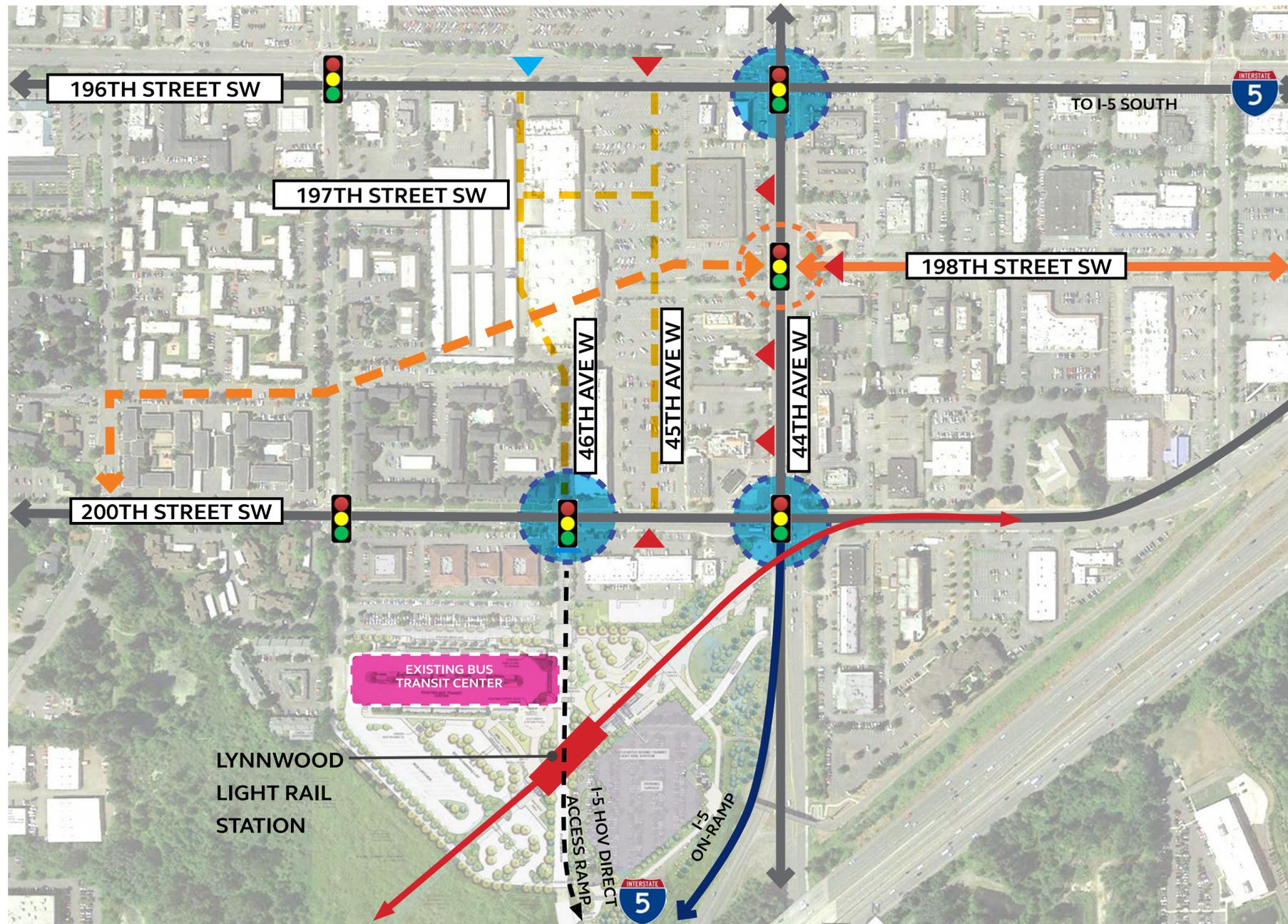
The Conceptual Guide Plan reflects a conceptual project program and site design with flexibility to adapt the plan in response to the market while the overall development intensity will be governed by the maximum development envelope and the development agreement provisions. Building forms and building design will be approved pursuant to Project Design Review (LMC 21.25) while the overall development intensity will be governed by the maximum development envelope and the development agreement provisions. Each building or phase will be required to follow that process of approvals. As such the building designs and site designs in this package are conceptual in nature and subject to refinement.



LEGEND

- COMMERCIAL MIXED USE
- RESIDENTIAL MIXED USE
- PARK / OPEN SPACE
- OFFICE MIXED USE
- PUBLIC
- P
PARKING PARKING
- INTERURBAN TRAIL
- LIGHT RAIL

IV. SITE DESIGN - NEIGHBORHOOD GATEWAY



GATEWAY INTERSECTIONS

The Conceptual Guide Plan proposes two new gateways to the City Center at 196th/44th and 200th/44th intersections. These gateways reflect the design intents of the City Center Subarea plan including the nature of planting, lighting and signage to reinforce the prominent entry to the City of Lynnwood.

196TH STREET IMPROVEMENT

196th Street SW is a major east-west linkage for the site and the city. The Conceptual Guide Plan reflects the commercial nature of this street as well as the City's planned 196th Street S.W. street improvement project.

198th STREET S.W. PROMENADE

The plan provides for the extension of 198th Street from 44th Avenue S.W. to the western edge of the site thus providing for the continuation of the City Center along the contemplated promenade all the way to 48thth in the future.

44TH AVENUE W.

44th Avenue W. is a major north-south thoroughfare for the city. Uses along 44th Avenue will reflect the transitory commercial nature of this street with appropriate landscape and architectural elements.

200TH STREET S.W. AND 46TH

200th Street S.W. is another major east-west linkage for the site and the city. The Conceptual Guide Plan addresses the potential Sound Transit Street widening as part of the Lynnwood Transit Center project while also accommodating the planned 200th street SW and 46th Avenue W intersection signalization changes as a major connection to the transit center.

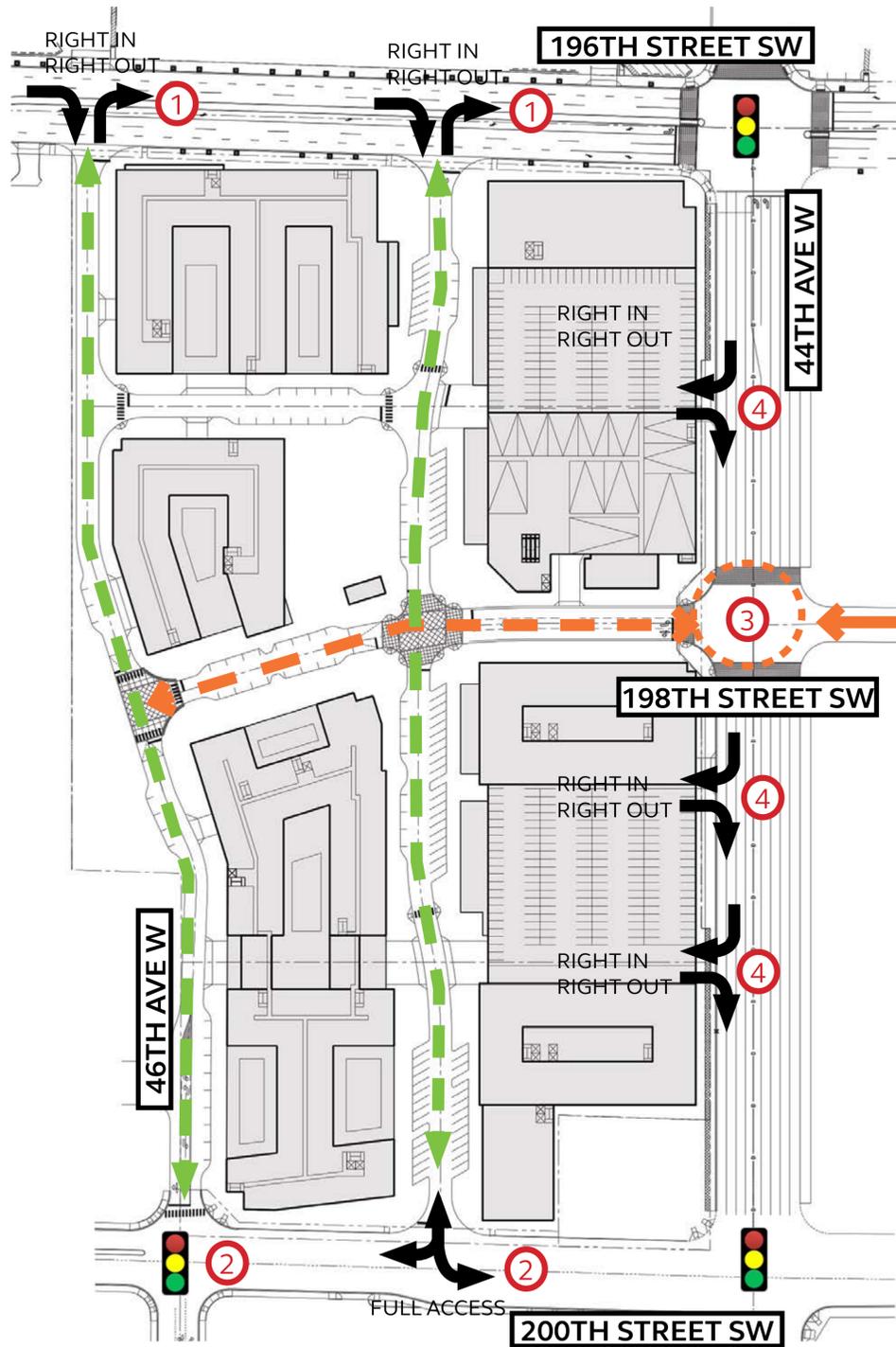
45TH & 46TH AVENUE W. / 197TH STREET SW.

The plan provides for two new proposed north-south and one new proposed east-west neighborhood streets.

LEGEND

- ↔ EXISTING ROAD
- ↔ LIGHT RAIL
- 🚦 TRAFFIC SIGNALS
- ← PROMENADE STREET
- - - NEW PROPOSED STREETS
- ▲ PROPOSED RESIDENTIAL ENTRANCE
- ▲ PROPOSED COMMERCIAL ENTRANCE
- ⊙ CIVIC GATEWAY
- ⊙ FUTURE TRAFFIC SIGNAL

IV. SITE DESIGN - SITE ACCESS PLAN



198TH STREET SW & 44TH STREET SW
PROMENADE STREET



BEFORE



AFTER

KEY SITE ACCESS POINTS

1. NORTH ENTRY/EXIT

Site access along the north property line will be provided by two right-in/right-out curb cuts along 196th Street S.W. The 196th Street S.W. improvement project call for a continuous center median along this portion of the road thus restricting left turn movements.

2. SOUTH ENTRY/EXIT

Site access along 200th Street S.W. will be provided by a full access curb cut between 44th Avenue W. and 46th Avenue W. as well as a signalized intersection and new neighborhood street connection at the 46th Avenue W. intersection.

3. SIGNALIZED EAST ENTRY/EXIT

This intersection will serve as the eastern gateway for the 198th Street S.W. Promenade extension. A future signal will provide full turning movements and site access from 44th Avenue W.

4. EAST ENTRY/EXIT

In addition to the intersection at 198th Street SW, the preservation of three existing right-in/right-out curb cuts are proposed along 44th Avenue W. to facilitate site access from the east and efficient site connection.

SUBAREA POLICIES - TRANSPORTATION (CCT)

CCT 1. Minimize Driveway Access Locations. Minimize driveway access with curb cuts along Principal and Minor Arterials as a means of increasing vehicle carrying capacity and operational efficiency.

The Conceptual Guide Plan will provide appropriate driveway access to safely accommodate the project. The proposed ingress/egress locations will include two signalized entries at 44th at 198th and 46th and 200th. Right in/Right out driveways are anticipated to be located along 196th (2 locations) and 44th (3 locations).

CCT 2. Coordinate Signals. Optimize traffic operation by coordinating intersection signals along Principal arterials. Signal cycle settings should be focused on achieving the network operation optimization rather than optimizing each individual intersection.

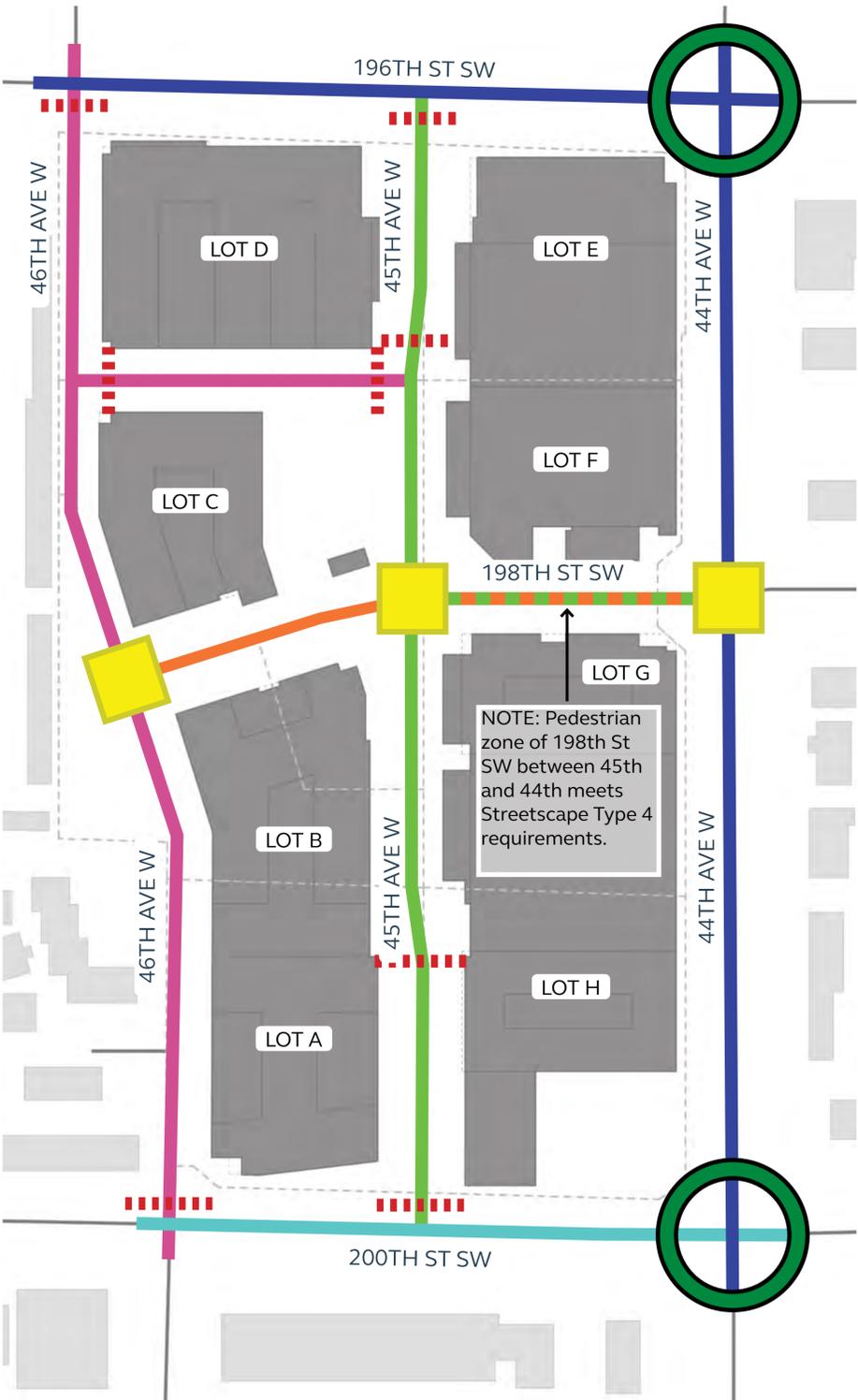
COL will coordinate the operation of the new signal at 44th Ave.W. and 198th St. S.W. with the rest of the road network and improvements.

LEGEND

- PROPOSED NEIGHBORHOOD PATHWAY
- EXTENDED PROMENADE STREET
- TRAFFIC FLOW
- EXISTING TRAFFIC SIGNAL
- FUTURE TRAFFIC SIGNAL



IV. SITE DESIGN - CIRCULATION / STREETSCAPE TYPES



CIRCULATION DIAGRAM

1" = 100'-0"

CITY CENTER STREETSCAPE TYPES:

	Type 1	Type 2	Type 3 Extension	Type 3 Core	Type 4
Sidewalk					
Sidewalk Paving	Standard	Standard	Standard	Standard	Standard or Accent
Buffer Zone	5' (5'-6')	5'	9' (9'-13')	9' (varies, min. 9')	9' (varies, min. 9')
Walk Zone	5' (5'-10')	5' (6')	5' (5'-8')	5' (varies, min. 7')	5' (varies, min. 10')
Building Zone	2'	2'	2'	2'	2'
Awning / Overhang	4' min.	4' min.	4' min.	4' min.	4' min.
Amenity Cluster	-	-	-	Required	Required
Bench	2 min. per block w/in 100' of intersection	2 min. per block w/in 100' of intersection	2 min. per block w/in 100' of intersection	Standard or Custom, 3 min. per block	Standard or Custom, 3 min. per block
Receptacle	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection
Bike Rack	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection
Decorative Utility Covers	As Required	As Required	As Required	As Required	As Required
Lighting					
Street Lighting	120' O.C., Staggered	180' O.C., Paired	180' O.C., Paired	-	-
Pedestrian Lighting	120' O.C., Staggered	60' O.C., Paired	60' O.C., Paired	60' O.C., Paired	60' O.C., Paired
Sign Pole	Standard	Standard	Standard	Standard	Standard
Planting					
Street Tree		Standard, 30' O.C., Paired	Panel or Standard, 26' O.C., Paired	Standard, 26' O.C., Paired	Standard, 26' O.C., Paired
Grate	Panel, 30' O.C., Paired	30' O.C., Paired (Varies, see plan)	30' O.C., Paired (Varies, see plan)	26' O.C., Paired (Varies, see plan)	26' O.C., Paired (Varies, see plan)
Street Tree	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)
Accent Tree	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)
Planted Median	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)

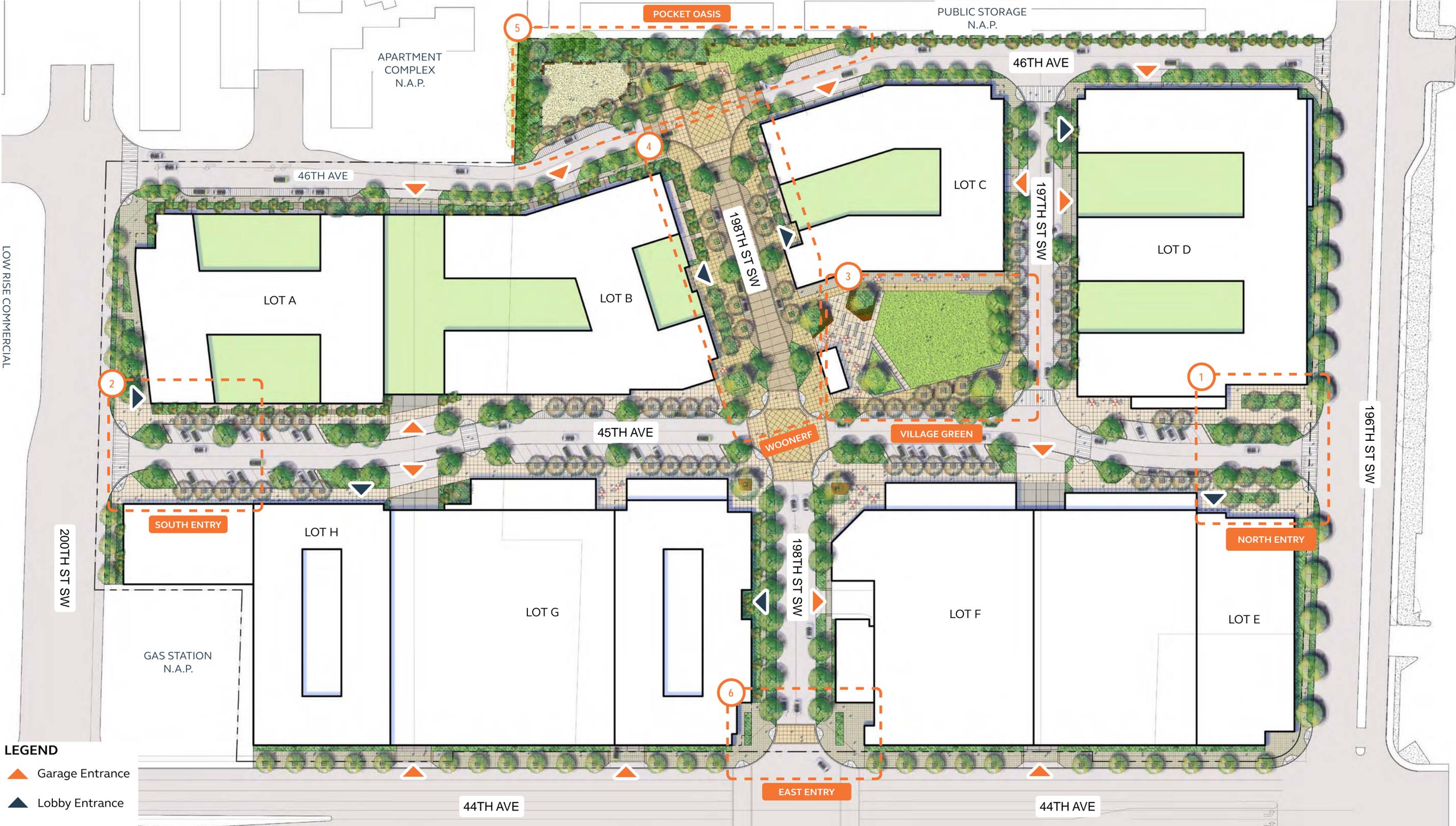
Lynnwood Streetscape Design Standards - ex: 5' min.

Proposed Design Deviations - ex: (6')

LEGEND

- █ STREETScape TYPE 1
- █ STREETScape TYPE 2
- █ STREETScape TYPE 3 EXTENSION
- █ STREETScape TYPE 3 CORE
- █ STREETScape TYPE 4 "PROMENADE STREET"
- ▬▬▬▬ STANDARD CROSSWALK
- PROMINENT INTERSECTION
- CELEBRATORY CORNER

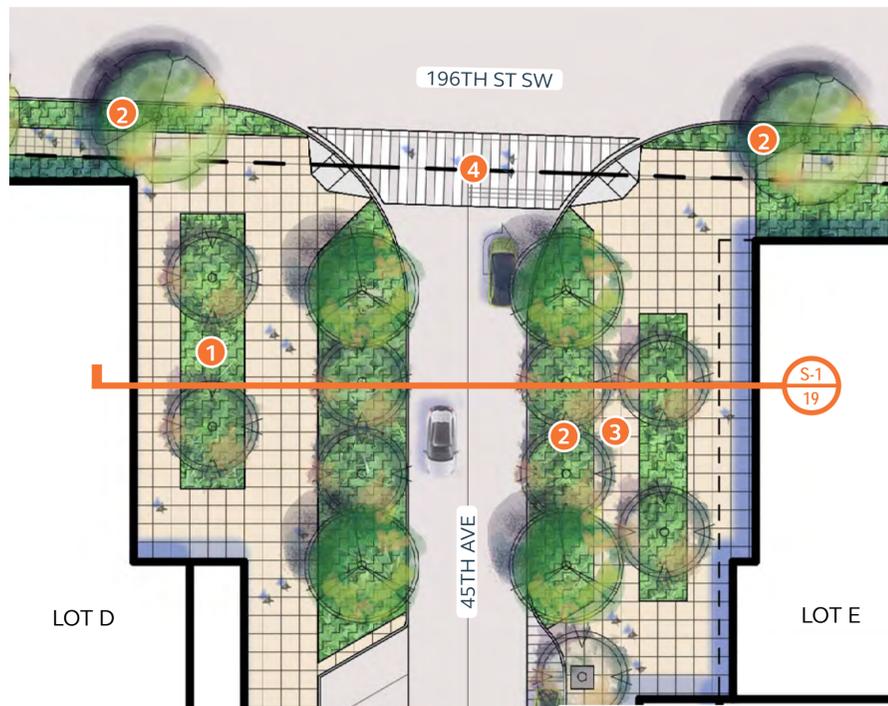
IV. SITE DESIGN - OVERALL PLAN



SITE PLAN

1" = 50'-0" 1" = 50'-0"

IV. SITE DESIGN - NORTH & SOUTH ENTRIES



1 ENLARGEMENT: NORTH ENTRY
1" = 20'-0"



2 ENLARGEMENT: SOUTH ENTRY
1" = 20'-0"



1 Planting Areas



2 Street Buffer (196th St SW & 200th St SW)



3 Pedestrian Walkways (45th Ave E)



4 Pedestrian Scale Streets

WELCOMING ENTRIES

Graciously planted, widened entry zones integrate with 196th & 200th Street sidewalks to offer a pedestrian-oriented path through the core of the site. Designed both to facilitate regular foot traffic and to give space to those who choose to linger, site entries contain:

- A mix of low, durable vegetation and deciduous trees that enables good visibility into the site from the street. Expanded planting areas and tree pits allow for placement of seasonal plant color.
- Pedestrian walkways sized to accommodate large groups and commuters to light rail in both directions. Benches and open spaces between plantings accommodate rest and conversation.
- Planted curb bulbouts strategically placed to calm traffic and increase the planting density.

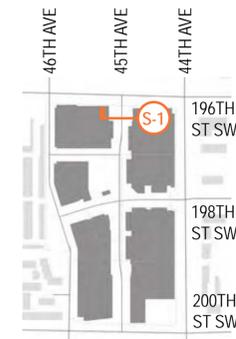
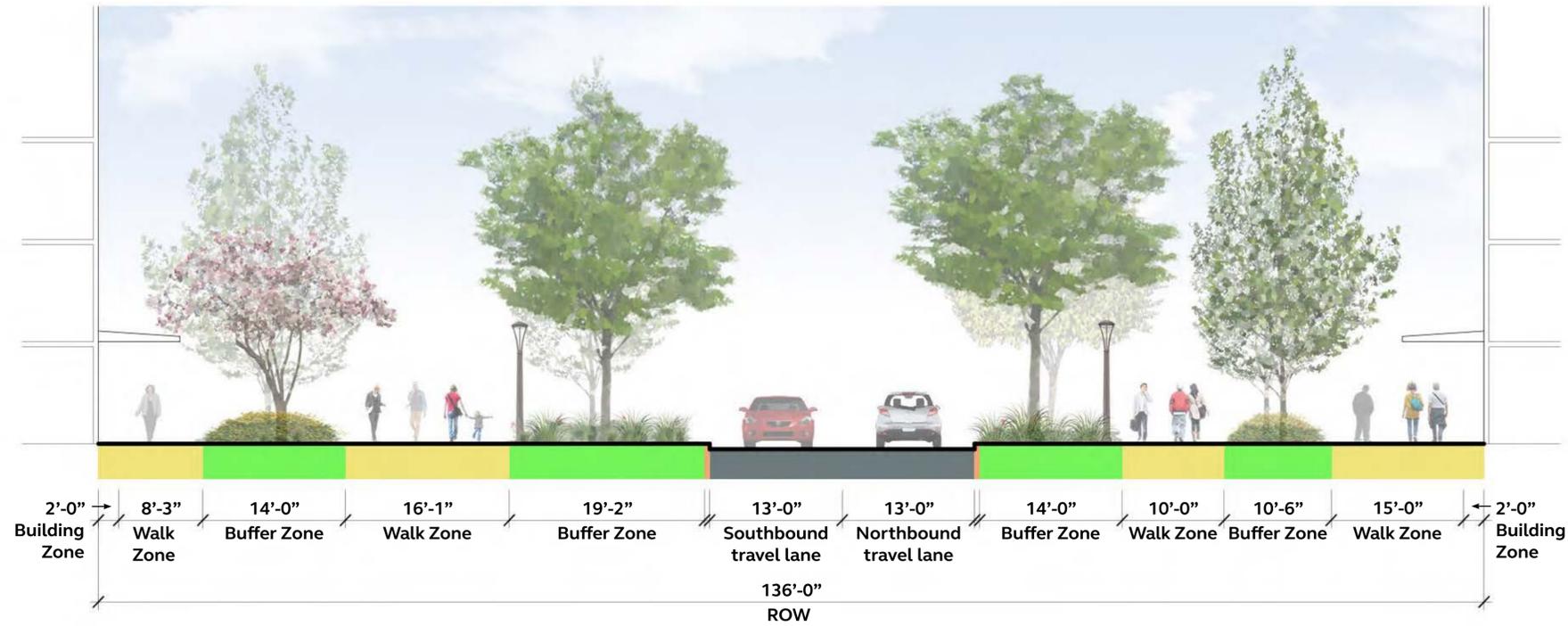
A PEDESTRIAN DESTINATION

Proximity to the future Lynnwood City Center Light Rail station, the Alderwood Mall area, and 200th St SW makes pedestrian connections to the commercial services of Lynnwood Square essential. The site joins a developing urban core in creating a strong north/south connection. 45th Ave functions as this pedestrian-centric conduit, providing a streetscape that visitors move through with ease while creating a sense of place allowing restaurants and shops to thrive.

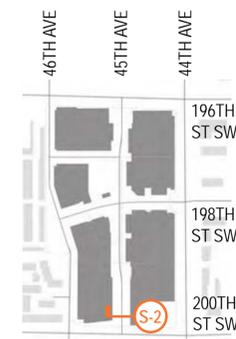
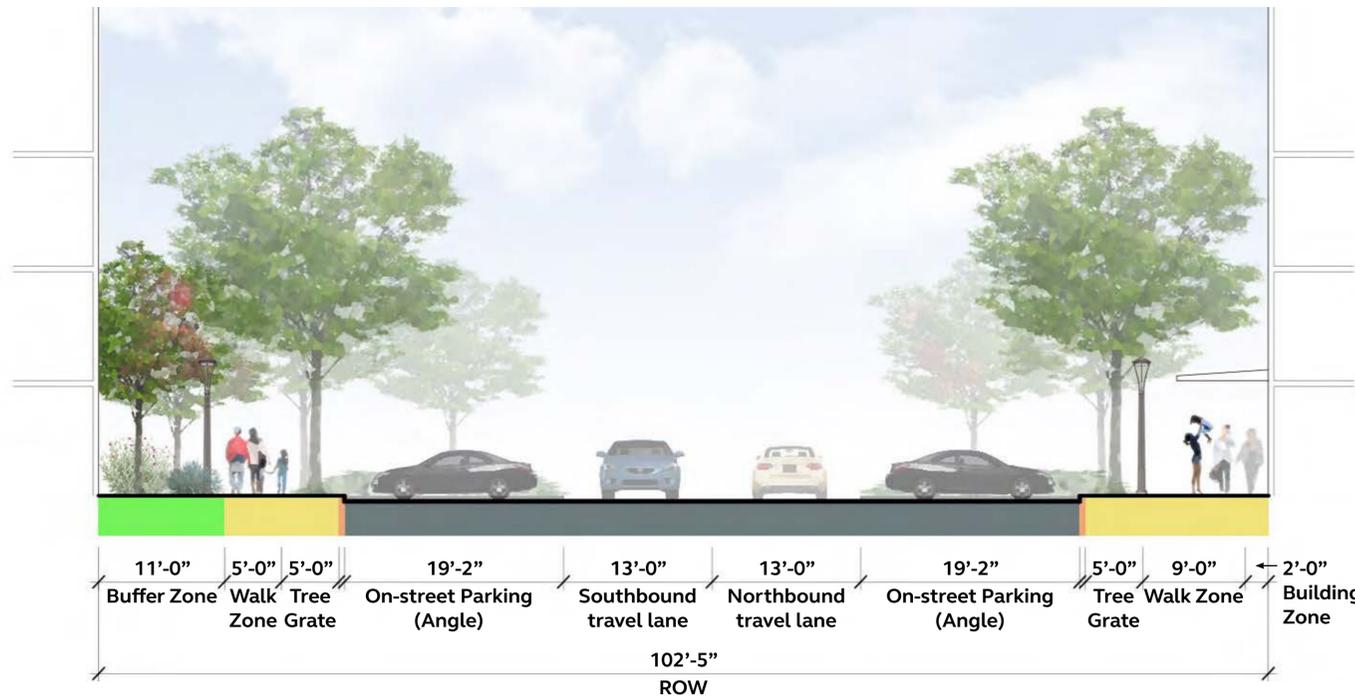
- Clear sight lines run the length of 45th Ave keeping navigation intuitive.
- Expanded plantings and building setbacks complement the widened entrances at the north and south gateway points.
- Amenity clusters containing bike facilities, trash & recycling bins and pedestrian lighting encourage leisurely exploration and shopping within the development.



IV. SITE DESIGN - NORTH & SOUTH ENTRIES

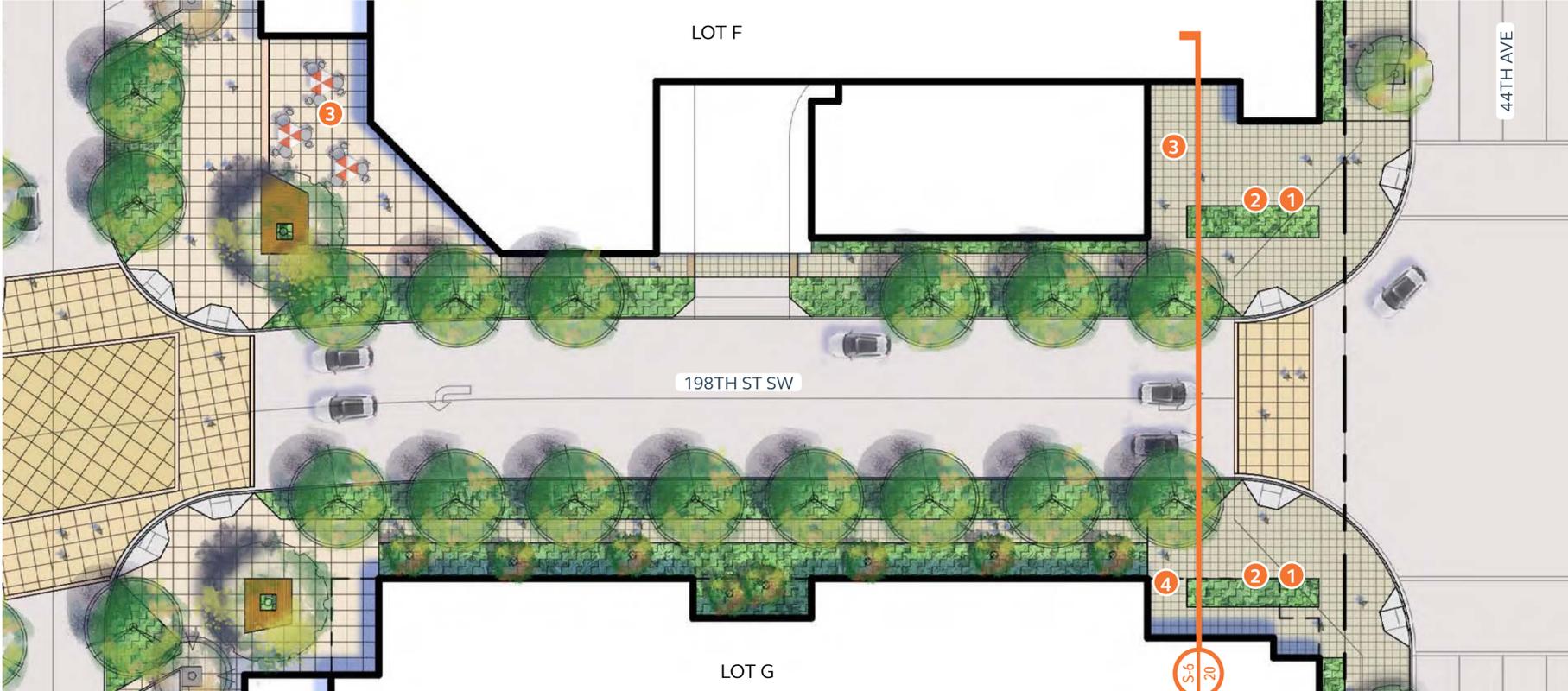


S-1 SECTION: NORTH ENTRY
1/8" = 1'-0"



S-2 SECTION: SOUTH ENTRY
1/8" = 1'-0"

IV. SITE DESIGN - EAST ENTRY



6 ENLARGEMENT: EAST ENTRY
1" = 20'-0"



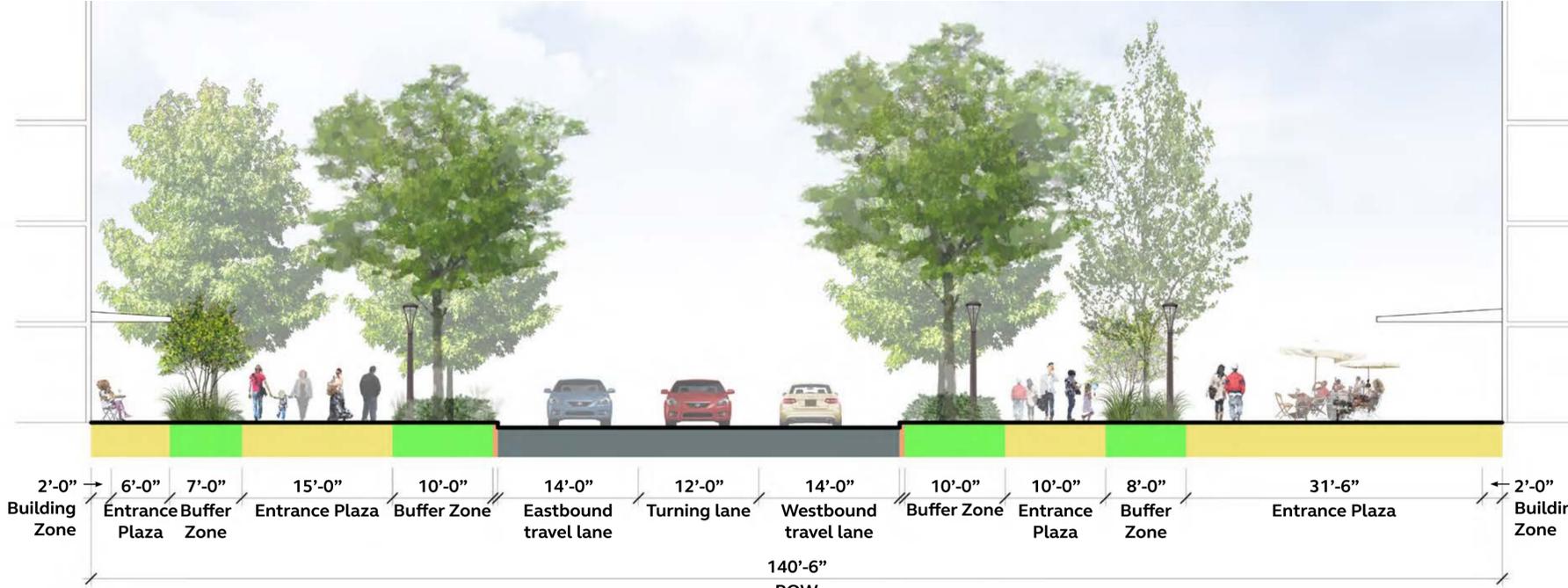
1 Seating



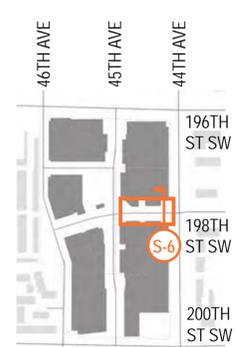
2 Bicycle Rack



3 Flexible Seating



S-6 SECTION: EAST ENTRY
1/8" = 1'-0"



4 Specialty Paving and Scored Concrete

IV. SITE DESIGN - VILLAGE GREEN

ALL ROADS LEAD TO THE VILLAGE GREEN

At the intersection of both 197th & 198th Streets and 45th Ave is the Village Green. This vibrant heart of the development epitomizes the pedestrian-centric interior with a generous park-like plaza, a large open lawn and the connected pedestrian-first woonerf street. Almost the size of a football field the Village Green and surrounding plaza space accommodates a wide range of functions and activities.

- Turf, flexible open space for relaxing, games, and supervised play.
- Open area allows for ample circulation and a sense of spaciousness.
- Large feature trees with seating underneath bookend the open turf space.
- A retail kiosk anchors the southeast corner, complemented by a wayfinding structure at the northeast corner.
- Furniture and seating near the kiosk for outdoor dining.



3 ENLARGEMENT: VILLAGE GREEN
1" = 20'-0"



1 Kiosk Retail



2 Varied Paving



3 Water Feature



4 Commercial Street (45th Ave)



5 Wayfinding Signage



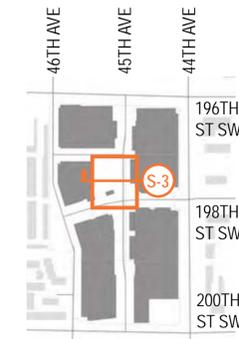
6 Wood Platforms



7 Bench with Lighting



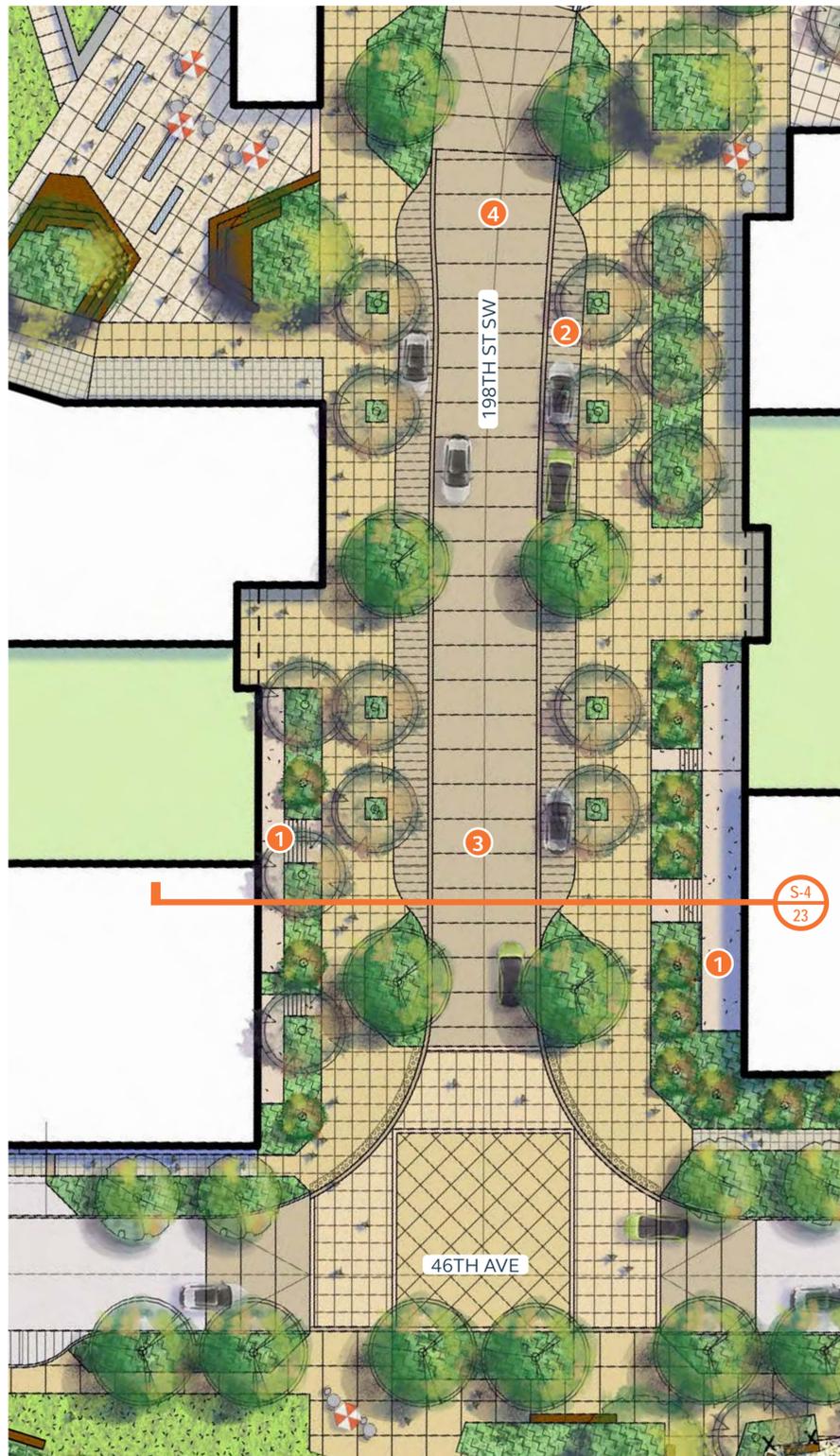
8 Flexible Plaza Space



FESTIVAL STREET - A PEDESTRIAN WOONERF

Connecting the two main pedestrian hubs, the 198th Street Woonerf facilitates relaxed walking throughout the site. The Woonerf ties together the Village Green and Pocket Oasis by carrying elements found in each of those area's into the Woonerf's own design language.

- Varied ground plane materials, raised crosswalks, and residential stoops keep traffic slow and wayfinding easy.
- Allee of deciduous trees on the north side of the street creates a lush walk, shaded in the summer, and maximizes winter sun by leaving the southern exposure more open.
- A gentle route makes navigation between the two park-like places seamless even for large family groups.
- Can be closed to vehicular traffic to host special events.
- Stoops help transition the streetscape from an urban environment into a passive park setting, and establish a visual connection to the street.



4 ENLARGEMENT: WOONERF
1" = 20'-0"



1 Stoops



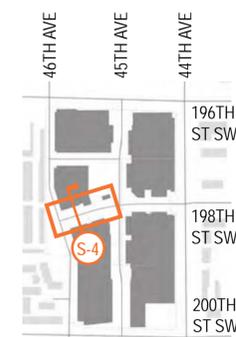
2 Flush Parking



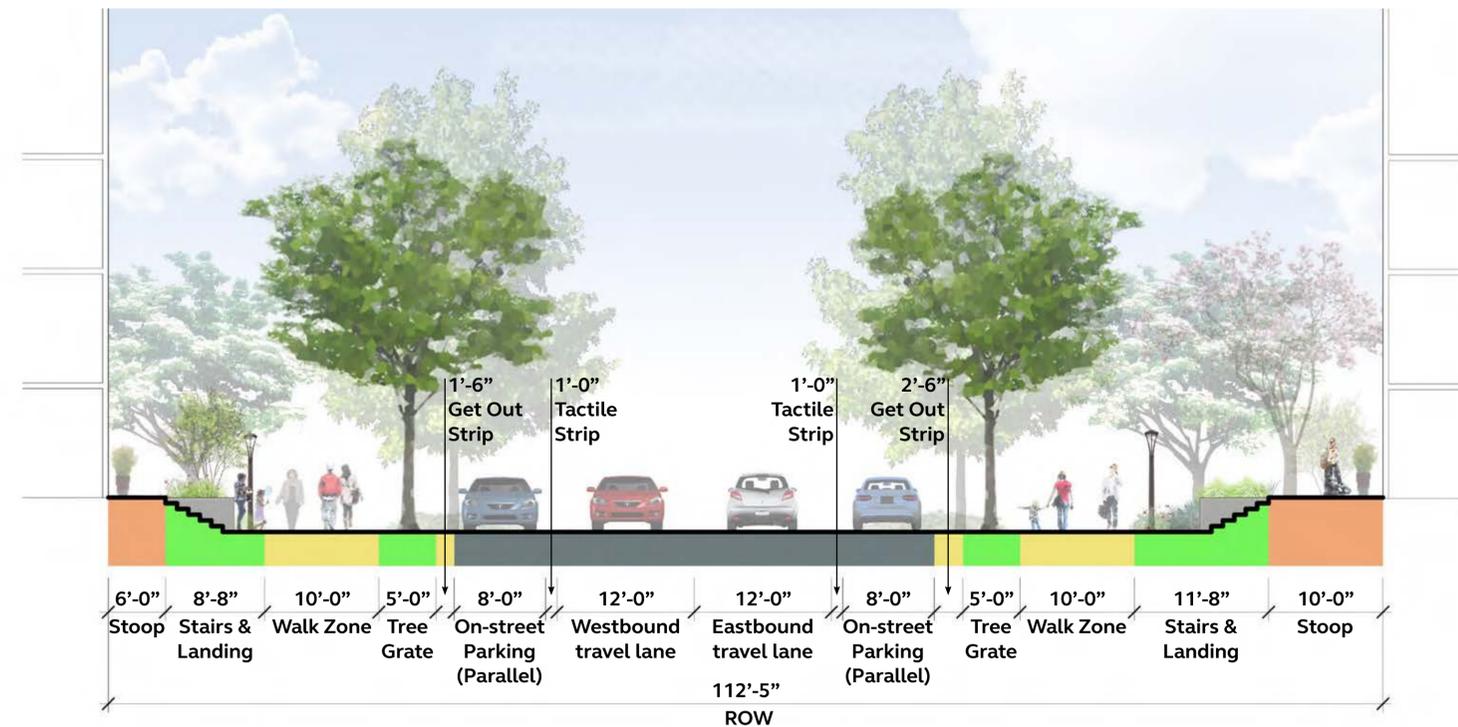
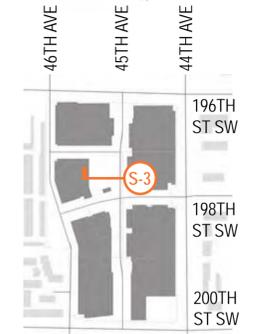
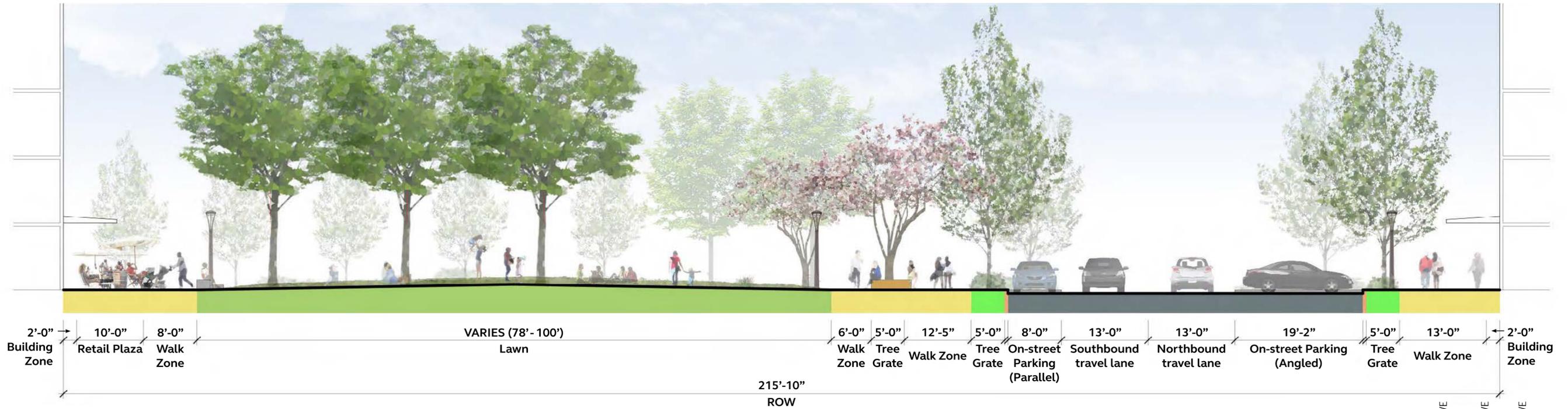
3 Woonerf



4 Shared Street



IV. SITE DESIGN - VILLAGE GREEN & FESTIVAL STREET



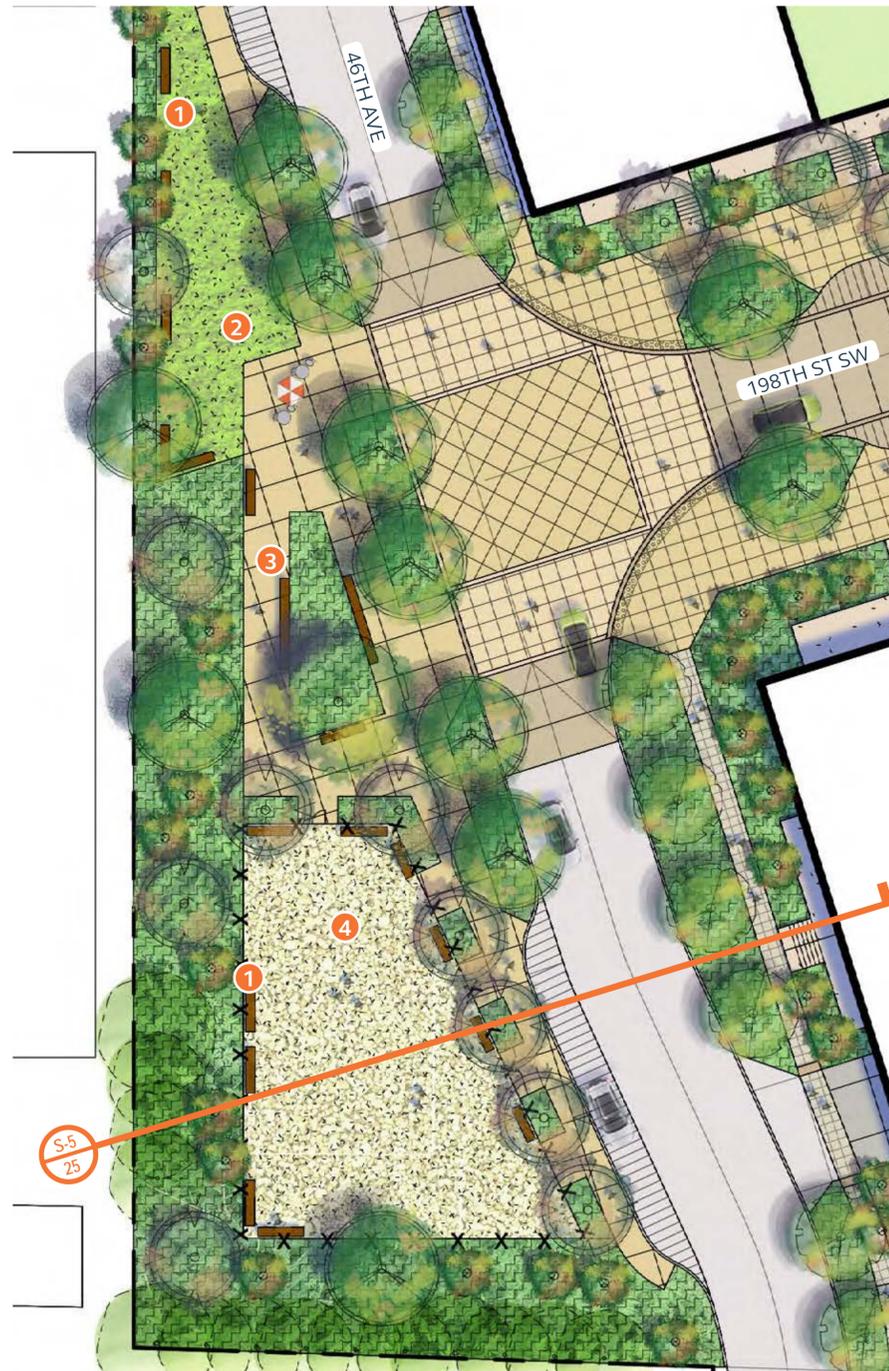
SECTION: WOONERF
1/8" = 1'-0"

IV. SITE DESIGN - POCKET OASIS

POCKET OASIS

The Pocket Oasis provides a gracious terminus to the woonerf while buffering the adjacent apartment complex from the commercial development. More removed from the retail traffic through the site, the park gives visitors, residences and their canine companions a pocket of space to explore and roam.

- Recreational area
- Provides a natural terminus to the 198th St Woonerf
- Room-like area created by the L-angle in the adjacent apartment complex
- Trees and planters of the park buffer the residential apartments from the commercial structures
- Water feature and play area are inviting to visitors and residents, with a more private feel than the central plaza
- Location on the quieter west side of the project, a row of street trees, and a raised pedestrian crossing area keep this spot protected from traffic
- Natural, tactile elements and forms in the play area, clean lines responding to the surrounding architectural angles in the hardscape/seating area
- A safe place for pets and owners to play and exercise



5 ENLARGEMENT: POCKET OASIS

1" = 20'-0"



1 Integrated Seating



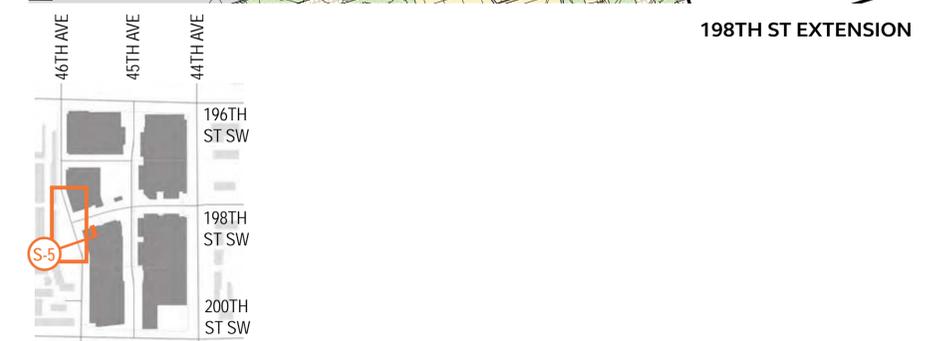
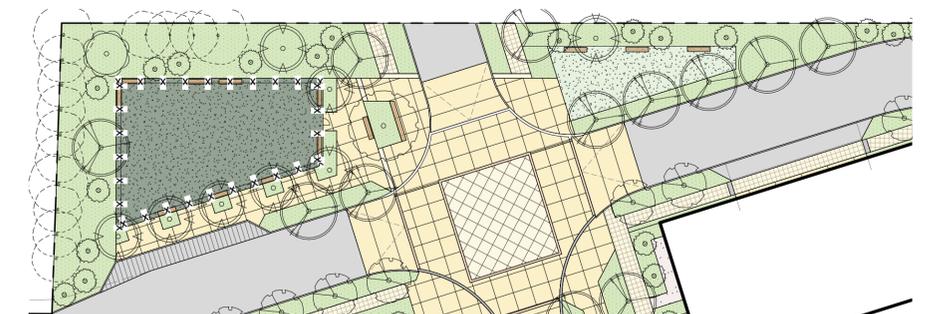
2 Park / Play Space

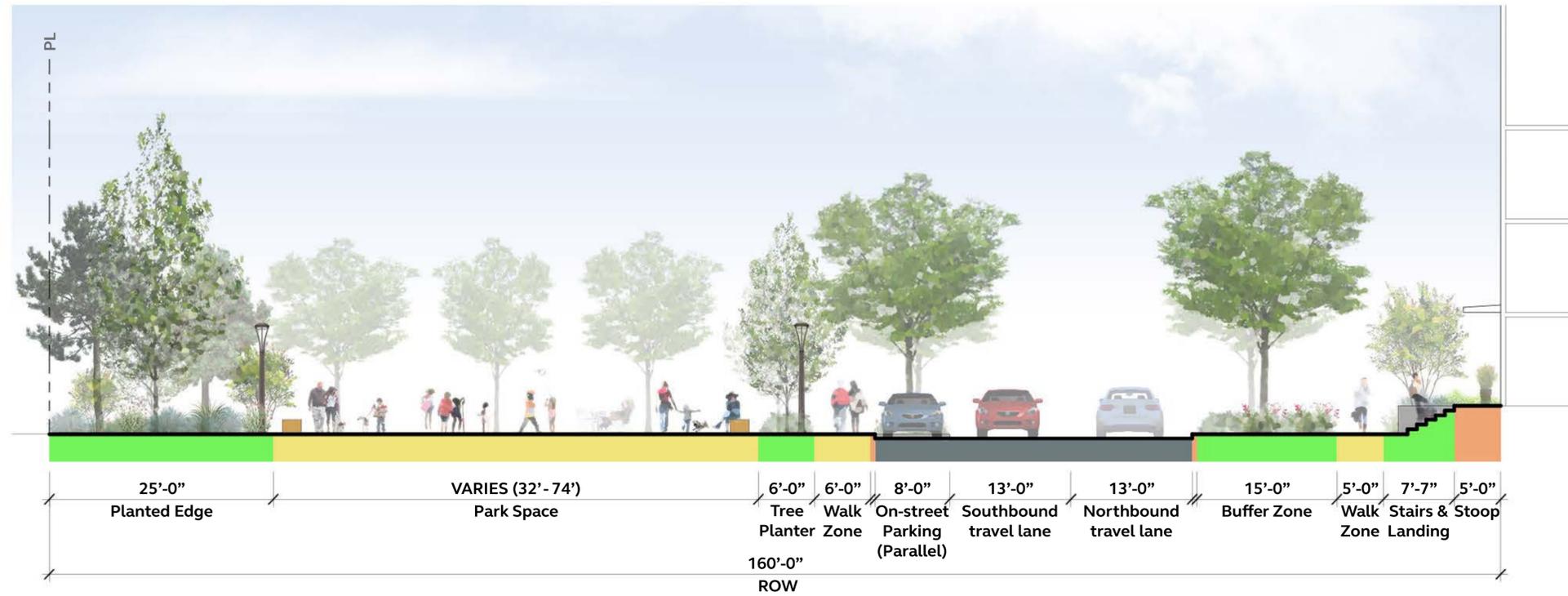


3 Specialty Bench



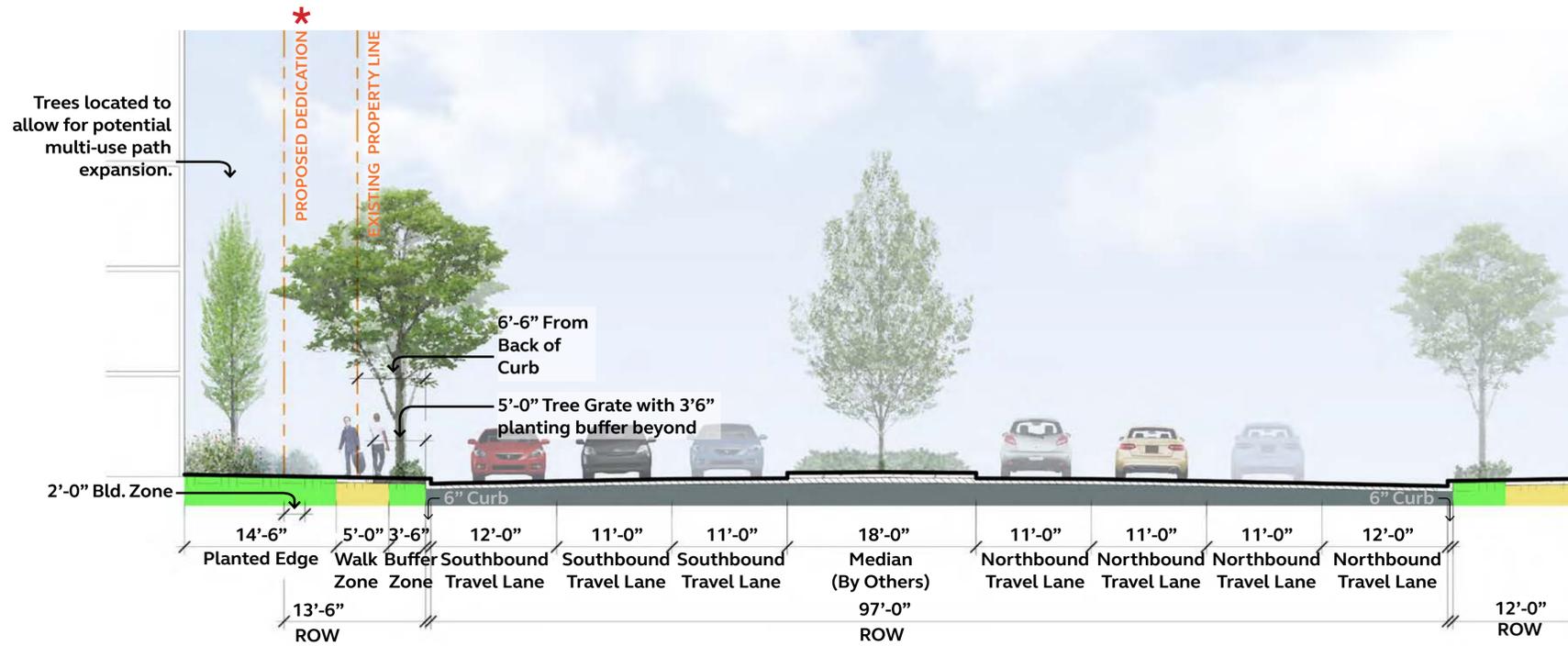
4 Dog Run



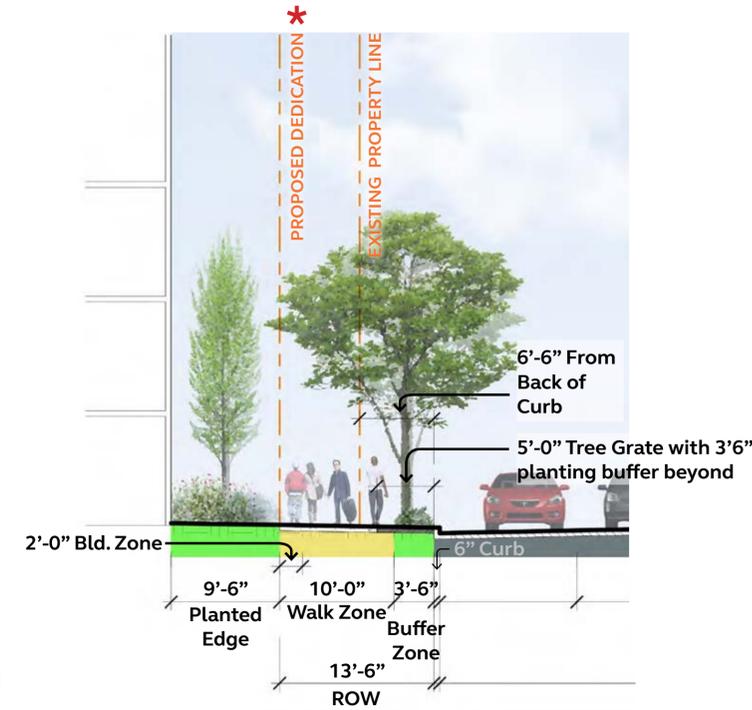


S-5 SECTION: POCKET OASIS
1/8" = 1'-0"

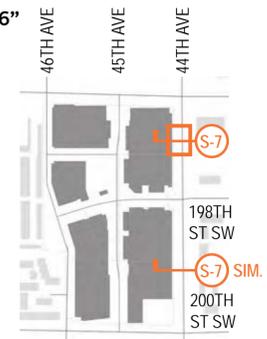
IV. SITE DESIGN - 44TH AVE



S-7 SECTION: 44TH AVE ROW
1/8" = 1'-0"



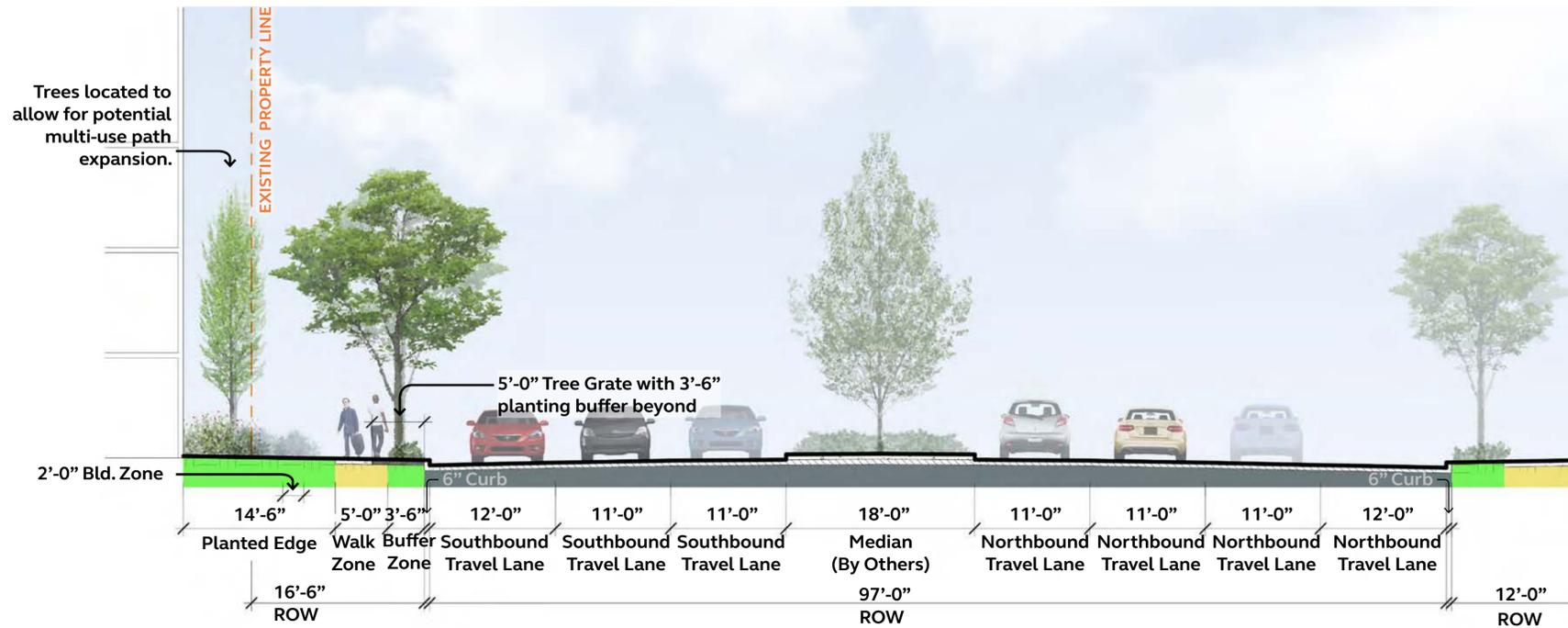
S-7 MULTI-USE PATH OPTION
1/8" = 1'-0"



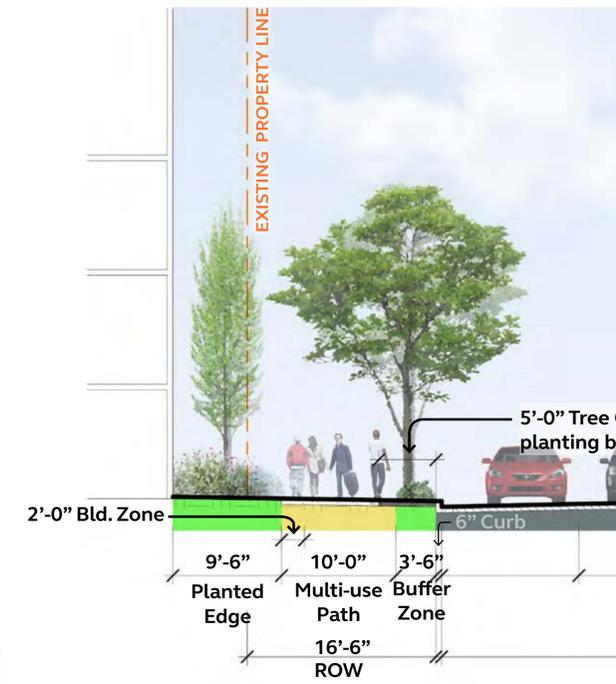
7 ENLARGEMENT: 44TH AVE ROW
1" = 20'-0"

* Existing right-of-way along 44th Avenue West may require partial vacation per LMC 12.16 in addition to right-of-way dedication.

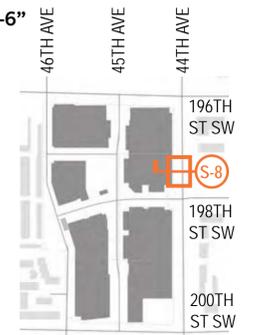
IV. SITE DESIGN - 44TH AVE



S-8 SECTION: 44TH AVE ROW
1/8" = 1'-0"

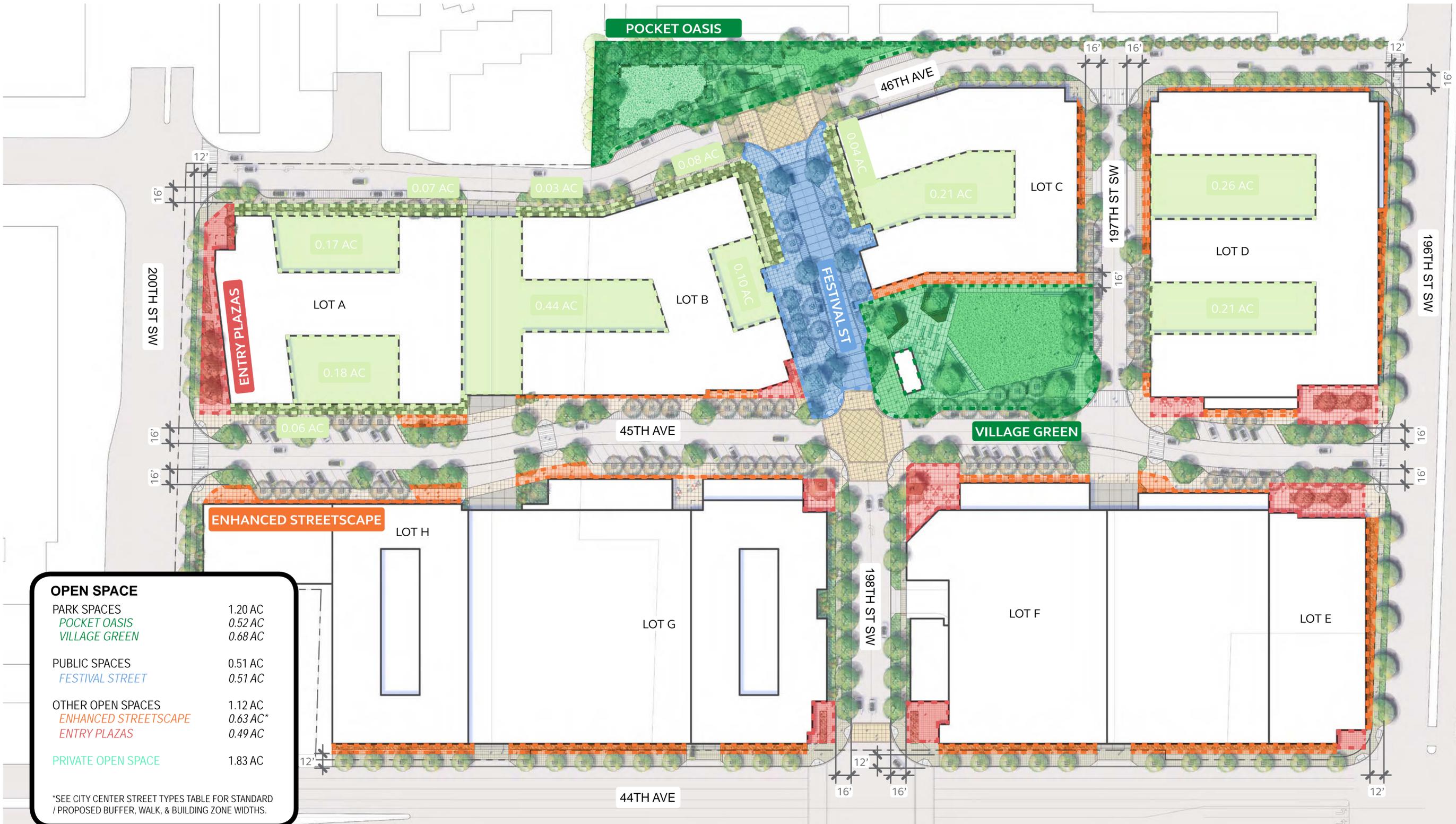


S-8 MULTI-USE PATH OPTION
1/8" = 1'-0"



8 ENLARGEMENT: 44TH AVE ROW
1" = 20'-0"

IV. SITE DESIGN - SITE OPEN SPACE



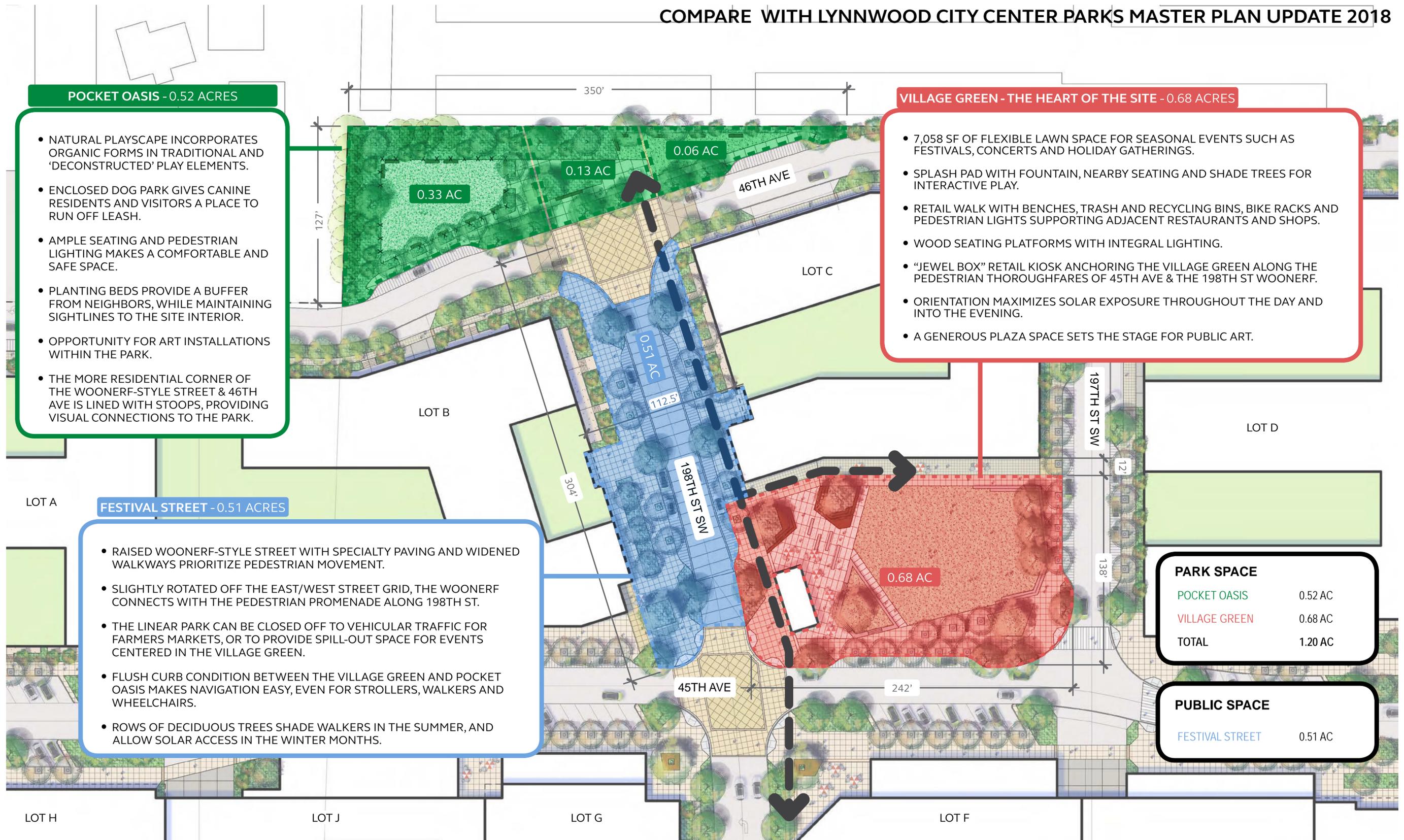
OPEN SPACE PLAN

N.T.S.

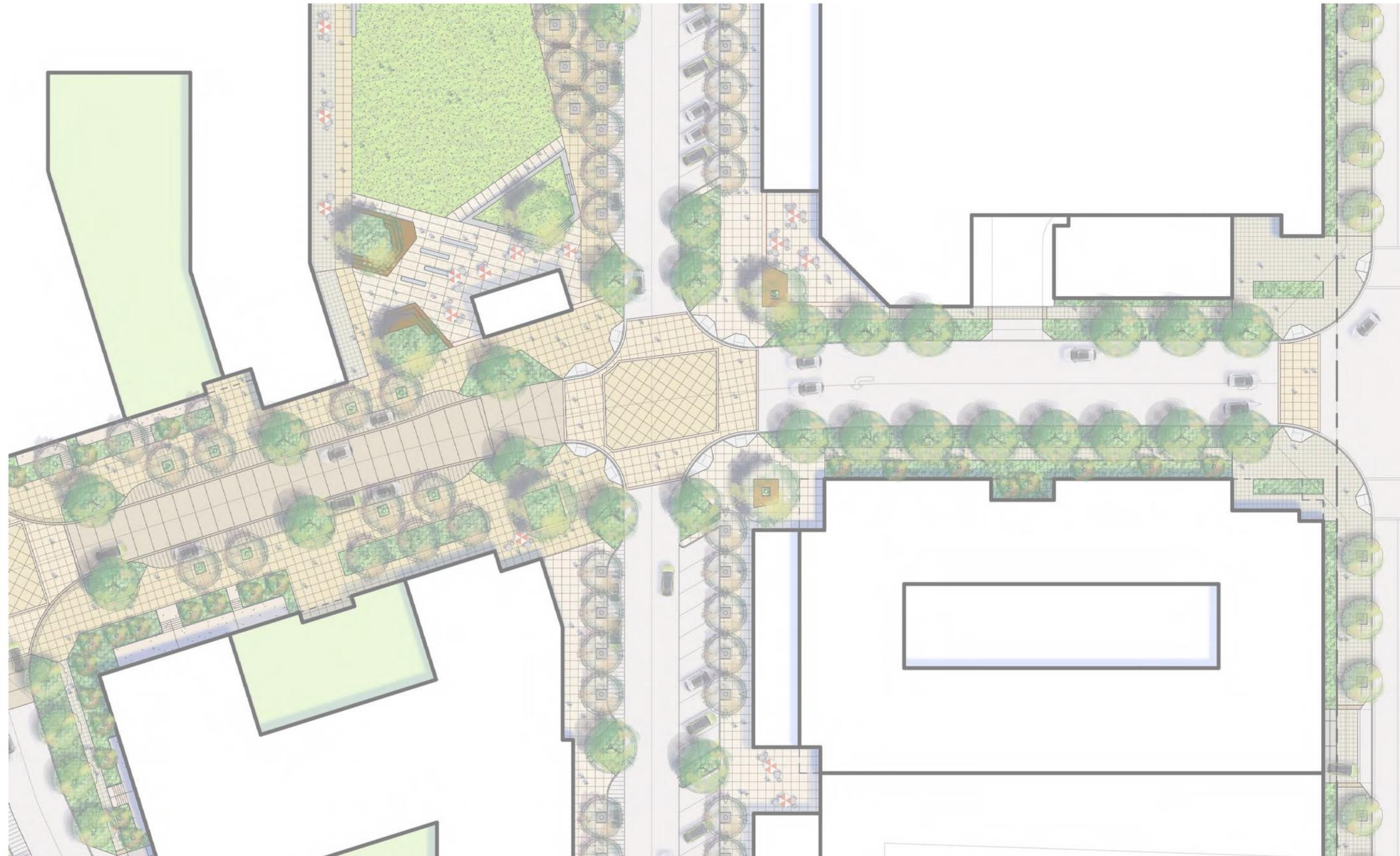


IV. SITE DESIGN - PARKS AND PUBLIC SPACE IMPROVEMENTS

COMPARE WITH LYNNWOOD CITY CENTER PARKS MASTER PLAN UPDATE 2018



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V. MOBILITY

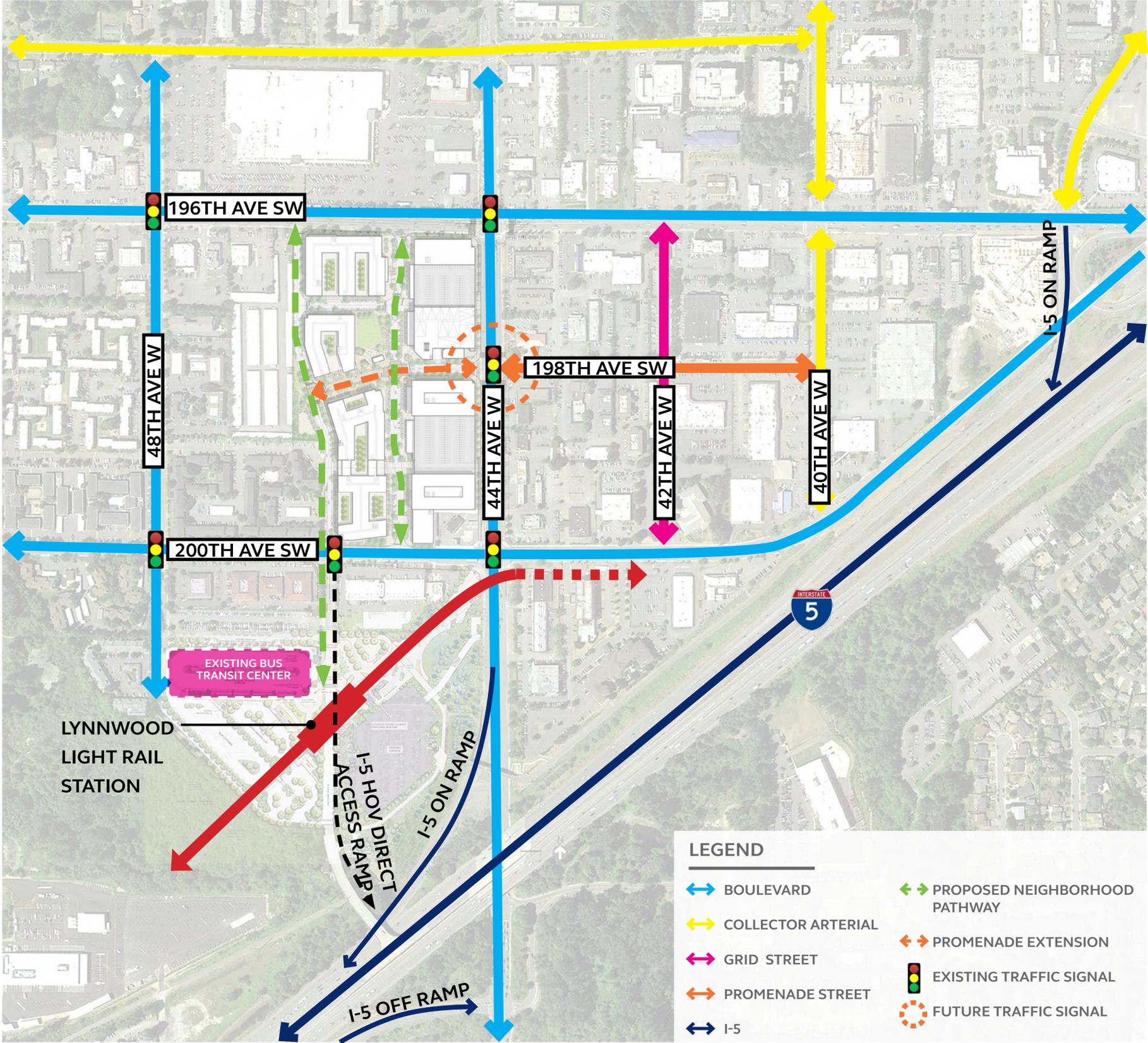
V. MOBILITY - MOBILITY AND CONNECTION

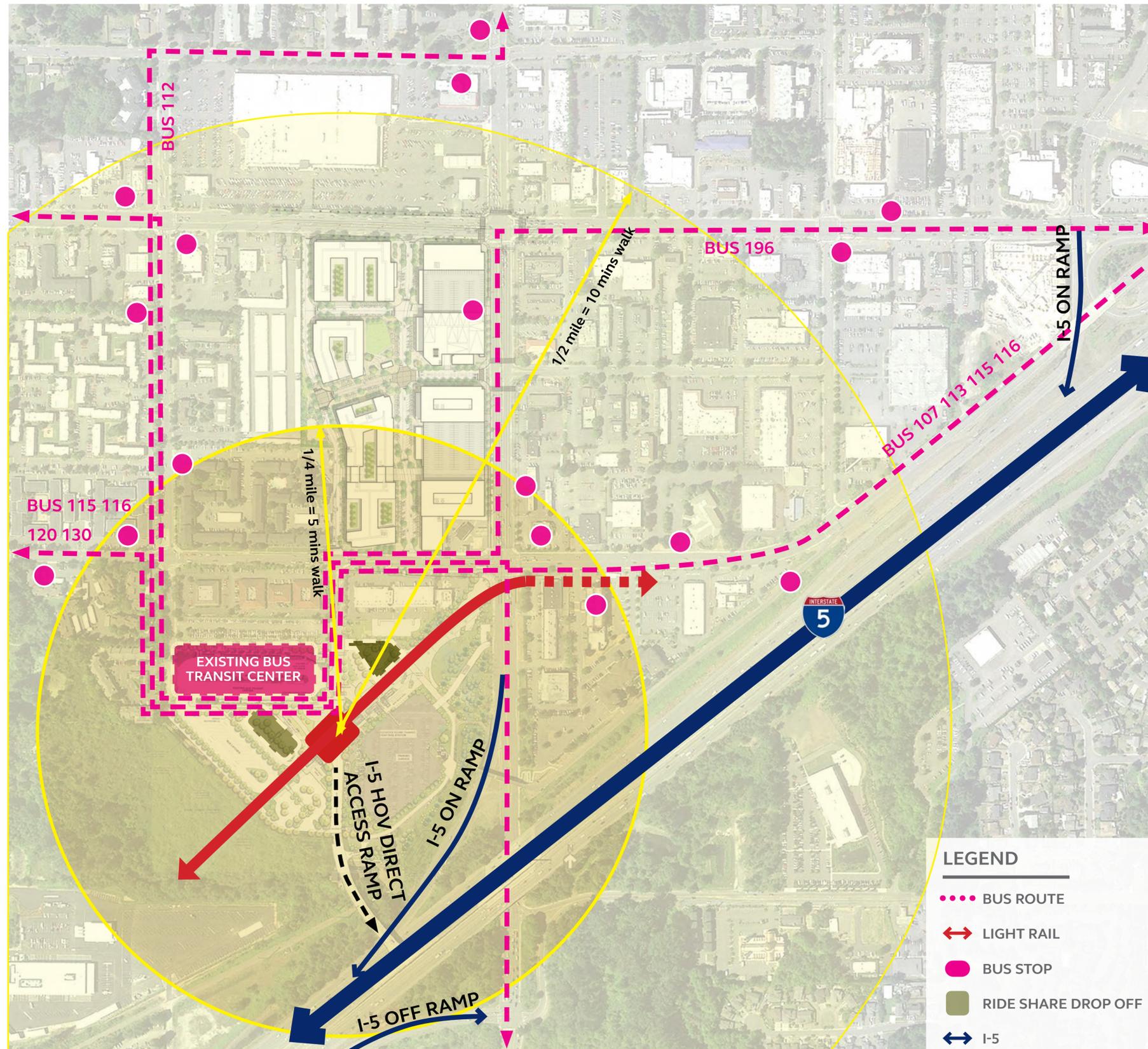
TRANSPORTATION GUIDELINES

The following Transportation planning principles from the adopted City Center Policies and Design Guidelines have been incorporated into NL.

1. Coordinate and review the development of new signals at proposed intersections.
2. Extension of promenade street, 198th Street SW.
3. Develop a finer grid system by adding new roadways internally.
4. Coordinate future signalized intersection by adding second left turn lane at future 198th and 44th Street.
5. Configure the non-signalized intersection at future 198th and future 45th Street by providing pedestrian pathways decorating paving and open space.
6. Reduce vehicle trips by adding housing and new roadways connecting to the future Transit Center along with adjacent travel arterials.
7. Provide bike storage in parking garage or on the street.
8. Provide enough parking stalls on each parcel individually while maximizing shared parking alternatives related to the uses.
9. Provide on street parking on non-arterial streets for short-term parking users.

The Conceptual Guide Plan results in an efficient circulation experience, giving pedestrians priority for access through and around the site. The design configuration of the intersection of future 198th Street and future 45th Street will be an important part of the internal site connectivity. A paved plaza softens the lines between public and private space and will allow for greater connectivity across the parcels. The proposed street system will connect to the existing major streets on the perimeter of the site.





TRANSIT

King County Metro, Community Transit, and Sound Transit provide public transportation services in the immediate vicinity of the proposed project. There are multiple bus stops provided on each of the major streets in the study area including 196th Street SW, 200th Street SW, 48th Ave W and 44th Ave W. In total, there are 20 bus routes available within walking distance of the site including the bus routes provided at the Lynnwood Transit Center (500 feet southwest from the site).

LYNNWOOD LINK LIGHT RAIL (SOUND TRANSIT) PROJECTIONS:

Lynnwood Link Extension Opens:	2024
Number of Riders daily:	17,000
Number of Parking Stalls:	1,870 stalls
Total investment:	\$3 Billion

SUBAREA POLICIES - TRANSPORTATION

CCT 12. Increase Transit Services. Work with Community Transit and Sound Transit to increase transit services for the City Center.

NL will advance the goals of transit planning by providing housing, shopping, dining and employment within a 5-10 minute walk of the new transit center.

V. MOBILITY - PEDESTRIAN REALM



PEDESTRIAN PATHWAY

The Conceptual Guide Plan will include the construction of new pedestrian friendly pathways that will be part of a larger multi-modal network planned by the City. Connections to existing and future transit will be enhanced with these pedestrian improvements.

The project ties into the City Center pedestrian pathway frame work. Proposed north-south road ways between 196th Street to 200th Street will provide generous sidewalks and landscaping. The planned continuation of the 198th Street Promenade from 46th Street to 44th street will also provide for an inviting pedestrian experience. Both will connect to the urban pathway system outside the site in a wider context.

Benches and seatings will be provided along most of the pedestrian sidewalks. Well designed open space network will be a gathering place for neighborhood activities and community events as well.

Traffic calming measures are planned to be introduced within the internal street system to promote pedestrian safety and movement.

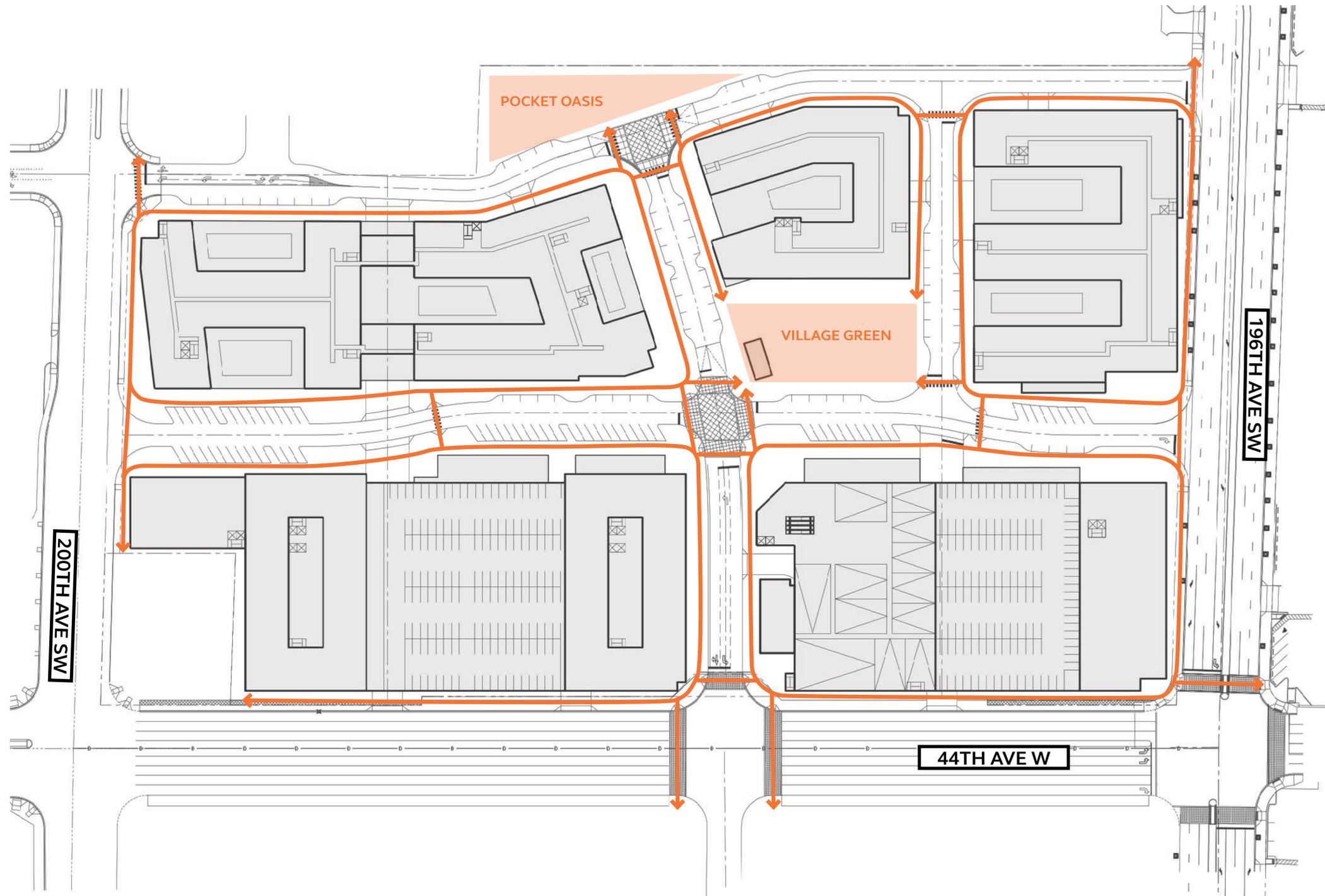
SUBAREA POLICIES - PEDESTRIAN REALM

CCUD 6. Promote Many Pedestrian Connections within the City Center. The City Center should include many types of corridors conducive to walking, including sidewalks, trails, through-block connections, and walkways through new development.
NL will provide for these design elements.

CCUD 7. Connect to Surrounding Areas and Features. Development within the City Center should connect to adjacent neighborhoods as well as to the Interurban Trail and nearby Parks.
NL will enhance and continue the street grid connections in the city center.

CCUD 8. Pedestrian Circulation Primarily at Grade. Grade-separated pedestrian connections (overpasses and underpasses) should be discouraged. However, there may be some locations where pedestrian bridges are appropriate.
Pedestrian connections will be at grade.

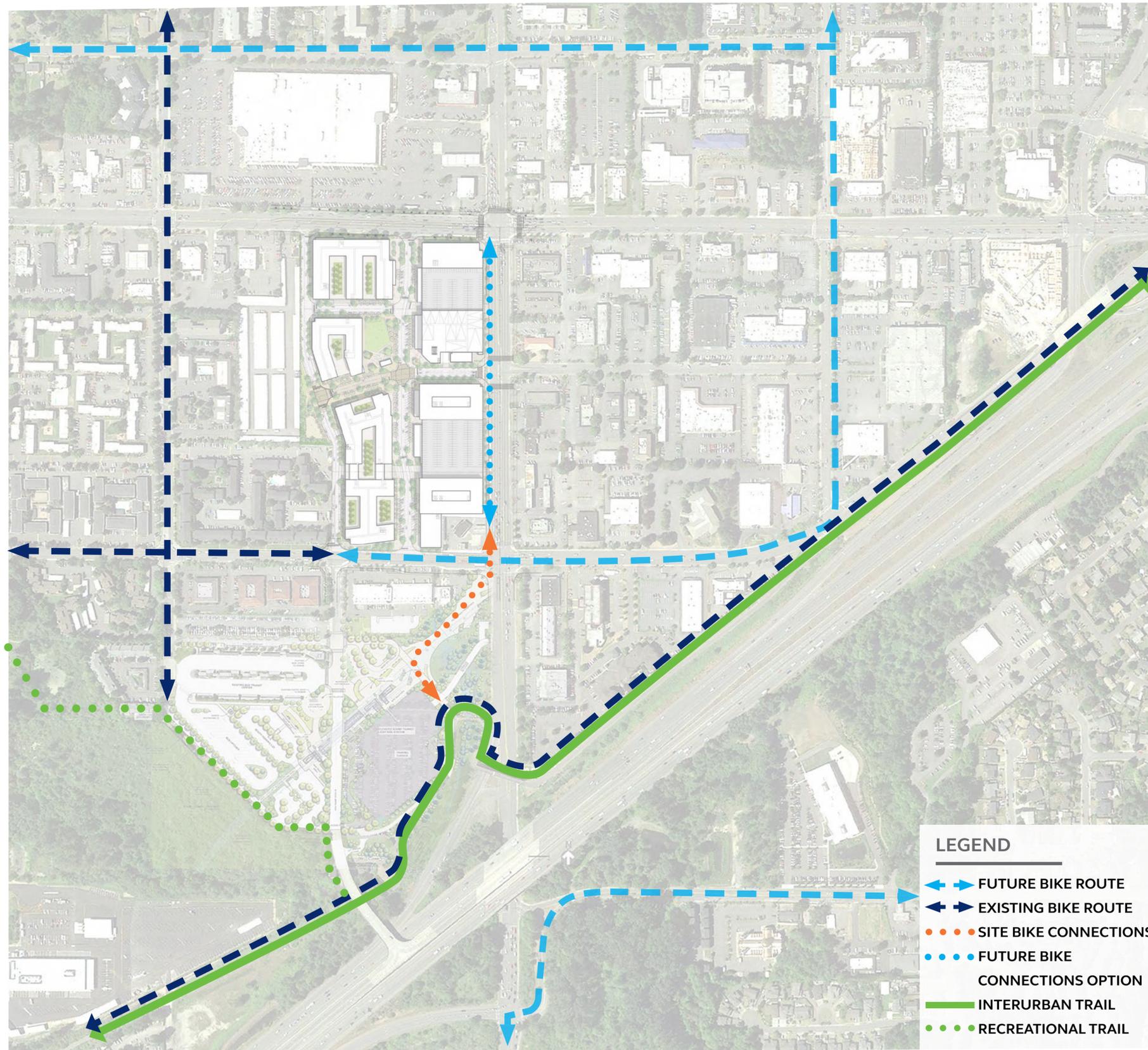
V. MOBILITY - PEDESTRIAN PATH



LEGEND

↔ PEDESTRIAN PATH





BIKE ROUTE

The Conceptual Guide Plan includes the construction of new bicycle friendly pathways and facilities that will be part of a larger multi-modal network planned by the City. Connections to existing and future transit will be enhanced with these proposed bicycle improvements.

Traffic calming measures are planned to be introduced within the internal street system to promote bicycle safety and movement.

SUBAREA POLICIES - PEDESTRIAN REALM

CCT 15. Bicycle Storage. Provide bicycle storage facilities or bike racks at the transit center and other destinations within the City Center.

NL will provide bike facilities within the development.

VEHICLE

The Conceptual Guide Plan introduces three private streets, including extension of 198th Street, 45th Street and 46th Street.

198th Street SW: 3-lane roadway from 44th Street to 45th Street, and taper from a 3-lane to 2-lane roadway approaching 46th Street. It provides important east-west connections throughout the site, and link to the external road network. The 45th to 46th section has a woonerf to further emphasize the pedestrian nature of the space. This section can also be closed to vehicles to allow for farmers markets and other amenities.

45th Street SW: 2-lane roadway between 196th Street and 200th Street, It provides important north south connections throughout the site, and links to the external road network. This will be the primary retail “main street” including convenience angled and parallel parking.

46th Street SW: 2 lane, 2-way roadway from 196th Street to 200th Street will facilitate on-site circulation.

Potential parking strategies include short term on street parking, and structured parking for long term and short term uses.



V. MOBILITY - LOADING AND SERVICE

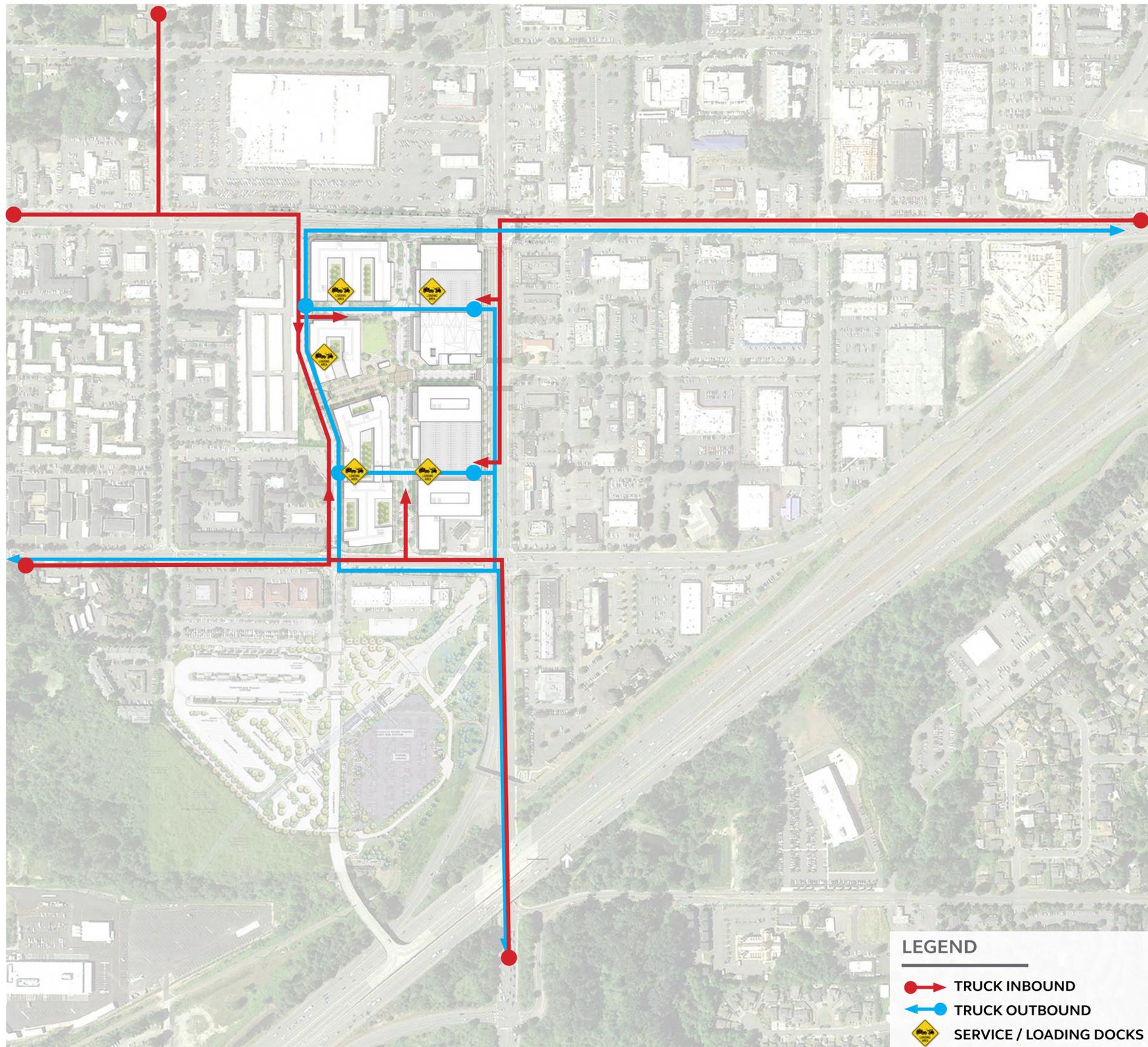
LOADING AND SERVICE

Commercial traffic in the site will be a function of the uses proposed. On-site loading docks are proposed to accommodate residential and commercial deliveries.

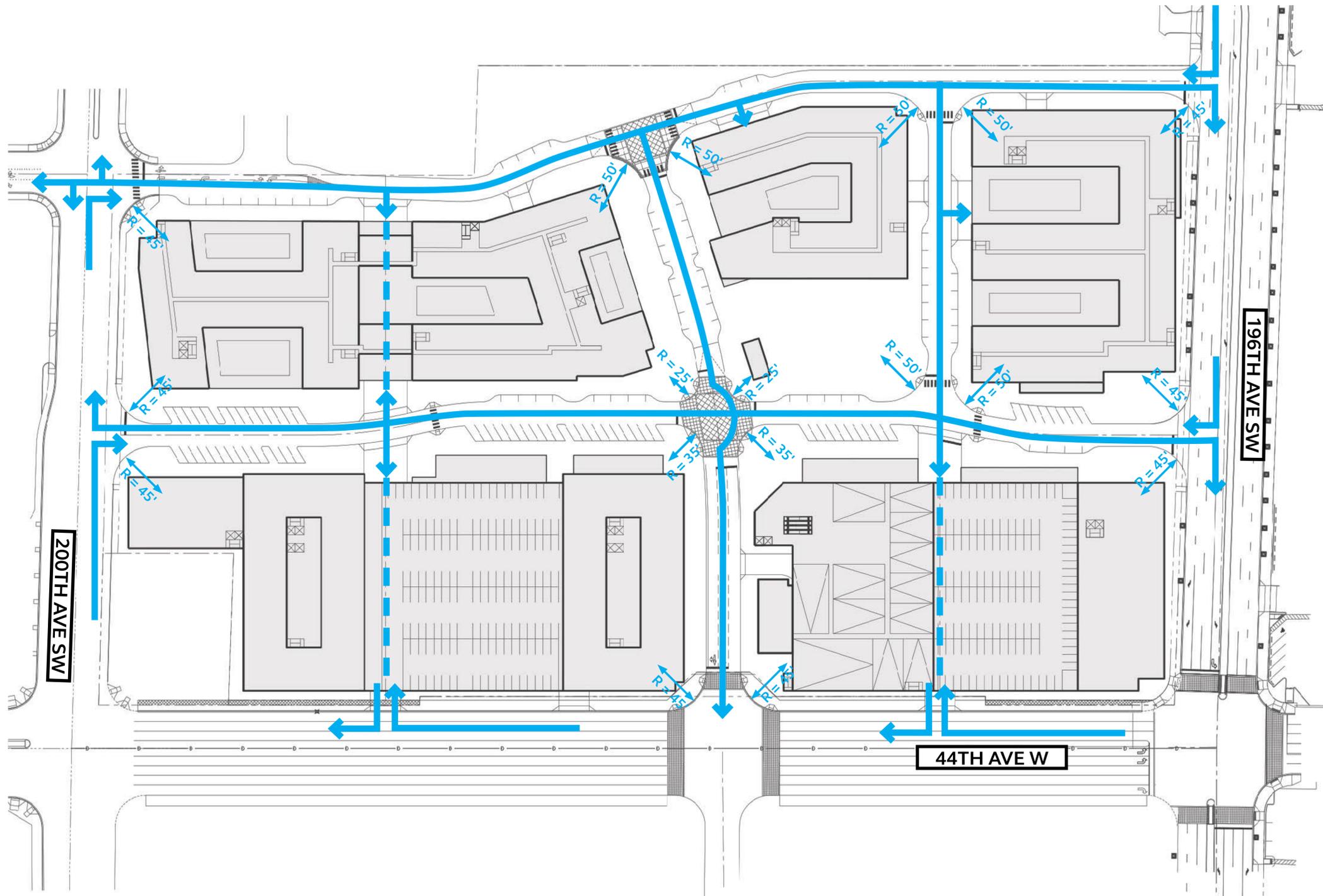
Truck routes to the site will utilize existing arterials. New driveway and intersections will be designed to accommodate the anticipated commercial vehicles so as to not impede vehicle flows on adjacent arterials.

Turning radii will allow flexibility for necessary trailer sizes even up to wB-67's for grocery and drug store types of operators. 35' to up to 50' transition entries off main streets will facilitate these movements but not at all internal and external intersections.

A balance will exist to maintain the pedestrian friendly nature of the project including two 25' radius corners adjacent to the woonerf transition at 45th and 198th.



V. MOBILITY - TRUCK MANEUVERING



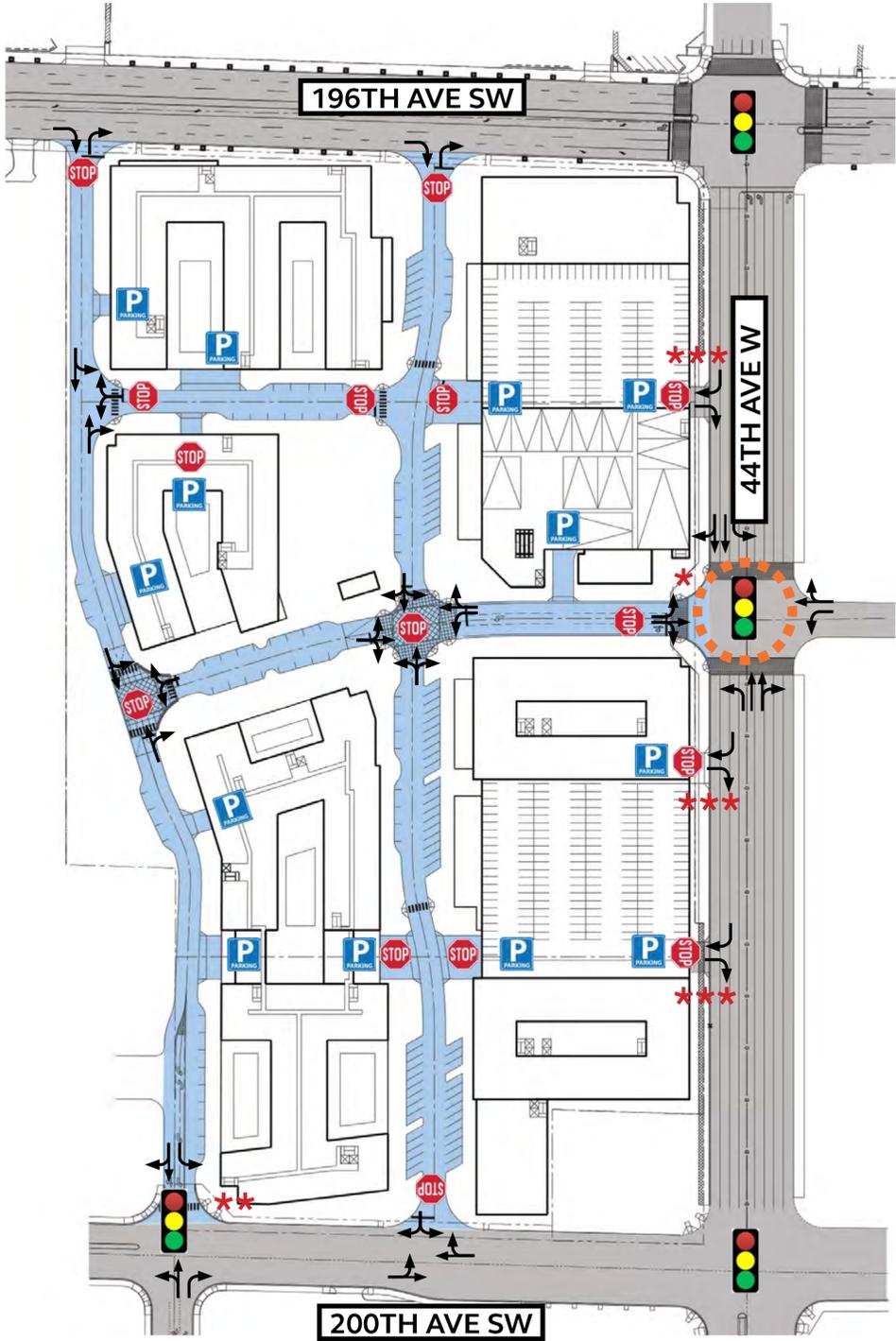
LEGEND

↔ TRUCK MANEUVERING ROUTE



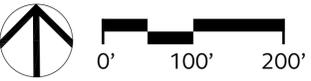
V. MOBILITY - VEHICULAR ACCESS

VEHICULAR ACCESS SUMMARY



LEGEND

- PROPOSED NEIGHBORHOOD PATHWAY
- EXISTING STREET
- ↔ TRAFFIC FLOW
- ⊘ FUTURE TRAFFIC SIGNAL



* A future traffic signal is proposed at this intersection with the buildout of the project. The implementation of the traffic signal will occur when warranted and required to provide adequate LOS. The operations and warrants for the traffic signal will be evaluated at each phase of development. Channelization revisions to the intersection are shown in conjunction with the traffic signal.

** Final configuration to be determined through coordination with the city pending resolution on modifications proposed by sound transit. The north leg of the intersection would not be greater than a 3-lane section.

*** City agrees to consider Transportation Departures as provided in the Development Agreement Section 4.2.

- 196th Street SW (Between 44th Street and 46th Street)**
- Vehicle: Existing east-west bound traffic, with street widen on the south side and frontage improvement.
 - Bike: No planned improvement.
 - Pedestrian: Future reconstructed sidewalk.
 - Transit: No existing bus stop on 196th between 44th and 46th.

- 198th Street SW (Between 44th Street and 46th Street)**
- Vehicle: Promenade street extension connecting east-west of the site.
 - Bike: No planned improvement.
 - Pedestrian: Future neighborhood pathway/sidewalks as part of open space network from 45th to 46th.
 - Transit: None.

- 200th Street SW (between 44th Street and 46th Street)**
- Vehicle: Existing east-west bound traffic with frontage improvements.
 - Bike: Future bike route.
 - Pedestrian: Sidewalk improvement on the north and south side of 200th Street SW.
 - Transit: Major connection to adjacent transit center.

- 44th Street SW (Between 196th Street and 200th Street)**
- Vehicle: Existing north-south bound traffic and freeway on ramp.
 - Bike: No planned improvement.
 - Pedestrian: Sidewalk improvement.
 - Transit: Two bus stops on the segment.

- 45th Street SW (Between 196th Street and 200th Street)**
- Vehicle: New Neighborhood Street connecting north-south of the site.
 - Bike: No specific provisions.
 - Pedestrian: Future neighborhood pathway/sidewalks.
 - Transit: None.

- 46th Street SW (Between 196th Street and 200th Street)**
- Vehicle: New Neighborhood Street connecting north-south of the site.
 - Bike: Future Long term bike lanes upon western property development (by others).
 - Pedestrian: New sidewalk.
 - Transit: None.

V. MOBILITY - FIRE ACCESS PLAN

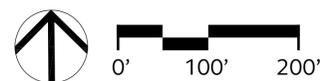
CONCEPTUAL FIRE ACCESS PLAN

Fire access routes and hydrant locations will comply with Lynnwood Municipal Code and as coordinated with the Fire Code Official.

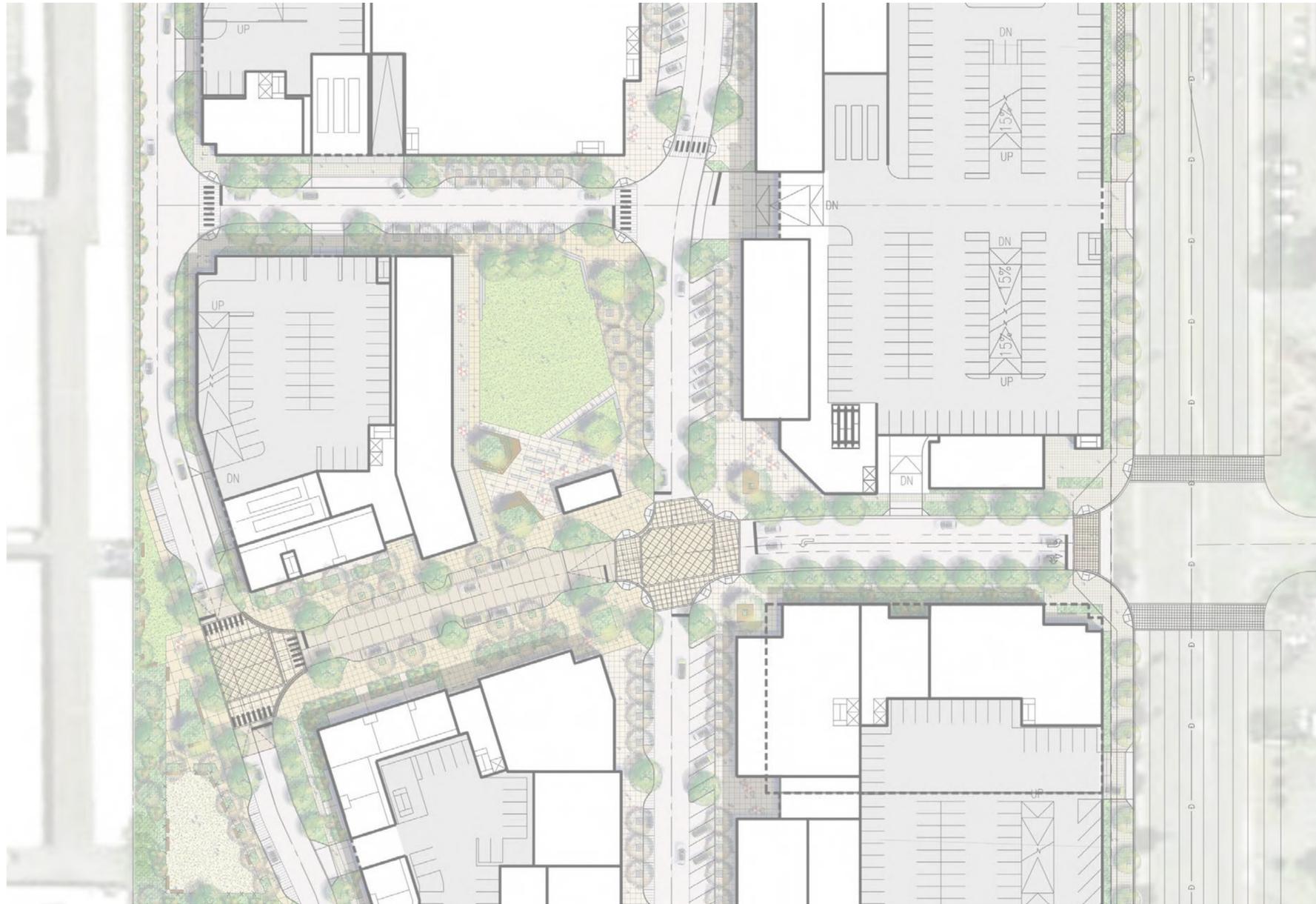


LEGEND

- PROPOSED NEIGHBORHOOD PATHWAY
- DIRECTION OF TRAVEL



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VI. PROGRAM AND USE

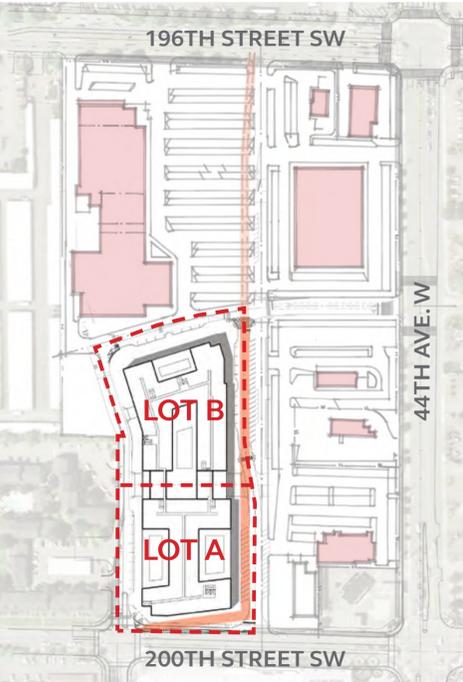
VI. PROGRAM AND USE - POTENTIAL DEVELOPMENT STAGES



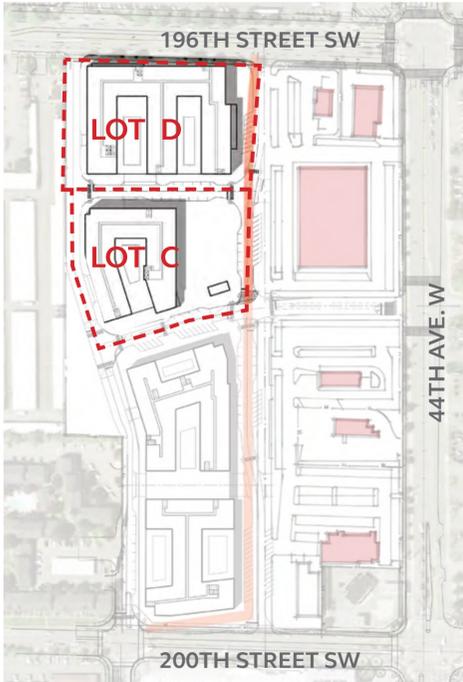
LEGEND

- EXISTING PARCEL LINE
- - - ANTICIPATED PARCEL LINE *

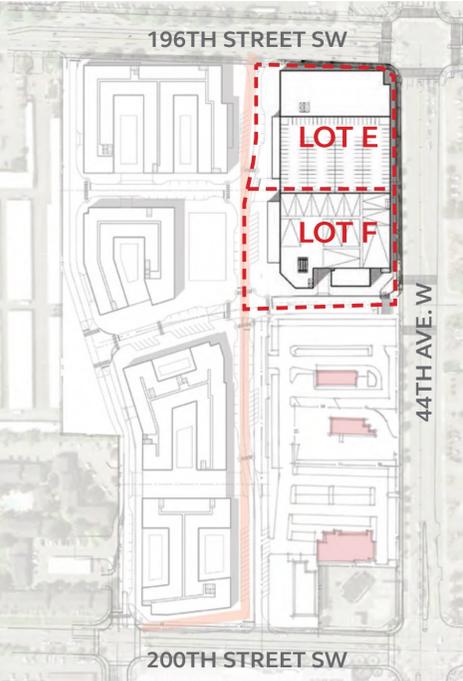
EXISTING PLAN



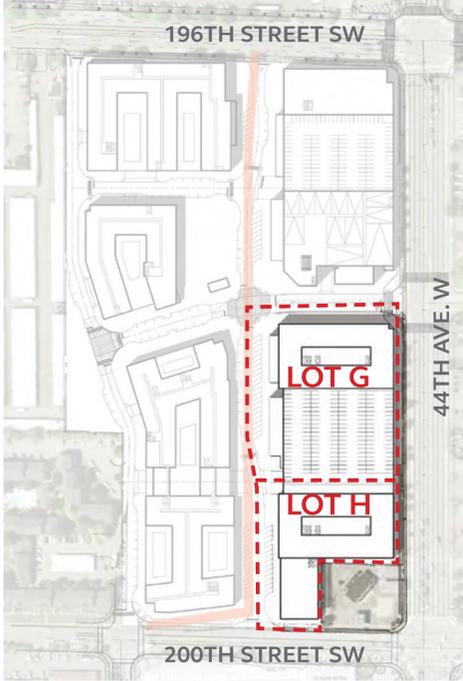
STAGE 1 PLAN *



STAGE 2 PLAN *



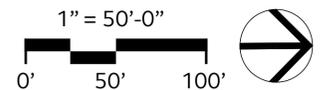
STAGE 3 PLAN *



STAGE 4 PLAN *

* The Conceptual Guide Plan and Development Agreement will allow for the project to be phased in accordance with market demand which is anticipated to change upon the arrival of light rail. The following represents potential stages of development that will not only depend on market demand but also on the ability to acquire the Precision Lube and Tune parcel as well as Key Bank.

VI. PROGRAM AND USE - PROPOSED LOT PLAN IMPROVEMENTS PER PHASE



VI. PROGRAM AND USE - PROJECT SUMMARY

PROJECT SUMMARY *

RETAIL, ENTERTAINMENT & OFFICE AREA	
RETAIL	172,540 SF
TOTAL RETAIL GFA	172,540 SF
ENTERTAINMENT	50,255 SF
TOTAL ENTERTAINMENT GFA	50,255 SF
PROF. OFFICE GFA	60,000 SF
OFFICE GFA	461,465 SF
TOTAL OFFICE GFA	521,465 SF
TOTAL COMMERCIAL GFA	744,260 SF

RESIDENTIAL AREA	
TOTAL UNITS	1,334 UNITS
TOWNHOMES	36 UNITS
TOTAL UNITS	1,370 UNITS
TOTAL RESIDENTIAL GFA	1,344,295 SF

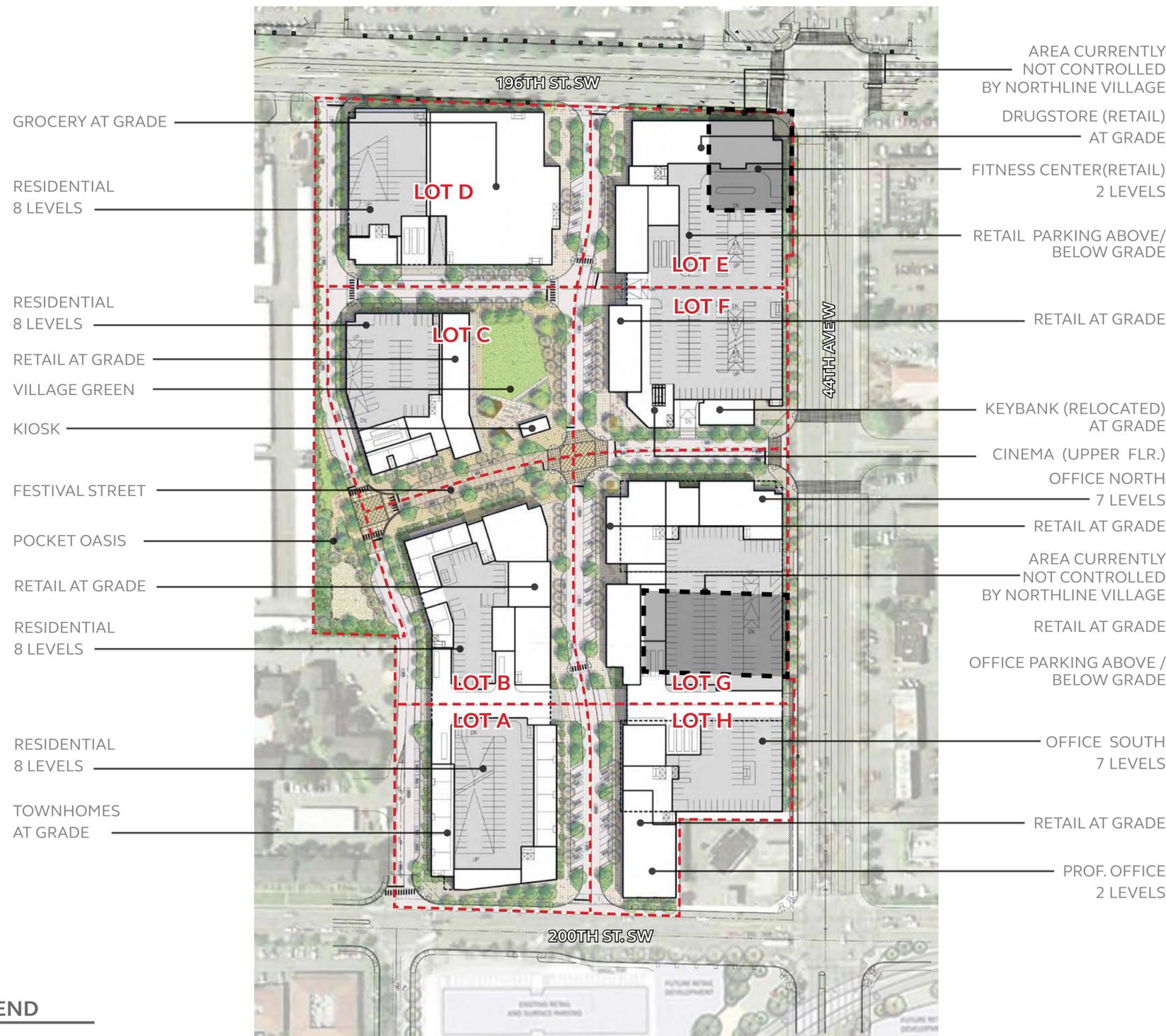
PARKING	
RETAIL @ 4/ 1,000	690
OFFICE @ 3.5/ 1,000	1,615
PROF. OFFICE @ 5/1,000	300
CINEMA	500
RESIDENTIAL @ 1.2/ UNITS	1,644
TOTAL PARKING	4,749 STALLS

FAR	
SUBTOTAL SITE AREA *	786,503 SF (+/-)
SUBTOTAL GFA *	2,088,553 SF
FAR	2.66
FAR (with above grade parking)	3.95

* NOT INCLUDING KEYBANK & PRECISION TUNE PARCELS

PRECISIONS TUNE PARCEL AREA IS 20,161.12 SF

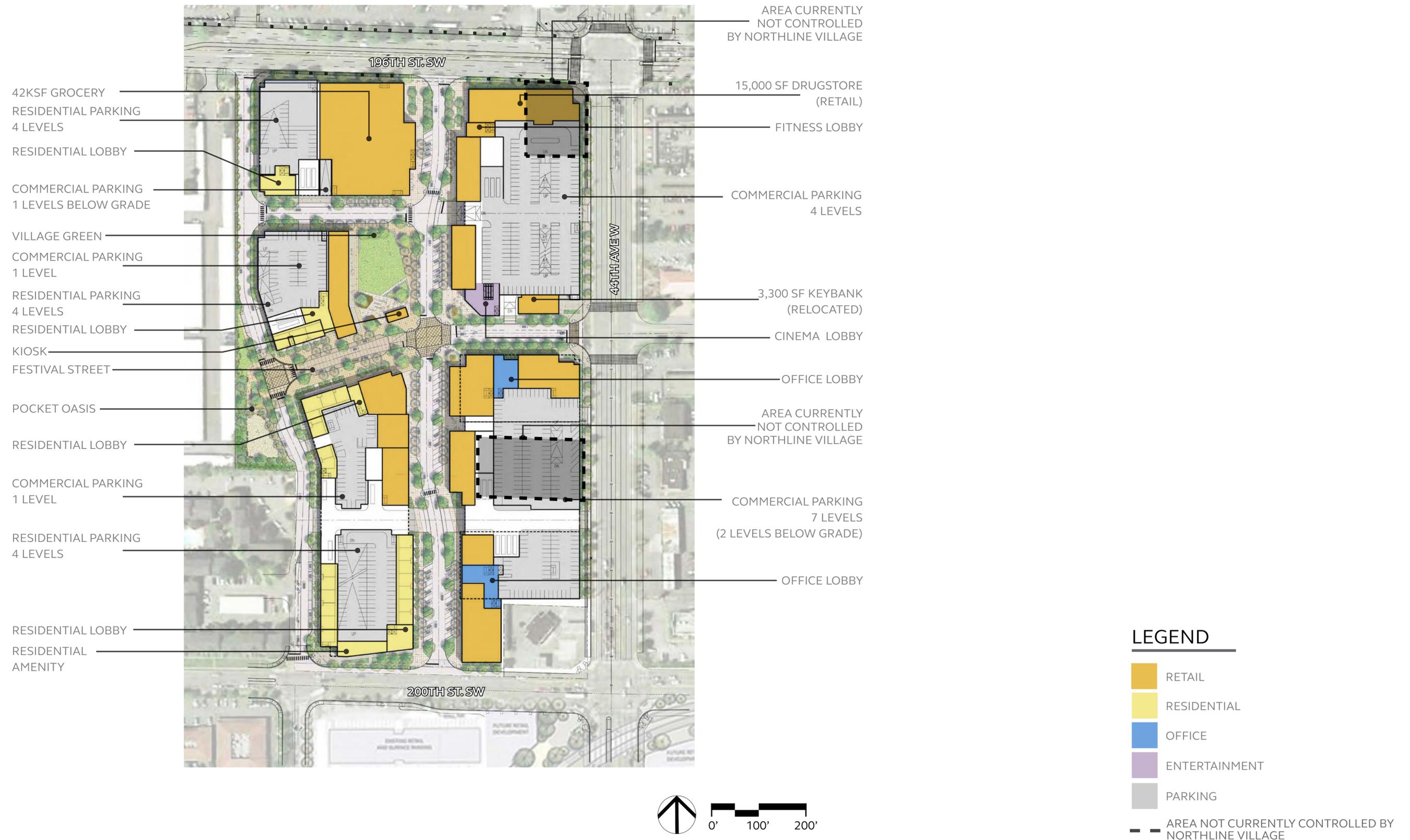
KEYBANK PARCEL AREA IS 26,982.62 SF



LEGEND

- EXISTING PROPERTY
- ANTICIPATED PARCEL LINE
- AREA NOT CURRENTLY CONTROLLED BY NORTHLINE VILLAGE

VI. PROGRAM AND USE - GROUND LEVEL USE

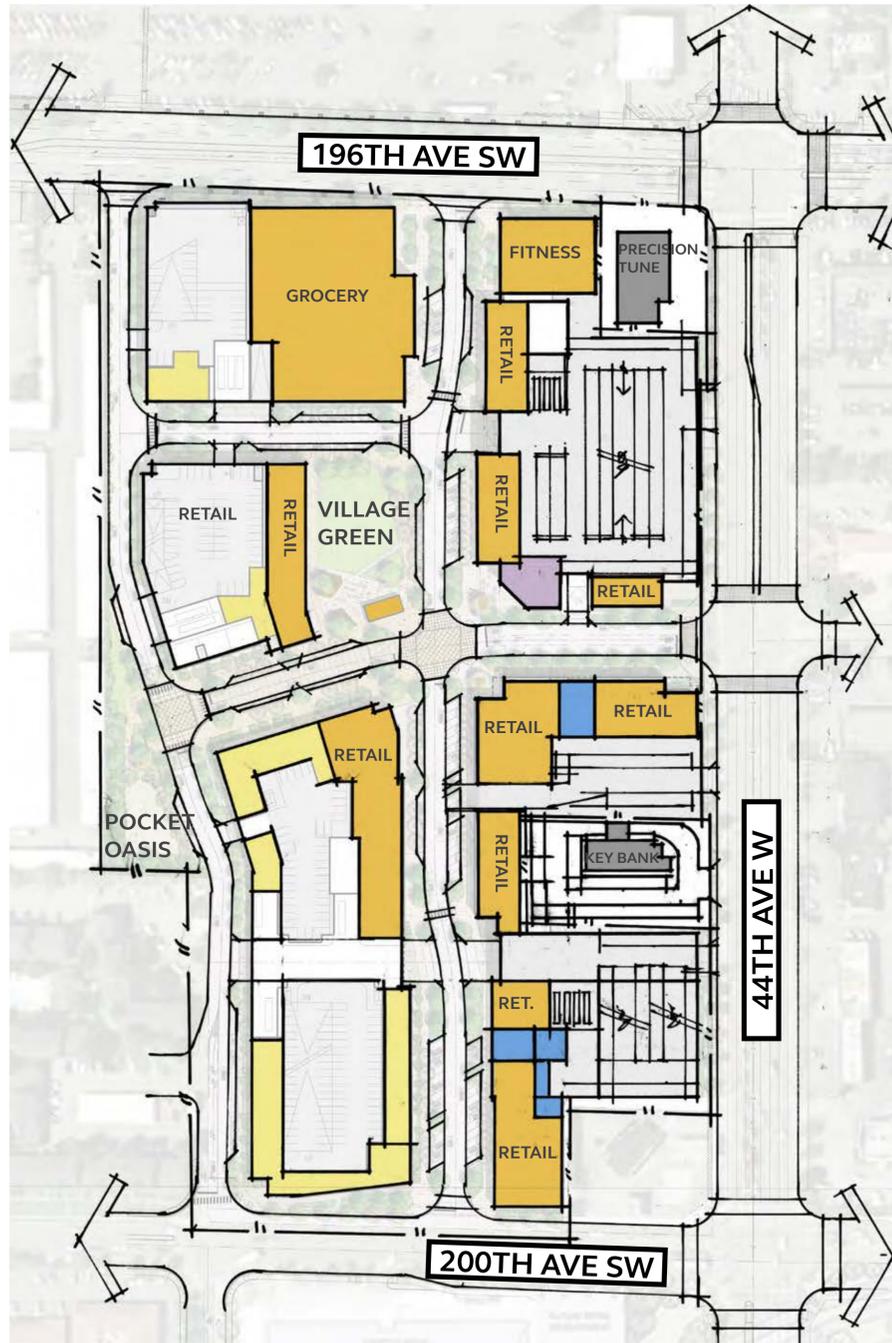


VI. PROGRAM AND USE - PROGRAM SUBTOTALS

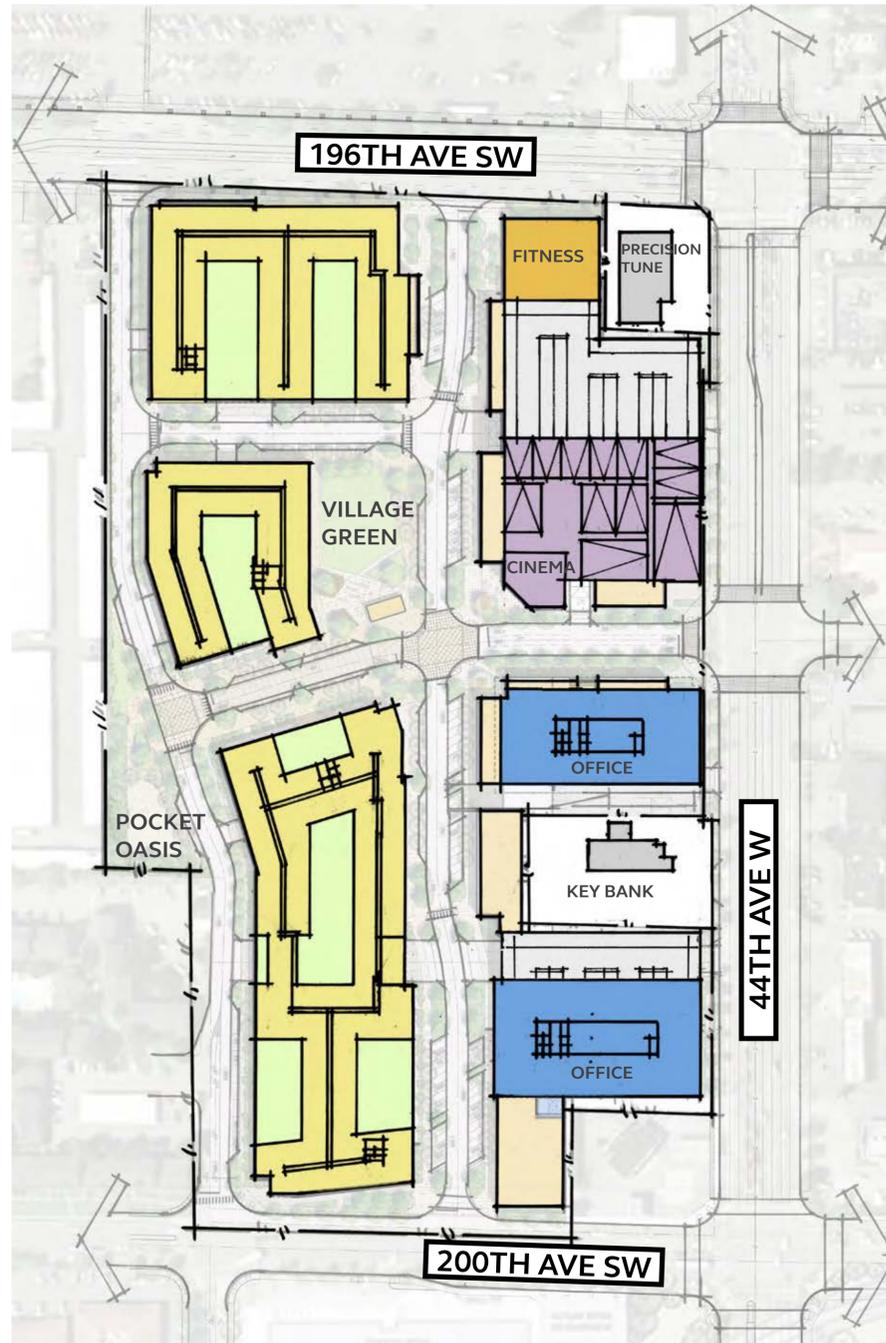
	RETAIL	RESIDENTIAL		ENTERTAINMENT	OFFICE	STRUCTURED PARKING					STREET PARKING	GROSS AREA - OVERALL	
	GROSS AREA (above grade)	GROSS AREA (above grade)	NET AREA *	UNIT COUNT	GROSS AREA (above grade)	GROSS AREA (above grade)	FLOOR AREA (above grade)	STALLS (above grade)	FLOOR AREA (below grade)	STALLS (below grade)	STALLS (total)	STALLS	(includes above grade parking sf)
LOT A	-	319,671	271,720	305	-	-	138,399	326	26,745	39	841	17	458,070
LOT B	20,769	330,829	281,205	340	-	-	105,643	306	58,030	170		12	457,241
LOT C	9,290	269,972	229,476	280	-	-	126,282	315	43,720	118	433	16	405,544
LOT D	42,447	423,822	360,249	445	-	-	194,339	519	72,667	202	721	12	660,608
LOT E	47,002	-	-	-	-	-	75,786	193	47,077	127	730	3	122,788
LOT F	9,823	-	-	-	50,254	-	107,677	251	68,159	159		10	167,754
LOT G	27,324	-	-	-	-	249,896	169,634	485	247,095	610	1,618	10	446,854
LOT H	15,885	-	-	-	-	271,569	103,420	305	78,894	218		13	390,874
DOG PARK											-	5	
SUBTOTALS	172,540	1,344,294	1,142,650	1,370	50,254	521,465	1,021,180	2,700	642,387	1,643	4,343	98	3,109,733
TOTALS WITH PRECISION TUNE PARCEL BUT NOT KEYBANK PARCEL													
SUBTOTALS	199,614	1,344,294	1,142,650	1,370	50,254	521,465	1,041,574	2,774	657,950	1,709	4,483	98	3,157,201
TOTALS WITH BOTH PRECISION TUNE PARCEL AND KEYBANK PARCEL													
SUBTOTALS	203,594	1,344,294	1,142,650	1,370	50,254	521,465	1,142,584	2,920	705,290	1,960	4,880	98	3,262,191

* Residential Net Area = 85% of Gross Area

VI. PROGRAM AND USE - CURRENT LAND AREA ALTERNATIVE PLANS



GROUND LEVEL PLAN



UPPER LEVEL PLAN

LEGEND

- RETAIL
- RESIDENTIAL
- OFFICE
- ENTERTAINMENT
- PARKING



PROJECT SUMMARY *

RETAIL, ENTERTAINMENT & OFFICE AREA	
RETAIL	172,540 SF
TOTAL RETAIL GFA	172,540 SF
ENTERTAINMENT	50,255 SF
TOTAL ENTERTAINMENT GFA	50,255 SF
PROF. OFFICE GFA	60,000 SF
OFFICE GFA	461,465 SF
TOTAL OFFICE GFA	521,465 SF
TOTAL COMMERCIAL GFA	744,260 SF
RESIDENTIAL AREA	
TOTAL UNITS	1,334 UNITS
TOWNHOMES	36 UNITS
TOTAL UNITS	1,370 UNITS
TOTAL RESIDENTIAL GFA	1,344,295 SF
PARKING	
RETAIL @ 4/ 1,000	814
OFFICE @ 3.5/ 1,000	1,750
PROF. OFFICE @ 5/1,000	108
CINEMA	500
RESIDENTIAL @ 1.2/ UNITS	1,645
TOTAL PARKING	4,820 STALLS
FAR	
SUBTOTAL SITE AREA *	786,503 SF (+/-)
SUBTOTAL GFA *	2,088,553 SF
FAR	2.66
FAR (with above grade parking)	3.95

* NOT INCLUDING KEYBANK & PRECISION TUNE PARCELS

PRECISIONS TUNE PARCEL AREA IS 20,161.12 SF

KEYBANK PARCEL AREA IS 26,982.62 SF

VI. PROGRAM AND USE - FAR SUMMARY

CALCULATION WITHOUT ABOVE GRADE PARKING

CALCULATION WITH ABOVE GRADE PARKING (for comparison only) ¹

	PROGRAM	TOTAL SITE AREA	PROPOSED SUBTOTAL GFA ¹	PROPOSED FAR ⁴	MAX FAR ⁴	SUBTOTAL GFA ¹	FAR ⁴	MAX FAR ⁴
LAND AREA OF CURRENT SITE	Residential	786,503	1,344,294	1.71	3.00	1,869,106	2.37	3.00
	Commercial		744,259	0.95	2.00	1,240,627	1.58	2.00
	Combined		2,088,553	2.66	5.00	3,109,733	3.95	5.00
CURRENT SITE + PRECISION TUNE	Residential	806,664 ²	1,344,294	1.67	3.00	1,869,106	2.32	3.00
	Commercial		771,333	0.96	2.00	1,288,095	1.60	2.00
	Combined		2,115,627	2.62	5.00	3,157,201	3.92	5.00
CURRENT SITE + PRECISION TUNE + KEYBANK	Residential	833,646 ³	1,344,294	1.61	3.00	1,869,106	2.25	3.00
	Commercial		775,313	0.93	2.00	1,393,085	1.67	2.00
	Combined		2,119,607	2.54	5.00	3,262,191	3.92	5.00

1. Space dedicated to parking is excluded from floor area calculations per LMC Table 21.60.1: Floor Area Ratio (FAR) note b.
2. Precision Tune parcel = 20,161 sf
3. Precision Tune parcel + KeyBank parcel= 47,144 sf
4. Per LMC 21.60.400.D. note c, allowable FAR for non-residential and residential use shall be added together for the respective use types within a mixed use residential project, to provide for a combined FAR total.

VI. PROGRAM AND USE - LOT A AND LOT B PROGRAM

LOT A & B SUMMARY

RETAIL AREA

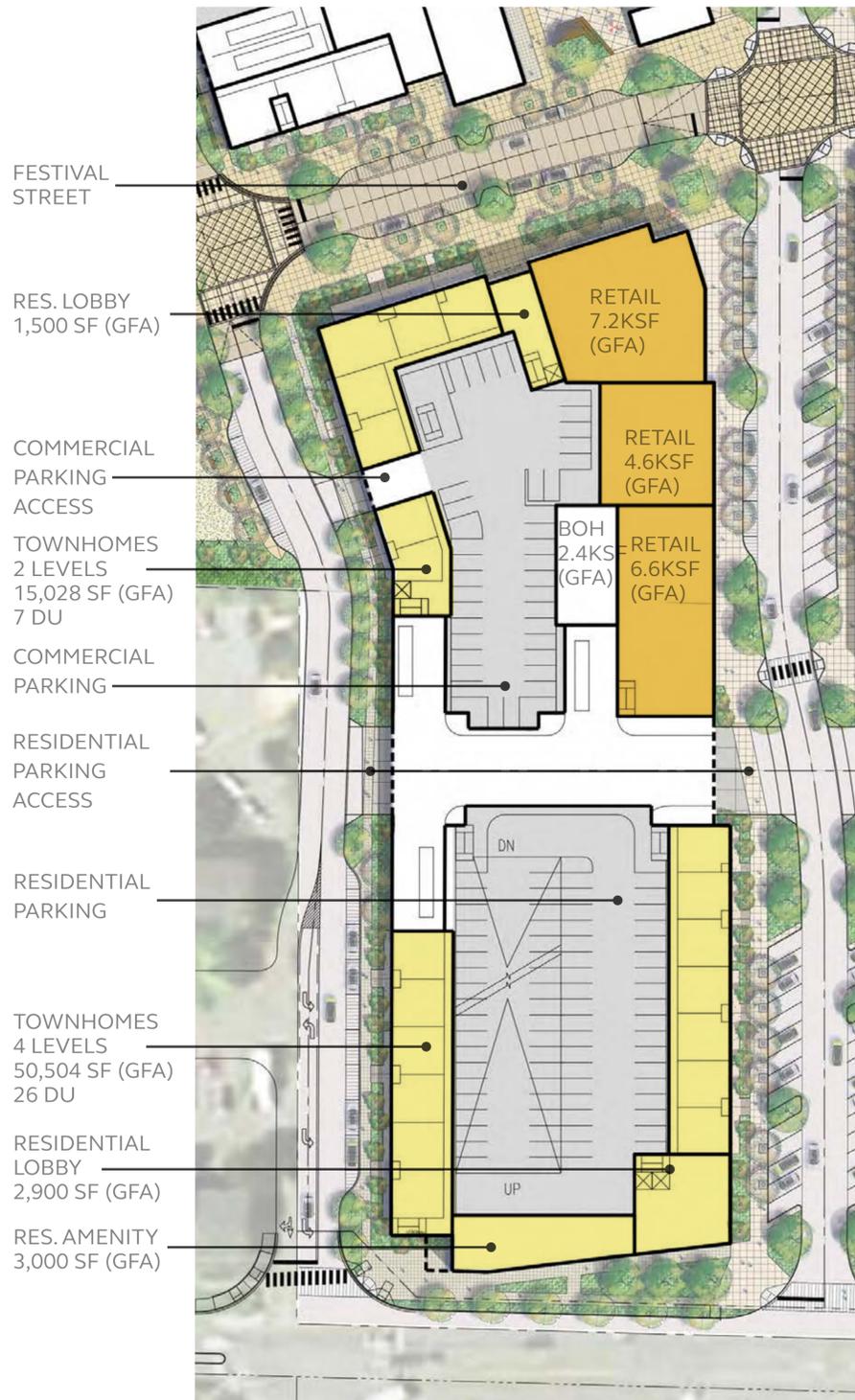
RETAIL/ F&B	20,770 SF
TOTAL GFA	20,770 SF

RESIDENTIAL AREA

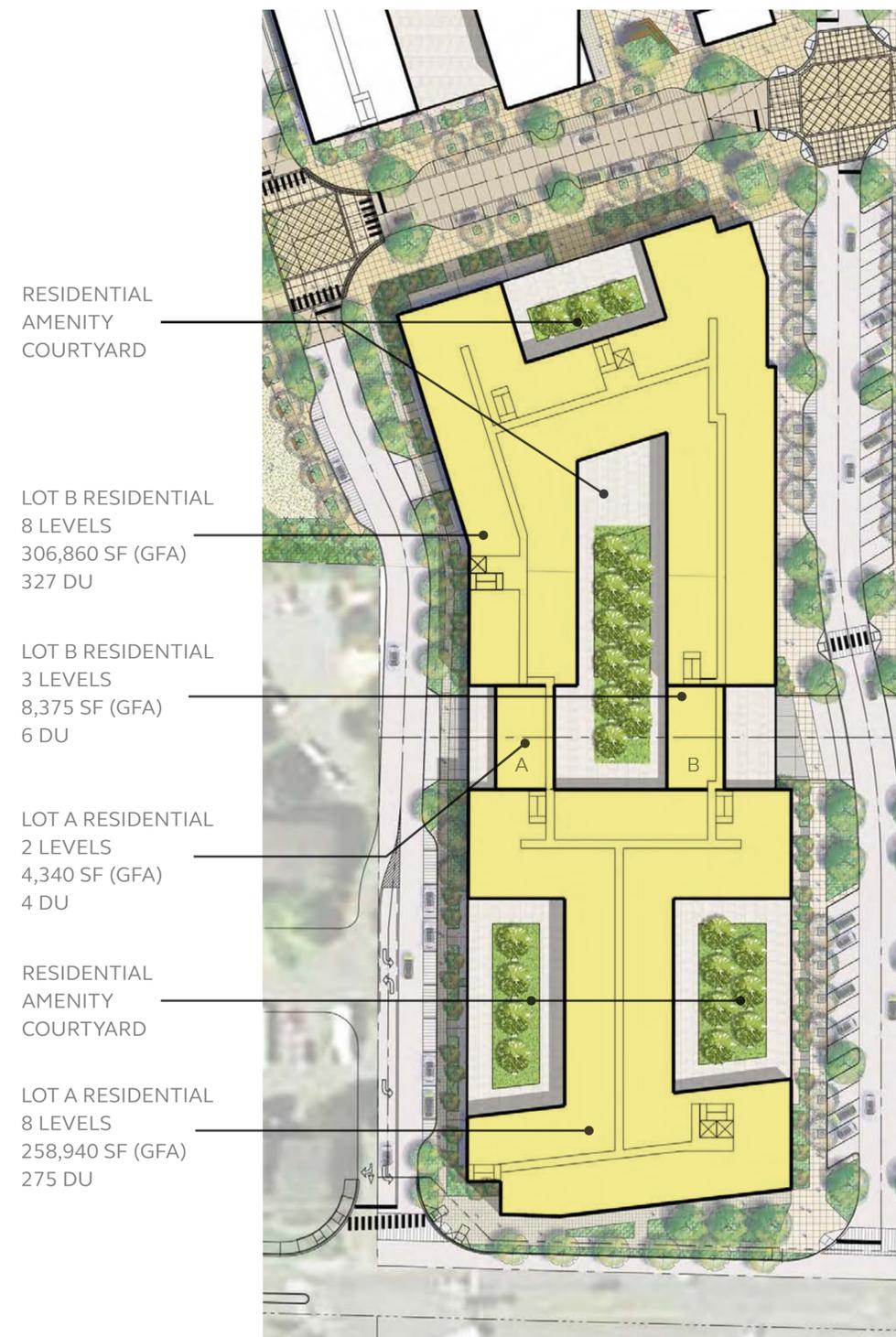
LOT A UNITS	279 UNITS
LOT B UNITS	333 UNITS
LOT A TOWNHOMES	26 UNITS
LOT B TOWNHOMES	7 UNITS
TOTAL UNITS	645 UNITS
TOTAL RESIDENTIAL GFA	650,500 SF

PARKING

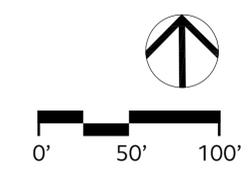
RETAIL @ 4/ 1,000	83
RESIDENTIAL @ 1.2/ UNITS	774
TOTAL PARKING	857 STALLS



GROUND LEVEL PLAN

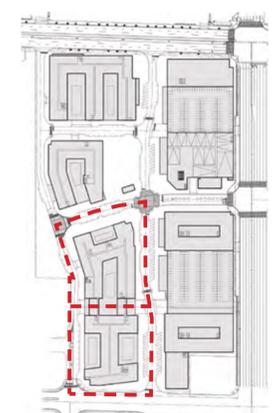


TYPICAL UPPER LEVEL PLAN



LEGEND

- RETAIL
- RESIDENTIAL
- PARKING



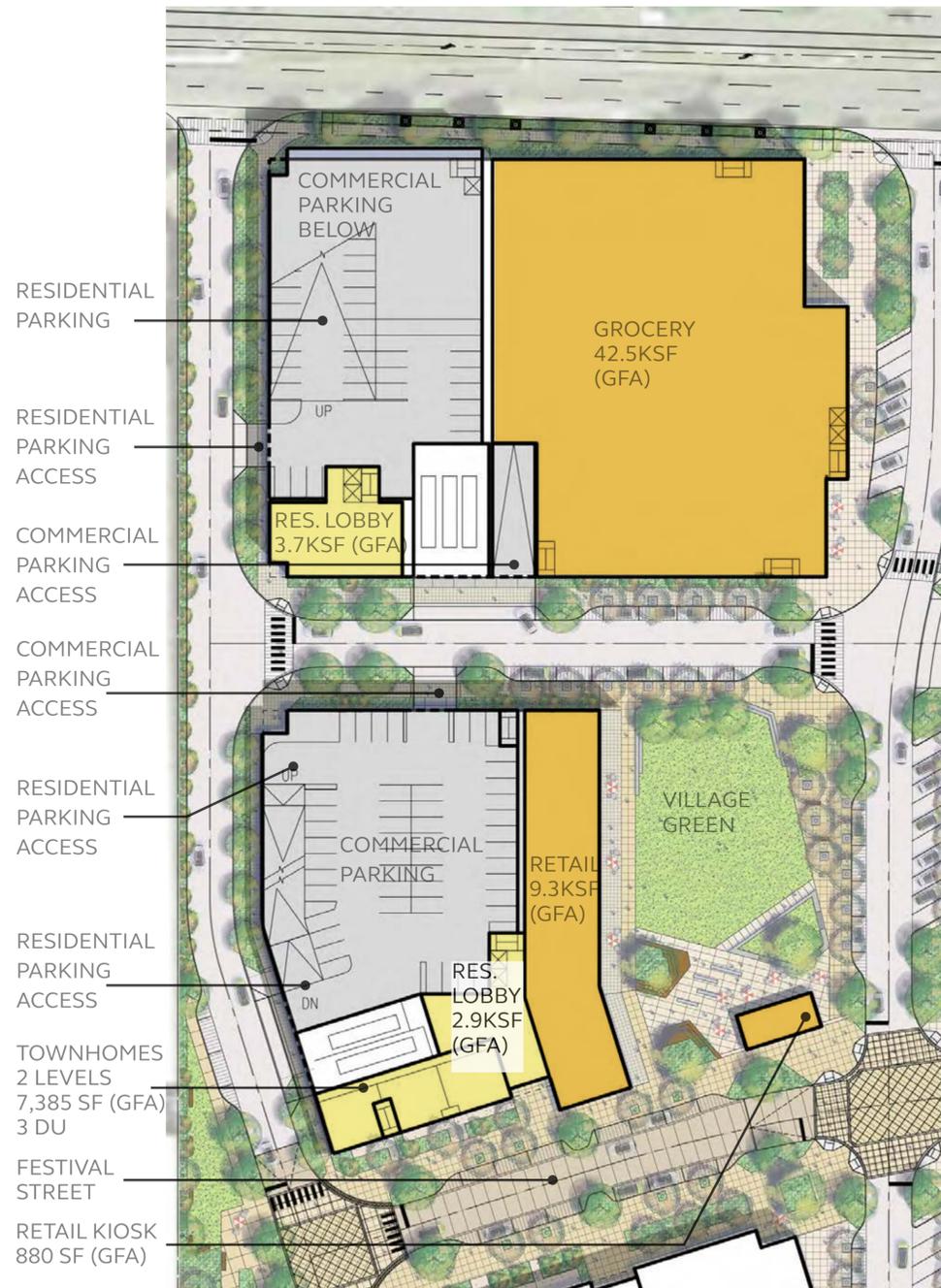
VI. PROGRAM AND USE - LOT C AND LOT D PROGRAM

LOT C & D SUMMARY

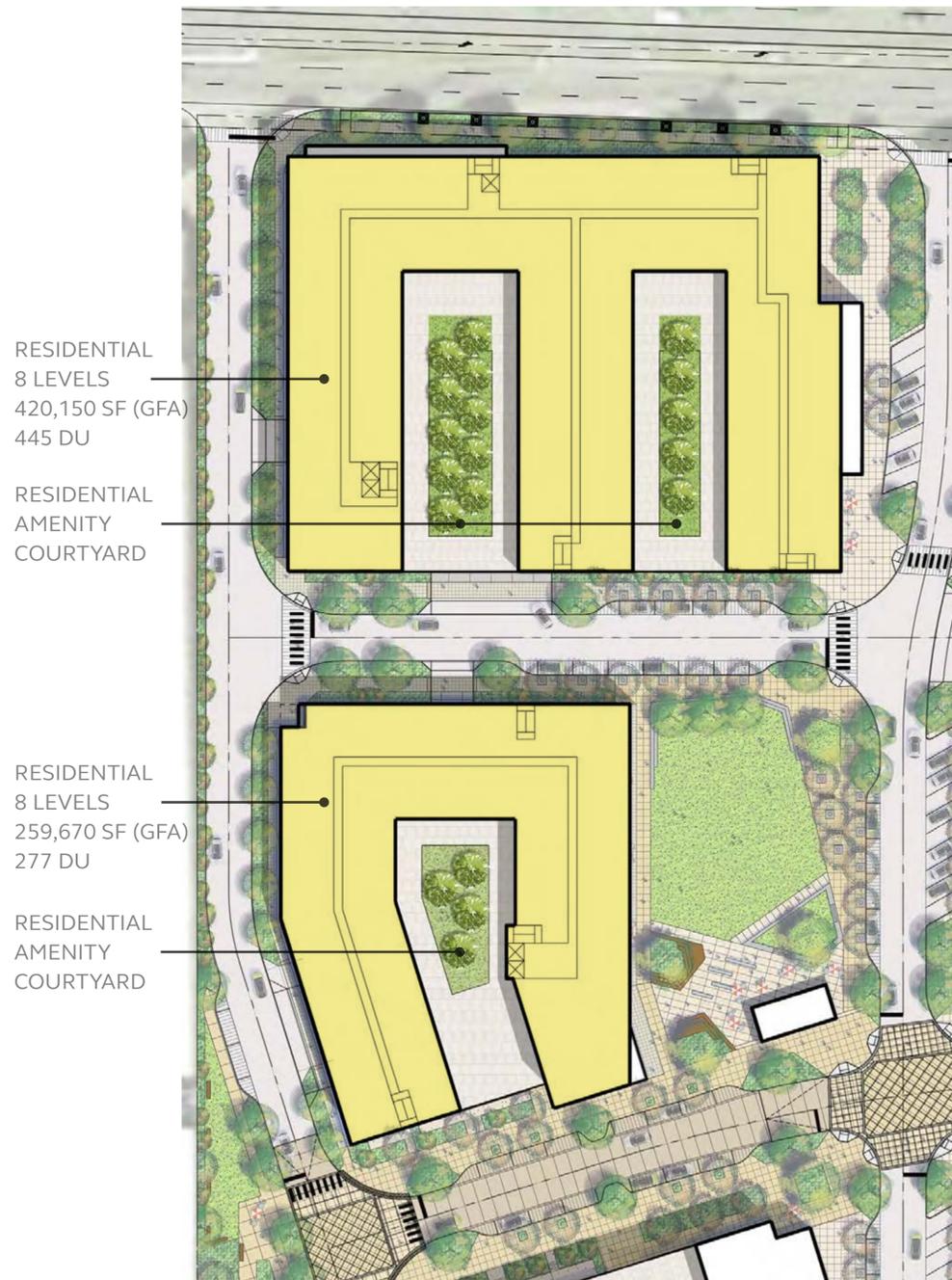
RETAIL AREA	
RETAIL/ F&B	51,735 SF
TOTAL GFA	51,735 SF

RESIDENTIAL AREA	
LOT C UNITS	277 UNITS
LOT D UNITS	445 UNITS
LOT C TOWNHOMES	3 DU
TOTAL UNITS	725 UNITS
TOTAL RESIDENTIAL GFA	693,795 SF

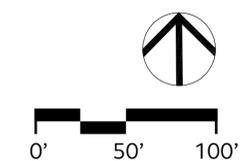
PARKING	
RETAIL @ 4/ 1,000	207
LOT C RESIDENTIAL @ 1.2/ UNITS	336
LOT D RESIDENTIAL @ 1.2/ UNITS	534
TOTAL PARKING	1,081 STALLS



GROUND LEVEL PLAN

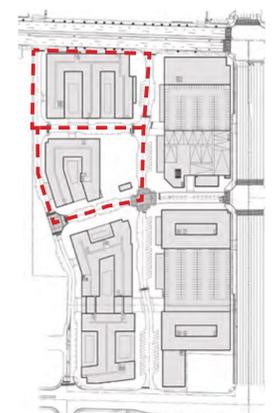


TYPICAL UPPER LEVEL PLAN

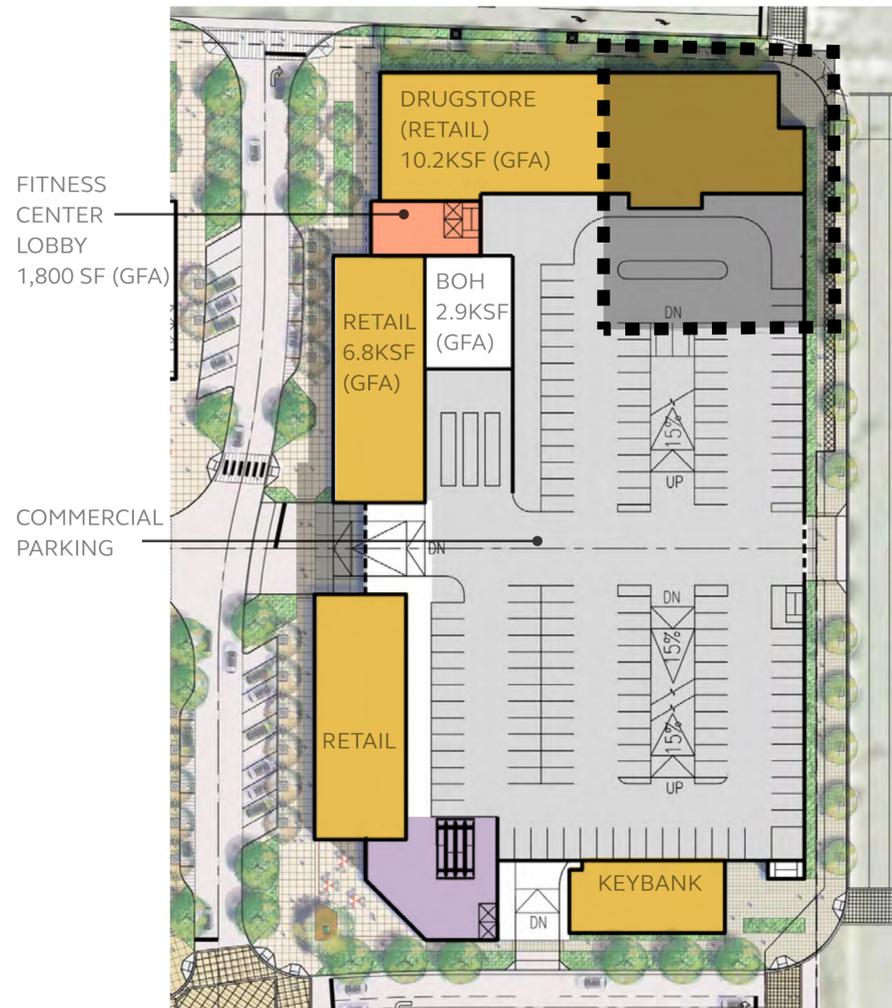


LEGEND

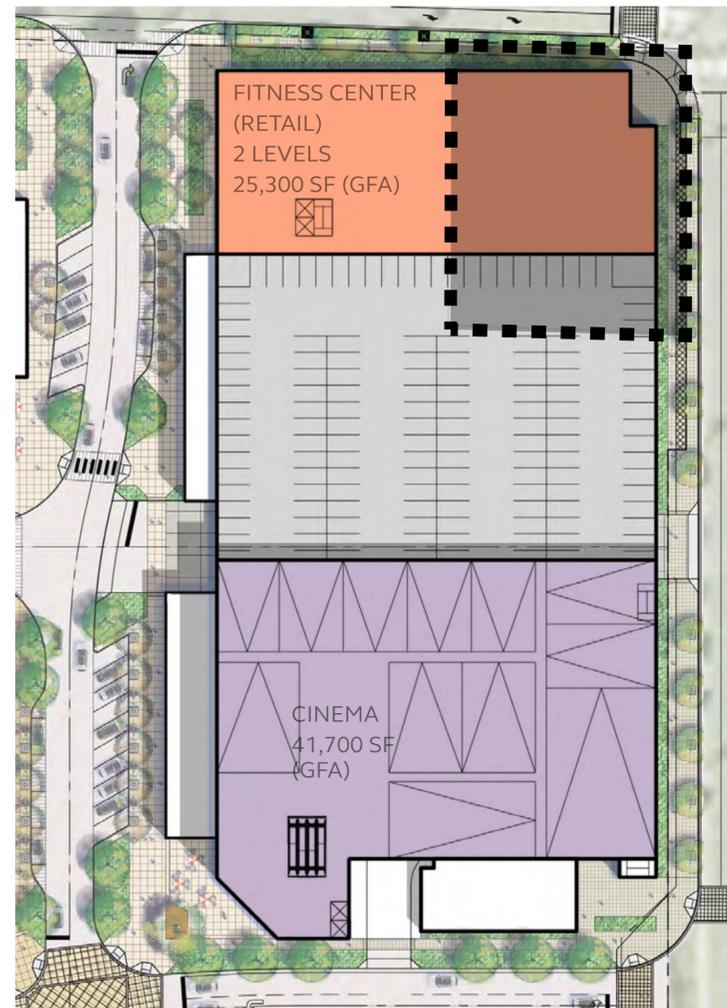
- RETAIL
- RESIDENTIAL
- PARKING



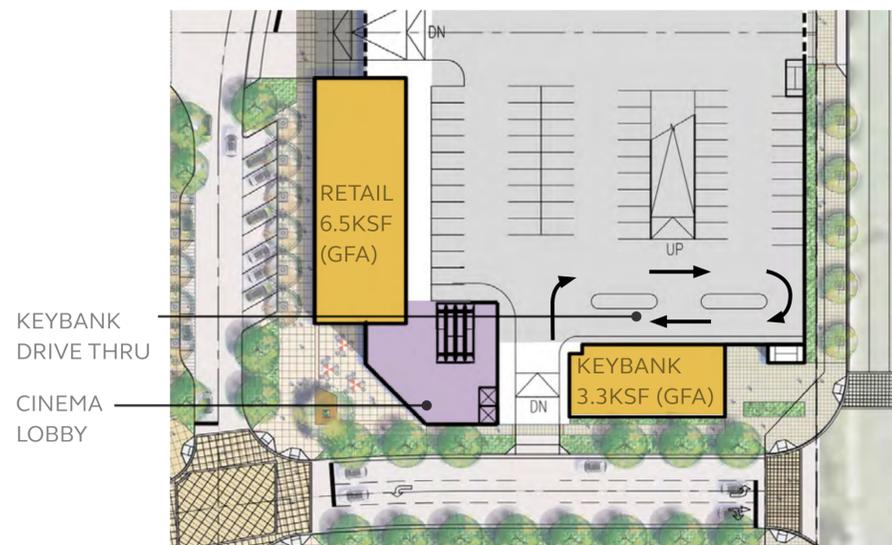
VI. PROGRAM AND USE - LOT E AND LOT F PROGRAM



UPPER GROUND LEVEL PLAN



TYPICAL UPPER LEVEL PLAN



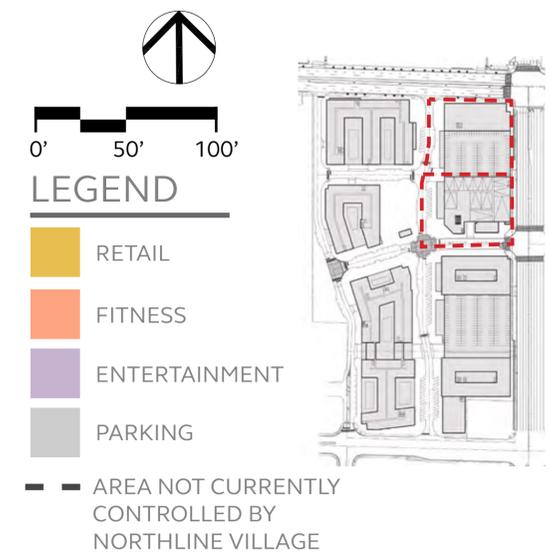
LOWER GROUND LEVEL PLAN

LOT E & F SUMMARY *

RETAIL, ENTERTAINMENT AREA	
RETAIL	29,725 SF
FITNESS CENTER	27,100 SF
TOTAL RETAIL GFA	56,825 SF
CINEMA	50,255 SF
TOTAL ENT. GFA	50,255 SF
TOTAL GFA	107,020 SF

PARKING	
RETAIL @ 4/ 1,000	227
CINEMA	500
TOTAL PARKING	727 STALLS

* NOT INCLUDE PRECISION TUNE PARCEL.
PRECISION TUNE PARCEL AREA IS 20,161.12 SF



VI. PROGRAM AND USE - LOT G AND LOT H PROGRAM

LOT G & H SUMMARY *

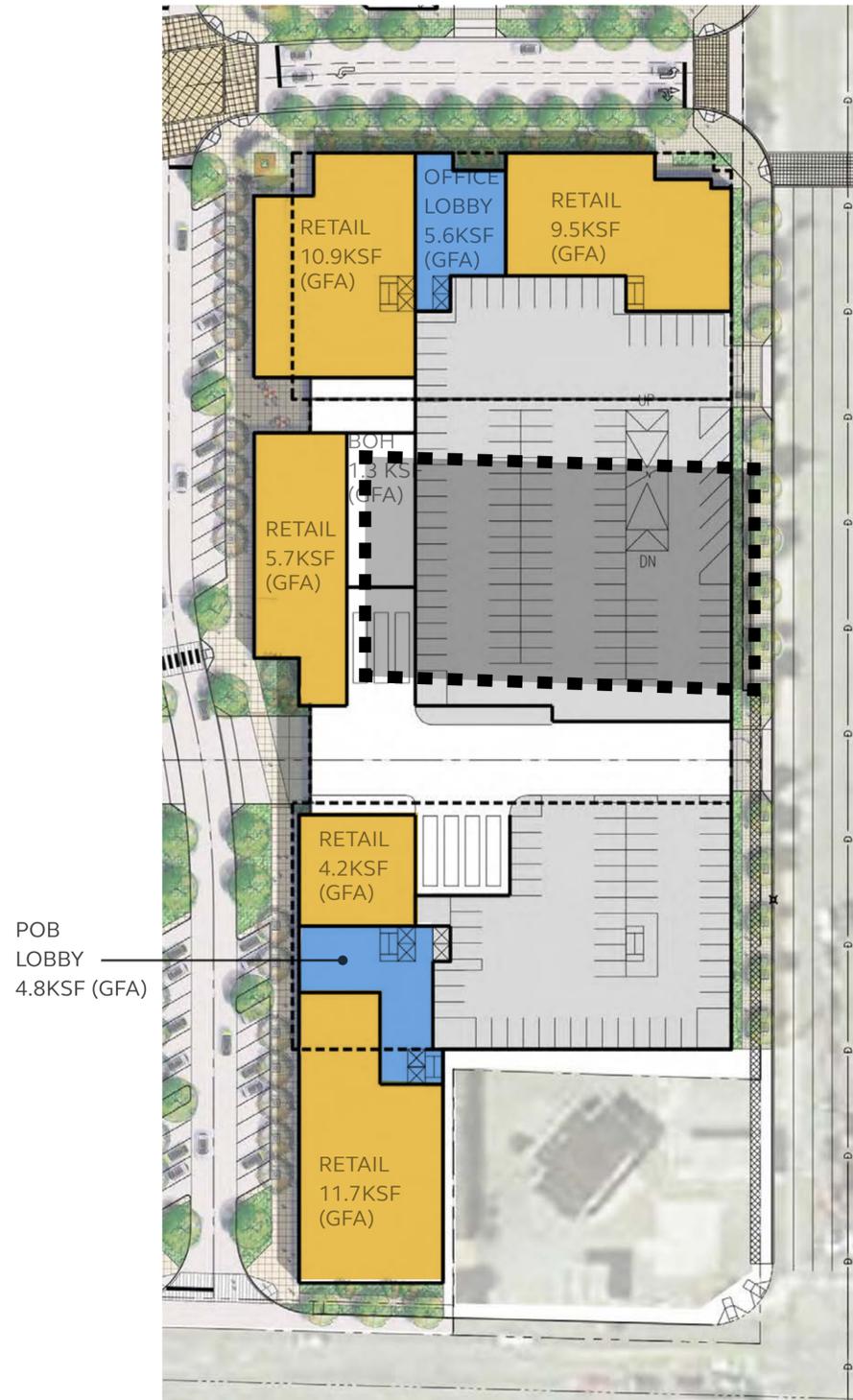
RETAIL & OFFICE AREA

RETAIL/ F&B	43,210 SF
TOTAL RETAIL GFA	43,210 SF
PROF. OFFICE GFA	60,000 SF
OFFICE GFA	461,465 SF
TOTAL OFFICE GFA	521,465 SF
TOTAL COMMERCIAL GFA	564,675 SF

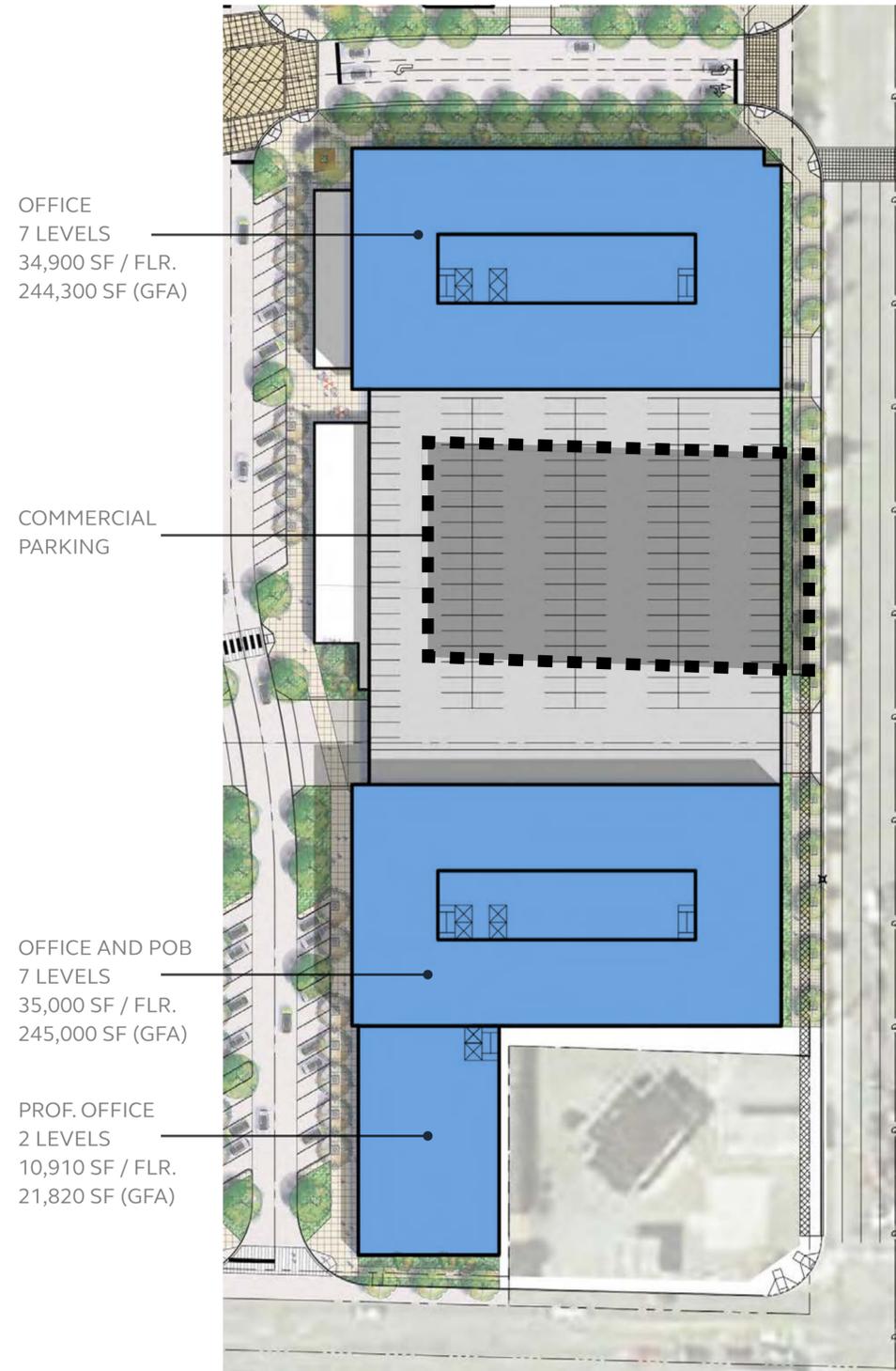
PARKING

RETAIL @ 4/ 1,000	173
OFFICE @ 3.5/ 1,000	1,615
PROF. OFFICE @ 5/1,000	300
TOTAL PARKING	2,088 STALLS

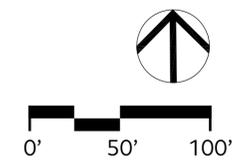
* NOT INCLUDE CURRENT KEYBANK PARCEL.
CURRENT KEYBANK PARCEL AREA IS 26,982.62 SF



GROUND LEVEL PLAN



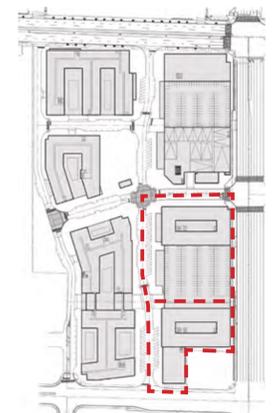
TYPICAL UPPER LEVEL PLAN



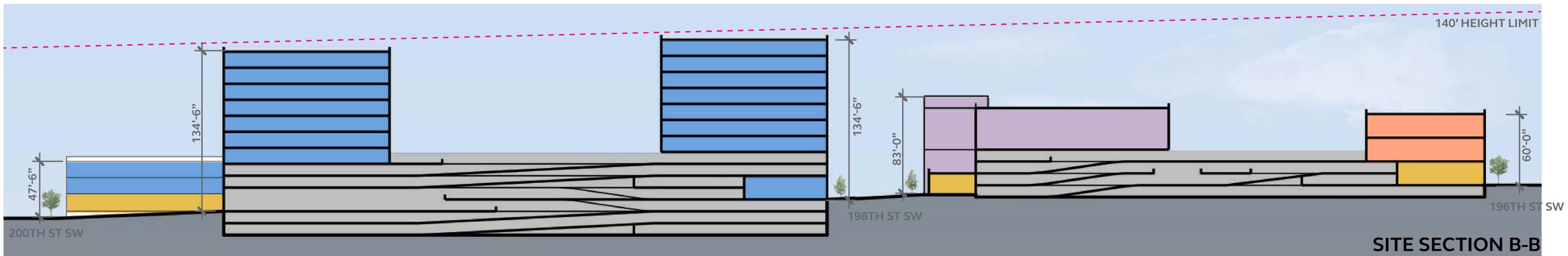
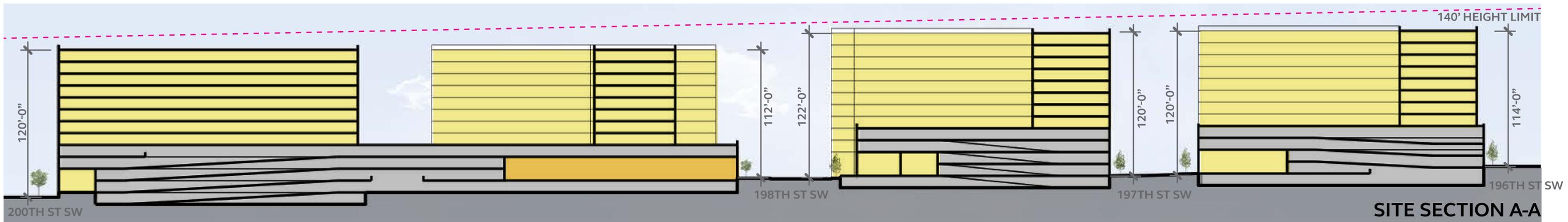
LEGEND

- RETAIL
- OFFICE
- PARKING

--- AREA NOT CURRENTLY CONTROLLED BY NORTHLINE VILLAGE



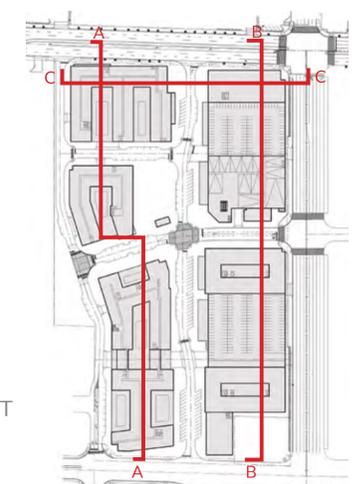
VI. PROGRAM AND USE - SITE SECTIONS



LEGEND

- RETAIL
- FITNESS
- RESIDENTIAL
- OFFICE
- ENTERTAINMENT
- PARKING

KEY PLAN



* These sections are conceptual and subject to change and will confirm to the height limits of the zone.

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VII. BUILDING CHARACTER

VII. BUILDING CHARACTER - NARRATIVE



DESIGN NARRATIVE

Northline Village is centered at the crossroad of the City of Lynnwood and the emerging City Center core. As a catalyst for the revitalization of City Center, Northline Village establishes a new urban context for future development.

Northline Village will be City Center’s key urban district: walkable, vibrant, welcoming, and evolving. The design concept complements the local context, creating an environment that seamlessly blends the comforts of the community and an urban contemporary attitude.

An eclectic mix of bold, forward-thinking design and northwest aesthetics enhance the urban feel and create a sense of place for visitors and residents to live, work, and play enjoying memorable experiences time and time again.

Each building or phase will be required to follow the Project Design Review (LMC 21.25) for approvals. Thus ensuring that each phase of the development will meet the City Center Subarea Plan, LMC 21.60 City Center, and City Center Design Guidelines.



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VIII. ZONING

VIII. ZONING - COMPLIANCE WITH LYNNWOOD ZONING CODE

	GENERAL STANDARDS	REQUIREMENTS LMC 21.60.200.B	COMPLIANCE OR DEVIATIONS	DESIGN RATIONALE
Zone	City-Center District West			
Uses	This zone is envisioned to have a mixture of higher density housing, retail, restaurant and offices contained within mid-rise and high-rise buildings.	A public open space will anchor the zone in the form of the Village Green Park. 2018 Parks Plan update suggested flexibility in terms of size and configuration of the Village Green. LMC 21.60.300.C: Ground floor principle uses shall be occupiable spaces, except parking may occupy the ground floor provided that it is not facing a street frontage. LMC 21.60.300.D: Buildings directly fronting the Promenade St., no less than 40% of the lineal frontage shall be street level retail.	Proposed uses will comply with code requirements; providing the mixed-use development with retail / residential uses at grade and the Village Green Park. The deviations occur with the structured parking uses at street level along 44 Ave W subject to the terms of the development agreement and design guidelines established on pages (page 57 and 58) of this Conceptual Guide Plan.	Structured parking uses at grade are placed along 44th Ave W with the purpose to quickly and efficiently allow people to park their vehicles as they enter the project. Pushing the retail uses to 45th rather than 44th, will help enhance the retail experience by the concentration of retail into a vibrant pedestrian oriented retail street and improve the retail viability. See Exhibit B (page 57 and 58) for use of enhanced landscaping and screening along 44th.
Height		LMC 21.60.400.A.1-2: Base Maximum Building Height No less than 30 ft. high. No more than 140 ft. high.	Proposed buildings will comply. Only the retail kiosk building in the Village Green is proposed to be a 1-story building, less than 30 ft. in height.	The rationale for the kiosk is for a special building type that needs to be at a human scale within the Village Green. It is not located on a public street, thus not functioning in the way the code was intended for city street buildings to hold the street edges above a 30 ft high datum. See Exhibit A (page 56) for the Kiosk Building design references.
Setbacks		LMC 21.60.400.B.1-3: All buildings shall be located at the property line. No interior side or rear setbacks required.	The project for all proposed buildings at the perimeter public streets to comply with the code. Increased setbacks are proposed at above grade parking structures along 44th Ave W. Buildings along the internal private streets will deviate slightly, depending on location and street type.	Setbacks deviations are only an increase to enhance the pedestrian experience and increase landscape buffers to soften building walls where no street level retail occurs. Exhibit C (page 59) for Streetscape Enhancements.

VIII. ZONING - COMPLIANCE WITH LYNNWOOD ZONING CODE

	GENERAL STANDARDS	REQUIREMENTS LMC 21.60.200.B	COMPLIANCE OR DEVIATIONS					DESIGN RATIONALE
Density (FAR)	Base Maximum Floor Area	<p>Commercial Floor Area: (LMC 21.60.400.C.1) Maximum allowable FAR: 2.0 Maximum with Bonuses: 3.0 Residential Floor Area: (LMC 21.60.400.C.1) Maximum allowable FAR: 3.0 Maximum with Bonuses: 5.0</p> <p>* LMC 21.60.400.C Note D: Allowable FAR for non-residential and residential uses shall be added together for the respective use types within a mixed use residential project, to provide for a combined FAR total.</p>		Proposed GFA	"As of Right" FAR (new construction)	Maximum FAR with Bonus	Proposed	
			Residential	1,344,294	3	5	1.71	
			Commercial	744,259	2	3	0.95	
			Combined	2,088,553	5	8	2.66	
			* No density bonuses are being requested					
			** Based on current site only					
Street Scope and Edges		<p>LMC 21.60.500: Street Types will follow table 21.60.4 and the CC-SCP. CC-DG page 5: Curb cuts shall not be located along the Promenade Street, unless no other access to a property is available. CC-DG Pages 18-20: Buildings shall be oriented to adjacent streets rather than parking lots/structures. Entrances to buildings shall be visible from the street and oriented toward the sidewalk. Ground level facades have transparency requirements to ensure sidewalk activities. CC-DG Page 23: Blank walls of more than 30 ft. have required features. On the Promenade St., 10 ft. or more of blank space has required features.</p>	<p>The proposed project will comply with streetscape requirements except for a curb cut proposed along 198th St. (Promenade St.) between 44th Ave W and 45th Ave W. The purpose is to gain access to retail structured parking and a drive-thru for a bank branch in the commercial building. Additional sidewalk/walk zone width is proposed for all street frontages. Additional landscape buffers are proposed for some building edges.</p>					<p>The access point on 198th helps to siphon off the retail parking traffic before getting into the heart of the project (thus improving the pedestrian environment). The bank drive through is contained within the structured parking thus shielding it from public streets. Access and circulation are improved and more efficient by using the access point off 198th. See Exhibit C (page 59) for Streetscape Enhancements detailed plans. Additional landscape buffer is proposed to soften scale of structured parking impacts along 44th Ave W. See page 26 and page 27 for 44th Ave W Parking Structure Landscape Buffer.</p>
Open Space		<p>CC-DG Page 15: Each new building to provide open space/ public plaza in an amount at least equal to 1% of the sum of the building area and site area. This requirement may be combined with the Promenade Walkway or Community Gateways requirements. CC-DG Page 16: Special features shall be provided at the corner of sites abutting Prominent Intersections.</p>	<p>The proposed project will comply with open space requirements. Open space requires 28,751 SF (744,259 (comm)+ 1,344,294 (resi) + 786,503 (site) = 2,875,056 SF x 1% = 28,751 SF = 0.66 Acres)*</p> <p>See page 28 for areas of compliance. In the proposed Conceptual Guide Plan, 2.83 acres of open space plus 1.83 acres of private open space (in the multifamily areas) are provided to meet the open space requirement.</p> <p>* Based on current site only</p>					

VIII. ZONING - COMPLIANCE WITH LYNNWOOD ZONING CODE

	GENERAL STANDARDS	REQUIREMENTS LMC 21.60.200.B	COMPLIANCE OR DEVIATIONS	DESIGN RATIONALE
Parking		LMC 21.60.400.D: Required Parking Stalls Ratios: Residential: Min. 0.5 per unit, Max. 3.0 per unit; Retail: Min.3.0 per 1,000, Max. 4.0 per 1,000; Offices: Min. 2.0 per 1,000, Max. 4.0 per 1,000; Offices serving customers: Min. 3.0 per 1,000, Max. 4.0 per 1,000. CC-DG page 26: Parking structures to be screened to appear like buildings rather than open parking garages.	The proposed project will follow the code requirements, but our Conceptual Guide Plan used a set of assumptions for illustrative and site planning purposes only. Below are those assumptions. Residential at 1.2 per unit; Retail at 4.0 per 1,000 GSF; Office at 3.5 per 1,000 GSF; Professional office at 5.0 per 1,000 GSF. A 10 ft landscape buffer along 44th Ave W will help satisfy this requirement.	The intent is to park the project per the flexibility provided in the code and the DA (Development Agreement). The actual amount of parking will be subject to parking utilization and shared use analysis for each phase of the project. Retail parking will be sized and controlled to allow for visitors of the Park Spaces and Open Spaces while preventing long term commuter overflow parking. The section for the landscape buffer along 44th Ave W can be found on page 26 and page 27.
Vehicle Connections	To allow private vehicular connections through blocks between private streets.	CC-DG page 13: Vehicle connections shall be a maximum of 2 lanes (max. 10 ft wide). Angled parking may be on only one side of the vehicular connection.	At the 198th and 44th intersection a proposed third lane for left turning purposes is required. Lane widths of 13' are proposed throughout the project. At 45th Ave W (a private internal street) there is proposed angled parking on both sides of street between 198th St SW and 200th St SW.	Adding a third lane for left turning purposes is essential for safety and keeping traffic flowing through the intersection. The increase of width of the streets allows for truck movement to the different retail service locations. The double-sided angled parking along 45th Ave W is intended to help increase the convenience parking to help the retail that is farther from the heart of the project.
Roof Forms		CC-DG Page 24: Buildings between 40 ft. and 140 ft. should incorporate distinct roof features.	Proposed buildings will comply.	

VIII. ZONING - KIOSK DESIGN RATIONAL - EXHIBIT A

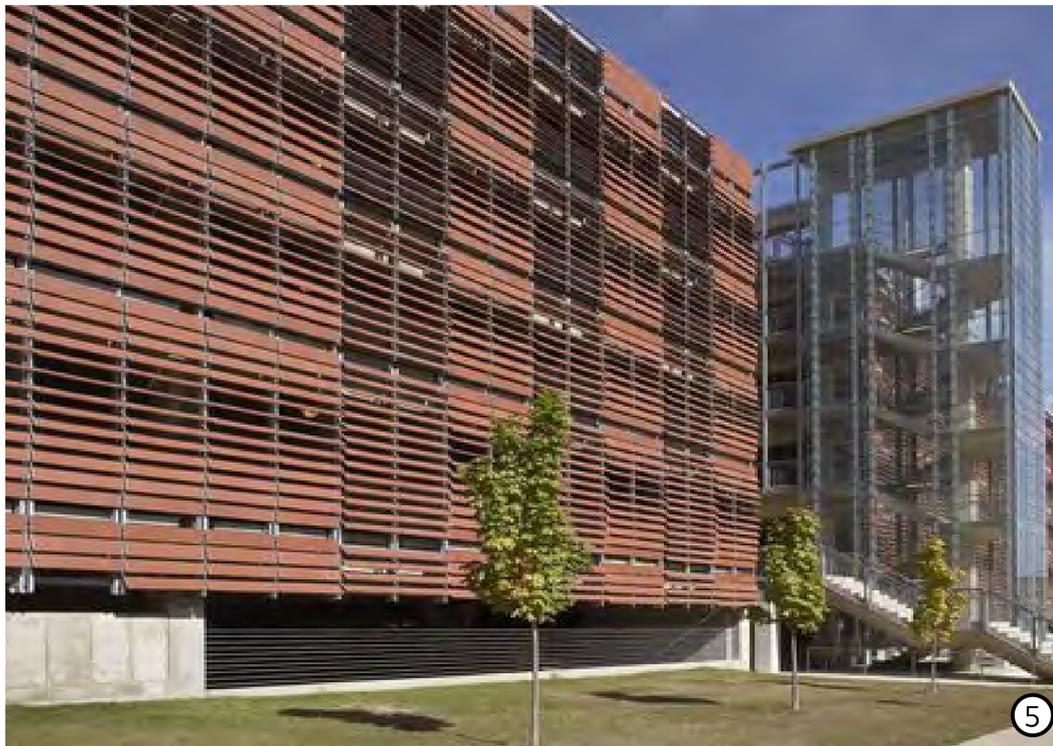


KIOSK DESIGN GUIDELINES

- Flexible design solution.
- Four-sided design solution.
- One-story building height (under 24'-0").
- High quality design and materials.
- Open and approachable design (high transparency).
- Design connects interior to exterior spaces.
- Design dictated by tenant and subject to market factors.



VIII. ZONING - PARKING SCREENING DESIGN RATIONAL - PREFERRED OUTCOMES - EXHIBIT B1



PARKING SCREENING DESIGN GUIDELINES

Parking screening along 44th Avenue shall prioritize:

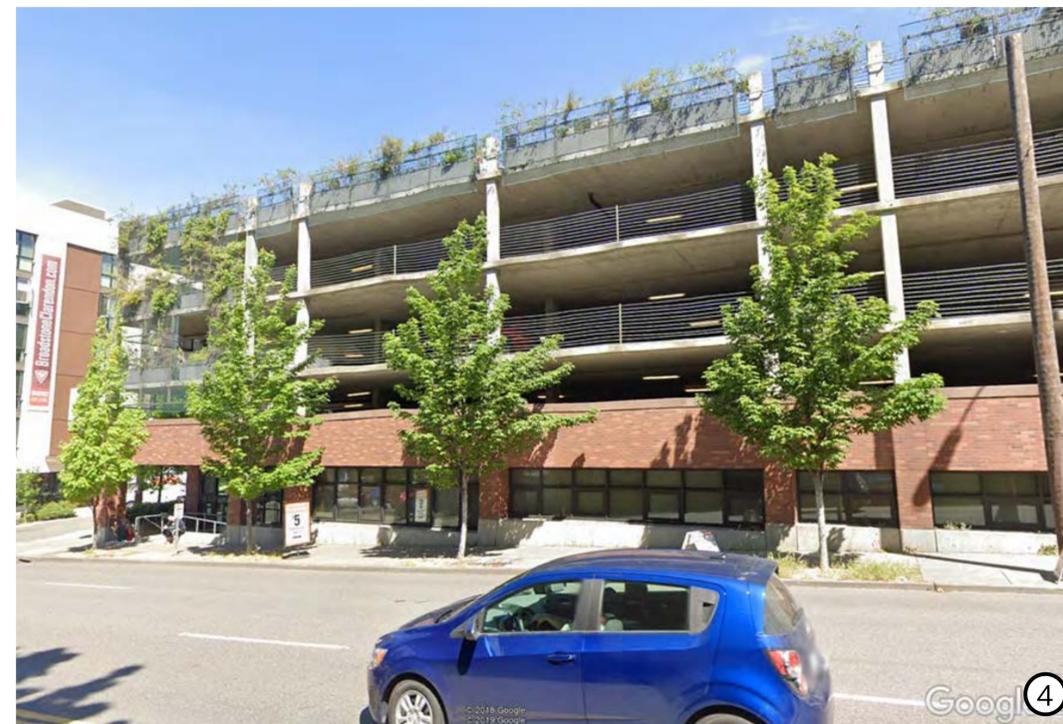
- Use high quality design and materials
- Integration into building's overall composition
- As appropriate with overall building design, explore the use of artistic and structural elements and articulation to provide visual interest.
- Provide for adequate landscape zone between sidewalk and structure that will include layered strategy of multiple layers and levels of vegetation
- Include permanent irrigation for long-term health of vegetative walls

VIII. ZONING - PARKING SCREENING DESIGN OPTIONS TO BE AVOIDED - EXHIBIT B2

PARKING SCREENING BAD PRECEDENTS

Parking screening along 44th Avenue shall not include :

- Unarticulated and excessive blank facades (Example 1, 3)
- Open parking bays without architectural or landscaping features (Example 1,4)
- Vegetative screens without permanent irrigation systems (Example 2)



VIII. ZONING - STREETSCAPE DESIGN ENHANCEMENTS - EXHIBIT C

CITY CENTER STREETSCAPE TYPES:

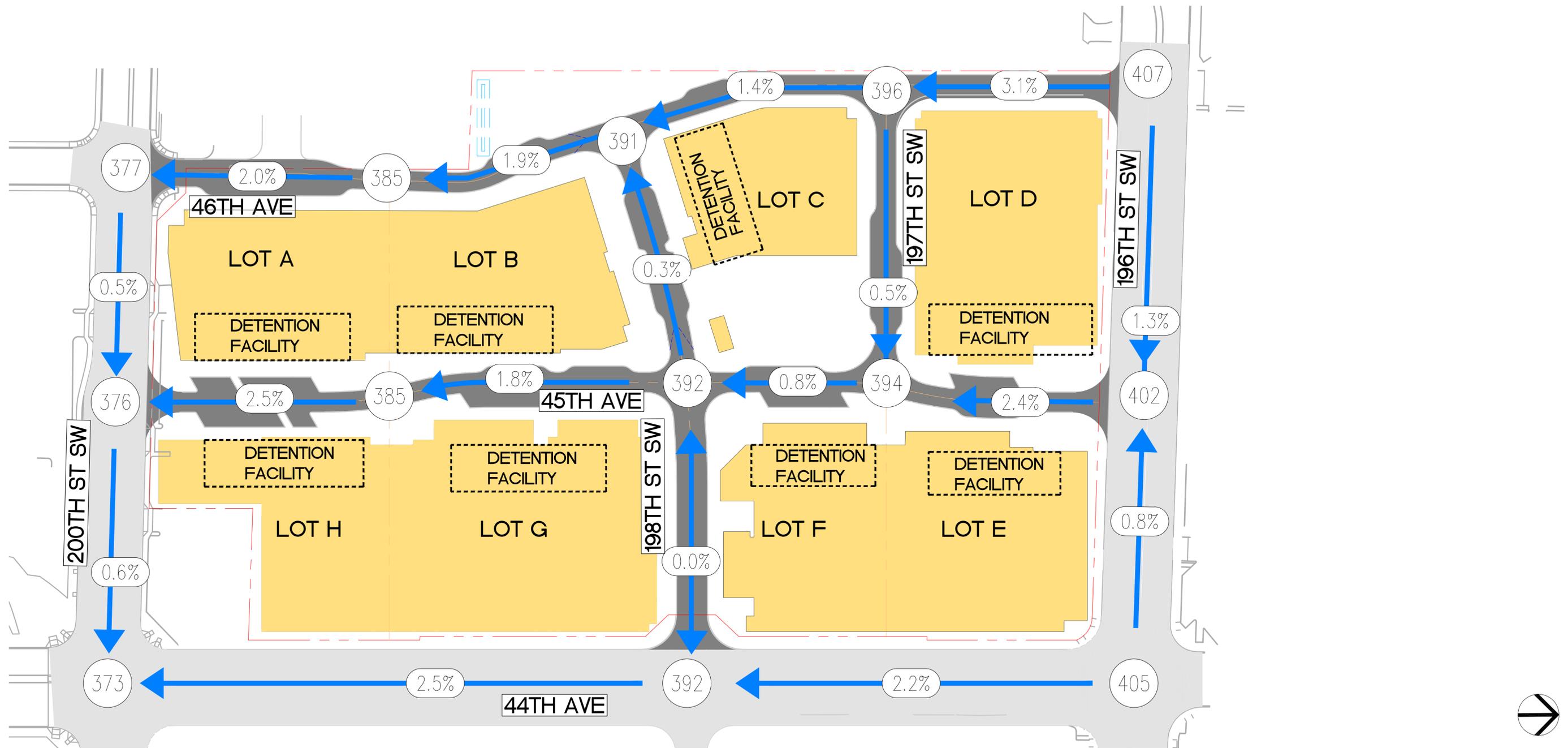
Lynnwood Streetscape Design Standards - ex: 5' min.
 Proposed Design Enhancements - ex: (6')

	Type 1	Type 2	Type 3 Extension	Type 3 Core	Type 4
Sidewalk					
Sidewalk Paving	Standard	Standard	Standard	Standard	Standard or Accent
Buffer Zone	5' (5'-6')	5'	9' (9'-13')	9' (varies, min. 9')	9' (varies, min. 9')
Walk Zone	5' (5-10')	5' (6')	5' (5'-8')	5' (varies, min. 7')	5' (varies, min. 10')
Building Zone	2'	2'	2'	2'	2'
Awning / Overhang	4' min.	4' min.	4' min.	4' min.	4' min.
Amenity Cluster	-	-	-	Required	Required
Bench	2 min. per block w/in 100' of intersection	2 min. per block w/in 100' of intersection	2 min. per block w/in 100' of intersection	Standard or Custom, 3 min. per block	Standard or Custom, 3 min. per block
Receptacle	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection
Bike Rack	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection	2 min. per block w/in 30' of intersection
Decorative Utility Covers	As Required	As Required	As Required	As Required	As Required
Lighting					
Street Lighting	120' O.C., Staggered	180' O.C., Paired	180' O.C., Paired	-	-
Pedestrian Lighting	120' O.C., Staggered	60' O.C., Paired	60' O.C., Paired	60' O.C., Paired	60' O.C., Paired
Sign Pole	Standard	Standard	Standard	Standard	Standard
Planting					
Street Tree Grate	Panel, 30' O.C., Paired	Standard, 30' O.C., Paired	Panel or Standard, 26' O.C., Paired	Standard, 26' O.C., Paired	Standard, 26' O.C., Paired
Street Tree	30' O.C., Paired (Varies, see plan)	30' O.C., Paired (Varies, see plan)	26' O.C., Paired (Varies, see plan)	26' O.C., Paired (Varies, see plan)	26' O.C., Paired (Varies, see plan)
Accent Tree	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)
Planted Median	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)

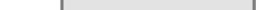
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IX. SITE DEVELOPMENT

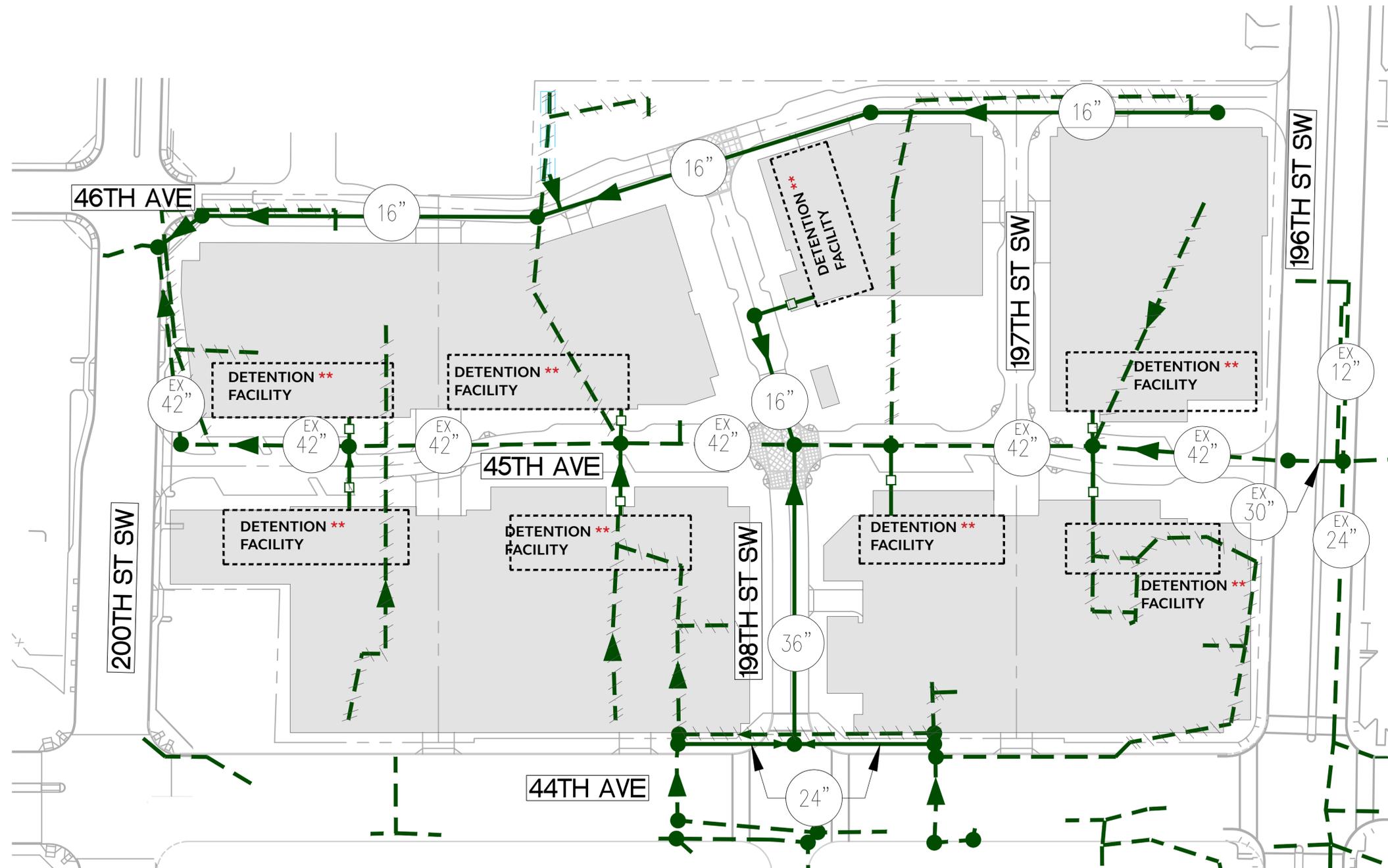
IX. SITE DEVELOPMENT - CONCEPTUAL GRADING PLAN



LEGEND

-  PROPERTY LINE
-  EXISTING ROAD
-  PROPOSED ROAD
-  PROPOSED BUILDING
-  SLOPE DIRECTION
-  0.5% AVERAGE PERCENT SLOPE
-  376 SPOT ELEVATION

IX. SITE DEVELOPMENT - STORM UTILITY



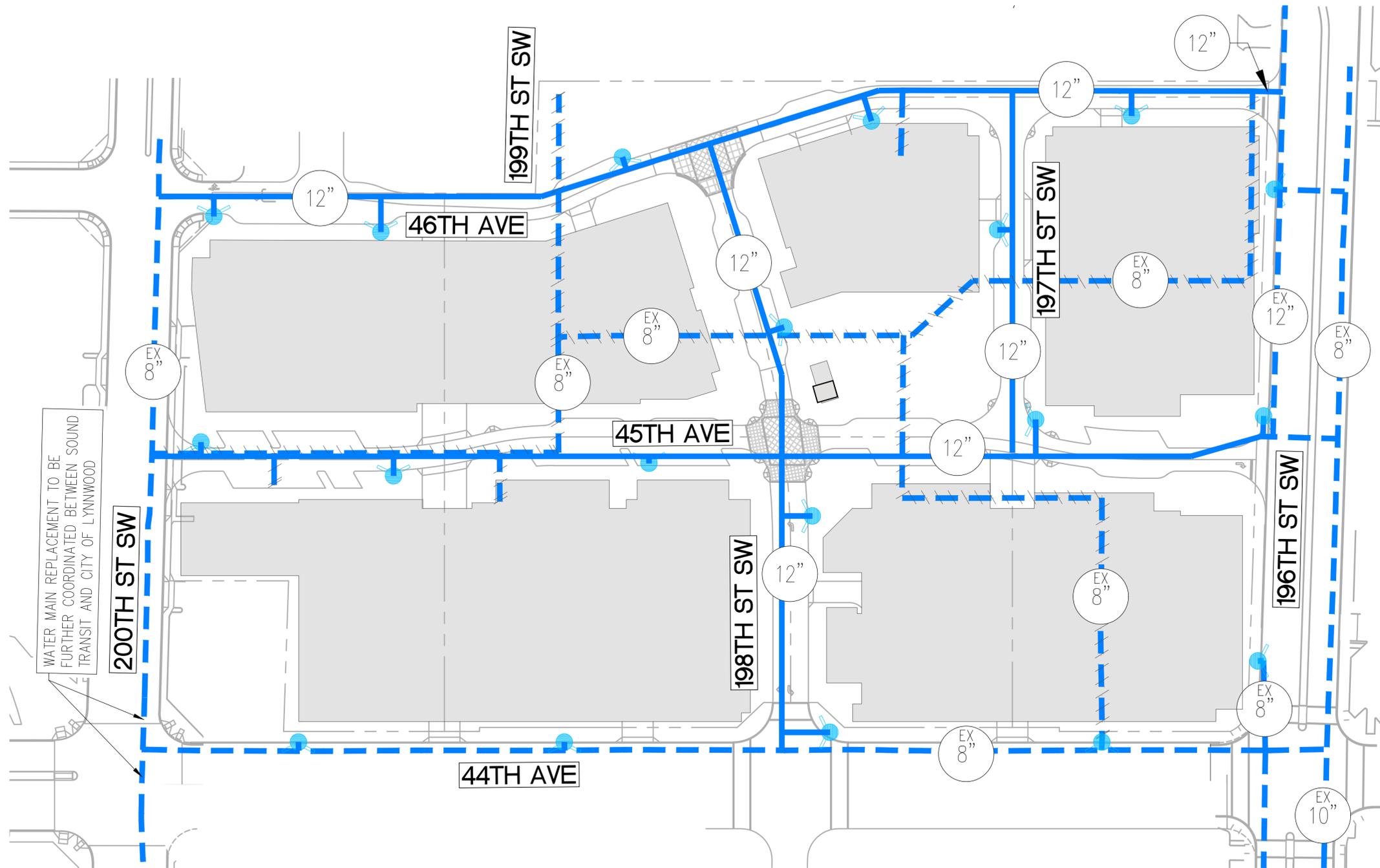
* Coordination with the City of Lynnwood for regional stormwater conveyance based on project phasing.

** Each phase of the project will be responsible for their respective stormwater treatment and that for purposes of the Conceptual Guide Plan Detention Facilities were noted on each parcel without regard to sizing or location.

LEGEND

	EXISTING STORM TO REMAIN		PROPOSED BIOSWALE
	EXISTING STORM TO DEMO		PROPOSED STORM DETENTION VAULT
	PROPOSED STORM		PROPOSED WATER QUALITY (ENHANCED) TREATMENT STRUCTURE

IX. SITE DEVELOPMENT - WATER UTILITY



* Coordination with the City of Lynnwood for regional water system supply based on project phasing.

LEGEND

- EXISTING WATER TO REMAIN/REPLACE
- EXISTING WATER TO DEMO
- PROPOSED WATER

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X. SUSTAINABILITY

X. SUSTAINABILITY - POTENTIAL STRATEGIES



SUSTAINABLE STRATEGIES

Using sustainable building strategies results in reduced capital costs of equipment and enclosure, as well as long term operation and maintenance expenditures over the lifespan of the project. This energy conscious approach reflects the sustainable concepts embodied in the design.

Through direct connections to the surrounding urban fabric and an interactive relationship with the natural environment, the creation of more vibrant pedestrian retail experiences, office spaces, and apartments is realized.

The project differentiates itself from its competitors by fulfilling the great demand for a sustainable development.

Some concepts that help achieve this goal, include:

- Connecting to mass transit.
- Using regional and renewable materials.
- The use of efficient lighting.
- Materials and products that meet or exceed Volatile Organic Compound limits.
- Employing materials with recycled content.
- Using receptacles for recyclable materials.
- Designing with high performance building envelopes.
- Using day lighting strategies for the reduction of electricity.

