

EXHIBIT - A

LEGAL DESCRIPTION OF PROPERTY

LEGAL DESCRIPTION

(PER FIRST AMERICAN TITLE INSURANCE COMPANY, FILE NO. NCS-686242-ONT1, DATED OCTOBER 29, 2014 AND FILE NO. NCS-686242-A-ONT1, DATED JANUARY 28, 2015)

PARCEL 1:

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, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID LOT 3;
THENCE NORTH 0°18'10" EAST ALONG THE WEST LINE OF SAID LOT 3 A DISTANCE OF 829.99 FEET TO AN INTERSECTION WITH THE SOUTH MARGIN OF 196TH ST. S.W. (S.R. 524)' SAID MARGIN BEING 50.00 FEET SOUTH OF AND PARALLEL TO THE CENTERLINE OF SAID STREET;
THENCE SOUTH 87°47'40" EAST, ALONG SAID SOUTH MARGIN, A DISTANCE OF 607.92 FEET TO THE WEST LINE OF THE EAST 160.00 FEET OF SAID LOT 1;
THENCE SOUTH 0°18'10" WEST ALONG THE WEST LINE OF SAID EAST 160.00 FEET A DISTANCE OF 155.09 FEET TO THE SOUTH LINE OF THE NORTH 175.00 FEET OF SAID LOT 1;
THENCE SOUTH 87°47'40" EAST ALONG THE SOUTH LINE OF SAID NORTH 175.00 FEET A DISTANCE OF 130.07 FEET TO THE WEST MARGIN OF 44TH AVENUE WEST, SAID MARGIN BEING 50.00 FEET WEST OF AND PARALLEL TO THE CENTERLINE OF SAID AVENUE;
THENCE SOUTH 0°18'10" WEST AND FOLLOWING SAID WEST MARGIN A DISTANCE OF 63.73 FEET;
THENCE NORTH 89°41'50" WEST AND FOLLOWING THE MARGIN OF 44TH AVENUE WEST A DISTANCE OF 10.00 FEET;
THENCE SOUTH 0°18'10" WEST AND FOLLOWING SAID WEST MARGIN A DISTANCE OF 529.17 FEET TO THE NORTH LINE OF THE SOUTH 81.95 FEET OF SAID LOT 1;
THENCE NORTH 87°47'40" WEST ALONG THE NORTH LINE OF SAID SOUTH 81.95 FEET, A DISTANCE OF 215.98 FEET TO THE WEST LINE OF SAID LOT 1;
THENCE SOUTH 0°18'10" WEST ALONG THE WEST LINE OF SAID LOT 1 A DISTANCE OF 82.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 1;
THENCE NORTH 87°47'40" WEST ALONG THE SOUTH LINE OF SAID LOTS 2 AND 3, A DISTANCE OF 512.00 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM ALL IMPROVEMENTS INCLUDING WITHOUT LIMITATION ALL EXISTING BUILDINGS, STRUCTURES, APPURTENANCES AND UTILITIES SERVING SAID IMPROVEMENTS.

PARCEL 2:

AN EASEMENT FOR INGRESS AND EGRESS ONTO THOSE PUBLIC STREETS SET FORTH THEREIN AND FOR VEHICULAR AND PEDESTRIAN TRAFFIC AND INGRESS AND EGRESS AS SET FORTH IN THAT CERTAIN EASEMENT RECORDED APRIL 8, 1976 AS 7604080164 OF OFFICIAL RECORDS.

EXHIBIT - B

EXISTING SITE PLAN

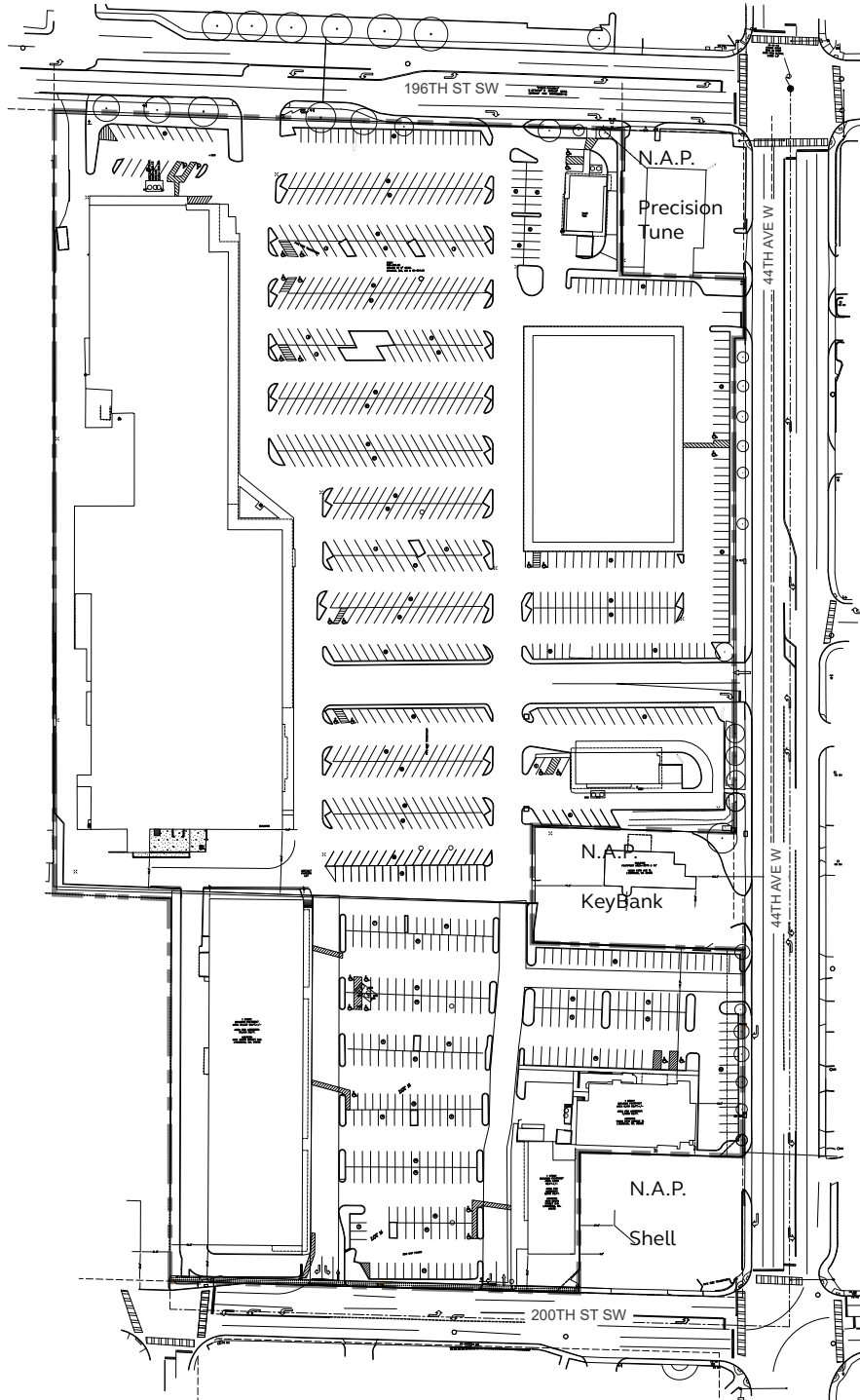
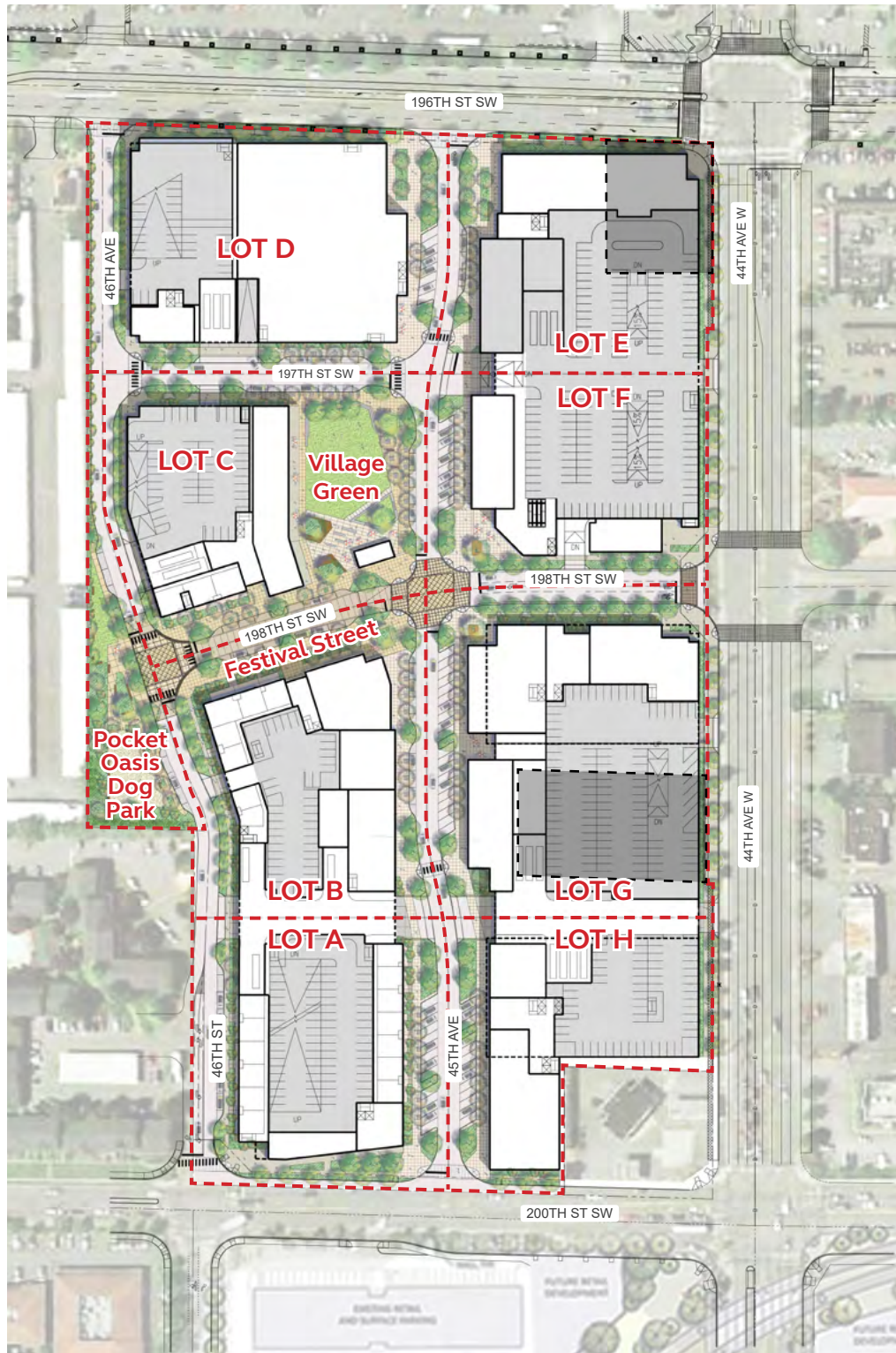


EXHIBIT - C

CONCEPTUAL GUIDE PLAN



Where called out with additional specificity certain pages from the Concept Plan are referred to in the DA as Exhibit C (insert page number from DA). For DA tracking purposes, those pages have also been pulled out as separate pages and included as Exhibit H.

LEGEND

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



EXHIBIT - D

PHASED ONSITE AND OFFSITE IMPROVEMENTS PLAN

LOT D:

Off Site

- 196th frontage improvements
- PUD coordination

On Site

- Lot D on site stormwater detention
- 197th from 45th to 46th
- 46th from 197th to 196th if precedes Lot C

LOT C:

Off Site

- PUD coordination

On Site

- Village Green Park
- 46th from 198th to 196th
- Lot C on site stormwater detention

LOT B:

Off Site

- PUD coordination

On Site

- 198th Woonerf from 45th to 46th (or to 44th if precedes Lot F)
- Pocket Oasis Park
- Lot B on site stormwater detention
- 46th and 45th from 198th to 200th if precedes Lot A

LOT A:

Off Site

- 46th & 200th intersection with City & Sound Transit
- 200th frontage improvements
- Contribution to water & sewer expansion along 200th between 48th & 46th
- PUD coordination
- Contribution to water up-size across 200th to south

On Site

- Gateway at 200th & 45th
- Lot A on site stormwater detention
- 45th from 198th to 200th
- 46th from 198th to 200th

LOT E:

Off Site

- 44th frontage improvements & U/G utilities from Precision Tune to 198th
- PUD coordination

On Site

- 44th from 196th to 198th
- Lot E on site stormwater detention
- 45th from 196th to 198th

LOT F:

Off Site

- 198th & 44th signal if warrant analysis suggests required
- 44th frontage improvements & U/G utilities from Precision Tune to 198th

On Site

- PUD coordination
- 44th from 196th to 198th
- Lot F on site stormwater detention
- 45th from 196th to 198th
- 198th from 44th to 45th

LOT G:

Off Site

- 198th & 44th signal if warrant analysis suggests required
- 44th frontage improvements & U/G utilities from 198th to Shell station
- PUD coordination

On Site

- 44th from 198th to Shell station
- Lot G on site stormwater detention

LOT H:

Off Site

- 44th frontage improvements & U/G utilities from 198th to Shell station
- PUD coordination

On Site

- 44th from 198th to Shell station
- Lot H on site stormwater detention



EXHIBIT - E

TRIP GENERATION ANALYSIS

MEMORANDUM

Date:	June 28, 2019	TG:	1.16349.02
To:	David Mach, City Of Lynnwood		
From:	Michael Swenson PE, PTOE – Transpo Group		
cc:	James Gwilliam, Merlone Geier Ian Morrison, McCullough Hill Leary, PS		
Subject:	Lynnwood Square – Planned Action SEPA Land Use and Trip Generation Review		

This memorandum provides a review of the proposed land use and associated trip generation, as compared to the assumptions documented in the Final Supplemental Environment Impact Statement for the Lynnwood City Center Sub-Area Plan.

Development Proposal

The proposed project includes the development of a mixed-use project that includes residential and commercial uses. Trip generation estimates for the project are based on the following land uses. The proposed project includes the following:

- Grocery – 42,500 gsf
- Heath/Fitness Club – 40,086 gsf
- Cinema – 50,250 gsf
- Drugstore - 15,300 gsf
- Retail – 108,494 gsf
- General Office – 461,460 gsf
- Medical Office – 60,000 gsf
- Residential - 1,369 dwelling units

Existing Trip Generation Estimates

Many of the buildings on-site are currently vacant. As such, counting existing trip generation for the site is not feasible. For purposes of this analysis, the weekday daily, AM peak hour, and PM peak hour existing trips were estimated using trip rates referenced for Land Use #820 (Shopping Center), Land Use #850 (Grocery), Land Use #912 (Drive-Thru Bank), Land Use #932 (Restaurant), Land Use # 934 (Fast Food Restaurant – Drive-Thru) and Land Use # 943 (Automobile Parts and Service Center) from the *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017. Specific land use types, and land use sizes were determined using the Snohomish County Online Property Information tool. Pass-by trip rates were based on data in the *ITE Trip Generation Handbook*, 3rd Edition. Pass-by trip rates were deducted from gross AM and PM peak hour trips where data was available.

Table 1 summarizes the weekday vehicle trip generation. Detailed trip generation calculations including the internal capture and pass-by adjustments are provided in Attachment A.

Table 1. Existing Trip Generation Estimates

Land Use	Size ¹	Trip Rate	Total Primary Trips ²		
			In	Out	Total
Weekday Daily					
Shopping Center (LU 820)	151,826 sf	37.75	2,866	2,866	5,732
Grocery (LU 850)	26,506 sf	106.78	1,415	1,415	2,830
Drive-Thru Bank (LU 912)	5,662 sf	100.03	283	283	566
Restaurant (LU 932)	14,273 sf	112.18	801	801	1,602
Fast Food Restaurant - Drive Thru (LU 934)	5,161 sf	470.95	1,215	1,215	2,430
Automobile Parts and Service Center (LU 943)	6,619 sf	16.28	54	54	108
Total			6,634	6,634	13,268
Weekday AM Peak Hour					
Shopping Center (LU 820)	151,826 sf	0.94	89	54	143
Grocery (LU 850)	26,506 sf	3.82	61	40	101
Drive-Thru Bank (LU 912)	5,662 sf	9.5	24	16	40
Restaurant (LU 932)	14,273 sf	9.94	78	64	142
Fast Food Restaurant - Drive Thru (LU 934)	5,161 sf	40.19	68	47	115
Automobile Parts and Service Center (LU 943)	6,619 sf	1.96	7	6	13
Total			327	227	554
Weekday PM Peak Hour					
Shopping Center (LU 820)	151,826 sf	3.81	175	199	374
Grocery (LU 850)	26,506 sf	9.24	82	77	159
Drive-Thru Bank (LU 912)	5,662 sf	2045	38	38	76
Restaurant (LU 932)	14,273 sf	9.77	63	30	93
Fast Food Restaurant - Drive Thru (LU 934)	5,161 sf	32.67	73	32	105
Automobile Parts and Service Center (LU 943)	6,619 sf	2.26	9	6	15
Total			440	382	822

Notes: sf= square feet

1. Existing development sizes taken from Snohomish County Online Property Information tool.

2. Total existing trips includes reduction of pass-by trips for AM and PM peak trips.

The existing site is expected to currently generate 13,268 daily trips, 554 AM peak hour trips, and 822 PM peak hour trips with improved utilization.

Proposed Trip Generation Estimates

Weekday daily, AM peak hour, and PM peak hour trips were estimated for the proposed development using trip rates referenced for Land Use #221 (Multifamily Housing (Mid-Rise)), Land Use #710 (General Office Building), Land Use #720 (Medical Office Building), Land Use #445 (Cinema), Land Use #492 (Health/Fitness Club), Land Use #820 (Shopping Center), Land Use #850 (Grocery) and Land Use #880 (Drugstore) from the *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017. Internal capture rates were applied per methodology described in *ITE Trip Generation Handbook*, 3rd Edition. Pass-by trip rates were based on data in the *ITE Trip Generation Handbook*, 3rd Edition. Pass-by trip rates were deducted from AM and PM peak hour trips where data was available.



Table 2 summarizes the weekday vehicle trip generation. Detailed trip generation calculations including the internal capture and pass-by adjustments are provided in Attachment A.

Table 2. Lynnwood Square Trip Generation Estimates

Land Use	Size ¹	Trip Rate	Total Primary Trips ²		
			In	Out	Total
<u>Weekday Daily</u>					
Grocery (LU 850)	42,500 sf	106.78	2,269	2,269	4,538
Health/Fitness Club (LU 492) ³	40,086 sf	-	-	-	-
Cinema (LU 445) ³	50,250 sf	-	-	-	-
Drugstore (LU 880)	15,300 sf	90.08	689	689	1,378
Shopping Center (LU 820)	108,494 sf	37.75	2,048	2,048	4,096
General Office (LU 710)	461,460 sf	9.74	2,247	2,247	4,494
Medical Office (LU 720)	60,000 sf	34.80	1,044	1,044	2,088
Multifamily Housing (LU 221)	1,369 du	5.44	3,724	3,724	7,448
Total			12,021	12,021	24,042
<u>Weekday AM Peak Hour</u>					
Grocery (LU 850)	42,500 sf	3.82	79	51	130
Health/Fitness Club (LU 492)	40,086 sf	1.31	27	26	53
Cinema (LU 445) ⁴	50,250 sf	-	-	-	-
Drugstore (LU 880)	15,300 sf	8.51	24	12	36
Shopping Center (LU 820)	108,494 sf	0.94	51	30	81
General Office (LU 710)	461,460 sf	1.16	436	53	489
Medical Office (LU 720)	60,000 sf	2.78	123	28	151
Multifamily Housing (LU 221)	1,369 du	0.36	<u>125</u>	<u>354</u>	<u>479</u>
Total			865	554	1,419
<u>Weekday PM Peak Hour</u>					
Grocery (LU 850)	42,500 sf	9.24	106	73	179
Health/Fitness Club (LU 492)	40,086 sf	3.45	79	59	138
Cinema (LU 445)	50,250 sf	4.91	134	66	200
Drugstore (LU 880)	15,300 sf	8.51	49	44	93
Shopping Center (LU 820)	108,494 sf	3.81	109	109	218
General Office (LU 710)	461,460 sf	1.15	70	411	481
Medical Office (LU 720)	60,000 sf	3.46	53	136	189
Multifamily Housing (LU 221)	1,369 du	0.44	<u>224</u>	<u>180</u>	<u>404</u>
Total			824	1,078	1,902

Notes: sf= square feet, du= dwelling unit.

1. Proposed development sizes taken from Lynnwood Square Development Agreement – Conceptual Guide Plan Submittal February 08, 2019.

2. Total project trips includes reduction of internal capture trips and pass-by trips for AM and PM peak trips.

3. No daily trip rate data in the *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017.

4. No AM trip rate data in the *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017

The proposed project site is expected to generate 24,042 daily trips, 1,419 new AM peak hour trips, and 1,902 new PM peak hour trips.

To calculate the anticipated net new project generated traffic and account for existing site traffic, the trip generation was adjusted for the existing on-site traffic generation. Table 3 summarizes the net new project generated traffic generation.

Table 3. Weekday AM and PM Peak Hour Trip Generation (Net New Primary Trips)

Scenario	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total ¹	In	Out	Total ¹
Proposed Project	865	554	1,419	824	1,078	1,902
Existing Development	327	227	554	440	382	822
Net New Trips	538	327	865	384	696	1,080

1. Total trips shown are primary trips after accounting for reductions for internal trips between uses and pass-by trips on adjacent roadways.

2. No AM trip rate data in the *Trip Generation Manual*, 10th Edition, Institute of Transportation Engineers (ITE), 2017

The proposed project is estimated to generate 865 net new weekday AM peak hour trips and 1,080 net new weekday PM peak hour trips.

Planned Action Trip Generation Comparison

City of Lynnwood staff provided information regarding the peak hour trip generation totals from the 2035 modeling that was conducted for the EIS. The information provided by the City is attached to this memorandum. The information provided by the City indicates that the modeling assumed a total (primary) trip generation of 1,924 weekday PM peak our trips. As such, the trip generation forecast for the proposed development plan is less then the total trip generation evaluated for this site within the planned action SEPA analysis. As such, the off-site transportation related impacts were previously addressed in that environmental review.

EXHIBIT - F

SUPPLEMENTAL SITE DESIGN GUIDELINES

1 **Exhibit F: Supplemental Site Design Guidelines**

2 **I. Parks and Public Space Improvements Overview**

3 The Parks and Public Space Improvements are depicted in the Conceptual Guide Plan, Exhibit C-21-27;
 4 29 to the Agreement, to function as publicly accessible spaces that are privately owned and maintained.
 5 The Parks and Public Space Improvements are intended to support the goals described in the Parks Master
 6 Plans under a revised approach from a single park location to a system consisting of several public spaces.
 7 This approach is to provide a series of park and public spaces that include multiple urban-scale parks and
 8 public spaces including features and programming elements for public use and enjoyment. Incorporated
 9 into this system are lawn areas for summer picnics and movies, plazas and promenades skirting
 10 restaurants and retail shops, comfortable pedestrian amenities and creative landscape and hardscape
 11 elements.

12 The following supplemental design guidelines are established to aid review of the Project Entitlement
 13 Application for design of the two different types of Parks and Public Space Improvements: Park Spaces
 14 (Village Green and Pocket Oasis) and the Public Spaces (Festival Street, Enhanced Streetscape and Entry
 15 Plazas).

Park Spaces		Public Space	
Village Green	0.68 acres	Festival Street	0.51 acres
Pocket Oasis	0.52 acres	Enhanced Streetscape	0.63 acres
		Entry Plazas	0.49 acres
Sub - Total	1.20 acres	Sub - Total	1.63 acres
		Total	2.83 acres

16
 17 The total Park Spaces shall be a minimum of 1.20 acres and total Public Space shall include
 18 approximately 1.63 acres as depicted in the Conceptual Guide Plan. The Park Spaces (Village Green and
 19 Pocket Oasis) shall be required and shall include the distinct characteristics related to each specific use as
 20 described below in these Supplemental Site Design Guidelines (SSDG).

21 The SSDG articulates for each portion of the Park Spaces and Public Space Improvements: 1) a list of
 22 basic design elements that are required to be incorporated; and 2) a menu of additional design elements
 23 from which the Owner will select a defined subset to incorporate, in Owner’s sole discretion.

24 **II. Requirements of Park Spaces:**

25 The Parks Spaces shall be designed for functionality and accessibility with commercial grade
 26 hardscaping, fixtures and playground equipment which shall be selected by the process outlined herein.

27 **A. Parks Elements**

28 (1) **Village Green:** The Village Green will provide for informal recreation use as well as more prescribed
 29 uses (i.e. festivals, community gatherings, concerts and similar event opportunities).

30 The following Village Green design elements **must be** provided:

Required Characteristics	Metric –
a. Minimum Size	No less than 29,400 square feet (sf.)
b. Location	Generally as shown on Lot C of Exhibit D

c. Edges to Buildings	Activated ground floor uses including retail, restaurants and other active uses. Residential uses such as lobbies or stoops are disfavored adjacent to Village Green but may be allowed if they are designed to provide active engagement with pedestrian realm.
d. Programmable hardscape open space	Minimum of 3,000 sf.
e. Benches / integral seating	Shall provide seating for 30 people minimum throughout the Village Green Integral seating shall be at least 15” in height.
f. Lawn Area	Minimum of 10,000 sf.
g. Integrated lighting (example)	Achieve at least 0.5-foot candles throughout the Village Green
h. Pedestrian scale light fixtures	1 fixture per 50 lineal feet (lf.) along paths
i. Varied paving patterns in pedestrian pathways and plaza	Village Green to comply with Streetscape Standards as component of the Development Regulations
j. Street trees and landscaping;	Village Green to comply with Streetscape Standards as component of the Development Regulations
k. Widened Sidewalks and pathways	Minimum 8 ft. width
l. Splash pad/water play area	Minimum size of 300 sf.
m. Public Restroom	At least one (1) all gender restroom provided immediately adjacent to Village Green.
n. Pavilion: A pavilion, gazebo or pergola structure (“Pavilion”) shall be constructed within the Village Green. This is to be a distinctive park structure that may be used as a covered picnic space, performance area, or a venue for recreational programming such as concerts, movies in the park, and other performances.	<ol style="list-style-type: none"> 1. Minimum of 600 square feet (floor surface) 2. At least 2 electrical outlets with one supplying at least 220 volts of power 3. A hard-surfaced raised platform that can serve as a stage 4. Covered roof which at a minimum provides protection from the elements 5. Capabilities for video projection; and 6. Rigging for stage curtains, lighting, or decoration <p>The Pavilion shall be designed to be:</p> <ol style="list-style-type: none"> 7. Multi-use; and 8. Complementary in architecture to the surrounding development
Other features that may be incorporated at Owner’s discretion, including but not limited to:	
o. Enhanced moveable furniture	
p. A deciduous tree canopy that provides solar access in winter and shade in summer	

32 B. **Pocket Oasis:** The Pocket Oasis will have a park-like character and allow for active play,
 33 seating and comfortable enjoyment as well as an enclosed dog park. The following Pocket Oasis design
 34 elements **must be** provided:

Minimum Characteristics	Metric
a. Minimum Size	No less than 22,600 sf.
b. Location	Generally as shown on Lot B of Exhibit D
c. Enclosed Dog Park	Minimum of 2,500 sf. with a minimum one (1) water source for dogs
d. Play Area	Minimum of one (1) play structure consistent with Parks Department standards such as being geared to ages 5-12 years and accommodating a minimum number of 20 users.
e. Benches and Seating	Shall provide seating for 40 people minimum throughout the Pocket Oasis. Integral seating shall be at least 15” in height.
f. Varied Canopy of Trees	At full maturity, canopy should reach a minimum of 15% coverage of the site with a mixture of native conifers and deciduous. (Can be reduced subject to a future 198 th Street SW extension)
g. Animal clean up station with trash	At minimum, 1 station per entrance to enclosed dog park.
h. Fountain	A minimum of one (1) drinking fountain.
i. Integrated lighting	Achieve at least 0.5-foot candles throughout the Pocket Oasis
At least two of the following additional design elements for inclusion at Owner’s sole discretion:	
j. Pedestrian path/ramping walkway	Minimum width of 6 ft width
k. Dog park equipment such as obstacle course;	To be reviewed and approved pursuant to Section 4 of the Agreement with corresponding Project Entitlement Application
l. Integral color concrete paving.	Continuous extension of Festival Street Design in width and character.
m. Enlarged Enclosed Dog Park	Additional 1,500 sf. (or more) provided contiguous to Enclosed Dog Park
At least one of the following additional design elements for inclusion at Owner’s sole discretion:	
n. Water Feature	To be reviewed and approved pursuant to Section 4 of the Agreement with corresponding Project Entitlement Application.
o. Art installation	To be reviewed and approved pursuant to Section 4 of the Agreement with corresponding Project Entitlement Application except any art installation shall be presented to the Arts Commission for its review and comment.
Other features that may be incorporated at Owner’s discretion, including but not limited to:	
p. Enhanced landscape areas in addition to required landscape buffer;	
q. Enhanced moveable furniture;	
r. Enhanced pedestrian lighting.	

35

36 **C. Public Space Element**

37 (3) **Festival Street (198th Street SW between 45th Avenue and 46th Avenue):** The Festival Street will
 38 serve residents, visitors, and pedestrians as a web knitting the site together through a series of spaces

39 allowing for moments of leisure and special events such as farmer’s markets and street festivals. The
 40 following Festival Street elements **must be** provided to implement the Conceptual Guide Plan:

Minimum Characteristics	Metric
a. Minimum Size & Location	Generally as shown on Lots F and B of Exhibit D Phased Onsite and Offsite Improvement Plan.
b. Flush Curb OR Raised Woonef-Style Street	Sidewalk design level with street separated by paving change such as integrated brick or stamped concrete. Use of truncated domes should be minimized to crossing locations only or as required by ADA.
c. Paved Pedestrian Walkways	Minimum width of 10 ft. along Festival Street
d. Building Edges	Activated ground floor uses (e.g. retail, residential lobbies and amenity spaces, townhomes with stoops) that respond to the Festival Street and encourage pedestrian activity and “spill-out” interactions with Festival Street users.
e. Benches/integral seating	Shall provide seating for at least 20 people throughout Festival Street. Integral seating shall be at least 15” in height.
f. Pedestrian Lighting	Achieve at least 0.5-foot candles throughout the Festival Street and adequate lighting for vehicular traffic
g. Landscaping	Refer to Streetscape Standards
Other features that may be incorporated at Owner’s discretion, including but not limited to:	
h. Enhanced trash receptacles i. Enhanced pedestrian lighting j. A deciduous tree canopy that provides solar access in winter and shade in summer. k. Wayfinding Signs	

41

42 **III. Parks and Public Space Review Process**

43 Owner or its assignee agrees to construct the Parks and Public Space Improvements as shown in Exhibit
 44 D – Phased Onsite and Offsite Improvements Plan as privately maintained space that is available for
 45 public access and enjoyment subject to rules and regulations for conduct as set forth in the Agreement as
 46 Exhibit G – Draft Parks O&M Plan.

47 The Owner shall present the proposed Parks and Public Spaces Improvements with each corresponding
 48 Project Entitlement Application as provided in Section 4 of the Agreement, including a presentation to the
 49 Parks and Recreation Board for its review and comment in its advisory capacity prior to a PDR decision.

50 The Owner may, in its sole discretion, conduct additional voluntary outreach to the community, including
 51 requesting additional opportunities to present to the Parks and Recreation Board for additional feedback.

52 While only a minimum number of design elements listed in Section II above shall be required, the Owner
 53 may propose as many of the design elements as may be feasible to create a unique sense of place that will

54 enhance the probability of success for the Project. The ultimate design of the Parks and Public Space
55 Improvements will be reviewed through the corresponding PDR for Project or Project-phases.

56 In the event of a conflict between the Development Regulations and the SSDG for a Project-phase, the
57 SSDG shall control.

58 Owner shall be responsible for maintenance and operations of the Parks and Open Space consistent with
59 the framework of an Operations and Maintenance Plan, Exhibit G of this Agreement.

60

EXHIBIT - G

DRAFT PARKS O&M PLAN

1 EXHIBIT G

2 Parks and Public Space Improvements
3 Operations & Maintenance Plan (“O&M Plan”)

4 I. Introduction and Purpose

5 As a component of the Project, Owner shall construct the Parks and Public Space Improvements
6 shown on Exhibit C-29, herein incorporated by reference (collectively, the “Parks and Public
7 Space Improvements”) which are to be privately owned but publicly accessible subject to this
8 Operations and Maintenance Plan (“O&M Plan”).

9 The Parks and Public Space Improvements shall be private property. Owner shall be responsible
10 for the maintenance and operation of the Parks and Public Space Improvements in accordance
11 and consistent with all City Codes, Regulations, and Policies, except as otherwise provided in
12 Section 9.3 of the Development Agreement. However, Owner shall make the Parks and Public
13 Space Improvements available for public access and enjoyment subject to the Park Guidelines as
14 provided in Section II of this O&M Plan.

15 II. Parks Guidelines

16 a. Purpose. Subject to the conditions of this O&M Plan, the Parks Improvements
17 will be available for open space, pedestrian and recreational use and access by the public. Owner
18 may modify these Parks Guidelines to facilitate specific programmed events, such as and not
19 limited to Oktoberfest, Holiday Tree Lighting, or Movie in the Park.

20 b. Hours of Operation. Owner and the City acknowledge that unlike other Parks in
21 the City of Lynnwood, the Parks and Public Space Improvements will be located within an urban
22 village with immediately adjacent residents and operating businesses that will significantly
23 contribute to their vitality and frequency of use. As such, Owner and City agree that the Parks
24 and Public Space Improvements will be open to the public without charge, for a minimum of ten
25 (10) hours each day of the year between October and April and twelve (12) hours each day of the
26 year between May and September (“Access Hours”).

27 Owner may extend the Access Hours. Owner shall also have the right to temporarily
28 suspend the Access Hours for all or a portion of the Parks and Public Space Improvements and
29 close, obstruct, limit access, or establish temporary hours of public access to the Parks and Public
30 Space Improvements for: (1) maintenance and repair; (2) construction; and (3) emergency
31 circumstances beyond Owner’s control. Should such a closure extend for more than seventy two
32 (72) hours, Owner shall coordinate with the Parks Director to address the impacts and solutions
33 related to public access.

34 c. Limitations. The following activities shall be prohibited in the Parks
35 Improvements:

- 36 • Camping;
- 37 • Loitering in, remaining in or otherwise being on the Parks Improvements
- 38 outside of the hours of operation;

- 39 • Solicitation of any kind;
- 40 • Smoking, lighting or otherwise using of any tobacco product, including,
- 41 but not limited to, the smoking or carrying of any kind of lighted tobacco
- 42 in the form of a cigarette, cigar, pipe, or other lighted smoking equipment,
- 43 or the activation or other use of any electronic smoking device;
- 44 • Off-leash pets except in the Dog Park portion of the Pocket Oasis or as
- 45 may be permitted for special events;
- 46 • Organized sporting activities, unless otherwise approved by Owner;
- 47 • Posting of signs or notices (but not the holding of signs or signature
- 48 gathering);
- 49 • Possession of alcoholic beverages, except when authorized pursuant to all
- 50 applicable state and local regulations regarding provision of alcohol;
- 51 • Possession of illegal drugs pursuant to the Revised Code of Washington;
- 52 • Mutilate, deface, injure, steal or damage any building, installation,
- 53 personal property or piece of equipment;
- 54 • Sexual activity or misconduct;
- 55 • Urination or defecation;
- 56 • Assault or fighting;
- 57 • Use of amplified sound above that permitted in LMC Ch. 10.12., except
- 58 when consistent with all applicable City noise regulations and only if such
- 59 activities have prior written approval of Owner; and
- 60 • Any other activity which may result in injury to persons or damage to
- 61 property or which intentionally interrupts with the enjoyment of the Parks
- 62 and Public Space Improvements by others or obstructs access to Parks
- 63 and Public Space Improvements, including but not limited to violations of
- 64 the Parks Rules provided in LMC Ch. 10.16.

65 (collectively, the “Prohibited Activities”). As the Parks and Public Space Improvements
66 operator, Owner reserves the right to take such lawful action as it deems necessary or advisable
67 under the circumstances to prevent, respond to or terminate any Prohibited Activities, including
68 but not limited to temporary closure of the Parks and Public Space Improvements.

69 d. **Events.** Events to be held or located within the Parks and Public Space
70 Improvements shall be required to obtain all permits required by the LMC and Owner shall
71 comply with all applicable conditions imposed pursuant to LMC 5.30.030. Owner shall have
72 the option, but not the obligation, to maintain and manage a farmer’s market or similar seasonal
73 or ongoing event in the Parks and Public Space. In event Owner elects to operate a farmer’s
74 market, Owner may request that the City grant the necessary permits, licenses, approvals to
75 facilitate seasonal or ongoing events including but not limited to waiving any obligation to obtain
76 a bond for said activities due to Owner’s ongoing maintenance obligations pursuant to the
77 Development Agreement.

78 **III. Maintenance.** Owner shall be responsible for maintenance of the Parks and Public Space
79 Improvements, including keeping the Parks Improvements in a reasonably neat, safe, and orderly

80 condition. Any modifications of the Parks and Public Space Improvements shall be subject to
81 the City’s approval, consistent with Section 9.2 of the Development Agreement, and shall be
82 governed by applicable Lynnwood Municipal Code (“LMC”) procedures with the corresponding
83 Project Entitlement Application, except that if a modification is required under the LMC, Owner
84 shall present to the Parks and Recreation Board for its review and comment prior to the City
85 issuing a decision on the modification. Owner shall also create rules, regulations, and codes of
86 conduct (“Park Rules”) for such Park Improvements. Park Rules are subject to change from time
87 to time with written approval of the Parties.

88 The Owner’s obligations to maintain the Parks and Public Space Improvements shall survive the
89 termination or expiration of the Development Agreement, and may be included in the conditions
90 of approval of any subdivision, binding site plan, or other land use approval for the Project.

91 **IV. Enforcement.** Owner acknowledges that the ongoing maintenance and operations of the
92 Parks and Public Space Improvements consistent with the O&M Plan is required pursuant to the
93 Agreement. The City reserves all rights under the LMC to ensure enforcement of the O&M Plan
94 as a condition of the Agreement. The Parties acknowledge that in order for the O&M Plan to
95 remain effective, certain modifications and revisions may be necessary from time to time.
96 Accordingly, the O&M Plan may be modified only with the written approval of the Parties.

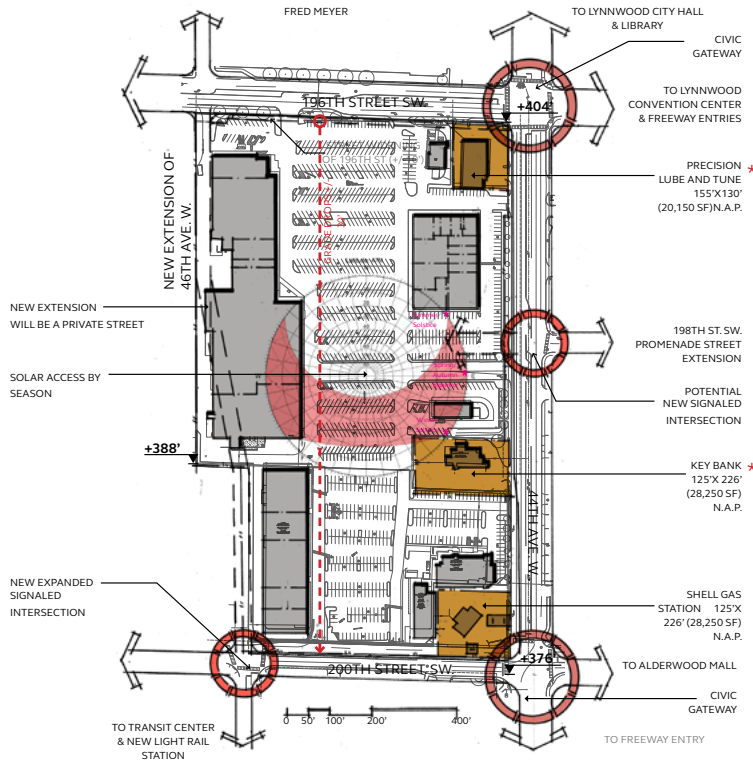
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98

EXHIBIT - H

CONCEPTUAL GUIDE PLAN (EXCERPTS CITED IN THE AGREEMENT)

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.

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.

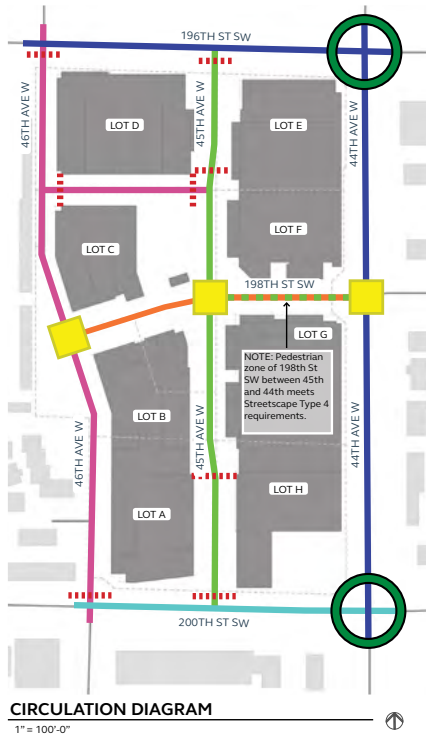
An eclectic mix of bold, forward-thinking design and northwest aesthetics enhance the urban feel and create a sense of place for visitors and residents to live, work, and play enjoying memorable experiences time and time again.

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.



EXHIBIT - H (CONT'D)

IV. SITE DESIGN - CIRCULATION / STREETScape TYPES



CITY CENTER STREETScape TYPES:

	Type 1	Type 2	Type 3 Extension	Type 3 Core	Type 4
Sidewalk	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	Standard, 30' O.C., Paired	Panel or Standard, 26' O.C., Paired	Standard, 26' O.C., Paired	Standard, 26' O.C., Paired
Grate	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)
Street Tree	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)
Planted Median	(See plan)	(See plan)	(See plan)	(See plan)	(See plan)

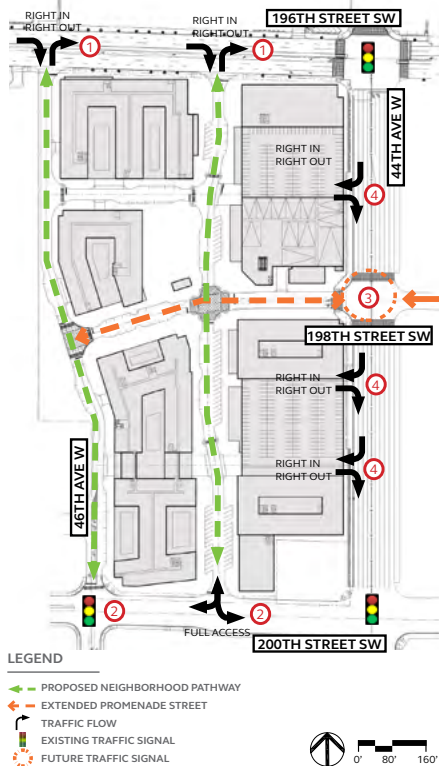
Lynnwood Streetscape Design Standards - ex: 5' min.

Proposed Design Deviations - ex: (6')

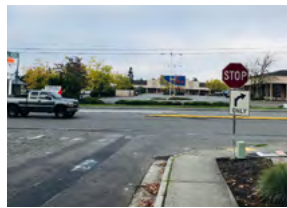
LEGEND



IV. SITE DESIGN - SITE ACCESS PLAN



198TH STREET SW & 44TH STREET SW PROMENADE STREET



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 SW. The 196th Street SW 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 SW 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 SW 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.

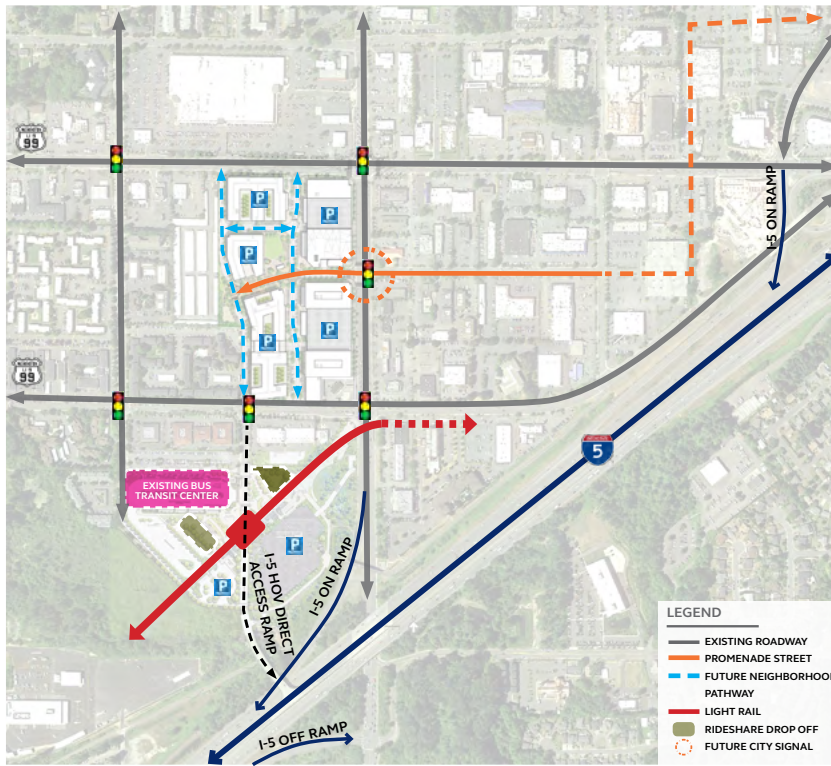
The Conceptual Guide Plan will provide appropriate driveway access to safely accommodate the project. The proposed ingress/egress locations will include two signalized entries at 44th at 198th and 46th and 200th. Right in/Right out driveways are anticipated to be located along 196th (2 locations) and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

EXHIBIT - H (CONT'D)

V. MOBILITY - VEHICLE



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 link to the external road network. This will be the primary retail "main street" including convenience angled and parallel parking.

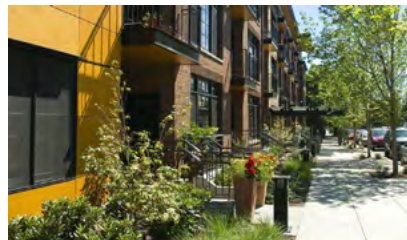
46th Street SW: 2 lane, 2-way roadway from 196th Street to 200th Street will facilitate on-site circulation.

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

IV. SITE DESIGN - FESTIVAL STREET



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



1 Stoops



2 Flush Parking



3 Woonerf



4 Shared Street

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.



EXHIBIT - H (CONT'D)

IV. SITE DESIGN - VILLAGE GREEN & FESTIVAL STREET



SECTION: VILLAGE GREEN
1/8" = 1'-0"



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

IV. SITE DESIGN - PARKS AND PUBLIC SPACE IMPROVEMENTS

COMPARE WITH LYNNWOOD CITY CENTER PARKS MASTER PLAN UPDATE 2018

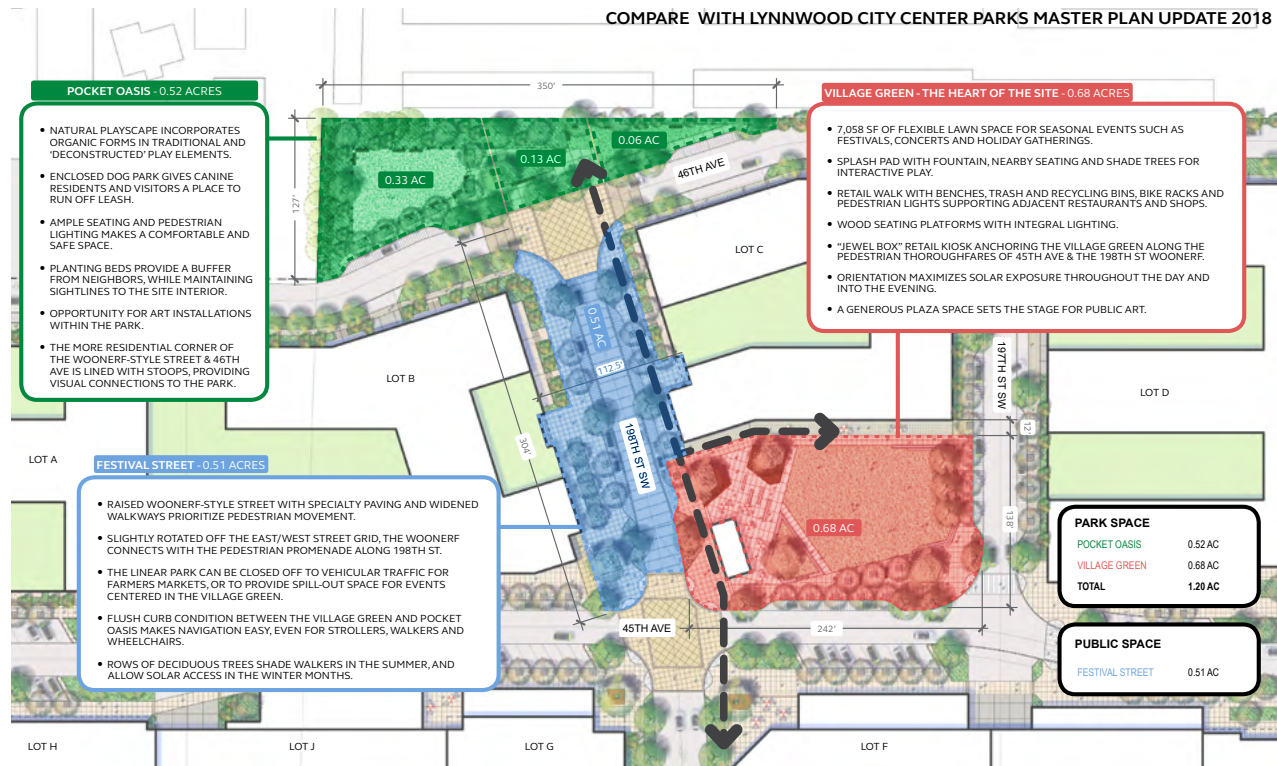


EXHIBIT - H (CONT'D)

VII. BUILDING CHARACTER - NARRATIVE



DESIGN NARRATIVE

Northline Village is centered at the crossroad of the City of Lynwood 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.

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EXHIBIT - H (CONT'D)

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)

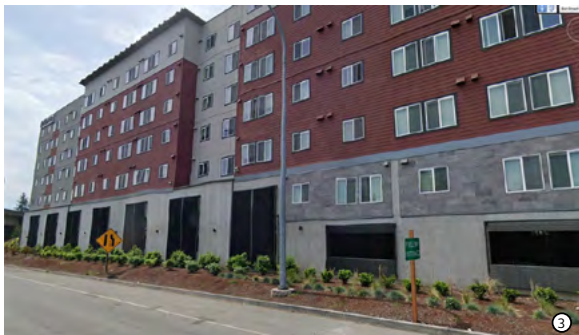


EXHIBIT - H (CONT'D)

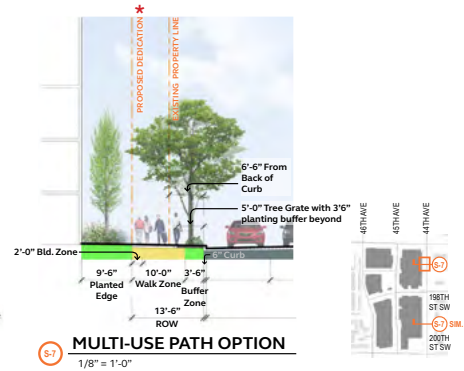
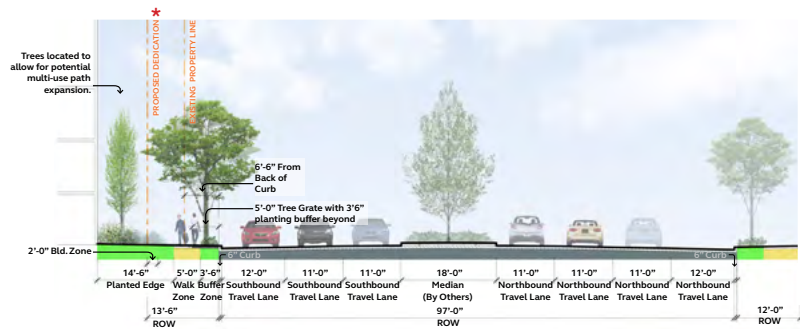
VIII. ZONING - STREETScape DESIGN ENHANCEMENTS - EXHIBIT C

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)	26' 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 Enhancements - ex: (6')

IV. SITE DESIGN - 44TH AVE



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

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



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.

EXHIBIT - H (CONT'D)

II. VISION - SUBAREA POLICIES

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 new 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.



EXHIBIT - I

FAR SUMMARY TABLE

CALCULATION WITHOUT ABOVE GRADE PARKING

	PROGRAM	TOTAL SITE AREA	PROPOSED SUBTOTAL GFA ¹	PROPOSED FAR ⁴	MAX FAR ⁴
LAND AREA OF CURRENT SITE	Residential	786,503	1,344,294	1.71	3.00
	Commercial		744,259	0.95	2.00
	Combined		2,088,553	2.66	5.00
CURRENT SITE + PRECISION TUNE	Residential	806,664 ²	1,344,294	1.67	3.00
	Commercial		771,333	0.96	2.00
	Combined		2,115,627	2.62	5.00
CURRENT SITE + PRECISION TUNE + KEYBANK	Residential	833,646 ³	1,344,294	1.61	3.00
	Commercial		775,313	0.93	2.00
	Combined		2,119,607	2.54	5.00

CALCULATION WITH ABOVE GRADE PARKING¹ (for comparison only)

	PROGRAM	TOTAL SITE AREA	SUBTOTAL GFA ¹	FAR ⁴	MAX FAR ⁴
LAND AREA OF CURRENT SITE	Residential	786,503	1,869,106	2.37	3.00
	Commercial		1,240,627	1.58	2.00
	Combined		3,109,733	3.95	5.00
CURRENT SITE + PRECISION TUNE	Residential	806,664 ²	1,869,106	2.32	3.00
	Commercial		1,288,095	1.60	2.00
	Combined		3,157,201	3.92	5.00
CURRENT SITE + PRECISION TUNE + KEYBANK	Residential	833,646 ³	1,869,106	2.25	3.00
	Commercial		1,393,085	1.67	2.00
	Combined		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.

Attachment 7a:
Northline Village Concept Plan Part I

NORTHLINE VILLAGE

DEVELOPMENT AGREEMENT | CONCEPTUAL GUIDE PLAN SUBMITTAL

February 08, 2019

Revised: November 13, 2019

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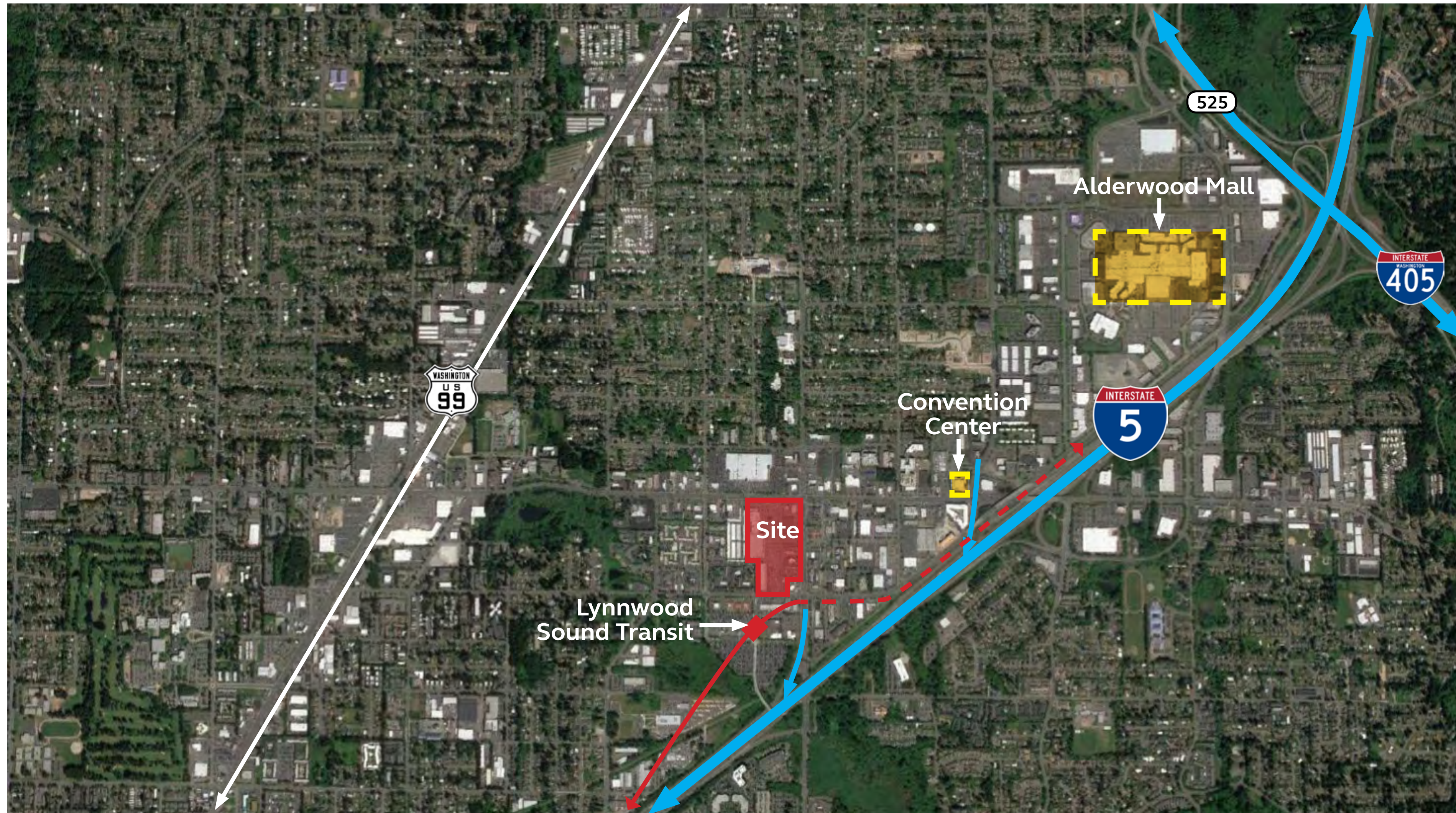
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I. INTRODUCTION

I. INTRODUCTION - NORTHLINE VILLAGE INTRODUCTION



INTRODUCTION

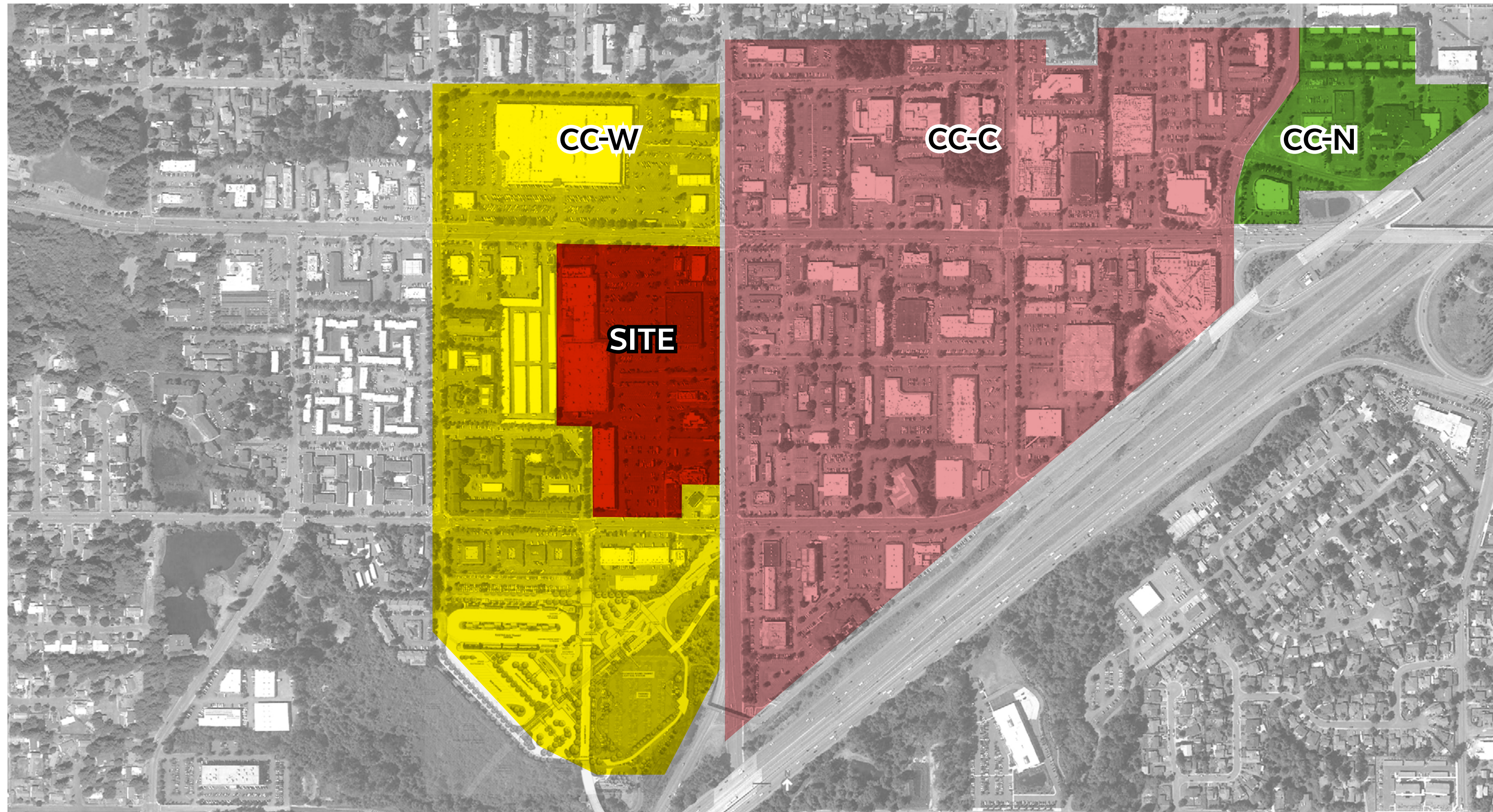
Northline Village (NL) is a catalytic project in the Lynnwood City Center West Zone and is the largest privately owned development parcel within the City Center area. Building upon the foundation established in the City Center Subarea Plan and Planned Action Ordinance, Merlone Geier Partners (MGP) aims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



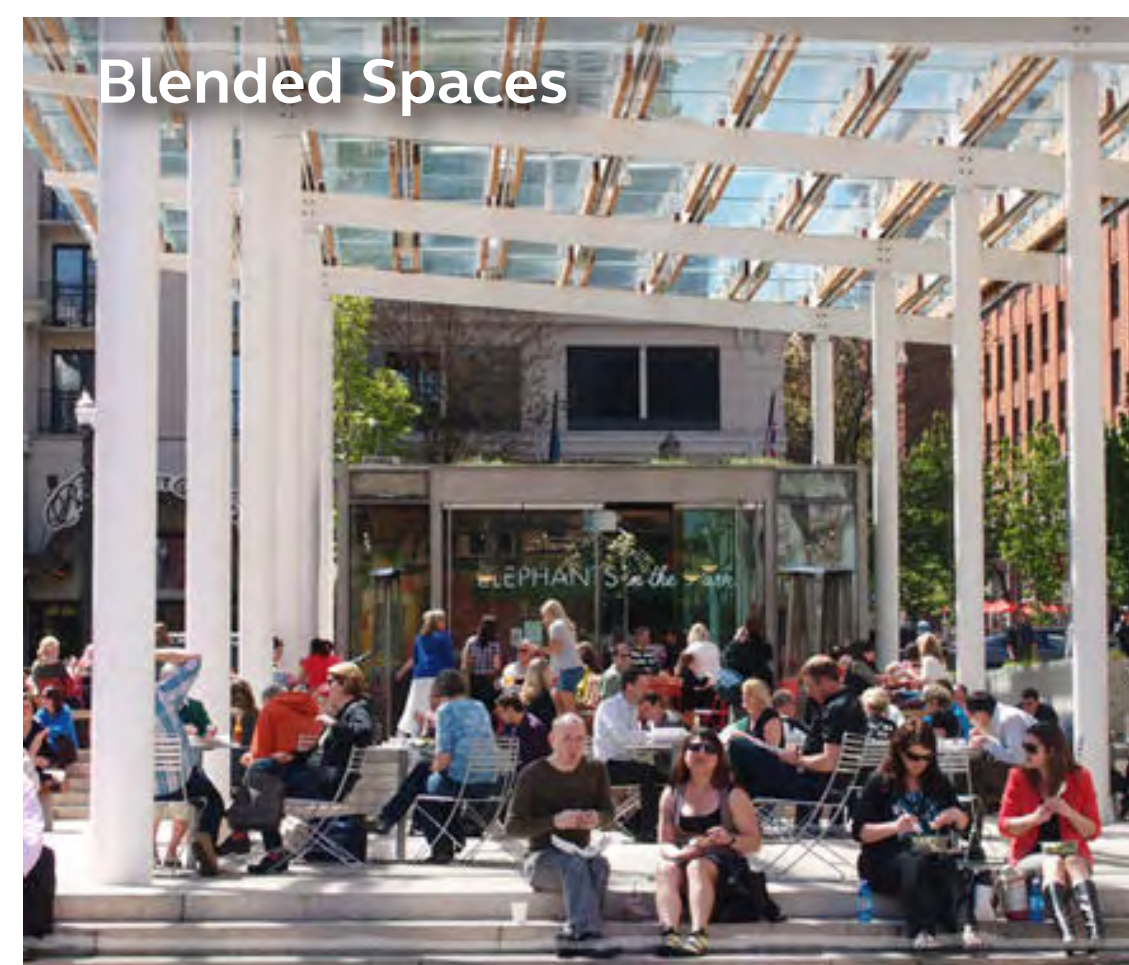
Social Hubs



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

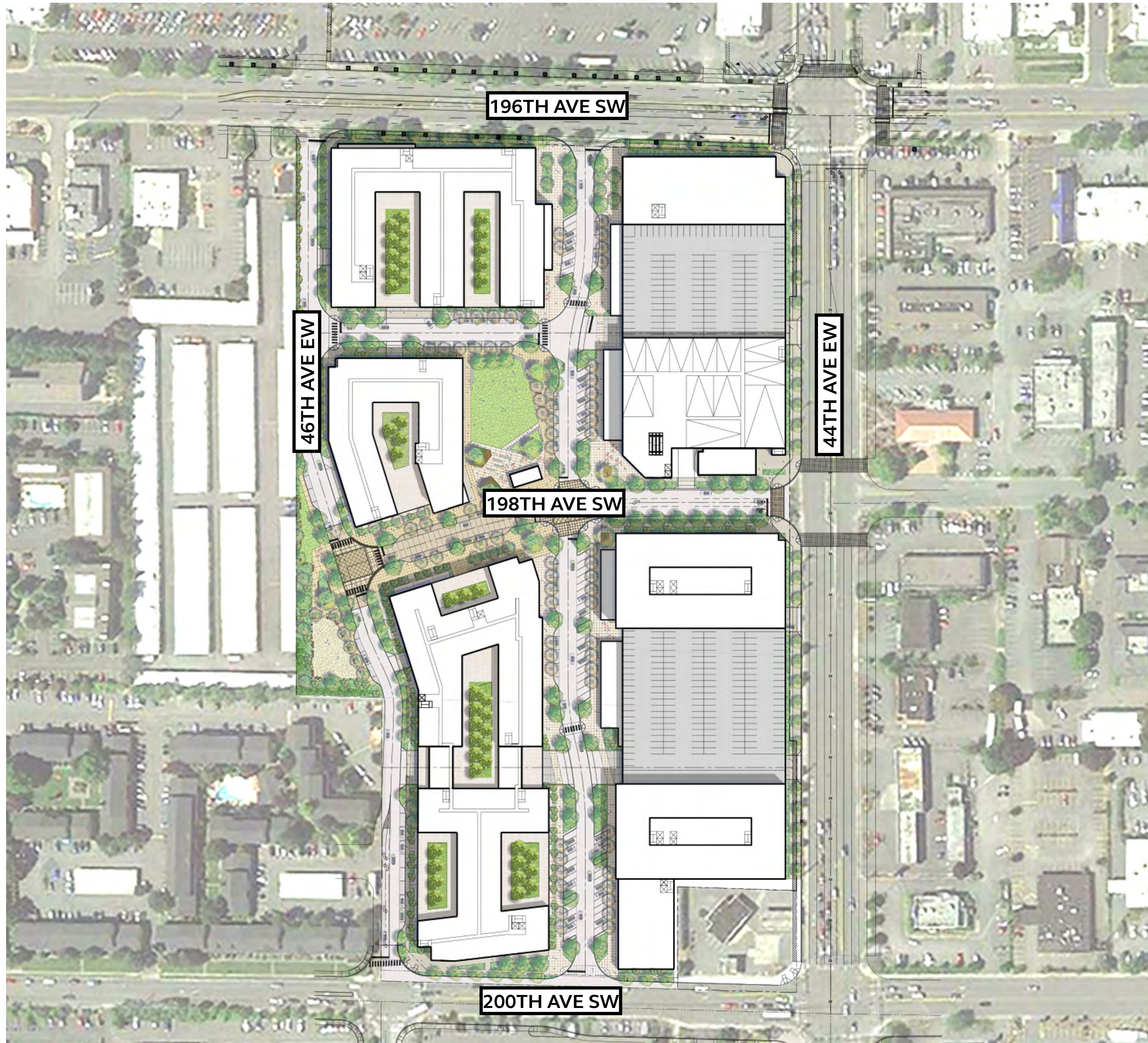
The character of the buildings will have a unifying feeling, yet offer variation in materials, scale and access. Each building will go through their own design review process.

(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.

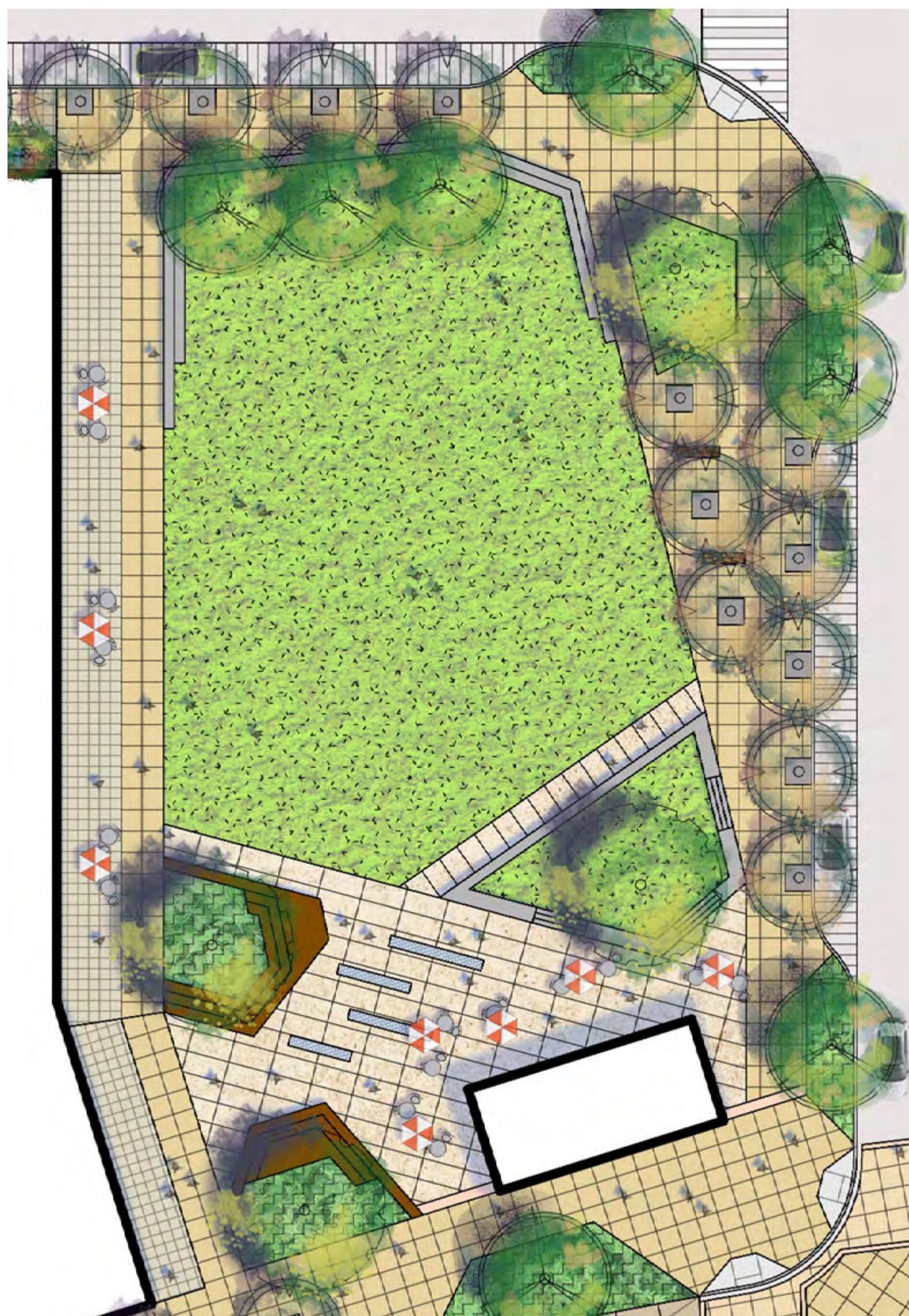
NL will be marketed to a wide range of businesses and retailers concurrently with the efforts of the Chamber of Commerce and Economic Development Department in an attempt to realize the vision of NL and the City Center.

II. VISION - PUBLIC BENEFITS

PUBLIC BENEFITS:

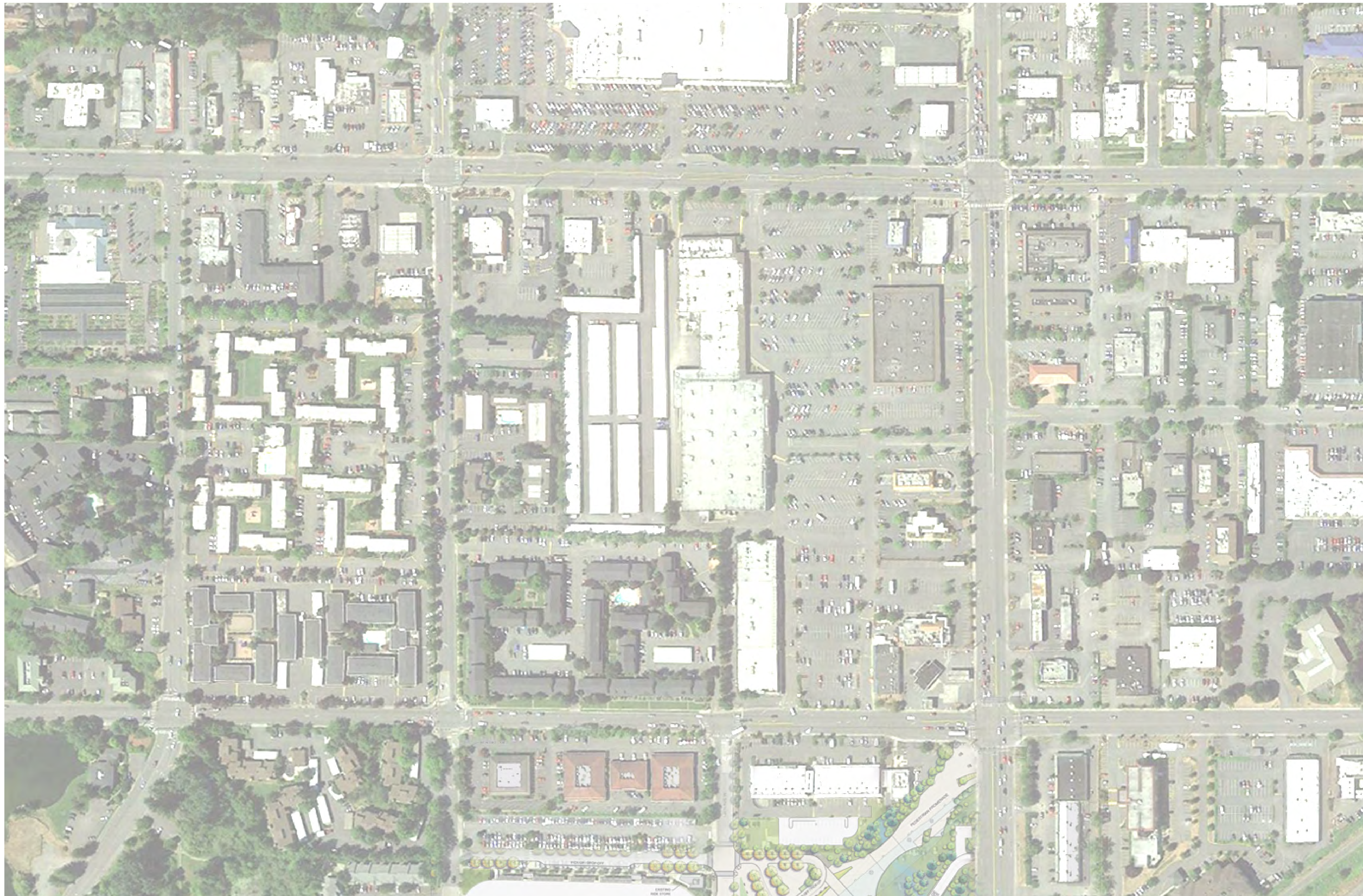
Northline Village is a catalyst project which will bring more population, activities, tax revenue and investment into City Center.

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.



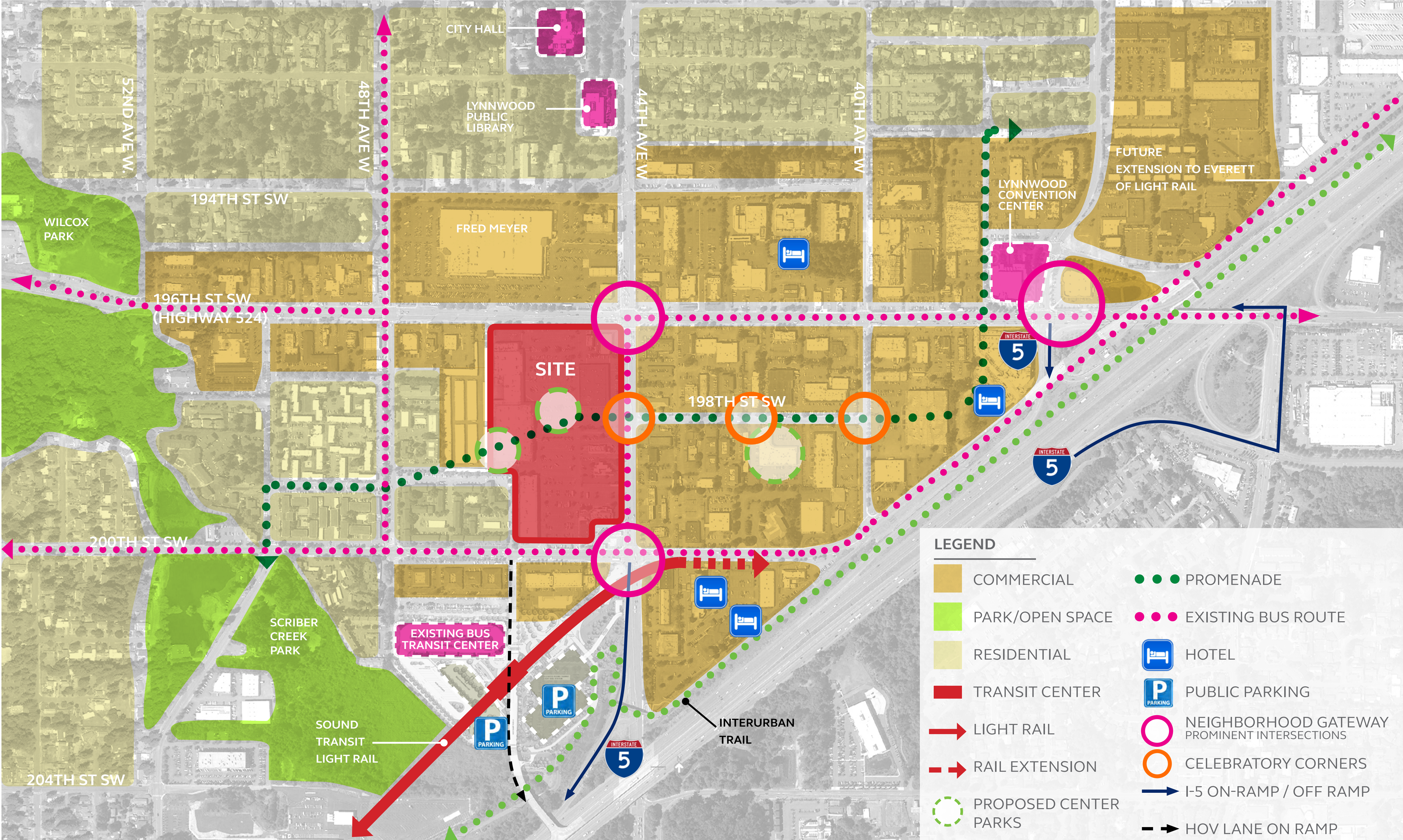
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Attachment 7b:
Northline Village Concept Plan Part II

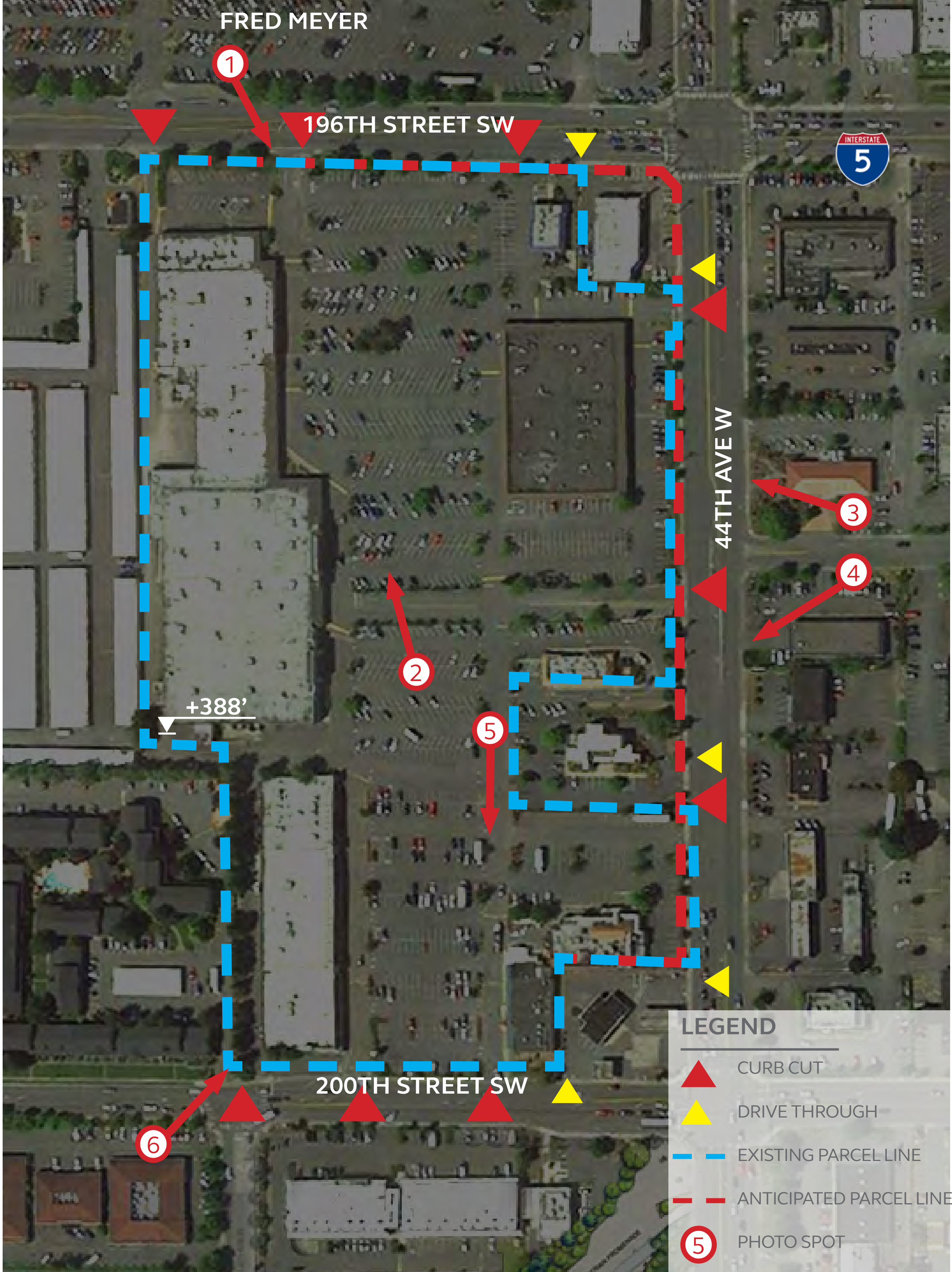


III. SITE CONTEXT

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

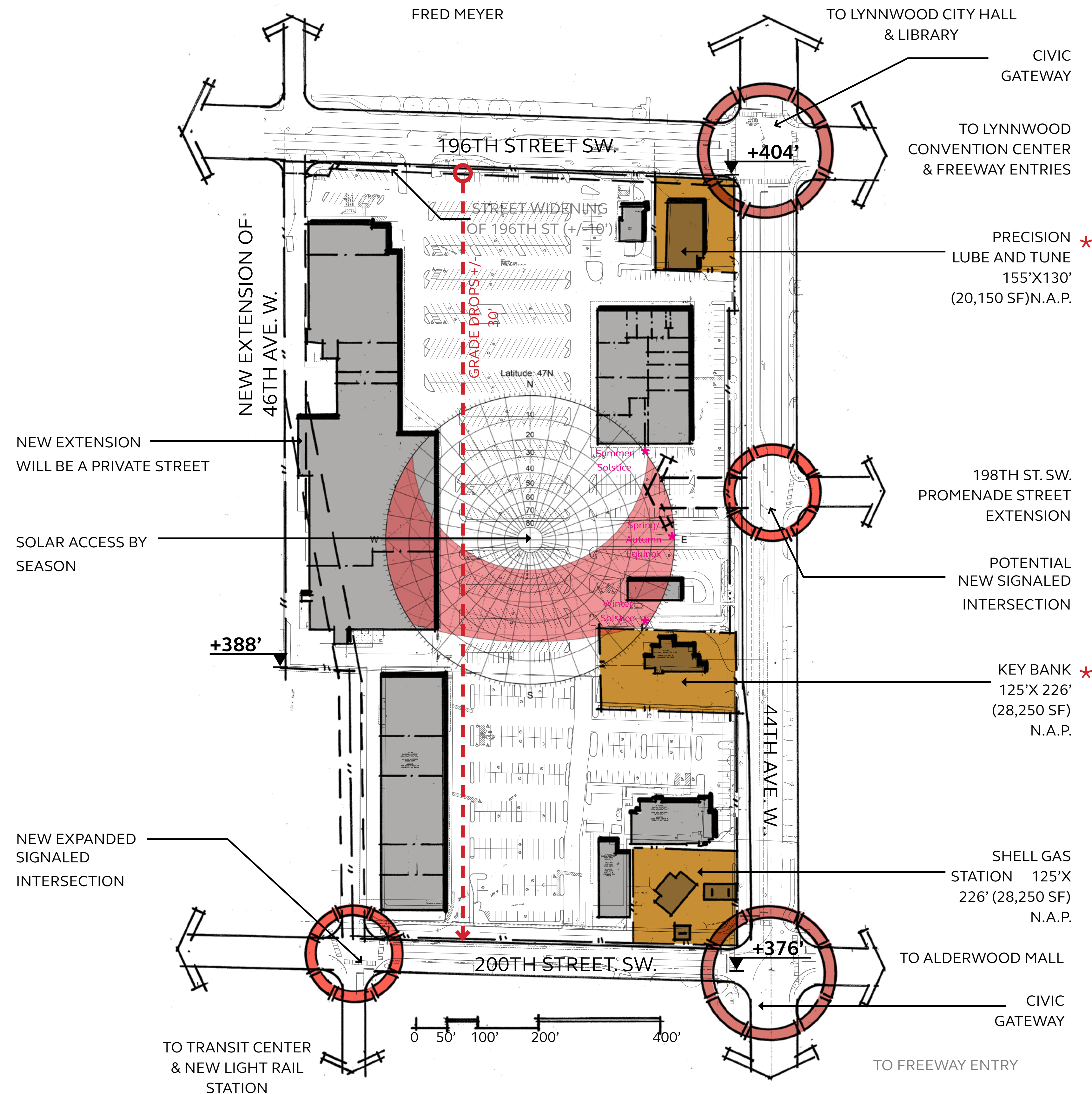
Parcel No. 00372600601405

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.

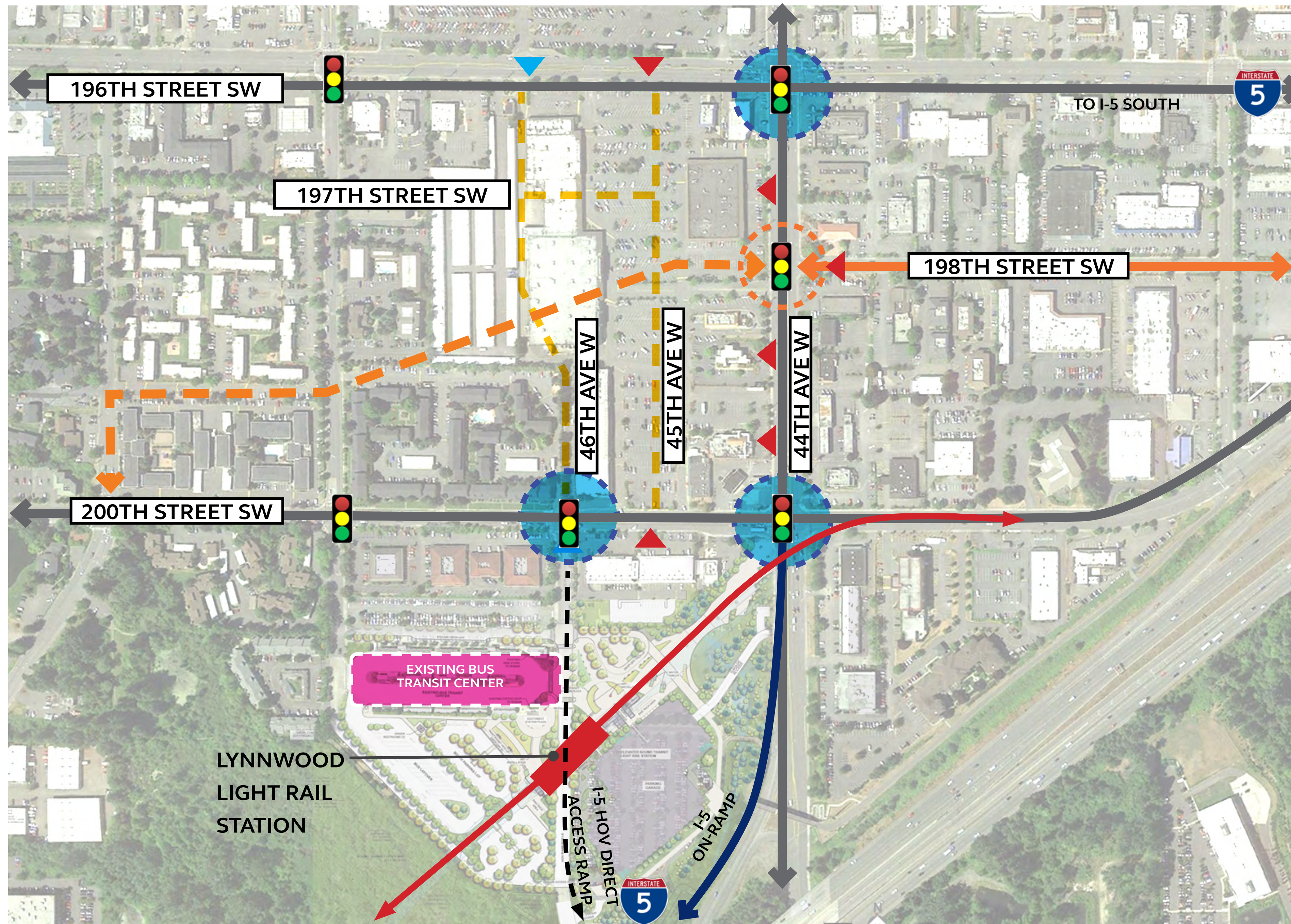
The Conceptual Guide Plan reflects a conceptual project program and site design with flexibility to adapt the plan in response to the market while the overall development intensity will be governed by the maximum development envelope and the development agreement provisions. Building forms and building 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
- PARK / OPEN SPACE
- RESIDENTIAL MIXED USE
- OFFICE MIXED USE
- PUBLIC
- 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.

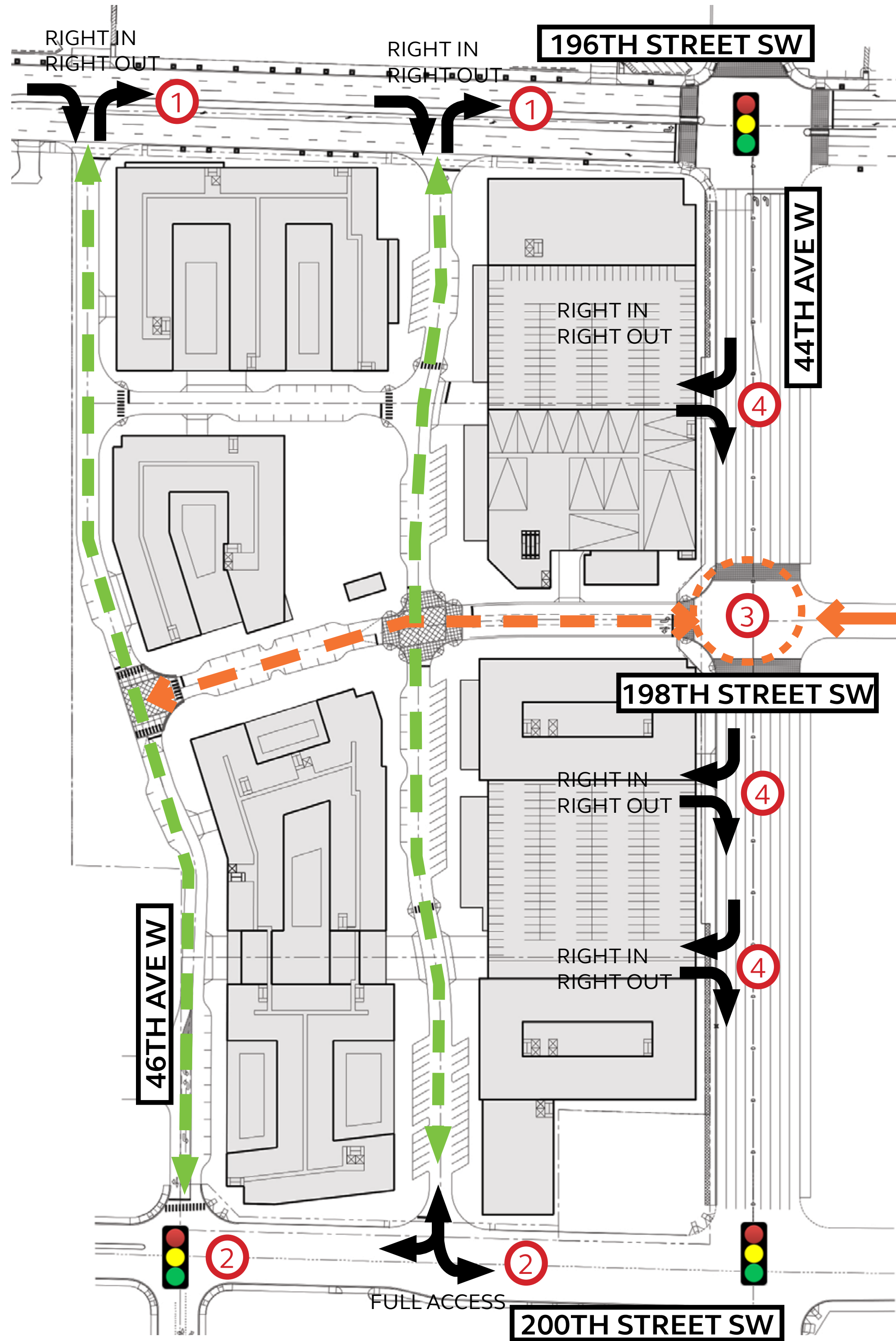
45TH & 46TH AVENUE W. / 197TH STREET SW.

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)

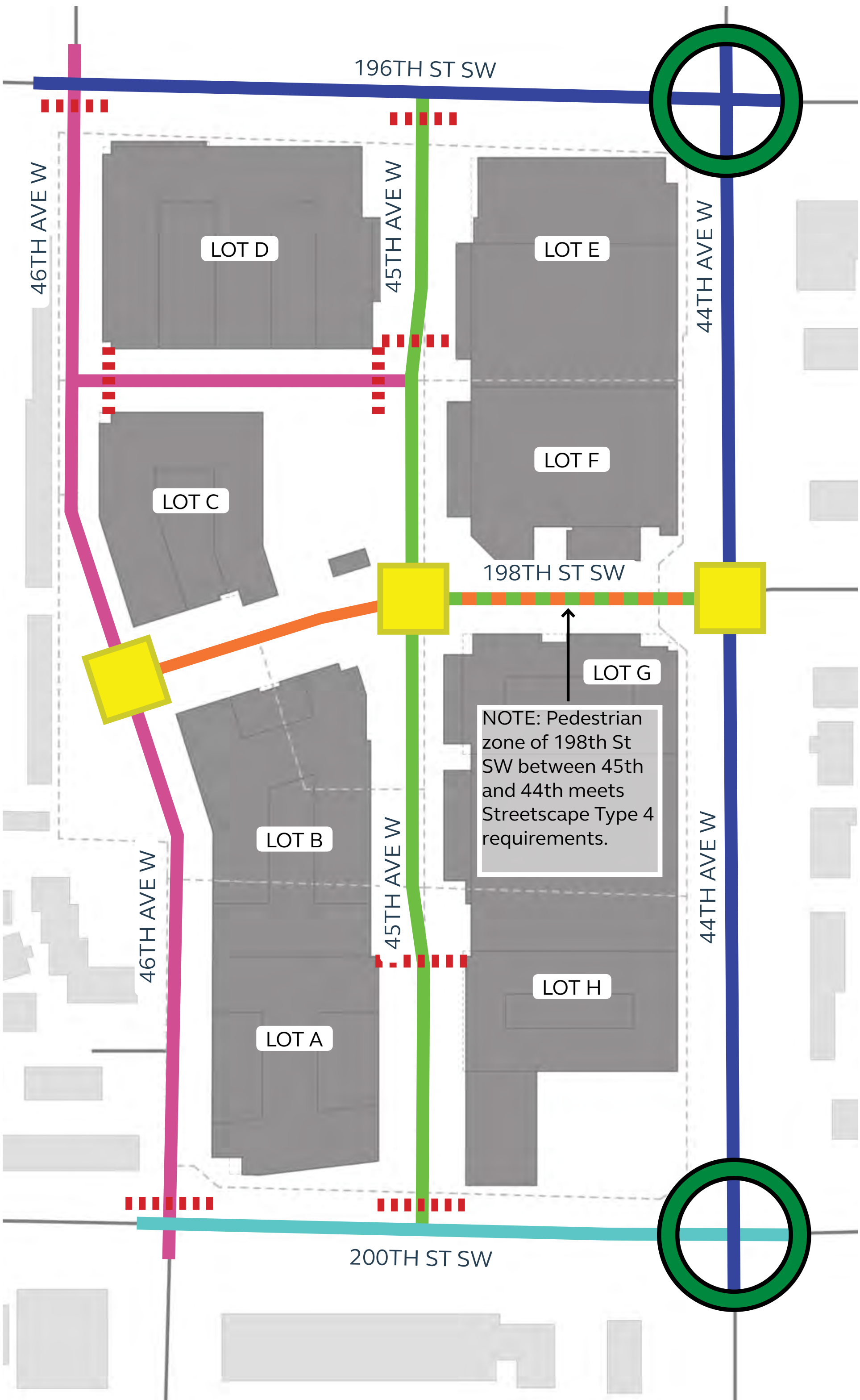
CCT 1. Minimize Driveway Access Locations. Minimize driveway access with curb cuts along Principal and Minor Arterials as a means of increasing vehicle carrying capacity and operational efficiency.

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.

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)	26' 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

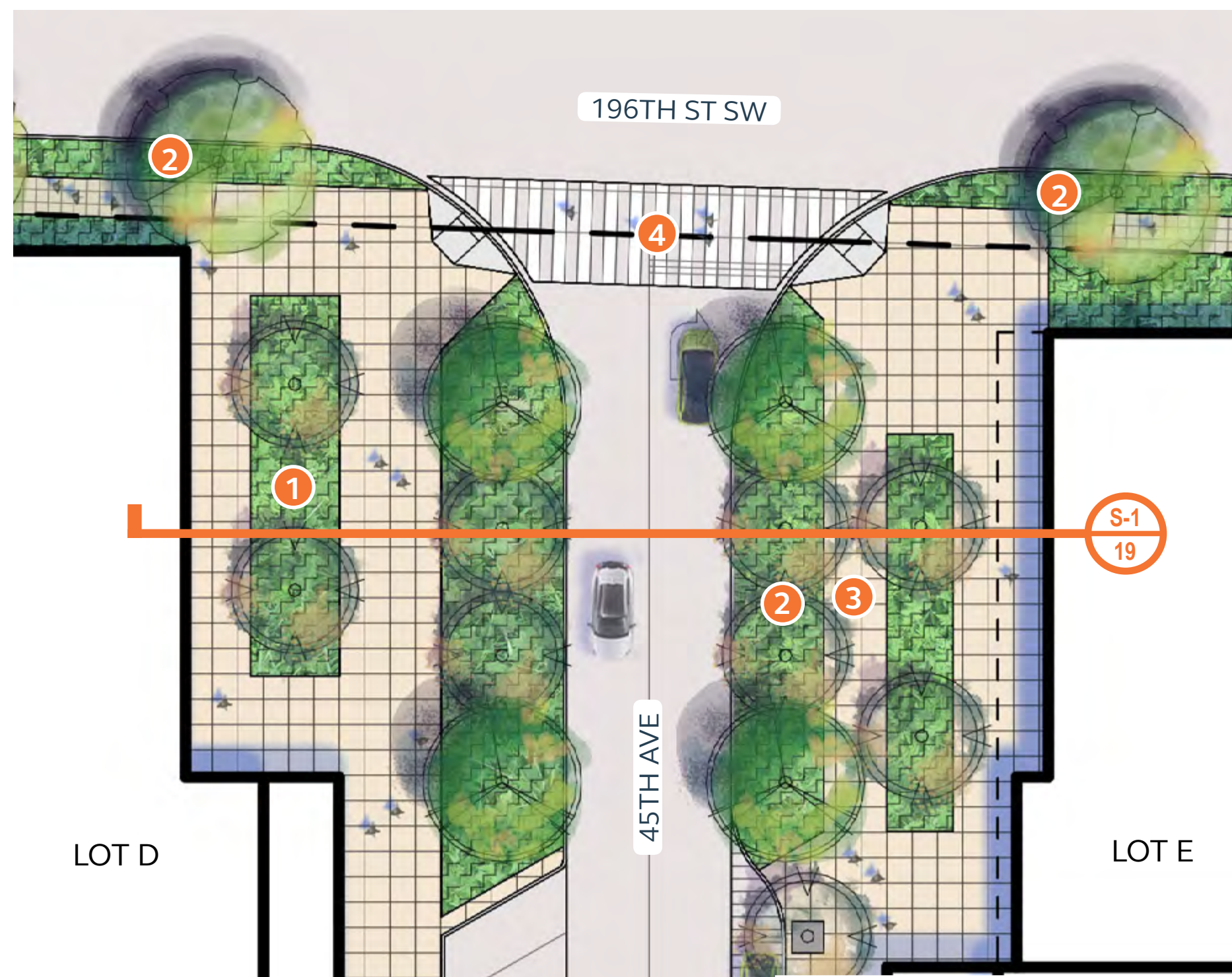
IV. SITE DESIGN - OVERALL PLAN



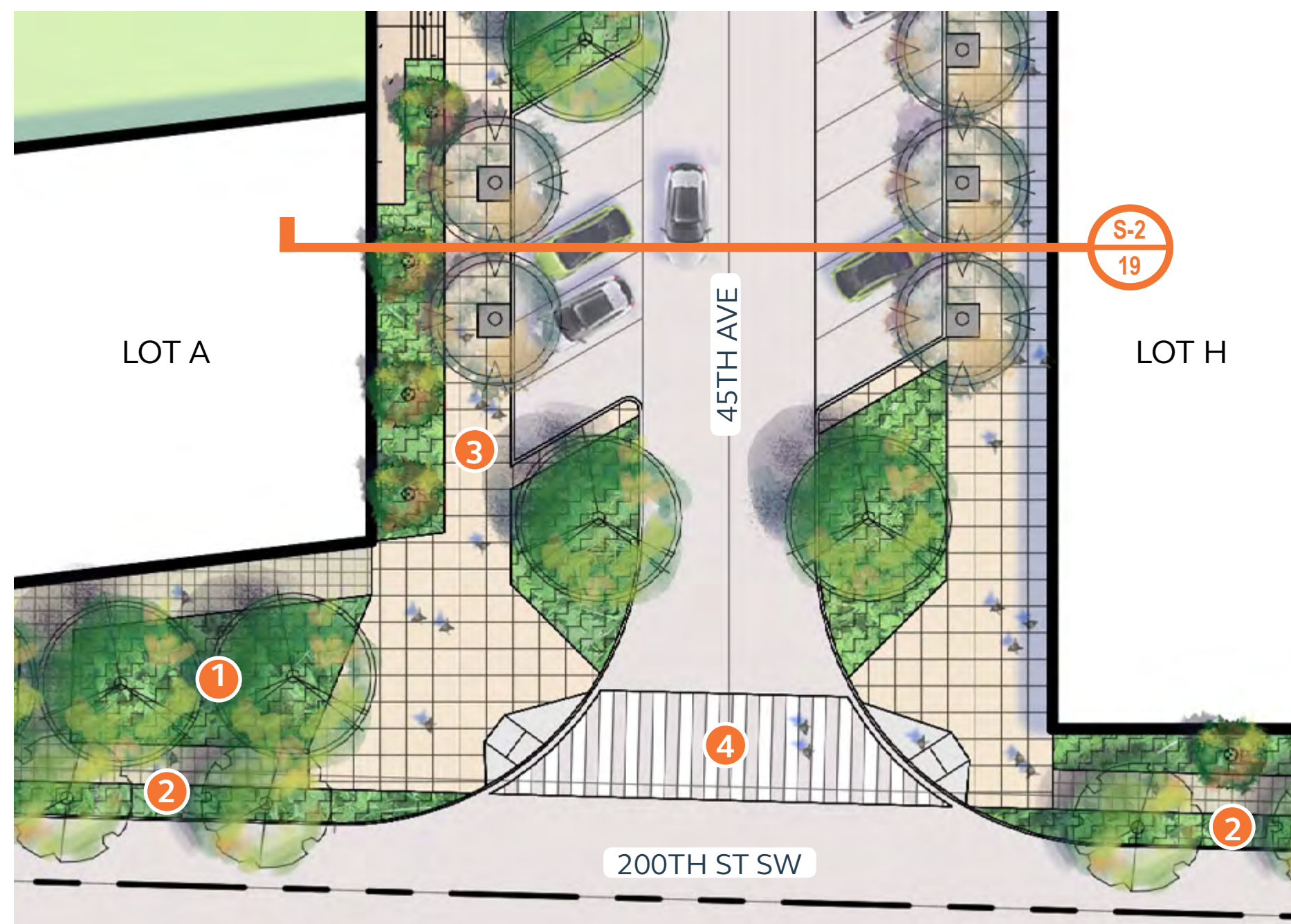
SITE PLAN

1" = 50'-0" 1" = 50'-0"
0' 50' 100'

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.

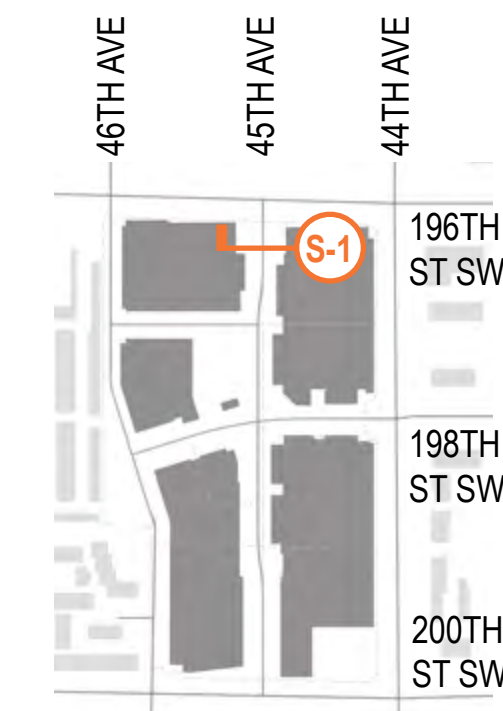
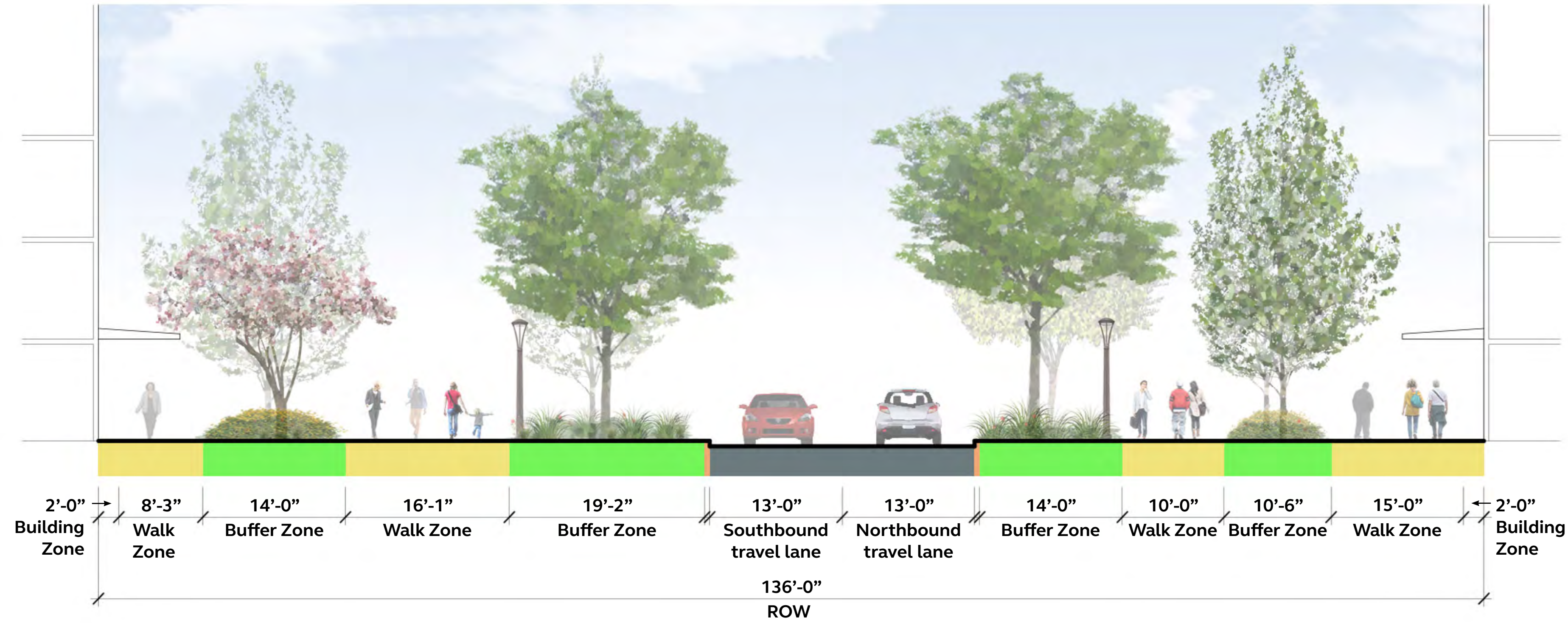
A PEDESTRIAN DESTINATION

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.

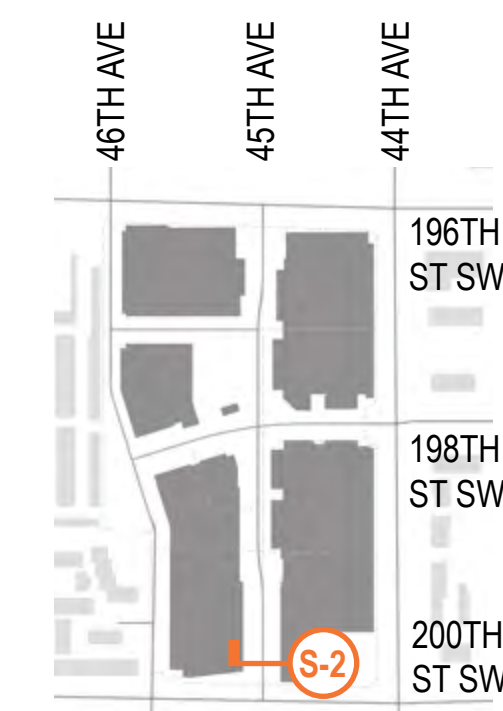
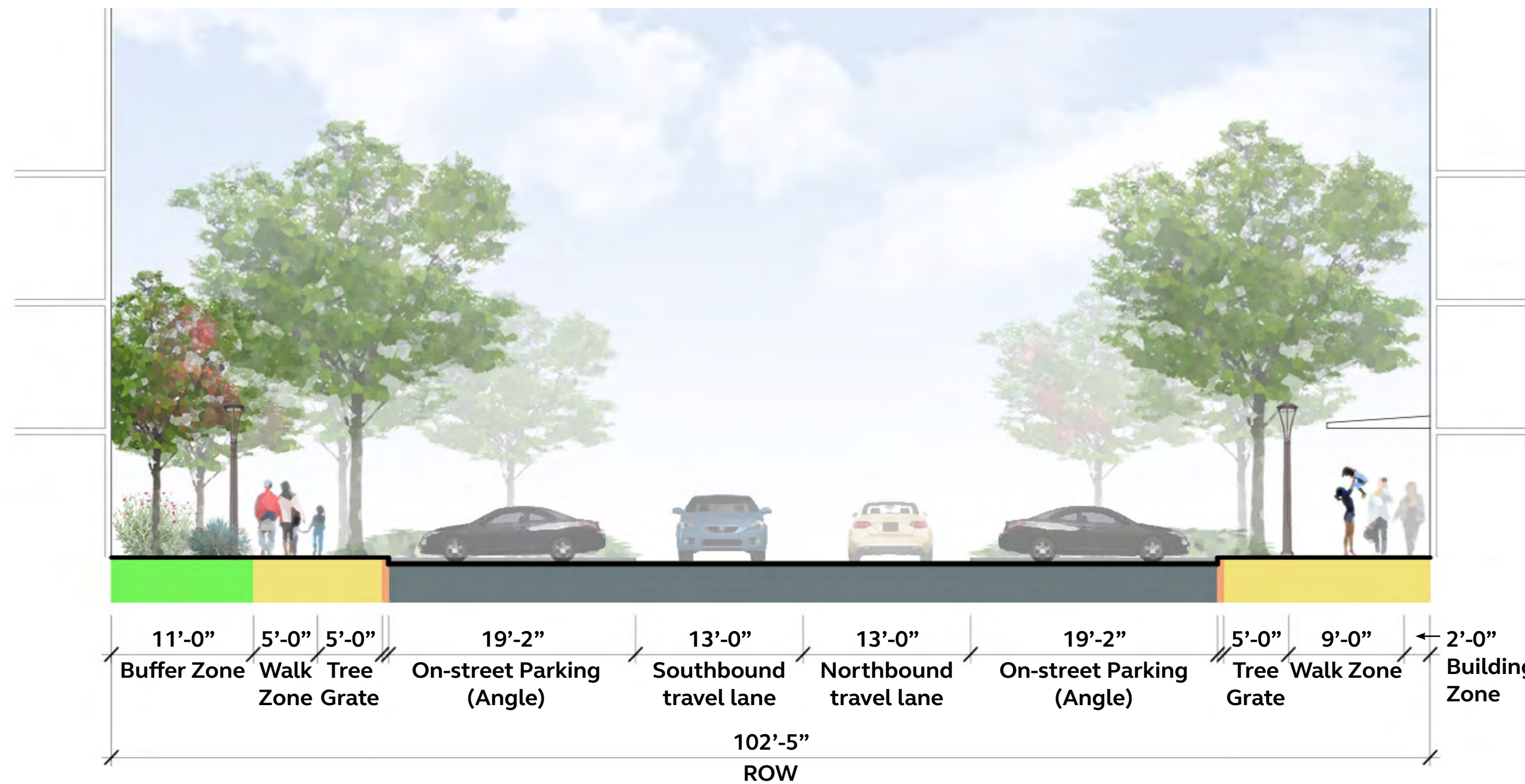
- Clear sight lines run the length of 45th Ave keeping navigation intuitive.
- Expanded plantings and building setbacks complement the widened entrances at the north and south gateway points.
- Amenity clusters containing bike facilities, trash & recycling bins and pedestrian lighting encourage leisurely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



IV. SITE DESIGN - NORTH & SOUTH ENTRIES

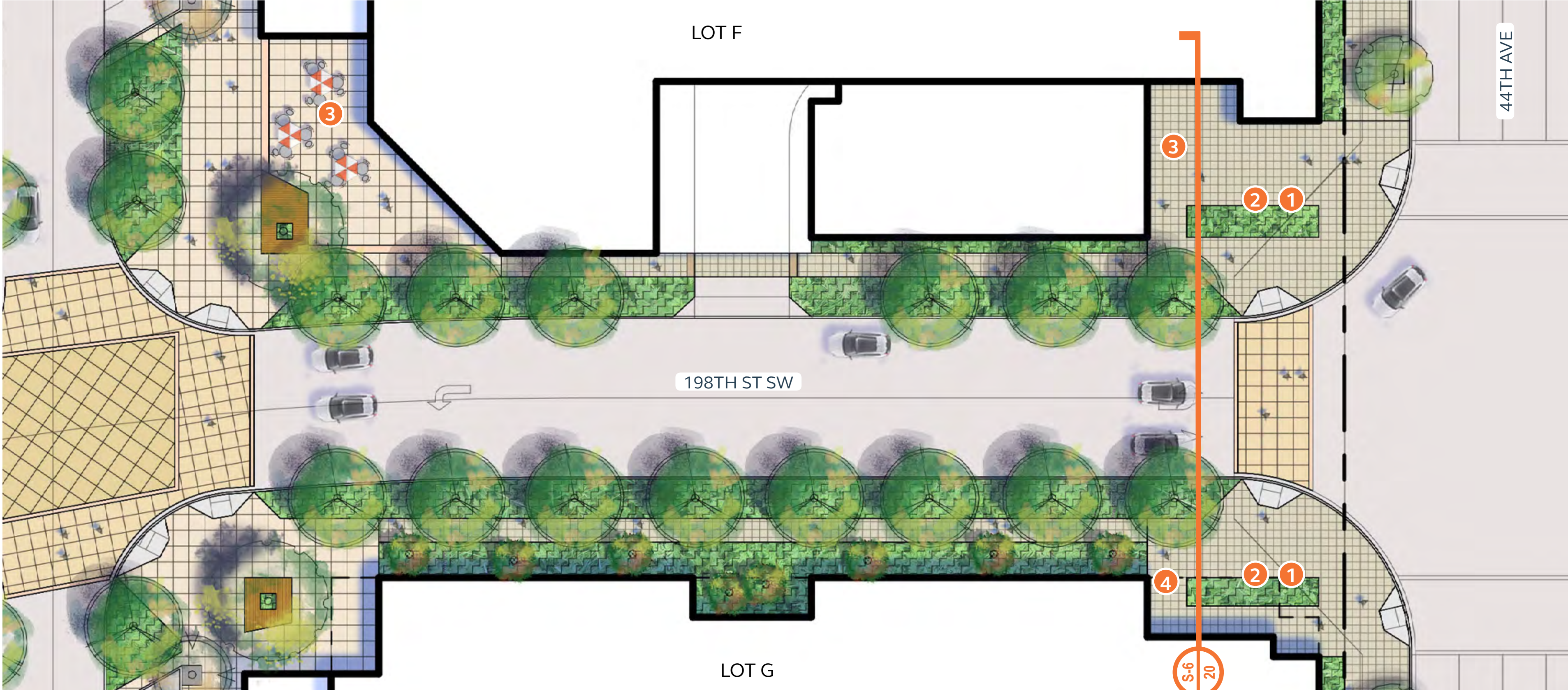


S-1 SECTION: NORTH ENTRY
1/8" = 1'-0"



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

IV. SITE DESIGN - EAST ENTRY



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



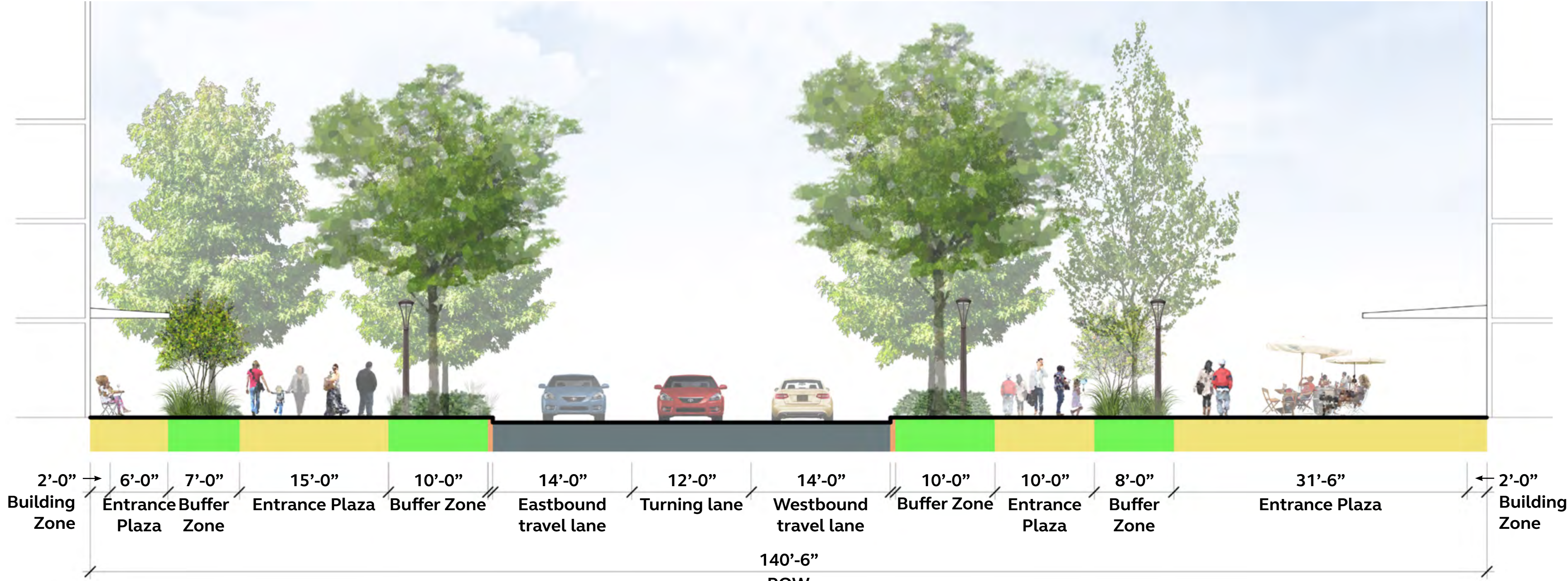
1 Seating



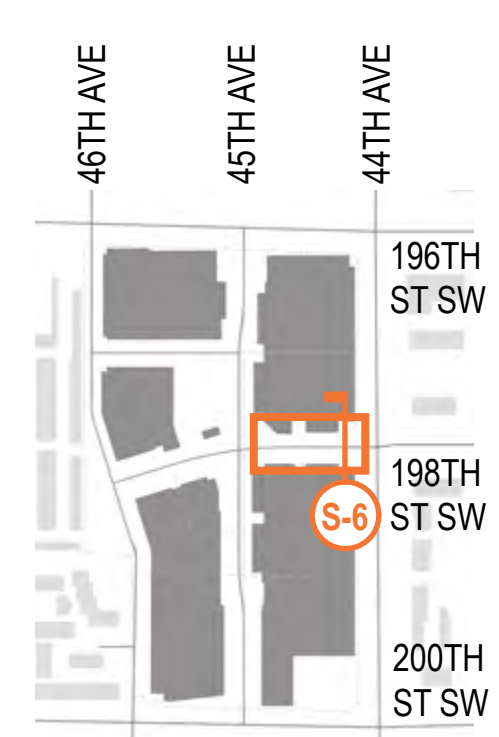
2 Bicycle Rack



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.

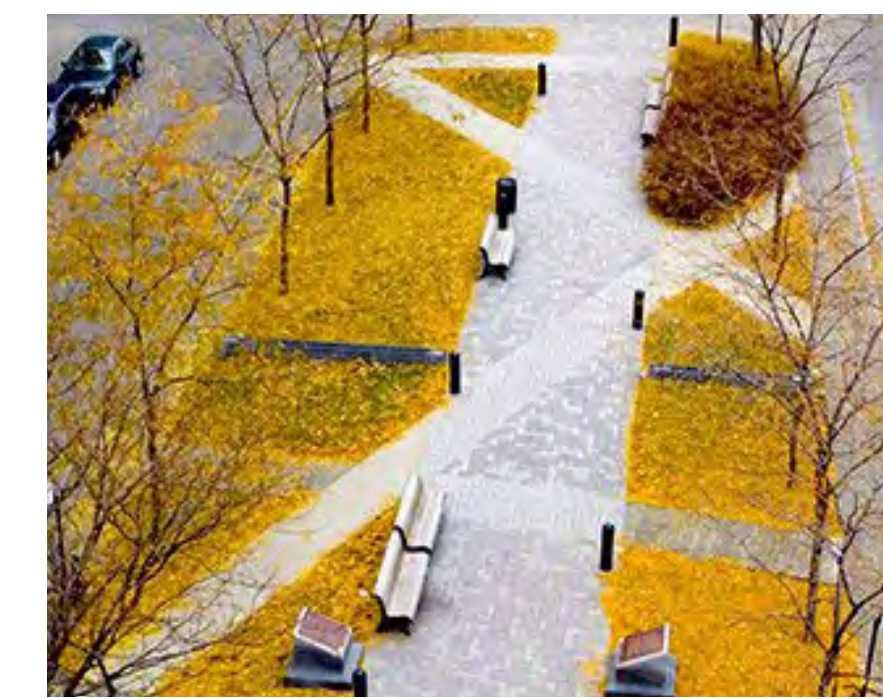
- Turf, flexible open space for relaxing, games, and supervised play.
- Open area allows for ample circulation and a sense of spaciousness.
- Large feature trees with seating underneath bookend the open turf space.
- A retail kiosk anchors the southeast corner, complemented by a wayfinding structure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



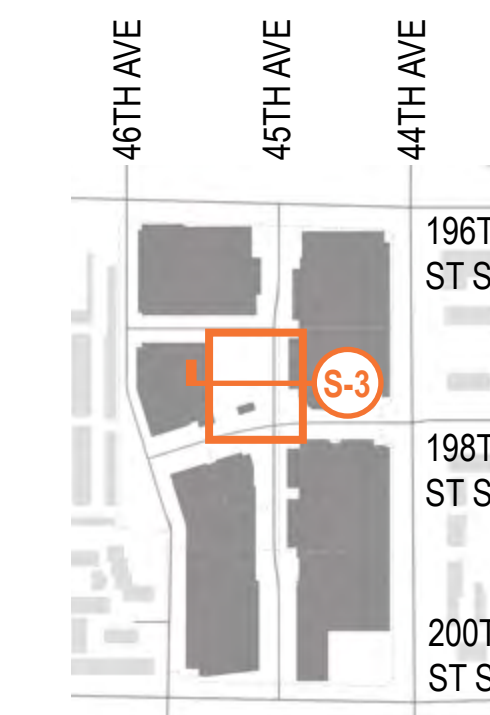
6 Wood Platforms



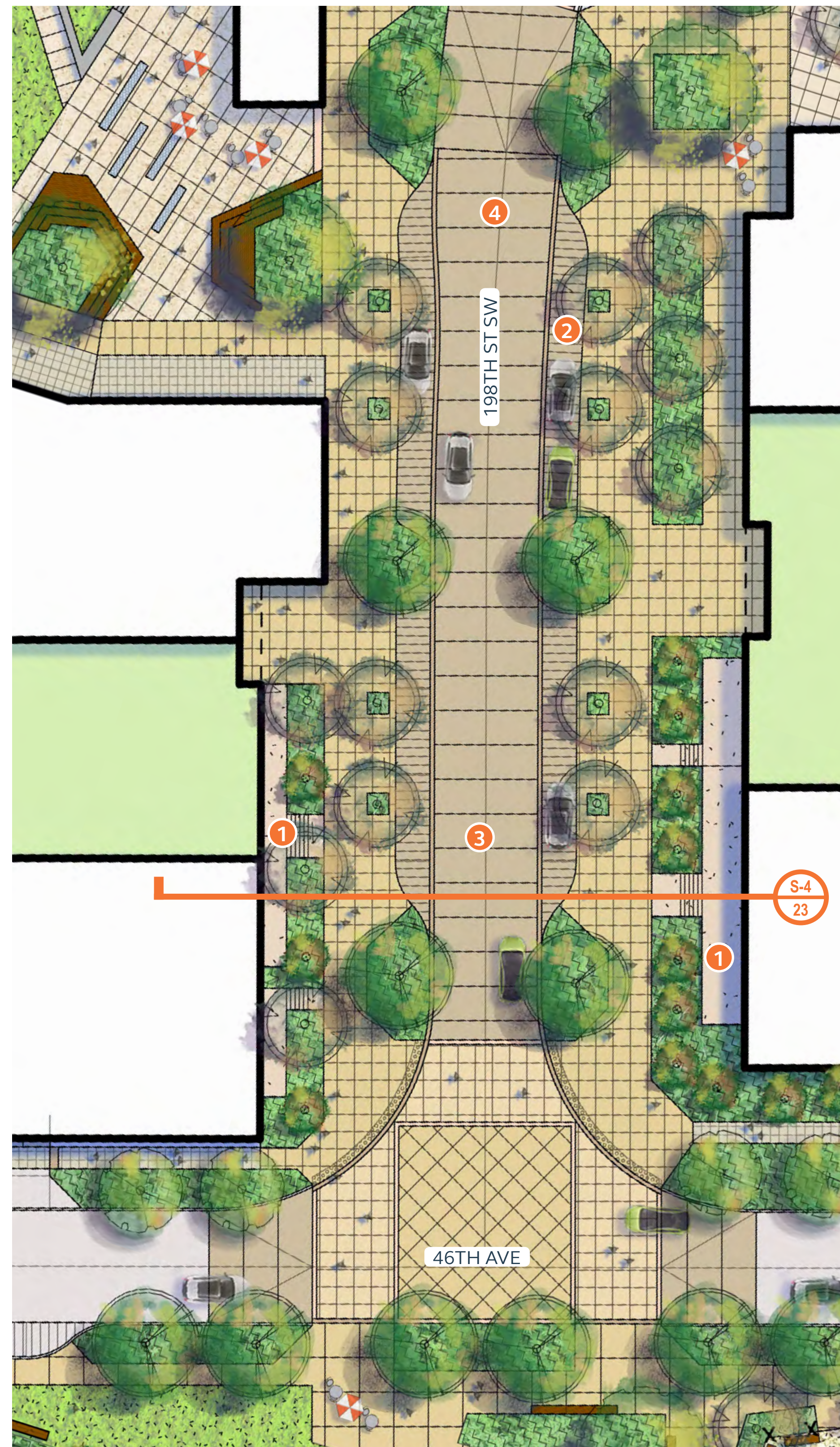
7 Bench with Lighting



8 Flexible Plaza Space



Attachment 7c:
Northline Village Concept Plan Part III



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



1 Stoops



2 Flush Parking



3 Woonerf

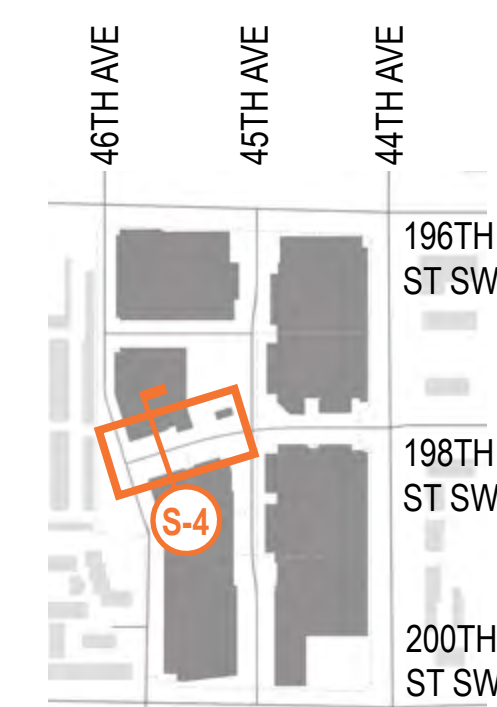


4 Shared Street

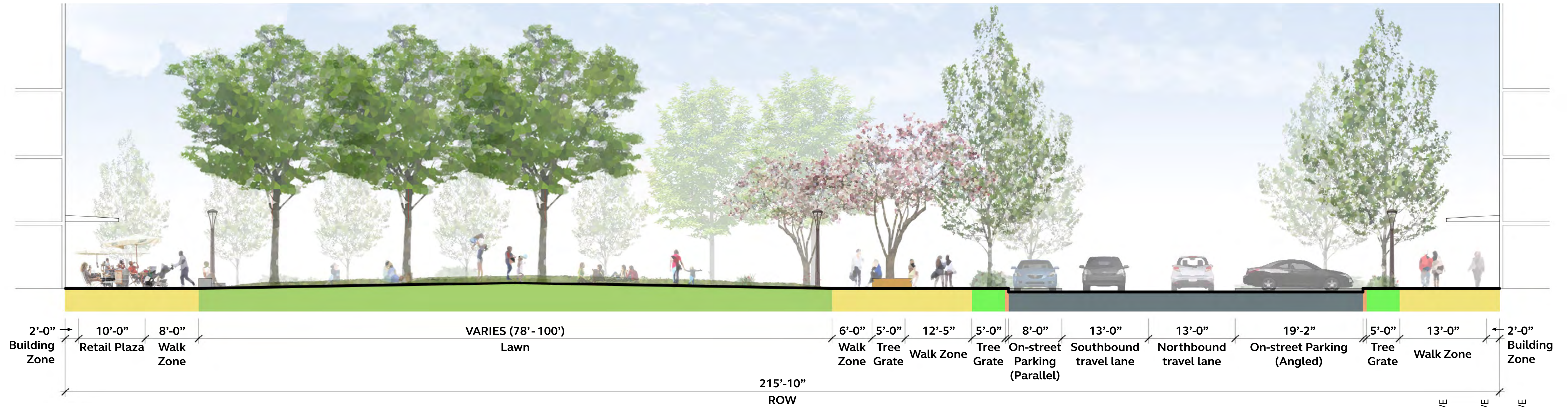
FESTIVAL STREET - A PEDESTRIAN WOONERF

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.

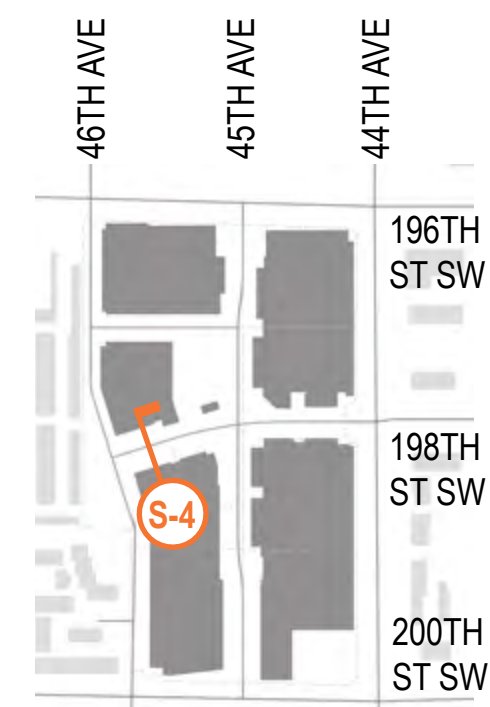
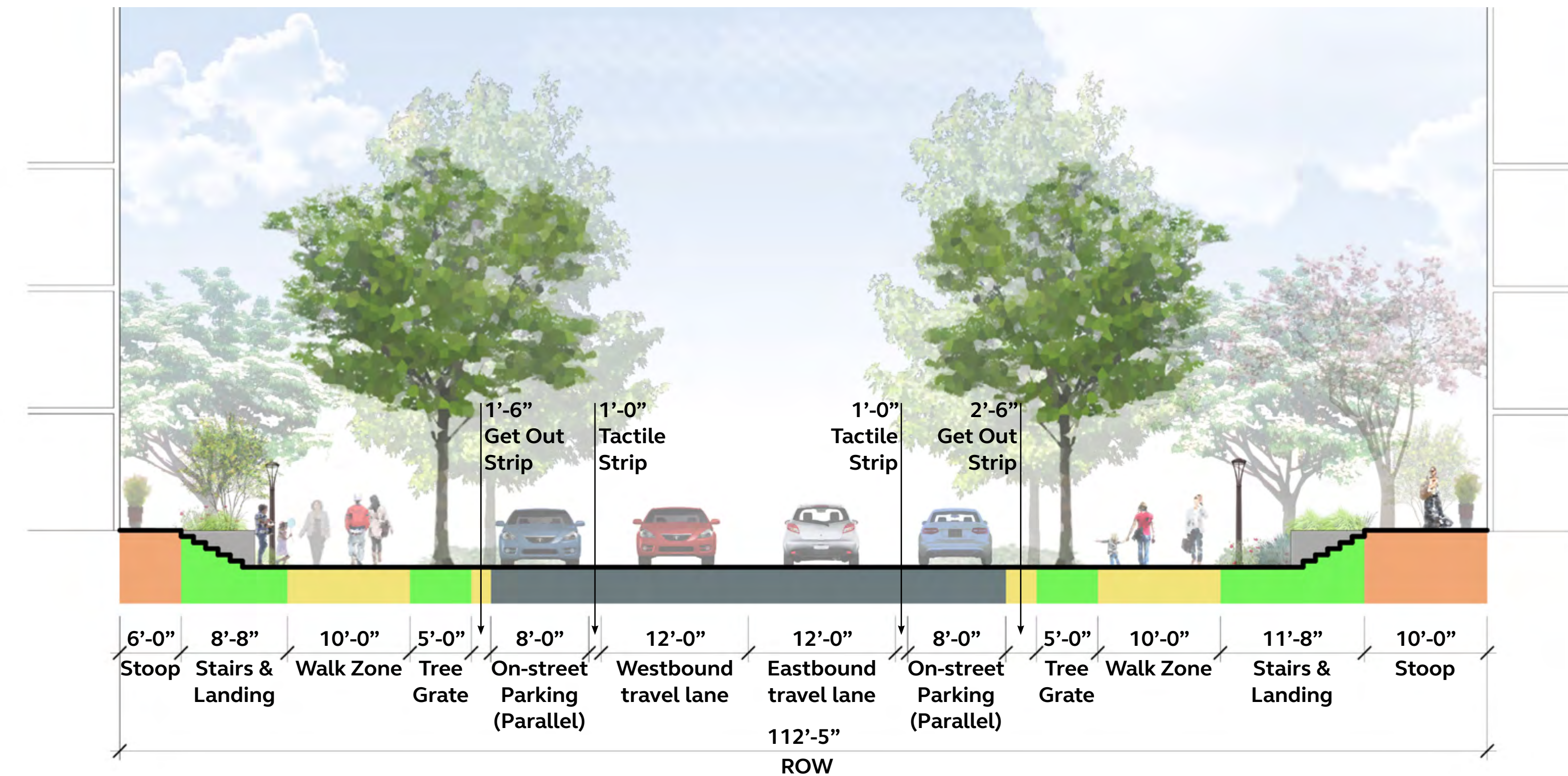
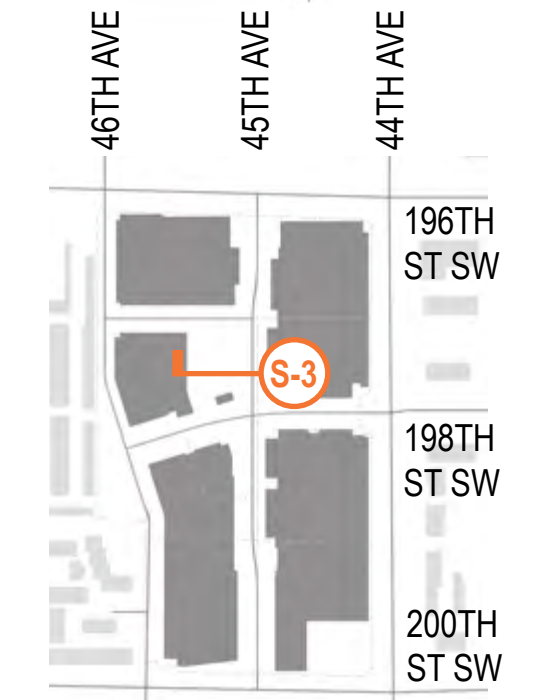


IV. SITE DESIGN - VILLAGE GREEN & FESTIVAL STREET



S-3 SECTION: VILLAGE GREEN

1/8" = 1'-0"



S-4 SECTION: WOONERF

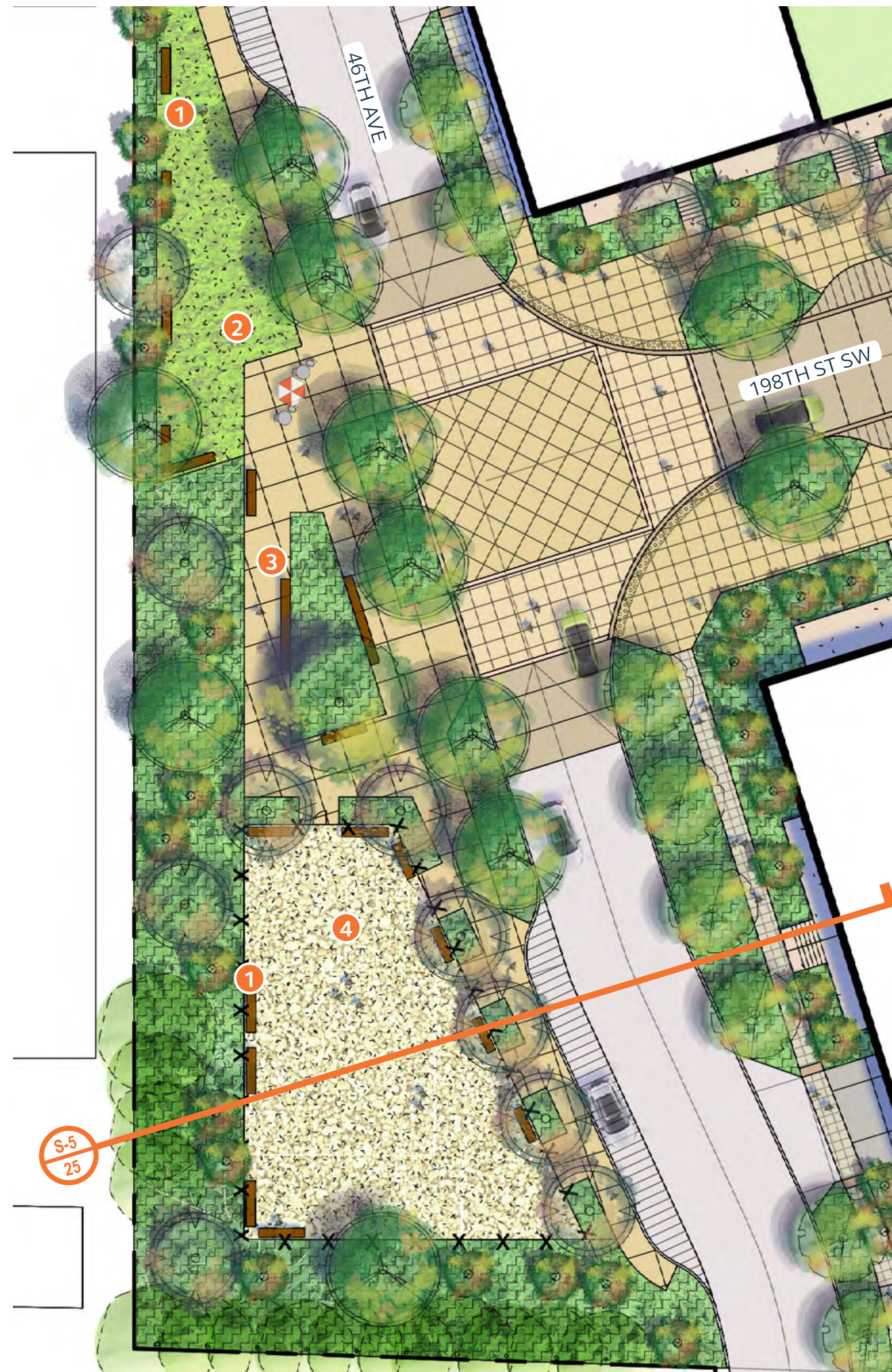
1/8" = 1'-0"

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"



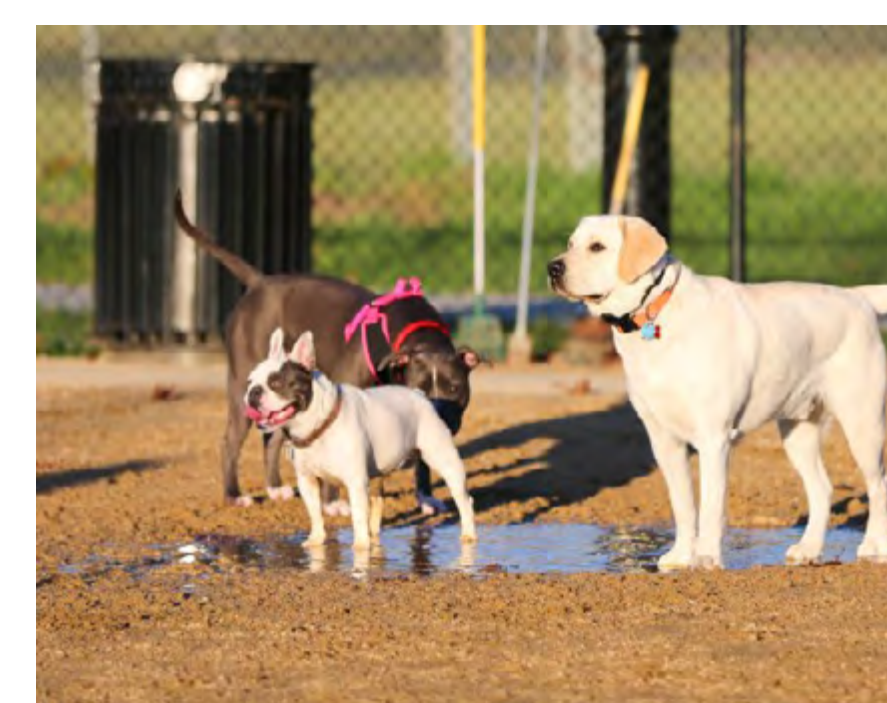
1 Integrated Seating



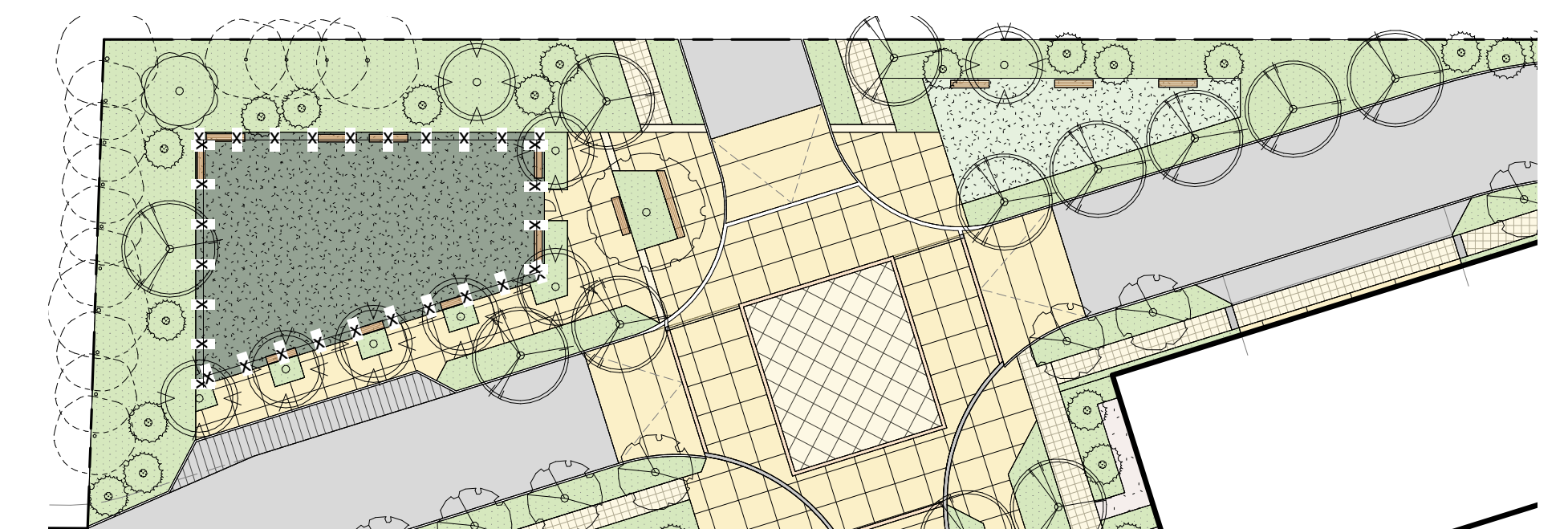
2 Park / Play Space

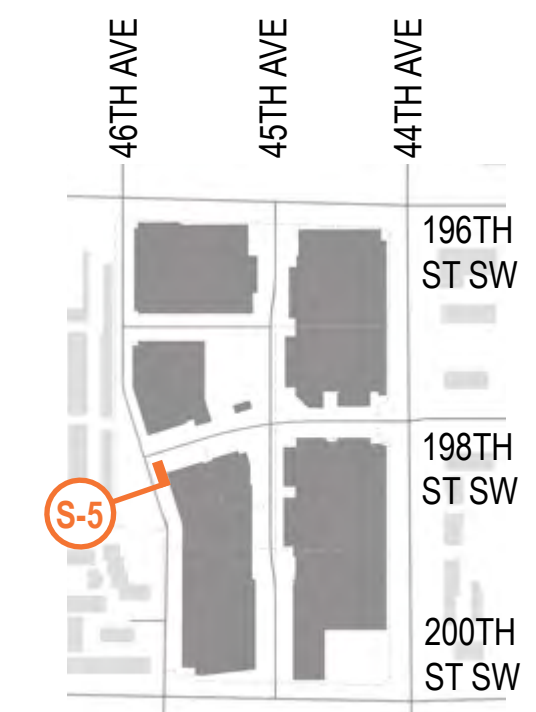
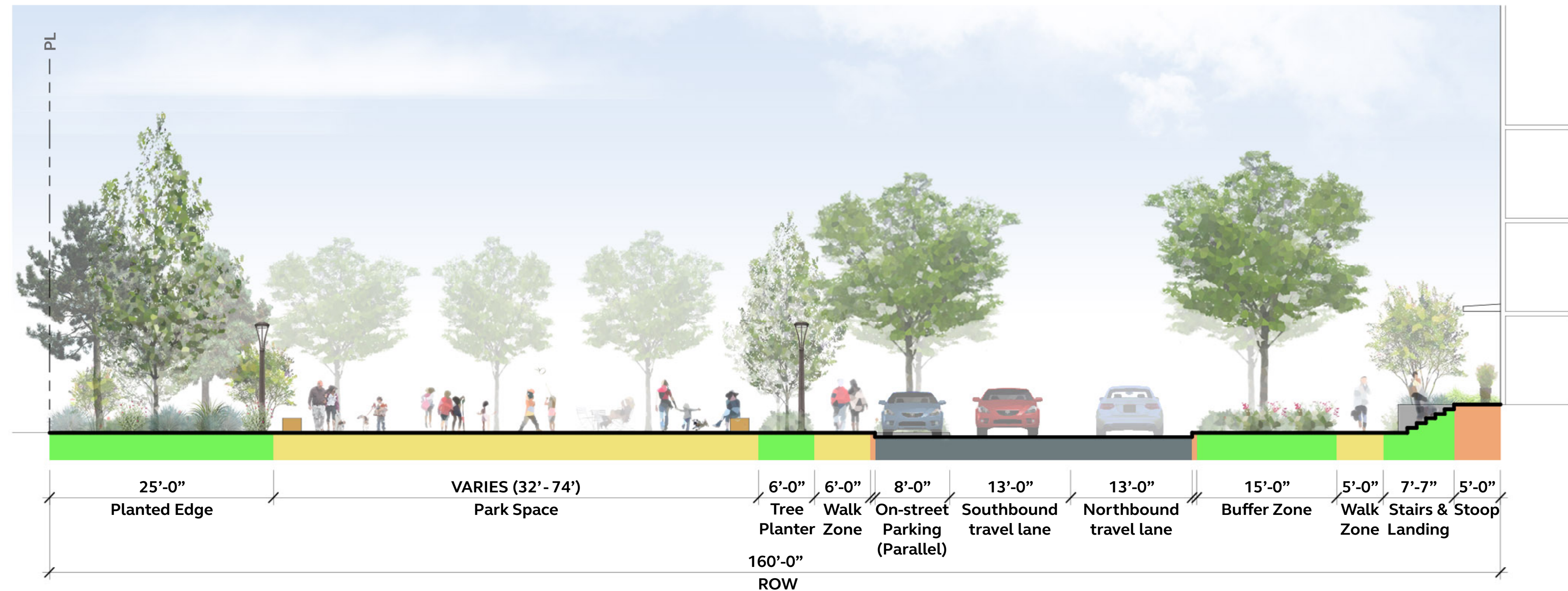


3 Specialty Bench



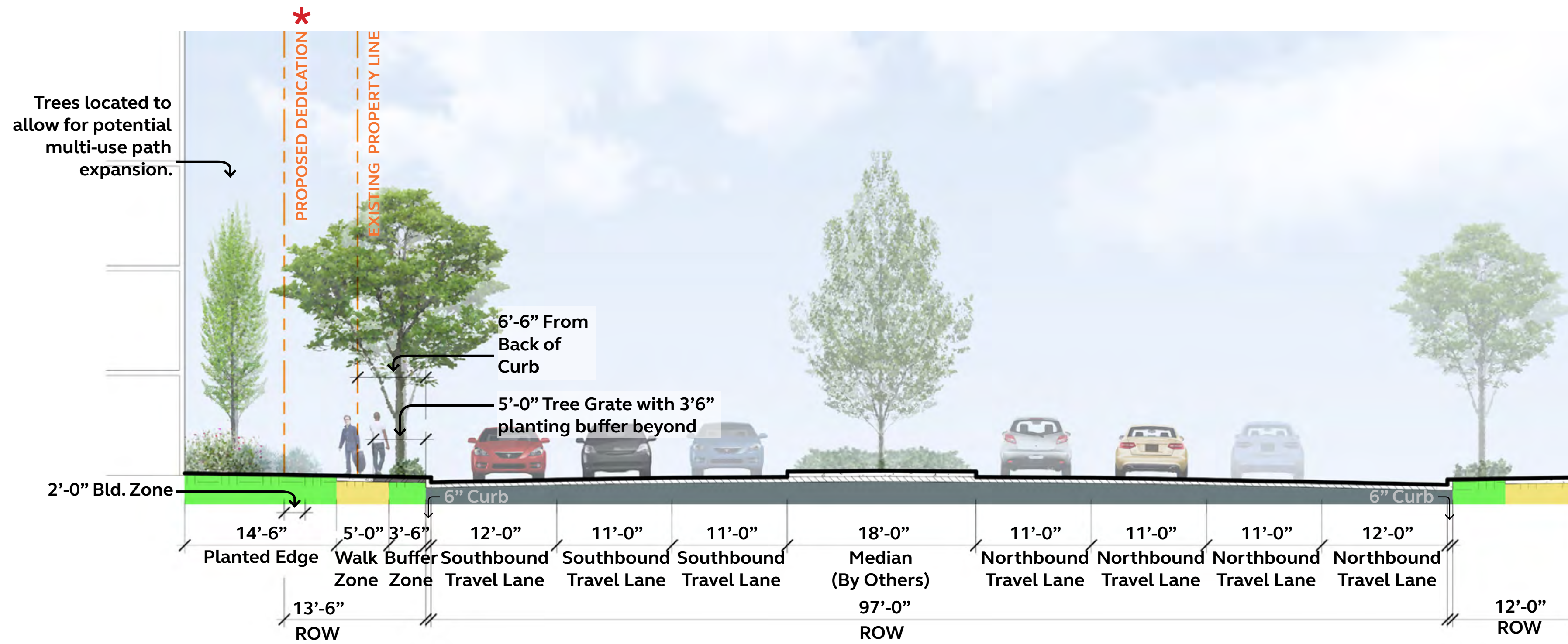
4 Dog Run



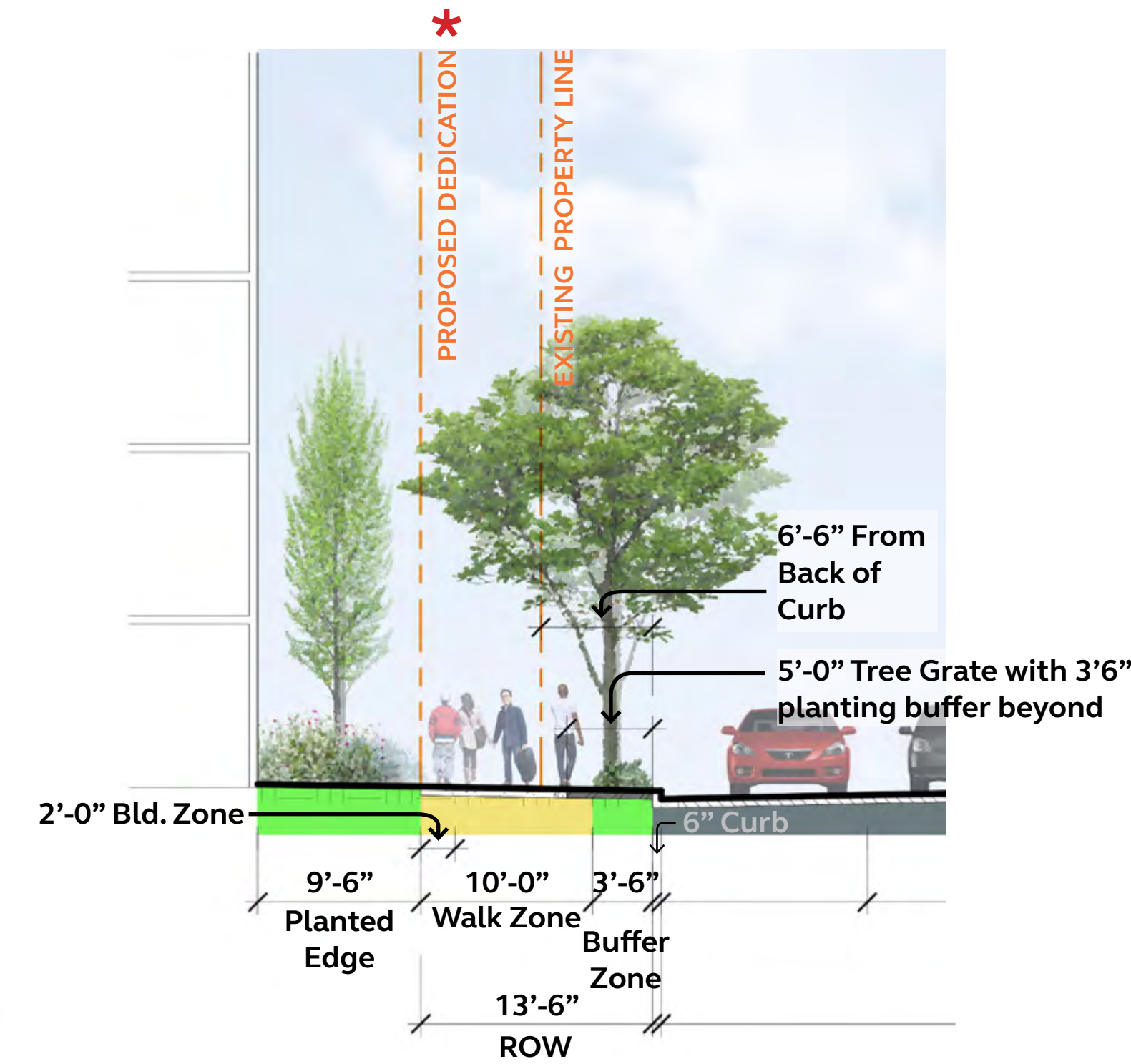


S-5 SECTION: POCKET OASIS
1/8" = 1'-0"

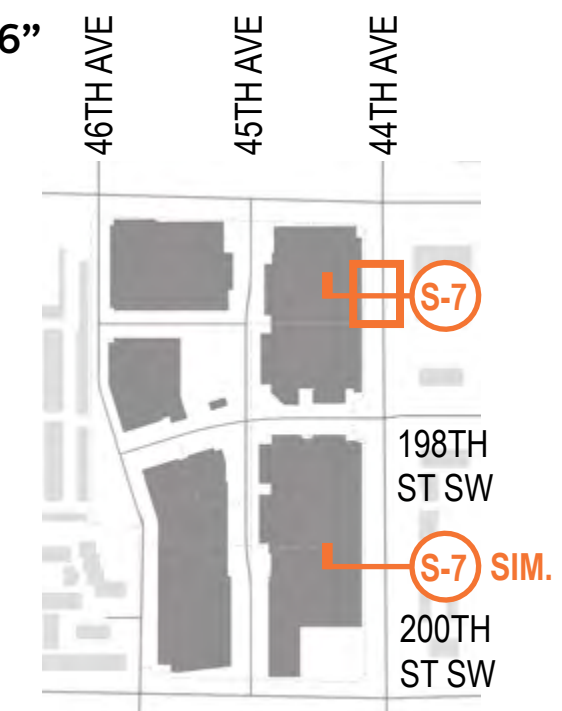
IV. SITE DESIGN - 44TH AVE



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



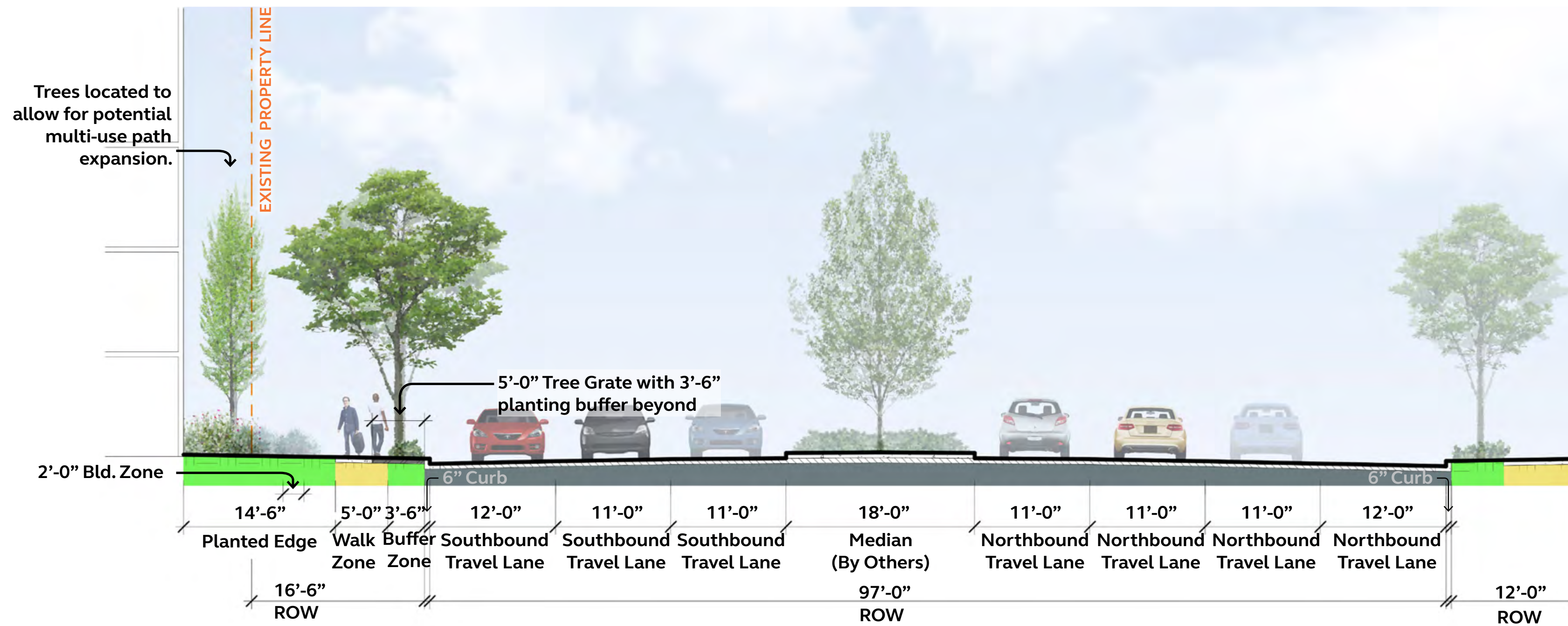
S-7 MULTI-USE PATH OPTION
1/8" = 1'-0"



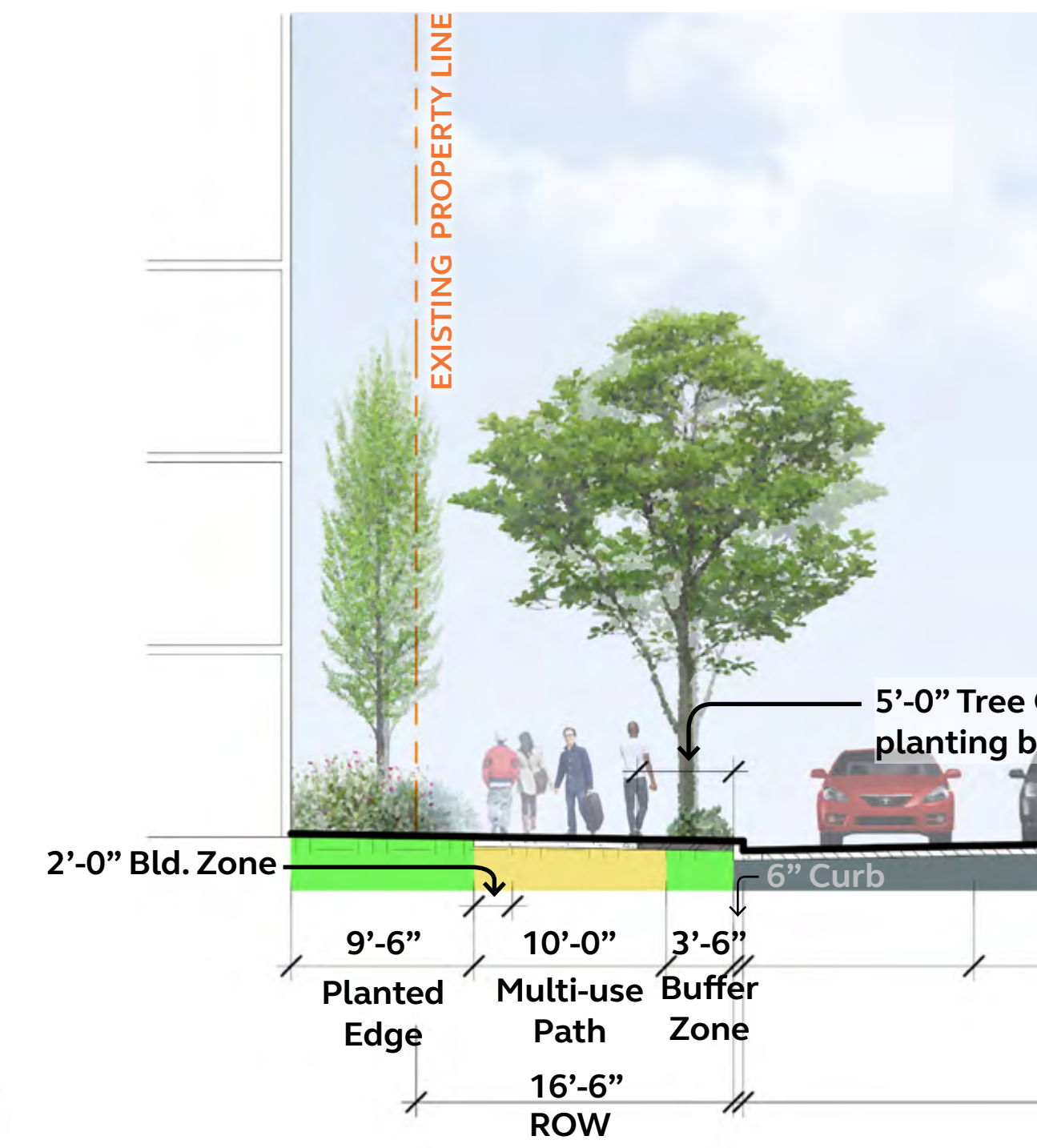
7 ENLARGEMENT: 44TH AVE ROW
1" = 20'-0"

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

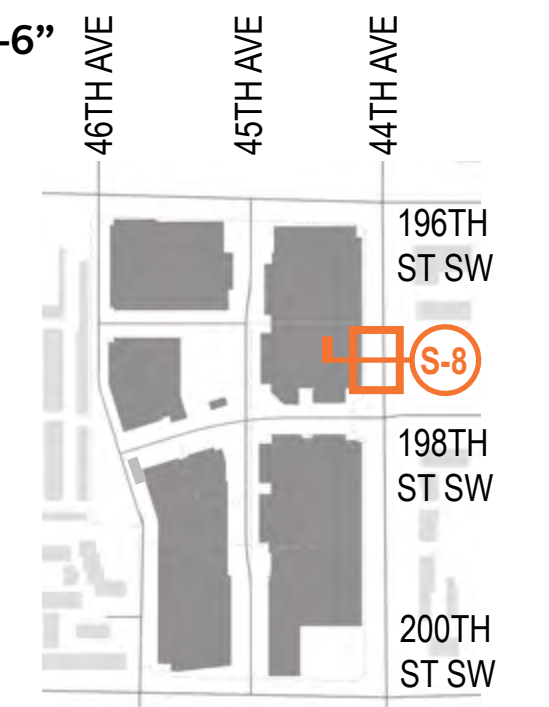
IV. SITE DESIGN - 44TH AVE



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

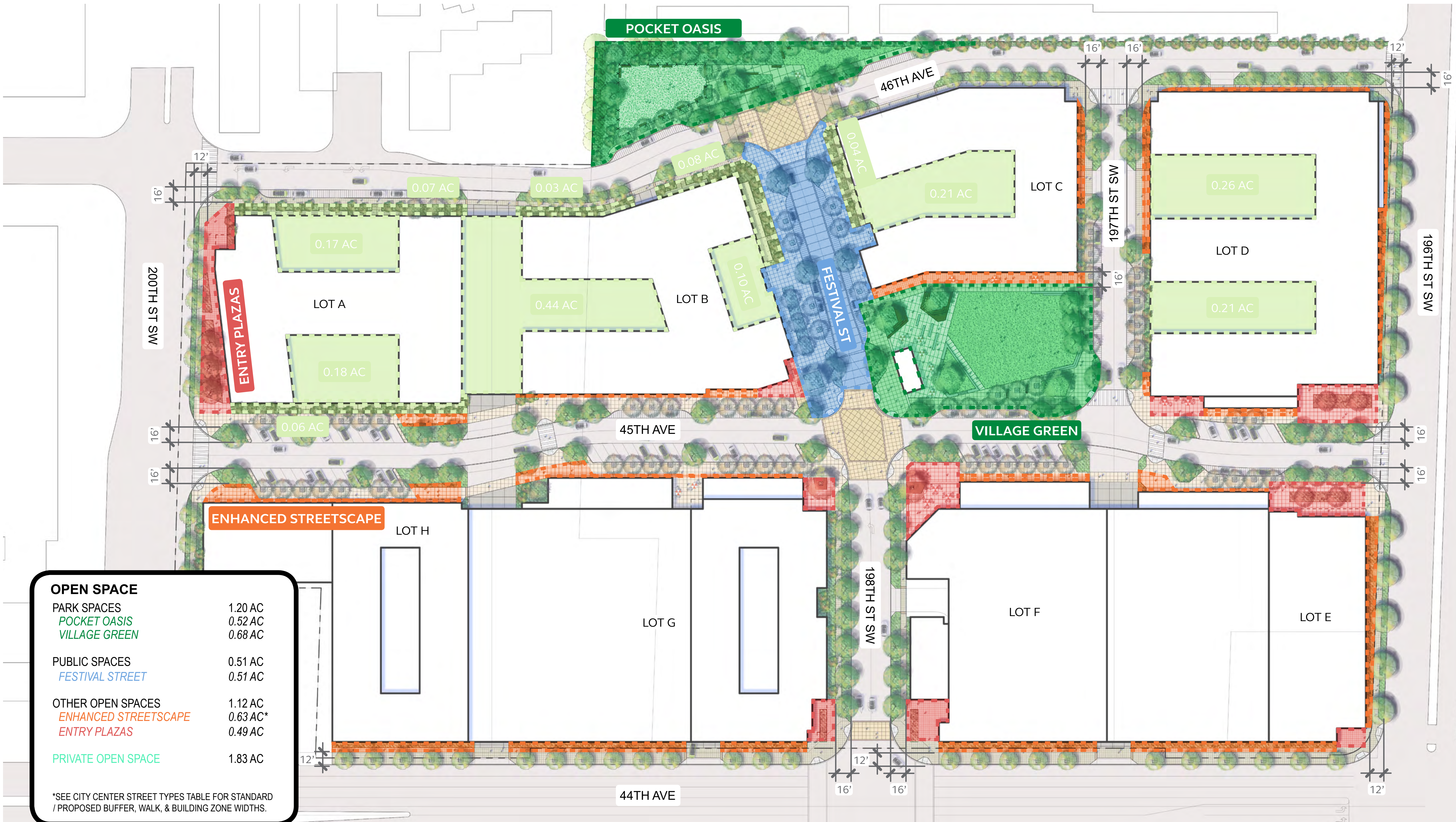


S-8 MULTI-USE PATH OPTION
1/8" = 1'-0"



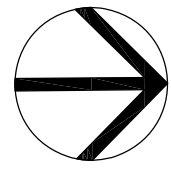
8 ENLARGEMENT: 44TH AVE ROW
1" = 20'-0"

IV. SITE DESIGN - SITE OPEN SPACE



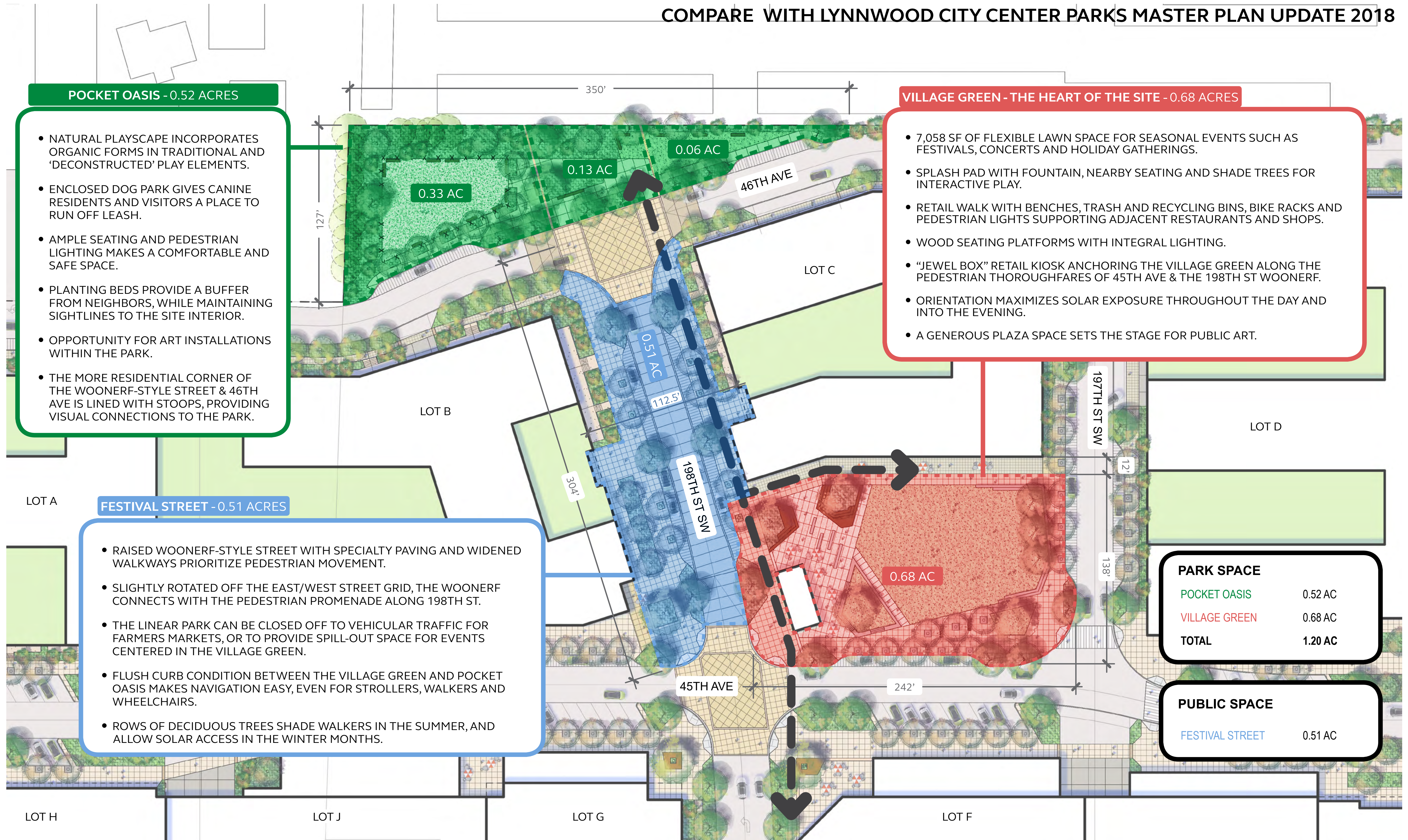
OPEN SPACE PLAN

N.T.S.

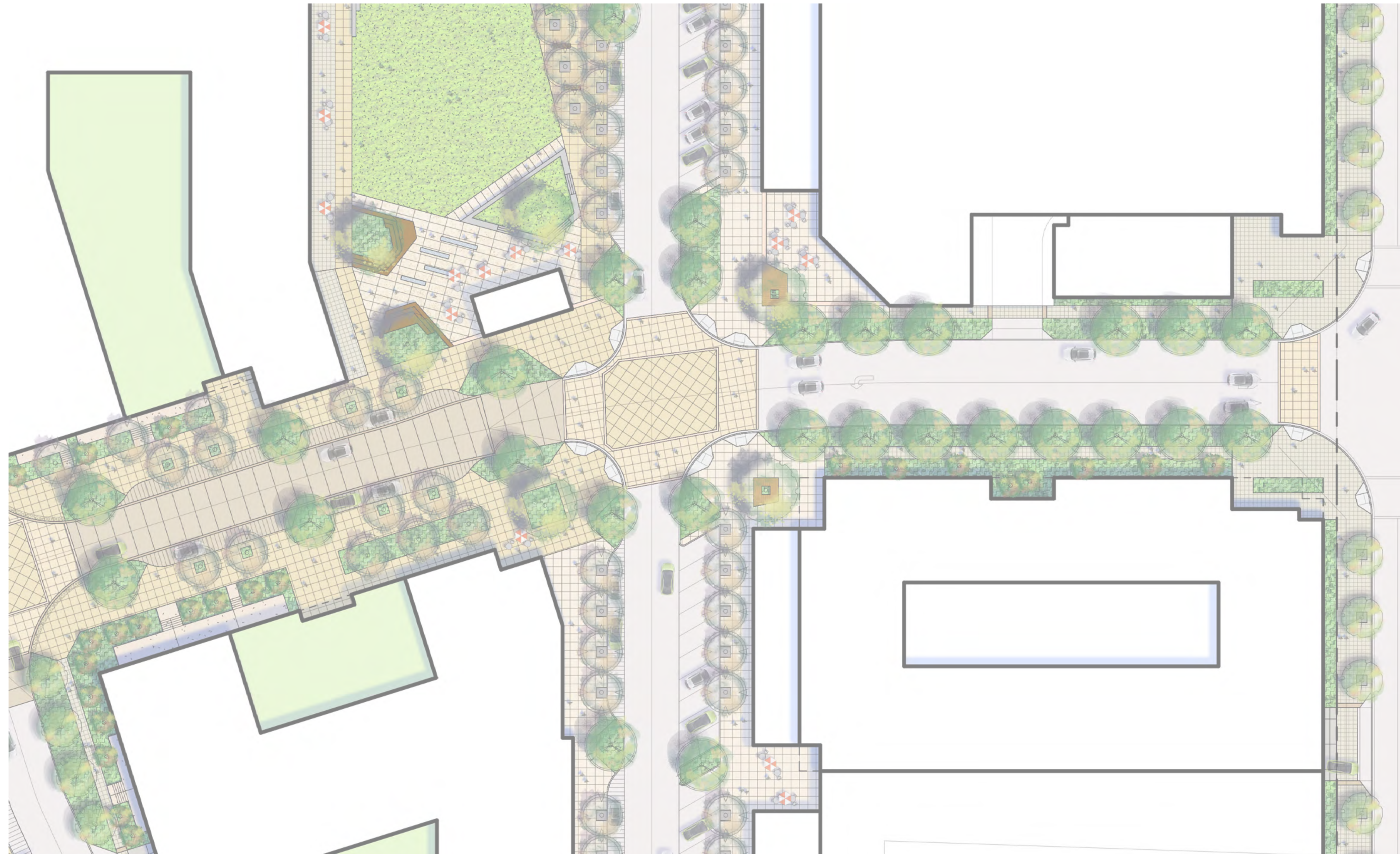


IV. SITE DESIGN - PARKS AND PUBLIC SPACE IMPROVEMENTS

COMPARE WITH LYNNWOOD CITY CENTER PARKS MASTER PLAN UPDATE 2018

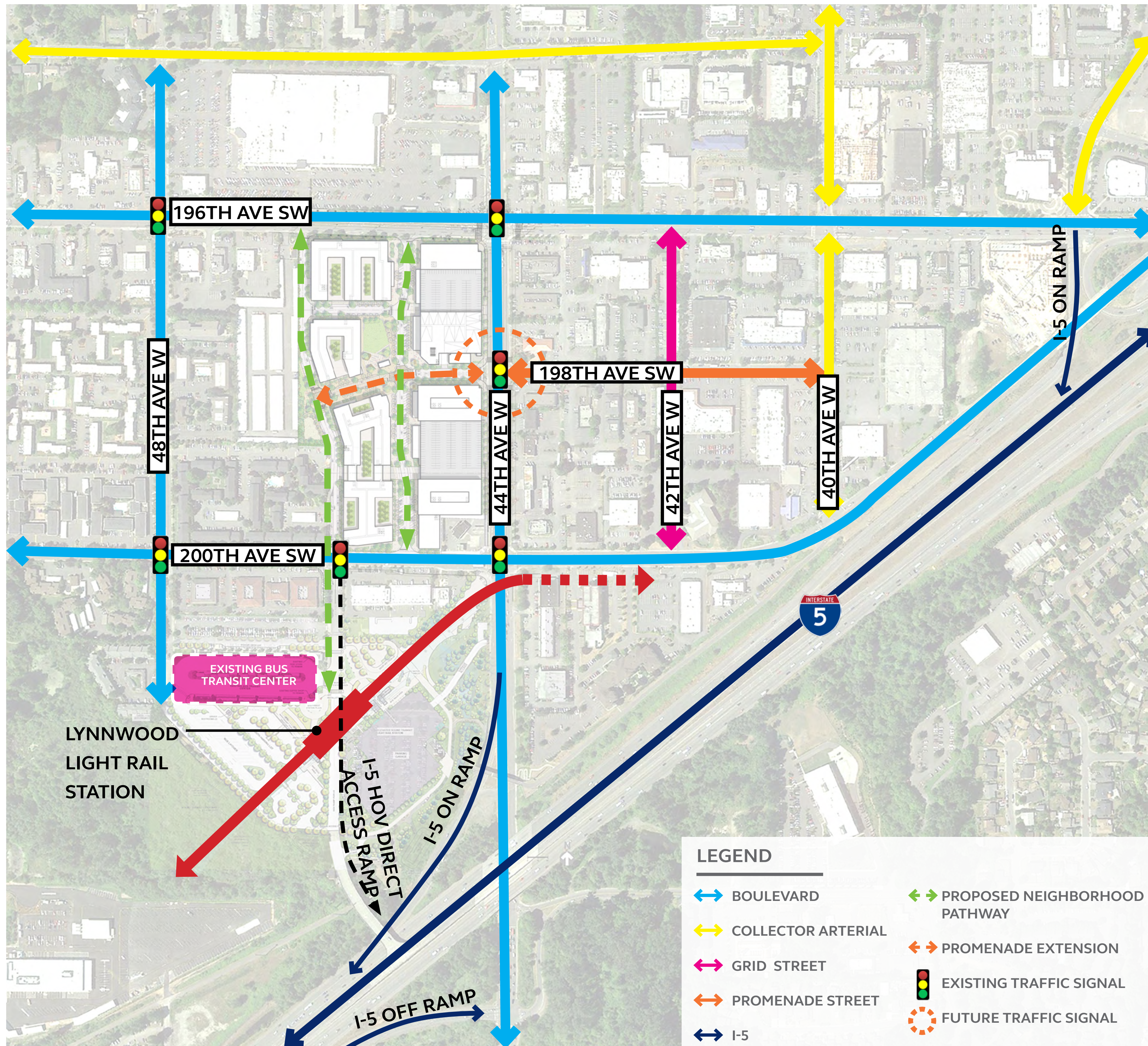


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V. MOBILITY

V. MOBILITY - MOBILITY AND CONNECTION

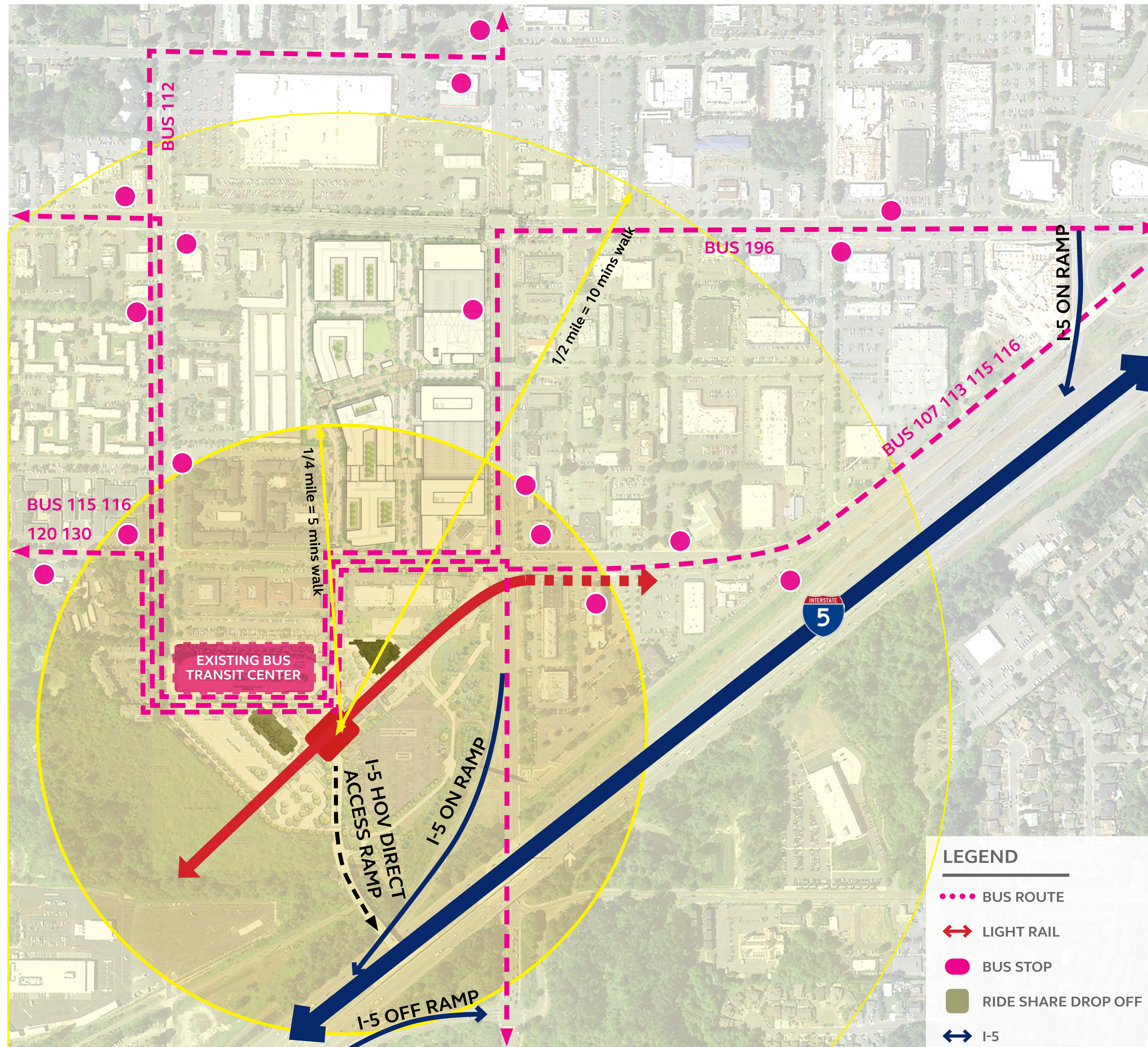


TRANSPORTATION GUIDELINES

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:

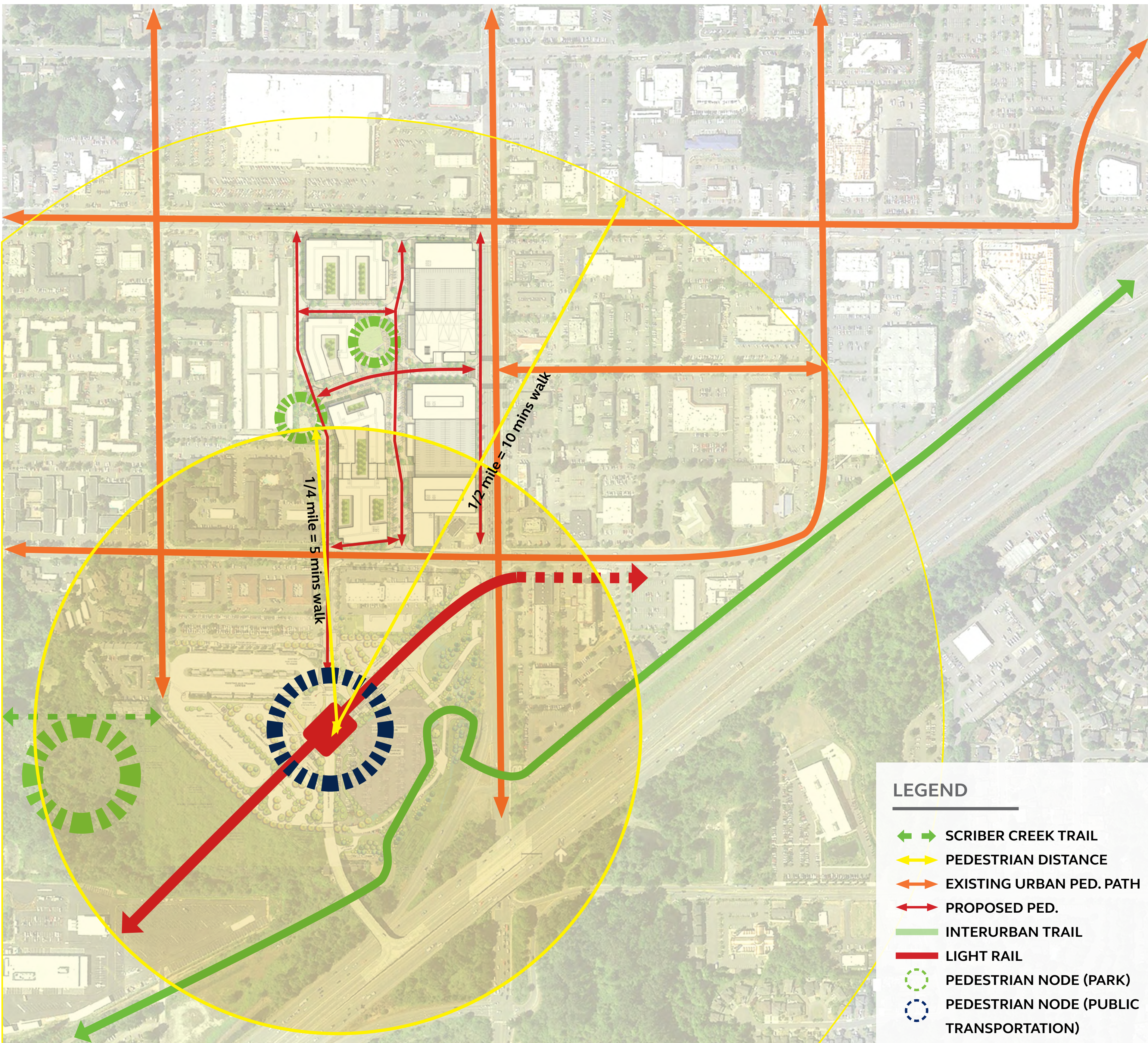
Lynnwood Link Extension Opens:	2024
Number of Riders daily:	17,000
Number of Parking Stalls:	1,870 stalls
Total investment:	\$3 Billion

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.

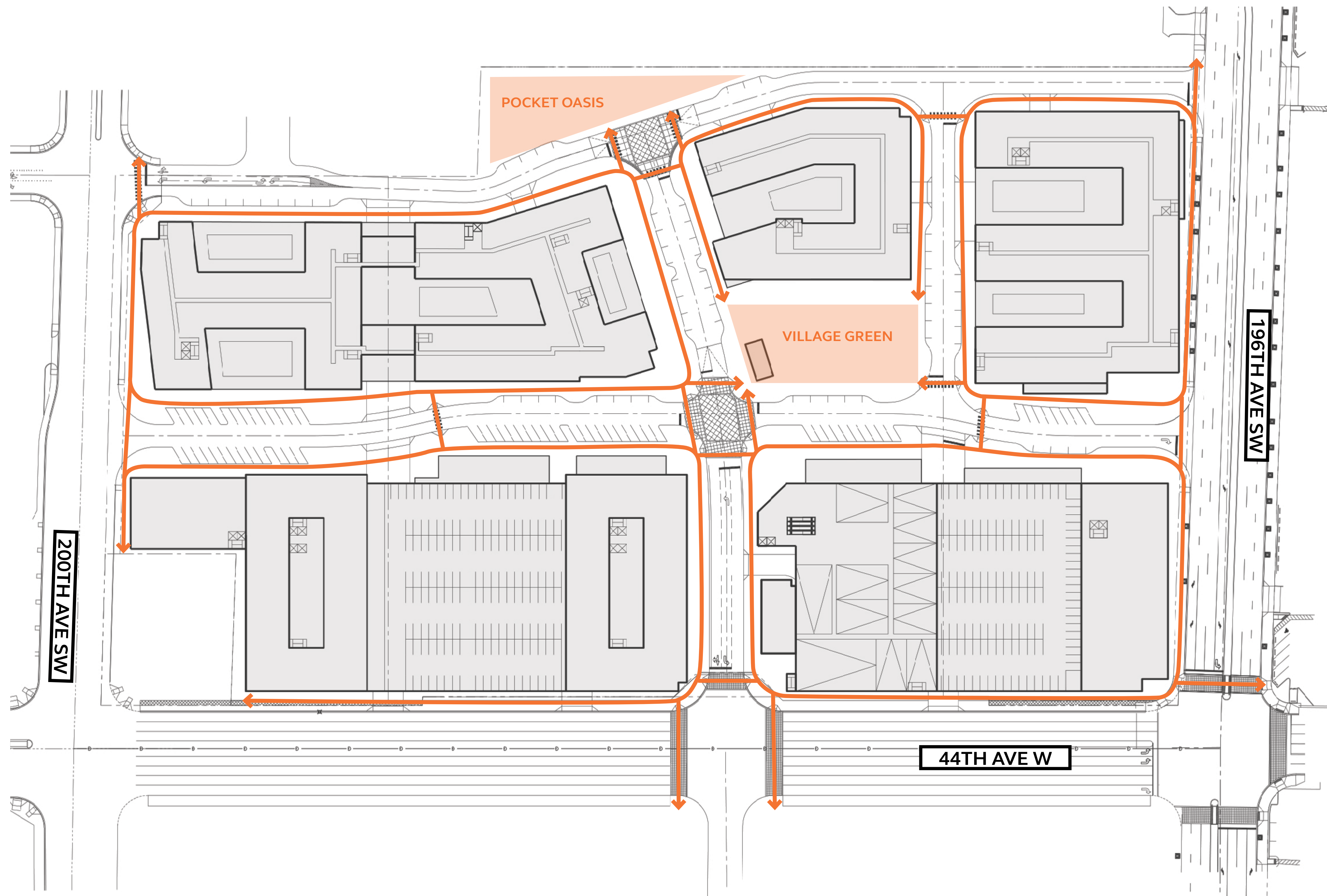
SUBAREA POLICIES - PEDESTRIAN REALM

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.

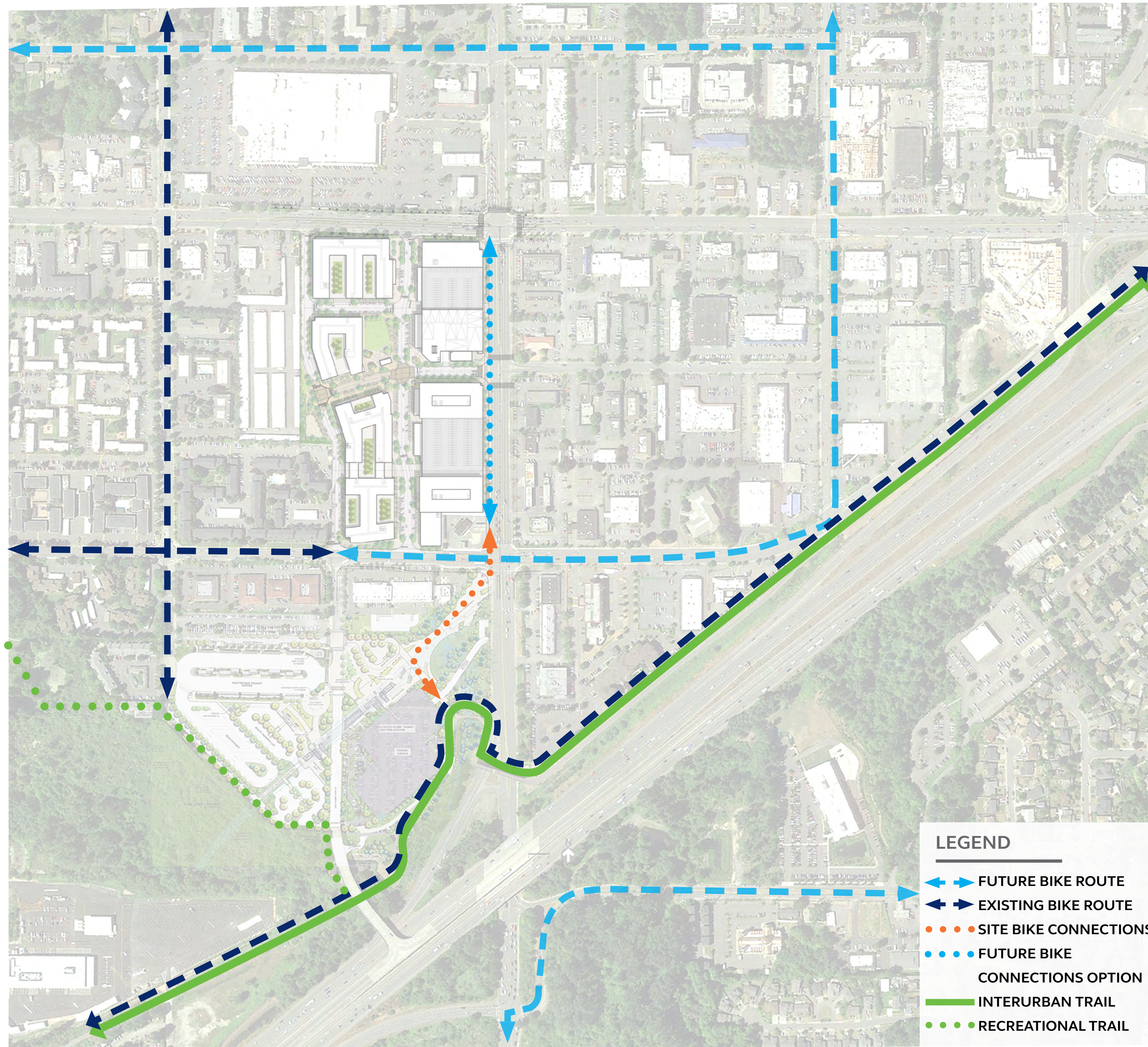
V. MOBILITY - PEDESTRIAN PATH



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.

Attachment 7d:
Northline Village Concept Plan Part IV

VEHICLE

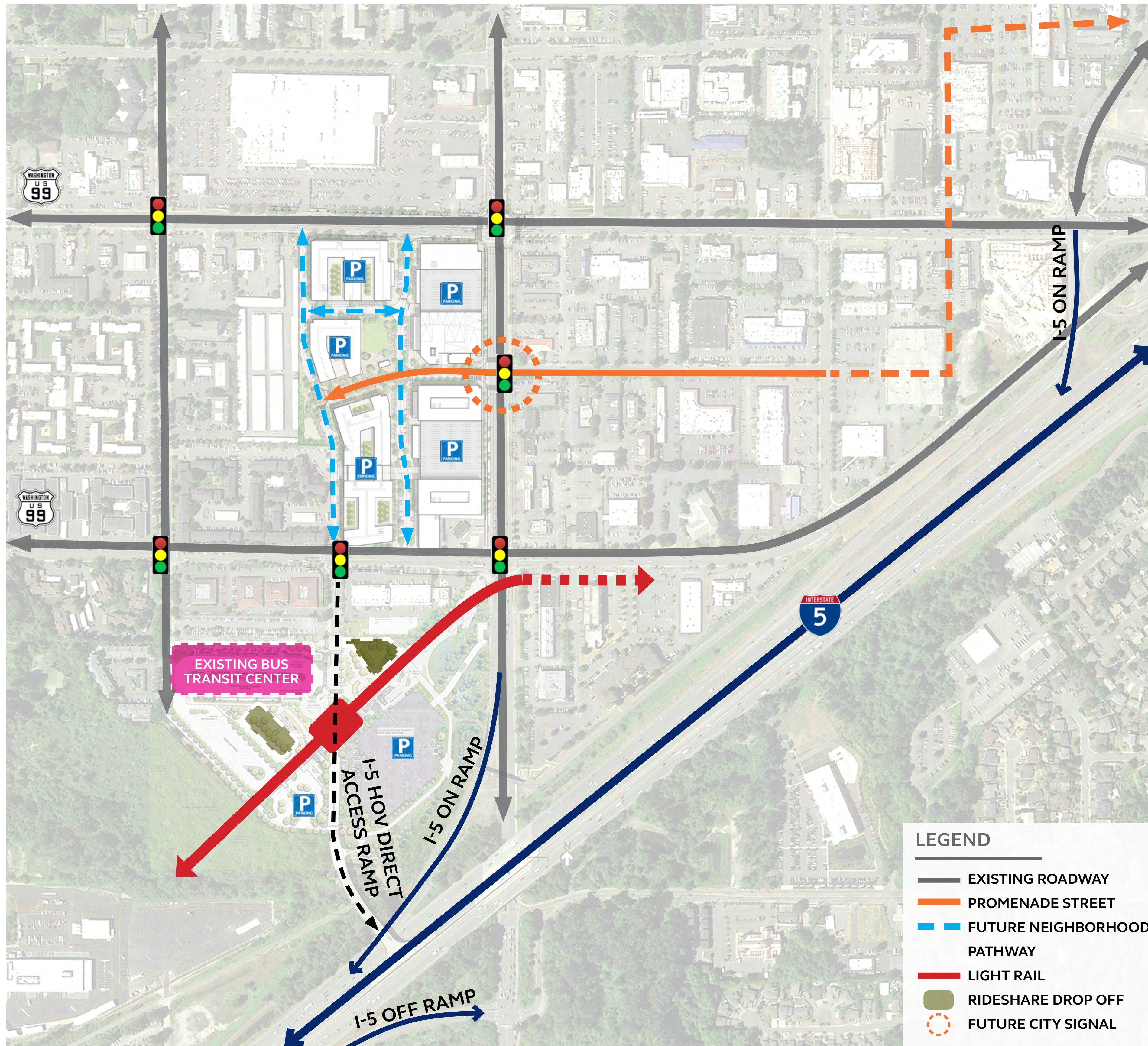
The Conceptual Guide Plan introduces three private streets, including extension of 198th Street, 45th Street and 46th Street.

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

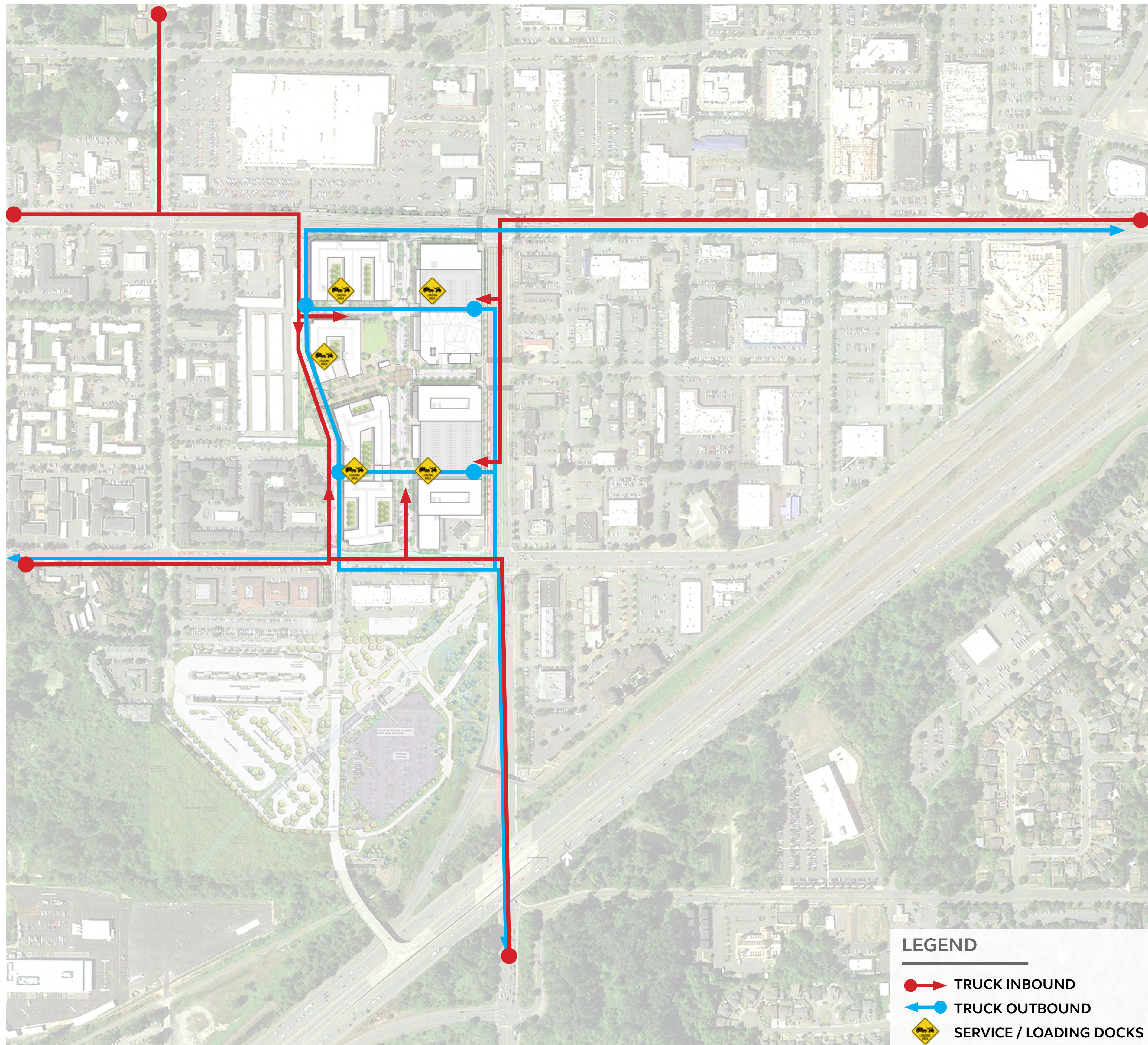
LOADING AND SERVICE

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.

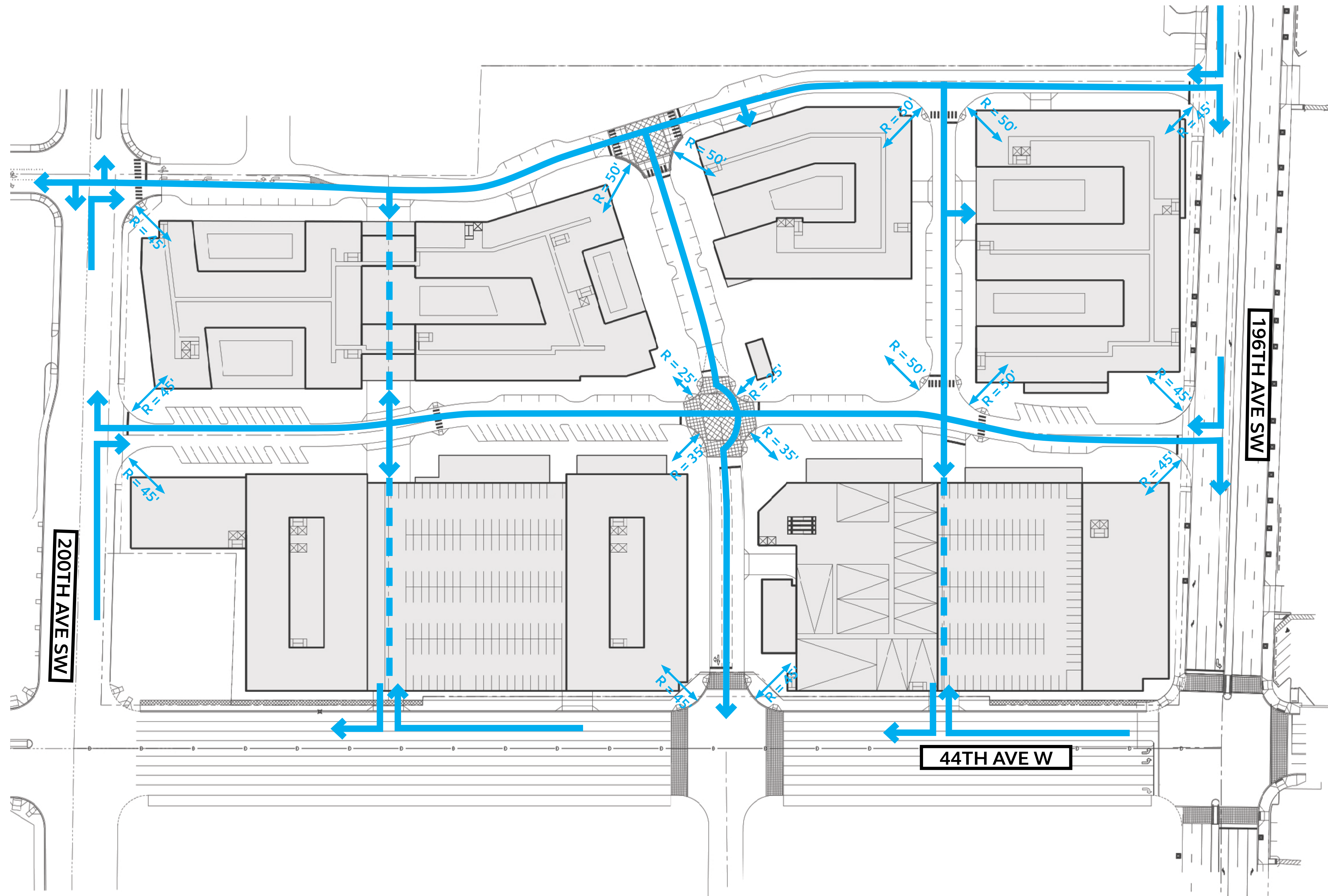
Truck routes to the site will utilize existing arterials. New driveway and intersections will be designed to accommodate the anticipated commercial vehicles so as to not impede vehicle flows on adjacent arterials.

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



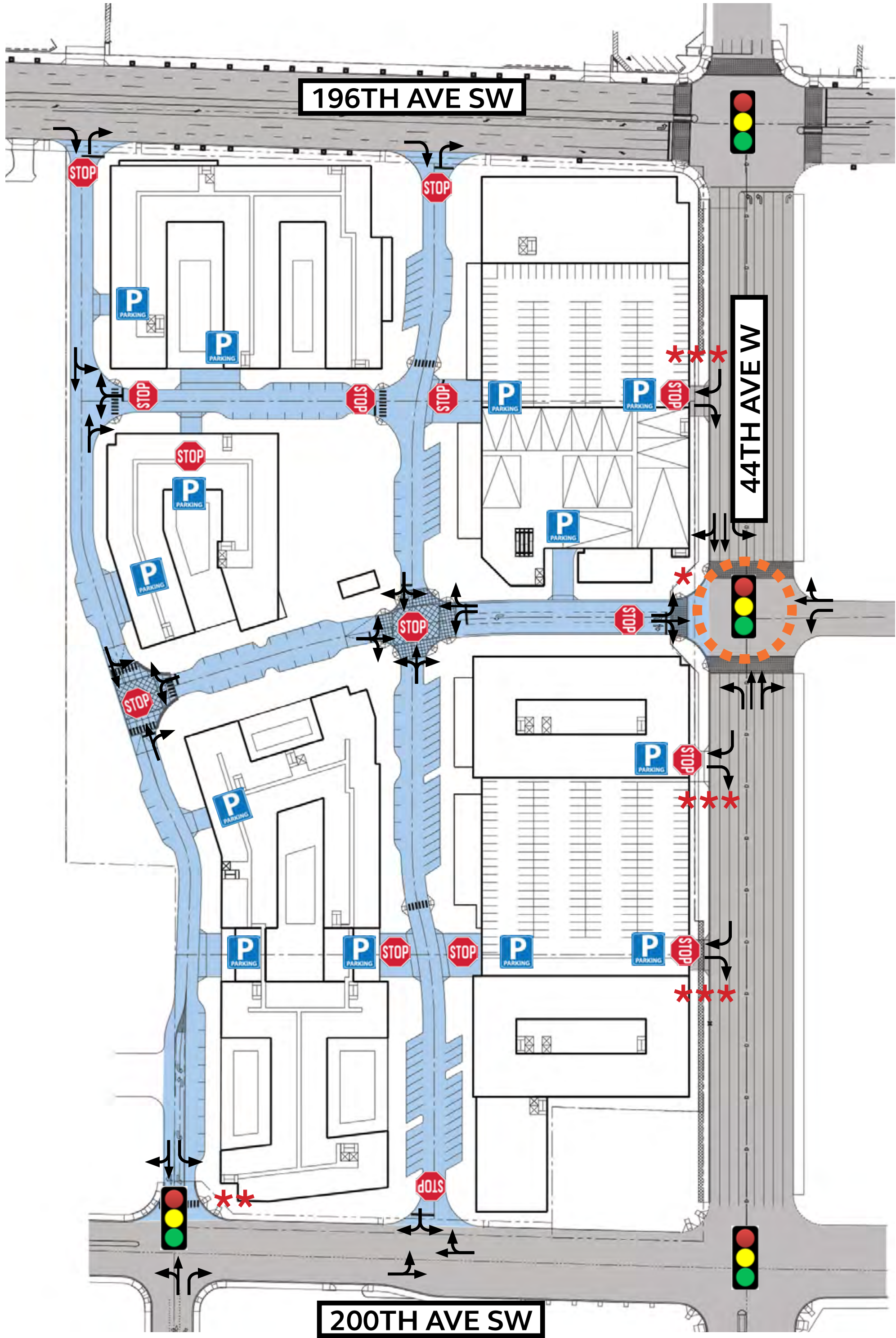
LEGEND

↔ TRUCK MANEUVERING ROUTE



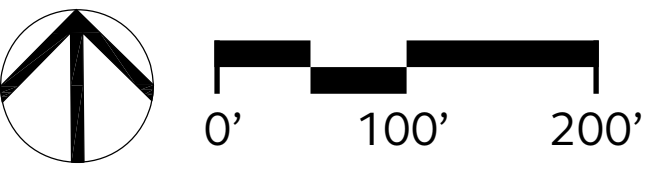
V. MOBILITY - VEHICULAR ACCESS

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.

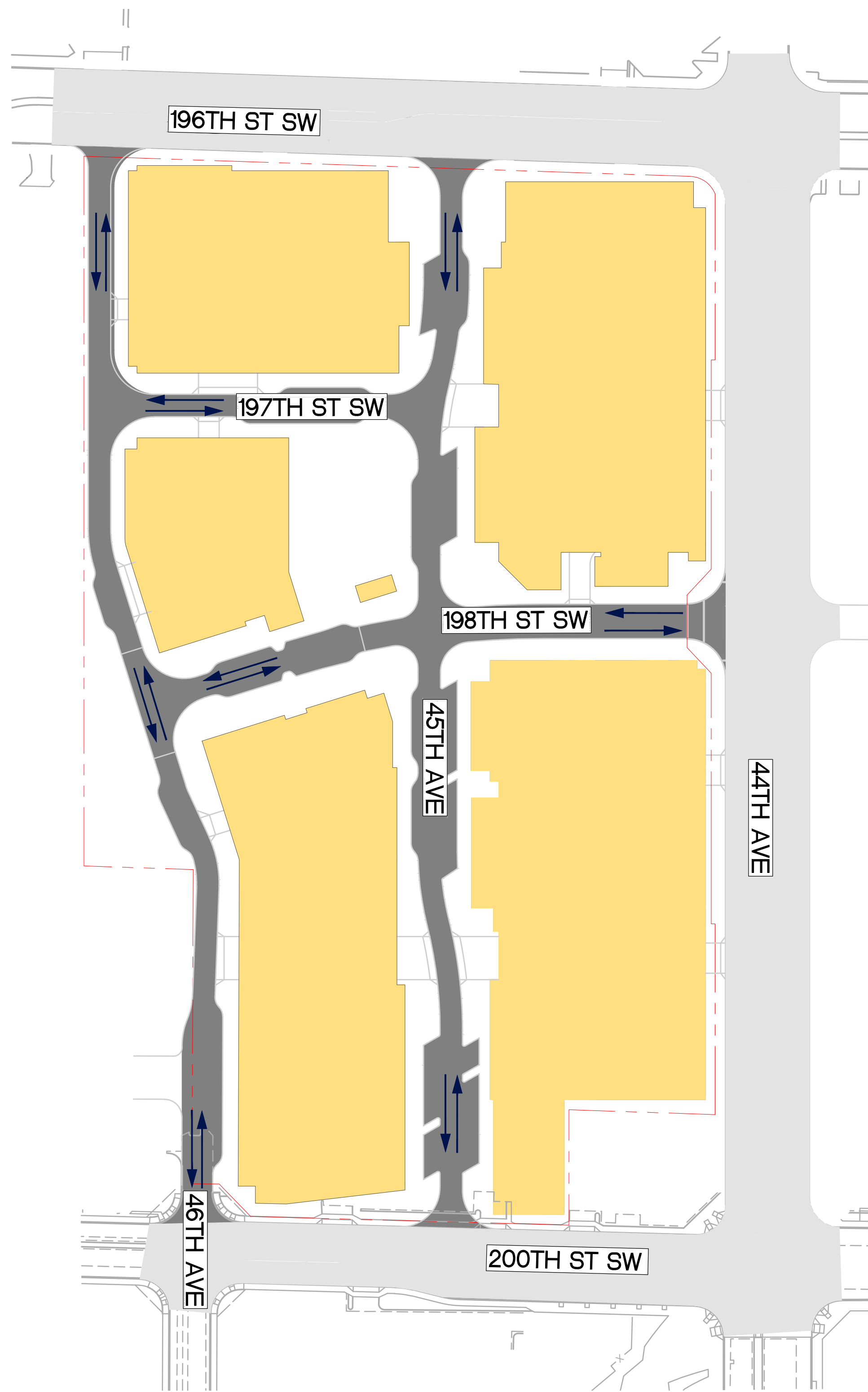
- 45th Street SW (Between 196th Street and 200th Street)**
- Vehicle: New Neighborhood Street connecting north-south of the site.
 - Bike: No specific provisions.
 - Pedestrian: Future neighborhood pathway/sidewalks.
 - Transit: None.

- 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

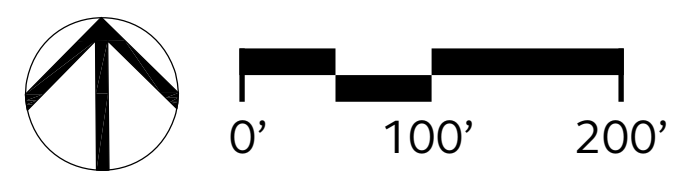
CONCEPTUAL FIRE ACCESS PLAN

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

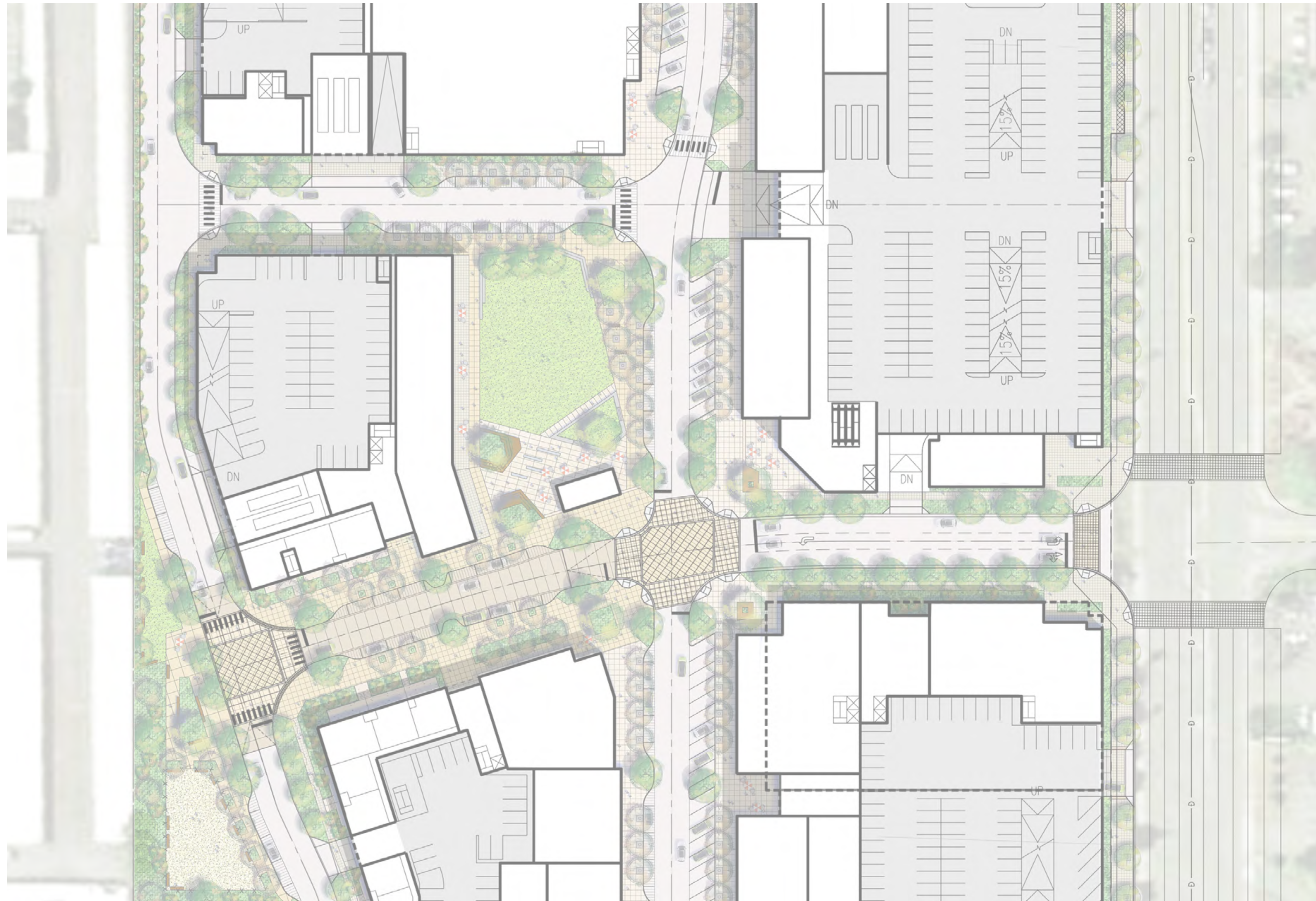


LEGEND

- PROPOSED NEIGHBORHOOD PATHWAY
- DIRECTION OF TRAVEL

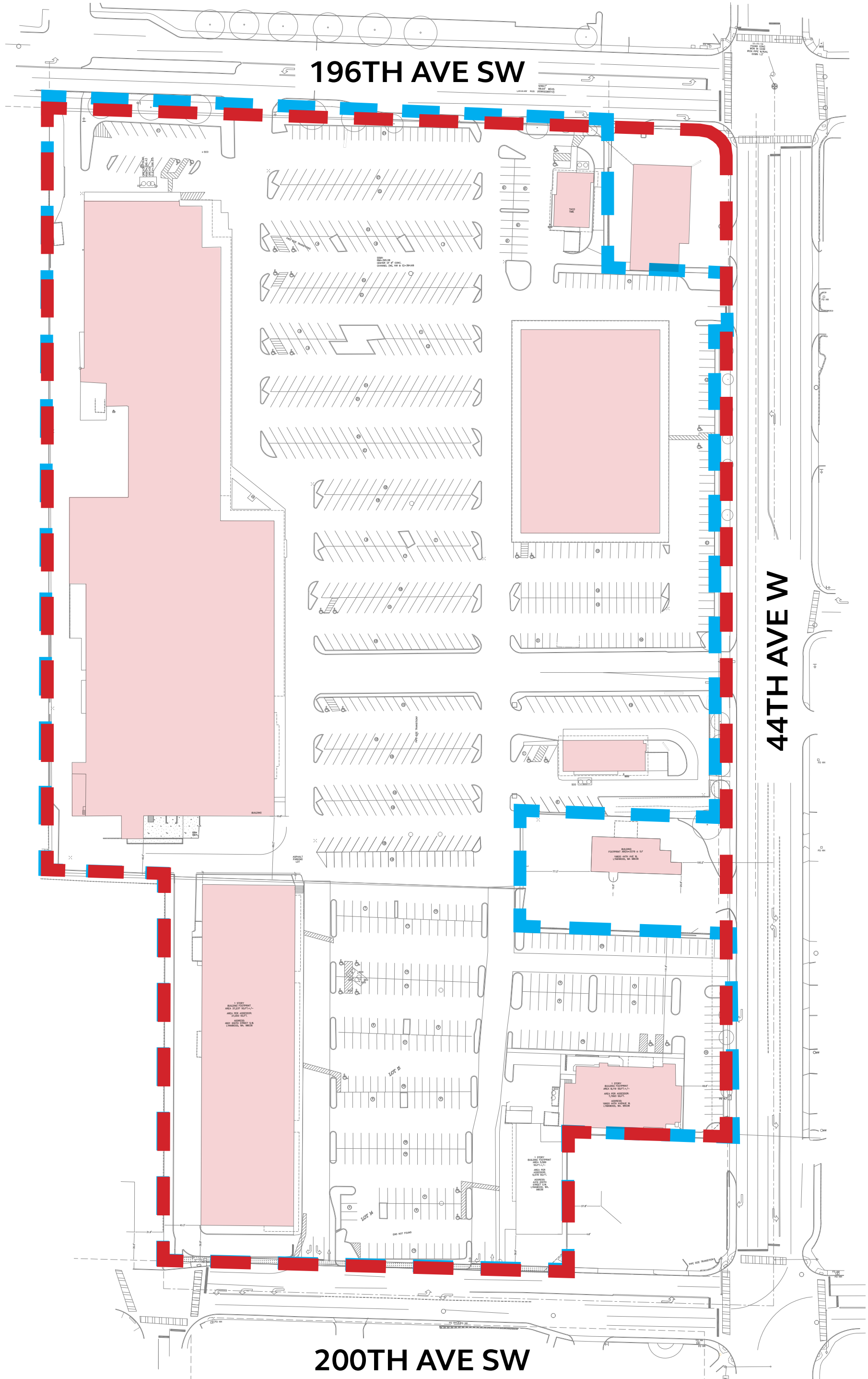


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VI. PROGRAM AND USE

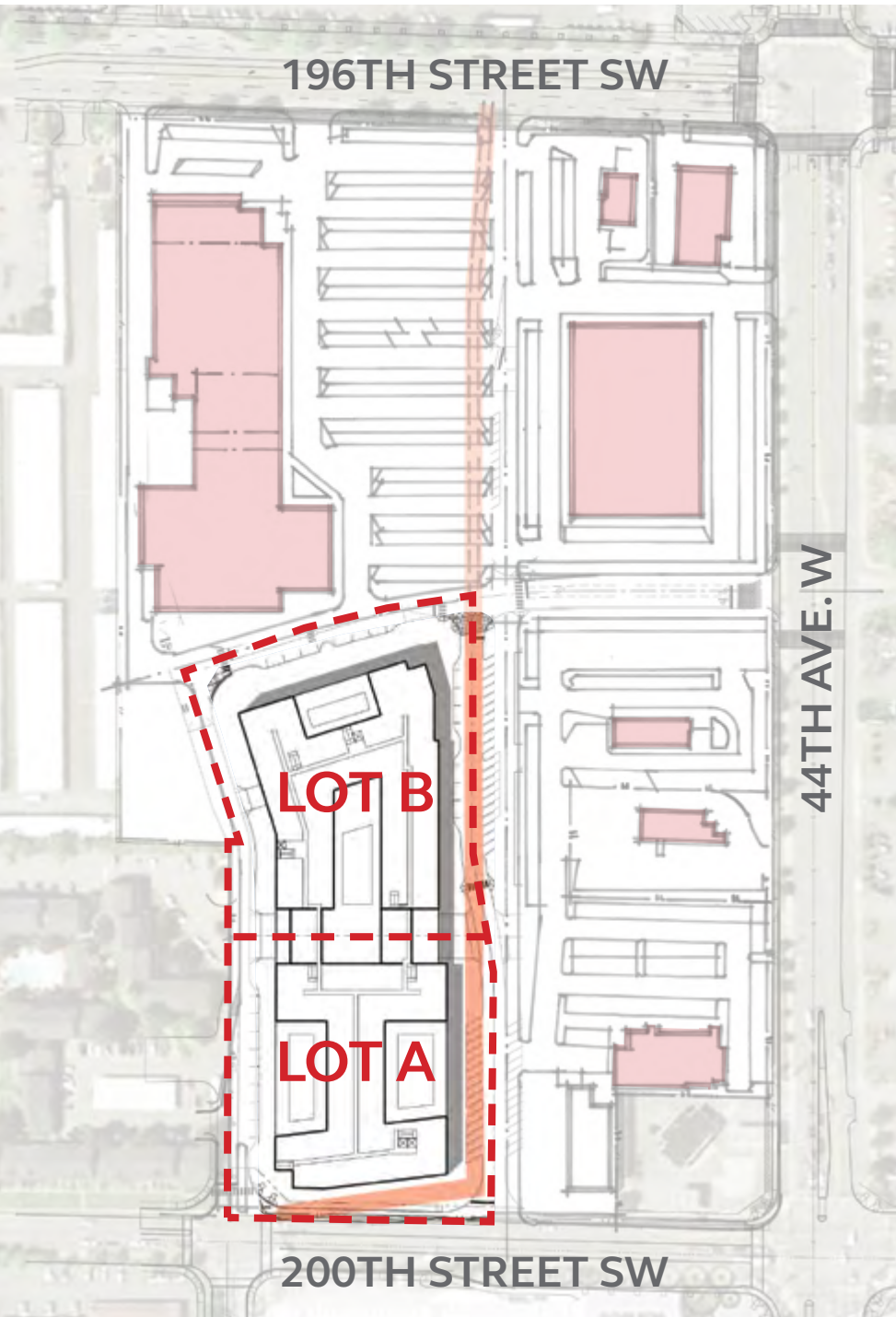
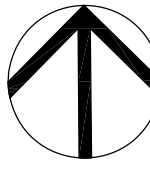
VI. PROGRAM AND USE - POTENTIAL DEVELOPMENT STAGES



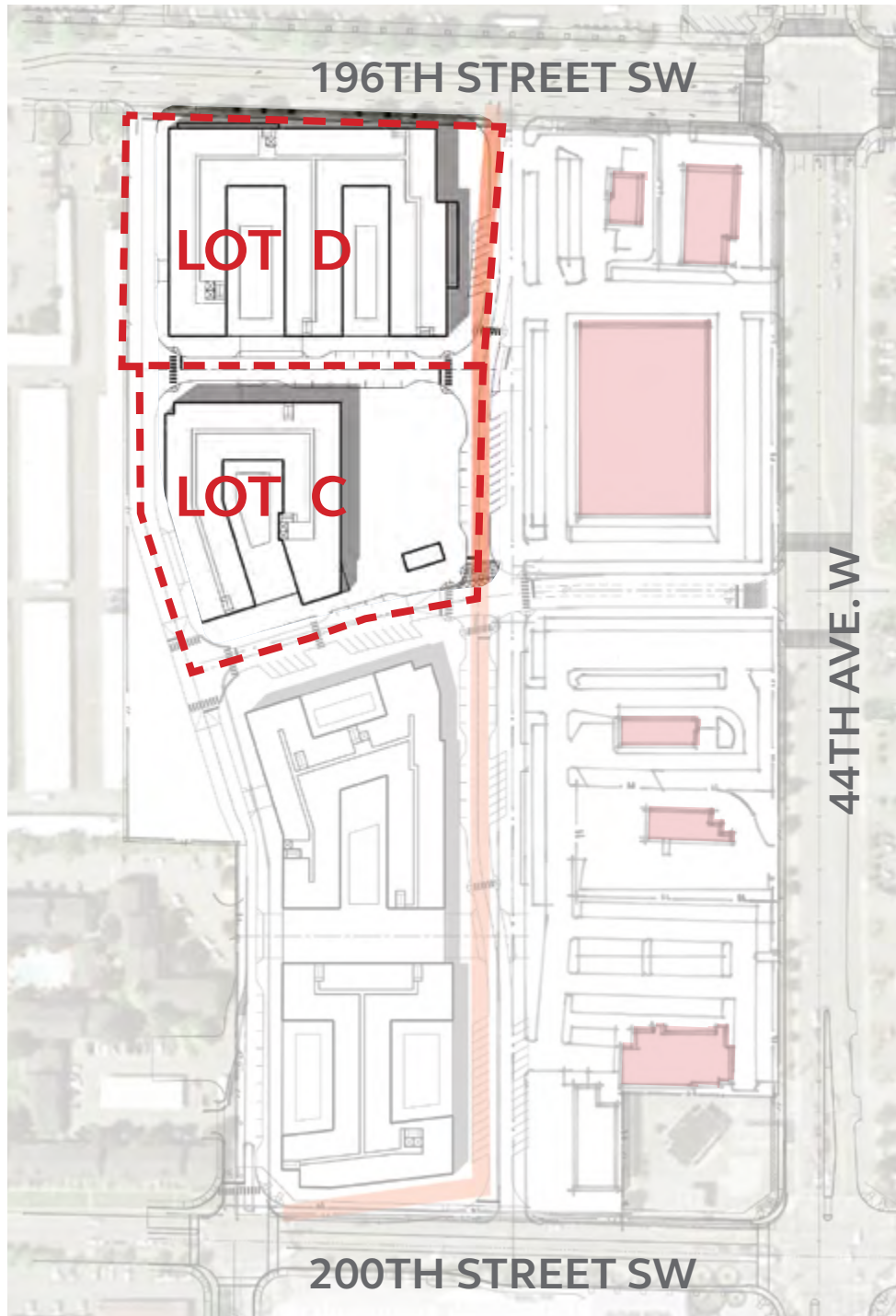
LEGEND

- EXISTING PARCEL LINE
- - - ANTICIPATED PARCEL LINE *

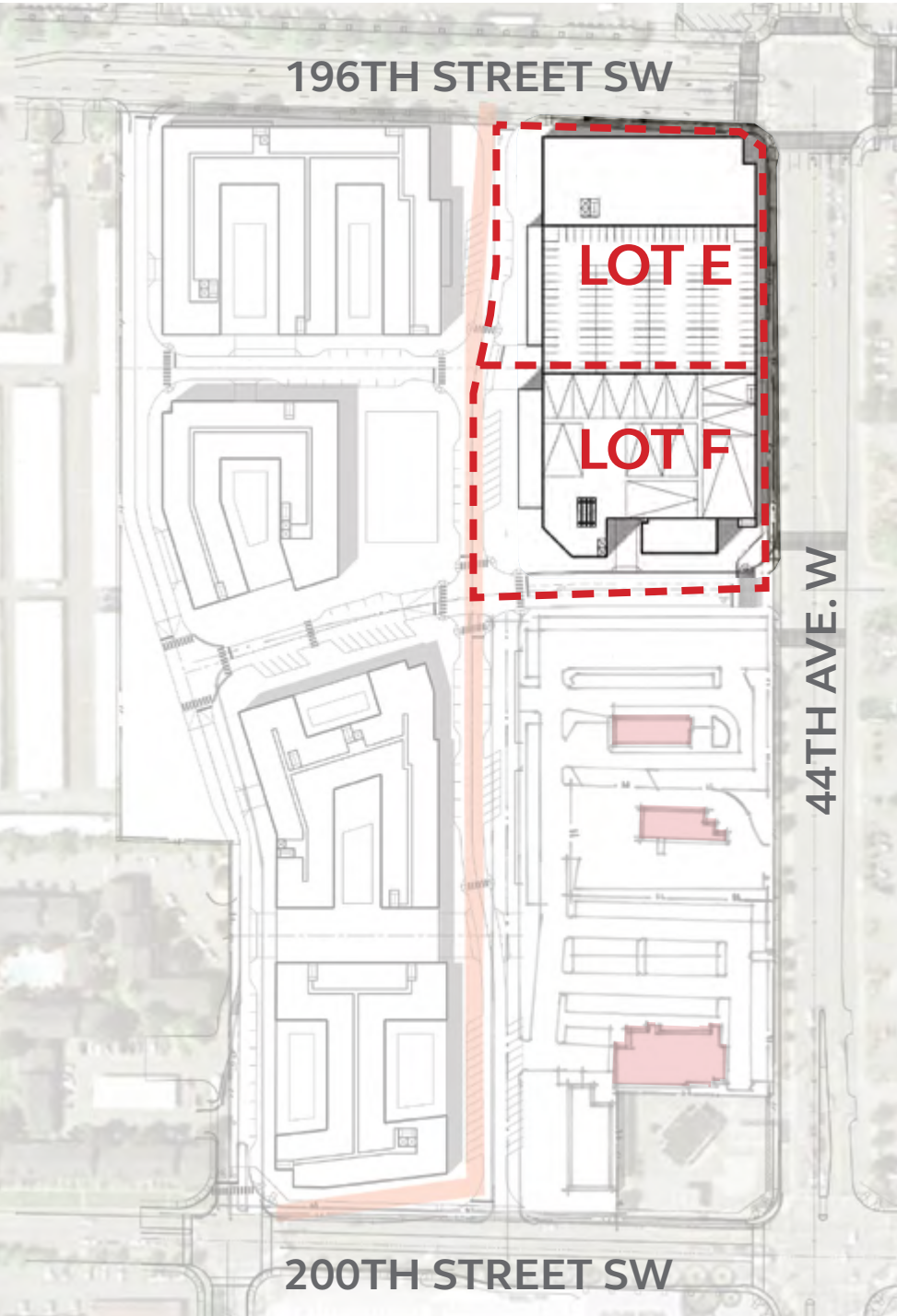
EXISTING PLAN



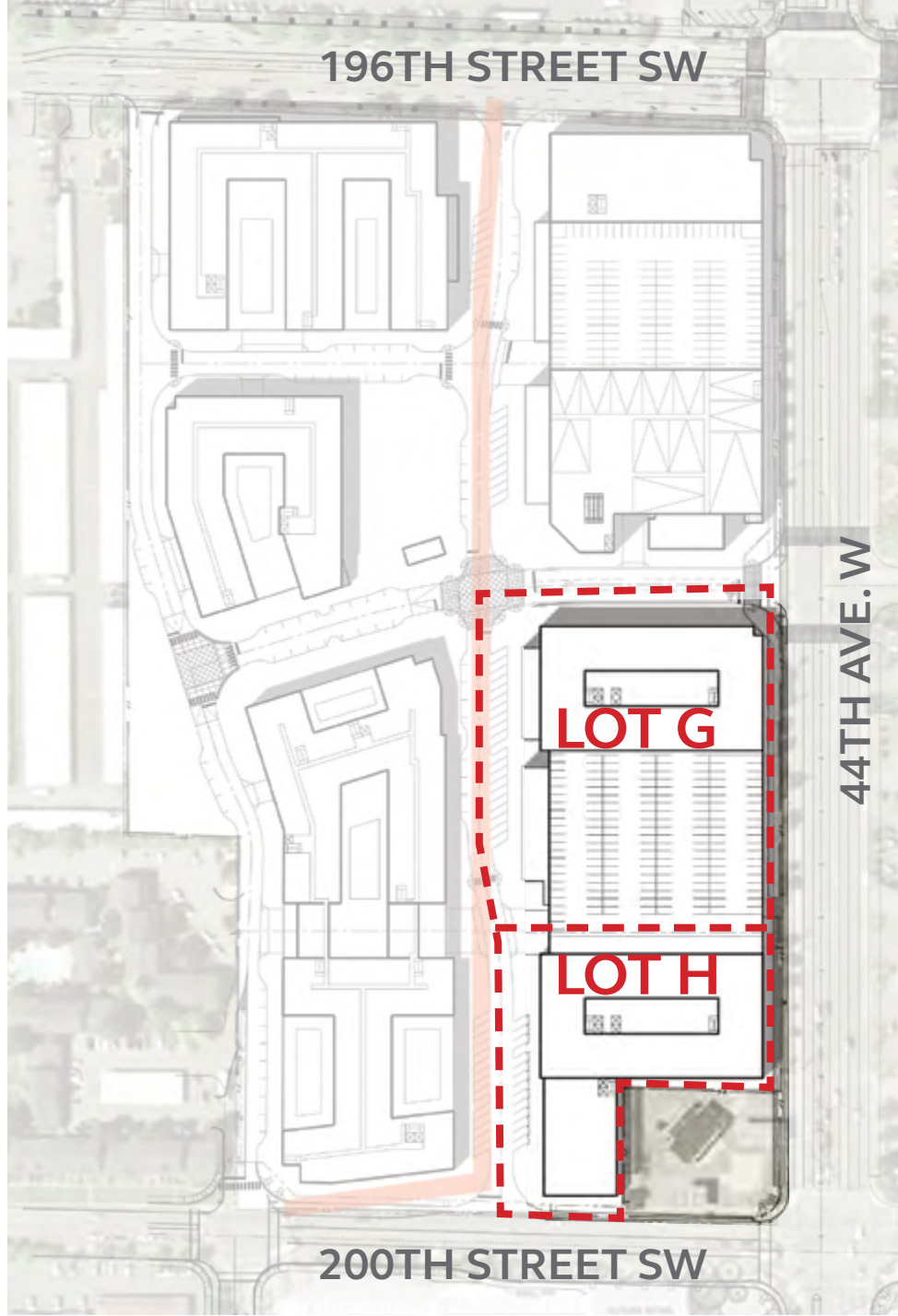
STAGE 1 PLAN *



STAGE 2 PLAN *



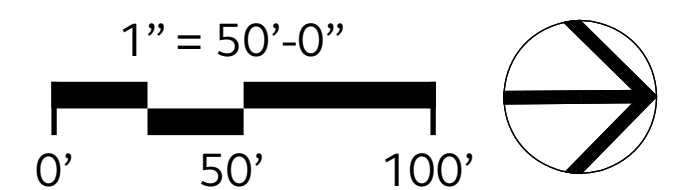
STAGE 3 PLAN *



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

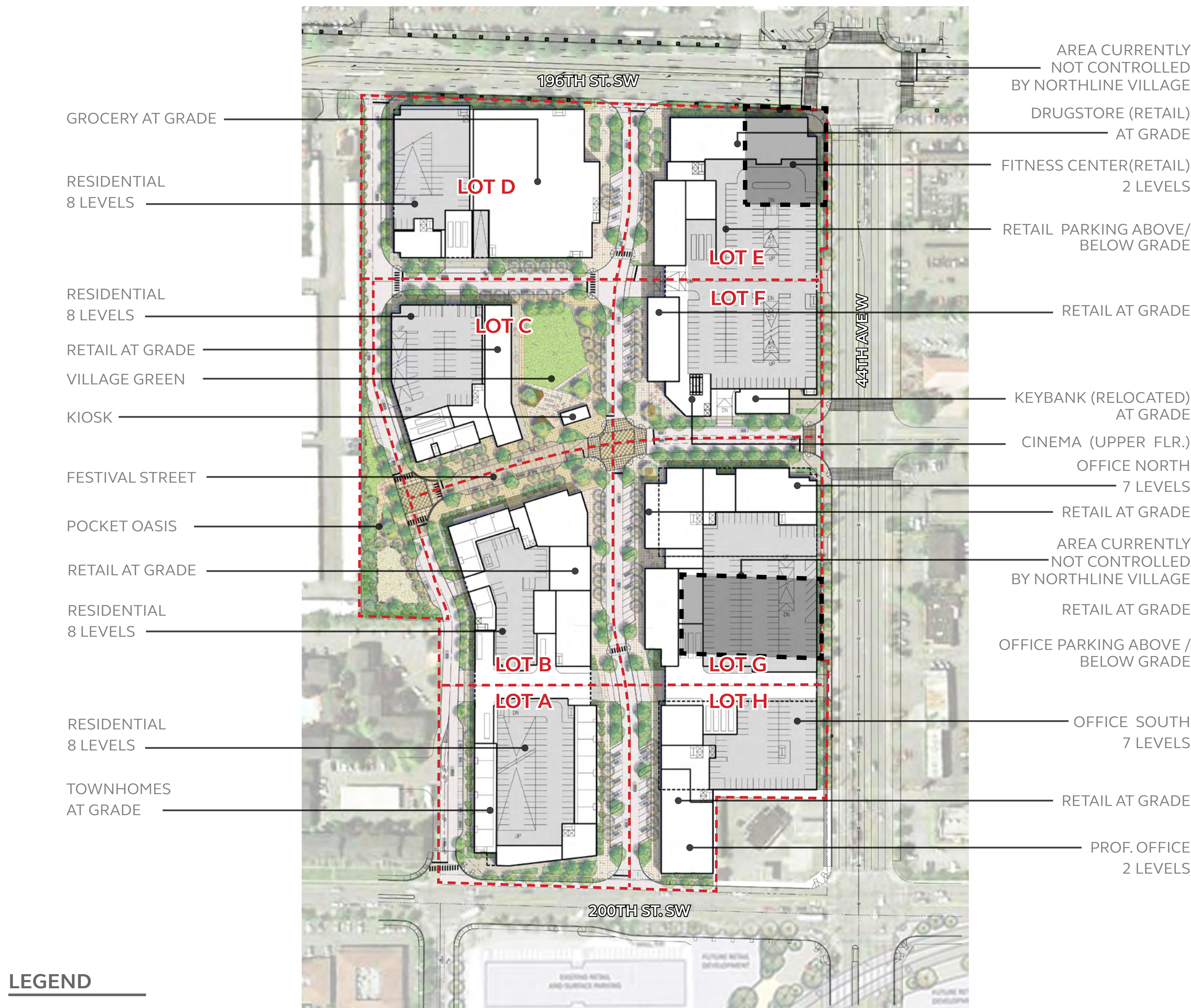
PARKING	
RETAIL @ 4/ 1,000	690
OFFICE @ 3.5/ 1,000	1,615
PROF. OFFICE @ 5/1,000	300
CINEMA	500
RESIDENTIAL @ 1.2/ UNITS	1,644
TOTAL PARKING	4,749 STALLS

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

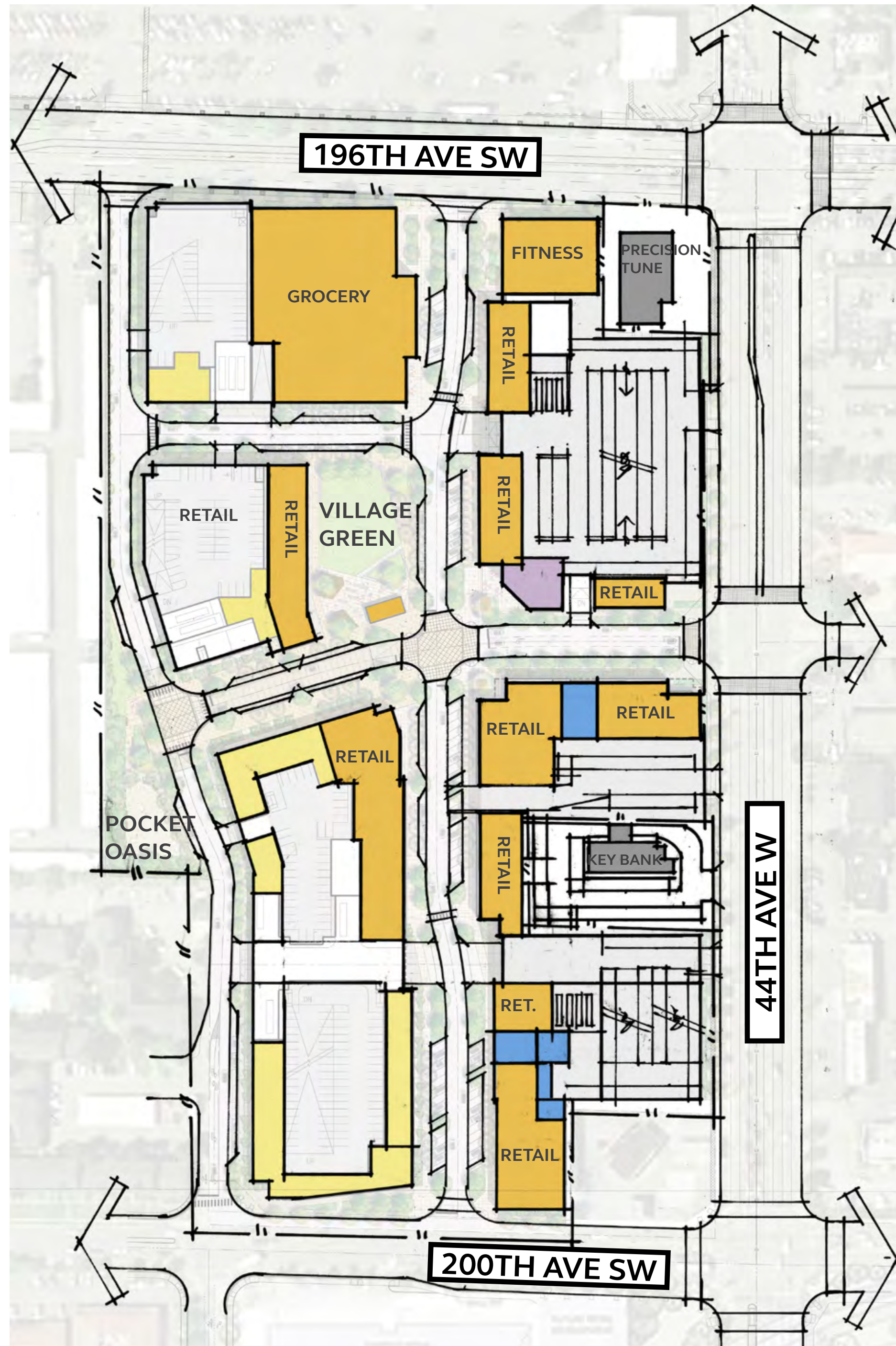


VI. PROGRAM AND USE - PROGRAM SUBTOTALS

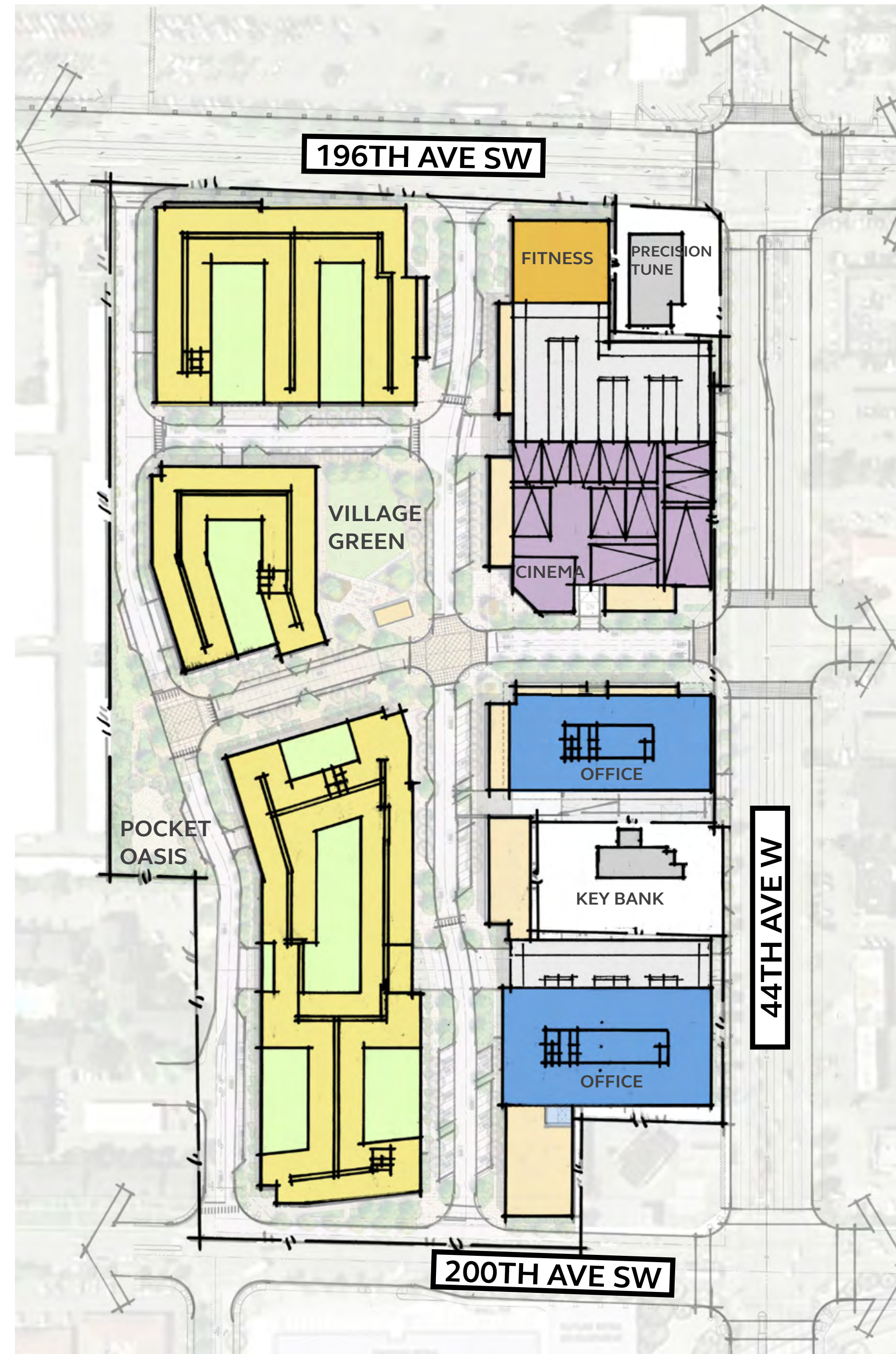
	RETAIL	RESIDENTIAL		ENTERTAINMENT	OFFICE	STRUCTURED PARKING					STREET PARKING	GROSS AREA - OVERALL	
	GROSS AREA (above grade)	GROSS AREA (above grade)	NET AREA *	UNIT COUNT	GROSS AREA (above grade)	GROSS AREA (above grade)	FLOOR AREA (above grade)	STALLS (above grade)	FLOOR AREA (below grade)	STALLS (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



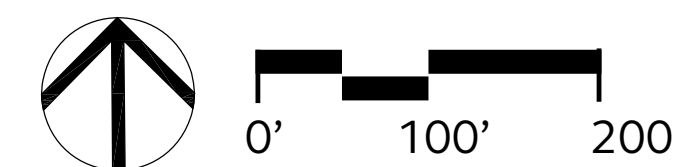
GROUND LEVEL PLAN



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
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

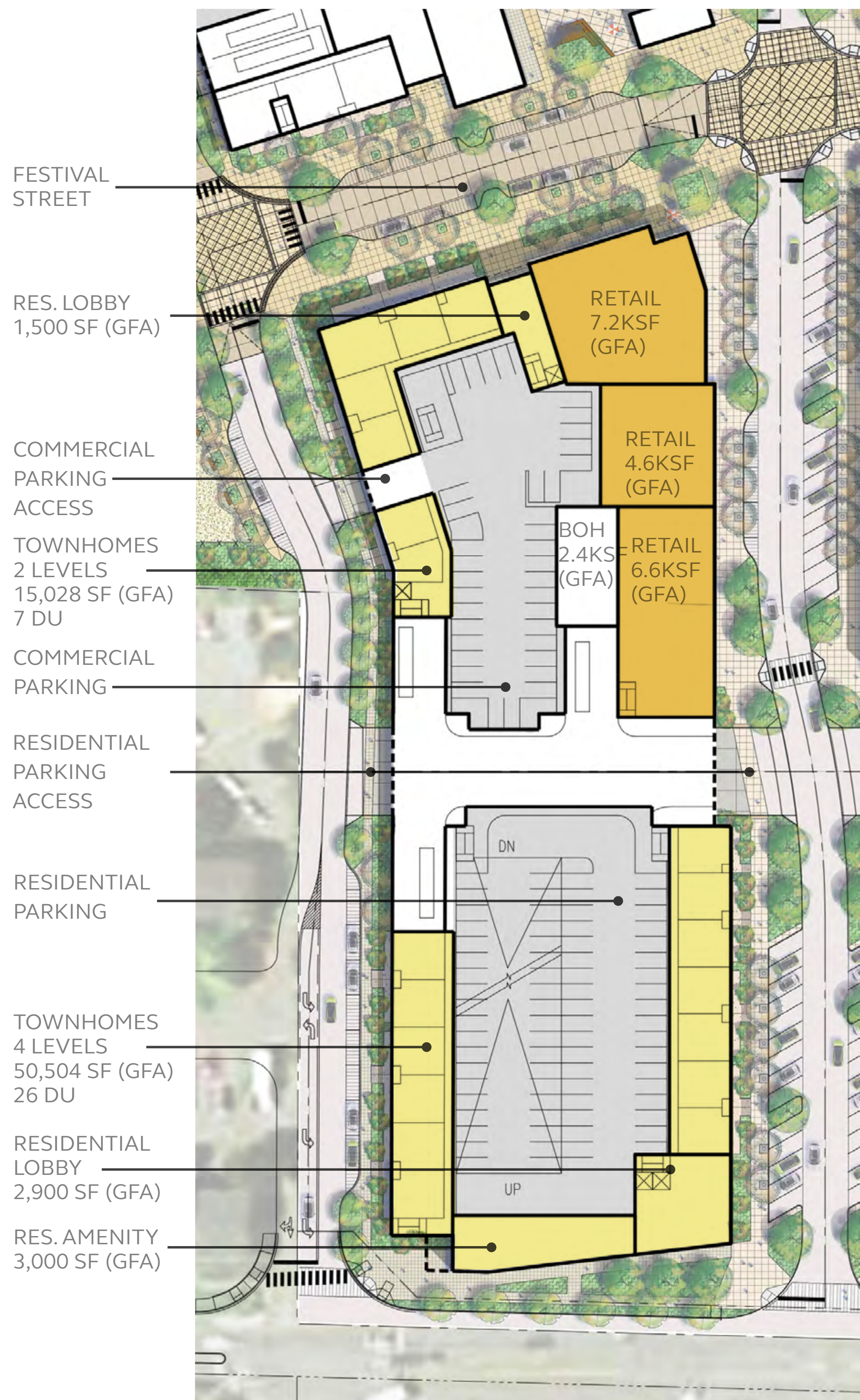
RETAIL/ F&B	20,770 SF
TOTAL GFA	20,770 SF

RESIDENTIAL AREA

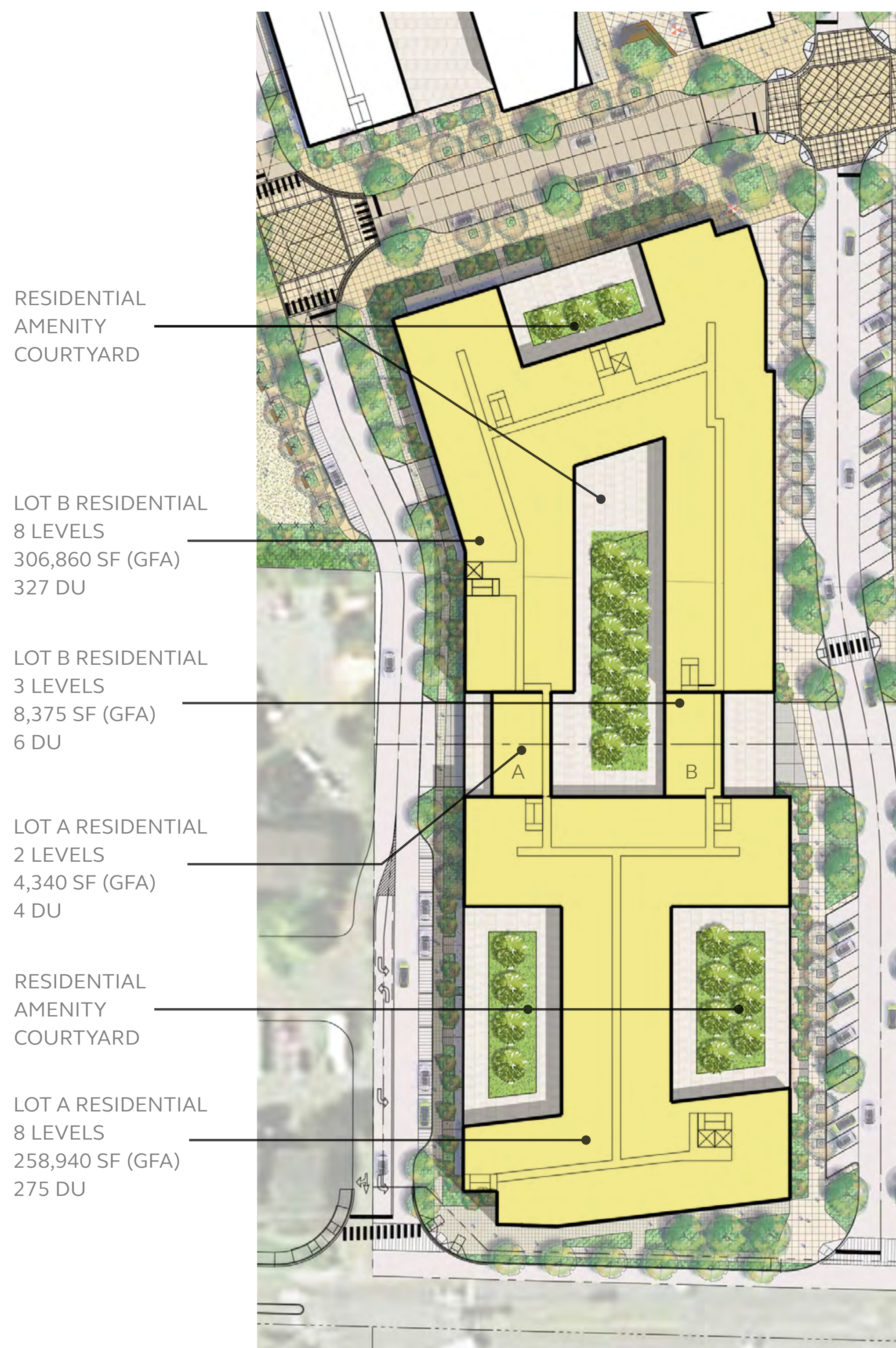
LOT A UNITS	279 UNITS
LOT B UNITS	333 UNITS
LOT A TOWNHOMES	26 UNITS
LOT B TOWNHOMES	7 UNITS
TOTAL UNITS	645 UNITS
TOTAL RESIDENTIAL GFA	650,500 SF

PARKING

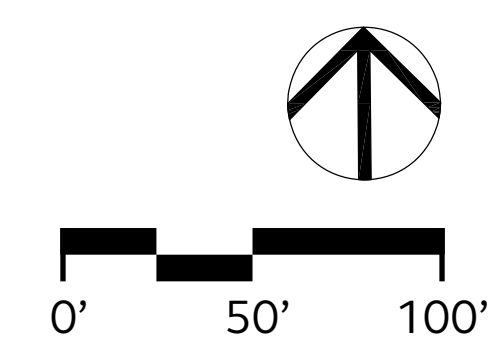
RETAIL @ 4/ 1,000	83
RESIDENTIAL @ 1.2/ UNITS	774
TOTAL PARKING	857 STALLS



GROUND LEVEL PLAN

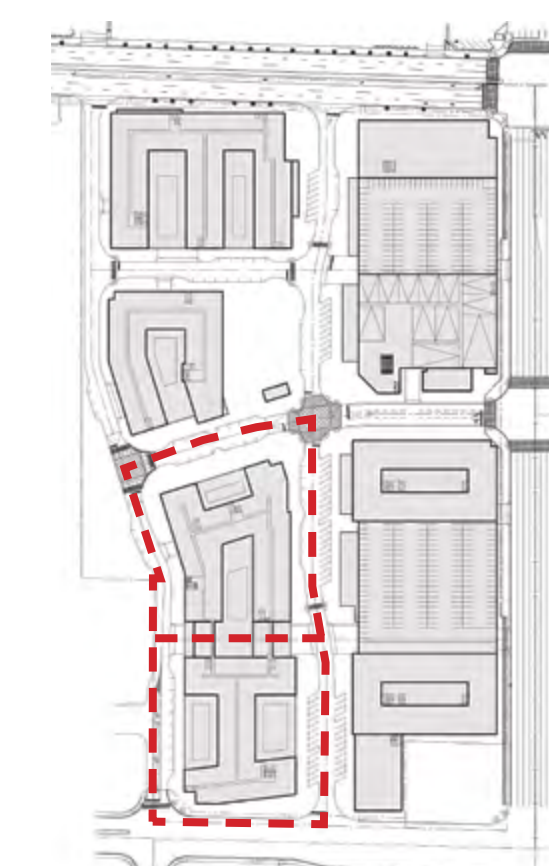


TYPICAL UPPER LEVEL PLAN



LEGEND

- RETAIL
- RESIDENTIAL
- PARKING



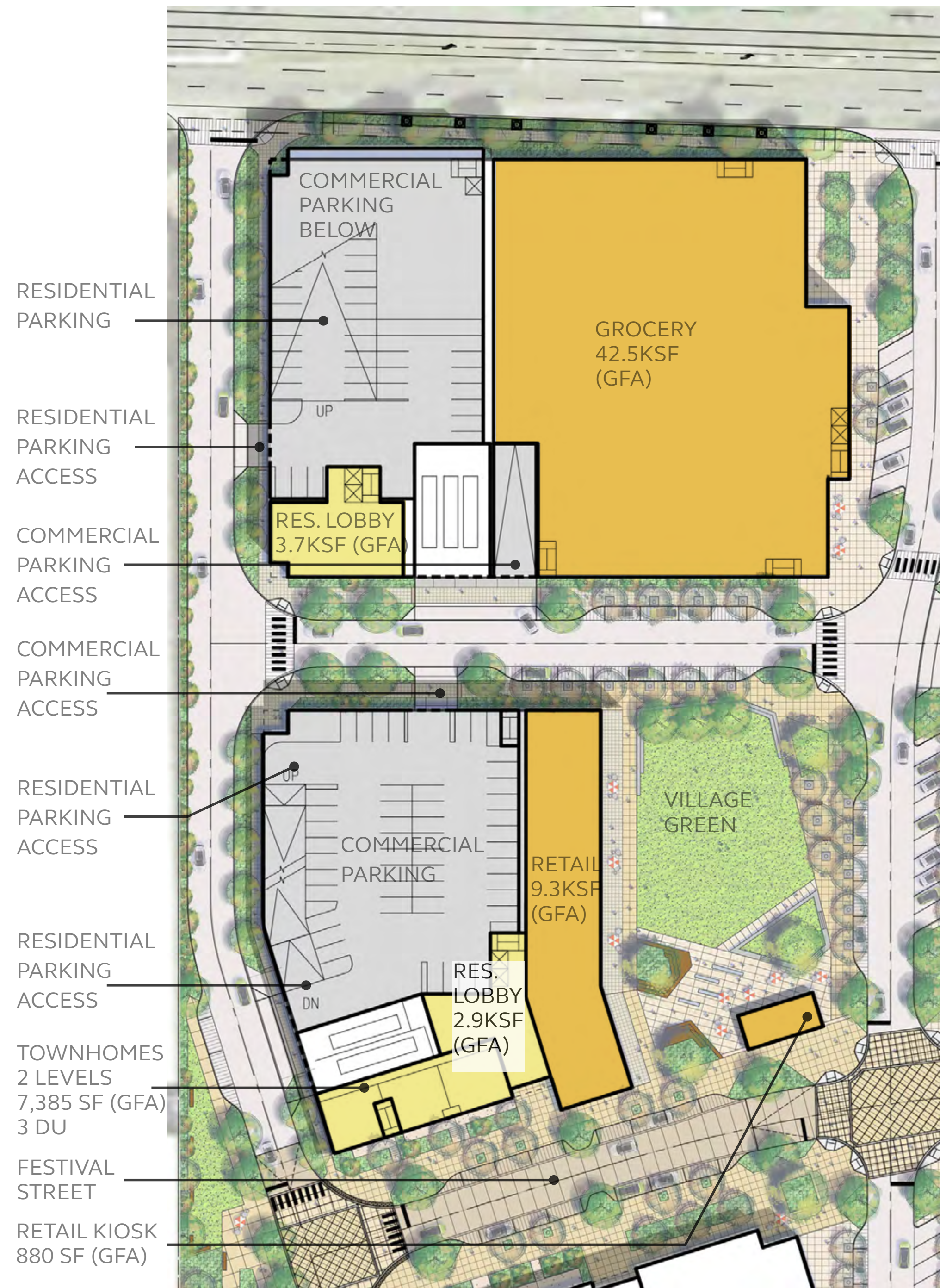
VI. PROGRAM AND USE - LOT C AND LOT D PROGRAM

LOT C & D SUMMARY

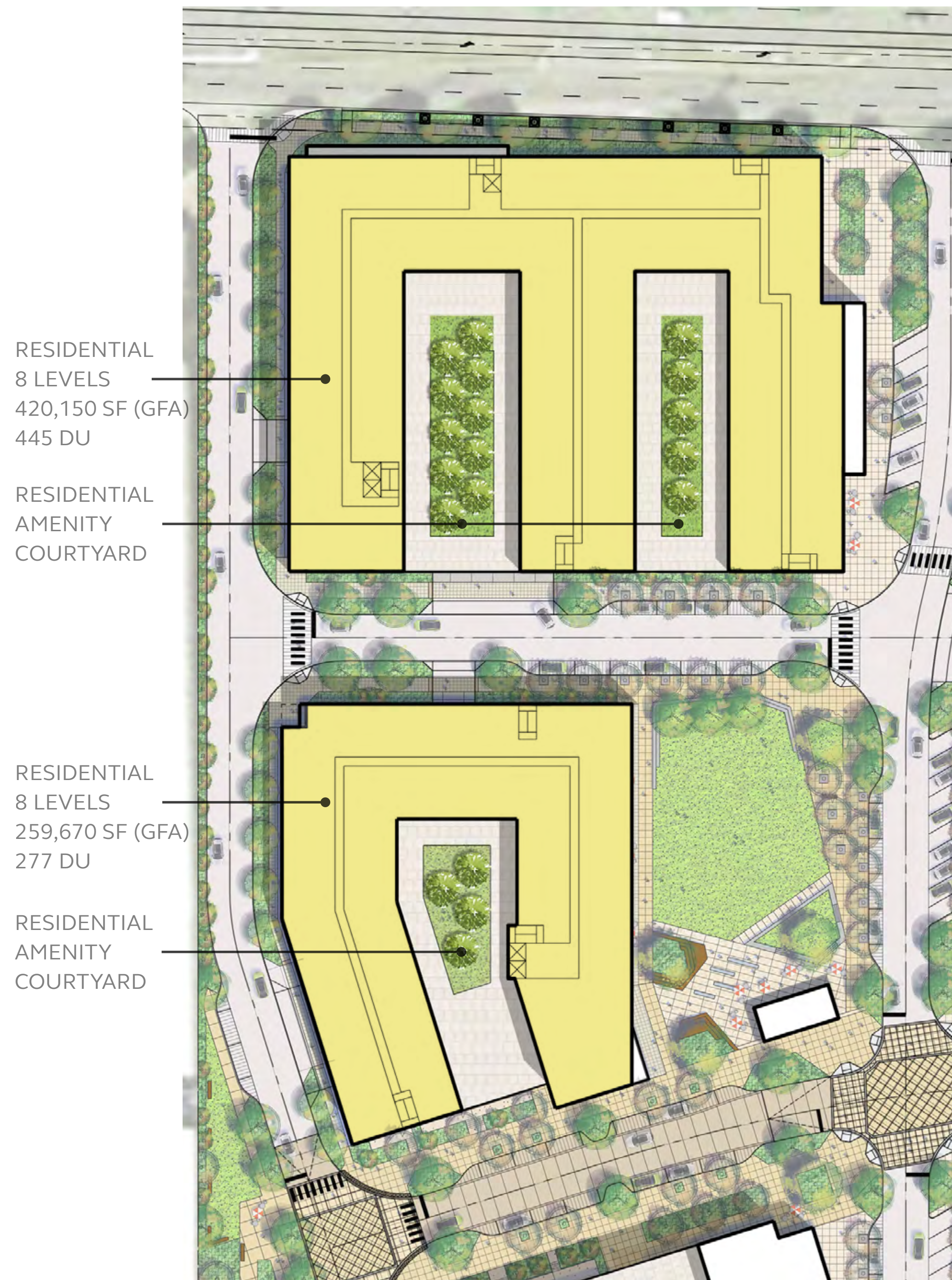
RETAIL AREA	
RETAIL/ F&B	51,735 SF
TOTAL GFA	51,735 SF

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

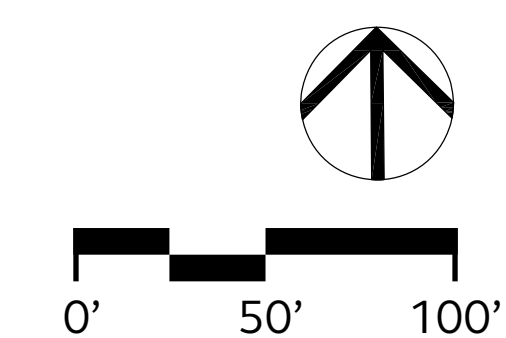
PARKING	
RETAIL @ 4/ 1,000	207
LOT C RESIDENTIAL @ 1.2/ UNITS	336
LOT D RESIDENTIAL @ 1.2/ UNITS	534
TOTAL PARKING	1,081 STALLS



GROUND LEVEL PLAN

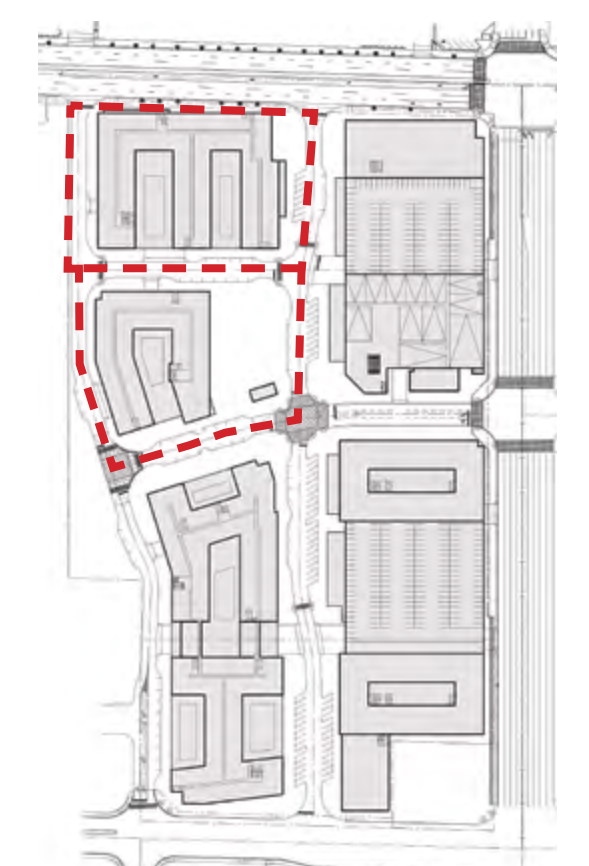


TYPICAL UPPER LEVEL PLAN

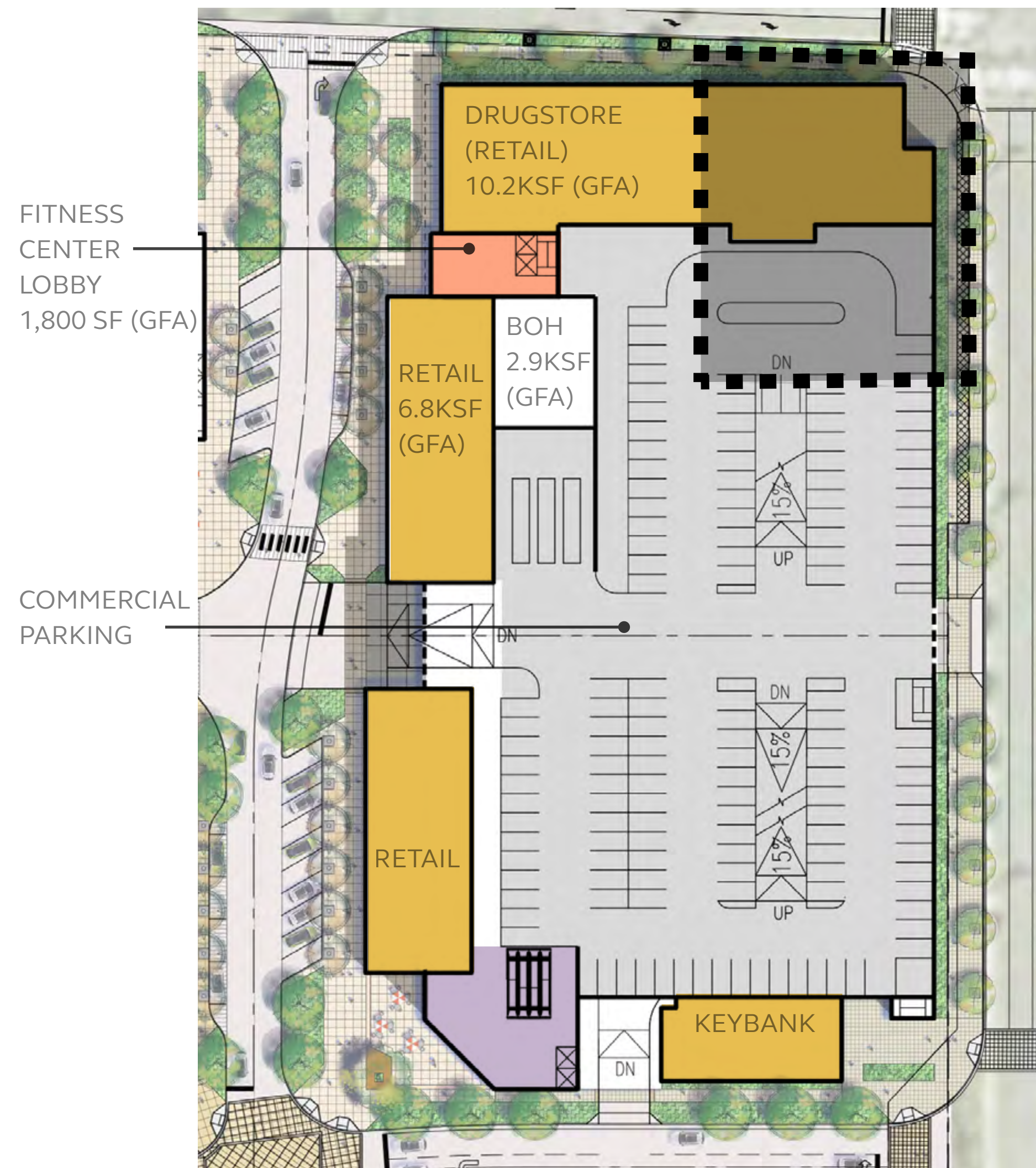


LEGEND

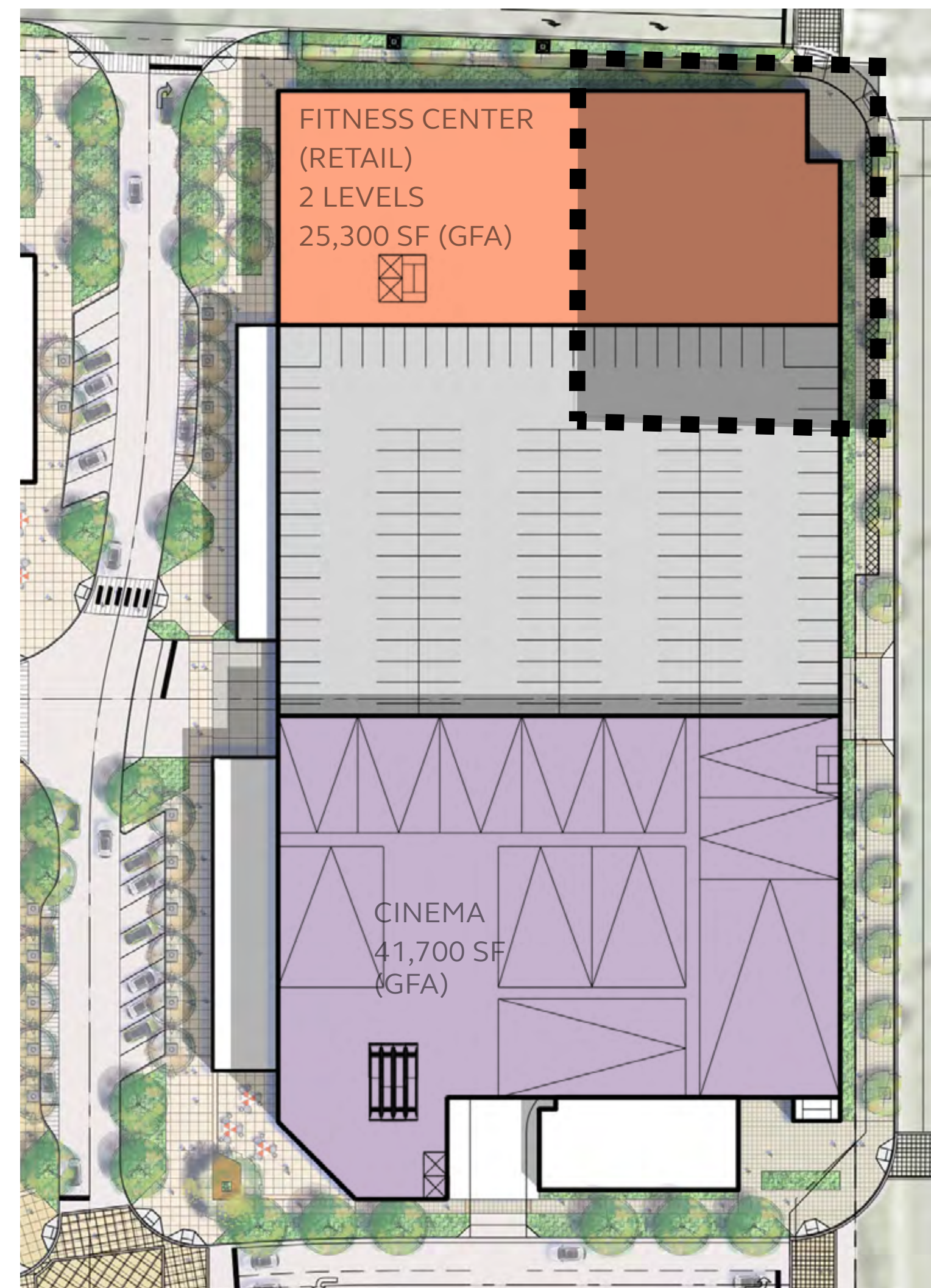
- RETAIL
- RESIDENTIAL
- PARKING



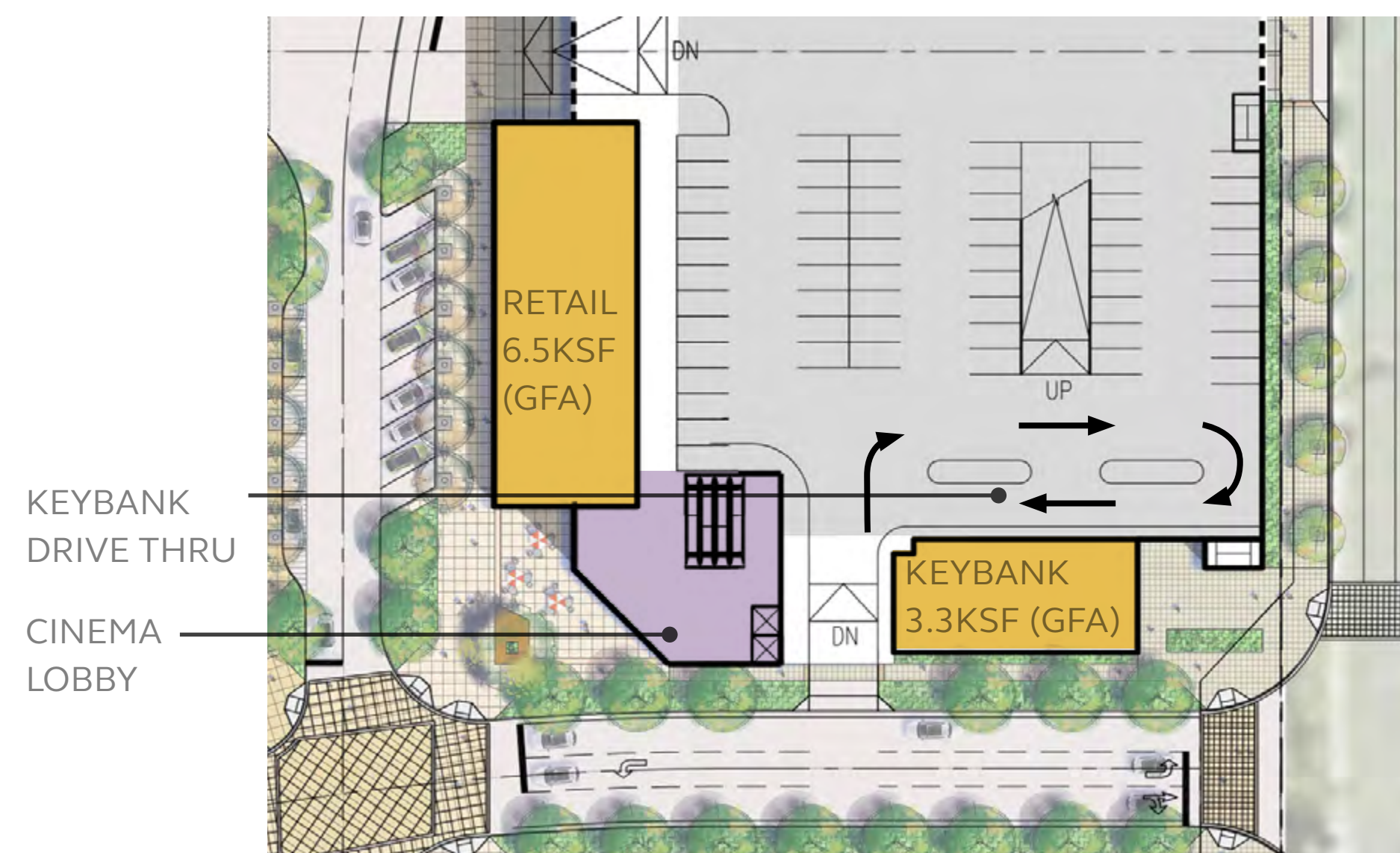
VI. PROGRAM AND USE - LOT E AND LOT F PROGRAM



UPPER GROUND LEVEL PLAN



TYPICAL UPPER LEVEL PLAN



LOWER GROUND LEVEL PLAN

LOT E & F SUMMARY *

RETAIL, ENTERTAINMENT AREA

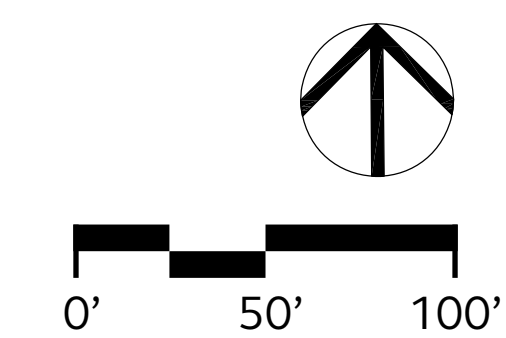
RETAIL	29,725 SF
FITNESS CENTER	27,100 SF
TOTAL RETAIL GFA	56,825 SF
CINEMA	50,255 SF
TOTAL ENT. GFA	50,255 SF
TOTAL GFA	107,020 SF

PARKING

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

* NOT INCLUDE PRECISION TUNE PARCEL.

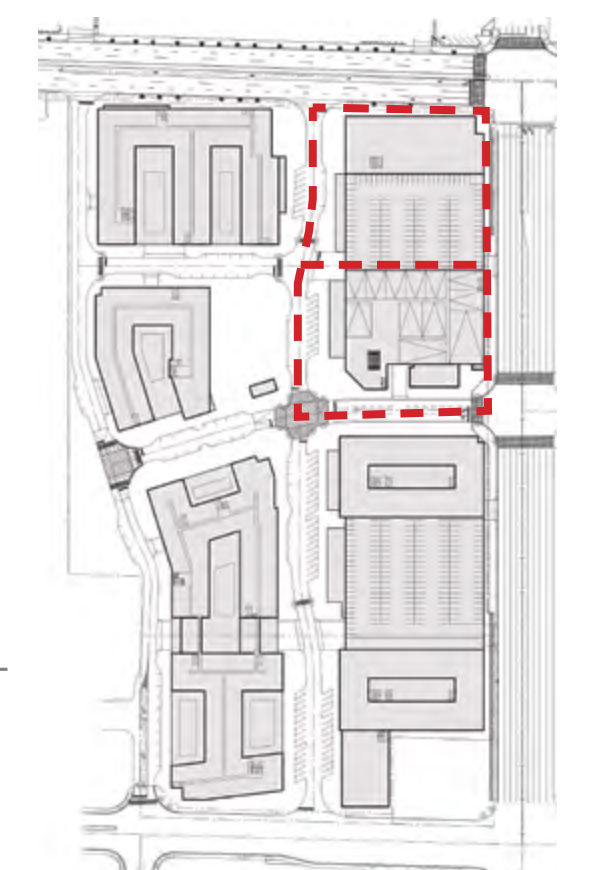
PRECISION TUNE PARCEL AREA IS 20,161.12 SF



LEGEND

- RETAIL
- FITNESS
- ENTERTAINMENT
- PARKING

--- AREA NOT CURRENTLY CONTROLLED BY NORTHLINE VILLAGE



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

LOT G & H SUMMARY *

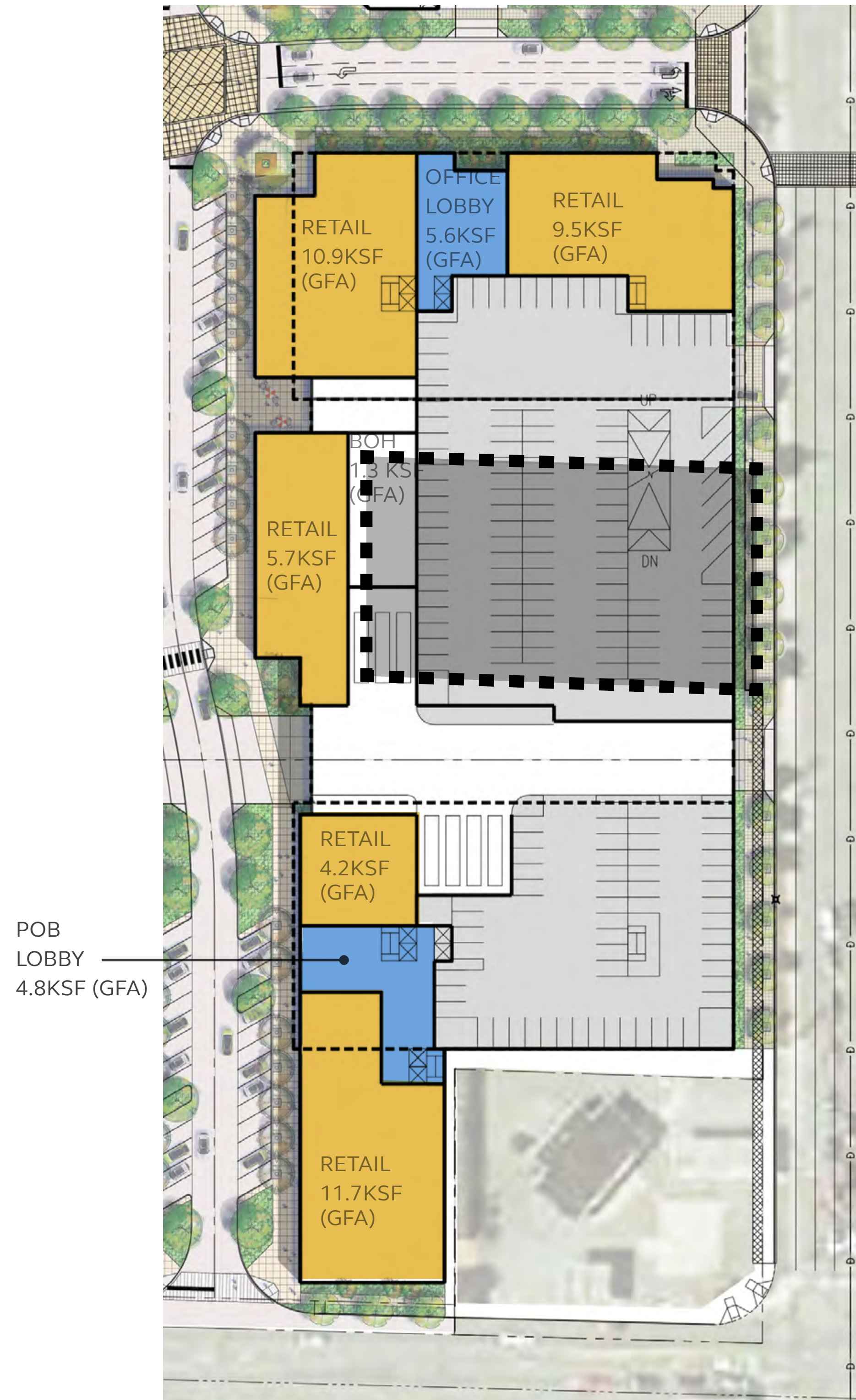
RETAIL & OFFICE AREA

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

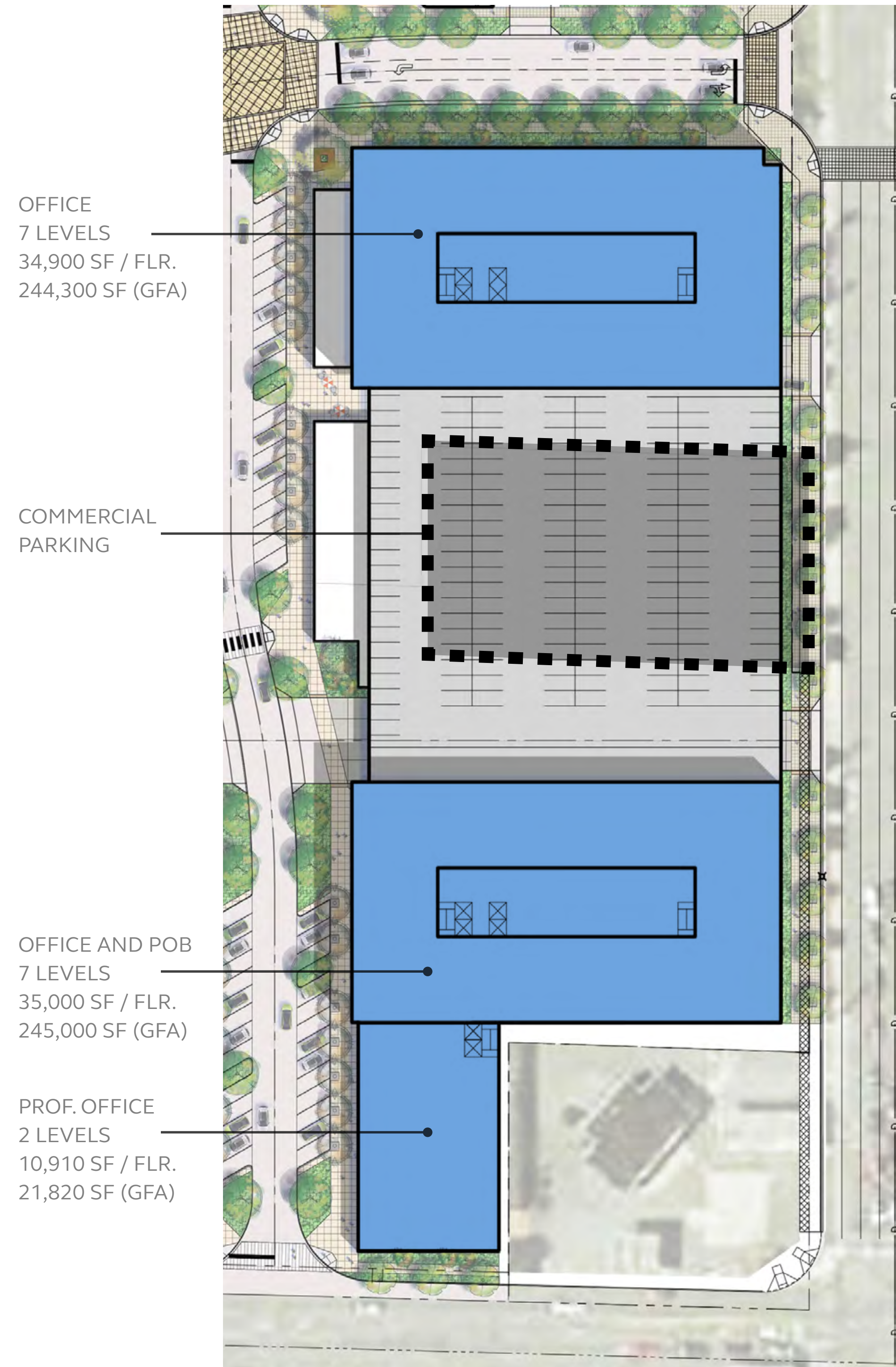
PARKING

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

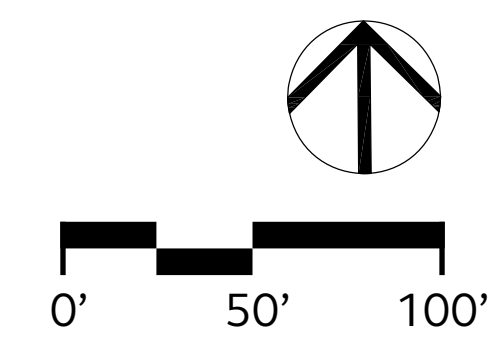
* NOT INCLUDE CURRENT KEYBANK PARCEL.
CURRENT KEYBANK PARCEL AREA IS 26,982.62 SF



GROUND LEVEL PLAN



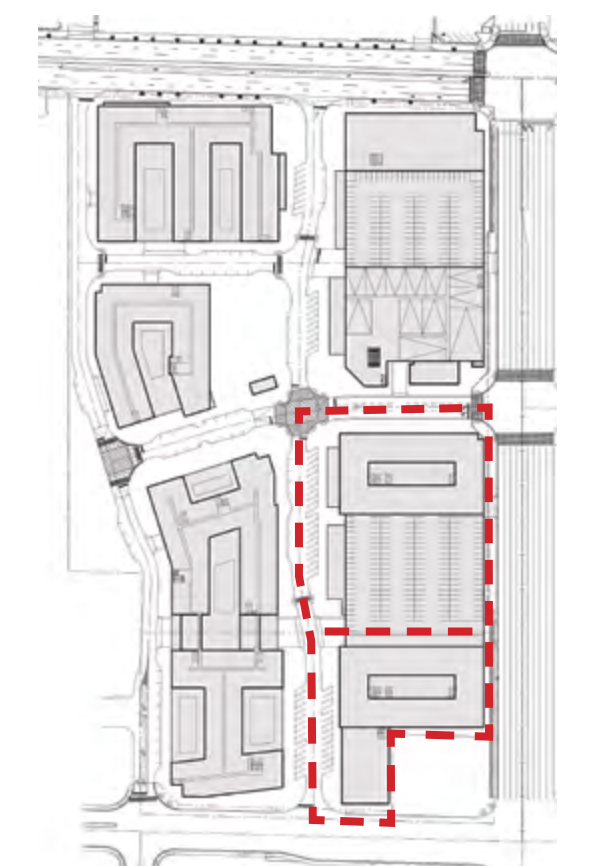
TYPICAL UPPER LEVEL PLAN



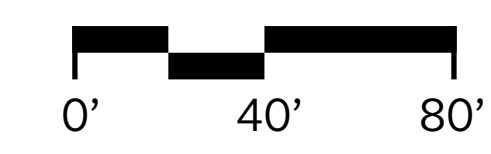
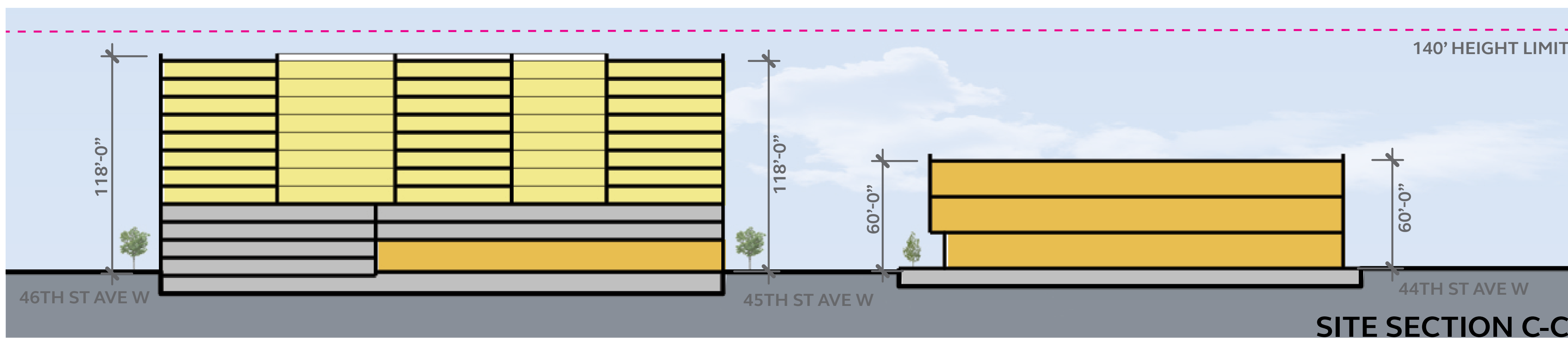
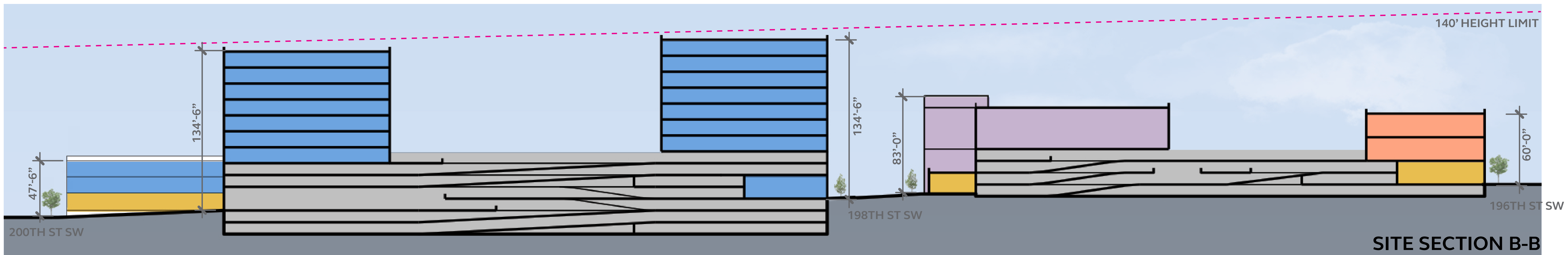
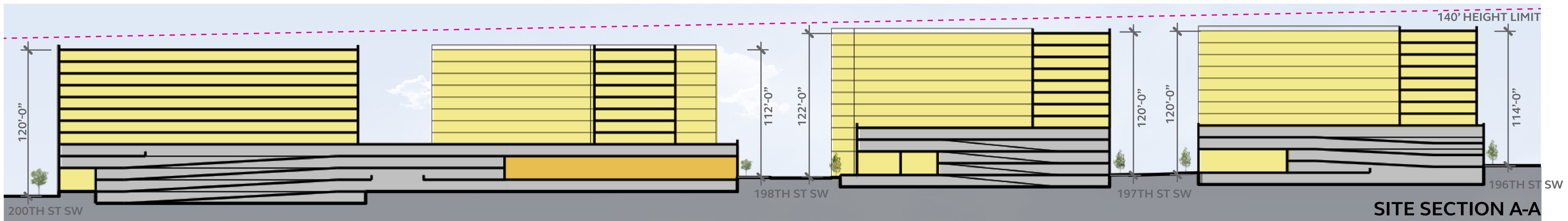
LEGEND

- RETAIL
- OFFICE
- PARKING

--- AREA NOT CURRENTLY CONTROLLED BY NORTHLINE VILLAGE



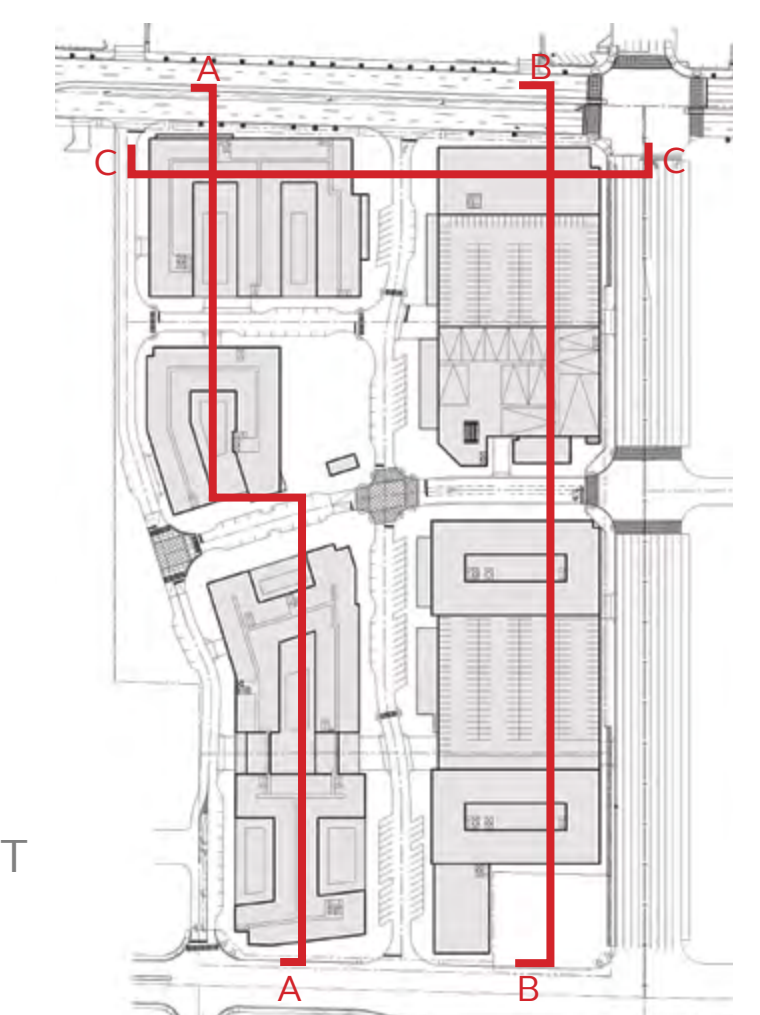
VI. PROGRAM AND USE - SITE SECTIONS



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.