

## 12 TOD POTENTIAL FOR STATIONS SERVING LYNNWOOD TRANSIT CENTER

There are three station alternatives proposed to serve the Lynnwood Transit Center, located on the west side of I-5 and south of 200th Street SW. Although the station alternatives are no more than 1,000 feet apart, there are differences in the related parking and transit facilities that create minor differences in the TOD potential. This report does not include detailed assessments of each station area to further distinguish those differences. That work could be undertaken if multiple alternatives are identified to move forward.

Much of the existing 0.5-mile radius station area context is similar; therefore, all stations are assessed in this section and the differences are highlighted.

### Key Findings

All of the station alternatives serving the Lynnwood Transit Center have moderate to strong TOD potential within each station area.

Today the Lynnwood Transit Center sits in an area of large retail stores and strip malls surrounded by parking lots. The area is not designed for pedestrians and is primarily automobile-dependent.

All three station alternatives are located in a PSRC-designated Regional Growth Center, which, along with the Northgate Station area, is expected to receive the greatest percentage of growth in this transportation corridor over the next 30 years. Existing plans and policies such as the Lynnwood City Center Subarea Plan support major redevelopment in this area (City of Lynnwood 2005a). Preliminary assessments of development opportunities and market analysis indicate a Lynnwood station has the strongest development opportunities compared to other station alternative areas.

Station access for all alternatives is moderate to strong. The proximity of a proposed light rail station to the bus transit center and associated parking is strong. However, pedestrian and bicycle access, based on existing conditions, requires walking or riding along long blocks next to or on busy arterials, many fronted by surface parking lots.

Table 12-1 summarizes the assessments for stations serving the Lynnwood Transit Center.

**Table 12-1. TOD Assessments for Stations Serving Lynnwood Transit Center**

<b>Factor</b>	<b>200th Street SW Station Rating</b>	<b>Lynnwood Transit Center Station Rating</b>	<b>Lynnwood Park and Ride Station Rating</b>
Existing conditions supporting TOD	Limited to Moderate	Limited to Moderate	Limited to Moderate
Transit-supportive plans and policies	Strong	Strong	Strong
Station access	Moderate to Strong	Moderate to Strong	Moderate to Strong
Potential development opportunities	Moderate to Strong	Moderate to Strong	Moderate to Strong
TOD potential	Moderate to Strong	Moderate to Strong	Moderate to Strong

## 12.1 Station Area

The station area context for all Lynnwood station alternatives is similar, as shown in Figure 12-1. All station alternatives are located at the west edge of the Lynnwood City Center at the existing transit facility. The wetlands associated with Scriber Creek bound the area on the south and west, and I-5 forms a barrier east of the station alternatives with a freeway crossing at 44th Avenue W. The next closest freeway crossings are approximately 0.75 miles south at 52nd Avenue W or about 1.0 miles north at 196th Street SW using the existing street network (distances vary depending on the station alternative). The regional Interurban Trail travels through the south side of the existing transit facility.

The station areas contain primarily commercial uses, ranging from light industrial to retail and small office development. Much of the area includes surface parking for retail and restaurant uses. North and west of the station alternatives are low-rise multifamily developments; single-family neighborhoods are at the edges of the station areas. Group Health has a medical center west of the station alternatives. Connections to activity centers are described in Section 11-4, Station Access.

All three alternatives include an elevated station with an 800-foot tail track beyond the station and all alternatives include additional parking with structured and surface configurations. The alternatives differ in their relationship between the station and the existing transit center.

**200th Street SW Station:** This station is south of 200th Street SW and east of 48th Avenue West. Access to the station is along 200th Street SW and 48th Avenue West. The existing transit center is south of this station site; the station replaces existing surface parking with one or more parking garages. A station at this location requires the acquisition of private property to construct the station and associated tail track. Parking is planned for 1900 vehicles in a combination of surface and structured parking configurations. The configuration and quantity may be refined as the design progresses.

Lynnwood Transit Center Station: This station is located south of the existing transit center. A parking garage is located south of the station. Access to the station is along 46th Avenue West and 48th Avenue West. A station at this location does not require the acquisition of private property to construct the station and associated tail track. Parking is planned for 1900 vehicles in a combination of surface and structured parking configurations. The configuration and quantity may be refined as the design progresses.

Lynnwood Park-and-Ride Station: This station is located parallel to I-5 at the existing transit center park-and-ride lot. A parking garage is located west of the station, and access to the station from the neighborhood is along 44th Avenue West, 46th Avenue West, or the Interurban Trail. A station at this location may require the acquisition of private property to construct the station and associated tail track. Parking is planned for 1900 vehicles in a combination of surface and structured parking configurations. The configuration and quantity may be refined as the design progresses.

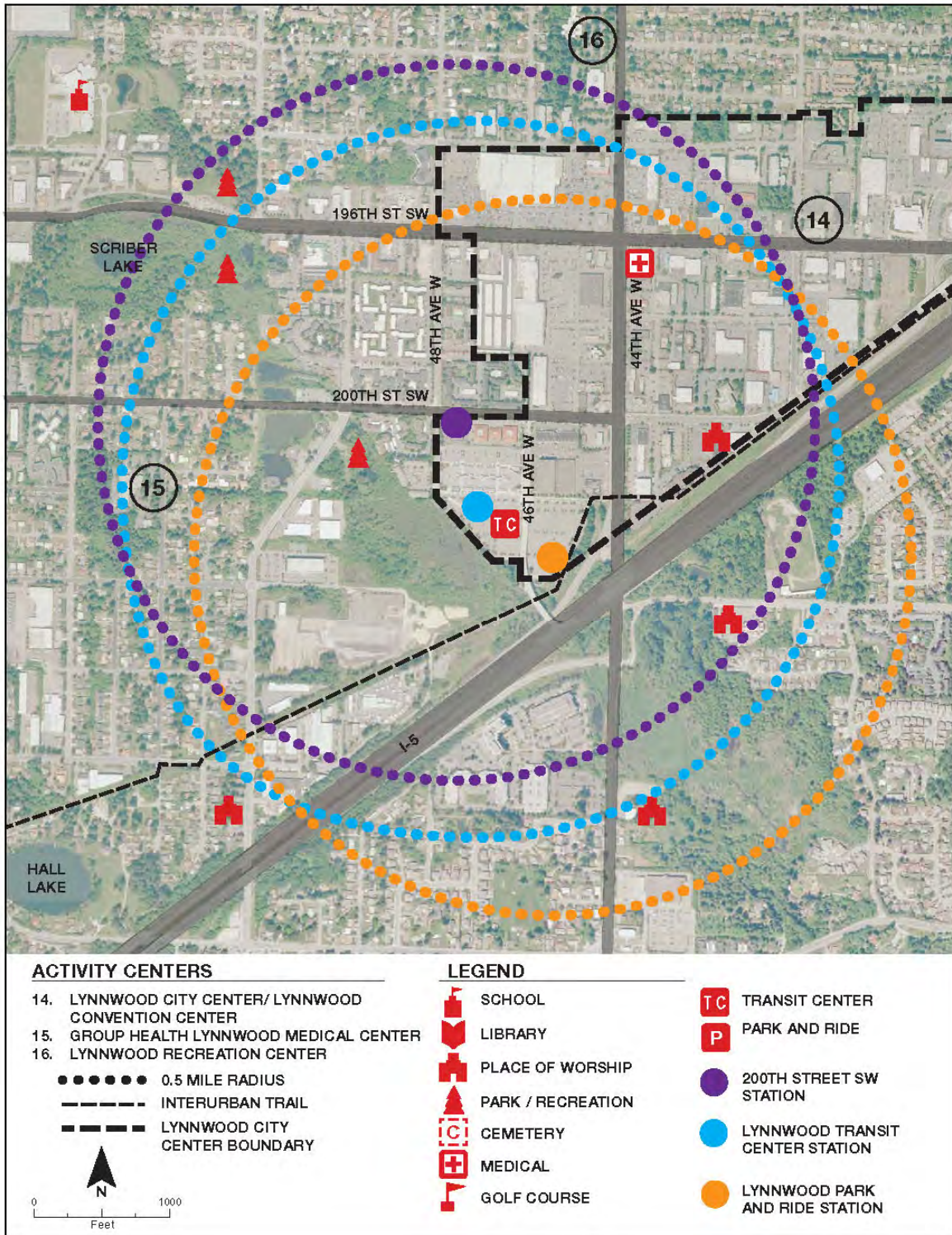


Figure 12-1. 200th Street SW Station, Lynnwood Transit Center Station, and Lynnwood Park-and-Ride Station Context

## 12.2 Existing Conditions Supporting TOD

This section assesses the existing conditions around the three Lynnwood Transit Center station alternatives and how supportive those conditions are for TOD, as summarized in Table 12-1. Three elements are included in this assessment: population and employment within a 15-minute walk; mix of existing uses; and existing station area character.

These elements, taken together, offer limited to moderate support for TOD at each of the Lynnwood station alternatives.

### ***Population and Employment***

The number of residents and employees within a 15-minute walk of the station alternatives vary among stations, as shown in Table 12-2.

The Lynnwood Transit Center Station has the fewest number of residents living within its walk shed and 200th Street SW Station has the highest number of residents. The more central location of the 200th Street SW Station and the existing street network results in a larger walk shed than the other station alternatives. The Lynnwood Park-and-Ride Station and the 200th Street SW Station have almost the same employment number (5,200 and 5,100, respectively), the highest of all Lynnwood Link Extension stations.

Approximately thirty-six percent of existing households at all three station areas are owner-occupied, and the average household size averages 2.4 across all station alternatives.

**Table 12-2. 2010 Population and Employment Within a 15-minute Walk of Stations Serving Lynnwood Transit Center**

	<b>200th Street SW Station</b>	<b>Lynnwood Transit Center Station</b>	<b>Lynnwood Park-and-Ride Station</b>
Population	4,700	3,700	4,100
Employment	5,100	4,500	5,200

### ***Balanced Mix of Uses***

All station areas have a limited to moderate mix of uses based on existing zoning and what is built today.

Figure 12-2 illustrates the existing land uses, based on zoning information. This representation is fairly consistent with what is on the ground today, except for the areas designated “mixed use” northeast of the station alternatives sites. Based on a visual survey, today these parcels contain low-rise commercial buildings with surface parking lots and no residential uses.

However, these properties that could be redeveloped more easily than those in other station areas where the underlying zoning does not support a higher use.

The existing land use composition of the 200th Street SW Station and the Lynnwood Transit Center Station are similar, as shown in Figure 12-2. The Lynnwood Park-and-Ride Station has slightly less single-family zones but more multifamily and commercial zones. The amount of right-of-way within the station areas is similar, ranging from 22 to 23 percent.

### **Existing Station Area Character**

The Lynnwood station alternatives have moderate future development potential based on the existing station area character.

All station alternatives are located within the City Center neighborhood, as shown in Figure B-1, Attachment B. This area is slated to receive significant job and housing growth in the next 20 years. Although the designated Lynnwood City Center has strong future redevelopment potential, the station area character analysis for this report is based on existing conditions. All station alternatives have surface parking lots in the immediate vicinity of the station. Today the City Center consists of automobile-dependent businesses set back from the street frontage surrounded by surface parking lots. The block sizes are large—many are up to 1,300 feet long in the City Center area. In most of the area the sidewalks are not buffered from traffic, and there are no defined pedestrian paths between the sidewalks and building entrances.

Buildings range in size from small single businesses to big-box retail and strip malls. A few motels and hotels are within each station area.

Most of the existing housing is north and west of the station alternatives sites in a mix of multifamily developments and single-family neighborhoods; the street grid is not continuous in these areas. There are barriers to accessing the station alternatives sites, including wetlands to the west and I-5 to the east. Within all three station areas, 44th Avenue West is the only point of access to the south (east) side of the freeway.

The Interurban Trail is south and east of all alternatives and provides non-motorized connections to destinations north and south of Lynnwood. The trail is adjacent to the Lynnwood Park-and-Ride Station and within 0.25 miles of both the 200th Street SW Station and Lynnwood Transit Center Station. Recently completed improvements to the trail include an overpass of 44th Avenue West.

Scriber Creek Park and the designated wetlands directly west of station alternatives are the most significant parks and open space within the Lynnwood station alternatives areas. The proximity of the wetlands and park to the station alternatives provides open space close to the stations. However, much of the wetland area is not accessible for public use, except for a few trails through the area.

There are a few minor differences in the station area character, depending on the station alternative, as described below:

200th Street SW Station is farthest from I-5, with more residentially zoned parcels within the 0.5-mile radius. This station alternative also has the highest potential ridership based on the population and employment forecast within a 15-minute walk shed, as shown in Figure 12-5. It also is closer to the designated core of the Lynnwood City Center than the other station alternatives. However, it is located farthest away from the Interurban Trail.

Lynnwood Transit Center Station is located between an existing wetland and the direct access ramp at the south end of 46th Avenue W and is surrounded by existing surface parking. Non-motorized access is limited to locations primarily to the north and east. Access from the Interurban Trail could occur parallel to the direct access ramp.

Lynnwood Park-and-Ride Station is parallel to I-5, with the Interurban Trail located to the south. This alternative provides the most direct access to the trail. Although this station alternative is closer to properties on the south and east side of I-5, travel to that area requires crossing I-5 and multiple freeway ramps.

## 12.3 Transit-supportive Plans and Policies

All station alternatives serving the Lynnwood Transit Center are located within the PSRC-designated Regional Growth Center.

The 200th Street SW Station, Lynnwood Transit Center Station, and Lynnwood Park-and-Ride Station areas have strong existing transit-supportive plans and policies based on three elements described below. Because the station alternatives are all located within the Lynnwood City Center, there are no differences among the stations.

### ***Land Use and Zoning***

The *City of Lynnwood Comprehensive Plan* has citywide policies and goals that support transit uses; they are discussed in Section 3.5.

The City of Lynnwood embarked on a planning effort in 2001 to help shape a long-term vision for an urban center here, as identified in its 1995 Comprehensive Plan. Various plans and studies summarized below support transit-oriented development.

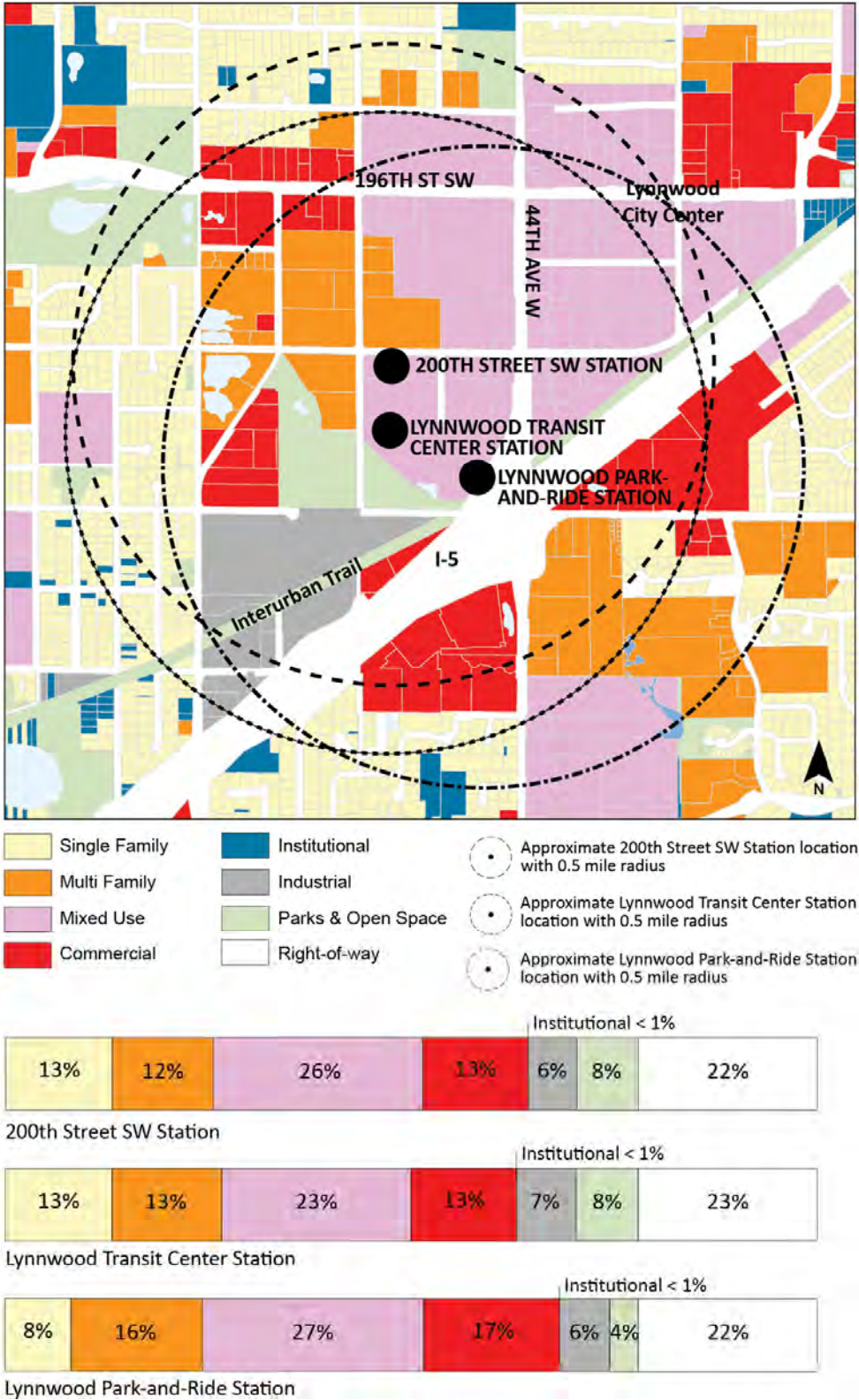
#### City Center Subarea Plan

The *City Center Subarea Plan* (City of Lynnwood 2005a) provides the framework for the future vision of a mixed-use urban core. The plan includes establishing a compact street grid within the core and a series of parks and plazas connected by boulevards and pedestrian promenades. The proposed station is located at the west edge of the City Center. Various plans and policies

were completed and adopted to support the City Center Subarea Plan; these are discussed below.

- Each of the districts should allow a mixture of retail, office, services, and residential uses, but the type and amount of the uses, as well as permissible heights and intensity will differ, depending upon the intent of the district.
- The City Center will be the focus of high concentrations of development, containing multi-story buildings, multiple residential development, parking structures, and a variety of civic buildings and spaces.
- Floor Area Ratios and building heights should allow for high density residential development.
- The City should encourage a wide range of housing types and densities within the City Center.
- Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips generated by commuting City Center workers.
- Identify opportunities to provide bicycle linkages between the City Center, the Interurban Trail and other key bicycle routes.
- The City Center should include many types of corridors conducive to walking, including sidewalks, trails, through-block connections, and walkways through new development.
- 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.
- Capture the economic and market potential of Lynnwood's geographic location through the creation of a mixed-use city center that provides for the needs of Lynnwood residents and serves the sub-regional population of south Snohomish County and north King County.
- Attract private and public investments for new development projects and redevelopment of existing properties.
- The priority areas for the City's investments are: First priority: the City Center Triangle (that area bounded by 196<sup>th</sup> Street, 44<sup>th</sup> Avenue W and Interstate 5). Second priority: the properties adjacent to the catalyst projects of the transit center and convention center.





**Figure 12-2. Zoning Designations and Composition within 0.5 Miles of 200th Street SW Station, Lynnwood Transit Center Station, and Lynnwood Park-and-Ride Station**

### Lynnwood City Center Zoning Regulations (Adopted 2005)

The Lynnwood City Center zoning regulations and design guidelines support a high-density neighborhood near the Lynnwood Transit Center composed of three districts (City of Lynnwood 2005b). The types of use permitted vary among the districts. The proposed transit station alternatives are located adjacent to the existing transit center and are in the City Center West district. This district is envisioned to have a mix of retail, restaurants, some office, and higher density housing, with a 140-foot height limit (the core of the proposed City Center would include heights up to 350 feet). The floor-area ratio of buildings within the City Center may be increased by providing bonus features that serve a public benefit, such as public plazas, street level retail, and public art.

### Local Improvement District Feasibility Study (2007)

The City of Lynnwood undertook a feasibility study to determine if a Local Improvement District (LID) would be an appropriate funding tool for Lynnwood's City Center. The study conducted market research on parcels within the proposed LID boundary and assembled a database. The next phase will include market value estimates with and without redevelopment projects and zoning changes.

### Market Analysis and Absorption Study (2007)

This study was commissioned to provide the City with more information about the development activity that would be required to realize the City Center vision. Key findings include the need for public sector participation to implement the Subarea Plan and the challenge for private developers to meet the density vision of the City Center under 2007 market conditions.

### Multifamily Residential Property Tax Exemption Program

The purpose of the Multifamily Residential Property Tax Exemption Program is to encourage the development of multifamily housing and mixed-use development within Lynnwood's City Center Subarea. The program exempts new development from property taxes for 8 or 12 years and applies to both rental apartments and condominium units.

### City of Lynnwood Economic Development Action Plan (2004)

The Economic Development Action Plan (Lynnwood 2004) provides guidance for improving the quality of life and economic vitality of the City of Lynnwood. There are a number of goals and strategies relevant to the Lynnwood Link Extension including: Implementation of the City Center Plan and development of the property acquisition strategy and parameters.

The Plan duration is 2005 through 2010 but the City of Lynnwood expects to update this document.

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## Lynnwood Transportation Business Plan: Non-Motorized Skeleton System Development (2008)

The City of Lynnwood developed the Lynnwood Transportation Business Plan: Non-Motorized Skeleton System Development (City of Lynnwood 2008). This Plan provides the framework for non-motorized connections and places a priority on connecting activity centers. Within the City Center the plan includes sidewalks and a pedestrian promenade.

### **Development Requirements**

The station alternatives sites and immediate surroundings are located within the City Center, as described above. There are three districts in the City Center, and all station alternatives are located within the City Center–West (CC-W) zone. According to the Lynnwood Municipal Code, “This zone is envisioned to have a mixture of higher density housing, retail and restaurants, and some office buildings contained within mid-rise buildings. A public open space would anchor the district. Over time, parking would be increasingly found within structures.” 3,000 total residential units are proposed within the City Center.

The City of Lynnwood requires ground floor principals uses within the City Center zone be occupiable space with some exceptions for parking locating away from the street. Additionally, some ground floor uses, depending on location, are required to have 40 percent of street frontage to be street level retail uses.

A separate summary table was developed and can be found in Table C-7, Attachment C, and Figure C-3 illustrates the City Center districts.

Depending on the station alternative, 8 to 13 percent of the station area is zoned residential 8400 (RS 8). Single-family housing and accessory dwelling units are permitted in this zone.

The multiple residential zones (medium and high, RMM and RMH) are west of the station alternatives. The RMM zone has a height limit of 35 feet and a 35 percent lot coverage, and the RMH zone has no height limit and a 45 percent lot coverage.

Directly west of Scriber Creek Park and its associated wetlands are two zones with similar development requirements: Light Industrial (LI) and Business/Technical Park (BTP). Both zones permit light industrial uses and some office use. The height limit is 35 feet. Parking requirements vary, and may be reduced if bicycle parking is provided and meets standards.

A summary table of applicable development requirements can be found in Table C-8, Attachment C (City of Lynnwood 2010).

### **Design Guidelines**

Multiple family structures must comply with Lynnwood Citywide Design Guidelines for All Districts and Multifamily Districts. Design Guidelines for Lynnwood City Center were adopted in 2005 and amended in 2012 (City of Lynnwood 2005c). The guidelines include allowable uses

and development standards within the City Center that have been adopted into the Lynnwood Municipal Code. Other guidelines, related to site design, building design, and sign design, are provisions that apply to all development and redevelopment. Orienting buildings toward the street and providing transparency into street level uses are planned to help activate the sidewalk space. Locating parking lots behind buildings and creating walkways for pedestrian to connect to adjacent properties are a few of the design guidelines that support transit-oriented development. More details are included in the development standards.

## **12.4 Station Access**

All three station alternative areas serving the Lynnwood Transit Center have moderate to strong access to the stations based on an assessment of the four elements described below. The current automobile orientation of the surrounding streets and commercial buildings, and the current lack of protected and finer-grained network of pedestrian and bicycle facilities connecting the station alternatives to key destinations, result in less than optimal non-motorized access conditions.

The City of Lynnwood developed the Lynnwood Transportation Business Plan: Non-Motorized Skeleton System Development, a multi-choice transportation system that provides the framework for non-motorized connections throughout the City (Lynnwood 2008). The system includes existing sidewalks and bicycle systems as well as potential systems. Only existing facilities are included in this assessment as discussed below.

The high level of transit connections and use at the Lynnwood Transit Center provide a strong transit access.

### ***Pedestrian Access***

All three station alternatives serving the Lynnwood Transit Center are within the area occupied by the existing transit center and park-and-ride, and are currently served by arterials laid out in a grid of super blocks. Access to the east side of I-5 is via an undercrossing on 44th Avenue West.

Figure 12-3 shows the existing pedestrian conditions around the station alternatives. The sidewalk network within the commercial center is mostly, but not entirely, complete. For example, a large apartment complex at 200th Street SW and 48th Avenue West lacks complete sidewalks along 48th Avenue West; a resident coming or going from the station would have to walk in the street or jaywalk in the middle of the block to reach the sidewalk on the other side. Within the City Center, the superblocks are up to 1,300 feet long, thus increasing both walking and bicycling distance, and there are no protected mid-block crossings across five- and six-lane arterials. The Interurban Trail does provide non-motorized access across 44th Avenue W between the Park-and-Ride facility and north of I-5. Access to the east of the station

alternatives and I-5 is along 44th Avenue West, a four- and five-lane arterial serving commercial uses near the freeway and transitioning to residential uses into Mountlake Terrace. There are unprotected sidewalks on both sides of the street.

Figure 12-5 illustrates the 15-minute walk shed for the station alternatives, and Table 12-3 shows the numbers of residents and jobs within a 15-minute walk from of the station for the three alternatives. The differences among the numbers are discussed in Section 12-2.

Interstate 5 creates an access barrier to points east for pedestrians; therefore, points to the north and west are more accessible. The 200th Street SW Station has better “360 access” because it is farthest away from I-5 and adjacent to existing businesses and multifamily development.

There are three identified activity centers within the station area and the pedestrian connection to each of those is described below. There are other community destinations near the station alternatives serving Lynnwood Transit Center, as shown in Figure 12-1.

Lynnwood City Center/Lynnwood Convention Center (#14, Figure 12-3): Based on existing conditions, the connection from all of the station alternatives to the heart of the City Center near the Convention Center is currently through a commercial area almost completely dominated by automobile-oriented retail and services along six-lane arterials. There are existing sidewalks; however, there is no buffer between the sidewalk and adjacent traffic lanes, and there are multiple driveways crossing the sidewalks. The signalized pedestrian crossings at 36th Avenue W and 196th Street SW are wide, with additional turn lanes at intersections. New sidewalks with landscaped buffers were installed as part of the Convention Center construction.

Group Health (#15, Figure 12-3): Group Health is west of the station alternatives in a residential area. Although the facility is located within 0.5 mile radius of the station, the most direct pedestrian route, at 0.7 miles, is along 200th Street SW and 54th Street West, which have sidewalks with small planting buffers. Group Health is closest to the 200th Street SW Station; however, it is still located over 0.5 miles walk distance from the station.

Lynnwood Recreation Center (#16, Figure 12-3): The Lynnwood Recreation Center contains three pools and other recreation facilities. The Center is located within 0.5 mile radius of the 200th Street SW Station. The most direct pedestrian route, at 0.8 miles, is along 200th Street SW and 44th Avenue W. Both streets have sidewalks unbuffered from traffic lanes.

### ***Bicycle Access***

From the southwest to the northeast, the Interurban Trail, a regional pedestrian and bicycle facility, connects directly to the Lynnwood Park-and-Ride Station alternative, and connects to the arterial network serving the other two station alternatives. Access to the east side of I-5 is

via an undercrossing on 44th Avenue West, a four- and five-lane arterial serving commercial uses near the freeway and transitioning to residential uses into Mountlake Terrace.

Figure 12-4 shows the existing bicycle conditions around the station alternatives. There are bike lanes along 208th Street SW connecting Pacific Highway (SR 99) to the Interurban Trail. Bike lanes also exist along 200th Street SW between Pacific Highway and Cedar Valley Road as well as along Cedar Valley Road/52nd Avenue W between 200th Street SW and the Interurban Trail.

Figure 12-5 illustrates the 15-minute bicycle shed for the station alternatives, and Table 12-3 shows the numbers of residents and jobs within 15 minutes of the station by bicycle.

There are minor differences in the 15-minute bicycle shed area among the station alternatives, but for all alternatives, bicyclists can ride to SR 99 and points beyond as well as the southern edge of Alderwood Mall within 15-minutes.

The Lynnwood Transit Center Station alternative serves both fewer residents and jobs within 15 minutes by bicycle, compared to the other two alternatives, even though in terms of physical size its walk shed is slightly larger than that of the Lynnwood Park-and-Ride Station. The latter, however, is within a 15-minute bike ride of a greater number of residents east of I-5.

**Table 12-3. 2010 Population and Employment within 15-minute Walk Shed and 15-minute Bicycle Shed at Station Alternatives Serving Lynnwood Transit Center**

	15-Minute Walk Shed		15-Minute Bicycle Shed	
	2010 Population	2010 Employment	2010 Population	2010 Employment
200th Street SW Station	4,700	5,100	35,000	27,100
Lynnwood Transit Center Station	3,700	4,500	32,700	24,100
Lynnwood Park-and-Ride Station	4,100	5,200	35,700	24,600

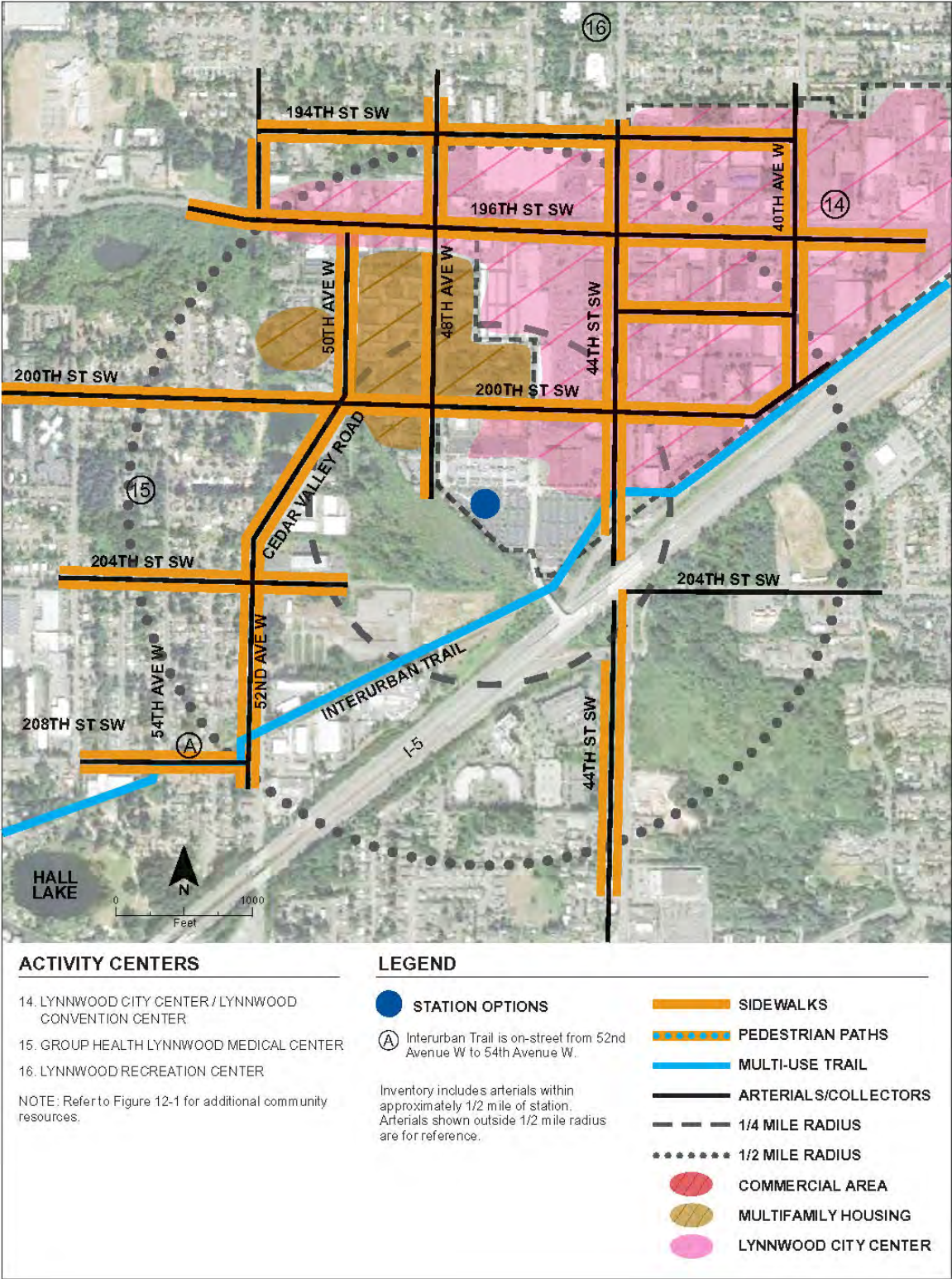


Figure 12-3. Existing Pedestrian Conditions within 0.5 Miles of Lynnwood Transit Center Station (200th Street SW Station and Lynnwood Park-and-Ride Station are similar)

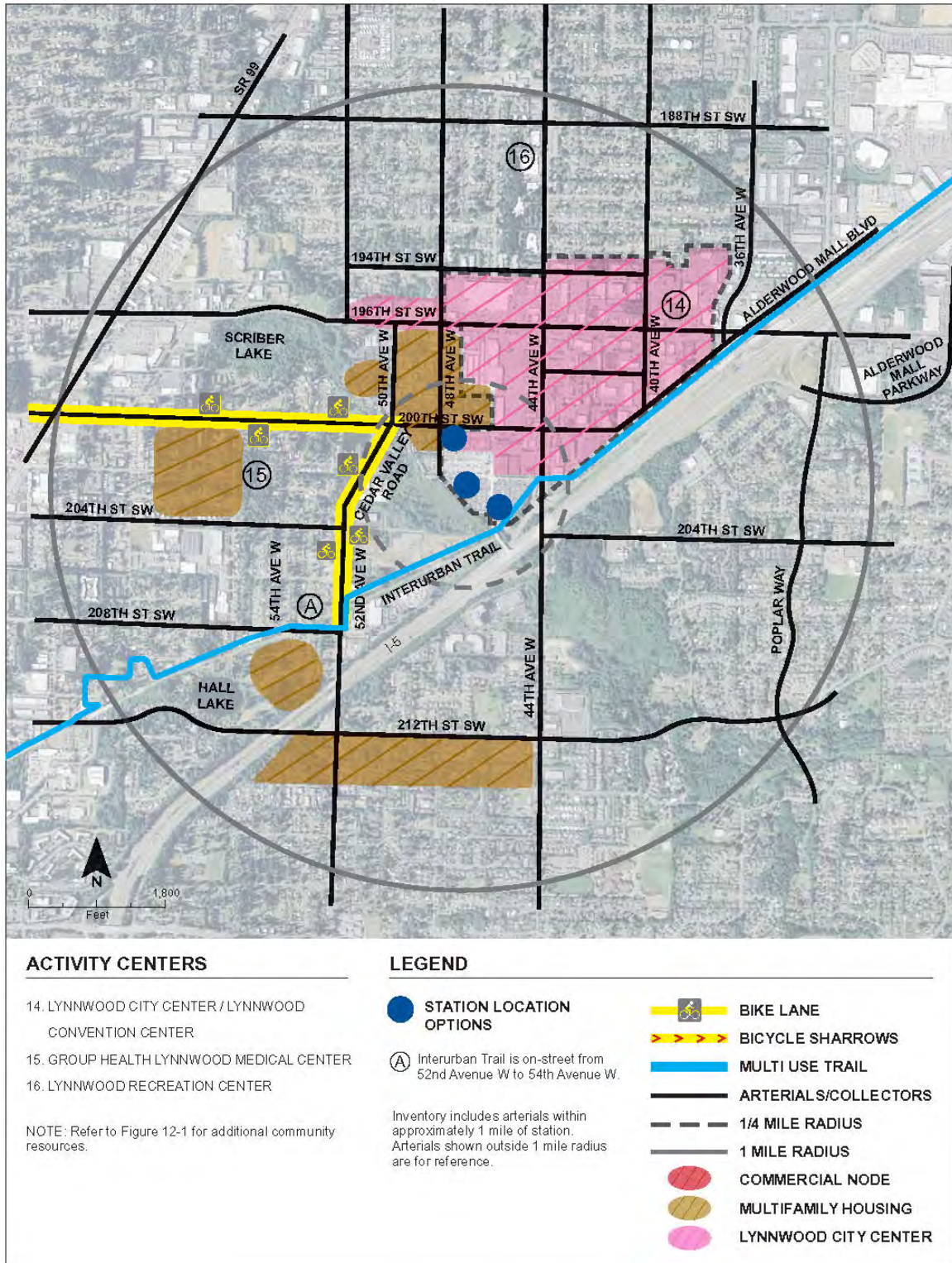
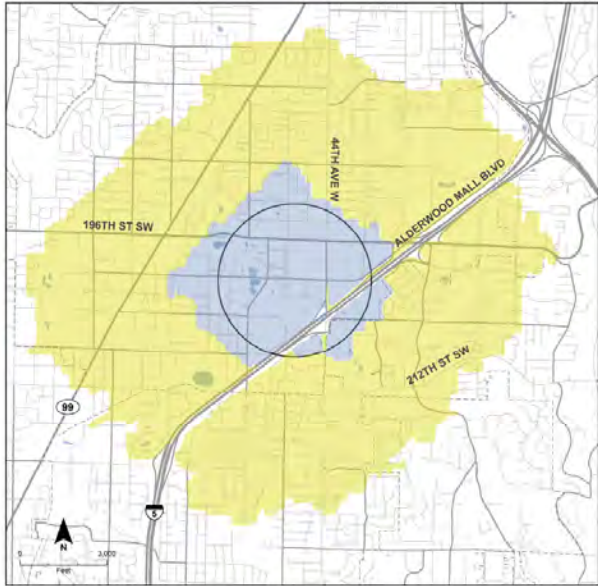
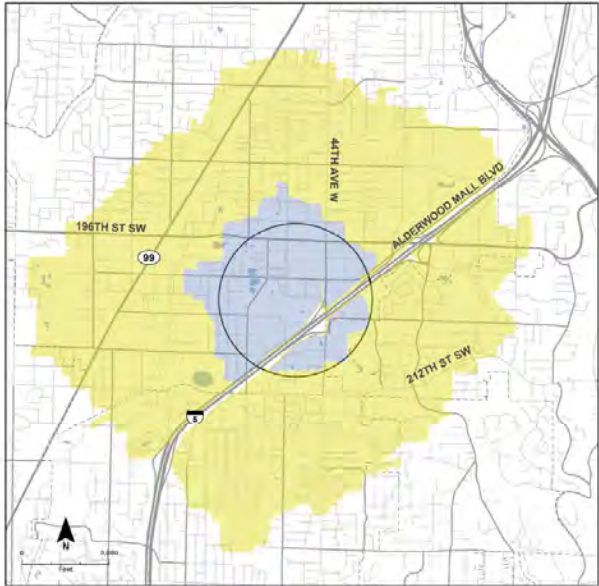


Figure 12-4. Existing Bicycle Conditions within 1 Mile of Lynnwood Transit Center Station (200th Street SW Station and Lynnwood Park-and-Ride Station are similar)

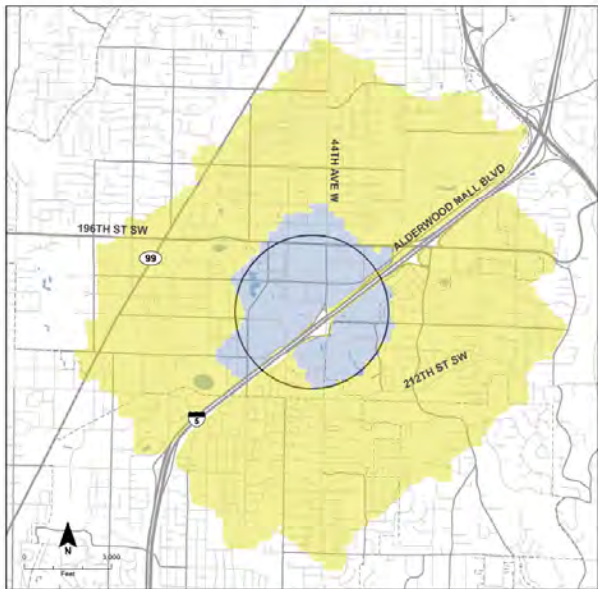




200th Street SW Station



Lynnwood Transit Center Station



Lynnwood Park-and-Ride Station

○ 0.5 Mile Radius Station Area  
■ 15-Minute Walk Shed  
■ 15-Minute Bicycle Shed  
Walk speed = 3 Miles per hour  
Bicycle speed = 7 Miles per hour

Figure 12-5. 15-minute Walk Shed and 15-minute Bicycle Shed at Station Alternatives Serving Lynnwood Transit Center

### **Transit Access**

Direct access ramps from the Lynnwood Transit Center to I-5 were opened in 2004, eliminating the routing on local streets to the freeway and increasing reliability while decreasing travel time for some of the major bus routes.

The Transit Center, with 20 bus bays, is a hub for CT routes and is also served by four ST Express routes. Five CT routes provide commuter service to downtown Seattle, with peak-period peak-direction service, and four provide similar service to the University of Washington.

Service within Snohomish County is provided by four all-day, bi-directional CT routes, and one peak-period peak-directional CT route (connecting to Canyon Park). Destinations include Smokey Point, Mariner and Ash Way Park-and-Ride lots, Aurora Village, Edmonds, and Mountlake Terrace.

ST Express operates four routes serving the Transit Center, with all-day bi-directional service; two routes serve downtown Seattle and two serve Bellevue.

The existing Lynnwood Transit Center, as illustrated in Figure 12-1, contains 1,368 parking stalls as well as bicycle lockers. Any station alternative for this location will include additional parking for 500 cars. This number may be refined as the design progresses.

### **Parking**

Table 12-4, which presents the parking supply and utilization near the 200th Street Station, shows a total of 4,510 spaces. Of these, 1,370 are existing park-and-ride spaces, which are 100 percent utilized. All but 90 spaces are off-street. No spaces are time-restricted. Overall midday utilization is 57 percent; utilization of the non-park-and-ride spaces is 38 percent.

Table 12-5, which presents the parking supply and utilization near the Lynnwood Transit Center Station, shows a total of 3,730 spaces, which includes 1,370 existing park-and-ride spaces that are 100 percent utilized. All but 10 spaces are off-street, and no spaces are time-restricted. Overall utilization is 65 percent; utilization of the non-park-and-ride spaces is 44 percent.

Table 12-6, which presents the inventory of on-street and off-street parking within 0.25 miles of the Lynnwood Park-and-Ride Station, shows a total of 3,020 spaces, all off-street. This total includes the existing 1,370 park-and-ride spaces, which are 100 percent utilized. No parking is time restricted. Mid-day utilization is 68 percent for all spaces; utilization of the non-park-and-ride spaces is 41 percent.

**Table 12-4. Parking Supply and Utilization near 200th Street SW Station**

	Parking Supply			Midday Utilization	
	No Restrictions	Time-Restricted	Total	Vehicles	% Utilization
On-Street	90	0	90	40	44%
Off-Street	4420	0	4420	2510	57%

Note: Data were collected in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

**Table 12-5. Parking Supply and Utilization near Lynnwood Transit Center Station**

	Parking Supply			Midday Utilization	
	No Restrictions	Time-Restricted	Total	Vehicles	% Utilization
On-Street	10	0	10	10	100%
Off-Street	3720	0	3720	2410	65%

Note: Data were collected in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

**Table 12-6. Parking Supply and Utilization near Lynnwood Park-and-Ride Station**

	Parking Supply			Midday Utilization	
	No Restrictions	Time-Restricted	Total	Vehicles	% Utilization
On-Street	0	0	0	0	n/a
Off-Street	3,020	0	3,020	2,050	68%

Note: Data were collected in May 2012. Utilization was counted between 9 am and 11 am and between 1 pm and 4 pm.

The 0.25-mile radius areas around the three station alternatives include commercial and multifamily uses. Parking requirements for the multifamily zones varies from 1.25 to 2.0 parking spaces per unit and there is surface parking within each housing development. Most of the station area is within Lynnwood's City Center, and parking requirements represent a more urban density. Residential uses have a minimum parking requirement of 0.5 spaces per unit and a maximum requirement of 3 spaces per unit. Retail and offices require two to four parking spaces for every 1,000 square feet, and parking reductions are granted for shared facilities. Table C-8, Attachment C, summarizes the general parking requirements.

## 12.5 Potential Development Opportunities

Of all the Lynnwood Link Extension stations, a station serving the Lynnwood Transit Center offers the most potential development opportunities, with moderate-to-strong potential.

Based on the factors used to assess potential redevelopment opportunities within a station area, there were not significant differences among the station alternatives. Future work could include a more detailed station alternative assessment.

The 200th Street SW Station requires the acquisition of private property to construct the station, parking, and associated tail track. The Lynnwood Transit Center Station does not require the acquisition of private property for any element, and the Lynnwood Park-and-Ride Station would not require the acquisition of private property to construct the station and parking, but would require property acquisition for the associated tail track. For all alternatives, parking is planned for 1900 vehicles in a combination of surface and structured parking configurations. The configuration and quantity may be refined as the design progresses.

The half-mile station area surrounding the proposed station is best described by separating it into two sections which are divided by I-5.

The northern section of the station area is currently developed with a mix of multifamily and commercial uses. A portion of this area to the west of the station has little redevelopment potential due to wetlands issues. The commercial property to the north and northwest of the station consists primarily of auto-dependent businesses in one-story, 30+ year old buildings that are set back from the street, with a field of parking out front. Much of this area is within the Lynnwood City Center boundary and is zoned to allow for higher density uses than currently exist, some of the individual properties also offer low improvement-to-total assessed values.

One of the greatest TOD opportunities in this area is the park-and-ride lot at the existing transit facility. This 11.6-acre publicly-owned property offers immediate access to the proposed light rail station. To unlock the development potential of this property, the existing surface parking would need to be converted to structured parking. At this time, the market will not support projects relying on structured parking, however a publicly funded garage would free up land for TOD.

Another underdeveloped area located in this section, to the southwest of the proposed station, is the 20+ acre Edmonds School District property. This property is mostly flat, and provides pedestrian connectivity to a proposed light rail station via the Interurban Trail. The Edmonds School District plans to develop the site with district administrative offices, a support center, and bus storage. According to the school district, the plan calls for relocating 350+ employees to the new facility upon completion. This includes approximately 200 administrative staff, 100 transportation employees, 50 maintenance employees, and 10 warehouse employees. The development timeline for this project is unknown and dependent on the School District's ability to fund the project. It is also unknown whether the school district would be motivated to reconfigure the site plan to allow for additional density. This property has also been recently identified by Sound Transit as a potential light rail operations and maintenance facility.

In addition to the School District's property, there are a few privately owned sites with low-improvement-to-total assessed values that also have redevelopment potential.

The station area to the south of I-5 contains limited TOD potential. The western portion of this area contains Embassy Suites hotel and the Northview Corporate Center. This is surrounded by single-family development. East of 44<sup>th</sup> Avenue W and south of I-5 is the corporate headquarters for Zumiez, currently employing 150 people. The remainder of this area is a mix of single-family and multifamily developments.

In summary, the majority of the property with redevelopment potential within this station is located to the north of I-5. Of all the proposed station locations along the Lynnwood Link Extension Corridor, a Lynnwood Station offers the most potential for development opportunities, with moderate-to-strong potential.

### ***Preliminary Market Assessment***

In general, the findings of this study apply to all three proposed station alternative areas. The most likely market segments were assessed at a preliminary level and are represented in Table 12-7. Section 5.5.3 provides details on how these markets were assessed. Since this is a preliminary assessment, a rating for station area market assessment was not determined and is not included in the Potential Development Opportunities rating, above. More analysis may be required for certain market segments as noted in the summary table.

**Table 12-7. Summary Conclusion of Preliminary Market Assessment by Market Segment for 200th Street SW Station, Lynnwood Transit Center Station, and Lynnwood Park-and-Ride Station**

<b>Market Segment</b>	<b>Summary Conclusion</b>
Office Market	No evidence exists of short-term demand for speculative space. Long-term demand is function of employment growth.
Retail Market	Demand currently exists for well-located automobile-oriented retail. Further study is needed to determine depth of the market.
Apartment Market	Demand exists for new projects in the station area; however, additional analysis is needed to determine the nature and extent of the demand.
Lodging Market	There may be additional demand for lodging space in the station area. Detailed analysis is warranted.

#### Office

Vacancy in the City of Lynnwood's office market sits just below 18 percent and has remained above 17 percent for the last decade. Vacancy is forecasted to drop to around 9.4 percent over the next 5 years, due mostly to the fact that there is little new space forecasted to come on line. A surplus of Class A and newer Class B space has forced building owners to reduce rental rates to levels that are far below the cost of construction, thus making it difficult to justify new development. In the 17 buildings built within the city over the last decade, asking rental rates are around \$24 per square foot per year, full service. Similar to the city as a whole, the office

market in the station area has been far from robust over the last decade. Vacancy is at approximately 16 percent, and the average asking rental rate for the highest-quality available space in this market is currently around \$24 per square foot. There is no evidence that there will be demand for office space in the short-term. In the long-term, demand for office space is a function of employment. The city of Lynnwood is actively marketing the City Center for redevelopment. If the City is successful in attracting employers, it is reasonable to think that additional office space will be supported within the station area.

### Retail

The majority of retail space in Lynnwood is located either along the SR 99 corridor or in the retail cluster anchored by the Alderwood Mall. In total, there has been 1.3 million square feet of space built since 2000, with much of this space located at or near the Alderwood Mall. This newer space is only 2 percent vacant, with an average asking rate of \$25.23 per square foot, triple net.

Similar to the Lynnwood market as a whole, much of the station area's retail market is driven by tenants looking to locate close to the Alderwood Mall. Although the most desirable locations are adjacent to the mall, the preliminary findings indicate that there is a market for tenants who want newer, well-designed space with frontage on highly trafficked roads, but who can't afford to pay the \$35 to \$40 rents for newer space adjacent to the mall. This type of tenant may be willing to pay \$30 to \$35 per square foot rents for space that is influenced by, but not within a stone's throw of Alderwood Mall. Further study to determine the depth of this market is suggested.

### Apartments

Dupree and Scott Apartment Advisors tracks 46 buildings within Lynnwood. These buildings contain a total of 4,891 apartment units and range between one and four stories in height. On average, the existing units rent for \$1.04 per square foot of rentable space and are 3.5 percent vacant. There have been three buildings constructed in Lynnwood since 2005, representing 237 units. In these three buildings, the average rental rate is currently \$1.22 per square foot and the average vacancy rate is at 2.5 percent. Similar to the city as a whole, from a vacancy standpoint, there is enough demand to support additional apartment development in the station area, although close attention should be paid to competing projects in the pipeline. More analysis is also needed to determine which types of apartment projects, if any, are financially feasible. Apartment development is cyclical. If further analysis proves that apartment development is not financially feasible in the short-term, it is possible that market fundamentals within the station area will improve sufficiently to support new development in the next cycle, particularly if the City continues to invest in infrastructure and provides development incentives within the City Center area.

## Lodging

A preliminary look at the demand for lodging in Lynnwood reveals that there may be demand for additional hotel space. Further study is needed to verify this demand and to determine which hotel segments are feasible. It will also be important to pay close attention to projects in the pipeline. Within the station area, the most attractive sites are those with I-5 exposure and convenient freeway access.

