

June 22, 2015
Updated Nov. 28, 2016

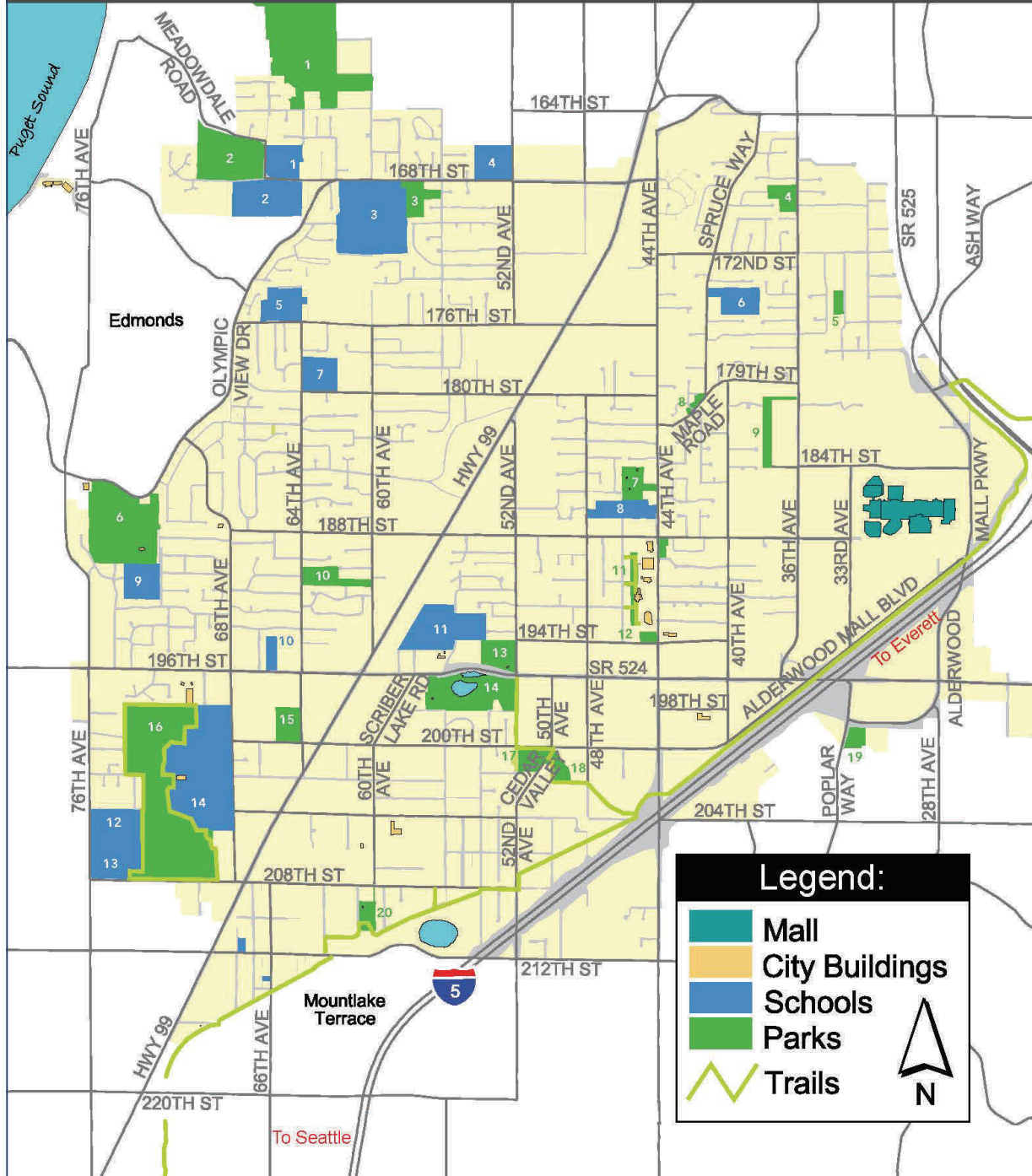
CITY OF LYNNWOOD
WASHINGTON

Comprehensive Plan





City of Lynnwood



Legend:

- Mall
- City Buildings
- Schools
- Parks
- Trails

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> 1 Meadowdale Elementary 2 Meadowdale Middle School 3 Meadowdale High School 4 Beverly Elementary 5 St Thomas More 6 Spruce Elementary 7 Snohomish Co. Christian 8 Lynnwood Elementary 9 Lyndale Elementary 10 Soundview School 11 Cedar Valley Community School | <ul style="list-style-type: none"> 12 College Place Elementary 13 Terrace Park School 14 Edmonds Community College 1 Meadowdale Beach Park 2 Meadowdale Playfields 3 Meadowdale Park 4 Spruce Park 5 Stadler Ridge Park 6 Lynndale Park & Skate Park 7 North Lynnwood Park 8 Maple Mini Park | <ul style="list-style-type: none"> 9 Pioneer Park 10 Daleway Park 11 Mesika Trail & open space 12 Veterans Park 13 Wilcox Park 14 Scriber Lake Park 15 Gold Park 16 Lynnwood Municipal Golf Course 17 Sprague Pond Mini Park 18 Scriber Creek Park 19 Heritage Park 20 South Lynnwood Park |
|---|---|--|

CITY OF LYNNWOOD
WASHINGTON

Comprehensive Plan

Current through Ordinance 3231, November 28, 2016

CONTENTS

Chapter	Element	Page
1.	Introduction.....	1.1
2.	Land Use.....	2.1
3.	Community Character.....	3.1
4.	Economic Development.....	4.1
5.	Transportation.....	5.1
6.	Parks, Recreation and Open Space.....	6.1
7.	Housing.....	7.1
8.	Human Services.....	8.1
9.	Environment.....	9.1
10.	Capital Facilities & Utilities.....	10.1
11.	Implementation.....	11.1
Appendices		
A.1.	City Center Subarea Plan.....	
A.2.	Highway 99 Subarea Plan.....	
A.3.	College District Subarea Plan.....	

ELECTED AND APPOINTED OFFICIALS

Mayor	
Nicola Smith	
Lynnwood City Council	
Loren Simmonds, President	Sid Roberts
Van AuBuchon	M. Christopher Boyer
Ian Cotton, Vice President	Benjamin Goodwin
Ross Ruth	

Lynnwood Planning Commission	
Richard Wright, Chair	Bob Larsen
Chad Braithwaite, Vice Chair	Maria Ambalada
George Hurst, 2 nd Vice Chair	Doug Jones
Michael Wojack	

COMPREHENSIVE PLAN LEGISLATIVE HISTORY, 1995-PRESENT

Action	Year	Ordinance	Date
Adoption	1995	2033	Apr. 10, 1995
Amendment	1995	2058	Dec. 6, 1995
Amendment	1996	2117	Dec. 6, 1996
Amendment	1997	2162	Dec. 8, 1997
Amendment	1998	2221	Dec. 14, 1998
Amendment	1999	2277	Nov. 23, 1999
Amendment	2000	2343	Dec. 11, 2000
Amendment/Update	2001	2389	Oct. 8, 2001
Amendment	2002	2432	Nov. 12, 2002
Amendment	2003	2472	Jan. 12, 2004
Amendment	2004	2534	Nov. 22, 2004
Amendment	2005	2594	Nov. 28, 2005
Amendment	2006	2637	Sept. 11, 2006
Amendment	2007	2695	Sept. 24, 2007
Amendment	2008	2747	Nov. 24, 2008
Amendment	2009	2798	Sept. 14, 2009
Amendment	2010	2870	Dec. 13, 2010
Amendment	2011	2899	July 11, 2011
Amendment	2013	3027	Oct. 29, 2013
Amendment	2014	3087	Oct. 27, 2014
Adoption	2015	3142	June 22, 2015
Amendment	2016	3229	Nov. 28, 2016
Amendment	2016	3231	Nov. 28, 2016



This page intentionally blank

1 INTRODUCTION

INTRODUCTION TO LYNNWOOD

Lynnwood, WA is an ethnically-diverse community with a 2014 resident population of 36,275, located midway between Seattle and Everett.

Lynnwood developed as a suburban community along the Interurban streetcar line between Seattle and Everett, and along the Pacific Highway (SR-99), and later along Interstate 5 (I-5). Lynnwood incorporated in 1959 with an initial population of roughly 6,000. Lynnwood, named for the wife of realtor Karl O’Beirn, incorporated largely in order to prevent the relocation of run-down homes in the path of the soon-to-be-constructed I-5. See the Community Character Element for additional information regarding Lynnwood’s origins and history.

Prior to the construction of the region’s interstate freeways, Highway 99 (Pacific Highway or SR-99) served as the principal north-south travel route. Lynnwood properties along SR-99 were improved with automobile-oriented buildings and businesses such as motels, diners, and automobile service stations. Lying at the intersection of I-5 and I-405, Lynnwood was the logical site for a regional shopping mall. After the construction of Alderwood Mall, Lynnwood’s regional presence grew as more and more retail stores and service businesses chose to locate near Alderwood Mall. Today, Lynnwood is known for its wealth of shopping and services.

Lynnwood is also fortunate to be the home of Edmonds Community College (EDCC) and the administrative and support functions of Edmonds School District. These institutions offer family-wage jobs and nurture the intellectual awareness of the community.

During the first decade of the 21st Century, Lynnwood as a community made bold decisions regarding its future. Visioning and planning began to establish a central downtown neighborhood (City Center). The Puget Sound Regional Council (PSRC) designated the Alderwood Mall area and City Center as a Regional Growth Center. Voters approved Sound Transit 2 that includes the extension of light rail service from Northgate (Seattle) to the Lynnwood Transit Center. Planning was begun to guide redevelopment of properties along Highway 99, Lynnwood High School (immediately north of Alderwood Mall), and the commercial area lying between the Mall and City Center (Alderwood-City Center Transition Area). A community visioning initiative was undertaken to forge a common vision for Lynnwood. The resulting 2009 Community Vision is described further below, and serves as the basis for the policies and strategies contained within this Comprehensive Plan.



1 **LYNNWOOD MOVING FORWARD – OUR COMMUNITY VISION**

2 In early 2009, the City Council approved a new Vision Statement for Lynnwood. A ‘vision’ is a
 3 realistic, credible, attractive future for our city. A vision statement articulates a destination
 4 toward which our city should aim--a future that in important ways is better, more successful, or
 5 more desirable, for our city than is the present. This Vision Statement, along with a set of
 6 Actions to begin to realize the Vision, was produced by a public visioning process.

7 Starting with a Listening Phase, the city hosted 29 face-to-face brainstorming sessions between
 8 late 2007 and early Spring of 2008, involving approximately 400 residents, business people,
 9 civic groups and city staff. People also submitted ideas through written answers to four
 10 visioning questions in the visioning guide pamphlet. Some citizens preferred to share ideas and
 11 opinions through the city website. This Phase produced over 4,000 ideas, comments,
 12 suggestions and constructive criticisms.

13 The second Phase of the Project “envisioned” the future for Lynnwood embodied in these 4,000
 14 items. A committee of residents who had attended the Phase I meetings worked through the
 15 second half of 2008 to distill those 4,000+ items into a concise vision statement. The City
 16 Council’s adoption of Lynnwood Moving Forward: Our Community Vision was followed by
 17 incorporation of the Vision into this Comprehensive Plan later in 2009. The adopted vision
 18 statement is as follows:

Lynnwood Moving Forward – Our Community Vision									
<p>The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.</p> <p>Our vision is...</p> <p>To be a welcoming city that builds a healthy and sustainable environment.</p> <ul style="list-style-type: none"> • Safe and walk-able interconnecting residential and commercial neighborhoods • Vibrant City Center • Promote Lynnwood as an affordable place to live, work, and play • Aesthetic neighborhood quality through code enforcement • Preserve and expand natural spaces, parks and cultural diversity and heritage • Integrate the built environment to support the natural environment • Encourage economic development <p>To encourage a broad business base in sector, size and related employment, and promote high quality development.</p> <ul style="list-style-type: none"> • Promote high quality, sustainable development and design (LEED) • Balanced commercial development • Convention center as an engine of economic growth and community events 									

- Protect residential areas from commercial use
- Communicate with the community on city plans, policies and events

To invest in preserving and expanding parks, recreation, and community programs.

- Develop a network of pedestrian and bike trails for recreation and transportation
- Encourage business/organization partnerships & participation to create and promote community events
- Create civic pride through cultural arts, events, parks and services
- Promote healthy lifestyles
- Provide diverse senior services creating a livable community
- Establish a new signature event that creates civic pride
- Use parks and cultural arts to attract economic growth

To be a cohesive community that respects all citizens.

- A safe, clean, beautiful, small-town atmosphere
- Build and enhance a strong, diverse, integrated community
- Develop and identify physical neighborhoods
- Encourage citizens to be involved in community events
- Engage our diverse population through effective, inclusive communication
- Continue community communications and open process

To invest in efficient, integrated, local and regional transportation systems.

- Improve pedestrian and bike flow, safety, and connectivity
- Adaptive, safe, well-maintained, state-of-the-art traffic management infrastructure
- Support the needs of commuters and non-commuters
- Reduce traffic congestion

- **To ensure a safe environment through rigorous criminal and property law enforcement.**

- Continue to provide good quality response times for fire, paramedics, and police
- Encourage support for police and fire department citizen volunteer programs
- Become a benchmark city through technology and through neighborhood involvement
- Increase police presence through more patrol and bike officers
- Increase and support public education on public safety

- **To be a city that is responsive to the wants and needs of our citizens.**
 - Develop goals and objectives that benefit residents and businesses
 - Create/enhance Lynnwood’s brand identity
 - Govern and grow in a way to stay true to the city’s defined identity
 - Develop and execute a measurable strategic plan (budget, timeline); involve community
 - Fair and diverse revenue base
 - Promote Lynnwood’s convenient location to maximize opportunities and benefits
 - Be environmentally friendly – sustainable

Adopted by the City Council January 26, 2009, reconfirmed March 16, 2015

1 PLANNED GROWTH: POPULATION, EMPLOYMENT & LAND AREA

2 As specified by the GMA, Snohomish County has the authority to determine and specify Lynnwood’s
 3 land use capacity for (and acceptance of) future population and employment. Washington counties
 4 planning pursuant to the GMA have the responsibility and authority to: delineate urban growth areas,
 5 rural areas and resource areas; and to allocate levels of future growth to those areas. For Snohomish
 6 County, these decisions by the County Council follow fairly-complex processes of technical analysis,
 7 with input from other agencies and entities including Snohomish County Tomorrow, PSRC, and local
 8 governments. In allocating population and employment growth targets, Snohomish County follows the
 9 provisions of GMA, VISION 2040, and the Countywide Planning Policies.

10 Local jurisdictions such as Lynnwood are obligated to plan for and accommodate (through reasonable
 11 measures) the population and growth targets set forth by Snohomish County. This work includes land use
 12 regulations and planned infrastructure that creates a theoretical capacity to satisfy the population and
 13 employment target. Whether such growth actually occurs will be determined by economic and real estate
 14 market conditions. VISION 2040 designates Lynnwood as a Core City, which are second in size to
 15 Metropolitan Cities.

16 VISION 2040 also designates 763 acres of Lynnwood (including Alderwood Mall, the Transition Area,
 17 and the City Center) as one of the 28 Regional Growth Centers in the four-county planning area. Growth
 18 Centers are expected to be areas of high-density/high-intensity land development served by robust transit
 19 service.

20 The City of Lynnwood is required by the GMA to take reasonable measures to provide sufficient land
 21 capacity to achieve the population and employment growth allocations specified by the Snohomish
 22 County. This Comprehensive Plan and its implementing regulations (such as the Zoning Map and Zoning
 23 Code) are consistent with the Countywide Planning Policies.

24 Lynnwood’s population and employment growth targets as prescribed by Appendix B of the Countywide
 25 Planning Policies are summarized in the tables below. The methodology for calculating these targets
 26 utilizes the City’s corporate limits as of December 2012. See the Land Use Element and the Countywide
 27 Planning Policies for additional information regarding population and employment growth.

Table IN-1. Lynnwood City Boundary - Population, Employment and Housing Targets
(Based upon City Boundary as of December 13, 2012)

	2011 actual	2025	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	35,860	43,782	54,404	18,544	51.7%
Employment	24,226	38,550	42,229	17,963	74.1%
Housing Units	14,947	-	22,840	7,893	52.8%

Sources: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co. Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

Table IN-2. Lynnwood Unincorporated MUGA¹ - Population, Employment and Housing Targets
(Except as noted, based upon MUGA Boundary as of December 13, 2012)

	2011 actual	2025 ²	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	24,772	34,335	34,180	9,408	38.0%
Employment	3,506	5,400	5,882	2,376	67.8%
Housing Units	10,302	-	15,347	5,045	49.0%

¹ MUGA boundary as depicted by Countywide Planning Policies. MUGA boundary adopted by the City of Lynnwood includes additional land area.

² For 2025 targets, City and MUGA boundaries based upon boundaries as of April 2002.

Sources: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co. Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

Table IN-3. Lynnwood City and MUGA¹ - Population, Employment and Housing Targets
(Based upon Boundaries as of December 13, 2012)

	2011 actual	2025	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	60,632	-	88,584	27,952	46.1%
Employment	27,772	-	48,110	20,338	73.2%
Housing Units	25,249	-	38,186	12,938	51.2%

¹ MUGA boundary as depicted by Countywide Planning Policies. MUGA boundary adopted by the City of Lynnwood includes additional land area.

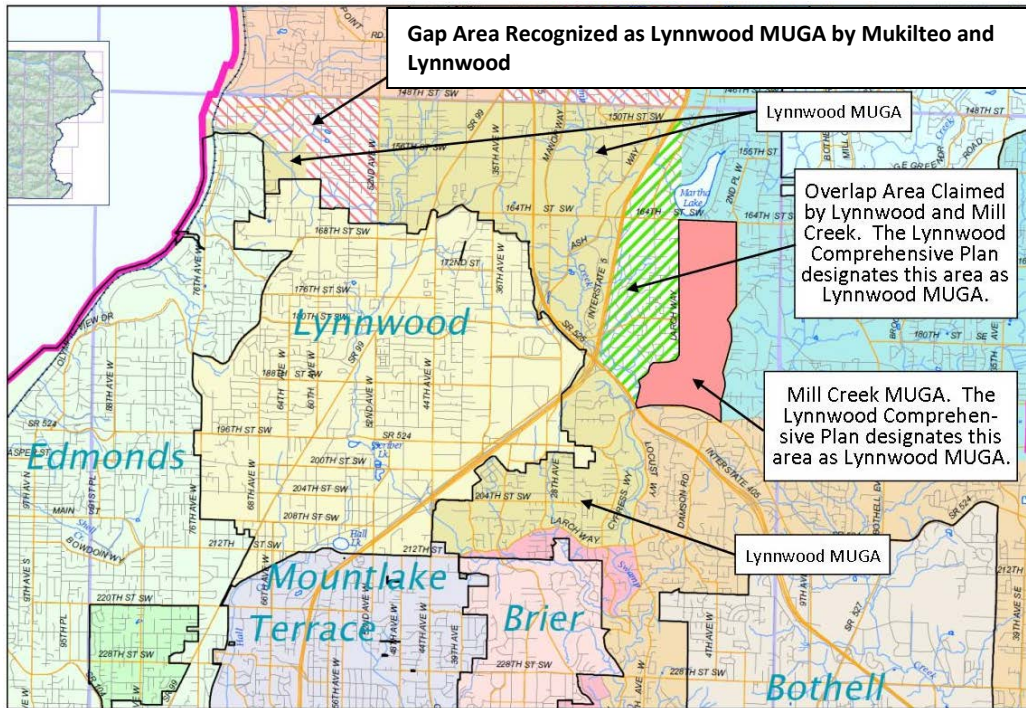
Source: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co. Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

The geographic size of Lynnwood is expected to increase over time to the full extent of the Lynnwood Municipal Urban Growth Area (MUGA). The Lynnwood MUGA, designated by Appendix A of the CPPs, includes lands to the northwest and to the southeast. Below, an excerpt of Snohomish County’s MUGA Map depicts the Lynnwood MUGA as recognized by Snohomish County in 2013.

This Comprehensive Plan’s Land Use Element designates a larger Lynnwood MUGA than the Lynnwood MUGA established Snohomish County. In particular, the “Overlap Area” to the east to the Mill Creek MUGA boundary. The “Gap Area” south of 148th Street SW, as identified on the Snohomish County MUGA Map below (Figure IN-1) was resolved after the adoption of the City of Mukilteo’s Comprehensive Plan in 2015. The cities of Lynnwood and Mukilteo recognize 148th St. SW/Norma Beach Road as the confirmed boundary of the MUGA in their respective comprehensive plans.

1

Figure IN-1. Snohomish County MUGA Map (Excerpt, with Annotation)



2

Source: Appendix A, Countywide Planning Policies, September 2, 2013. Annotation by City of Lynnwood.

3

4

5

Population and employment growth targets are calculated independently, but the methodology for each calculation is based in part upon the community’s supply of land suitable for development and/or redevelopment. The targets are also apply to the land area within the City (as of 2012), and the Lynnwood MUGA recognized by Snohomish County.

6

7

8

The Land Use Element of this Comprehensive Plan calls for the majority of future population and employment growth to occur within the Lynnwood Regional Growth Center designated by PSRC and along the Highway 99 Corridor. This strategy will compliment other Comprehensive Plan Goals that call for preservation and protection of single family neighborhoods.

9

10

11

12

In 2014, the City convened several public workshops to discuss long-term goals and priorities and near-term funding priorities. The discussions during, and outcomes from, those workshops confirmed that the 2009 Community Vision remains valid. Those workshops served as components of the public participation initiative for the 2015 Comprehensive Plan.

13

14

15

16

PURPOSE OF THE COMPREHENSIVE PLAN

17

18

19

20

Lynnwood's Comprehensive Plan is the official public policy document to guide the City's growth and development over the coming years. Adopted by the City Council, the Plan contains text, statistics and maps for use by all sectors of our community.

21

22

23

24

A fundamental purpose of this Plan is to satisfy the planning requirements mandated by the Washington State Growth Management Act (primarily contained in Chapters 36.70A-C RCW) and related provisions. For instance, Lynnwood must adopt a comprehensive plan that is consistent with and implements PSRC’s VISION 2040 and the Countywide Planning Policies of Snohomish County.

- 1 The Comprehensive Plan serves a wide range of purposes and functions, including:
- 2 • **Formalize goals and policies:** This Comprehensive Plan can serve as a central compendium of the
3 City’s adopted goals, objectives and policies, reflective of community visioning and strategic
4 planning , providing a central source of policy and guidance for decision-making, adoption of rules
5 and regulations, directing programs and activities, and the allocation of resources.
 - 6 • **Expression of community values and preferences:** The contents of this Comprehensive Plan
7 reflect citizen participation and input gathered during a multitude of individual initiatives and also the
8 public participation related to the preparation and adoption of the Plan itself.
 - 9 • **Implement the goals and requirements of GMA:** As mentioned above, this Plan was prepared in
10 compliance with the Growth Management Act and is consistent with the goals and requirements of
11 the Act. This includes ensuring consistency with the multi-county and countywide planning policies
12 called for by GMA, and consistency with the plans of affected jurisdictions and agencies.
13 Lynnwood’s Comprehensive Plan is intended to: a) provide a sustainable approach to land use and
14 community planning; b) align Lynnwood’s policies with the Regional Growth Strategy of VISION
15 2040; c) remain consistent with and implement the overall policy direction and goals of VISION
16 2040, and the Countywide Planning Policies of Snohomish County.
 - 17 • **Promote the public health, safety and welfare:** The Comprehensive Plan establishes policies for
18 land development, level of service standards for public infrastructure and services, and encourages
19 coordination between land use and public infrastructure and services.
 - 20 • **Encourage regional and local coordination:** The Plan anticipates future development, population
21 growth and the needs of our community for all major municipal services. The draft Plan was
22 prepared with consideration of the plans and programs of other agencies and organizations, and the
23 draft Plan was made available for review and comment. For example, this Plan reflects the provisions
24 of plans adopted by agencies such as: WA Department of Commerce; PSRC; Snohomish County;
25 nearby municipalities; special purpose districts; the Lynnwood Public Facility District; utility
26 providers; Tribes; and all City Departments.
 - 27 • **Coordinated implementation:** This Comprehensive Plan helps coordinate the provision of needed
28 services, resources, and legislation to best accomplish the City objectives as influenced by the
29 regional and local coordination described above. Such tools as the Zoning Code, City budget, the
30 Capital Facilities Plan, six-year Transportation Improvements Plan and other programs work together
31 to implement the Plan in a coordinated manner.
 - 32 • **Provide the basis for goals and policies:** The Comprehensive Plan provides a goal-oriented
33 foundation for a variety of regulations, programs and actions.
 - 34 • **Environmental protection and avoidance of adverse impacts:** Within this Plan are policies and
35 strategies that support protection of natural and built environments, the conservation of resources,
36 avoidance of adverse environmental impacts, and the intent of the community to preclude unmitigated
37 significant adverse impacts.

38 **CHARACTERISTICS**

- 39 The Comprehensive Plan has the following five primary characteristics:
- 40 • **Comprehensive:** The Plan includes the most important functional components that have bearing on
41 the provision of municipal services and the use and development of land, including land use,
42 transportation, capital facilities, housing, utilities, parks, economics, cultural, historic and
43 environmental.

- 1 • **Long-range:** The Plan must evaluate past, present and future conditions in order to define goals,
2 issues and opportunities for the next twenty years.
- 3 • **Achievable:** To be effective, the Plan must be realistic and capable of being carried out. The Plan
4 includes policies and programs for regulations, public expenditures and private development that have
5 been analyzed for their implications and consistency. Over time, as the Plan is continually reviewed
6 and revised, objectives and policies will become increasingly measurable and predictable in their
7 pursuit of the City’s long-range vision and goals.
- 8 • **Responsive:** The Plan provides for periodic review and amendment to respond to changing
9 conditions, citizens’ concerns, political preferences and new concepts. To be effective, the Plan must
10 continue to reflect the needs and values of the Lynnwood community.
- 11 • **Incorporation by Reference:** This Plan incorporates by reference several policy documents and
12 strategic plans adopted by the City with broad participation. This approach provides both clarity and
13 economy. Readers will find articulate references to topic-specific plans, reports and studies that
14 might otherwise need to be contained herein to satisfy GMA provisions.

15 **ORGANIZATION OF THE PLAN AND ELEMENTS**

16 The Plan is organized into topical “elements”, or chapters. Each element includes a summary of issues
17 and background information, data, maps and text supportive of the element’s goals, objectives and
18 policies. The elements of this Plan are as follows:

19	Element	Page
20	1. Introduction	1.1
21	2. Land Use	2.1
22	3. Community Character	3.1
23	4. Economic Development	4.1
24	5. Transportation	5.1
25	6. Parks, Recreation and Open Space	6.1
26	7. Housing	7.1
27	8. Environment	8.1
28	9. Capital Facilities and Utilities	9.1
29	10. Implementation	10.1

30 The Comprehensive Plan Elements are generally organized as follows:

- 31 **Introduction:** *(optional)* Background information relevant to the Element, in narrative format.
- 32 **Finding:** *(optional)* Statement of fact that establish context and background relevant to
33 that Element’s Goals, Policies and Strategies.
- 34 **Goal:** Statement of aspiration for a future condition or outcome. A Goal describes a
35 future circumstance that the City intends to realize. Accordingly, it is expected
36 that the City of Lynnwood will assign some level of resource or influence to
37 accomplish the Goal. It is expected that future decisions and actions by the City
38 will promote realization of the Goal.
- 39 **Policy:** Statement of community preference or intent regarding a particular issue or topic.
40 The Policy provides direction to City officials and the general public when more
41 than one approach or option is feasible. Policies guide decision-making toward
42 realization of a Goal.

1 **Strategy:** Statement of specific actions to be taken by the City and/or community.
 2 Strategies may include activities, programs, projects, or services of with
 3 measurable or recognizable outcomes. Strategies provide guidance to
 4 Departments regarding desired initiatives and endeavors desired by the
 5 community. Implementation of a Strategy promotes realization of a Goal.

6 Because the various Elements address a broad range of topics and were prepared under the direction of
 7 multiple City Departments, there is some variation in the organization of Plan’s Elements. The
 8 Comprehensive Plan reflects a greater emphasis upon effectiveness and clarity than conformance to a
 9 single structure.

10 **RELATION OF THIS COMPREHENSIVE PLAN TO OTHER PLANS,**
 11 **REPORTS, TECHNICAL STUDIES AND LEGISLATION**

12 A comprehensive plan is *comprehensive* in that its goals, policies and strategies are established with a
 13 general understanding of all areas of municipal governance. In a literal sense, a comprehensive plan is
 14 not likely to be comprehensive in its *content* since the scope and breathe of municipal interests is vast.
 15 Comprehensive plans, by nature, are policy-oriented, and reliant in large part upon other documents that
 16 precede and succeed the planning process. The policies and preferences contained here stem from
 17 knowledge gained from past work, including information gleaned from technical studies, adopted plans,
 18 adopted regulations, and public participation. Similarly, implementation of this Comprehensive Plan will
 19 involve studies, plans, reports, and legislation prepared in the future. It would not be feasible to
 20 incorporate all of those supporting documents here.

21 The comprehensive planning process is iterative. This particular version of Lynnwood’s Comprehensive
 22 Plan was not created from scratch, but instead represents a compendium of community decisions made
 23 over decades. It is likely that the 1994 Comprehensive Plan, which has served as the basis for this Plan,
 24 was created using an earlier rendition of Comprehensive Plan. This means that a new Comprehensive
 25 Plan is more refinement than revolution.

26 Citizens look to their local government to be responsive when new issues arise. Cities and counties
 27 planning under the GMA must prepare, adopt, and implement change more frequently than the annual
 28 comprehensive plan amendment authorized by GMA.

29 For all of these reasons, a significant percentage of a community’s planning documents are not fully
 30 integrated into, and published as part of, a comprehensive plan. These plans, studies, and reports are
 31 instead incorporated by reference or practice.

32 Most City programs, services, and initiatives are intended to improve environmental conditions, respond
 33 to socio-economic issues, or to improve the delivery of municipal services or the functionality of
 34 municipal infrastructure. The GMA requires that comprehensive plans and development regulations
 35 protect critical areas. The State Environmental Policy Act (SEPA) requires that new land use policies and
 36 regulations undergo environmental review to assess the potential for adverse impacts. As a result, the
 37 provisions of the Lynnwood Comprehensive Plan and corresponding development regulations typically
 38 improve environmental conditions.

39 **ENVIRONMENTAL REVIEW (SEPA)**

40 Comprehensive plans and related development regulations are subject to SEPA environmental review
 41 (State Environmental Policy Act). SEPA checklists that identify potential adverse impacts and proposed
 42 mitigation measures are prepared by City staff for proposed amendments to Lynnwood’s Comprehensive
 43 Plan and development regulations. The Community Development Director, acting as the City’s SEPA

1 Responsible Official, issues a threshold determination following review of the SEPA checklist and the
 2 consideration of related information.

3 Environmental Impact Statements (EISs) have been prepared for larger initiatives, including the 1994
 4 Comprehensive Plan, City Center SubArea Plan (2004), the Highway 99 Subarea Plan (2011), and
 5 Lynnwood Place (2012).

6 Lynnwood’s Comprehensive Plan must be consistent with regional plans that were the subject of
 7 extensive environmental review. Environmental impact statements were prepared for regional plans such
 8 as the Snohomish County Comprehensive Plan, and PSRC’s VISION 2040 and Transportation 2040.

9 All land development and new construction must comply with adopted environmental regulations. For
 10 example, demolition of existing buildings must comply with air quality regulations administered by the
 11 Puget Sound Clean Air Agency. Lynnwood’s critical area regulations protect environmentally-sensitive
 12 areas such as wetlands, streams, steep slopes, and aquifer recharge areas. Changes to streets and
 13 sidewalks must be consistent with adopted design standards and the requirements of Lynnwood’s
 14 National Pollutant Discharge Elimination System (NPDES) permit as approved by the U.S.
 15 Environmental Protection Agency (EPA). New buildings must contain energy conservation features
 16 specified by the International Energy Conservation Code. Lynnwood’s street and utility infrastructure
 17 improvements are guided by detailed facility plans that adhere to adopted levels of service (LOS) and
 18 applicable environmental controls. For larger developments in Lynnwood, an environmental checklist
 19 and threshold determination are required.

20 This Comprehensive Plan was prepared consistent with SEPA requirements. Given: a) the relatively-
 21 minor extent of substantive change set forth in this iteration of the Comprehensive Plan; and b) the
 22 extensive mitigation that is integrated into already-adopted plans and regulations, the SEPA Responsible
 23 Official concluded that a new EIS was not warranted. See Community Development file ERC02612-
 24 2015 for more information.

25 **PUBLIC PARTICIPATION**

26 Lynnwood’s public participation program is an essential component of community planning and of this
 27 Comprehensive Plan. Public outreach and input associated with other City projects and programs is
 28 relevant here. Lynnwood exceeds the requirements of both in the amount of advertising that is normally
 29 done, the number of public meetings and other involvement opportunities, open discussion, and
 30 opportunities to provide comments at any time via regular mail, e-mail or voice mail. Lynnwood’s Public
 31 Participation Program for the Comprehensive Plan is guided by the following objectives/policies:

- 32 1. The City shall exceed the mandates of Washington State in our program to involve the public in the
 33 preparation and periodic update of our Comprehensive Plan.
- 34 2. The City shall encourage public participation in all phases of the planning process and take proactive
 35 measures to facilitate public awareness and involvement, including, but not limited to, the following:
 - 36 • Utilize the Planning Commission as the primary public forum where all Comprehensive Plan
 37 related discussions are open to public observation and, whenever appropriate, public involvement.
 - 38 • Conduct open and inclusive community meetings for presentation of substantive information,
 39 data, and concepts, public review and comment, and a constructive exchange of ideas and
 40 opinions.
 - 41 • For issues unique to a specific area(s), conduct community meetings in neighborhood schools or
 42 other suitable facility to facilitate attendance and discussion.
 - 43 • Conduct "open house" type meetings for discussions will staff, review of maps and proposals, and
 44 to disseminate handout information.

- 1 • Publicize early in the planning process to allow adequate time for response.
- 2 • Carefully consider all comments received. When appropriate, provide written analysis/response.
- 3 • Encourage written and verbal comments.
- 4 • Establish a 24-hour telephone and/or e-mail address "hot-line" for public comments.
- 5 3. The City shall use, as appropriate, the following methods to advertise meetings, inform the
- 6 public and disseminate planning information:
- 7 • Newspaper Display Advertisements
- 8 • Newspaper Legal Notices
- 9 • Direct mail to property owners, tenants, businesses, etc.
- 10 • Direct mail/email to affected agencies and organizations
- 11 • Press Releases to local newspapers
- 12 • Publication in newsletters of the City and other organizations
- 13 • Announcement via City email broadcasts
- 14 • City Web Site – Info on the planning process, schedules and involvement opportunities
- 15 • Public posting of announcements

16 **GROWTH MANAGEMENT ACT GOALS**

17 For informational purposes, the goals of the Growth Management Act (GMA), as specified by
 18 RCW 36.70A.020 and RCW 36.70A.480, are summarized below. These goals are used to guide
 19 the preparation of Lynnwood's Comprehensive Plan and development regulations.

- 20 1. Encourage development in urban areas with existing or planned facilities and services.
- 21 2. Reduce urban sprawl.
- 22 3. Make adequate provision of efficient multimodal transportation systems.
- 23 4. Make affordable housing available to citizens of all income levels.
- 24 5. Promote economic opportunity.
- 25 6. Respect private property rights.
- 26 7. Ensure predictability and timeliness in permit review processes.
- 27 8. Conserve natural resources.
- 28 9. Retain open space and provide recreational opportunities.
- 29 10. Protect and enhance the environment.
- 30 11. Provide opportunities for citizen participation in the planning process.
- 31 12. Make adequate provision of necessary public facilities and services.
- 32 13. Preserve historic and archaeological resources.
- 33 14. Shoreline Management Act (SMA) goals specified by RCW 90.58.020.

1 **CONCLUSION**

2 Our community of Lynnwood is located at a major transportation crossroads and surrounded by growing
3 cities and unincorporated urban areas. Lynnwood is a convenient and desirable place to live, work, shop,
4 conduct business, attend college, visit parks, play golf and participate in other activities. People want and
5 need to be here for a wide variety of reasons. Lynnwood has a lot to offer.

6 Through the efforts of our citizens, community organizations, professional staff and our appointed and
7 elected officials, Lynnwood will plan for and manage community growth and change. This
8 Comprehensive Plan and *Lynnwood Moving Forward – Our Community Vision* will provide the needed
9 guidance.



10

2 LAND USE

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38

INTRODUCTION

This Element describes existing land use conditions within the Lynnwood Municipal Urban Growth Area (MUGA), and sets forth goals, policies, and strategies for future conditions. Other Elements of this Comprehensive Plan support and facilitate the land use goals contained in this Element. Conversely, realization of Lynnwood’s land use aspirations will be dependent upon successful implementation of the other Elements of this Comprehensive Plan.

The current configuration of Lynnwood’s land uses and streets is the cumulative result of innumerable individual decisions made over extended periods of time by property owners, investors, businesses, and public agencies. Many of those decisions occurred even before Lynnwood became a city in 1959. Similarly, this Land Use Element is a blend of policy decisions made since Lynnwood’s incorporation. The 2009 Community Vision is an important and fundamental guide to this Element’s policies and strategies. The Land Use Element strives to bring about positive change through both new construction and preservation.

LAND USE FINDINGS

- Finding LU-1.** Six of the Growth Management Act’s (GMA) 13 goals directly relate to land use, as summarized below:
- RCW 36.70A.020(1) **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
 - RCW 36.70A.020(2) **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.
 - RCW 36.70A.020(4) **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock.
 - RCW 36.70A.020(5) **Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state’s natural resources, public services, and public facilities.
 - RCW 36.70A.020(6) **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
 - RCW 36.70A.020(9) **Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

1 RCW 36.70A.020(10) **Environment.** Protect the environment and enhance the
 2 state's high quality of life, including air and water quality, and the availability of
 3 water.

4 **Finding LU-2.** Lynnwood’s Comprehensive Plan must be consistent with, and implement, multi-
 5 county planning policies called for by GMA. VISION 2040, adopted by the Puget
 6 Sound Regional Council (PSRC) in 2008, serves as the multi-county planning
 7 policies for King, Snohomish, Pierce, and Kitsap Counties. Implementation of these
 8 policies will create a regional system of central places framed by open space and
 9 served by a high-capacity transit system. These multi-county planning policies
 10 encourage economic development, efficient delivery of adequate public services,
 11 diversity in housing, regional transportation planning, and environmental protection.
 12 VISION 2040 designates Lynnwood as a “Core City” and designates 894 acres of
 13 Lynnwood as the Lynnwood Regional Growth Center (see Future Land Use Map,
 14 Figure LU-1). That designated area includes the Alderwood Mall area and the City
 15 Center.

16 **Finding LU-3.** Lynnwood’s Comprehensive Plan must be consistent with, and implement the
 17 countywide planning policies called for by GMA. The Countywide Planning Policies
 18 for Snohomish County (CPPs) encourage orderly and efficient development patterns
 19 with higher-density development within designated Urban Growth Areas.

20 **Finding LU-4.** By law, authority to delineate Lynnwood’s Urban Growth Area (UGA) boundary
 21 (and population and employment growth targets) rests with Snohomish County.
 22 Lynnwood is one of nine communities (and unincorporated Snohomish County)
 23 within the Southwest Municipal Urban Growth Area (MUGA). In 2007, Lynnwood
 24 adopted an UGA boundary that includes a greater portion of the MUGA than set
 25 forth by Snohomish County (Lynnwood Ord. 2695). The Land Use Element makes
 26 reference to three geographic areas: A. current City boundary; B. Lynnwood MUGA
 27 boundary specified by the CPPs; and C. Lynnwood MUGA adopted by the City.

28 **Finding LU-5.** Appendix C of the CPPs require that Lynnwood prepare at least one comprehensive
 29 plan alternative using the initial 2035 targets for population and employment growth
 30 specified by Appendix B of the CPPs. Lynnwood’s population and employment
 31 targets can be summarized as follows:

32 **Table LU-1. Lynnwood City Boundary - Population, Employment and Housing Targets**
 33 (Except as noted, based upon City Limits as of December 13, 2012)

	2011 actual	2025 ¹	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	35,860	43,782	54,404	18,544	51.7%
Employment	24,226	38,550	42,229	17,963	74.1%
Housing Units	14,947	-	22,840	7,893	52.8%

34 ¹ For 2025 targets, City boundary as of April 2002.

35 Sources: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co.
 36 Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

Table LU-2. Lynnwood Unincorporated MUGA¹ - Population, Employment and Housing Targets
(Except as noted, based upon Boundary as of December 13, 2012)

	2011 actual	2025 ²	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	24,772	34,335	34,180	9,408	38.0%
Employment	3,506	5,400	5,882	2,376	67.8%
Housing Units	10,302	-	15,347	5,045	49.0%

¹ MUGA boundary as depicted by Countywide Planning Policies. The MUGA boundary adopted by the City of Lynnwood includes additional land area.

² For 2025 targets, City and MUGA boundaries as of April 2002.

Sources: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co. Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

Table LU-3. Lynnwood City and MUGA¹ - Population, Employment and Housing Targets
(Based upon Boundaries as of December 13, 2012)

	2011 actual	2025	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	60,632	-	88,584	27,952	46.1%
Employment	27,772	-	48,110	20,338	73.2%
Housing Units	25,249	-	38,186	12,938	51.2%

¹ MUGA boundary as depicted by Countywide Planning Policies. The MUGA boundary adopted by the City of Lynnwood includes additional land area.

Source: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co. Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

Finding LU-6. As called for by Appendix D of the CPPs, Lynnwood has considered, evaluated, and implemented a number of reasonable measures in order to ensure land use policies and regulations provide for development capacity capable of accommodating population and employment growth targets specified by the CPPs. These measures have established land development capacity consistent with other policies and regulations, and demonstrate Lynnwood’s earnest effort to accommodate the sizable growth targets assigned to Lynnwood as one of Snohomish County’s two Core Cities.

Finding LU-7. Table LU-2 identifies some of the reasonable measures implemented by Lynnwood to increase population and employment capacity. Additional measures will be proposed and considered in the future.

Table LU-4. Reasonable Measures That Increase Residential and/or Employment Capacity

Measure	Objective	Population	Employment
Hwy 99 Corridor Plan & Code Change (HMU zone)	Promote more-intensive development, especially mixed-use development, at key intersections (nodes) along Hwy 99, without adversely impacting existing residential areas adjacent to the nodes.	●	●
Community Transit Swift Bus Corridor	Coordination with Community Transit for Swift Bus system improvements along Hwy 99. Swift Bus stops are located within nodes, where more-intensive residential development is encouraged.	●	●
City Center	Subarea plan, code change, rezone, EIS, planned action designation, impact fee waiver, and	●	●

Measure	Objective	Population	Employment
	special capital improvement plans for new central business and residential district. Existing plan calls for up to 3,000 new dwellings within City Center.		
College District	Subarea plan and development regulations designed to facilitate high-density multifamily development in close proximity to Edmonds Community College.	●	
Mobile Home Park Regulations and Incentives for Preservation	Adoption of mobile home park overlay zone and incentives for preservation of 12 of Lynnwood’s 17 mobile home parks.	●	
Hwy 99 Corridor (CG zone), 2013 & 2014	Relax development standards and permit processing requirements for residential development along Hwy 99 (outside of nodes).	●	
Transition Area Code Change, 2014	Adoption of development regulations to promote redevelopment, without impacting existing residential areas to the west. The number of dwellings is yet to be determined, but can be expected to be >1,000.	●	●
Permit Process Streamlining, 2012	Transferred authority for land use permits from the City Council to the Hearing Examiner or Administration.	●	●
Lynnwood Link corridor, Sound Transit	Local support and coordination with ST for construction of light rail corridor and station within City Center.	●	●
SEPA Exemption Thresholds, 2013	Raised SEPA exemption levels for residential development to the highest levels allowed by State law.	●	●
Rezone and Code Change for redevelopment of former Lynnwood High School.	Legislative changes to support redevelopment of the 40-acre property as a high-density, mixed-use development with up to 500 new dwellings.	●	●
Mixed-use development regulations (PRC and PCD zones), 2014	Relax development standards for mixed use within the two commercial zones of the Alderwood Mall vicinity.	●	
Accessory Dwellings (ADUs), 2010	With limitations, accessory dwellings are allowed within single family residential areas.	●	
Multifamily Housing Property Tax Credit, 2007 & 2012	A property tax credit is available to residential development within the City Center.	●	
Duplexes, Townhomes, and Condominiums	Multifamily development regulations allow for duplexes, townhomes, and condominiums. The City will evaluate potential code changes for	●	

Measure	Objective	Population	Employment
	fee-simple, small-lot subdivisions for townhouse ownership.		

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36

Finding LU-8. With regard to accommodating the 2035 population and employment growth targets, the City has determined that ample land capacity for population and employment growth exists in and around Alderwood Mall. Properties in this area, predominantly zoned either PRC or PCD, are adequate in size to accommodate new construction. Most properties are improved with one-story buildings and surface parking. The Mall area is within the Lynnwood Regional Growth Center designated by VISION 2040. Currently, any properties in this area have an improvement value to land value ratio of approximately 1:1. With approval of Ordinance 3090 in 2014, the City Council repealed certain regulatory barriers to mixed-use development in the PRC and PCD zones. The City has determined that the vicinity of the Mall can accommodate the population and employment target increases (from 2025 to 2035 targets)—without changes to adopted policies or the Future Land Use Map.

Finding LU-9. The topography of the Lynnwood area is gently sloping with elevations ranging from 0 to 610 feet above mean sea level. Lund’s Gulch, a stream channel for Lund’s Gulch Stream, is a deep ravine with steep sidewalls. Environmentally-sensitive areas in Lynnwood include wetlands, streams, steep slopes, and some Puget Sound shoreline at the City’s Waste Water Treatment Plant.

Finding LU-10. Lynnwood is essentially a fully-developed community but a significant amount of new construction is expected to occur through redevelopment. Due to Lynnwood’s strategic location at the juncture of I-5, I-405, SR-525 and (future) Lynnwood Link, the community is a principal retail and service center. Approximately one quarter of Lynnwood’s land area is designated for commercial use.

Finding LU-11. As calculated by the Washington State Office of Financial Management, Lynnwood’s existing housing stock is as follows:

Table LU-5. Lynnwood Housing Stock - 2013

Dwelling Type	Dwellings	Percent of Total
Single family	7,662	51.2
Two or more dwellings per parcel	6,749	45.1
Mobile homes and special housing	556	3.7
Total	14,967	100.0

Source: Office of Financial Management, April 1, 2013

Finding LU-12. Edmonds Community College (ECC) is located within Lynnwood and is an important community asset.

Finding LU-13. Sound Transit’s development of the Lynnwood Link Extension and Community Transit’s continued deployment of the Swift Bus service will expand mobility options within and to/from Lynnwood. Voter approval of Sound Transit 3 (ST3) is expected to include an extension of light rail northward through Lynnwood to Everett.

Finding LU-14. Natural hazards posing some threat to Lynnwood properties include: earthquake; flooding; landslide; severe weather; and wildfire. Natural hazards that pose an indirect threat to Lynnwood include: avalanche, dam failure, volcano, and Tsunami.

1 In order to minimize damage and disruption caused by a natural hazard, the Land Use
 2 Element incorporates the objectives of the Snohomish County Natural Hazards
 3 Mitigation Plan.

- 4 **Finding LU-15.** Fundamental objectives of the Lynnwood Comprehensive Plan include:
- 5 A. To create a strong and vibrant City Center and Highway 99 Corridor where
 - 6 transit service and other essential infrastructure is readily available.
 - 7 B. To provide room and opportunities for new commercial and industrial uses.
 - 8 C. To accommodate a full range of housing types and values.
 - 9 D. To protect and enhance single-family neighborhoods.
 - 10 E. To provide for efficient and compatible infill development.
 - 11 F. To coordinate and manage growth in the City’s municipal urban growth area
 - 12 (MUGA) and in particular the Lynnwood Regional Growth Center.
 - 13 G. To enable the Edmonds Community College and Edmonds School District to
 - 14 achieve organizational goals.

15 **LAND USE GOALS, POLICIES AND STRATEGIES**

GOAL	The scale, character, and configuration of land uses throughout Lynnwood will preserve and protect existing residential neighborhoods, protect environmentally sensitive areas, support physical activity and public health, minimize the threat of natural and manmade hazard, promote commerce and business, and accommodate population and employment growth.
-------------	--

16 **LAND USE, GENERAL**

17 **Policy LU-1.** The Comprehensive Plan Future Land Use Map (Figure LU-1) and the Official
 18 Zoning Map designates geographic areas appropriate for each of the City’s land use
 19 designations and zones. For those properties within the City’s corporate limits, the
 20 City’s Official Zoning Map implements the Comprehensive Plan by assigning a
 21 zoning classification consistent with the Future Land Use Map designation.

22 **Policy LU-2.** Decisions regarding Future Land Use Map designations, zoning, and development
 23 regulations shall strive to achieve the optimum balance between: reasonable
 24 measures to achieve population and employment growth targets; environmental
 25 protection; physical property characteristics; adequacy of infrastructure and public
 26 services; land use compatibility; and mitigation of potential adverse impacts.

27 **Policy LU-3.** Comprehensive Plan land use designations are as provided by Table LU-3 below.

28 **Table LU-6. Land Use Designations**

A. Single Family Residential (SF) Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
SF-1	Low Density	Detached homes on individual parcels.	Any location where adequate separation or buffer from incompatible land use can be provided.	Minimum lot size of 8,400 sf. ft. with typical density of 4-5 dwellings per acre. Lot configuration shall support public safety and emergency response. Lots shall have frontage upon a public

A. Single Family Residential (SF) Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
				street or a separate tract.
SF-2	Medium Density	Detached homes on individual parcels. Duplexes may be authorized by PUD.	Locations that provide transition from SF-1 to more-intensive designations.	Minimum lot size of 7,200 sq. ft. with typical density of 5-8 dwellings per acre. Lot configuration shall support public safety and emergency response. Lots shall have frontage upon a public street or a separate tract. Smaller lots may be authorized by PUD.
SF-3	High Density	Detached homes on individual parcels. Up to four attached homes per parcel may be authorized by PUD.	Redeveloped mobile home parks that existed as of January 12, 2004, and located within ¼ mile of Highway 99.	Minimum lot size of 4,000 sq. ft. with a typical density of 7-12 dwellings per acre. Smaller lots may be authorized by PUD.
SF-4	High Density MUGA	Detached or attached homes on small, individual parcels.	Properties with vested rights to comparable development and subsequently annexed into Lynnwood.	Minimum lot size of approximately 3,100 sq. ft. with a typical density of up to 14 dwellings per acre.

1

B. Multifamily Residential (MF) Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
MF-1	Low Density	Attached dwellings	Locations that provide transition from Single Family to more-intensive designations.	Typical density of 8-12 dwellings per acre. Structures may contain up to 4 dwellings. Lot configuration shall support public safety and emergency response. Lots shall have frontage upon a public street or a separate tract. Compliance with Citywide Design Guidelines.
MF-2	Medium Density	Attached dwellings	Locations with good access to arterial and collector streets.	Typical density of 12-20 dwellings per acre. Lot configuration shall support public safety and emergency response. Lots shall have frontage upon a public street or a separate tract. Buildings may be 1-4 stories in height. Compliance with Citywide Design Guidelines.
MF-3	High Density	Attached dwellings	Locations: a) with good access to arterial and collector streets; b) in close proximity to transit service and to goods and services; and c) within or near the Regional Growth Center or the College District.	Typical density of 20-43 dwellings per acre. Onsite open space and recreation area provided. Compliance with Citywide Design Guidelines.

2

C. Mobile Home Park (MF) Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
MH-1	Mobile home park (overlay designation for any SF or MF designation)	Mobile home park (recreational vehicles and travel trailers not permitted)	Initial application of this overlay designation included the following existing parks: 1. <u>Bearden’s Park</u> , 6020 202 nd St. SW 2. <u>Candlewood Estates</u> , 3832 164 th St. SW 3. <u>Center Mobile Home Park</u> , 5920 200 th St. SW 4. <u>J&L Mobile Home Park</u> , 5907 202 nd St. SW 5. <u>Kingsbury East</u> , 17408 44 th Ave. W 6. <u>Kingsbury West</u> , 5220 176 th St. SW 7. <u>Kingsbury West Annex</u> , 5220 176 th St. SW 8. <u>Lynnwood Mobile Park</u> , 5717 186 th Pl. SW 9. <u>Meadowdale</u> , 17410 44 th Ave. W 10. <u>Royalwood Mobile Estates</u> , 18501 52 nd Ave. W 11. <u>The Squire</u> , 4515 176 th St. SW 12. <u>Spacette Mobile Home Community</u> , 7028 208 th St. SW	Minimum lot size is 1 acre, with typical density of 4-14 dwellings per acre. Onsite open space and recreation area provided.

1

D. Mixed Use Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
MU	Mixed Use	Multifamily dwellings with commercial or office uses	Within the Regional Growth Center or the College District.	Multi-story buildings with dwellings located over or behind street-level retail or office use. Onsite open space and recreation area provided. Compliance with Citywide Design Guidelines.
H99	Highway 99	Non-node properties: retail, auto sales, office, service, food and drink. Existing light industrial uses allowed as permitted use. Node properties: Same as above, but with mixed-use and without auto sales.	Properties along Highway 99. Locations near rapid transit stops may be designated as “Node” and zoned HMU.	Single or multi-story buildings with orientation to automobiles and pedestrians. Compliance with Citywide Design Guidelines (non-node properties) or Design Guidelines for Highway 99 (node properties).
CCTR	City Center	Multifamily dwellings, retail, office, service, food and drink, hospitality and entertainment uses.	As designated by the City Center Sub-Area Plan and the Comprehensive Plan Future Land Use Map.	Multi-story buildings with orientation to pedestrians. Compliance with City Center Design Guidelines.
UCMU	Urban Center	Multifamily	Properties served by	Multi-story buildings in a compact,

D. Mixed Use Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
	Mixed Use (formerly Mixed Use Urban Center - MUCTR)	dwellings, non-residential uses, and mixed use.	high-capacity transit and substantial infrastructure for the movement of automobiles. Primarily for MUGA properties designated “Urban Center” or “Transit Pedestrian Village” by Snohomish County.	walkable configuration. Direct pedestrian routes between development and transit facilities required. Compliance with Citywide Design Guidelines.
ACCT	Alderwood – City Center Transition Area	Multifamily dwellings, non-residential uses, and mixed use. Big-box retail not permitted.	As designated by the Comprehensive Plan Future Land Use Map.	To be determined. Compliance with Transition Area Design Guidelines.

1

E. Commercial and Industrial Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
LC	Local Commercial	Neighborhood-oriented retail and service.	Direct access from an arterial or collector street, and locations where non-residential uses will adversely impact nearby residences.	Low-rise buildings oriented toward the public street. Substantial landscaping to buffer and screen non-residential uses. Off-street parking located to the side or rear of the primary structure(s). Shared access and parking is encouraged.
RC	Regional Commercial	Retail, office, and service uses, eating and drinking, hospitality and entertainment uses.	Direct access from an arterial street with transit service available nearby.	Low and mid-rise buildings oriented toward the public street. Onsite landscaping to buffer and screen non-residential uses. Shared access and parking is encouraged.
BTP	Business and Technical Park	Retail and wholesale, office and indoor, light manufacturing and processing.	Within or near the Regional Growth Center, along Highway 99, or adjacent to Industrial areas.	Low-rise buildings with onsite landscaping to buffer and screen non-residential uses. Shared access and parking is encouraged. Buildings to exhibit enhanced design features to promote land use and visual compatibility.
I	Industrial	Wholesale activities. Manufacturing, processing, assembly of goods.	Within the southwest sector of Lynnwood.	Low-rise buildings with onsite landscaping to buffer and screen non-residential uses. Shared access and parking is encouraged.

2

1

F. Other Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
PF	Public Facility	Public and semi-public uses and facilities.	Where needed, where reasonable means of access is available, and where the public use will not significantly impact surrounding land uses.	Low-rise structures with onsite landscaping to screen non-residential uses. Buildings will be designed to be compatible with nearby residences.
PRO	Park, Recreation and Open Space	Publicly-owned parks and open space.	Where demand exists and where the recreational use will not significantly impact surrounding land uses.	Low-rise structures with onsite landscaping to screen non-residential uses. Buildings will be designed to be compatible with nearby residences.

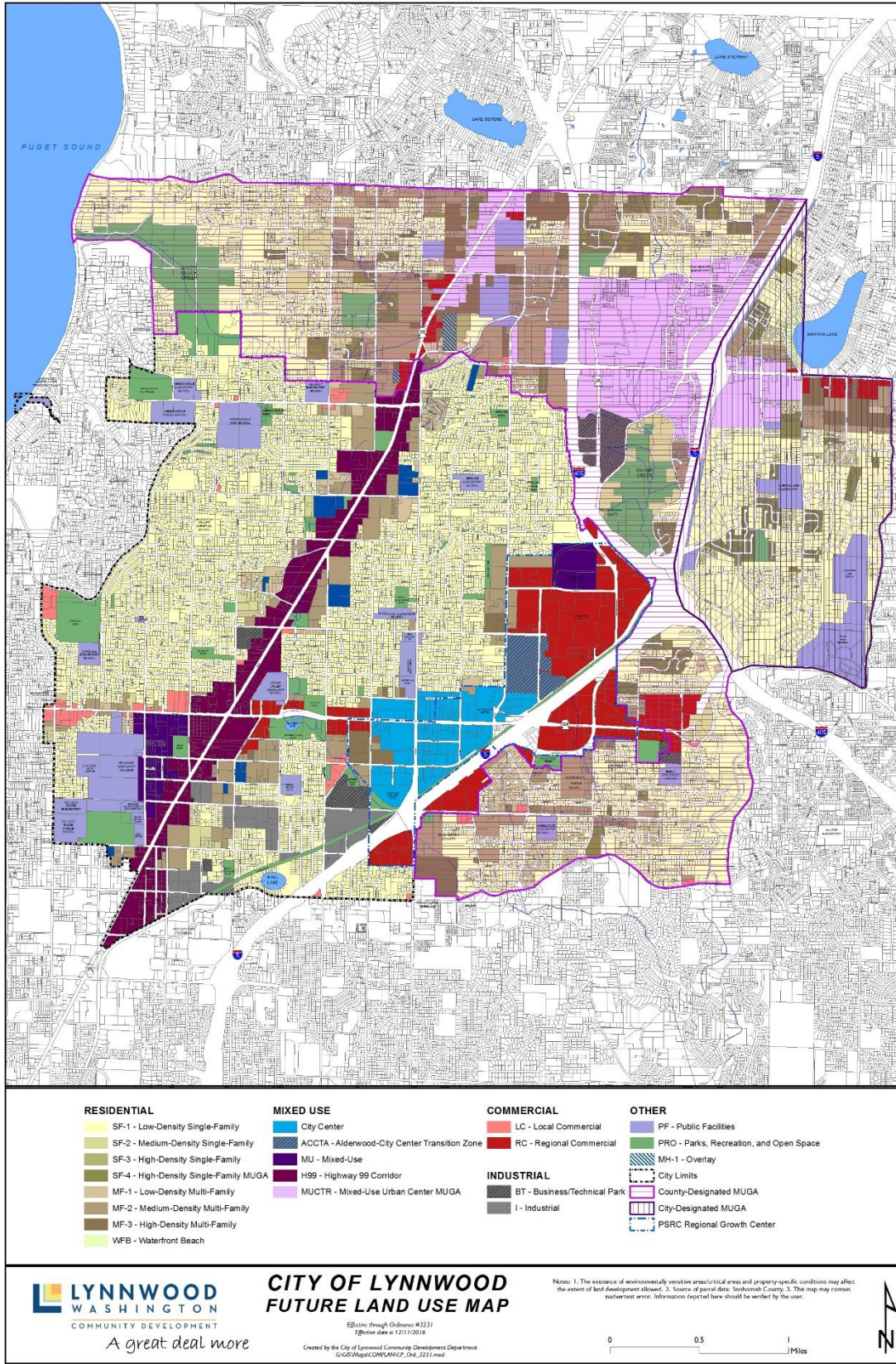
2

- 3 **Policy LU-4.** Land use policies and regulations should:
- 4 A. Provide separation and/or buffering between incompatible land uses; and
- 5 B. Facilitate the co-location of dissimilar uses where desired and where
- 6 compatibility can be achieved.

7 **Policy LU-5.** Decisions regarding land use designations should include consideration of potential

8 impacts related to critical areas and natural hazard areas.

9



1
2

Figure LU-1. Future Land Use Map

- 1 **Policy LU-6.** Land use policies and regulations should:
- 2 A. Allow land uses and levels of development capable of being served by capital
- 3 facilities, utilities and public services, as determined by adopted levels-of-service
- 4 (LOS) standards and plans.
- 5 B. Provide for land use density/intensity ranging from low to high, and provide
- 6 sufficient land for open space, recreation areas, capital facilities and utilities, and
- 7 natural areas.
- 8 C. Provide land capacity responsive to initial population and employment growth
- 9 targets and consistent with adopted service and infrastructure plans.
- 10 D. Promote the preservation of existing single-family neighborhoods by: a)
- 11 precluding a net reduction in the number of single family dwellings (on a city-
- 12 wide basis); and b) protecting single family areas from adverse impacts generated
- 13 by incompatible land uses.
- 14 E. Encourage development at an intensity that can be served by public infrastructure
- 15 and services (such as fire protection, police protection and public safety, courts,
- 16 health care, schools, and libraries).
- 17 F. Support neighborhood design features that promote physical activity, use of
- 18 alternative modes of transportation, and conservation of energy and resources.
- 19 G. Be consistent with federal and state law, including the Growth Management Act.
- 20 H. Be reviewed and amended periodically to address changes in land use law,
- 21 environmental protection, related plans and planning requirements, technology,
- 22 and societal norms.
- 23 I. Where feasible, utilize natural physical features, such as streams, hillsides, or
- 24 stormwater basins as the boundary between differing land use designations and
- 25 zones.

26 **Policy LU-7.** The Future Land Use Plan Map (Figure LU-1) should implement the goals,

27 objectives, and policies of the Comprehensive Plan, and serve as the basis for zoning

28 decisions. As drawn, the amount of land area per land use designation is as depicted

29 by Table LU-4 below:

30 **Table LU-7. Land Area by Comprehensive Plan Land Use Designation (Acres)**

Land Use Designation	City Boundary	County-Approved MUGA	City-Approved MUGA	Total
SF-1	1,856	720	957	3,533
SF-2	49	215	82	346
SF-3	33	17	93	143
MF-1	70	177	12	259
MF-2	269	22	51	342
MF-3	33	466	35	534
MU	64	97	-	161
H99	358	-	-	358
PF	260	80	153	493
PRO	330	212	40	582
City Center	190	-	-	190
CC	12	-	-	12
LC	81	8	-	89

Land Use Designation	City Boundary	County-Approved MUGA	City-Approved MUGA	Total
RC	367	67	23	457
BTP	35	50	-	85
I	104	-	-	104
ACCTA	50	-	-	50
WFB	-	-	12	1
MUCTR	-	450	90	540
MH-1 Overlay ¹	57	12	-	69
Total	4,126	2,581	1,547	8,254
Right-of-Way	910	615	304	1,829
Total w/ ROW	5,036	3,196	1,851	10,083

¹ Overlay designation is applied to an underlying designation and is not included in total land area calculation.

- 1 **Policy LU-8.** Land development regulations should be consistent with and implement the
- 2 Comprehensive Plan, and address the following issues:
- 3 A. Protection of critical areas and designated historical resources.
- 4 B. Minimize impacts upon, and from, natural hazard areas.
- 5 C. Provide safe and adequate vehicular access, off-street parking and traffic flow.
- 6 D. Regulation of signs.
- 7 E. Minimize the potential for adverse impacts between adjacent land uses.
- 8 F. Provide incentives to encourage specific land uses and/or design features.
- 9 G. Urban amenities and architectural design standards.
- 10 H. Evaluation of consistency with adopted plans and programs, level of service
- 11 standards, pertinent regulations and appropriate mitigation measures.
- 12 I. Ensure permit review processes and procedures that are equitable, predictable,
- 13 responsive, and expeditious.

- 14 **Policy LU-9.** Proposals for rezoning shall be evaluated utilizing the following criteria:
- 15 A. The proposal must be consistent with and implement the Comprehensive Plan.
- 16 B. The proposal must be consistent with and implement the purpose of the zone.
- 17 C. The proposal must be compatible with the zones and uses of surrounding
- 18 properties.
- 19 D. There must be significant changes in the circumstances of the subject property or
- 20 surrounding properties to warrant consideration of the proposed rezone.
- 21 E. There must be infrastructure capacity to adequately serve the proposed uses of
- 22 the subject property.
- 23 F. The property must be practically and physically suited to the uses allowed in the
- 24 proposed zone.
- 25 G. The benefit to the public health, safety, and welfare is sufficient to warrant the
- 26 change in zoning.

1 H. The proposal must be consistent with other adopted plans, program goals, and
 2 policies of the City.

3 **Policy LU-10.** Applications for planned unit developments, which may allow variation from certain
 4 development regulations, shall be evaluated to ensure that the design and
 5 development of the development further the goals, objectives and policies of the
 6 Comprehensive Plan.

7 **Policy LU-11.** Fill-in development upon vacant parcels that can be readily served by utilities and
 8 streets should be encouraged to maximize the efficient delivery of such
 9 infrastructure.

10 **CONSISTENCY**

11 **Policy LU-12.** Adopted land use regulations, such as the Zoning Code, should be consistent with
 12 and implement the Comprehensive Plan.

13 **Policy LU-13.** The Land Use Element should be consistent with all other Comprehensive Plan
 14 Elements, and Lynnwood’s development regulations should be consistent with and
 15 implement the Land Use Element.

16 **Policy LU-14.** The Official Zoning Map should be consistent with and implement the
 17 Comprehensive Plan. When practicable, the Zoning Map should be amended
 18 concurrently with changes to the Future Land Use Map.

19 **LYNNWOOD MUGA AND PLANNING AREA**

20 **Policy LU-15.** The Future Land Use Plan should provide sufficient land capacity to: A)
 21 accommodate population and employment growth targets established pursuant to the
 22 GMA; B) achieve community vision and goals; C) maintain a compact land use
 23 pattern; and D) reflect coordination with surrounding jurisdictions.

24 **Policy LU-16.** In order to promote urban-scale development and the orderly delivery of public
 25 services, Lynnwood should continue to designate a MUGA that resolves “overlap”
 26 areas adjacent to Lynnwood. While recognizing Snohomish County’s jurisdiction
 27 with regards to Urban Growth Area (UGA) boundaries, Lynnwood should continue
 28 to work with Snohomish County and neighboring municipalities, and designate a
 29 Lynnwood MUGA that can facilitate an orderly transition of “overlap” lands from
 30 county to municipal governance.

31 **Policy LU-17.** Land use plans for MUGA area properties should be developed in collaboration with
 32 Snohomish County, neighboring jurisdictions, and public utility and service
 33 providers.

34 **POPULATION AND EMPLOYMENT GROWTH**

35 **Policy LU-18.** Land use policies and regulations should accommodate levels of development,
 36 population and employment consistent with the Growth Management Act, Multi-
 37 County Planning Policies, Countywide Planning Policies, and the City’s strategic
 38 objectives.

39 **Policy LU-19.** Accommodation of the population and employment growth specified by the
 40 Countywide Planning Policies should primarily occur within the designated
 41 Lynnwood Regional Growth Center and along Highway 99.



- 1 **Strategy LU-A.** The Land Use Element, including the Future Land Use Map, should anticipate and
- 2 accommodate the population and employment growth targets specified by the
- 3 Countywide Planning Policies and Table LU-1 above.
- 4 **Strategy LU-B.** Population and employment growth as called for by the Countywide Planning
- 5 Policies should occur primarily within the Lynnwood Regional Growth Center and
- 6 along Highway 99.
- 7 **Strategy LU-C.** The City should monitor population and employment growth within the Regional
- 8 Growth Center, which may reach 16,700 and 22,200, respectively, by 2035. These
- 9 figures are based upon the 2025 growth projections, (6,100 population and 18,500
- 10 employment), combined with the net increase associated with the 2035 growth
- 11 targets (10,600 population and 3,680 employment).

NEIGHBORHOODS AND SUBAREAS

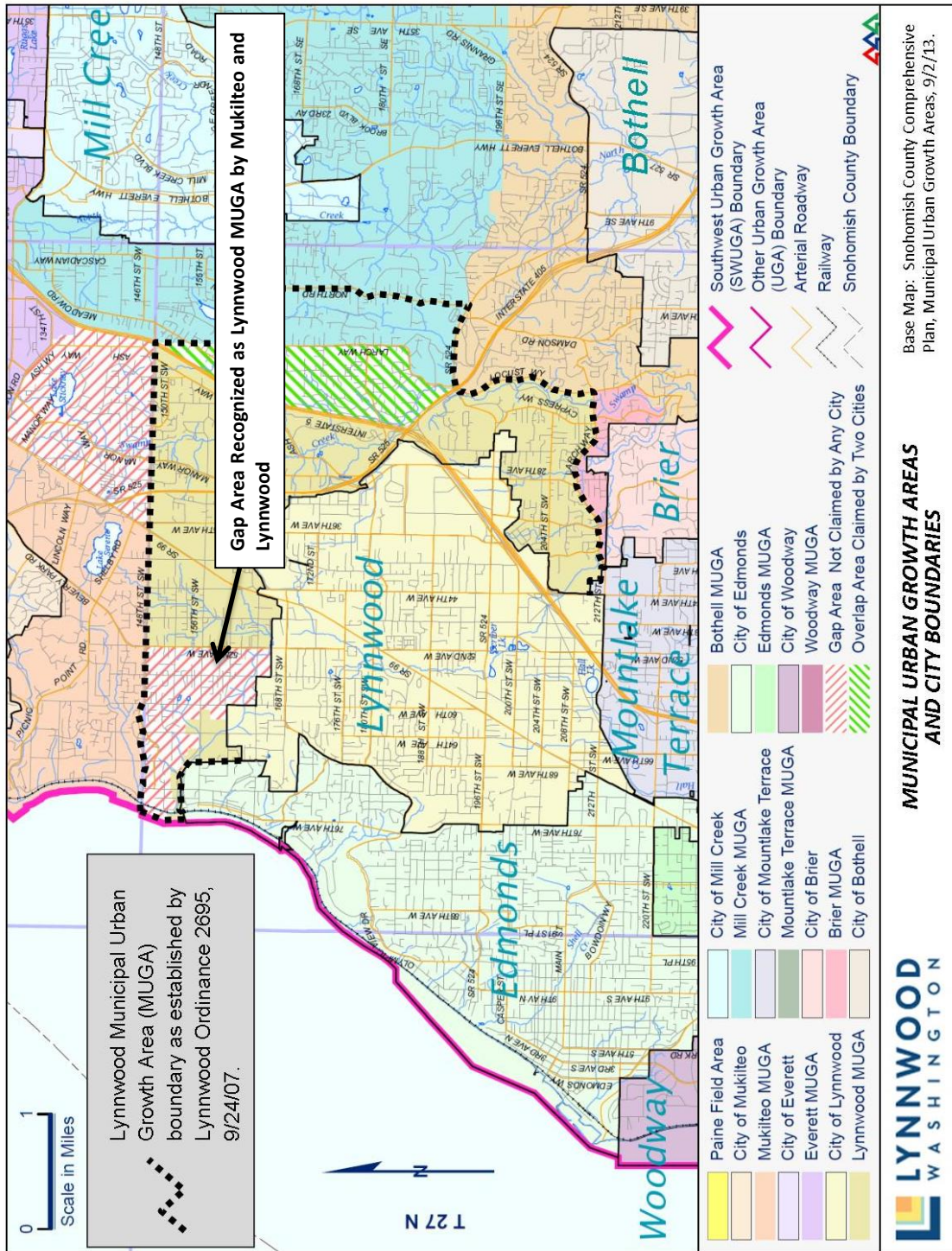
- 13 **Policy LU-20.** Subarea plans should be prepared for areas of the City where: a) a more-detailed
- 14 examination of issues is desired; and b) citywide land use policies/regulations will
- 15 not achieve desired outcomes.
- 16 **Policy LU-21.** Where applicable, land use designations should support and reinforce neighborhood
- 17 identity, as generally depicted by Figure LU-3.
- 18 □ □ □
- 19 **Strategy LU-D.** Support neighborhood improvement and preservation projects and programs as
- 20 identified within Departmental work programs and budgets.
- 21 **Strategy LU-E.** Utilize demographic and public opinion survey results to promote understanding of
- 22 the population of Lynnwood and its neighborhoods, and public service priorities
- 23 throughout the community.

LAND USE NEAR TRANSIT ROUTES AND STATIONS

- 25 **Policy LU-22.** In addition to the light rail station planned as the northern terminus of Lynnwood
- 26 Link, Lynnwood and other public agencies should plan for light-rail stations within
- 27 the City Center, near Alderwood Mall, and near the 164th St SW MUCTR.
- 28 **Policy LU-23.** Subarea plans should be prepared for light rail and BRT transit stations to advance
- 29 transit-oriented development (TOD) principles.

1
2

Figure LU-2. Municipal and MUGA Boundaries



3

RESIDENTIAL USES

- 2 **Policy LU-24.** Land use regulations should encourage infill housing and redevelopment of
3 underutilized housing sites.
- 4 **Policy LU-25.** Innovative-housing regulations should be considered to promote housing infill,
5 diversity and affordability. Such regulations may include small-lot subdivisions,
6 zero-lot-line housing, duplexes, and accessory dwellings.
- 7 **Policy LU-26.** Non-residential land uses customarily located within residential areas, such as
8 churches, daycare, public schools, public utilities, and home occupations should be
9 allowed on residentially designated property. Such uses should serve the surrounding
10 residential area without generating adverse land use or environmental impacts.
- 11 **Policy LU-27.** Development regulations for the Regional Growth Center should allow for the
12 greatest residential density and building height allowed in Lynnwood. Maximum
13 residential density and building height would be especially appropriate for
14 development that includes affordable housing or that locates residences above street-
15 level retail.
- 16 **Policy LU-28.** With acknowledgement of the unique and important form of housing provided by
17 mobile home and manufactured home parks, land use regulations shall allow for the
18 continued viability, maintenance and upgrading of existing parks.
- 19 **Policy LU-29.** Properties designated by the Future Land Use Map as appropriate for multifamily
20 residential development should exhibit one or more of the following characteristics:
 - 21 A. The property is located along an arterial roadway and transit corridor.
 - 22 B. The property is located near commercial, service, community or employment
23 centers.
 - 24 C. The property is of adequate size and appropriate shape to accommodate the
25 desired density while also providing open space, off-street parking and
26 landscaping, and onsite recreation area.
 - 27 D. Multifamily development upon the property will result in a transition between
28 lower densities residential and non-residential uses.
 - 29 E. The property is located in an area already developed with significant amounts of
30 multifamily developments or non-residential uses.
 - 31 F. Multifamily development upon the property will not negatively impact adjacent
32 single-family property.
 - 33 G. Multifamily development upon the property can be served by public facilities,
34 utilities and services, consistent with adopted plans and levels of service.
 - 35 H. Multifamily development upon the property will not result in unmitigated
36 adverse impacts, including impacts associated with building height, bulk and
37 scale, noise, traffic, parking, lighting, etc.
- 38 **Policy LU-30.** Review applications for Single Family 2 (SF-2) planned unit developments using the
39 provisions of Title 21 LMC, and the following policy objectives.
 - 40 A. The site has easy access to retail and other commercial services, particularly
41 stores selling groceries.
 - 42 B. The site is adjacent to or has easy access to community facilities.

- 1 C. The development potential of the site is not severely limited by wetlands,
2 streams, steep slopes or other development constraints.
- 3 D. The site provides a transition between lower density single-family development
4 and other uses.
- 5 E. Roads that connect the site to arterials and local shopping areas are appropriately
6 developed to City standards.
- 7 F. The surrounding street network provides alternative access routes to/from the
8 development and employment and commercial areas in the City.
- 9 G. The development proposed for the site would include a site plan that exhibits a
10 well-designed arrangement of dwellings and improvements and which may
11 include:
 - 12 i. Recreational amenities;
 - 13 ii. Proposed building locations and separation and screening between buildings
14 so that residents may enjoy privacy in their homes;
 - 15 iii. Preservation or enhancement of natural areas, substantial stands of trees
16 and/or other natural features;
 - 17 iv. Onsite common and usable open space.
- 18 H. The site will be developed with the infrastructure improvements to properly
19 mitigate development-related impacts.
- 20 I. The site is located in an area that is designated for development compatible with
21 SF-2 uses and density.
- 22 J. The site and proposed development comply with or promote other goals,
23 objectives or policies in the Comprehensive Plan.

24 **Policy LU-31.** Subdivision regulations and standards shall promote public health, safety, aesthetics,
25 and general welfare. Such regulations and standards shall allow for efficient use of
26 land, minimize adverse impacts on surrounding development, provide adequate
27 public utilities, proper access and traffic circulation, streets, sidewalks, and other
28 public facilities.

29 **Policy LU-32.** No single-family residential property (SF) shall be rezoned to any form of multi-
30 family (MF) use; except in rare instances, and then only upon a showing of clear and
31 convincing evidence of need.

NON-RESIDENTIAL USES

33 **Policy LU-33.** Incentives and performance-related standards shall be established to allow residential
34 uses and mixed-use developments on Community Commercial and Regional
35 Commercial designated properties, at appropriate locations within the Regional
36 Growth Center, College District, and Highway 99 Corridor Subareas.

37 **Policy LU-34.** Institutional and quasi-commercial land uses such as churches, child care, group
38 homes, schools, and transit, utility and public facilities shall be allowed in
39 commercial areas.

40 **Policy LU-35.** Adult entertainment uses shall be allowed in specified portions of the Industrial land
41 use categories, subject to restrictions (such as locational, signage, landscaping and
42 operational controls) designed to reduce and mitigate adverse, secondary impacts of
43 such uses while allowing protected forms of expression.

1 **Policy LU-36.** When reviewing non-residential proposals that involve discretion, the extent to which
 2 non-residential development would reduce existing housing stock, or reduce land
 3 available for residential development, should be weighed.

4 **MIXED USE**

5 **Policy LU-37.** Zoning districts and development regulations shall implement the Mixed-Use land
 6 use designation shown on the Future Land Use Plan map.

7 **Policy LU-38.** Incentives shall be provided to encourage mixed-use developments in the Lynnwood
 8 Regional Growth Center.

9 **Policy LU-39.** Areas in the Regional Growth Center appropriate for mixed-use development shall be
 10 identified and the appropriate extent of development shall be specified by applicable
 11 development regulations.

12 **Policy LU-40.** Encourage mixed use development at major intersections along Highway 99, as
 13 provided by the Highway 99 Subarea Plan and associated development regulations.
 14 Allow mixed-use development upon other properties along Highway 99 where land
 15 use compatibility can be achieved.

16 **INDUSTRIAL USES**

17 **Policy LU-41.** Development regulations for industrial property should facilitate efficient business
 18 operation while also minimizing adverse land use impacts upon nearby, less-intensive
 19 land uses.

20 **Policy LU-42.** Since Lynnwood’s industrial properties are located in close proximity to residential
 21 areas, industrial developments shall incorporate a combination of architectural
 22 detailing, creative use of building materials, landscaping, and screening to promote
 23 neighborhood compatibility.

24 **PUBLIC FACILITIES**

- 25 **Policy LU-43.** The siting and design of public facilities should follow these guidelines:
- 26 A. Public facilities should be located in their service area.
 - 27 B. Facilities that serve a single neighborhood should be located in such
 28 neighborhoods. Siting and design decisions should support efficient and
 29 effective operations and maximize compatibility with the surrounding area.
 - 30 C. Facilities that serve two or more neighborhoods should, where possible, be
 31 located near the common boundary(ies) of the neighborhoods.
 - 32 D. Facilities that serve the entire City shall be easily accessible from all parts of the
 33 City and should minimize and then mitigate use-generated traffic or other
 34 impacts to residential neighborhoods.
 - 35 E. Facilities that serve regional needs shall be located in close proximity to regional
 36 transportation systems (freeways, arterials, or major public transit lines); such
 37 facilities shall minimize and then mitigate use-generated traffic or other impacts
 38 to residential neighborhoods.
 - 39 F. Regional facilities shall also be located in close proximity to supporting services.
 - 40 G. Public facilities serving regional needs should also be located near supporting or
 41 complementary uses and away from residential areas.

- 1 H. Public facilities should not generate unmitigated significant adverse impacts on
- 2 the natural or built environment.
- 3 I. Public facilities visible from a public right-of-way should exhibit architectural
- 4 detailing and similar design features that promote land use compatibility and
- 5 community pride.
- 6 J. The siting and design of public facilities should not result in disproportionate
- 7 impact upon a single segment of the community.
- 8 K. Essential public facilities should be regulated either as a permitted land use, or a
- 9 use allowed with approval of a conditional use permit.

NEIGHBORHOODS

- 11 **Policy LU-44.** Work with affected persons and groups to develop plans and strategies to preserve
- 12 and improve neighborhoods.
- 13 **Policy LU-45.** Allow a range of compatible residential densities and neighborhood commercial land
- 14 uses within or near Lynnwood’s neighborhoods. Complementary uses include places
- 15 of worship, daycare, and similar institutional uses that do not cause a substantial
- 16 impact to adjoining residences. Limited commercial land uses may be allowed where
- 17 residences are more than convenient walking distance (about one-half mile) from
- 18 other shopping areas, and may include small retail stores, professional and personal
- 19 services, and eating and drinking establishments.
- 20 **Policy LU-46.** Facilitate neighborhood identity through public improvement and activities.
- 21 **Policy LU-47.** Provide for a rental housing inspection program to promote the long-term viability of
- 22 neighborhoods.
- 23 **Policy LU-48.** Encourage the creation of pedestrian-friendly developments and neighborhoods.
- 24 **Policy LU-49.** Non-residential developments that adjoin residential properties shall provide
- 25 transitional screening so that non-residential activities do not significantly affect the
- 26 livability of the residential properties.
- 27 **Policy LU-50.** Residential areas shall be protected from encroachment by developments that would
- 28 diminish the City’s capacity to accommodate population growth targets specified by
- 29 the Countywide Planning Policies.
- 30 **Policy LU-51.** The City will consider design standards for single family and multifamily
- 31 neighborhoods that implement policy objectives relating to sustainability and climate
- 32 change.



3 COMMUNITY CHARACTER

INTRODUCTION

The goal of this element is to identify the unique physical and social aspects of Lynnwood while establishing goals and policies that support, preserve and protect existing single-family neighborhoods and enhance the community. RCW 36.70A.080 allows jurisdictions planning under the Growth Management Act to prepare and adopt optional elements. The City of Lynnwood, the City, has chosen to include a Community Character Element in recognition of the importance of identifying Lynnwood as a unique regional center in the Puget Sound. The contents of this Element are grouped under the following headings: Urban Design; Public Spaces and Identity; Signage and Wayfinding; Sustainability; Culture & Diversity; Healthy Communities; and Light and Noise Pollution.

BACKGROUND

The City of Lynnwood has a diverse population encompassing a variety of cultural communities. Lynnwood is known as a city that values, maintains, and enhances the resources that establish the public realm, including schools, libraries, museums and other cultural facilities, streets and public rights-of-way, governmental facilities and public open spaces. The city strives to promote the use of these places for public gatherings and cultural expression.

The City of Lynnwood embraces diversity and is working to raise awareness and understanding of its peoples, to nurture the ethnic and cultural traditions of our citizenry. The City is also working to become a sustainable community. This may be accomplished by supporting the efforts of its residential and business community, and by changing operational practices to include environmentally-beneficial and cost saving measures.

Lynnwood is a community that honors its past while looking forward to a vibrant and prosperous future. It is a community that honors its history, both culturally and physically, while encouraging new and innovative development through quality urban design, the arts and neighborhoods that foster community gathering. Lynnwood recognizes the city’s position as a regional commercial hub while valuing its role as a welcoming community and a place to live, work and play.

URBAN DESIGN

At just under 8 square miles, 16 square miles including the Municipal Urban Growth Area, Lynnwood is a city that has developed over time as a residential suburban community with a thriving regional commercial presence. Much of the city’s current building stock was built during the 1960s and 1970s without any architectural standards or review. The community’s “urban center” has shifted over the last several decades. Highway 99 was the urban center after World War II, until it shifted to the Alderwood Mall area after its construction in the early 1970s. Through recent efforts by the community, a City Center Plan has been developed to help Lynnwood achieve this vision.

Along with the foundation of urban design principles, the appearance of the community is largely determined by the design quality of buildings and structures. The City values urban design through the implementation of its Citywide Design Guidelines, City Center Design Guidelines, Highway 99 Design Guidelines and Transition Area Design Guidelines. These sets of guidelines help improve the current image of the city, define a sense of place, and create functional and aesthetically pleasing development.

1 The Urban Design section of the Community Character Element seeks to tie together the importance of
 2 creating a sense of place through urban design and the appearance of the community through quality
 3 commercial and residential development.

**GOAL 1:
Form and
Identity**

Value urban design as one of the primary drivers for community cohesiveness and a stronger civic identity.

4 **Policy CC-1.1** Recognize the basic elements of urban form – neighborhoods, centers, corridors,
 5 employment centers and open spaces – all of which help define Lynnwood’s sense of
 6 place.

7 **Policy CC-1.2** Ensure that land use and transportation decisions are consistent with zoning and
 8 design guidelines in order to improve the visual and functional character of the city.

9 **Policy CC-1.3** The visual character of buildings shall be enhanced by means of architectural design
 10 and landscape elements to create a human scale and enhance and integrate visual
 11 character for the streetscape and abutting residential uses.

12 **Policy CC-1.4** Special design features and standards shall be employed to strengthen the urban
 13 character and identity of the community.

14 **Policy CC-1.5** Attractive gateways shall be established at principal entry points to the City.

15 **Policy CC-1.6** Reconstruction of streets located within principal gateways shall incorporate high
 16 quality landscape and streetscape design and features.

17 **Policy CC-1.7** The design and character of Lynnwood’s employment centers shall be improved
 18 through streetscape improvements, including landscaping and public amenities,
 19 signage, buffering and screening and continued investment in existing buildings.

20 **Policy CC-1.8** Ensure that all development abutting the freeway corridors includes special design
 21 features which provide an attractive entrance to the city and presents the city in an
 22 attractive manner (closely planted large plantings, unobtrusive signs, shielded
 23 lighting, terraced building mass).

**GOAL 2:
Design
Quality**

Encourage design for all development within the City that promotes a sense of place.

24 **Policy CC-2.1** Encourage well-designed developments which create desirable public spaces,
 25 preserve important features, and enhance community character.

26 **Policy CC-2.2** Continue to develop and implement the City’s urban design plans and guidelines that
 27 provide concepts, principles and methods for strengthening the City's image and
 28 "sense of place" and enhance the City's livability.

29 **Policy CC-2.3** Development regulations, such as adopted design guidelines, sign regulations, and
 30 landscape regulations, should be used to: foster an enhanced community aesthetic;
 31 improve compatibility between differing land uses; and to enhance the livability and
 32 image of Lynnwood.

33 **Policy CC-2.4** The Project Design Review (PDR) process should continue to be utilized to confirm
 34 development proposals’ consistency with adopted Design Guidelines, with the dual

1 objectives of improving land use compatibility and community appearance; and
 2 facilitating predictable and expeditious permit review.

3 **Policy CC-2.5** Provide adequate setbacks, buffers, landscaping, visual screens, and appropriate
 4 building scale and architecture to make development compatible with nearby
 5 residential and other land uses.

**GOAL 3:
 Neighborhoods**

Safe and attractive neighborhoods through effective design, streetscape improvements, signage, open spaces, preservation of trees, preservation of existing single family neighborhoods through code administration and enforcement, and limitation of non-residential uses within single-family neighborhoods.

6 **Policy CC-3.1** Neighborhood-specific or subarea design guidelines and/or infrastructure
 7 improvement plans should be used to address issues unique to a specific area; and to
 8 foster neighborhood identity and “sense of place”.

9 **Policy CC-3.2** Initialize a City-wide Neighborhood Improvement Project that will encourage
 10 residents to improve the visual appearance and uniquely identify their neighborhood
 11 through public investments such as streetscape improvements, unique signage, and
 12 neighborhood green spaces.

13 **Policy CC-3.3** Identify barriers that create physical divides within or between neighborhoods, such
 14 as freeways, large arterials or other physical constraints. Explore ways to unify
 15 neighborhoods such as trails, greenways or pedestrian bridges.

16 **Policy CC-3.4** Improve connectivity within and between neighborhoods through capital
 17 improvements such as sidewalks, bike lanes, and paths.

18 **Policy CC-3.5** Establish development programs and regulations for preservation of major tree stands
 19 and canopies and other native vegetation on development sites. Emphasis should be
 20 given to retaining masses of trees rather than isolated freestanding trees.

21 **Policy CC-3.6** A comprehensive street and landscaping tree plan that will enhance neighborhood
 22 streetscape, provide identity and continuity, soften the appearance of pavement and
 23 separate pedestrians from vehicular traffic shall be prepared and implemented.

24 **Policy CC-3.7** Encourage landscaped edges along residential corridors on collector streets,
 25 improving neighborhood character and providing a more livable environment.

26 **Policy CC-3.8** Maintain the appearance and safety of neighborhoods through frequent and effective
 27 code administration and enforcement.

28 **Policy CC-3.9** Discourage the intrusion of non-residential uses and activities within single-family
 29 neighborhoods through effective design and landscaping.

30 **Policy CC-3.10** Promote community neighborhood revitalization events, such as intersection
 31 rehabilitation and community gardens; such projects/events enhance community
 32 pride, image and sense of place.

LIGHT POLLUTION

34 Excessive, poorly designed outdoor lighting wastes electricity, disturbs natural habitats, and significantly
 35 limits views of the night-time sky. Night lighting is an important safety feature. However, lighting should
 36 be designed and directed to minimize upward lighting. Night lighting is a necessity but, through good
 37 design and code administration and enforcement, it’s possible to maintain darker skies in the residential
 38 neighborhoods of Lynnwood and to enhance our views of stars and planets. The City of Lynnwood seeks

1 to minimize light pollution, glare, light trespass, and conserve energy and resources while maintaining
 2 night time safety and security.

**GOAL 4:
Light Pollution**

Reduce impacts from light polluting sources, while still providing for safety and protection of personal and private property.

Subgoal CC-1: Light Pollution: Promote dark night skies in Lynnwood.

- 5 **Policy CC-4.1** Reduce light pollution and promote dark skies by limiting brightness of exterior
 6 fixtures and shielding adjacent uses from light sources, while maintaining public
 7 safety.
- 8 **Policy CC-4.2** Light sources, including signs, shall be shielded or shaded to prevent light
 9 spillover on surrounding areas or cast excessive light on any residential use or
 10 street.
- 11 **Policy CC-4.3** Materials with high light reflective qualities should not be used in construction of
 12 buildings where reflected sunlight or artificial light would throw intense glare on
 13 adjacent areas or streets.
- 14 **Policy CC-4.4** Require the use of efficient, full cut-off lighting which emits no light above the
 15 horizontal plane.
- 16 **Policy CC-4.5** Prohibit unshielded exterior lamps and limit lighting of trees and vegetation
 17 through the use of shielded fixtures and foot-candle limits.
- 18 **Policy CC-4.6** Promote outdoor lighting which either dims significantly or completely turns off
 19 during day-time hours.
- 20 **Policy CC-4.7** Engage with Snohomish County PUD to replace existing street lighting with high
 21 efficient LED lights. City should also consider replacing city-owned lighting
 22 with LED lights.

NOISE POLLUTION

24 Noise is a pollutant that can have a significant negative impact on humans and other animals. Excessive
 25 noise makes neighborhoods and communities less desirable and can cause neighborhood deterioration.
 26 Noise also impacts people’s physical and mental health.

27 The City of Lynnwood needs to pay particular attention to noise levels within residential neighborhoods,
 28 in order to protect the residents’ comfort and quality of life. Neighborhood protection and enhancement
 29 are high priorities of the City Council and are emphasized in the 2035 Comprehensive Plan.

30 The City’s various mixed-use zones, including the College District Mixed-Use zone, Highway 99 Mixed
 31 Use and Mixed Use zones surrounding Alderwood Mall, allow a mix of residential, office and
 32 commercial uses. Design and development code provisions were drafted to control land uses, densities,
 33 design and construction to hold noise and traffic to acceptable levels.

34 Residential areas that are directly adjacent to commercial uses, industrial uses, I-5 or Highway 99 should
 35 have the benefit of more protection measures. Fences and concrete noise walls can greatly reduce sound,
 36 but the aesthetics of the community also need to be preserved. When they are not designed with
 37 aesthetics in mind, concrete walls can produce a negative feeling of enclosure. Where the city abuts
 38 freeways, we can work with the Department of Transportation to mitigate freeway noise while addressing
 39 aesthetic concerns.

**GOAL 5:
Noise Pollution**

Reduce noise pollution due to commercial and industrial uses, as well as impacts from regional highways and local roads.

- 1 **Policy CC-5.1** Protect residents from excessive roadway noise by requiring appropriate mitigation
- 2 measures, such as landscaped buffers, noise attenuating walls and windows.
- 3 **Policy CC-5.2** Mitigate potential noise pollution from new development on adjoining properties.
- 4 **Policy CC-5.3** Maintain and administer building codes, regulations, and other applicable standards
- 5 that mitigate noise impacts.
- 6 **Policy CC-5.4** Enforce the City's noise emission standards.
- 7 **Policy CC-5.5** Limit noise to levels that protect the public health and that allow residential,
- 8 commercial and manufacturing areas to be used for their intended purposes through
- 9 noise regulations.
- 10 **Policy CC-5.6** In city operations, reduce where possible, the use of noise-polluting equipment.
- 11 **Policy CC-5.7** Support the use of technologies and engineering practices to lessen noise produced
- 12 by traffic, aircraft, construction, and commercial and industrial facilities located near
- 13 residential areas.
- 14 **Policy CC-5.8** Promote actions, such as equipment modifications and operational limits, that reduce
- 15 noise from transportation modes, construction sites, industrial uses, and commercial
- 16 business establishments.
- 17 **Policy CC-5.9** Require buffering or other noise reduction and mitigation measures to reduce noise
- 18 impacts from commercial and industrial areas on residential areas. Doors and
- 19 windows, and any exterior mechanical equipment should be located or buffered to
- 20 minimize noise impacts to surrounding properties.
- 21 **Policy CC-5.10** Work with businesses and the community to provide education about the impacts of
- 22 noise pollution on health and our quality of life.
- 23 **Policy CC-5.11** Building standards should be modified to require noise attenuating walls and
- 24 windows to decrease noise impacts on adjacent residents.

PUBLIC SPACES & IDENTITY

26 Many of the places that residents and visitors associate with the most are public parks, schools, and public
 27 buildings. Public parks provide gathering spaces for neighborhoods. Schools and community centers are
 28 often a community's "social hub." City Hall and fire stations help strengthen civic identity and give a
 29 community a sense of pride. Urban plazas, while not often publicly-owned, also provide a place for
 30 gathering. Even streets are considered part of the public realm and offer public space. In short, the public
 31 realm is an important facet of a community's character and image.

32 The goals and policies in this section strive to create public spaces that are memorable and inviting, create
 33 focal points for the City Center, Highway 99 and neighborhoods, and help Lynnwood residents identify
 34 where they live.

**GOAL 6:
Gathering
Spaces**

Create a variety of inviting gathering spaces throughout the community that provide an opportunity for events and help connect the residents of Lynnwood.

- 1 **Policy CC-6.1** Develop a variety of gathering spaces, including parks, public plazas and other
- 2 informal open spaces that are inviting to both residents and visitors of Lynnwood and
- 3 which offer places for recreation and interaction.
- 4 **Policy CC-6.2** Gathering spaces, especially in the City Center, shall be designed and oriented where
- 5 the impacts of surrounding buildings is minimized to the extent possible.
- 6 **Policy CC-6.3** Each space shall be designed with safety in mind, orienting buildings around spaces
- 7 to provide security and enhance liveliness.
- 8 **Policy CC-6.4** Each gathering space shall provide amenities specific to its primary use, such as
- 9 benches and play structures within parks; benches, sculptures or other forms of art
- 10 within urban plazas; or trails within open spaces or greenbelts.
- 11 **Policy CC-6.5** Begin exploring opportunities to move City Hall and the Lynnwood Public Library to
- 12 a new location within the City Center as recommended in the City Center Sub-Area
- 13 Plan.

**GOAL 7:
Streetscape**

Arterial streets within Lynnwood should be considered as important public spaces that contribute to the City’s image, character and livability.

- 14 **Policy CC-7.1** Where appropriate and where space allows along the public rights-of-way, promote
- 15 the active use of public space, such as outdoor seating areas, dining areas or
- 16 hardscaped plazas, to help activate the street.
- 17 **Policy CC-7.2** Encourage streetscape design that enhances intersections and corridors within and
- 18 between neighborhoods.
- 19 **Policy CC-7.3** Streetscape improvements should improve all areas of public streets, especially for
- 20 pedestrians, by incorporating appropriately-scaled lighting, sidewalks, bike lanes, and
- 21 other amenities such as benches and trash receptacles.
- 22 **Policy CC-7.4** Encourage organized public events that utilize public streets such as farmers markets,
- 23 fairs, concerts or other seasonal outdoor performances.

**GOAL 8:
Visual
Character**

Protect and enhance Lynnwood’s aesthetic and visual character through landscaping, tree preservation, public art and code administration and enforcement.

- 24 **Policy CC-8.1** Use visual buffers or screening between incompatible uses, such as residential and
- 25 industrial uses, to lessen the impact and provide for a more aesthetically pleasing site.
- 26 **Policy CC-8.2** Implement guidelines and regulations to improve and increase the use of trees and
- 27 landscaping as an important feature of land development.
- 28 **Policy CC-8.3** Where feasible, work with utility companies to underground overhead utility lines
- 29 upon redevelopment.
- 30 **Policy CC-8.4** Recognize the value of tree canopy by preserving trees within neighborhoods and
- 31 within new development sites.

- 1 **Policy CC-8.5** Utilize public art in civic spaces and private developments that enhance and
- 2 strengthen the visual appeal of the city.
- 3 **Policy CC-8.6** Encourage private developers to incorporate artwork into projects, especially within
- 4 the City Center and at the identified Prominent and Gateway intersections.
- 5 **Policy CC-8.7** Encourage art displays throughout the city, such as building murals, window art or
- 6 other tangible pieces that may be displayed at public parks and open spaces.
- 7 **Policy CC-8.8** Make code administration and enforcement a top priority in the city in order to
- 8 maintain and improve visual quality of the community.
- 9 **Policy CC-8.9** Educate home and business owners regarding the importance of keeping their
- 10 property well-maintained.
- 11 **Policy CC-8.10** Preserve, encourage and enhance open space as a key element of the community’s
- 12 character through parks, trails, water features, and other significant properties that
- 13 provide public benefit.

<p>GOAL 9: Entrances and Gateways</p>	<p>Establish identifiable Entrances, Gateways and Nodes to the City (i.e. 44th Ave. W. / 196th St. SW).</p>
--	---

- 14 **Policy CC-9.1** Identify and support the establishment of gateways at key entry points into the City,
- 15 and emphasize these entrances with distinctive design elements such as symbolic
- 16 markers, wider sidewalks, signage, improved lighting, decorative paving patterns,
- 17 monuments, landscaping, public art or other design features. Incorporate the City’s
- 18 Brand Visuals whenever possible.

19 **SIGNAGE & WAYFINDING**

20 Signage within a community not only serves as a navigational tool to residents and visitors, and also helps

21 create a sense of identity. Signage should help the travelers get to where they need to be, help identify

22 and define centers, corridors and neighborhoods. Signage can serve as a marketing tool that directs

23 visitors to shopping and major points of interest within the city, as well as presenting the city’s brand.

24 Finally, signage is critical for identifying the city’s businesses. Policies that help businesses provide for

25 signage while following design character and themes of the community are provided in this section.

<p>GOAL 10: Street, Wayfinding & Business Signage</p>	<p>Enhance the visual appeal of the city by creating signage that identifies Lynnwood, is consistent throughout the city, and links the community’s resources to its citizens.</p>
--	--

- 26 **Policy CC-10.1** Allow Lynnwood’s commercial sector to promote their business through flexible
- 27 design guidelines and regulations.
- 28 **Policy CC-10.2** Utilize wayfinding, gateway and neighborhood signs as mechanisms to help identify
- 29 and market the city.
- 30 **Policy CC-10.3** Develop a public signage and wayfinding system that supports safe and efficient
- 31 transportation and reinforces the branding and identity of Lynnwood. The signage
- 32 and wayfinding system should facilitate non-motorized as well as motorized

- 1 transportation, and promote awareness of, and access to, public parks and other
- 2 public facilities.
- 3 **Policy CC-10.4** Continue to support signage standards that provide for business visibility while
- 4 enhancing the visual character and image of the City.
- 5 **Policy CC-10.5** The number, size and height of signs shall provide business and product
- 6 identification while creating an aesthetically pleasing visual environment.
- 7 **Policy CC-10.6** Signs shall be designed and placed on a site in a way that provides an integrated
- 8 development appearance and is aesthetically pleasing as viewed from the street and
- 9 surrounding properties.
- 10 **Policy CC-10.7** Encourage master sign plans for multi-tenant buildings for commercial, office and
- 11 industrial projects with multiple buildings (i.e. shopping centers or business parks).

HEALTHY COMMUNITIES


13 A healthy community is one where people have good physical and emotional health and is about health
 14 equity. A healthy community has strong social networks and provides individual community members
 15 with opportunities for personal growth and improvement. It promotes well-being and offers a high
 16 quality of life. Its efforts rely on a combination of policy, infrastrucure improvements and programming to
 17 help make the healthy choice the easy choice.

18 The City’s Healthy Communities Initiative’s works to identify and advocate for policies and
 19 environmental changes that make healthy food more available and affordable, increase access to safe
 20 opportunities for physical activity, and creates and supports strong, vibrant, social networks. Healthy
 21 Communities provides residents with information they can use to find their own ways to practice healthy
 22 living with a long term goal of impacting obesity rates and preventing chronic disease. Lynnwood
 23 Healthy Communities is working towards safer sidewalks, trails, and bicycle lanes making it easier, safer
 24 and more convenient for people to move about. Healthier food choices in school cafeterias and
 25 restaurants, well supported food banks, and neighborhood farmers markets offer options for healthier
 26 food. Efforts which promote social interaction and community cohesiveness through civic engagement,
 27 events, culture, arts, and heritage programming are essential to improving community health.

28 The goals, policies and strategies included in this Element are derived from the 2016 council-adopted 10-
 29 year Healthy Communities Action Plan, Cultural Arts Plan, and Heritage Strategic Plan.

GOAL 11: Active Living	Make it easy and safe for Lynnwood residents to be physically active daily.
-----------------------------------	---

BUILT ENVIRONMENT

- 34 **Policy CC-11.1** Improve Lynnwood’s built environment to support and promote walking, biking and
- 35 participation in other physical activities by improving the built environment to make
- 36 Lynnwood a safe, attractive, and accessible place to walk and bike.
- 37 
- 38 **Strategy CC-11.1** Update and implement the Multi-Choice Transportation Plan.

- 1
- 2 **Policy CC-11.3** Improve or expand the number of active spaces available for community use.
- 3 □ □ □
- 4 **Strategy CC-11.13** Partner with school district to enhance community use of facilities for physical activity.
- 5
- 6
- 7 **Strategy CC-11.14** Identify and address gaps or needs in the park system and increase the number of park amenities that improve access to physical activity.
- 8
- 9
- 10 **Strategy CC-11.15** Identify dedicated funding sources such as impact fees, bonds or grant funding for infrastructure improvements that improve access to physical activity.
- 11
- 12
- 13 **Strategy CC-11.16** Promote and enhance developer incentives to incorporate open space and/or recreation facilities in future development projects.
- 14

ACTIVE PROGRAMMING

- 16 **Policy CC-11.4** Develop and/or promote programs that encourage all residents to walk, bike and be active daily.
- 17
- 18 □ □ □
- 19 **Strategy CC-11.17** Evaluate and address service gaps to improve access and better support equitable opportunities to be physically active.
- 20
- 21
- 22 **Strategy CC-11.18** Explore and expand partnerships to increase program opportunities, especially for diverse populations.
- 23
- 24
- 25 **Strategy CC-11.19** Enhance promotion and communication of program opportunities that are accessible to the full community.
- 26
- 27

GOAL 12: Healthy Eating	Increase and support access to healthy, affordable, local foods for all Lynnwood residents.
------------------------------------	---

FOOD CHOICE

- 30 **Policy CC-12.1** Identify and support policies and programs that increase access to food and promote healthy food choice.
- 31
- 32 □ □ □
- 33 **Strategy CC-12.1** Encourage restaurants and public service venues to offer healthier menu items.
- 34
- 35 **Strategy CC-12.2** Develop a voluntary, healthy-restaurant certification program.
- 36
- 37 **Strategy CC-12.3** Explore menu labeling policy for chain restaurants.
- 38

- 1 **Strategy CC-12.4** Establish policy and practices to expand healthy food options and limit sugary
2 beverages and junk food sold in public service venues.
3 □ □ □
- 4 **Policy CC-12.2** Increase educational opportunities for residents aimed at identifying, purchasing,
5 storing and preparing healthy foods.
6 □ □ □
- 7 **Strategy CC-12.5** Partner with organizations to expand healthy cooking education.
- 8 **Strategy CC-12.6** Explore opportunites to expand community kitchen facilities.
- 9 **Strategy CC-12.7** Enhance promotion of food education and food access programs that are
10 accessible to the full community.
11 □ □ □
- 12 **Policy CC-12.3** As a way to increase access to healthy foods for youth and families after school
13 and during summer breaks.
14 □ □ □
- 15 **Strategy CC-12.8** Partner with school district and other youth service organizations to increase
16 participation in food programs.

FOOD PRODUCTION

- 18 **Policy CC-12.4** Create policies and programs that increase and support opportunities for local food
19 production including the use of public lands for food production and gleaning for
20 community and individual benefit.
21 □ □ □
- 22 **Strategy CC-12.9** Review and amend policy including land use regulations which support urban
23 agriculture.
- 24 **Strategy CC-12.10** Provide developer incentives to incorporate urban agriculture such as roof top,
25 vertical or community gardens.
- 26 **Policy CC-12.5** Identify opportunites to create, expand or increase the number of community gardens
27 in neighborhoods, workplaces, clinics, schools and faith-based organizations.
28 □ □ □
- 29 **Strategy CC-12.11** Assess geographical opportunities for more gardens and available land.
- 30 **Strategy CC-12.12** Develop a tool kit to support residential and organizational gardens.

**GOAL 13:
Social
Connectivity**

Create and support strong, vibrant social networks that promote social interaction and community cohesiveness.

- 32 **Policy CC-13.1** Identify, enhance or create safe, inviting and accessible venues and community
33 places that encourage benefical social interaction and community cohesiveness.
34 Including parks and green spaces.
35 □ □ □

- 1 **Strategy CC-13.1** Identify opportunities to create public gathering spaces that enable residents of
2 all ages to connect with each other on public and private lands.
- 3 **Strategy CC-13.2** Acquire land and develop future Town Square Park in Lynnwood’s City Center.
4 □ □ □
- 5 **Policy CC-13.2** Build neighborhood identity and improve communication between residents and the
6 City.
7 □ □ □
- 8 **Strategy CC-13.3** Support the formation of neighborhood advisory groups to create a localized
9 identify with an emphasis on making sure all communities have active
10 representation with the City.
- 11 **Strategy CC-13.4** Coordinate interdepartmentally with community partners to examine
12 opportunities to support and improve the city’s neighborhoods.
- 13 **Strategy CC-13.5** Initiate a citywide Neighborhood Improvement Project that will encourage
14 residents to improve the visual appearance and uniquely identify their
15 neighborhood through public investments such as streetscape improvements,
16 unique signage, and neighborhood green spaces.
- 17 **Strategy CC-13.6** Support residential efforts to work and problem-solve neighborhood issues with
18 the City in positive and proactive ways.
- 19 **Strategy CC-13.7** Partner with neighborhoods and artists to incorporate are and interactive
20 amenities which serve to build and strengthen connections between residents, the
21 City, and with each other.
22 □ □ □
- 23 **Policy CC-13.3** Bring community members, organizations and neighborhoods together to partner and
24 support community events and activities and improve communication of community
25 resources.
26 □ □ □
- 27 **Strategy CC-13.8** Update policies to encourage neighborhood events and activities to enhance
28 community image/price and create a sense of place.
- 29 **Strategy CC-13.9** Support and promote art and cultural events, cross-cultural activities, and other
30 programs that network community members.
- 31 **Strategy CC-13.10** Expand intergenerational programs that support aging residents.
- 32 **Strategy CC-13.11** Support communications of community resources, services and events that
33 expand the reach to diverse communications.
- 34 **Strategy CC-13.12** Identify and support target groups and populations that grow of out community
35 need.

37 **ARTS, CULTURE & EQUITY**

38 Lynnwood has a very diverse community consisting of many different cultures, ethnicities, and races.
39 With this diversity, there are varying levels of lifestyle and backgrounds, all of which contribute to the
40 richness of the community. The City of Lynnwood encourages the engagement of all citizens to help
41 understand and explore the diverse backgrounds that make up the community. This is accomplished

1 through city-wide and neighborhood events, heritage and cultural events, and civic engagement
 2 opportunities.

3 In addition to ethnic and cultural diversity, the City also strives to become a cultural arts community by
 4 advocating for cultural arts through performing, visual and literary arts as well as public art displayed in
 5 public and private spaces. The City is fortunate to have several meaningful arts programs for the
 6 community to enjoy, including Shakespeare in the Park, an extensive public art collection at a variety of
 7 parks and public buildings, and art galleries at City Hall, Recreation Center, Lynnwood Convention
 8 Center Art Gallery and the Edmonds Community College Blackbox Theater. All of these cultural
 9 opportunities are provided by the efforts of community members, the arts community, and the City’s Arts
 10 Commission, which is actively involved in supporting the arts to enrich the quality of life in Lynnwood.

11 People value and enjoy their leisure time, and the cultural arts are important elements in the lives of
 12 many. As Lynnwood grows, there will be an increased demand for affordable cultural opportunities close
 13 to home. It will be increasingly important to plan for facilities and programs that support and promote the
 14 cultural arts.

GOAL 14: Arts & Cultural Resources	Support universal access to diverse arts to enrich our community’s quality of life and economic vitality.
---	---

15
 16 **BUILDING COMMUNITY**

17 **Policy CC-14.1** Improve the quality of life in our City by promoting, preserving and sustaining the
 18 cultural arts. The arts are a catalyst for social interaction and creativity. By
 19 promoting and preserving the arts, and by identifying the resources needed to create
 20 and sustain a vibrant cultural community, we seek to enhance the quality of life for
 21 residents and visitors of Lynnwood and the South Snohomish County region.

22 **Policy CC-14.2** Promote and sustain a vibrant creative community, which is vital to economic
 23 vitality.

24 **Policy CC-14.3** Celebrate cultural heritage, develop a “sense of place,” and provide social gathering
 25 spaces and events that are stabilizing and strengthening elements in creating a strong
 26 sense of community identity. As cultural voices, the arts play an important role in
 27 defining who we are.

28 **Policy CC-14.4** The Arts Commission will collaborate with other commissions and civic
 29 organizations to enhance the preservation of Lynnwood’s cultural heritage and
 30 history.



32 **Strategy CC-14.1** Support cultural tourism as a means of educating visitors about the cultural
 33 history of Lynnwood.

34 **Strategy CC-14.2** Partner with neighborhoods to facilitate design charrettes aimed at identifying
 35 Lynnwood’s unique neighborhood and district identities. Encourage and provide
 36 resources for neighborhoods to develop a neighbor community and identity.

37 **Strategy CC-14.3** Develop strategies to ensure stable funding and growth of city-provided arts
 38 staffing and quality programs, performances and exhibitions.

- 1 **Strategy CC-14.4** Encourage participation from the private and business sectors to provide art for
- 2 display in public places.
- 3 **Strategy CC-14.5** Provide accessible and affordable art activities and events for all ages.
- 4 **Strategy CC-14.6** Create, maintain and promote galleries spaces throughout the city.
- 5 **Strategy CC-14.7** Incorporate an artistic design to way-finding signage and maps.
- 6 **Strategy CC-14.8** Include an artistic urban design in city streetscapes, gateways, corridors, and
- 7 neighborhoods.
- 8 **Strategy CC-14.9** Advocate for a healthier community through use of art such as creative displays,
- 9 dance activities, and active arts programs.
- 10 **Strategy CC-14.10** Advocate for and participate in the planning and design of a possible regional
- 11 performing arts center.

OPENNESS & INCLUSION

- 13 **Policy CC-14.5** Ensure city publications about arts program are available in a variety of languages to
- 14 encourage participation.
- 15 **Policy CC-14.6** Prioritize amenities and programs that are multi-cultural in nature as well as
- 16 available, affordable and accessible.
- 17 **Policy CC-14.7** Expand the public art collection to include pieces and programs that represent the
- 18 cultural diversity of Lynnwood.
- 19 □ □ □
- 20 **Strategy CC-14.11** Actively look for opportunities to collaborate with the Human Services
- 21 Commission, Diversity Commission and local organizations to ensure that the
- 22 City’s arts program is meeting the needs of Lynnwood’s diverse communities.
- 23 **Strategy CC-14.12** Provide opportunities for educating residents about different ethnic arts and
- 24 cultural traditions, and for building multicultural understanding.

ARTS OPPORTUNITIES

- 27 **Policy CC-14.8** Advocate for visual and performing arts opportunities in existing and proposed
- 28 facilities.
- 29 **Policy CC-14.9** Connect with artists and serve as a resource for artists to local opportunities and
- 30 events.
- 31 **Policy CC-14.10** Encourage City investments in arts and provide incentives to business to fund and
- 32 collaborate on art projects and programs.
- 33 **Policy CC-14.11** Maintain and expand the public arts purchasing program, including increasing the
- 34 number of art pieces displayed throughout Lynnwood.
- 35 □ □ □
- 36 **Strategy CC-14.13** Provide and encourage interactive public art displays on City properties and
- 37 throughout Lynnwood.
- 38
- 39 **Strategy CC-14.14** Increase public awareness of the role and work of the Arts Commission.
- 40

- 1 **Strategy CC-14.15** Increase public awareness of cultural arts programs and services through media,
2 use of new technology, City publications, community partnerships, and increased
3 accessibility to public art.
4
- 5 **Strategy CC-14.16** Encourage planning, review and oversight to provide sufficient opportunities and
6 facilities which encourage and support local artists in developing and presenting
7 their work.
8
- 9 **Strategy CC-14.17** Increase access and exposure to a variety of cultural arts by activating used
10 spaces and encouraging businesses to host art programs.
11
- 12 **Strategy CC-14.18** Provide free art activities for all ages at public events.

ARTS EDUCATION

- 14 **Policy CC-14.12** A key role of the Arts Commission is to advocate for lifelong learning in creativity
15 and the arts.
- 16 **Policy CC-14.13** Expand partnerships and collaborations for cultural opportunities (i.e. Edmonds
17 Community College, Edmonds School District, other jurisdictions, and Sno-Isle
18 Library) to present quality arts programs and performances to the community.
- 19 **Policy CC-14.14** Provide opportunities for citizens of all ages to participate in a variety of creative and
20 artistic endeavors such as afterschool programs, recreational classes, popup drawing
21 jams or senior programs.
22 □ □ □
- 23 **Strategy CC-14.19** Encourage artists to engage with the community through lecture series,
24 receptions and residency programs.
25
- 26 **Strategy CC-14.20** Create family-orientated art projects, performances and exhibits.
27
- 28 **Strategy CC-14.21** Advocate for arts opportunities in existing and proposed facilities.
29
- 30 **Strategy CC-14.22** Create a partnership or platform similar to the creative advantage model in
31 Seattle.
32

CULTURAL HERITAGE

- 34 **Policy CC-14.15** Create opportunities that create and preserve the diversity and cultural heritage of
35 Lynnwood.
36 □ □ □
- 37 **Strategy CC-14.23** Connect and partner with neighborhood, community, educational, business and
38 social services groups and organizations.
- 39 **Strategy CC-14.24** Help facilitate city-wide, neighborhood and community events, which include
40 opportunities for heritage and cultural events.

- 1 **Strategy CC-14.25** Support programs which engage citizens and community leaders in a holistic
- 2 approach including dialogue, education, and training about diversity issues.
- 3 **Strategy CC-14.26** Provide additional opportunities for citizens to become involved in city programs
- 4 and events through promotions and advisory body advocacy.

EQUITY & INCLUSION

- 6 **Policy CC-14.16** Develop, implement and assess City Department goals, objectives, policies and
- 7 procedures that improve equity in City operations and develops a workforce more
- 8 representative of the diversity of the community.
- 9 **Policy CC-14.17** Support the development of a City of Lynnwood Equity & Inclusion Plan.
- 10 **Policy CC-14.18** Increase awareness of City operations to all backgrounds and cultures within the city.
- 11 **Policy CC-14.19** City elected officials and City employees shall take an active role in ongoing equity
- 12 and inclusion efforts in the community.
- 13 **Policy CC-14.20** Develop internal policies that reflect a value for equity and the diverse needs of
- 14 citizens.

HISTORIC PRESERVATION

Lynnwood has a long and diverse heritage that began with Coast Salish migratory patterns through the area to logging and truck farms in the late 1800's leaving stump farms that evolved into truck farms and eventually into the transportation and retail hub of today. Preservation and recognition of historical resources will help give residents a stronger "sense of place." Protection and recognition of sites and educational programs will be the focus of preservation efforts in the City over the next 20 years, since many of its remaining historical resources are under development pressures. In order to achieve these ideas, the City will need to do the following:

- Identify and protect archaeological and historic resources within Lynnwood in order to comply with state and federal regulations.
- Provide incentives to private owners for preservation, restoration and use of historic sites.
- Seek both public and private funding for restoration and enhancement of historical resources.
- Recognize significant historical sites.

It is likely that additional needs may be identified and the user demands/priorities may change following adoption of this new Community Character Element. Future changes will be reviewed and appropriate adjustments made through the City's annual plan review and amendment process.

**GOAL 15:
Heritage
Resources**

Connect community members to the history and heritage of Lynnwood to build a positive sense of place.

PARTNERSHIP

- 35 **Policy CC-15.1** Collaborate with community partners to collect and promote the history and heritage
- 36 of Lynnwood.

1 **Policy CC-15.2** Work closely with the Alderwood Manor Heritage Association, Historical
 2 Commission, Sno-Isle Geneological Society, League of Snohomish County Heritage
 3 Organizations, Heritage Park Partners Advisory Committee, Lynnwood Parks and
 4 Recreation Foundation, Arts Commission, Parks and Recreation Board and other
 5 heritage organizations in south Snohomish County to foster knowledge and
 6 appreciation of our historical resources.



8 **Strategy CC-15.1** Expand programs through active engagement at Heritage Park and the Lynnwood
 9 Library

10 **Strategy CC-15.2** Develop “history of the areas” learning material, including interactive material
 11 (e.g. Lego trolley kit)

12 **Strategy CC-15.3** Establish / Enhance history & heritage web content

13 **Strategy CC-15.4** Develop Interurban Trail interpretive signs & markers

14 **Strategy CC-15.5** Strengthen volunteer programs (e.g. docents, park clean-up events)

15 **Strategy CC-15.6** Include historic elements in Lynnwood construction projects (e.g. Sound Transit,
 16 private developers)

17 **Strategy CC-15.7** Participate with other local, county, state and national historical organizations to
 18 educate the community about the value of local cultural and historical resources
 19 through educational and informational exhibits, brochures, events and the
 20 website.

22 **HISTORIC RECOGNITION**

23 **Policy CC-15.3** Identify culturally and historically significant resources and sites within the City of
 24 Lynnwood.

25 **Policy CC-15.4** Develop a historic registry program and pursue registry of historic sites and
 26 structures.

27 **Policy CC-15.5** Continue to develop, maintain, and preserve historical buildings, structures, artifacts,
 28 and items of historic or cultural significant at Heritage Park for display,
 29 demonstration, and through exhibits (i.e. restoration of the water tower,
 30 demonstration gardens, complete the trolley tracks, and complete the Wickers
 31 Museum).

32 **Policy CC-15.6** Commemorate Lynnwood’s history with signage, plaques and other projects (i.e.
 33 Interurban Trail, neon signs, or historic street sign program).



35 **Strategy CC-15.8** Provide information that interprets the history of the Lynnwood/Alderwood
 36 Manor area, including historical displays, programs, activities, museum
 37 programming and interpretive signage.

38 **Strategy CC-15.9** Provide ways to recognize property owners, including an annual event, including
 39 certificates of recognition and landmark plaques for those who rehabilitate,
 40 restore, retain or reproduce historical elements of their properties.

41
 42

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40

PRESERVATION

Policy CC-15.7 Advocate to preserve nature, parks, sites, buildings, and artifacts, and for City policies and legislations that are informed by an understanding of history and heritage.



Strategy CC-15.10 Renovate/restore the Water Tower at Heritage Park to be used as a working demonstration, classroom and rental facility.

Strategy CC-15.11 Develop a playground at Heritage Park to attract more visitors to the park that fits with the overall historic theme of the park.

Strategy CC-15.12 Issue a public call for historic photos and items for scanning and cataloging. Archive, digitize, catalogue, and annotate historic documents and photos and make publicly available

Strategy CC-15.13 Create Pocket Parks or Plazas near historic landmarks to create community gatherings spaces with interpretive signage and/or art.

Strategy CC-15.14 Restore and display historic neon signs in an exhibit to honor Lynnwood’s mid-century transportation days.

Strategy CC-15.15 Enhance and create green belts and parks

Strategy CC-15.16 Protect creeks and watershed areas



Policy CC-15.8 The City will take an active role in the preservation and restoration of historic elements including sites and/or buildings in the community, including their display as applicable, while ensuring that they remain accessible to the community



Strategy CC-15.17 Provide incentives through the historical preservation program such as utilization of the state special property tax valuation, partial income tax write-off for restoration and relaxation of Zoning Code standards to encourage property owners to rehabilitate, restore, retain or reproduce historical elements of their properties.

Strategy CC-15.18 Establish a Preservation Endowment Fund to support City-led acquisition and preservation of historic sites and/or buildings.



Policy CC-15.9 Develop a program to protect and preserve significant historical resources and sites and resolve conflicts between the preservation of cultural and historical resources and future land uses.



Strategy CC-15.19 Utilize State Environmental Policy Act (SEPA) requirements to evaluate the impacts of proposals on historical resources.

Evaluate transportation improvement projects and plans, through SEPA to determine their impact on significant cultural and historical resources of the City.

- 1 Evaluate capital projects, plans and programs through SEPA to determine their impact to significant
- 2 cultural and historical resources of the City.
- 3 Evaluate utility system expansion and reconstruction through SEPA to determine impacts to culturally
- 4 and historically significant resources in the City.
- 5 A register of historically significant structures and sites should be established so SEPA review of such
- 6 structures would be required before redevelopment could occur per WAC 197-11-800(2)(f).

9 **SUSTAINABILITY**

10 A sustainable community is one that can meet the needs of the present population without compromising
 11 the ability of future generations to meet their own
 12 needs. Decisions made today by individuals and
 13 the business community will play a large role on
 14 what happens in the future. Decision makers at
 15 the state and local level will make an impact on
 16 whether sustainability will have a positive effect
 17 on the communities they serve.



18 Sustainable cities are places where people enjoy
 19 living, working, recreating and doing business.
 20 Sustainability plays a large role in driving jobs
 21 and services where the environment and public
 22 health is protected. Sustainable communities
 23 support walkability and access to transit. In order
 24 to be a truly sustainable community, residents and
 25 businesses must change their traditional practices
 26 and seek to reduce consumption of renewable and non-renewable resources, reduce waste and pollution
 27 and protect the environment. Most of the resources we use are not renewable, and therefore a community
 28 must either find ways to conserve these resources or modify their behaviors and actions.

29 Sustainability is a critical part of Lynnwood’s future. A focus on green technologies, working with local
 30 agencies and service providers, and reevaluating the City’s practices are just some of the ways
 31 sustainability can be achieved over time.

32 The Sustainability section of the Community Character Element establishes the basis to promote, strive
 33 for, and commit to the goal of becoming a sustainable community. It is the goal of the City to collaborate
 34 with the community and its partners to create a “Sustainable Lynnwood.”

35 **PLANNING CONTEXT**

36 Sustainability is a very broad concept and principle. While the effective range of influence that a
 37 community can have on sustainability is considerable, we will be most effective by focusing on a narrow
 38 set of objectives: city operations; green buildings and neighborhoods; energy conservation; transportation;
 39 environment; and waste reduction and recycling. At the same time, the city can adopt the basic
 40 framework of sustainability as guideposts for its operations and decisions. The elements of this
 41 framework are addressed in more detail below.

42

1 **WASHINGTON STATE GOVERNMENT RESPONSE**

2 While the federal government has been slow in responding to the challenge of global climate change,
 3 many state governments – including Washington – have launched serious programs aimed at mitigating
 4 greenhouse gas (GHG) emissions and adapting to climate change impacts.

5 Governor’s Climate Legislative and Executive Workgroup (CLEW)

6 On April 2, 2013, Governor Jay Inslee signed Engrossed Second Substitute Senate Bill 5802 (E2SSB
 7 5802) creating the Climate Legislative and Executive Workgroup. The Workgroup is charged with
 8 recommending a state program of actions and policies to reduce GHG emissions. In the bill, the newly
 9 created workgroup is ordered to prepare an evaluation of approaches to reducing greenhouse gas
 10 emissions. This initial evaluation report was completed in October 2013, with the following five
 11 programs proposed to be developed and implemented in Washington:

- 12 1. A cap on carbon pollution emissions, focusing on larger emissions sectors such as
 13 transportation, buildings and electricity.
- 14 2. Adopt measures to reduce use of electricity generated by coal-powered facilities in other
 15 states.
- 16 3. Establish an energy smart building program to include promotion of new financing,
 17 incentives and support.
- 18 4. Take actions to help finance the use of clean energy to include dedicated and sustained
 19 funding to help research institutions, utilities and businesses develop, demonstrate and deploy
 20 new renewable energy and energy-efficient technologies.
- 21 5. Adopt measures that will modernize our system for transporting goods and people by
 22 increasing efficiency and reducing costs and emissions. Land use plans should incorporate
 23 climate change considerations and better connect land use and transportation plans.

24 Carbon Emissions Reduction Taskforce (CERT)

25 The Carbon Emissions Reduction Taskforce (CERT) was a limited-time taskforce established by
 26 Governor Inslee in 2014. The taskforce was comprised of 21 leaders from business, labor, health and
 27 public interest organizations, and provided recommendations to the governor on design and
 28 implementation of a market-based pollution program. The governor directed the taskforce to consider
 29 measures to offset costs to consumers and businesses, and to design strategies to help energy-intensive
 30 industries transition from carbon-based energy sources.

31 Washington’s Growth Management Act (GMA)

32 While the GMA does not directly address the issue of climate change, several broad GMA goals –
 33 reducing sprawl, encouraging efficient multimodal transportation systems, preserving agricultural and
 34 resource land, and protecting the environment – are common to most climate change action plans.

35 Washington State Department of Ecology Green Building

36 Department of Ecology’s Green Building Group provides technical assistance and educational resources
 37 to local and state governments, not-for-profit organizations, and Washington residents and businesses to
 38 support green building efforts. The Green Building Group is working to reach goals outlined in the Green
 39 Building Initiative of the Beyond Waste Plan, Washington’s strategy for managing hazardous and solid
 40 waste.

41 Projects that receive state funding shall be built to one of three green building standards, depending on the
 42 structure; Evergreen Sustainable Development Standard for Affordable Housing, Leadership in Energy
 43 and Environmental Design (LEED), or the Washington Sustainable Schools Protocol.

1 Washington State Department of Ecology Climate Change

2 Governor Inslee released a package of proposals to reduce carbon pollution and transition to clean in
3 2014. A key action of this package is the Carbon Pollution Accountability Act, which would require
4 larger emitters of greenhouse gasses to gradually reduce emissions, starting July 2016, to meet the State’s
5 statutory emission limits. More information is available at the Department of Ecology’s Climate Change
6 webpage.

7 **LYNNWOOD’S ROLE IN ENERGY & SUSTAINABILITY**

8 What can the City of Lynnwood, or any other community, do to help meet the climate change challenge?
9 Local government has a crucial role in guiding communities through the kinds of changes needed to slow
10 and eventually stabilize GHG emissions. Transportation and buildings are the two largest contributors to
11 GHG emissions. While state and federal governments can do their part by mandating higher efficiency
12 standards for vehicles and appliances, providing higher funding levels for transit, and supporting
13 development of alternative energy sources, these policies are only half-measures without complementary
14 changes in locally controlled land use patterns, building codes, and infrastructure that allow these larger
15 initiatives to have real impact.

16 **WHAT HAS LYNNWOOD DONE WITH REGARD TO SUSTAINABILITY?**

17 Our City has made some wise investments and decisions in the past few years in recognition of its
18 responsibility to reduce energy consumption and begin planning for climate change. By participating in
19 the Washington State Department of Enterprise Service’s Energy Services contracting program, and
20 requesting energy grant funding from the Washington State Department of Commerce, the City is able to
21 make several investments in energy-efficient technologies, with annual estimated savings in excess of
22 \$50,000:

- 23 ▪ City Recreation Center (City’s first LEED Silver Certified Building) (2011)
- 24 ▪ Replace inefficient lighting in street lights and city building exterior lamps with LEDs (2015-16)
- 25 ▪ Replace dewatering centrifuges with a low-power screw press at the Wastewater Treatment Plant
26 (2014)
- 27 ▪ Update pumps at the three wastewater lift stations with more energy efficient models (2015-16)
- 28 ▪ Update lighting and HVAC systems in the library and civic center complex (2015-16)

29 The City is also programmatically reducing energy consumption through the following:

- 30 ▪ Use outside air during cold winter days to cool servers and network equipment in the data center
- 31 ▪ Install and maintain citywide remote sensing and central control capabilities for the traffic signal
32 system and the utilities (water, wastewater, and stormwater) system to:
 - 33 ○ Optimize roadway capacity, shorten travel times, and reduce fuel consumption
 - 34 ○ Reduce response and resolution time by continuously monitoring service equipment and
35 receive immediate notification when problems arise. For the traffic system, this reduces
36 fuel consumed by vehicles queued in front of malfunctioning traffic signals. For the
37 utilities system, this reduces times when equipment may be using extra power to
38 compensate for a malfunction or broken component
 - 39 ○ Automatically adjust on/off frequency duration of pump cycles at reservoirs according to
40 smaller changes in random demand so pumps use less power

1 While Lynnwood’s Comprehensive Plan has recognized and responded to a number of sustainability
 2 issues, it has lacked a comprehensive approach to energy issues. In 2006, the City was awarded a
 3 \$30,000 grant for the development of an Energy Element. While this grant, a first for Community, Trade
 4 and Economic Development (CTED), was able to underwrite the development of an initial energy
 5 inventory and explore policy options, matching city resources remain insufficient to either complete the
 6 inventory or fully develop a model element.
 7

**GOAL 16:
Sustainable
City**

Fully embrace sustainability as a key strategic principle providing direction and focus for current and future critical city decisions.

Subgoal CC-4: The City will seek to establish practices through responsible community leadership and government.

11 **Policy CC-16.1** As long term goals, the City should consider establishing a Sustainability
 12 Commission whose main purpose would be to foster the development of a
 13 Sustainable City Action Plan which focuses on tangible goals and policies that will
 14 help guide the City to establish green buildings, infrastructure and programs while
 15 fostering a sense of community.

16 **Policy CC-16.2** Partner with Edmonds Community College and other organizations to facilitate the
 17 identification, evaluation, and implementation of sustainable measures by the City.

18 **Policy CC-16.3** Consider Smart Growth principles as adopted by the Smart Growth Network for
 19 design and development of Lynnwood. Principles may include mixing land uses,
 20 compact building design, creating walkable neighborhoods, preservation of open
 21 spaces and critical areas, facilitating a variety of transportation choices, and
 22 collaborating with the community stakeholders in community planning and
 23 development decisions.

Subgoal CC-6: Incorporate Sustainability principles into City operations and capital projects.

25 **Policy CC-16.4** Operational plans should incorporate sustainability principles through the
 26 implementation of best management practices and energy-saving policies. Examples
 27 of such operational plans include:

- Stormwater management
- Water and wastewater utility infrastructure
- Transportation infrastructure and traffic management
- Parks and recreation facilities
- Other capital facilities

33 **Policy CC-16.5** The City should consider requiring all new vehicles to be replaced with fuel-efficient
 34 vehicles, utilizing alternative fuels such as compressed natural gas (CNG), electric,
 35 hybrid, biodiesel and propane.

36 **Policy CC-16.6** Consider future replacement of all street sweeping vehicles from diesel fuel sources
 37 to alternative fuels, such as electric-powered or liquefied natural gas (LNG).

38 **Policy CC-16.7** Update lighting and HVAC systems in all City operated facilities.

- 1 **Policy CC-16.8** Utilize sustainable principles and practices at the City’s parks, golf course, and open
2 spaces, such as water conservation, grasscycling, recycling and pest and weed
3 management.
- 4 **Policy CC-16.9** The City should consider implementing an Environmentally Preferable Purchasing
5 Policy, designed to encourage purchasing of locally manufactured and produced
6 products and services which reduce toxicity, conserve natural resources, materials,
7 and energy, and maximize recyclability.
- 8 **Policy CC-16.10** Consider implementation of a sustainable office and supply program, substituting
9 non-green office furniture and products for green products.
- 10 **Policy CC-16.11** The City should develop a Shop Green program to educate consumers about green
11 products and where to purchase them.
- 12 **Policy CC-16.12** Establish City purchasing guidelines that require the purchase of reusable and/or
13 recycled products and require City operations to participate in take-back programs
14 where available.

GOAL 17: Sustainable Community	Support a healthy community and environment through citizen involvement and fostering partnerships with local business, community groups and agencies.
---	--

15
16 **Subgoal CC-5: Support local food programs and healthy-living initiatives.**

- 17 **Policy CC-17.1** Develop incentives that support local food production and processing to reduce
18 energy use, increase food security and provide a healthy, local food supply.
- 19 **Policy CC-17.2** Support the development of a community garden (“pea patch”) program throughout
20 the City, which helps foster a green community and serves as small scale, sustainable
21 farming in an urban setting.
- 22 **Policy CC-17.3** Continue to support sustainable food production methods, such as the allowance of
23 chickens and goats.
- 24 **Policy CC-17.4** Along with community-based partners, establish a “Shop Local” campaign, designed
25 to educate and encourage residents to spend their money locally, which in turn
26 supports City services and programs and creates and supports local jobs. In addition
27 to financial benefits, shopping locally reduces vehicle miles travelled, reducing
28 emissions and the carbon footprint.
- 29 **Policy CC-17.5** Creating pedestrian and bicycle friendly corridors, trails and pathways that encourage
30 non-vehicle trips and active living.

31 **Subgoal CC-6: Protect environmental resources and reduce environmental impacts through**
32 **community education and partnerships with local agencies.**

- 33 **Policy CC-17.6** Continue to maintain the City’s designation as a “Tree City USA” community to
34 protect and support sustainable urban forests.
- 35 **Policy CC-17.7** Actively promote tree planting in parks, open spaces and private properties to further
36 enhance and support Lynnwood as a “Tree City.”
- 37 **Policy CC-17.8** Advocate native planting demonstration programs that teach residents and property
38 owners the value of planting vegetation native to the Northwest.

- 1 **Policy CC-17.9** For vacant city-owned lots, consider implementing interim green uses such as
- 2 community gardens.
- 3 **Policy CC-17.10** Support green neighborhood initiatives and education, such as tree plantings,
- 4 neighborhood cleanup days, community gardens, native meadow / field ground cover
- 5 plantings and educational seminars.
- 6 **Policy CC-17.11** Encourage residents to install landscaping that is less water dependent and drought
- 7 tolerant to reduce the consumption of water.
- 8 **Policy CC-17.12** Work with Edmonds School District and Edmonds Community College students to
- 9 establish and maintain community gardens.
- 10 **Policy CC-17.13** Through educational efforts sponsored by the Edmonds Community College,
- 11 encourage the removal of water intensive landscaping and replace with native,
- 12 drought-tolerant and/or edible landscapes on private properties. For City properties,
- 13 including City road widening projects where medians and or additional right-of-way
- 14 will need to be landscaped, encourage low water/low maintenance landscaping.
- 15 **Policy CC-17.14** Work with Snohomish PUD and other utilities that own surplus land to plant native
- 16 vegetation and help green rights-of-way.
- 17 **Policy CC-17.15** Support efforts by Puget SoundCorps, whose crews work on critical projects to help
- 18 restore and protect Puget Sound through a variety of work activities, including
- 19 restoring habitat areas at toxic cleanup sites, repairing stream and streamside habitat
- 20 damaged by unlawful uses of public lands, removing invasive species and conducting
- 21 educational activities that help support the Puget Sound Partnership.
- 22 **Policy CC-17.16** Promote green business practices that include goals and strategies for waste
- 23 reduction, energy efficiency, water conservation, green purchasing, etc. Also
- 24 encourage the formation of a local green business network to share information and
- 25 promote green business practices.

**GOAL 18:
Sustainable
Built
Environment**

Minimize the impact to the community by creating a built environment that incorporates sustainable construction, preserves and enhances buildings, and reduces dependency upon personal vehicles within the community.

Subgoal CC-7: Provide a safe, efficient and sustainable transportation system which provides a multi-modal network for all residents, respects the environment, and is consistent with land use policies that promotes economic vitality.

- 32 **Policy CC-18.1** Along with transit agency goals for alternative transportation options, support carpool
- 33 programs and car-sharing companies to reduce single-occupant vehicles and limit the
- 34 number of vehicles on local and regional roadways.
- 35 **Policy CC-18.2** Encourage alternative modes of transportation, such as biking, walking or electric
- 36 vehicles to reduce the City’s carbon emissions footprint.
- 37 **Policy CC-18.3** Continue to promote, expand and sustain the Pedestrian and Bicycle Skeleton System
- 38 to reduce vehicular use and promote a sustainable community.

- 1 **Policy CC-18.4** In collaboration with local biking groups, develop biking programs that educate and
2 inform residents about the benefits of biking in communities, such as Bike to Work
3 promotions.
- 4 **Policy CC-18.5** For neighborhoods adjacent to or along the Pedestrian and Bicycle Skeleton System,
5 incorporate traffic calming measures to promote pedestrian and bicyclist safety.
- 6 **Policy CC-18.6** Work with Community Transit to promote the Commute Trip Reduction program to
7 effectively reduce vehicle miles traveled and peak-period congestion..
- 8 **Policy CC-18.7** Support Community Transit’s implementation of its Long Range Transit Plan which
9 encourages bus ridership, expansion of Bus Rapid Transit (BRT) Swift Line and the
10 Commute Trip Reduction (CTR) program to continue the reduction of single-
11 occupant vehicle trips.
- 12 **Policy CC-18.8** New residential developments should be required to provide pedestrian connections
13 through blocks, where feasible, to improve connectivity and increase walkability of
14 the community.
- 15 **Policy CC-18.9** Consider a pilot “green streets” project that showcases low-impact development
16 techniques that emphasize sustainability through stormwater collection, drought
17 tolerant landscaping, pervious paving, and recycled materials. If successful, consider
18 expanded application of green streets measures.
- 19 **Subgoal CC-8: Promote green development standards and seek ways to preserve and rehabilitate**
20 **existing structures to meet green standards.**
- 21 **Policy CC-18.10** At a minimum, City buildings should be built or renovated to Leadership in Energy
22 and Environmental Design (LEED) Silver criteria (or equivalent). LEED
23 certification will only be required for those buildings specified by City Council.
- 24 **Policy CC-18.11** Historic buildings and structures within the City should be saved whenever feasible
25 and economically viable in order to encourage adaptive reuse of these facilities. In
26 cases when structures are no longer usable, materials should be reused for new
27 construction.
- 28 **Policy CC-18.12** Continue to concentrate compact, mixed-use, walkable transit-oriented centers,
29 specifically within the Regional Growth Center (which includes City Center), along
30 Highway 99, around Alderwood Mall and within the College Mixed-Use District.
- 31 **Policy CC-18.13** Work with green-building organizations such as “Built Green Washington” to
32 promote environmentally responsible building and construction.
- 33 **Policy CC-18.14** Encourage Lynnwood residents and business owners to invest in efficient building
34 practices, energy retrofits, weatherization and renewable energy systems for homes
35 and businesses through progressive code application and administration
- 36 **Policy CC-18.15** Where appropriate and feasible, install or replace non-pervious surfaces with
37 pervious materials (i.e. sidewalks, driveways, parking lots).
- 38 **Policy CC-18.16** Continue to update development standards to allow or require low impact
39 development standards such as infiltration of stormwater, bioswales, green roofs, rain
40 gardens or other established Best Management Practices (BMPs).
- 41 **Policy CC-18.17** Explore the use of sustainability rating systems to evaluate performance for land
42 development projects within the City, such as public buildings and parks, private
43 office buildings, office and industrial parks, streetscapes and plazas, roadway and

1 transportation infrastructure projects, residential and commercial developments and
 2 public and private school campuses.

**GOAL 19:
 Energy and
 Waste
 Reduction**

Reduce Lynnwood’s energy dependency and solid waste impact by exploring and investing in sustainable energy technology and effective waste reduction measures.

Subgoal CC-9: Ensure all of the City of Lynnwood’s operational needs are met through energy efficiency, conservation and renewable energy resources.

6 **Policy CC-19.1** The City should establish achievable energy conservation targets for all City-owned
 7 facilities. The City should find ways to reduce energy consumption in all existing
 8 buildings owned by the City.

9 **Policy CC-19.2** The City should support Snohomish County PUD’s “Planet Power” and “Solar
 10 Express” programs, voluntary programs which help fund the development of green
 11 and renewable energy sources such as solar.

12 **Policy CC-19.3** Energy saving measures for City streets should be implemented, such as the
 13 conversion of street lighting to LED or other efficient technologies.

14 **Policy CC-19.4** Support local alternative fueling stations for both City and public use.

15 **Policy CC-19.5** City should consider implementing an energy audit incentive program, which
 16 encourages and educates home and business owners as a way to increase energy
 17 efficiency in buildings.

18 **Policy CC-19.6** Support a renewable energy program which encourages the use of renewable energy
 19 technologies, such as solar electricity, solar hot water, biogas, and geothermal heating
 20 and encourage replacement of inefficient home or commercial heating systems.

21 **Policy CC-19.7** New City buildings or additions over 10,000 square feet will require placement of
 22 electric vehicle infrastructure (Level 1).

Subgoal CC-10: Reduce waste and increase recycling in the city through increased awareness and promoting concepts such as reduce, reuse, and recycle.

25 **Policy CC-19.8** Implement Citywide program to educate home and business owners of the
 26 importance of waste and recycling collection. Encourage businesses to implement
 27 practices to reduce waste and highly encourage reusable or recyclable products when
 28 feasible.

29 **Policy CC-19.9** Increase awareness and promote the U.S. Environmental Protection Agency’s
 30 Reduce, Reuse, Recycle campaign, both in schools and in the community.

31 **Policy CC-19.10** Develop a Citywide public education campaign to reduce litter and waste by
 32 promoting the use of reusable products rather than disposable products (grocery bags,
 33 water bottles, utensils, etc.).

34 **Policy CC-19.11** Continue to support Citywide cleanup events, such as hazardous waste and yard
 35 cleanup events.

36 **Policy CC-19.12** A City-wide waste reduction and recycling program should be implemented for all
 37 City facilities. This may include but not limited to recycling, composting, reduction

1 of paper, or banning the use of disposable (single-use) items at City facilities and
 2 sponsored functions.

3

**GOAL 20:
Climate
Change**

Establish an ongoing effort to address effects of climate change and collaborate with citizens and businesses to reduce local impacts.

4

Subgoal CC-11: Develop a Lynnwood Climate Action Plan (CAP), a comprehensive, community-wide plan that identifies programs and actions to reduce greenhouse gas emissions and supports the State’s efforts in addressing climate change.

8 **Policy CC-20.1** The CAP shall be developed through the leadership of the Executive and Community
 9 Development Departments, in collaboration with other City departments.

10 **Policy CC-20.2** The CAP shall identify programs and actions to reduce environmental impacts and
 11 create a sustainable community. Measurable goals and actions shall address sectors
 12 such as buildings, transportation, energy, green economy, environment, water and
 13 waste reduction.

14 **Policy CC-20.3** The Mayor shall establish a “Green Team” consisting of at least one representative
 15 from each department. Members of the Green Team, working with their
 16 departments, shall be responsible for the development and review of measures for
 17 incorporation into the CAP.

18 **Policy CC-20.4** The Mayor shall appoint a Green Ribbon Task Force to guide the development of the
 19 CAP. This effort will be jointly coordinated by the Community Development and
 20 Economic Development departments.



21

This page intentionally blank.

4 ECONOMIC DEVELOPMENT

INTRODUCTION

The Economic Development Element is one of the mandatory elements for comprehensive plans.

The Growth Management Act includes thirteen goals that must be considered when updating the Comprehensive Plan. Consideration of these goals ensures that our local plans and policies are consistent with State goals. The following goals relate mostly to the Economic Development Element:

Goal 1. Urban Growth: Encourage development in urban areas where adequate public facilities/services exist or can be provided in an efficient manner.

Goal 3: Transportation: Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Goal 4: Housing: Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Goal 5: Economic Development: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Goal 7: Permits: Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.

Goal 12: Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Goal 13. Historic Preservation: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

ECONOMIC DEVELOPMENT ACTION PLAN

The Economic Development Element will help the City include economic considerations in day-to-day planning and decision-making. The economic goals, strategies and activities provide the direction for economic development. This direction will be adjusted in response to changing circumstances. In addition to the Comprehensive Plan and its Background Report, an Economic Development Profile and Key Issues report has been prepared to provide current economic data and projected future economic trends.

The Economic Development Action Plan, 2015-2020, updates the City's first Economic Development Action Plan, adopted on November 22, 2005. To assist in preparing this update, Mayor Nicola Smith convened an Economic Development Advisory Group (EDAG) on March 10, 2014. The EDAG served as a dedicated group of community volunteers whose engagement, energy, and enthusiasm was instrumental in developing this Plan. The Lynnwood Chamber of Commerce, and the City of Lynnwood Arts Commission, Parks and Recreation Commission, and Planning Commission all gave input on the

1 Plan. The goals, strategies and actions within the Plan as recommended by the EDAG reflect the
 2 consensus achieved through these discussions and deliberations. The City values the participation of our
 3 many volunteers as we strived to make Lynnwood a great deal more.

4 **STRATEGIC THEMES**

5 The Economic Development Action Plan was informed by the Economic Development Profile. The
 6 Economic Development Profile articulated a number of themes that emerged from the data and analyses
 7 to inform the development of Goals and Actions in the Plan.

- 8 **1. Accommodating Forecasted Growth:** Though the City is not expected to grow rapidly in
 9 population, the increasing presence of multifamily housing and the significant growth in
 10 Lynnwood’s potential annexation areas require the City to think strategically about where and
 11 how new growth can integrate into the existing fabric of its neighborhoods. New development
 12 can create powerful community assets.
- 13 **2. Harnessing the Power of a Diverse Community:** Ethnic restaurants, cultural festivals and
 14 international districts are just a few of the opportunities that diverse populations bring to the cities
 15 they live in. Lynnwood is already one of the more diverse communities in the region, with large
 16 populations of Asian and Mexican origin. As the City and the region continue to diversify,
 17 Lynnwood can work with its residents to develop a strong communal identity.
- 18 **3. Focus on Housing & Amenities That Attract New Workers & Residents:** While many
 19 Lynnwood residents find housing difficult to afford, housing is relatively affordable in Lynnwood
 20 when compared to the region. New housing projects can bring additional affordable units to
 21 Lynnwood, but developing mixed-income communities and attracting new residents that work in
 22 a diverse range of industries is the best long-term strategy for increasing prosperity for Lynnwood
 23 residents.
- 24 **4. Identifying Opportunities to Grow Mixed-use Centers:** Employment projections predict
 25 robust job growth in Lynnwood through 2040 and over 2,000 multifamily units are already in the
 26 development pipeline in Lynnwood and its Municipal Urban Growth Area. The City Center has
 27 significant untapped zoned capacity, giving Lynnwood a chance to bring new employers to the
 28 City and entice new workers to live near their place of employment.
- 29 **5. Diversification of the City’s Economic Base:** Services and Retail will remain a large part of
 30 Lynnwood’s economy, with the Services sector projected to grow faster than any other in the
 31 City. A limited uptick in Manufacturing in the area and the continued presence of office
 32 employment represent opportunities to further diversify the economic base in Lynnwood.
- 33 **6. The Changing Face of Retail:** New developments in Lynnwood—including Lynnwood Place,
 34 Lynnwood Crossroads and the City Center Senior Living Apartments—indicate that the real
 35 estate market favors walkable, mixed-use development. New amenities and capital
 36 improvements can help pave the way for new retail development, and Lynnwood’s development
 37 regulations should encourage this style of retail. Market metrics indicate that new retail
 38 development is feasible, with favorable lease and vacancy rates compared to Snohomish County.
- 39 **7. Capitalizing on Investments in Infrastructure:** Existing development activity in the City
 40 Center and the coming light rail station, scheduled for completion in 2023, present an opportunity
 41 to promote geographic diversity in the City’s employment, attract new employers, and decrease
 42 the negative externalities associated with commuting via personal automobile.

1 **INVENTORY AND EXISTING CONDITIONS**

2 The following inventory and existing conditions provide the data used to prepare the Economic
3 Development Element of the Comprehensive Plan.

4 **POPULATION & DENSITY**

5 Since its incorporation in 1959, Lynnwood has grown from a city of 6,000 in an area of three square miles
6 to over 36,000 people in more than 7 square miles. Edmonds and Mountlake Terrace lie adjacent to the
7 west and south; Lynnwood's Municipal Urban Growth Area (MUGA) is to the north and east. Growth in
8 land area has historically been tied to annexations.

9 Growth in land area and population have both slowed in recent decades. Population projections for
10 Lynnwood show slower growth than the region as a whole. At the same time, parts of Lynnwood's
11 Municipal Urban Growth Area are projected to grow rapidly. Lynnwood's housing density is moderate
12 when compared to the region. Single family neighborhoods are typical with multifamily housing
13 clustered east of Highway 99.

14 **AGE & EDUCATION**

15 Lynnwood's population is aging; residents aged 55+ account for a larger percent of all residents now than
16 in 2004. Since 2004, the 55+ age segment has grown by 23%. Compared with other areas in the region,
17 Lynnwood has the third highest percentage of total population comprised of those aged 55 and over
18 (behind Edmonds and Bellevue).

19 Fewer of Lynnwood's residents (27%) have a bachelor's degree or higher when compared with Edmonds
20 or Bothell (40%-50%). However, the share of Lynnwood residents who hold a bachelor's degree or
21 higher grew 21% from 2000, an increase that outpaces the 13% growth rate in the greater MSA.

22 **INCOME & DIVERSITY**

23 Lynnwood is ethnically and racially diverse, with growing Hispanic and Asian populations. Between
24 2000 and 2011 Lynnwood's non- white population increased 29%. Currently more than one-third of the
25 the largest non-white racial category at 18% of the population. Overall, 27% of Lynnwood's residents are
26 foreign-born. Nearly half come from Asia, and almost one-third come from the Americas (predominantly
27 from Mexico). Thirty-three percent of residents speak a language other than English at home, and Spanish
28 accounts for the largest portion of non-English languages spoken.

29 Lynnwood's Median Household Income of \$47,700 is lower than comparison cities. Median income is
30 less than 80% of the Area Median Income for the Seattle-Bellevue Fair Market Rent Area, which the U.S.
31 Department of Housing and Urban Development uses to determine eligibility for subsidized housing.

32 **WORKFORCE**

33 Lynnwood's workforce lives throughout the region; no single jurisdiction in the region houses more than
34 9% of Lynnwood's workers. Lynnwood residents tend to work in large, concentrated employment
35 centers on the east and west sides of Lake Washington, predominantly north of Interstate 90. Economic
36 development strategies should balance the needs of a workforce that commutes to the City from places
37 across the region, as well as the needs of residents who commute to regional employment centers.

38 **EMPLOYMENT AND WAGES**

39 Lynnwood is one of the larger job centers in Snohomish County, and the City is likely to grow in stature
40 as a regional employment center in the future. Jobs in Lynnwood are concentrated in Retail as well as the
41 fast-growing Service sector. Overall, Lynnwood's employment is poised to grow much faster than its
42 housing stock.

1 Lynnwood is a net job importer with a jobs-to-Housing ratio of 1.7, and is a significantly larger
 2 employment center than neighboring cities of Edmonds and Mountlake Terrace. More Retail jobs are
 3 located in Lynnwood than in any other jurisdiction within Snohomish County. The Retail sector accounts
 4 for 28% of total employment in Lynnwood. However, average annual retail wages are low at less than
 5 \$29,000 a year. Service sector jobs account for the largest portion (45%) of Lynnwood's employment,
 6 with annual average wages of \$38,000.

7 The Finance, Insurance and Real Estate (FIRE) sector which pays much higher wages than either Service
 8 or Retail, has lost about 500 jobs in Lynnwood since 2004. Currently FIRE accounts for 6% of the jobs
 9 in Lynnwood.

10 **FISCAL IMPACTS**

11 Lynnwood is a regional leader in taxable retail sales per capita, averaging nearly \$55,000 per capita in
 12 2012. Sales tax revenues account for more than 30% of the City's budget, making it the largest single
 13 source of revenue for the City. The 2008 recession, combined with a change in the way sales tax is
 14 collected in the State of Washington, initiated a decline in Lynnwood's taxable retail sales. Overall
 15 taxable retail sales have fallen by 5% since 2002.

16 **RETAIL TRADE ANALYSIS**

17 Trade capture analysis shows how local retailers attract customers. Trade capture in Lynnwood is highest
 18 in stores that sell clothing and clothing accessories, with nearly 100% of household spending on these
 19 items by residents who live within eight miles of City Center. Lower trade capture in performing arts and
 20 spectator sports, food services and drinking establishments, and hospitality, suggest opportunities to grow
 21 the City's entertainment offerings.

22 **FORECASTS & TRENDS**

23 The 2008 recession had an impact on all regional and local economies. Lynnwood, however, has
 24 remained a significant job center for Snohomish County and the central Puget Sound region, and
 25 employment is returning to pre-recession levels. Employment forecasts indicate that between 2012 and
 26 2040 total employment in Lynnwood will grow by 2.9% annually, adding more than 29,000 additional
 27 jobs in the City [Exhibit E4]. The FIRE-Services sector is expected to add the most jobs and to
 28 experience the fastest growth, a Compound Annual Growth Rate (CAGR) of 3.6%. Most of this growth
 29 is expected to occur in the eastern portion of Lynnwood, in and around the Regional Growth Center and
 30 City Center.

31 **HOUSING**

32 Lynnwood had 15,235 housing units in 2012. Multifamily units accounted for more than 40% of all
 33 housing in Lynnwood [Exhibit E5], higher than in Bothell, Edmonds, and Mountlake Terrace. However,
 34 single-family units compose the majority at 60%. Overall, 94% of Lynnwood housing units are occupied.
 35 Multifamily housing is increasingly desirable to both younger and older Americans as they prefer
 36 flexibility in living arrangements and accessibility to transit.

37 Housing affordability is a concern for Lynnwood. Lynnwood has the highest share of residents spending
 38 more than 30% of their gross income on housing (an affordability guideline set by HUD) of any
 39 comparison city studied.

40 **TRANSPORTATION**

41 25% of Lynnwood residents commute via a mode other than driving alone; 15% of these walk, bike or
 42 carpool while 10% take public transportation - more than in any other comparison city but SeaTac. The
 43 share of those using public transit to commute to work could increase with the completion of light rail,
 44 scheduled to open in 2023.

1 **MARKET ANALYSIS**

2 After slowing during the recent recession, real estate developers in Puget Sound are once again actively
 3 developing new projects and Lynnwood is capturing a share of those projects. Over 2,200 housing units
 4 are currently in the pipeline for the City and its Municipal Urban Growth Area (MUGA), with the
 5 majority of the development occurring within the MUGA (rather than inside City limits).
 6 City Center is intended to anchor new commercial and residential development. While the market for
 7 retail development is stronger in Lynnwood than in Snohomish County as a whole, the market for office
 8 development suffers from higher vacancy rates. However, these office vacancy rates are declining,
 9 suggesting opportunities for growth in the office market.

10 **GOALS, STRATEGIES & ACTIONS**

11 Economic Development in Lynnwood is a citywide effort, extending beyond the Office of Economic
 12 Development to include all City Departments. The following goals and action strategies have been
 13 identified to achieve the Economic Development goals of the City of Lynnwood.

GOAL 1	Support and grow new and existing businesses in Lynnwood.
---------------	---

14 Strengthening the diversity of employment opportunities in Lynnwood is critical to Lynnwood’s
 15 economic vitality and to creating opportunities for a wide range of people to both live and work. By
 16 concentrating on higher wages professional and technical jobs, the city will continue to expand its
 17 economic base beyond its strong retail core.

18 **Strategy 1.1 Target Sectors: Pursue a Targeted Sector Focus to Strategically Grow the City’s**
 19 **Economic Base.**

20 **Action 1.1.1** Identify & target sectors within high-growth segments, based on Lynnwood’s current
 21 and projected economy, and living-wage occupations - including electronics,
 22 semiconductor, aerospace, software engineering, and financial services jobs.

23 **Action 1.1.2** Develop “need profiles” for each high growth sector to guide retention and attraction
 24 efforts; sectors should include: advanced manufacturing; R&D; engineering; health
 25 care; retail; tourism; professional services.

26 **Action 1.1.3** Catalogue key locational factors for these sectors and identify Lynnwood’s assets
 27 to anchor formal and informal marketing materials.

28 **Action 1.1.4** Leverage Lynnwood’s accessibility and retail and hospitality prominence as an asset
 29 to attract economic development activity and anchor employers in high growth
 30 sectors.

31 **Action 1.1.5** Maintain Lynnwood’s retail prominence and seek new opportunities for high-
 32 quality retail development.

33 **Action 1.1.6** Recruit arts and culture businesses to Lynnwood’s growing City Center.

34 **Action 1.1.7** Identify gaps in business services in Lynnwood and recruit firms to strengthen target
 35 sectors.



37 **Strategy 1.2 Business Development: Support new and existing business development in the**
 38 **City of Lynnwood.**

- 1 **Action 1.4.2** Maintain a list of available commercial properties and assist small businesses looking
2 for space; make this information available on-line.
- 3 **Action 1.4.3** Develop and maintain relationships with property managers and commercial brokers
4 who market Lynnwood commercial property.
- 5 **Action 1.4.4** Support the creation of business improvement districts (BID) or similar special
6 assessment districts to improve the function & aesthetics of commercial centers,
7 including Highway 99 and City Center; consider BIDs for development of joint
8 parking, infrastructure improvements, parks and other open space.
- 9 **Action 1.4.5** Facilitate private land acquisition and assembly and development partnerships to
10 create new commercial space in Lynnwood, with a special focus on the City Center.
- 11 **Action 1.4.6** Review existing design guidelines to ensure that adopted policy facilitates the
12 development of quality commercial space.
- 13 **Action 1.4.7** Invite locally-based real estate brokers to write periodic articles on available
14 properties in Lynnwood.
- 15 □ □ □
- 16 **Strategy 1.5** **Workforce: Support workforce development to ensure a robust and qualified**
17 **talent pool to keep pace with new and growing Lynnwood businesses.**
- 18 **Action 1.5.1** Connect with local businesses to develop a clear understanding of their workforce
19 needs.
- 20 **Action 1.5.2** Businesses demand productivity increases and adaptation, requiring workers to
21 continually increase skills; partner with Workforce Snohomish, the Work Force
22 Development Center, and other stakeholders to prepare Lynnwood residents to meet
23 the needs of Lynnwood employers.
- 24 **Action 1.5.3** Work with Edmonds Community College, Central Washington University and
25 Edmonds School District, and other local education institutions to highlight career
26 paths and technical skills in demand.
- 27 **Action 1.5.4** Work with WorkSource to develop and maintain a web-based list of job
28 opportunities that are located in Lynnwood.

GOAL 2	Strengthen and communicate Lynnwood’s positive business climate.
---------------	--

29 A positive business climate is essential to achieving strong economic growth. The City will ensure that
30 Lynnwood is a welcoming and attractive place to do business. A supportive business climate will help
31 ensure that Lynnwood continues to attract and retain healthy businesses. Through excellent customer
32 service, the city will improve its competitiveness regarding economic development.

- 33 **Strategy 2.1** **Permitting and Code Enforcement: Continue to improve and enhance**
34 **permitting and code enforcement functions at City of Lynnwood.**
- 35 **Action 2.1.1** Continue to review and improve transparency, efficiency and consistency in City
36 permitting & code enforcement.
- 37 **Action 2.1.2** Review and amend existing codes for ease of enforcement and understanding.
- 38 **Action 2.1.3** Identify permitting and code enforcement best practices and prioritize their
39 implementation in Lynnwood.

- 1 **Action 2.3.6** Compile testimonials from satisfied customers to distribute in marketing
- 2 materials.
- 3 **Action 2.3.7** Develop key themes and messages around the City’s economic development
- 4 program and its competitiveness and approach to customer service.
- 5 **Action 2.3.8** Contact local media regularly with story ideas to keep Lynnwood in the press.
- 6 **Action 2.3.9** Provide public information through a centralized point of contact in the City.
- 7 **Action 2.3.10** Develop a means for businesses to provide feedback and comment to city officials
- 8 and staff.

GOAL 3	Prioritize high-quality development & infrastructure projects.
---------------	--

9 Investment in quality development and efficient infrastructure can unlock economic potential. A major
 10 goal for Lynnwood is to foster high quality development and infrastructure that can open up and leverage
 11 new possibilities for private sector investment, a key driver to economic success. The Lynnwood
 12 Regional Growth Center - encompassing the City Center Sub-Area, the Alderwood Mall / City Center
 13 Transition Area, Alderwood Mall, Lynnwood Place, and proposed Sound Transit Light Rail Station -
 14 represents Lynnwood’s best opportunity for such a strategy. Significant transportation, transit, and
 15 multimodal improvements already serve this area, and other infrastructure investments are proposed.

16 **Strategy 3.1** **Major Projects: Focus efforts on economic revitalization and redevelopment in**
 17 **key areas:**

18 **Strategy 3.1a** **City Center.**

- 19 **Action 3.1a.1** Continue to implement the City Center Plan.
- 20 **Action 3.1a.2** Identify funding options to pay for critical infrastructure projects with a focus on City
- 21 Center project prioritization.
- 22 **Action 3.1a.3** Strongly promote development incentives including the Planned Action
- 23 Ordinance with regional developers to spur interest in City Center projects.
- 24 **Action 3.1a.4** Explore methods for integrating Lynnwood’s municipal facilities into the
- 25 design framework of City Center to establish it as a focus for government
- 26 activities.
- 27 **Action 3.1a.5** Develop phased program for consolidation of City offices and facilities into City
- 28 Center.
- 29 **Action 3.1a.6** Create a “first mover’s advantage” by offering time- delimited incentives that improve
- 30 project feasibility such as targeted exceptions to development regulations.
- 31 **Action 3.1a.7** Target incentives for catalytic projects that meet criteria related to project size,
- 32 density, mix of uses, orientation toward the street, multi-modal connectivity and
- 33 aesthetics.
- 34 **Action 3.1a.8** Identify and plan for the integration of Transit- Oriented-Development opportunities
- 35 into and surrounding the future Lynnwood Sound Transit station.
- 36 **Action 3.1a.9** Build upon successful partnerships to assemble property for catalytic development
- 37 projects.
- 38 **Action 3.1a.10** Prepare legislative strategies and lobbying to support the development and growth of
- 39 City Center and infrastructure funding.

1 **Action 3.1a.11** Create and maintain a detailed list of available properties that could support
 2 redevelopment in City Center; develop a property acquisition strategy, parameters
 3 and site information to streamline due diligence.



5 **Strategy 3.1b** **Major Projects: College District.**

6 **Action 3.1b.1** Collaborate with Edmonds Community College on implementation of the College
 7 District Plan and on infrastructure planning and urban design along shared
 8 linkages and gateways.

9 **Action 3.1b.2** Identify specific College District infrastructure gaps, and prioritize improvements
 10 and enhancements.

11 **Action 3.1b.3** Identify specific College District infrastructure gaps, and prioritize improvements
 12 and enhancements.



14 **Strategy 3.1c** **Major Projects: Highway 99.**

15 **Action 3.1c.1** Continue to encourage vibrant mixed-use and infill development along Lynnwood’s
 16 Highway 99 corridor in the nodes identified in the Highway 99 Sub-Area Plan.

17 **Action 3.1c.2** Celebrate Highway 99’s ethnic diversity through unique branding, signage and
 18 façade and streetscape improvements.

19 **Action 3.1c.3** Foster the retention and expansion of auto dealerships where appropriate along
 20 the corridor.



22 **Strategy 3.1d** **Major Projects: South Lynnwood.**

23 **Action 3.1d.1** Define boundaries for a South Lynnwood revitalization area.

24 **Action 3.1d.2** Develop a vision for the future South Lynnwood in partnership with
 25 Neighborhoods, local businesses, and other stakeholders.

26 **Action 3.1d.3** Commission a South Lynnwood Revitalization plan; analyze zoning, land use,
 27 business activity and real estate market trends and dynamics.

28 **Action 3.1d.4** Develop a focused business attraction and revitalization strategy based on
 29 plan analytics and findings.

30 **Action 3.1d.5** Market the benefits of the designated SBA HUBZone south of 196th Street
 31 in South Lynnwood.



33 **Strategy 3.2** **Housing: Encourage the development of a range of housing types to ensure**
 34 **balanced housing options within the City of Lynnwood.**

35 **Action 3.2.1** Conduct targeted outreach to developers and brokers to facilitate high-quality and
 36 innovative mixed-use and residential development across a range of affordability
 37 levels.

38 **Action 3.2.2** Continue to locate housing options near transit stops, including the
 39 forthcoming light rail station and the Lynnwood Park and Ride.

1 **Strategy 3.5** **Annexation: Continue to explore annexation as a means of diversifying**
 2 **Lynnwood’s economy.**

3 **Action 3.5.1** Commission an annexation analysis to fully understand the economic
 4 development, fiscal and Growth Management policy implications of
 5 annexation opportunities.

6 **Action 3.5.2** Develop a strategy for annexation based on findings of opportunities and
 7 challenges for economic development.

GOAL 4	Strengthen Lynnwood’s image and identify in the region.
---------------	---

8 Perceptions of a community influence prospective employees and investors. A city’s image is often a
 9 major consideration when selecting a location for investment, conducting business, living or visiting.
 10 Marketing the positive image of Lynnwood is important step in attracting economic growth.

11 **Strategy 4.1** **Branding: Continue to implement Lynnwood’s brand and logo.**

12 **Action 4.4.1** Reach out to City boards, commissions and stakeholders to educate them about the
 13 brand and seek their help to implement the brand citywide.

14 **Action 4.4.2** Develop and make available brand materials for use by local businesses and
 15 neighborhoods in their promotional materials.

16 **Action 4.4.3** Incorporate neighborhood and district identity branding, as developed, into City
 17 materials and online presence.

18 **Action 4.4.4** Extend the Lynnwood brand to way-finding signage and gateway and urban design
 19 improvements.

20 **Action 4.4.5** Incorporate branded public amenities into streetscapes, parks and other
 21 public spaces.



23 **Strategy 4.2** **Shop Eat & Stay: Position Lynnwood as a premier Shop, Stay & Eat destination**
 24 **for the central Puget Sound region.**

25 **Action 4.2.1** Partner with the Lynnwood businesses to develop a Lynnwood shoppers program
 26 discount card or similar to encourage local shopping and dining.

27 **Action 4.2.2** Aid in the continued improvement of the Alderwood shopping area as a high-end
 28 regional retail destination.

29 **Action 4.2.3** Build on Lynnwood’s shopping anchors by facilitating the co-location of amenities
 30 such as dining, hotels, spas and nightlife.

31 **Action 4.2.4** Recruit entertainment uses, potentially including a fine arts museum, to provide
 32 amenities to residents and tourists and to lure regional spending on entertainment
 33 activities; consider providing incentives for location in a single area such as the area
 34 around the mall or City Center.

35 **Action 4.2.5** Promote Lynnwood’s accessibility as a regional tourism destination with
 36 branded maps for regional bus and train routes, hotels, restaurants and
 37 destination retail.

38 **Action 4.2.6** Develop and disseminate a branded Shop, Stay & Eat media kit and informational
 39 materials targeted to large corporations in the region.

GOAL 5

Enhance Lynnwood’s livability and unique sense of place.

1 Livability and a strong, positive sense of place contribute critically to developing and maintaining a city’s
 2 comparative advantage in the Puget Sound region. In addition to animating physical space and fostering
 3 greater community connection, place-making improves local business viability by drawing both residents
 4 and visitors to unique, diverse and vibrant commercial and mixed-use areas.

5 **Strategy 5.1 Urban Design: Utilize urban design to improve connections between**
 6 **people and places and to create economic vitality.**

7 **Action 5.1.1** Improve key gateways into and through Lynnwood with coordinated design
 8 interventions.

9 **Action 5.1.2** Enhance the visual impact of City Center from the I-5 corridor by commissioning art
 10 or architectural installations visible from I-5.

11 **Action 5.1.3** Update the Lynnwood Citywide Design Guidelines for consistency with new
 12 planning efforts, branding themes and current urban design best practices.

13 **Action 5.1.4** Assess the utility and feasibility of a form-based code to guide future
 14 development in Lynnwood.

15 **Action 5.1.5** Explore the feasibility of facade improvement grants, tax credit/abatement
 16 programs or revolving loans for property owners that voluntarily make physical
 17 improvements to their properties.



18
 19 **Strategy 5.2 Connectivity: Work to ensure multi-modal connectivity throughout the**
 20 **City.**

21 **Action 5.2.1** Designate primary pedestrian and bike connectors through and between
 22 Lynnwood’s major assets and implement public realm improvements including
 23 lighting, signage, landscaping & street furniture.

24 **Action 5.2.2** Continue to enhance bicycle and pedestrian infrastructure citywide, with a particular
 25 focus on the missing links and the Interurban Trail, as well as the Scriber Creek
 26 Trail connection to the Lynnwood Transit Center.

27 **Action 5.2.3** Develop and implement an adopt-a-trail program to ensure maintenance and
 28 upkeep of existing trails in Lynnwood.



29
 30 **Strategy 5.3 Enhance the City’s connectivity with branded wayfinding and signage.**

31 **Action 5.3.1** Enhance the City’s connectivity with branded wayfinding and signage.

32 **Action 5.3.2** Develop community signage that reflects community aspirations around sense of
 33 place; the signage should reinforce the City’s boundaries, business districts,
 34 neighborhoods and key destinations and reflect the Lynnwood brand.

35 **Action 5.3.4** Develop a set of unique wayfinding graphics for primary pedestrian and bike
 36 connectors through and between Lynnwood’s major assets.

37 **Action 5.3.5** Develop neighborhood and commercial / shopping / hospitality district identification
 38 signage based on neighborhood identities.

1
2
3
4
5
6
7
8
9
10
11
12
13



14
15
16
17

This page intentionally blank

5 TRANSPORTATION

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40

INTRODUCTION

Transportation continues to play a major role in Lynnwood's development as the economic center of southwest Snohomish County. Lynnwood's unique geographic position, half way between Everett and Seattle at the convergence of I-5 and I-405, provides a very convenient location with easy access to the north, south and the East Side of Lake Washington. The Washington State Ferry System, only minutes away, is another link in the highway system that provides direct access to the Kitsap and Olympic Peninsulas. As part of its vision, "the City of Lynnwood will be a regional model for a sustainable, vibrant community". The City will "invest in efficient, integrated, local and regional transportation systems" by:

- improving pedestrian and bike flow, safety, and connectivity,
- providing adaptive, safe, well-maintained, state-of-the-art traffic management infrastructure,
- supporting the needs of commuters and non-commuters, and
- reducing traffic congestion

The City's goal for the transportation system is:

To provide mobility options for residents, visitors and commuters through a balanced transportation system that supports the City's land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on the environment.

This element contains details of actions that the City should take in order to meet the Transportation Element requirements outlined in the Growth Management Act and Revised Code of Washington. In describing these actions, this element includes both: statements of actions to be taken ("policies") for the City of Lynnwood to support management of the existing transportation system, development of a multi-modal transportation options, and meet system concurrency requirements; and background discussions of those actions and the standards, rules, requirements and strategies needed to guide the implementation of the goals, objectives and policies stated in this element. These two components should be read together, and considered one whole. The policies are the action-oriented statements of initiatives that the City (or others) should take, and the background discussions state the context and procedures needed to support those actions. Together they describe the approach to be taken to achieve the goals and objectives of the City's Transportation policy.

PLANNING CONTEXT

GROWTH MANAGEMENT ACT

Transportation is one of the five Comprehensive Plan "elements" mandated by the Growth Management Act (GMA) of 1990. The State transportation goal is:

"Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans."

GMA sets forth the requirements for this element, including goals, inventories, levels of service standards, etc. This element has been developed to fully comply with those requirements, including the "concurrency" requirement that requires a financial commitment in place to provide necessary transportation system improvements within six years for a new development.

1 GMA requires each jurisdiction to determine whether it can provide adequate transportation facilities and
 2 services, timed to serve the growth that it is required to accommodate. The definition of what is adequate
 3 is a local decision.

4 Since the incorporated area of Lynnwood is now about 98-percent developed, the City is turning toward
 5 infill and the redevelopment of older areas. Its boundaries may also be expanded through annexation,
 6 which will add more miles of streets to improve and maintain.

7 GMA requires the following topics be addressed in the Transportation Element:

- 8 • An inventory of air, water, and ground transportation facilities and services, including transit
 9 alignments, state-owned transportation facilities, and general aviation airports. [RCW
 10 36.70A.070(6)(a)(iii)(A)]
- 11 • Adopted levels of service (LOS) standards for all arterials, transit routes and highways. [RCW
 12 36.70A.070(6)(a)(iii)(B), New in 1997]
- 13 • Identification of specific actions to bring locally-owned transportation facilities and services to
 14 established LOS. [RCW 36.70A.070(6)(a)(iii)(D), Amended in 2005]
- 15 • A forecast of traffic for at least 10 years, including land use assumptions used in estimating
 16 travel. [RCW 36.70A.070(6)(a)(i)] [RCW 36.70A.070(6)(a)(iii)(E)]
- 17 • A projection of state and local system needs to meet current and future demand. [RCW
 18 36.70A.070(6)(a)(iii)(F)]
- 19 • A pedestrian and bicycle component. [RCW 36.70A.070(6)(a)(vii), Amended 2005]
- 20 • A description of any existing and planned transportation demand management (TDM) strategies,
 21 such as HOV lanes or subsidy programs, parking policies, etc. [RCW 36.70A.070(6)(a)(vi)]
- 22 • An analysis of future funding capability to judge needs against probable funding resources.
 23 [RCW 36.70A.070(6)(a)(iv)(A)].
- 24 • A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate
 25 parts of which serve as the basis for the 6-year street, road or transit program. [RCW
 26 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010]
- 27 • If probable funding falls short of meeting identified needs: a discussion of how additional funds
 28 will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will
 29 be met. [RCW 36.70A.070(6)(a)(iv)(C)]
- 30 • A description of intergovernmental coordination efforts, including an assessment of the impacts
 31 of the transportation plan and land use assumptions on the transportation systems of adjacent
 32 jurisdictions and how it is consistent with the regional transportation plan. [RCW
 33 36.70A.070(6)(a)(v)]

34 REGIONAL PLANNING STRATEGY

35 VISION 2040's transportation section is structured around three broad areas: (1) Maintenance,
 36 Management, and Safety, (2) Supporting the Growth Strategy, and (3) Greater Options and Mobility.
 37 These policy areas address getting more out of current systems and past investments, the critical link
 38 between transportation and land use, and an approach to improving mobility through a variety of viable
 39 travel choices.

40 The continued development and support of centers is a core component of the region's growth strategy.
 41 Regional growth centers are the focal points of cultural, civic, and economic activities within urban areas

- 1 and are connected to other centers by frequent and fast, high-capacity transit and other transportation
2 infrastructure.
- 3 Communities and neighborhoods surrounding centers should have easy access to the regional system
4 through transit, improved roadways, sidewalks, trails, and paths.
- 5 VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From
6 the materials we use in our jobs to the food we eat, the goods we transport use a complex system of
7 roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one
8 of the world's global gateways and a major entry point into North America, the freight system in the
9 Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private
10 ownership.
- 11 To implement the Regional Growth Strategy, improvements and programs need to focus on establishing a
12 more sustainable, user-oriented, and balanced transportation system, along with maximizing existing
13 system capacity and managing demand on the system.
- 14 To develop and support a comprehensive transportation system, the region needs to concentrate on
15 transportation facilities and services, as well as on the factors that affect how travel choices are made.
16 These factors include a greater regional understanding of the true costs of transportation at the personal,
17 regional, and environmental levels.
- 18 Finally, VISION 2040 supports improvements to roads, ferries, transit centers and lines, walkways, bike
19 facilities, and other infrastructure to increase mobility and support different travel options.
- 20 VISION 2040 and the Metropolitan Transportation Plan are designed to address the region's
21 transportation challenges in compliance with federal and state transportation, air quality, and growth
22 management legislation.
- 23 VISION 2040 provides the policy framework and long-range direction for the region's functional
24 transportation plan. That plan identifies priorities and action steps for the region's major investment
25 decisions. Together, these long-range policy and action documents provide the mechanism through
26 which the region coordinates its approach to transportation planning and makes challenging, fiscally
27 constrained decisions about priorities and trade-offs.
- 28 **Maintenance, Management, and Safety**
- 29 VISION 2040 emphasizes efficient maintenance and management of the transportation system. Efficient
30 management of existing transportation facilities and services can affect how well the region's
31 transportation system performs. Federal transportation law and state transportation policy emphasize
32 making maintenance, preservation, safety, and optimization of existing transportation infrastructure and
33 services a high priority. These types of projects and programs are often the most cost-effective and help
34 to ensure that current assets continue to function properly, in order to sustain regional mobility into the
35 future.
- 36 System management strategies influence how different travel modes operate. They can increase the
37 capacity of transportation facilities without adding major new infrastructure. Transportation system
38 management activities include ramp-metering, priority lane access for transit and other high-occupancy
39 vehicles, traveler information, incident management, traffic signal optimization, road or lane pricing, and
40 advanced system technology. The Regional Council's Congestion Management Process, developed in
41 response to federal requirements, looks at where the region plans to grow, identifies congested and other
42 problem areas, evaluates different approaches to providing relief, and provides input for developing
43 solutions.
- 44 Transportation demand management is the term for strategies that influence how and when we travel.
45 Specifically, demand management strategies aim to increase transit ridership, vehicle occupancy,

1 walking, and bicycling, and reduce the duration of some trips — often by moving them to off-peak
 2 periods or eliminating them altogether. Demand management reduces the rate of growth — as well as the
 3 overall number — of people driving alone. This results in less traffic congestion, fewer vehicle
 4 emissions, and less fuel consumption.

5 The region has been at the forefront of using demand management strategies since the 1970s. Central
 6 Puget Sound boasts the largest vanpool program in the nation. This is supplemented with preferential
 7 treatment for vanpools and carpools on ferries, which reduces the space required for transporting cars, as
 8 well as vehicle traffic at both ends of the trip. The region’s ride-matching system, which helps people
 9 form and maintain carpools and vanpools, has been expanded to serve the entire state. The region is
 10 confronted with a growing population and the increasing costs of road construction. At the same time, the
 11 region is working to achieve goals for clean air, scenic beauty, and reduced fuel consumption. Strategies
 12 that reduce demand for drive-alone travel will continue to become even more important in the future.

13 The state’s Commute Trip Reduction program continues to be the primary transportation demand
 14 management strategy in the region. The program targets commutes in high-traffic areas, and includes
 15 strategies such as employee parking management and incentives for commuting by means other than
 16 driving alone.

17 Nationally, we are witnessing for the first time in decades a reduction of vehicle miles traveled per capita,
 18 according to Federal Highway Administration data. Analysts attribute this reduction to expanded public
 19 transportation, redevelopment and infill in urban areas, changing demographics, and increases in gas
 20 prices.

21 VISION 2040 emphasizes safety of the transportation system. Federal transportation planning guidelines
 22 call for increasing the safety and security of the transportation system for motorized and non-motorized
 23 users. Washington State has implemented programs to encourage safety and security statewide and
 24 throughout the region.

25 Safety issues address the design and operation of the system, as well as threats from harmful acts and
 26 natural disasters. Areas of primary concern are vehicle-related deaths and injuries, as well as pedestrian
 27 and bicyclist deaths and injuries. A safe and secure regional transportation system pays careful attention
 28 to design and operation of facilities, as well as multiagency coordination and communication. VISION
 29 2040 also addresses transportation activities and how they impact the natural and built environment and
 30 human health.

31 **Multicounty Planning Policies (MCP)**

32 VISION 2040’s transportation section is structured around three broad areas: (1) Maintenance,
 33 Management, and Safety, (2) Supporting the Growth Strategy, and (3) Greater Options and Mobility.
 34 These policy areas address getting more out of current systems and past investments, the critical link
 35 between transportation and land use, and an approach to improving mobility through a variety of viable
 36 travel choices.

37 The continued development and support of centers is a core component of the region’s growth strategy.
 38 Regional growth centers are the focal points of cultural, civic, and economic activities within urban areas
 39 and are connected to other centers by frequent and fast high capacity transit and other transportation
 40 infrastructure.

41 Communities and neighborhoods surrounding centers should have easy access to the regional system
 42 through transit, improved roadways, sidewalks, trails, and paths.

43 VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From
 44 the materials we use in our jobs to the food we eat, the goods we transport use a complex system of
 45 roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one
 46 of the world’s global gateways and a major entry point into North America, the freight system in the

1 Pacific Northwest reaches far beyond this region’s boundaries and involves a mix of public and private
 2 ownership.

3 To implement the Regional Growth Strategy, improvements and programs need to focus on establishing a
 4 more sustainable, user-oriented, and balanced transportation system, along with maximizing existing
 5 system capacity and managing demand on the system.

6 To develop and support a comprehensive transportation system, the region needs to concentrate on
 7 transportation facilities and services, as well as on the factors that affect how travel choices are made.
 8 These factors include a greater regional understanding of the true costs of transportation at the personal,
 9 regional, and environmental levels.

10 Finally, VISION 2040 supports improvements to roads, ferries, transit centers and lines, walkways, bike
 11 facilities, and other infrastructure to increase mobility and support different travel options.

12 **Countywide Planning Policies (CPP)**

13 At the countywide level, the Snohomish County Council adopts Countywide Planning Policies. These
 14 policies establish a framework for inter-jurisdictional transportation planning and coordination. This plan
 15 incorporates similar goals and policies. In particular, the City will continue to work with the County and
 16 nearby cities to promote transit and other alternatives to the single-occupant vehicle.

17 In order to achieve the long-term growth management goals that are established by Snohomish County
 18 Tomorrow, the following overarching principles should guide implementation of the CPPs for multimodal
 19 transportation.

- 20 • Provide a wide range of choices in transportation services to ensure that all citizens have the
 21 ability to travel regardless of age, sex, race, income, disability, or place of residence.
- 22 • Pursue sustainable funding and informed decision-making that recognizes the economic,
 23 environmental, and social context of transportation.
- 24 • Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to
 25 vehicle-moving capacity.

26 Implement efficient levels of service for the various surface transportation modes (i.e., roadways,
 27 bikeways, transit, and freight) that are applied effectively to serve different intensities of land
 28 development.

29 Policies related to level of service, transportation location, and design need to be coordinated across state,
 30 regional, and local agencies to ensure effective and efficient transportation. We need to ensure that our
 31 countywide transportation systems are designed to support the level of land development we allow and
 32 forecast, while at the same time recognizing and responding to the context in which those systems are
 33 located.

34

1 **TRANSPORTATION INVENTORY**

2 **LYNNWOOD STREETS**

3 The City's arterial street network is classified into a hierarchy of four categories: Principal, Minor, and
 4 Collector Arterials, and Neighborhood Streets as shown in Table T-1 and on the Arterial Roadway
 5 System Plan (Figure T-5).

6 Principal Arterials connect major regional
 7 facilities (such as freeways) to the rest of the
 8 street network. The principal arterial system
 9 carries most of the trips entering and leaving
 10 the city, also travel between central business
 11 districts and residential communities or
 12 between major inner city destinations.

13 The Minor Arterial is the next highest
 14 arterial category, connecting principal
 15 arterials to other minor arterials, collector
 16 arterials and neighborhood streets. Minor
 17 Arterials provide for vehicular movements
 18 among the various areas within the City of
 19 Lynnwood. They accommodate trips of moderate length.

20 Collector Arterials collect traffic from the neighborhood streets and convey it to the Principal and Minor
 21 Arterials. Collectors also serve as connections between the smallest areas within the City providing safe
 22 and reasonable access between neighborhoods.

23 The majority of Lynnwood's traffic congestion is located at the intersections along the Principal and some
 24 Minor Arterials. The arterials are significantly affected by traffic passing through the City. As much as
 25 forty-five percent (45%) of the traffic on these arterials passes through the City primarily during the
 26 morning and afternoon rush hours.

Table T-1. Miles of Road by Type

Classification	Mileage	Percent
Principal Arterial	9.7	9%
Minor Arterial	18.3	18%
Collector Arterial	19.3	19%
Neighborhood Streets	55.9	54%
TOTAL:	103.2	100%

Source: Lynnwood Dept. of Public Works, 2015

27 **STATE HIGHWAYS**

28 Lynnwood has three Principal Arterials that are also state highways:

- 29 • 196th Street SW (SR-524)
- 30 • 44th Avenue West (SR-524 Spur), south of 196th Street SW
- 31 • Highway 99 (SR-99)

32 Interstate-5, Interstate-405 and State Route-525 are located along the City's borders.

33 **BRIDGES**

34 The City is currently responsible for the maintenance and inspection of two bridges. They are the Scriber
 35 Creek Bridge at Wilcox Park, which has been closed to vehicular traffic since 1995, and the north bridge
 36 of the three bridges completed in 1999 that make up the Alderwood Mall Blvd. crossing over 196th Street
 37 SW. All other bridges within the City are maintained by the Washington State Department of
 38 Transportation.

NON MOTORIZED FACILITIES – MULTI-USE TRAILS, SIDEWALKS, PAVED SHOULDERS AND BICYCLE LANES

Like other cities that developed as a suburb, Lynnwood has an auto-oriented transportation system. More emphasis has been placed on getting to places by car and less emphasis has been placed on non-motorized connections. Table T-2 shows the percentage of streets, by classification, that have existing sidewalks.

Table T-2: Sidewalk Mileage

Classification	Potential Sidewalk (miles)	Existing Sidewalk (miles)	Percent
Principal Arterial	16	16	100%
Minor Arterial	33	31	94%
Collector Arterial	35	30	85%
Residential Street	122	70	57%
Citywide Total	206	146	71%

Source: Lynnwood Public Works Department, GIS Database, April 2008

INTERURBAN REGIONAL TRAIL

As the backbone of the skeleton systems, the Interurban Regional Trail is an important non-motorized transportation facility for both the City of Lynnwood and the region. Classified as a class 1 multi-use regional trail, it begins in Everett and heads south through Lynnwood, Mountlake Terrace, Edmonds, Shoreline, and north Seattle, for a total of approximately 24 miles. The entire length of the trail through the City of Lynnwood is paved and is generally 12-feet wide. The trail is mostly continuous and separated from roadways except for a few locations. Completion of the these “missing links” is planned. The Trail should be continuous, uninterrupted by major roads and road crossings and include lighting and other amenities in order to provide a safe and comfortable pedestrian environment.

SIGNAL SYSTEM

The Existing Traffic Signals Map (Figure T-6) shows the locations of signals throughout Lynnwood. The City currently owns and operates 55 traffic signals. Eleven additional signals are operated through interlocal agreements with Mountlake Terrace and Edmonds.

The City has aggressively pursued new technologies to improve signal operation, monitor traffic flow through the City, and respond to traffic incidents. At the end of 2015, the City will have installed over 420 video detection cameras and 57 Pan/Tilt/Zoom cameras for traffic flow and signal operations monitoring at 61 City of Lynnwood signals. Also by the end of 2015, the cities of Mountlake Terrace and Edmonds will respectively add 2 and 1 signals to Lynnwood’s central traffic communications network including video detection and Pan/Tilt/Zoom cameras.

The cameras are just one part of the Lynnwood Intelligent Transportation System (ITS) Program. This program is a citywide enterprise computer network, using fiber optic cable, linking all of the traffic signal controllers, video detection processors, backup power, emergency vehicle preemption, and fault monitors to a bank of central servers in City Hall. All of these components have been recently upgraded with the assistance of federal ITS grants. The Lynnwood ITS system will continue to allow City engineers to monitor traffic, collect data, reprogram signals, and respond to incidents all from the Traffic Management Center (TMC) at Lynnwood City Hall. In addition, signal components can communicate live functioning status to engineers and technicians, allowing faster trouble shooting, diagnosis, and repairs.

1 Since the first federal ITS grant in 2001, the city has accomplished the following technology projects to
 2 improve signal operation, respond to increasing demand at intersections, help with incident management,
 3 and provide information for management of regional emergencies and disasters:

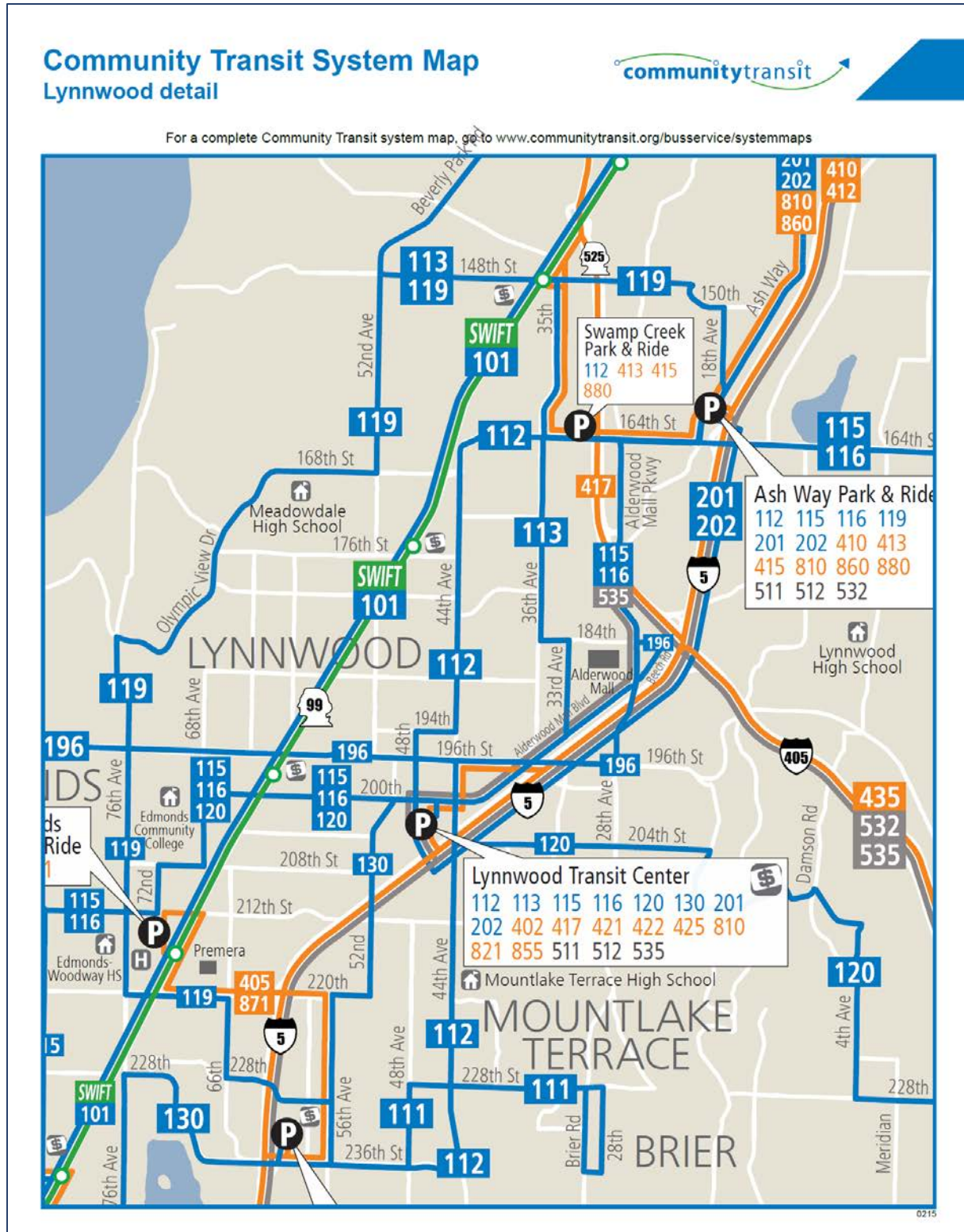
- 4 • Fiber from City Hall to all Lynnwood traffic signals.
- 5 • PTZ Cameras at all except four signals.
- 6 • Fiber to 5 of 5 WSDOT signals.
- 7 • Fiber to neighbor agencies Edmonds and Mountlake Terrace. Several signals in each jurisdiction
 8 and workstations in offices of traffic engineers were connected to Lynnwood's central traffic
 9 operations system.
- 10 • Fiber to Emergency Services Coordinating Agency (ESCA) in Brier and a shared fiber
 11 connection to Washington State Department of Emergency Management- Paine Field office.
- 12 • Constructed a Traffic Operations Center with office space for engineers and technicians, a
 13 console with video wall for incident management, technical space for testing signal cabinets, and
 14 an electronics laboratory for troubleshooting/repairing equipment and inventing new equipment.
- 15 • Battery backup and power conditioning with text message alerting for all Lynnwood signals.
- 16 • Replaced incandescent Green, Yellow, Red bulbs with longer lasting, more efficient LED
 17 "bulbs."
- 18 • Upgraded MMU's (conflict monitors) for all signals to accommodate Flashing Yellow Arrow and
 19 monitor LED failure.
- 20 • Began replacing visible spectrum detection cameras with infrared to detect vehicles in low
 21 visibility conditions.
- 22 • Central integration of video detection system to monitor status, provide reports, and send alerts of
 23 detection problems.
- 24 • Upgraded all server hardware, all network equipment, and all fiber transceivers at central and
 25 field locations.
- 26 • Upgraded all emergency vehicle pre-emption cards in signals to accommodate ID lockout and
 27 support GPS pre-emption/priority requests.
- 28 • Central integration of EVP field device programming, status monitoring, and reporting.
- 29 • Installed in-pavement wireless advanced detection at five locations where video detection was not
 30 feasible.
- 31 • Built two interactive public kiosks for live traffic information including video at all Lynnwood
 32 signals, selected WSDOT signals, and selected signals in Edmonds and Mountlake Terrace.
- 33 • Installed two speed feedback signs.
- 34 • Equipped all public school speed zones with beacons programmable through cell phone network
 35 and Internet.
- 36 • Various in-house projects to integrate disparate systems of field devices to achieve new or
 37 enhanced function, exchange data, or sense and report a condition.

1 **TRANSIT**

2 **Community Transit**

3 Community Transit's operations can generally be separated into fixed-route and flexible transit options.
 4 The fixed-route options are subdivided into Local service and Commuter Service and consist of the
 5 following type of routes:

- 6 • Local Transit Routes
- 7 • SWIFT BRT Service on SR 99
- 8 • In-County Commuter Routes (Boeing)
- 9 • Inter-County Commuter Routes (primarily serving Seattle and the Eastside)
- 10 • Commuter Service to the University District (University of Washington)
- 11 • The flexible transit options consist of both Vanpools and DART (Dial-A-Ride Transit). The
 12 Vanpool is a small group (5 to 10 people), commuter-organized van service to Snohomish
 13 County.
- 14 • Community Transit routes in effect as of February 2015 are shown in the following figure.



1
2

Figure T-1: Community Transit System Map

1 **Lynnwood Transit Center**

2 In the late 1990's, a Transit Center was completed within the City of Lynnwood. Most of the transit
3 service (both commuter and local) serving Lynnwood has stops at this location. The Lynnwood Transit
4 Center is operated by Community Transit and is served by Community Transit and Sound Transit.

5 Routes serving the site include:

- 6 • Community Transit 112, 113, 115, 116, 120, 130, 201, 202, 402, 417, 421, 422, 425, 810, 821,
7 855
- 8 • Sound Transit 511, 512, 535

9 Amenities on the site include:

- 10 • 1,368 parking spaces
- 11 • Bicycle racks and lockers
- 12 • Restrooms
- 13 • Pay phones
- 14 • Public art
- 15 • Ride store

16 **Park and Rides near City Limits**

17 Additional routes and park and ride locations are located in close proximity to the Lynnwood city limits.
18 While these locations also serve local routes, their primary purpose is to support commuter routes. Near
19 the southwest corner of Lynnwood, located on 72nd Ave W south between 212th Street SW and 216th
20 Street SW, is the Edmonds Park and Ride lot. This location offers service to one local route and seven
21 commuter routes. Near the northeast corner of Lynnwood, there are the Swamp Creek and Ash Way Park
22 and Ride lots, which are located along 164th Street SW between 36th Ave W and Interstate 5. Swamp
23 Creek offers service to four local routes and five commuter routes. The largest of the three is the Ash
24 Way Park and Ride, which offers service to six local and nine commuter routes.

25 **Sound Transit**

26 Sound Transit (ST) provides regional transit service in the central Puget Sound region. With a
27 combination of express buses, commuter rail service and light rail service, ST provides transit services
28 between Seattle and Everett (on the north), Tacoma (on the south) and Kirkland, Bellevue and other
29 communities to the east, as well as between urban centers throughout the region. In Lynnwood, ST
30 supplements bus services provided by Community Transit with three bus routes that stop at the
31 Lynnwood Transit Center.

32 **Transportation Demand Management**

33 Lynnwood's first Commute Trip Reduction (CTR) Plan and Ordinance (LMC 11.14) were adopted in
34 1993, in response to the 1991 State Commute Trip Reduction Act (RCW 70.94.521.551). The CTR Act
35 affected all employers in counties with a population of 100,000 or more which had 100 or more
36 employees regularly reporting to work between 6:00 a.m. and 9:00 a.m. weekdays. Affected employers
37 were required to prepare and submit for city approval a Commute Trip Reduction Program which set
38 target goals for reducing Single Occupant Vehicle (SOV) commute trips and commute trip Vehicle Miles
39 Traveled (VMT), along with strategies for achieving the goals. Employers were also required to
40 participate in bi-annual surveys (conducted by WSDOT) to determine if the CTR Programs were
41 working, and to cooperate with the city in revising their programs if they weren't.

1 In 2005, the State Legislature overhauled the 1991 CTR Act with the Commute Trip Reduction Efficiency
 2 Act (CTREA - ESSB 6566). The CTREA imposed new requirements for CTR planning on local
 3 jurisdictions, and also set more aggressive SOV and VMT goals for employers. In response, the City has
 4 developed a new CTR Plan and Ordinance. The new plan includes strategies for regional cooperation,
 5 especially with Community Transit, to help meet regional CTR goals and assist employers in developing
 6 and implementing their CTR Programs.

7 There are currently eight Lynnwood employers who meet the criteria set forth by State law. As of 2013,
 8 the State has not adopted new targets beyond 2011. Affected employers have developed the following
 9 programs in response to the City's Ordinance.

- 10 1. Developed Commute Trip Reduction programs by the completion of employee surveys,
 11 and assigning and training Employee Transportation Coordinators (ETC).
- 12 2. Conducted on-site employee educational efforts, e.g., CTR fairs, newsletters, voice mail
 13 reminders, to name only a few educational activities.
- 14 3. Placed "Commuter Option Boards" (information boards with bus schedules, carpool and
 15 vanpool information and other materials) in highly visible locations on-site.
- 16 4. Offered incentives to employees to not drive their cars by themselves to work, e.g.,
 17 subsidized bus passes, vanpool subsidy.
- 18 5. Reviewed the feasibility of offering work schedule modifications.

19 WSDOT reimburses local jurisdictions for their costs to administer CTR Programs. In 2008, the City of
 20 Lynnwood along with other affected cities in Snohomish County except Everett and Bothell entered into a
 21 contract with Community Transit (CT) under which the transit agency provides support services to the
 22 employers to help them develop, implement and monitor CTR programs. In return, the cities direct their
 23 WSDOT CTR funds to Community Transit. The City has final approval of employer Commute Trip
 24 Reduction programs, and still must adopt and enforce its locally adopted CTR ordinance.

25 **LEVEL OF SERVICE STANDARDS**

26 GMA requires local jurisdictions to include level-of-service (LOS) standards for all arterials, public
 27 transit routes, and highways.

28 **LEVEL OF SERVICE FOR STATE OWNED TRANSPORTATION FACILITIES**

29 The 1998 legislation, commonly known as the Level of Service Bill, amended several laws including the
 30 Growth Management Act requiring local jurisdictions to include transportation facilities and services of
 31 statewide significance in their comprehensive planning. The State has been tasked with giving higher
 32 priority to correcting identified deficiencies on transportation facilities of statewide significance as they
 33 are deemed essential public facilities under GMA.

34 Level of service standards for state owned transportation facilities are to be set by WSDOT, Regional
 35 Transportation Planning Organizations and local jurisdictions through a collaborative process that process
 36 started in 2000. The intent of the new legislation is to recognize the importance of specific transportation
 37 facilities that are of statewide importance, from a state planning and programming perspective. These
 38 facilities are to be reflected within the local plan, and measures for monitoring consistency are required to
 39 promote local, regional and state plan integration and financial plan consistency.

40 WSDOT, in coordination with local and regional entities, periodically undertake major updates of
 41 Washington's Transportation Plan (WTP). The updated WTP will serve as a blueprint of how to support
 42 our state's transportation system through strategic investment decisions while working to maintain a

1 balance for a livable sustainable environment, vibrant communities and vital economy. Setting the LOS
 2 standard for state facilities are core work elements of the WTP update.

3 The current adopted level of service standard is LOS “E-mitigated” for highways not designated as
 4 Highways of Statewide Significance (HSS) within three miles of I-5 and I-405. The City limits currently
 5 exist within this three mile area.

6 LEVEL OF SERVICE FOR CITY ARTERIALS

7 The City of Lynnwood has developed a Level of Service standard to quantify and qualify the flow of
 8 traffic, and to measure the overall transportation system's ability to move people and goods. Realizing
 9 that there is a difference between City Center, state facilities, and the rest of the City, the City developed a
 10 different level of service for each.

11 The Highway Capacity Manual 2000 Edition defines level of service in terms of delay, rather than
 12 volume/capacity ratio, as a more direct measure of the effects of congestion. Table T-3 gives the criteria
 13 for Level of Service grades A-F.

14 **Table T-3. Level of Service Criteria**

Level of Service (LOS)	Signalized Intersection	Un-signalized Intersection/Roundabout	Expected Delays
	Control Delay (Seconds / Vehicle)	Control Delay (Seconds / Vehicle)	
A	≤ 10	≤ 10	Little or no delay
B	> 10-20	> 10-15	Short traffic delays
C	> 20-35	> 15-25	Average traffic delays
D	> 35-55	> 25-35	Long traffic delays
E	> 55-80	> 35-50	Very long traffic delays
F	> 80	> 50	Extremely long traffic delays

15 For assessment of LOS at the approach and intersection level, LOS is based solely on control delay.
 16 Source: 2000 Highway Capacity Manual (TRB 2000)

17 At signalized intersections, the delay measurement refers to the average delay experienced by all users of
 18 the intersection, since traffic signals tend to distribute the delay equally among all approaches. At un-
 19 signalized intersections the average delay refers only to the stopped approaches since the mainline
 20 approaches are not required to stop.

21 The level of service for streets in Lynnwood is generally determined by the intersections that control
 22 through travel; however, this presumes compliance with design standards to assure that the full potential
 23 of the street between intersections is maintained to serve traffic through major intersections, and to
 24 provide appropriately for pedestrian, bicycle, and transit modes.

25 The Growth Management Act only requires cities to manage level of service on arterials (including
 26 collector arterials) and not local streets. The City may however establish additional standards for local
 27 streets for its own purposes. In order to minimize traffic disturbance within neighborhoods, the LOS for
 28 local streets in Lynnwood is established as LOS “C” during the PM Peak Hour (weekdays 4-6 pm).

29 The LOS for the majority of the City arterials takes into consideration the need to protect neighborhoods
 30 from excessive pass-through traffic. The level of service for non-City Center arterials and non-State
 31 Highways is established as LOS “D” during the PM peak hour.

32 The City Center is expected to operate with more congestion. Not only are there more trip ends per acre
 33 in the City Center, there are more opportunities to move about without a car. Businesses are closer

1 together, making walking easier, and transit service is more frequent. The LOS for City Center arterials is
2 LOS "E" for the City Center during the PM peak hour.

3 In order to make the Lynnwood Transportation Concurrency system more flexible, and to not allow one
4 congested intersection to stop all development in an area, the City's LOS standard allows 20% of the
5 City's intersections to be below their associated level of service before concurrency is considered to be
6 failed, and for this purpose only signalized intersections will be considered.

7 **LEVEL OF SERVICE FOR TRANSIT FACILITIES**

8 **Community Transit**

9 Community Transit has adopted LOS guidelines describing appropriate level of service as it relates to
10 population and employment density, infrastructure and travel demand.

11 **Sound Transit**

12 In early 2014, the Sound Transit Board adopted updated Service Standards and Performance Measures
13 that include new passenger load guidelines for ST Express. The guidelines recognize that standing
14 passengers during peak hours are an ongoing reality, and lists priorities for corrective action based on the
15 severity of overcrowding and the amount of time passengers have to stand. Sound Transit staff
16 continually monitors service and uses several service management tools to reduce overcrowding,
17 including schedule adjustments to balance loads, assigning larger buses and adding extra bus trips if the
18 budget allows.

19 **CONCURRENCY MANAGEMENT**

20 An important aspect of travel in Lynnwood is that traffic may and will choose alternative routes to avoid
21 the most-congested locations and use less-congested locations, to accomplish most trips. A major
22 distinction must also be made between signalized and un-signalized intersections. The latter may
23 generally be upgraded to higher control levels at modest cost, and are not the central focus of concurrency
24 in a citywide system. In order to make the Lynnwood Transportation Concurrency system more flexible,
25 and to not allow one congested intersection to stop all development in an area, the City's concurrency
26 standard allows 20% of the City's intersections to be below their associated level of service before
27 concurrency is considered to be failed, and for this purpose only signalized intersections will be
28 considered. LOS failures at un-signalized locations will be separately addressed under SEPA review of
29 new developments. For the purpose of concurrency, a development is deemed significant if it generates
30 ten or more peak hour trips.

31 When a significant development is proposed, the number of new trips generated is simply added to the
32 Transportation Model for the concurrency pipeline case including all previous development proposals
33 under review. If the model shows that the development does not bring the percentage of remedial
34 intersections above 20%, the development is considered to have passed Concurrency. The development
35 would pay its calculated mitigation fee (traffic impact fee) and the model is then updated to add the new
36 trips into the background for future tests.

37 If the new development were to fail the threshold for the number of remedial intersections, the
38 development would have to improve enough intersections to bring the percentage in line, or wait until the
39 City had built enough new projects that would do the same. Intersection improvements for this purpose
40 include improvements to adjacent approaches to the extent needed to assure the full functioning of the
41 intersection as intended by the improvements.

42 **SEPA REVIEW**

43 All developments generating ten or more peak hour trips will also be evaluated for traffic impacts during
44 the SEPA environmental review process. Such developments shall be asked to study traffic patterns for

1 the surrounding arterial system as well as on any adjacent neighborhood streets. To the extent that their
 2 impacts are mitigated by road improvements accounted for by payment of a Traffic Impact Fee (TIF), no
 3 additional mitigation is required. For other impacts on un-signalized intersections, non-motorized
 4 facilities, transit, traffic safety, physical obsolescence, and design standards, additional analysis for
 5 potential mitigation is required. If the development increases the volumes over the established LOS or
 6 other standards they will be required to propose and evaluate mitigation to provide alternatives which
 7 would reduce or eliminate their impact.

8 **Concurrency Mitigation**

9 If a development proposal fails the concurrency test, then mitigation is required to meet the concurrency
 10 standard. The developer may choose to reduce the size of the development; delay the development until
 11 the City or others provide the required improvement, or provide the required mitigation. Mitigation must
 12 be acceptable in form and amount, to assure compatibility with City plans and policies. Acceptable
 13 mitigation must:

- 14 1. Be consistent with the City's comprehensive plan and zoning.
- 15 2. Contribute to the performance of the transportation system.
- 16 3. Not shift traffic to a residential neighborhood.
- 17 4. Not shift traffic to other intersections resulting in a violation of the LOS standard without any
 18 possible mitigation.
- 19 5. Not violate accepted engineering standards and practices.
- 20 6. Not create a safety problem.

21 Evaluation characteristics include the level of service used in the initial determination as well as transit
 22 service, pedestrian facilities, bicycle facilities, safety and overall circulation. Each characteristic can help
 23 to reduce individual trips and mitigate the proposed development's impact to the arterial system.

24 Proposed mitigation may include system improvements or modifications involving one or more of the
 25 following categories:

- 26 1. **Transit Service:** Mitigation projects would include possible bus pullouts, transit stop
 27 improvements, better access routes to bus or a TDM program for the project. Projects could be
 28 both adjacent to the development and citywide.
- 29 2. **Pedestrian and Bicycle Facilities:** Pedestrian and bicycle facilities promote use of alternative
 30 modes of transportation thereby reducing vehicular trips. Improve sidewalk connections, new
 31 sidewalk routes and safer highway crossings could be used to promote pedestrian use. Shoulder
 32 pavement and revised channelization could assist bicyclists. Onsite storage facilities would
 33 promote use of bicycles.
- 34 3. **Safety:** Safety concerns within the city should be evaluated and projects selected that would
 35 reduce accidents and speed traffic. Improvements could reduce drivers' concerns at certain
 36 locations and encourage possible alternative routes.
- 37 4. **Street Circulation:** The overall street circulation would be looked at and projects developed that
 38 could change existing traffic patterns. Access points may change, turn lanes can be added or
 39 small street segments can be added or modified. If projects can be identified that will improve
 40 the transportation system, by reducing overall trips on the system or increasing system capacity,
 41 the impact of the development can then be reduced. An agreement with the project proponent as
 42 to scope of projects, development review and code compliance for site improvements could
 43 mitigation impacts.

- 1 5. **Transportation Demand Management:** As a mitigation measure, the developer may establish
 2 transportation demand management (TDM) strategies to reduce single occupant vehicle (SOV)
 3 trips generated by the development. The developer shall document the specific measures to be
 4 implemented and the number of trips generated by the development to be reduced by each
 5 measure. The environmental review may require performance monitoring and remedial measures
 6 if the TDM strategies are not successful in obtaining the predicted reduction in peak hour trips.

7 **TRAVEL DEMAND FORECASTS**

8 Beginning in 2003, the City began developing a new travel demand forecasting model. The new Base
 9 Transportation Model has land use information (trip beginnings and ends) for approximately 162 zones
 10 within the City, and 121 zones in surrounding King and Snohomish County.

11 The land use intensity can be altered in just one zone, representing a new major development, or across
 12 the board, representing background growth over time. Then, the model is run, resulting in new traffic
 13 loading on the street system based on the growth. Alternately, new street segments can be added, and the
 14 improvement in level of service can be identified.

15 The most important use of the model is to run it based on the expected 20-year growth in land use
 16 intensity, and to have portions of the street system that need improvements be identified. The 20-year
 17 Project List for transportation improvements (attached) is based on a 20-year forecast using the traffic
 18 model.

19 Another use of the traffic model is for concurrency management. A short-range growth forecast will be
 20 developed for each new development proposed in Lynnwood, testing the addition of that development to
 21 the pipeline of all other developments either constructed or in development review. Mitigation for the
 22 development will be based on the traffic model run for that case.

23 **LAND USE ASSUMPTIONS**

24 The following land use assumptions for the Transportation Element are based on those indicated in other
 25 elements, including the Land Use and Housing Elements:

- 26 1. The City of Lynnwood has the largest concentration of employment and housing in
 27 Southwest Snohomish County, including a designated Regional Growth Center.
- 28 2. High-density development, including increased densities in the City Center and Alderwood
 29 Mall areas, will influence the need for improved transit, vehicular and non-motorized
 30 transportation options.
- 31 3. The Highway 99 Mixed Use nodes will create higher density urban centers and will support
 32 expanded services by transit providers, especially near Sound Transit's SWIFT stations.
- 33 4. The future light rail stations developed by Sound Transit will create both opportunities and
 34 challenges. Development opportunities will be created by the increased land values and non-
 35 motorized accessibility near the urban stations, while traffic and parking challenges will be
 36 created by those commuters living outside the city and parking at the transit facilities served
 37 by park and rides.
- 38 5. While growth will be primarily focused within urban centers, non-motorized routes including
 39 bicycle and pedestrian links connecting existing neighborhoods to urban centers and transit
 40 facilities, will be important to create a connected community.

Near Term “Pipeline” Land Use Assumptions for Travel Demand Forecasting

Pipeline land use assumption include developments that have been issued a development permit based upon a passing concurrency evaluation and are either in design, under construction, but not yet generating actual traffic on the street system. The total housing dwelling units and employment in jobs for the pipeline condition within the city limits are shown in Table T-4. A total growth of 1,520 housing units and 1,492 jobs is expected within the city limits in the pipeline condition in the next 6 to 10 years.

Table T-4. Citywide Dwelling Units and Employment in Pipeline Conditions

Land Use	Residential (Dwelling Units)	Employment (Jobs)
2014 Land Use	15,166	26,823
<i>New Pipeline Developments</i>	<i>1,520</i>	<i>1,492</i>
Pipeline Land Use	16,686	28,315

In order to obtain relatively accurate land use data, different approaches and land use sources were applied for the areas around the city to account for regional growth around Lynnwood for the pipeline condition.

Outside of the city limits, land use data was obtained from the previous Lynnwood demand model and the Puget Sound Regional Council (PSRC) land use inventory for the period between 2010 and 2025.

Within the Snohomish County area, for those traffic analysis zones (TAZs) assigned a number less than 300, household dwelling units and employment data were interpolated from the previous Lynnwood demand model land use data between years 2005 and 2025. For TAZs numbered equal to 300 or greater, household dwelling units were interpolated from the PSRC land use data between years 2010 and 2025, and the employment data was interpolated from the Lynnwood land use data between years 2005 and 2025.

For remote King County and Snohomish County areas, for TAZs assigned a number greater than 400, both household dwelling units and employment data were interpolated from the PSRC land use data between years 2010 and 2030.

Long Range “2035” Land Use Assumptions for Travel Demand Forecasting

The Long Range 2035 land use assumptions are based upon the Land Use Element and the updated regional growth allocations. For the Lynnwood City Center area, the City Center consisting of a 9.1 million square-foot development (corresponding to 3,886 dwelling units and 18,322 jobs) was added to the pipeline model to derive the 2035 land use scenario. In addition, the proposed expansion of the existing park-and-ride lot located south of 200th Street SW between 46th Avenue W and 48th Avenue W, including the addition of 500 parking spaces, was added to the pipeline model to develop the 2035 land use scenario.

For other Lynnwood areas outside the City Center, the household dwelling units and employment data from the City’s 2032 travel demand model plus the City’s pipeline projects was used to develop the 2035 land use scenario. In addition, an additional 3,020 residential multi-family units were added to the Alderwood Mall Area in the 2035 demand model.

The total dwelling units and employment for the 2035 land use scenario are summarized in Table T-5. A total growth of 7,674 housing units and 15,406 jobs is expected to occur by 2035 within the city limits, which meets the planned PSRC residential and job growth target for the City.

1

Table T-5. Citywide Dwelling Units and Employment in 2035

Analysis Period	Residential (Dwelling Units)	Employment (Jobs)
2014 Land Use	15,166	26,823
New Growth between 2014 and Pipeline	1,520	1,492
Pipeline Land Use	16,686	28,315
New Growth between Pipeline and 2035	6,154	13,914
New Growth between Existing and 2035	7,674	15,406
2035 Land Use	22,840	42,229

2 In the Snohomish County area, for TAZs numbered less than 300, household dwelling units and
 3 employment data were obtained from the previous Lynnwood 2032 demand model. For TAZs numbered
 4 equal to 300 or greater, household dwelling units were interpolated from the PSRC land use data for
 5 2035, and the employment data was obtained from the previous Lynnwood 2032 demand model.

6 In remote King County and Snohomish County areas, for TAZs numbered greater than 400, both
 7 household dwelling units and employment data were interpolated from the PSRC land use data for 2035.

8 **ACTIONS NECESSARY TO MEET LOS STANDARDS**

9 **SIX-YEAR TRANSPORTATION PROJECTS**

10 Transportation projects scheduled for completion during the upcoming six-year period are included in the
 11 Six-Year Transportation Improvement Program (TIP), which is updated annually and adopted by
 12 reference.

13 **TRANSPORTATION SYSTEM NEEDS TO ACCOMMODATE EXISTING TRAVEL DEMAND**

14 For the existing condition in the PM peak hour period, there are nine intersections that operate below the
 15 City’s LOS standard, of which five are signalized intersections, one is a four-way stop-controlled
 16 intersection, and three are two-way stop-controlled intersections. The signalized intersections that do not
 17 meet the City’s LOS criteria represent 8.1 percent (or 5 out of 62) of the signalized intersections within
 18 the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent
 19 of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood*
 20 *Roadway System Capacity Report*, (DEA 2015)

21 Table T-6 shows the intersections that have LOS below the City’s LOS standard for the existing condition
 22 in the PM peak hour. Most stop-controlled deficient intersections will be improved by future TIP
 23 projects. Some of the deficient signals could be improved by re-optimizing the signal timing and splits.

1 **Table T-6. Citywide Intersection LOS Deficiencies in Existing PM**

Int. #	Intersection	LOS Standard	Existing Condition PM			Potential Mitigation
			Traffic Control	LOS	Delay (sec/veh)	
14	196th St SW/76th Ave W	D	Signal	E	61.4	Monitor
16	196th St SW/SR 99	D	Signal	E	65.3	Monitor
12	196th St SW/76th Ave W	D	Signal	F	85.3	Re-optimizing signal timing
99	208th St SW/68th Ave W	D	Signal	E	74.1	Signal removed; changed to RI/RO/LI*
64	212th St SW/52nd Ave W	D	Signal	E	57.4	Monitor
44	212th St SW/60th Ave W	D	Four-Way Stop	F	54.2	Future signal - TIP#15
944	Alderwood Mall Blvd/28th Ave W	D	Two-Way Stop	E	35.9	Future signal - TIP#59
230	204th St S/SR 99	D	Two-Way Stop	F	92.1	Future signal constructed along with 204th St SW extension
891	Maple Rd/Ash Way	D	Two-Way Stop	F	90.9	Tolerate or signalize

2 *Right-in/Right-out/Left-in *Lynnwood Roadway System Capacity Report*, (DEA 2015)

3 **TRANSPORTATION SYSTEM NEEDED TO ACCOMMODATE NEAR-TERM, “PIPELINE”**
 4 **TRAVEL DEMAND**

5 The pipeline forecast demand model was built upon the City’s re-calibrated 2013 base demand model.
 6 The improvement projects listed in the City’s Six-Year Transportation Improvement Plan (TIP) were
 7 obtained from the City’s website.

8 The TIP projects and other short-term improvement projects, including eight (8) roadway segments and
 9 13 intersection improvements projects expected to be completed in the next six (6) years, were included
 10 in the pipeline demand model.

11 Those improvement projects are listed in Table T-7 and shown in Figure T-2.

1 **Table T-7. Short-Term Improvement Projects Added in Pipeline Demand Model**

Project Type	No.	TIP#	Project Title
New/Expanded Roads	1	57	36 th Avenue W widening from 164 th Street SW to SR 99
	2	56	36 th Avenue W widening from Maple Road to 164 th Street SW
	3	E	33 rd Avenue W new extension connecting Maple Road
	4	C	33 rd Avenue W new extension from 184 th Street SW to 30 th Place W
	5	D	Poplar Way new extension bridge from 196 th Street SW to AMB ²
	6	41	52 nd Avenue W widening from 168 th Street SW to 172 nd Street SW
	7	43	204 th Street SW new extension from 68 th Avenue W to SR 99
City Center New/Expanded Roads	8	68	196 th Street SW (SR 524) widening from 36 th Avenue W to 48 th Avenue W
Intersection Improvements	9		Access control placed with EB left turn allowed at AMP ¹ /182 nd Street SW
	10	59	A new traffic signal installed at 28 th Avenue W and AMB ¹
	11		A new roundabout installed at 36 th Avenue W/172 nd Street SW
	12		A new traffic signal installed at 36 th Avenue W/Maple Road
	13		A new traffic signal installed at 30 th Place/33 rd Avenue W Bypass
	14		A new traffic signal installed at Costco North Access/33 rd Avenue W Bypass
	15		A new traffic signal installed at Costco E-W Access/33 rd Avenue W Bypass
	16		A new traffic signal installed at 184 th St SW/33 rd Avenue W Bypass
	17		EB left-turn movement at Poplar Way Ext./196 th Street SW prohibited
	18	52	A new traffic signal installed at 52 nd Avenue W/176 th Street SW
	19	14	A new traffic signal installed at 48 th Avenue W/188 th Street SW
	20		A new traffic signal installed at SR 99/204 th Street SW
	21	15	A new traffic signal installed at 66 th Avenue W/ 212 th Street SW

¹Alderwood Mall Parkway (AMP)

²Alderwood Mall Boulevard (AMB)

2
3
4

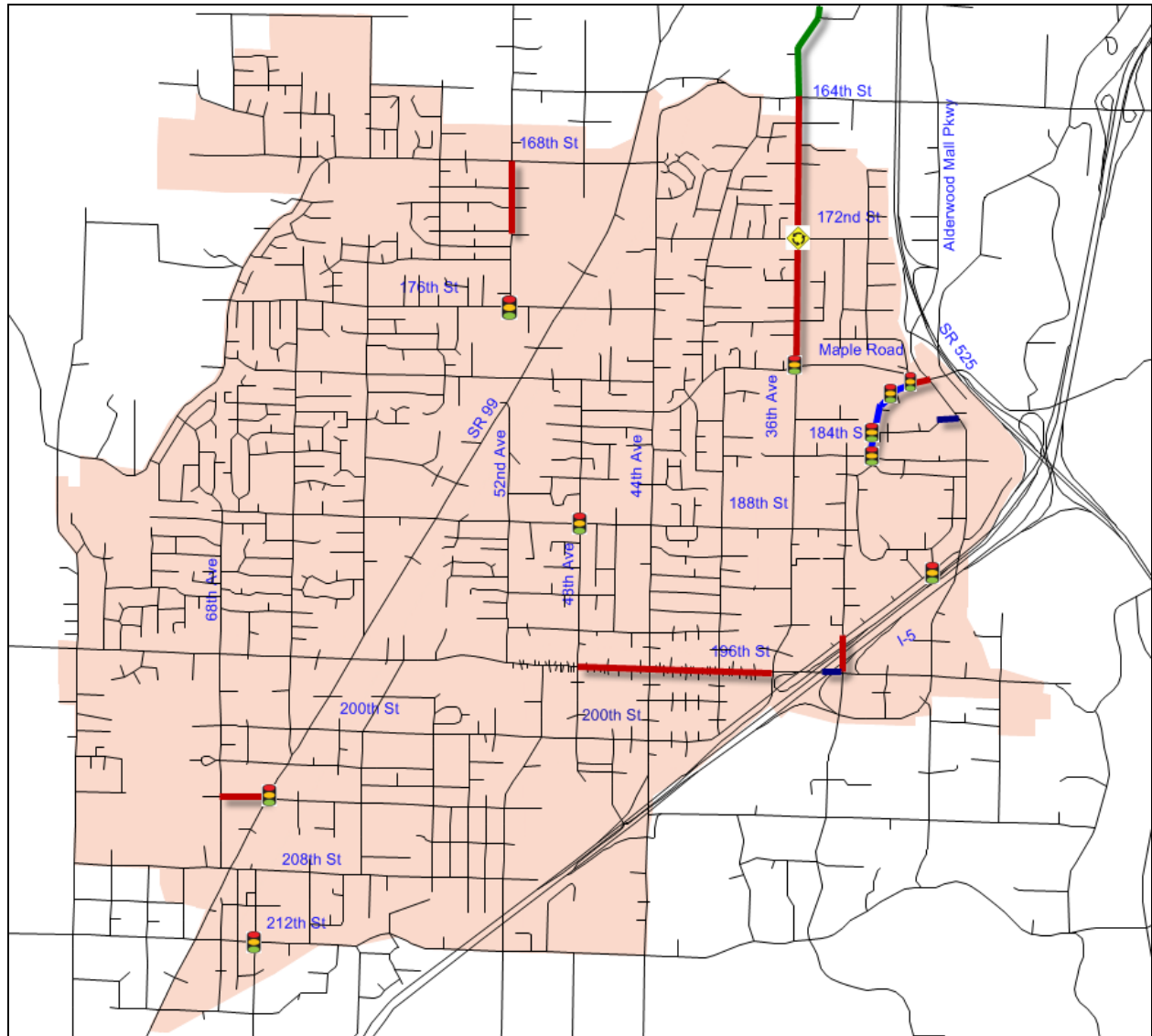


Figure T-2: Short-Term Transportation Improvement Projects

1
2
3
4
5
6
7
8

For the pipeline condition in the PM peak hour period, there are seven intersections that operate below the City’s LOS standard, of which six are signalized intersections and one is a two-way stop-controlled intersection. The signalized intersections that do not meet the City’s LOS criteria represent 8.3 percent (or 6 out of 72) of the signalized intersections within the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood Roadway System Capacity Report, (DEA 2015)*

1 **Table T-8. Citywide Intersection LOS Deficiencies in Pipeline PM**

Int. #	Intersection	LOS Standard	Traffic Control	LOS	Delay (sec/veh)	Potential Mitigation
14	196th St SW/76th Ave W	D	Signal	E	67.7	Monitor
58	184h St SW/33rd Ave W	D	Signal	E	57.0	Re-optimizing signal timing
16	196th St SW/SR 99	D	Signal	E	72.4	Monitor
12	196th St SW/76th Ave W	D	Signal	F	82.2	Re-optimizing signal timing
64	212th St SW/52nd Ave W	D	Signal	E	64.1	Monitor
19	212th St SW/SR 99	D	Signal	E	64.5	Monitor
891	Maple Rd/Ash Way	D	Two-Way Stop	F	9999.0*	Tolerate or Signalize

2 *Delay cannot be calculated due to demand exceeding capacity. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

3 **TRANSPORTATION SYSTEM NEEDS TO MEET LONG TERM “2035” TRAVEL DEMAND**

4 The 2035 demand model was built upon the re-calibrated 2013 demand model and the City’s available
 5 2025 demand model. Substantial transportation improvements within the city will be required by 2035 to
 6 meet the land use growth and traffic demand in the city. For purposes of travel demand forecasting,
 7 certain assumptions were included in the traffic forecasting demand model. Most of the improvement
 8 projects initially assumed were also described in the *Lynnwood City Center Access Study* (Perteet Inc.,
 9 September 2007).

10 The improvement projects listed in the pipeline demand model were all included in the 2035 demand
 11 model. In addition, the 2035 demand model includes additional long-range transportation improvement
 12 projects, including the City’s 20-year improvement projects.

13 Table T-9 lists the roadway improvements added to the 2035 demand model network in addition to the
 14 improvements assumed for the pipeline condition. More than nine (9) new roadway segments and more
 15 than 20 intersection improvements were included to provide additional road capacity to support traffic
 16 growth in 2035. The proposed City Center Private Grid System was also included in the 2035 roadway
 17 network. This grid system includes all new streets within the City Center area bounded by I-5, 194th
 18 Street SW, and 48th Avenue W, and includes those boundary streets.

19 The additional improvements beyond the pipeline condition assumed to be completed by 2035 are shown
 20 in Figure T-3.

1 **Table T-9. Long-Range Transportation Improvement Projects Included in 2035 Demand Model**

Project Type	No.	TIP#	Project Title
New/Expanded Roads	1	92	Beech Road new extension from AMP to Ash Way
	2		33 rd Avenue W extension widening to a 5-lane roadway between AMP ² and 184 th Street SW
	3	A	33 rd Avenue W new extension from 33 rd Avenue W to 184 th Street SW
	4	69	200 th St SW widening from 64 th Avenue W to 48 th Avenue W
City Center New/Expanded Roads	5	71	194 th Street SW new extension from 33 rd Avenue W to 40 th Avenue W
	6	2	42 nd Avenue W new street from 44 th Avenue W to 194 th Street SW
	7		New City Center Private Grids
	8	67	44 th Avenue W widening from I-5 to 194 th Street SW
	9	76	200 th Street SW widening from 40 th Avenue W to 48 th Avenue W
Intersection Improvements	10	B	A new turn lane constructed at 196 th St SW/AMP ²
	11		Re-channelized at 33 rd Avenue W Bypass/184 th Street SW
	12		A new traffic signal installed at 33 rd Avenue W/194 th Street SW
	13		A new traffic signal installed at 36 th Avenue W/194 th Street SW
	14		A new traffic signal installed at 40 th Avenue W/194 th Street SW
	15		A new traffic signal installed at 42 nd Avenue/194 th Street SW
	16		A new traffic signal installed at 48 th Avenue W/194 th Street SW
	17		A new traffic signal installed at 42 nd Avenue W/196 th Street SW
	18		A new traffic signal installed at 50 th Avenue W/196 th Street SW
	19		A new traffic signal installed at 40 th Avenue W/198 th Street SW
	20		A new traffic signal installed at 44 th Avenue W/198 th Street SW
	21		A new traffic signal installed at 42 nd Avenue/200 th Street SW
	22		An additional left-turn-only lane added to the westbound approach and the signal phasing at 200 th Street SW/44 th Avenue W optimized
	23		Right-In/Right-Out control at the following intersections: <ul style="list-style-type: none"> • 44th Avenue W/195th Street SW • 44th Avenue W/197th Street SW • 44th Avenue W/199th Street SW • 44th Avenue W/200th Street SW Connector • 43rd Avenue W/200th Street SW • 43rd Avenue W/196th Street SW • 41st Avenue W/200th Street SW • 41st Avenue W/196th Street SW • 45th Avenue W/196th Street SW • 45th Avenue W/200th Street SW

¹Alderwood Mall Boulevard (AMB)

²Alderwood Mall Parkway (AMP)

2
3
4

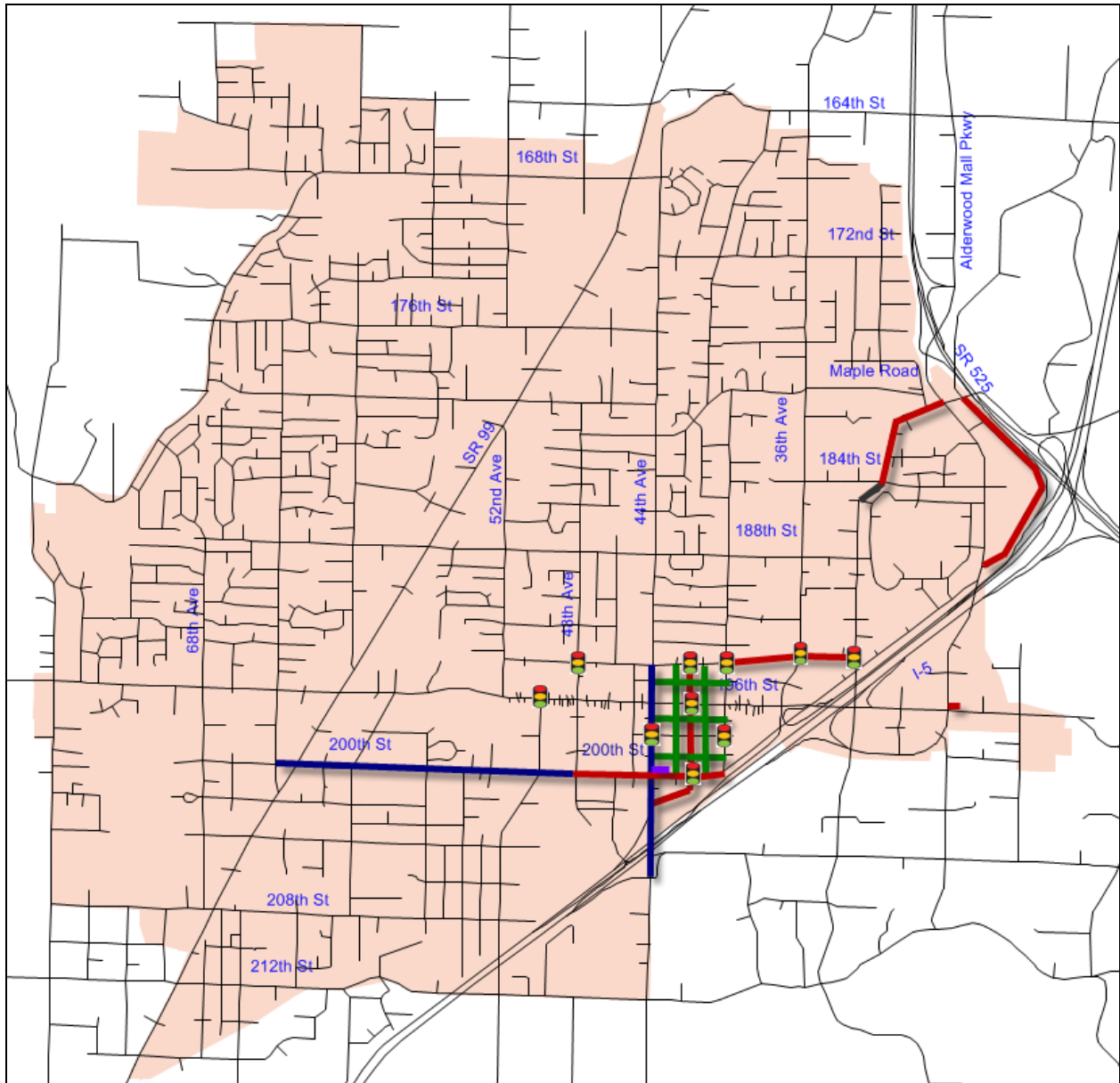


Figure T-3: Long-Range Transportation Improvement Projects

1
2
3
4
5
6
7
8

For the 2035 condition in the PM peak hour period, there are 18 intersections that operate below the City’s LOS standard, of which 14 are signalized intersections and four (4) are two-way stop-controlled intersections. The signalized intersections that do not meet the City’s LOS criteria represent 17.1 percent (or 14 out of 82) of the signalized intersections within the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

1

Table T-10. Citywide Intersection LOS Deficiencies in 2035 PM

Int. #	Intersection	LOS Standard	Traffic Control	LOS	Delay (sec/veh)	Potential Mitigation
14	196th St SW& 76th Ave W	D	Signal	F	135.6	Tolerate
72	Maple Rd/Alderwood Mall Pkwy	D	Signal	F	84.1	Tolerate
53	188th St SW/33rd Ave W	D	Signal	E	77.1	Tolerate
56	188th St/44th Ave	D	Signal	E	66.8	Tolerate
15	188th St SW/SR 99	D	Signal	E	76.0	Tolerate
74	Alderwood Mall Blvd/33rd Ave W	D	Signal	E	76.7	Tolerate
29	196th St/40th Ave W	E	Signal	F	83.4	Tolerate
201 1	196th St/42nd Ave W	E	Signal	F	82.3	Tolerate
4	196th St/44th Ave W	E	Signal	F	105.3	Tolerate
16	196th St SW& SR 99	D	Signal	F	90.5	Tolerate
17	200th St SW/SR 99	D	Signal	E	70.1	Tolerate
61	212th St SW/44th Ave W	D	Signal	E	67.9	Tolerate
64	212th St SW/52nd Ave W	D	Signal	F	148.1	Tolerate
19	212th St SW/SR 99	D	Signal	E	64.8	Tolerate
95	196th St/56th Ave W	D	Two-Way Stop	E	36.6	Tolerate
63	208th St SW/52nd Ave W	D	Two-Way Stop	E	41.9	Tolerate
839	212th St SW/61st PL	D	Two-Way Stop	F	140.5	Tolerate
891	Maple Rd/Ash Way	D	Two-Way Stop	F	9999.0*	Tolerate or signalize

*Delay cannot be calculated due to demand exceeding capacity. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

2
3
4

PROJECTED STATE NEEDS

Lynnwood has three Principal Arterials that are also state highways:

- 196th Street SW (SR-524)
- 44th Avenue West (SR-524 Spur), south of 196th Street SW
- SR-99

These state highways are included in the travel demand forecasts and LOS assessments. Existing Pipeline, and 2035 forecast volumes are included in the Lynnwood Roadway System Capacity Report, (DEA 2015)

Interstate-5, I-405 and SR-525 are located along the City's borders, and are directly fed by the City's arterial street system.

The city has included these facilities and associated WSDOT improvements in its travel demand forecasting model.

NON-MOTORIZED TRANSPORTATION

Walking and biking between destinations within Lynnwood can be a challenge. Sidewalks, where they exist, often do not connect with each other or with primary activity centers. As Lynnwood redevelops, an attractive pedestrian environment, which is a key element in a city center area economic development strategy, will become more predominant since most intense retail uses are heavily dependent on foot traffic to generate sales.

The lack of existing non-motorized connections between residential areas, transit facilities, schools, parks, shopping and other nearby activities limits opportunities to walk short distances. Still, many of the City's 95 miles of streets are without continuous pedestrian facilities on at least one side of the road. Most streets are without designated bike lanes.

PEDESTRIAN AND BICYCLE SKELETON SYSTEMS

The City of Lynnwood has developed a City-wide multi-choice transportation system, known as the skeleton system. The skeleton system provides a framework of sidewalks, walkways, trails, paths, promenades and bikeways to allow people the choice to travel between most homes, schools, businesses, entertainment and other services throughout the City of Lynnwood without using their cars. The pedestrian skeleton system includes a total of 104 miles of sidewalks, paths, and trails, of which 85 miles or 82% is complete today. The bicycle skeleton system includes a total of 70 miles of bike lanes/routes, of which 12 miles or 17% is complete today. Existing and future planned pedestrian and bicycle facilities are shown on the Pedestrian and Bicycle Skeleton System Maps.

As a means of prioritizing and ranking necessary fiscal expenditures and making decisions regarding placement, the City will continue to use the following criteria to evaluate missing non-motorized system segments throughout the City:

- Proximity to schools, designated school walk routes.
- Proximity to Senior Services.
- Proximity to stores, businesses, etc.
- Proximity to parks, trails and open space.
- Roadside safety elements/obstacles.
- Mid-block crossing safety.
- Proximity to federally designated low income census tracks
- Proximity to bus stops, bus routes.

- 1 • Pedestrian usage trends.
- 2 • Accident history.
- 3 • Neighborhood Connector.
- 4 • Presence of existing sidewalk/walkway on one side of street.
- 5 • Type of street – Principal, Minor, Collector Arterial, Residential
- 6 • Traffic volumes and speeds.
- 7 • Size of missing segment of walkway.
- 8 • Type of walkway in vicinity - concrete, asphalt, gravel
- 9 • Presence of ditches and/or other roadside obstacles.
- 10 • Right of way necessary to construct improvements.
- 11 • Potential for redevelopment of segment by private developer or capital project.
- 12 • Potential for other funding sources.
- 13 • Active Neighborhood groups

14 Bicycle facilities are added to existing streets when feasible. The need for bicycle lanes must often be
 15 balanced between the loss of traffic lanes and the loss of on street parking.

16 **STRATEGIES FOR REDUCING TRAVEL DEMAND**

17 **Commute Trip Reduction**

18 Lynnwood's first Commute Trip Reduction (CTR) Plan and Ordinance (LMC 11.14) were adopted in
 19 1993, in response to the 1991 State Commute Trip Reduction Act (RCW 70.94.521.551). The CTR Act
 20 affected all employers in counties with a population of 100,000 or more which had 100 or more
 21 employees regularly reporting to work between 6:00 a.m. and 9:00 a.m. weekdays. Affected employers
 22 were required to prepare and submit for city approval a Commute Trip Reduction Program which set
 23 target goals for reducing Single Occupant Vehicle (SOV) commute trips and commute trip Vehicle Miles
 24 Traveled (VMT), along with strategies for achieving the goals. Employers were also required to
 25 participate in bi-annual surveys (conducted by WSDOT) to determine if the CTR Programs were
 26 working, and to cooperate with the city in revising their programs if they weren't.

27 In 2005, the State Legislature overhauled the 1991 CTR Act with the Commute Trip Reduction Efficiency
 28 Act (CTREA - ESSB 6566). The CTREA imposed new requirements for CTR planning on local
 29 jurisdictions, and also set more aggressive SOV and VMT goals for employers. In response, the City has
 30 developed CTR Plan and Ordinance. The Plan includes strategies for regional cooperation, especially
 31 with Community Transit, to help meet regional CTR goals and assist employers in developing and
 32 implementing their CTR Programs.

33 The State CTR Plan 2015-2019 describes the statewide goals and targets and lists the three local options
 34 for setting goals and targets. A key change in the design of program goal setting is the relationship
 35 between state goals and targets and local goals and targets. In the past, state targets for goals were the
 36 minimum performance that a local plan could set and be considered “consistent” with the state program.
 37 Through the new performance design, the program has provided unprecedented local flexibility.
 38 Consistency with statewide goals is now understood as local program performance that makes a
 39 meaningful contribution to these goals and/or the purposes of the state program (reducing automobile-
 40 related emissions, fuel consumption, and traffic congestion).

41 There are currently eight Lynnwood employers who meet the criteria set forth by the new state law. The
 42 following table shows the affected employers, the number of affected employees, and their SOV and
 43 VMT reduction goals for 2011.

44 Affected employers have developed the following programs in response to the City's Ordinance.

- 1 1. Developed Commute Trip Reduction programs by the completion of employee surveys, and
- 2 assigning and training Employee Transportation Coordinators (ETC).
- 3 2. Conducted on-site employee educational efforts, e.g., CTR fairs, newsletters, voice mail
- 4 reminders, to name only a few educational activities.
- 5 3. Placed "Commuter Option Boards" (information boards with bus schedules, carpool and
- 6 vanpool information and other materials) in highly visible locations on-site.
- 7 4. Offered incentives to employees to not drive their cars by themselves to work, e.g.,
- 8 subsidized bus passes, vanpool subsidy.
- 9 5. Reviewed the feasibility of offering work schedule modifications.

10 WSDOT reimburses local jurisdictions for their cost to administer CTR Programs. In 2008, the City of
 11 Lynnwood along with other affected cities in Snohomish County entered into a contract with Community
 12 Transit (CT) under which the transit agency provides support services to employers to help them develop,
 13 implement and monitor CTR programs. In return, the cities direct their WSDOT CTR funds to
 14 Community Transit. The City has final approval of employer Commute Trip Reduction programs, and
 15 still must adopt and enforce its locally adopted CTR ordinance.

16 **Transit Oriented Development (TOD) City Center Subarea**

17 The City Center subarea has been planned as a high density mixed use TOD relying the extension of High
 18 Capacity Transit (HCT) into the City Center core to achieve planned mode split targets.

19 **Transit Oriented Development (TOD) Alderwood Mall Subarea**

20 The additional growth allocation required for this planning cycle has been accommodated outside the City
 21 Center with mixed use zoning adjacent to the Alderwood Mall to create opportunities for non-motorized
 22 trips between future residential and exiting office and retail uses. The extension of HCT beyond
 23 Lynnwood with an urban station in this location will further reduce SOV travel demand and complement
 24 the existing commercial and future residential uses.

25 **MULTI-YEAR FINANCING STRATEGY**

26 In the past, the City has been very successful in securing grants to help pay for its most pressing
 27 transportation needs; e.g., the I-5/196th Street Interchange project, Highway 99 improvement project,
 28 Hazardous Elimination Project (HES) funding, and the like. With the passage of various initiatives in the
 29 1990's and decreases in the state and federal grant programs, the availability of funds to support
 30 transportation has decreased. The reduction in the amount of funds available for transportation will mean
 31 smaller programs with fewer projects in the future. For a more detailed accounting of the financial
 32 sources and plan refer to the Capital Facilities Element. The following is a brief discussion of how this
 33 element meets the requirements of the GMA.

34 RCW 36.70A.070 (6)(c) outlines the requirements relating to the Transportation Element's ability to
 35 finance the identified needs in order to meet both the forecasted growth and fix the deficiencies that were
 36 found through this transportation planning effort. The requirements for financing this plan require the
 37 City to develop a three-step process, as follows.

38 **Step One:** RCW 36.70A.070 (6)(c)(i) calls for an analysis of the City's funding capacity to judge the
 39 needs against probable funding resources.

40 **Step Two:** RCW 36.70A.070 (6)(c)(ii) requires the City to develop a multiyear financing plan based on
 41 the needs identified in the Comprehensive Plan, the appropriate parts of which will serve as the basis for
 42 the six-year street, road, or transit program.

Step Three: RCW 36.70A.070 (6)(c)(iii) states that if probable funding falls short of meeting identified needs, a discussion will take place on how additional funding will be raised or how land use assumptions will be reassessed to ensure that the Level Of Service standards will be met.

In order to meet the **Step One** requirement the City has identified the following existing potential funding sources. Additionally, due to the City's strategic location, in the Regional Transit Authority System, there may be extra funding sources to assist Lynnwood in meeting its transportation needs.

ANALYSIS OF FUTURE FUNDING CAPABILITY

The following funding sources are currently available for transportation facilities. Most require a local match from the Arterial Street Fund, a general fund source or private sector funding such as a local improvement district. Large transportation improvements usually require two or more grant sources with a local match.

1. HUD Block Grants: Federal funds used for sidewalks and compliance with Americans with Disabilities Act.
2. Hazardous Elimination and Safety Program (HES): Federal gas tax funds used to eliminate hazards on the transportation network.
3. Transportation Improvement Board Urban Sidewalk Program provides funding for projects that address safety, access to generators, and system connectivity. All projects must be transportation related on a federally classified route and be consistent with the American with Disabilities Act (ADA).
4. Transportation Improvement Board Urban Arterial Program funds projects in the areas of Safety, Growth and Development, Mobility, and Physical Condition.
5. Public Works Trust Fund (PWTF): A State sponsored loan program requiring repayment using local funds for a specific project.
6. General Obligation Bonds: Bonds supported by the City's general fund for repayment.
7. Revenue Bonds: Bond financing requiring a dedicated source of tax revenue.
8. Developer Contribution: TrIF funds supplied by the developer.
9. Local Improvement District (LID): Special taxing district of established by those parties most affected by the improvement.
10. Washington State Department of Transportation (WSDOT): WSDOT is responsible for the maintenance of State facilities within the City limits. They may also be a funding partner for major improvements to state facilities.
11. Moving Ahead for Progress in the 21st Century (MAP-21) Federal gas tax grants for transportation projects.
12. Arterial Street Funds: State gas tax funds distributed to cities on a per capita basis restricted to the construction and improvement of designated arterial roads.
13. Interlocal Agreement: Agreements between government agencies.
14. Commute Trip Reduction planning funds: State funding to support the planning in meeting the state Commute Trip Reduction Act.
15. DCTED Community Development Grant: State funding to support community improvements that link transportation with land uses.

- 1 16. Sound Transit (ST) - Transit Development Funds: Regional funds dedicated to support transit
 2 station development and other land uses related to the Regional Transit plan, Sound Move.
- 3 17. The City TBD Board adopted TBD Ordinance #2 enacting a \$20 vehicle registration fee (for each
 4 eligible vehicle registered in Lynnwood). The \$20 vehicle registration fee went into effect on
 5 July 1st 2011 and generates approximately \$500,000 annually for transportation projects. This
 6 fee could be increased with voter approval.

7 **TRAFFIC IMPACT FEES**

8 The Capital Facilities Element of this Plan identifies transportation improvements made necessary by
 9 growth forecast to the year 2025, and the Financial Element identifies public revenues likely to be
 10 available for those improvements. A Transportation Impact Fee (TrIF) shall be paid by new
 11 developments to account for the cost of transportation improvements reasonably related to the demand
 12 created by the development. The TrIF shall provide only for improvements on the Arterial System
 13 (including collector arterials) needed for growth, and not including mitigation of existing deficiencies.

14 The TrIF was calculated by use of the Base Transportation Model 20-year forecast to determine what
 15 percentage of growth in traffic will be due to development within the City. New development will then
 16 be assigned to pay for that same percentage of the City's 20-year Transportation Improvement Plan (TIP).
 17 Each new trip generated by in-City development, will pay for a share of development's percentage of the
 18 TIP.

19 Every two years the Public Works staff will recalculate the cost of the TIP, and the expected share of that
 20 that development is expected to pay for. The per-trip fee will then be adjusted, if necessary. All projects,
 21 except those listed here, are subject to the TrIF, based upon the net number of trips generated by their
 22 development in the PM peak hour.

23 The City met the **Step Two** requirement by developing its short-term and long-term multiyear
 24 transportation improvement program based on the ability of existing funding sources to meet the
 25 identified needs. The City met the **Step Three** requirement by evaluating the impacts of significant
 26 development and redevelopment as part of the SEPA environmental assessment. Mitigation is proposed
 27 that utilizes demand management strategies to reduce peak hour traffic impacts and multi-modal
 28 solutions.

29 The City also recognizes that there are certain circumstances under which a facility will be constrained.
 30 This means that the City will not be able to fix the problem to the Level of Service standard during peak
 31 periods. In that event, the City will strive to lower the impacts to the overall system by alternative
 32 improvements or strategies to provide additional capacity in alternative locations, or by demand
 33 management strategies.

34 **FUNDING SHORTFALL STRATEGY**

35 Transportation improvement projects are often highly significant in terms of their impact on the
 36 surrounding environment, their physical complexity and their cost. They often must be constructed in
 37 linked phases over the course of time. Major planning, environmental and design studies must often
 38 precede actual construction. Similarly, the funding for transportation projects is often based on a complex
 39 package emanating from a number of sources, such as city funds, grants and local improvement district
 40 funding. Identifying and securing funding requires careful prior planning and an ongoing commitment to
 41 advocating projects. Due to the long lead time involved in bringing transportation projects to fruition, a
 42 long-term approach to planning, designing and funding the transportation program is both necessary and
 43 desirable.

44 The selection of projects from the twenty-year planning horizon for the six-year transportation
 45 improvement program is also designed to provide policy guidance for the pursuit of transportation grants.

1 A significant portion of the TIP and the twenty year long range transportation plan consists of
 2 discretionary grant revenues from state or federal sources. City efforts to obtain grants shall be consistent
 3 with the TIP and twenty year long range transportation plan.

4 As development proceeds, it is expected that the City will continue to identify and secure the financial
 5 resources needed to implement the transportation plan in support of the adopted land use plan. However,
 6 many factors related to facility planning and funding are beyond the City's immediate control, such as the
 7 growth in traffic from areas outside the City, general availability of grant revenues at the regional and
 8 state level, fluctuations in local revenue, and broad changes in society's travel patterns.

9 The following funding shortfall strategy will be used to balance the City's transportation needs and its
 10 transportation concurrency requirement under GMA. These actions are listed in order of precedence.

11 1. Reduce transportation funding needs.

- 12 • Reevaluate the need for projects
- 13 • Promote transportation demand management actions to reduce vehicle trips
- 14 • Re-scope project needs and downsize where possible

15 2. Develop new revenue options.

- 16 • Increase revenues by using existing resources
- 17 • Participate in regional funding strategy development
- 18 • Seek new or expanded revenue sources
- 19 • Pursue private/public partnerships
- 20 • Impose Transportation Impact Fee on new developments

21 3. Change the City's level of service standard. Options include:

- 22 • Adjust the LOS to allow additional development
- 23 • Adjust the LOS to allow limited additional development
- 24 • Adjust the LOS to phase growth
- 25 • Do nothing and allow the LOS standard to determine whether development is allowed

26 4. Change the City's land use and zoning.

- 27 • Revise the land use plan to modify growth patterns to reduce traffic growth
- 28 • Adjust the target forecast for the City's growth
- 29 • Delay development until facilities are in place to meet the LOS standard

30 **INTERGOVERNMENTAL COORDINATION AND IMPACT ASSESSMENT**

31 The city will continue to participate in special purpose sub-regional and regional forums with other local
 32 agencies and transportation providers convened to deal with specific issues of concern to Lynnwood.

33 These agencies include:

- 34 • WSDOT
- 35 • Snohomish County
- 36 • Neighboring Cities
- 37 • Snohomish County Infrastructure Coordinating Committee (ICC)
- 38 • Regional Project Evaluating Committee (RPEC) at PSRC
- 39 • Snohomish County Committee for Improved Transportation (SCCIT)
- 40 • WSDOT quarterly meetings
- 41 • Snohomish County Tomorrow (SCT).
- 42 • Sound Transit
- 43 • Community Transit

1 **TRANSPORTATION GOALS, OBJECTIVES AND POLICIES**

GOAL

To provide mobility for residents, visitors and commuters through a balanced system of transportation alternatives that supports the City’s land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on the environment.

2
3 **STREET SYSTEM**

4 **Policy T-1** Provide a City system of streets for the safe, efficient, and economical movement of
5 people and goods to local and regional destinations.



7 **Strategy T-1.1** Monitor traffic patterns and accident histories to formulate solutions that reduce the
8 potential for serious accidents. In cooperation with the Police Department, analyze
9 statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.

10 **Strategy T-1.2** Conduct bi-monthly meetings of the traffic safety committee to evaluate proposals
11 for traffic system improvements.

12 **Strategy T-1.3** Work with communities to evaluate traffic problems and provide appropriate traffic
13 calming solutions based on available funding and relative need.

14 **Strategy T-1.4** Provide for the inspections of City owned bridges as required by Federal and State
15 law.

16 **Strategy T-1.5** Recommend an annual overlay program supported by the City’s Pavement
17 Management System. Identify the implications of deferred maintenance if funding
18 levels fall below recommended levels.

19 **TRAFFIC SIGNAL SYSTEM**

20 **Policy T-2** Operate and maintain a traffic signal system that provides safe movement through
21 intersections and a responsive level of service during off peak hours for the residents
22 moving within the City limits.



24 **Strategy T-2.1** Review status of all existing traffic signal equipment on regular basis (i.e. traffic
25 signal rebuild program) and prepare the annual budget with recommended
26 improvements and/or replacements.

27 **Strategy T-2.2** Operate, maintain and enhance the Intelligent Transportation System (ITS), including
28 Transportation Management Center (TMC) and all field infrastructure.

29 **PUBLIC TRANSIT SYSTEM**

30 **Policy T-3** Work with the transit providers to make transit an attractive travel option for local
31 residents, employees and users of regional facilities.



33 **Strategy T-3.1** Work with the transit providers to establish a hierarchy of transit services focused on
34 three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-
35 community and regional services.

36 **Strategy T-3.2** Continue working with Sound Transit on the development of the improvements to the
37 Park and Ride Lot and future urban stations in City Center and the mall subarea.

- 1 **Strategy T-3.3** Work with the transit providers to develop an operational procedure for the use of
2 transit signal priority during peak travel hours. (ongoing)
- 3 **Strategy T-3.4** Monitor public transit operations through the City and the related impacts to east-
4 west mobility and traffic progression during peak travel hours.
- 5 **Strategy T-3.5** Work with private development and transit agencies to integrate transit facilities and
6 pedestrian and bicycle connections to residential, retail, manufacturing, commercial
7 office and other types of development.
- 8 **Strategy T-3.6** Insure that Sound Transit’s approved light rail service under ST 2 to Lynnwood
9 includes one light rail station in the Core District of the City Center, serving the City
10 Center, and a separate station at the Lynnwood Transit Center, serving commuters.
11 Lynnwood will partner with Sound Transit to implement and secure funding for this
12 extension. Construction of the City Center station should be completed within the
13 original 2023 timeframe.
- 14 **Strategy T-3.7** The City will work with ST, Snohomish County and SW Cities to select a route and
15 station locations for completing the line to Everett. The City will also work with
16 these parties to advance funding for this project by bringing “ST3” to the voters as
17 soon as feasible. An urban station near the Alderwood Mall should be included in
18 the route to support additional residential densities and mixed use around the mall.

NON-MOTORIZED TRANSPORTATION SYSTEMS

- 20 **Policy T-4.1** The City will strive to complete an integrated safety-orientated pedestrian, school
21 walkway and bicycle system to provide mobility choices, reduce reliance on
22 vehicular travel and provide convenient access from residential areas to schools,
23 recreational facilities, services, transit and businesses.
- 24 ■ ■ ■
- 25 **Strategy T-4.1** Develop an integrated non-motorized “skeleton” transportation system of sidewalks
26 and bicycle facilities that link neighborhoods, businesses, parks, schools and activity
27 centers.
- 28 **Strategy T-4.2** Establish clear policies and priorities to guide the planning for and construction of
29 public sidewalks throughout the City.
- 30 **Strategy T-4.3** Public sidewalks on project frontages shall be required of all new development,
31 including residential subdivisions.
- 32 **Strategy T-4.4** Non-motorized facilities shall be included in the design and construction of all future
33 arterial streets.
- 34 **Strategy T-4.5** The highest priority for public walkways on non-arterial streets shall be those that
35 connect parks, recreational areas, schools or other public facilities, or that are needed
36 to correct a unique safety concern(see list of criteria previously listed in the Non-
37 Motorized Facilities section).
- 38 **Strategy T-4.6** The City shall provide public walkways within residential neighborhoods only when
39 funded through a Local Improvement District (LID), grant, participation program or
40 other private funding sources.
- 41 **Strategy T-4.7** Paved pedestrian walkways should be provided on corner development sites from
42 street to building entrances to encourage walking between businesses, especially at
43 signalized intersections, to reduce development traffic impacts.

- 1 **Strategy T-4.8** A safe, well lit pedestrian walkway network should be provided throughout
2 commercial development sites.
- 3 **Strategy T-4.9** At appropriate locations, walkways should be extended to the edge of development
4 sites to connect to existing walkways on adjacent property or allow for future
5 connections when adjacent property is developed or redeveloped.
- 6 **Strategy T-4.10** Street right-of-way adjacent to development sites should be fully improved to current
7 City standards, including the provision of sidewalks, to reduce traffic impacts.
- 8 **Strategy T-4.11** Existing streets lacking sidewalks, shoulders, or other features required of new streets
9 shall be upgraded to full standards on a priority basis that considers at least traffic
10 volumes, safety concerns, and non-motorized activity levels.
- 11 **Strategy T-4.12** The Municipal Code requires installation of public improvements as part of
12 development or redevelopment of property. In some cases, the requirements of Code
13 may not prescribe sufficient improvements to adequately address issues related to
14 traffic, access, connectivity, pedestrian facilities, bike facilities, etc. that may be
15 needed to support, sustain and serve the development and surrounding community
16 and mitigate the impacts of the development. In such cases, the City may require
17 additional improvements and/or other mitigation, provided that such requirements are
18 related to the impact of the proposed development and the costs of the improvements
19 and/or mitigation is generally consistent with the relative scale and potential impact
20 of the development on the existing transportation system and infrastructure.
- 21 **Strategy T-4.13** The City will develop funding policies that support construction of a minimum,
22 “skeleton system” of non-motorized improvements.
- 23 **Strategy T-4.14** Continue the program of linking schools and parks with sidewalks in accordance with
24 a prioritized master plan.
- 25 **Strategy T-4.15** Review and update the City's sidewalk program each year prior to budget
26 development.
- 27 **Strategy T-4.18** City shall evaluate codes with regards to operation and maintenance of sidewalks and
28 develop the appropriate policies to ensure adequate, long-term maintenance of
29 facilities.
- 30 **Strategy T-4.19** City should continue its public outreach program to educate residents about the
31 benefits of walking, biking, and physical exercise.

CONSISTENCY AND CONCURRENCY

33 **Policy T-5** The City will have a transportation plan that is consistent with and supportive of the
34 land use plan, and that assures the provision of transportation facilities and services
35 concurrent with development, which means the improvements or strategies are in
36 place at the time of development, or that a financial commitment is in place to
37 provide the needed facilities within the next six years.



39 **Strategy T-5.1** Adopt a concurrency ordinance meeting the requirements of RCW 36.70A.

40 **Strategy T-5.2** The level of service for non-City Center arterials and non-State Highways is
41 established as LOS “D” during the PM peak hour. The City Center is expected to
42 operate with more congestion. Not only are there more trip ends per acre in the City
43 Center, there are more opportunities to move about without a car. Businesses are
44 closer together, making walking easier, and transit service is more frequent. The

- 1 level of service for the City Center is established as LOS "E" during the PM peak
- 2 hour.
- 3 **Strategy T-5.3** The transportation impacts of projects already permitted, under construction or
- 4 otherwise legally vested prior to adoption of the new concurrency ordinance will be
- 5 evaluated and mitigated in accordance with the City's policies and procedures.
- 6 **Strategy T-5.4** The LOS for City arterials takes into consideration the need to protect neighborhoods
- 7 from excessive pass through traffic.
- 8 **Strategy T-5.5** Traffic generated by new and redevelopment projects should be evaluated to
- 9 determine the impact on the operation of surrounding intersections and street
- 10 network. Projects that create ^{adverse} traffic impacts should include measures
- 11 demonstrated to mitigate those impacts.
- 12 **Strategy T-5.6** Maintain the City's traffic model for various planning purposes. Review land use
- 13 changes and development patterns on a continuing basis for additions or changes to
- 14 the assumptions used in the traffic model. Re-calibrate the base year model at least
- 15 every five years. Maintain a concurrency pipeline model that is regularly updated to
- 16 account for all development activity on a continuing basis, to give a short-range
- 17 forecast useful for six-year priority programming. Update the 20-year forecast model
- 18 at least every five years, to maintain the 20-year improvement list and related plans.

SYSTEM MANAGEMENT AND SAFETY

- 20 **Policy T-6** Maximize the functionality and safety of the local circulation system to guide the
- 21 design of all transportation facilities, incorporating new materials and technology and
- 22 responding to the needs of neighborhoods, visitors and businesses.
- 23 □ □ □
- 24 **Strategy T-6.1** Control the location and spacing of commercial driveways and the design of parking
- 25 lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.
- 26 **Strategy T-6.2** Driveways shall be located to provide adequate sight distance for all traffic
- 27 movements and not interfere with traffic operations at intersections.
- 28 **Strategy T-6.3** On-site traffic circulation shall be designed to ensure safe and efficient storage and
- 29 movement of driveway traffic.
- 30 **Strategy T-6.4** Driveway access onto all classifications of arterial streets should be located to
- 31 minimize impacts on the adjacent street system.
- 32 **Strategy T-6.5** Shared vehicle access between adjacent commercial and industrial development sites
- 33 should be provided where feasible or provisions made to allow for future shared
- 34 access to reduce development traffic impacts on adjacent streets.
- 35 **Strategy T-6.6** Access to properties should be oriented away from properties that are used, zoned or
- 36 shown on the Comprehensive Plan less intensively.
- 37 **Strategy T-6.7** Enhance the safety of residential streets and the livability of neighborhoods.
- 38 **Strategy T-6.8** Non-local and bypass traffic on local neighborhood streets shall be discouraged.
- 39 Discourage through traffic on local access streets.
- 40 **Strategy T-6.9** Traffic calming measures and innovative street design features shall be required
- 41 where traffic analysis indicates that a development will introduce traffic on local
- 42 streets that exceeds the design volume of the local street.

- 1 **Strategy T-6.10** Local street networks shall be linked through subdivisions to provide efficient local
2 circulation, as appropriate.
- 3 **Strategy T-6.11** Place high priority on the access needs of public safety vehicles.
- 4 **Strategy T-6.12** Encourage directing increased traffic volumes onto streets with sufficient capacity to
5 provide safe and efficient traffic flow or where adequate traffic improvements will be
6 provided in conjunction with the development, require adequate vehicular and non-
7 motorized access to new developments, and minimize non-motorized -vehicular
8 conflict points.
- 9 **Strategy T-6.13** Encourage land uses (in designated areas) that would generate relatively low volumes
10 of traffic, or complementary peak traffic periods, or would have the potential to
11 increase the use of public transportation systems.
- 12 **Strategy T-6.14** Institute a citywide Neighborhood Traffic Calming Program to address traffic issues
13 on local streets and to afford continued protection to neighborhoods.
- 14 **Strategy T-6.15** Existing curb cuts and parking areas shall be consolidated during development and
15 redevelopment to the greatest extent possible.
- 16 **Strategy T-6.16** Require the construction and operation of transportation facilities and services to
17 meet the standards of the Americans with Disabilities Act (ADA).
- 18 **Strategy T-6.17** Ensure that all transportation facilities will accommodate the needs of physically
19 challenged persons.

ENVIRONMENTAL FACTORS

- 21 **Policy T-7** Minimize the impacts of the transportation system on the City’s environment and
22 neighborhood quality of life.
23 □ □ □
- 24 **Strategy T-7.1** Minimize consumption of natural resources and reduce carbon emissions through the
25 efficient coordination of traffic flow, the promotion of non-motorized alternatives,
26 and the use of public transit.
- 27 **Strategy T-7.2** Minimize spillover parking from commercial areas, parks and other facilities
28 encroaching on residential neighborhoods.
- 29 **Strategy T-7.3** Preserve the safety of residential streets and the livability of residential
30 neighborhoods by discouraging non-local traffic on streets classified as residential
31 streets.
- 32 **Strategy T-7.4** Develop a strong neighborhood traffic control program to discourage cut-through
33 traffic on non-arterial streets.
- 34 **Strategy T-7.5** Design new residential streets to discourage cut-through traffic, while providing for
35 connectivity.

FUNDING

- 37 **Policy T-8** Develop a Multi-modal Funding Plan and contingency plans for funding needed
38 transportation improvements.
39 □ □ □

- 1 **Strategy T-8.1** Establish ongoing condition assessments and funding plans for transportation related
- 2 programs including street overlays, sidewalks, traffic signal rebuild, street
- 3 maintenance and operations, and other multi-modal transportation options.
- 4 **Strategy T-8.2** Assure adequate funds to provide local match for grant opportunities in order to
- 5 maximize the benefits to Lynnwood of all funding sources.
- 6 **Strategy T-8.3** Utilize creative funding mechanisms to facilitate development of new transportation
- 7 infrastructure.
- 8 **Strategy T-8.4** Charge Traffic impact fees to fund growth related transportation system
- 9 improvements.

SUPPORT IMPLEMENTATION OF SUBAREA PLANS

11 **Policy T-9** Support the implementation of specific subarea plans such as the City Center Subarea

12 Plan.



14 **Strategy T-9.1** Prioritize funding for transportation investments that support and incentivize the

15 development of the City Center Subarea. Do this by investing in pre-design studies

16 for City Center infrastructure projects to build public support and improve the ability

17 to secure grant funds for project development.

18 **Strategy T-9.2** Work with appropriate community stakeholders to develop effective means to

19 support implementation of the Edmonds Community College Master Plan and the

20 plan for the surrounding neighborhood.

21 **Strategy T-9.3** Strive to achieve by 2035 a non-single-occupancy vehicle (transit, bicycling,

22 walking, car/vanpooling, telecommuting, or other “virtual” commute) mode split of

23 35 percent for peak period trips in the City Center Subarea. Do this by providing a

24 pedestrian- and transit-supportive environment, developing supportive land uses,

25 working with regional transit agencies to provide expanded transit options, including

26 light rail and bus rapid transit, enhancing transportation demand management

27 strategies, and implementing a parking development and management plan.

FACILITATE INTERGOVERNMENTAL COORDINATION

29 **Policy T-10** Develop a strategy to coordinate effectively with other local, regional, state and

30 federal agencies.



32 **Strategy T-10.1** Attend regular meetings of long-standing forums such as Snohomish County

33 Infrastructure Coordinating Committee (ICC), Regional Project Evaluating

34 Committee (RPEC) at PSRC, and Snohomish County Committee for Improved

35 Transportation (SCCIT), WSDOT quarterly meetings and Snohomish County

36 Tomorrow (SCT).

37 **Strategy T-10.2** Participate in special purpose sub-regional and regional forums convened to deal with

38 specific issues of concern to Lynnwood.

SUSTAINABLE TRANSPORTATION

40 **Policy T-11** The City should implement programs that help to reduce the negative effects of

41 transportation on the environment and human health.



- 1 **Strategy T-11.1** Poster a less polluting system that reduces the negative effects of transportation
2 infrastructure and operation on the climate and natural environment.
- 3 **Strategy T-11.2** Support programs and projects that help to achieve reduce Greenhouse Gas emissions
4 reductions to achieve compliance consistent with state goals established in RCW
5 70.235.050 and RCW 70.235.060 RCW 80.80.02 and RCW 70.35 RCW.
- 6 **Strategy T-11.3** Seek the development and implementation of transportation modes and technologies
7 that are energy-efficient, and improve system performance, and minimize negative
8 impacts to human health.
- 9 **Strategy T-11.4** Develop a transportation system that minimizes negative impacts to human health.
- 10 **Strategy T-11.5** Protect the transportation system against natural and manmade disaster, develop
11 prevention and recovery strategies, and plan for coordinated responses by using
12 transportation-related preparedness, prevention, mitigation, response, and recovery
13 strategies and procedures adopted in the emergency management plans and hazard
14 mitigation plans of the County and as well as the Washington State Comprehensive
15 Emergency Management Plan.

REVISE TRANSPORTATION ELEMENT

17 **Policy T- 12** Systematically revise the Transportation Element on a five-year basis.



19 **Strategy T-12.1** Review and revise the Arterial Steret Map every five years.

20 **Strategy T-12.3** Review and revise the 20-Year Project List every five years.

21

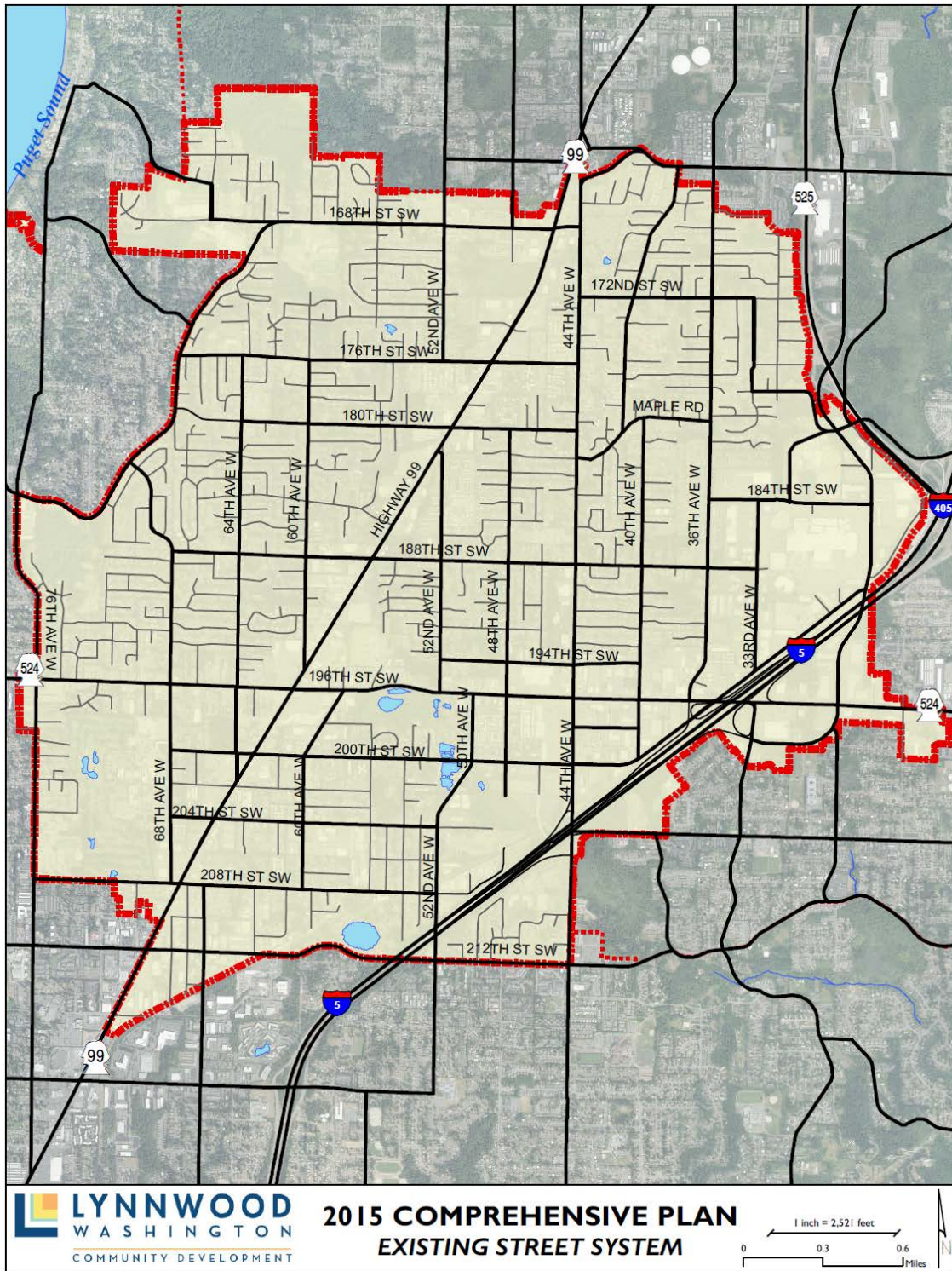


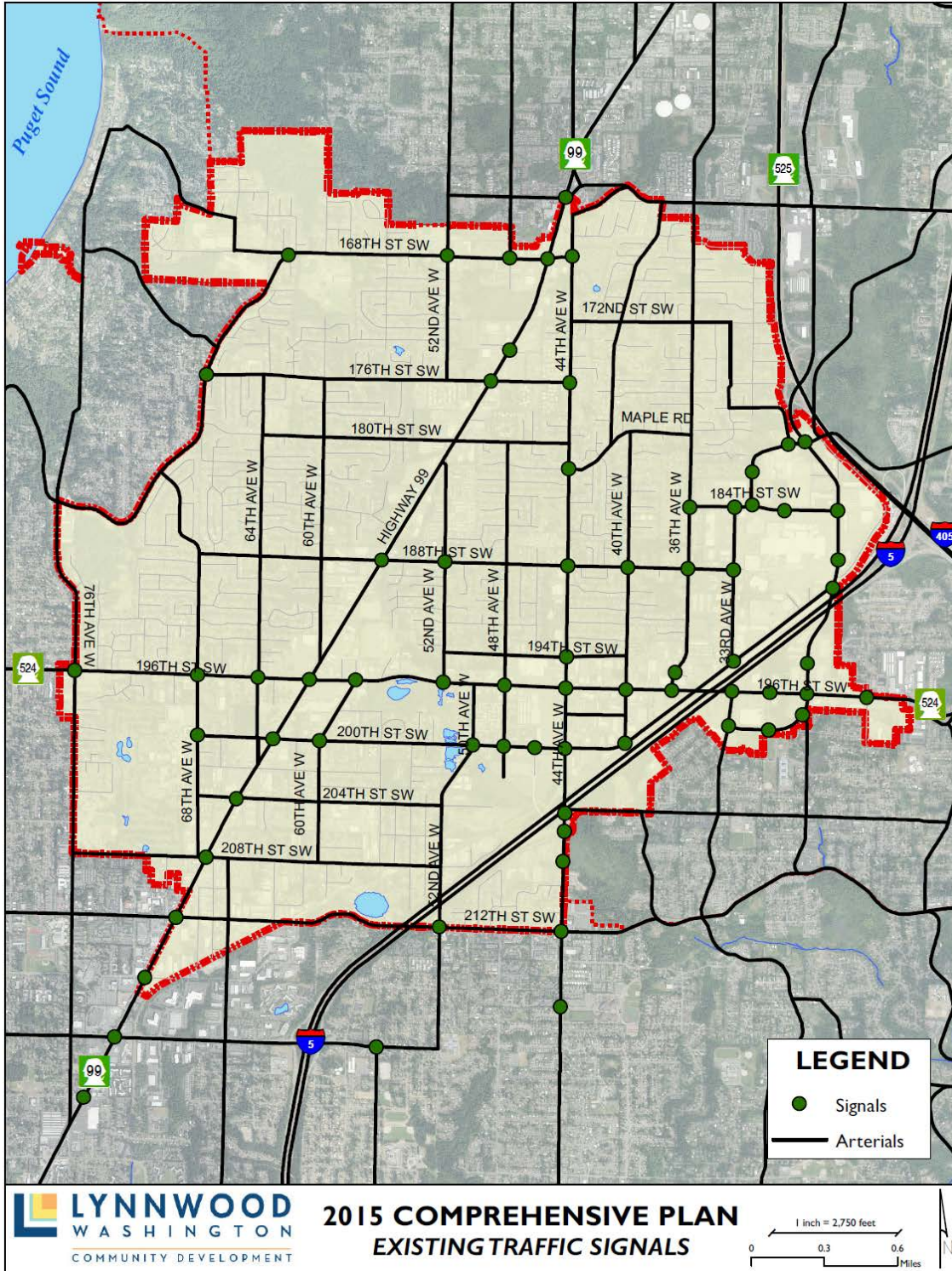
Figure T-4: Existing Street System

1
2



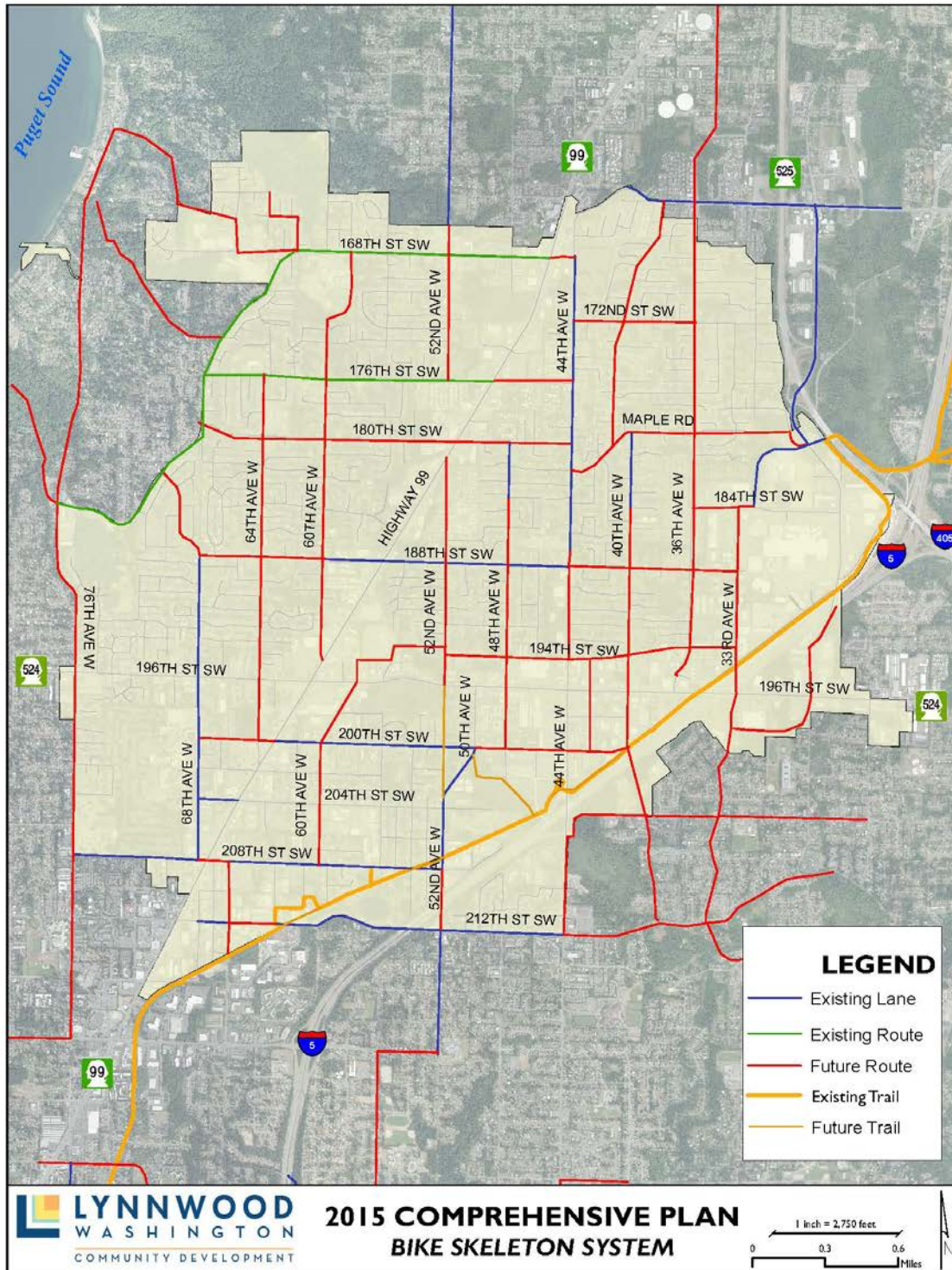
Figure T-5: Arterial Roadway System Plan

1
2
3



1
2

Figure T-6: Existing Traffic Signals



1
2

Figure T-7: Bike Skeleton System

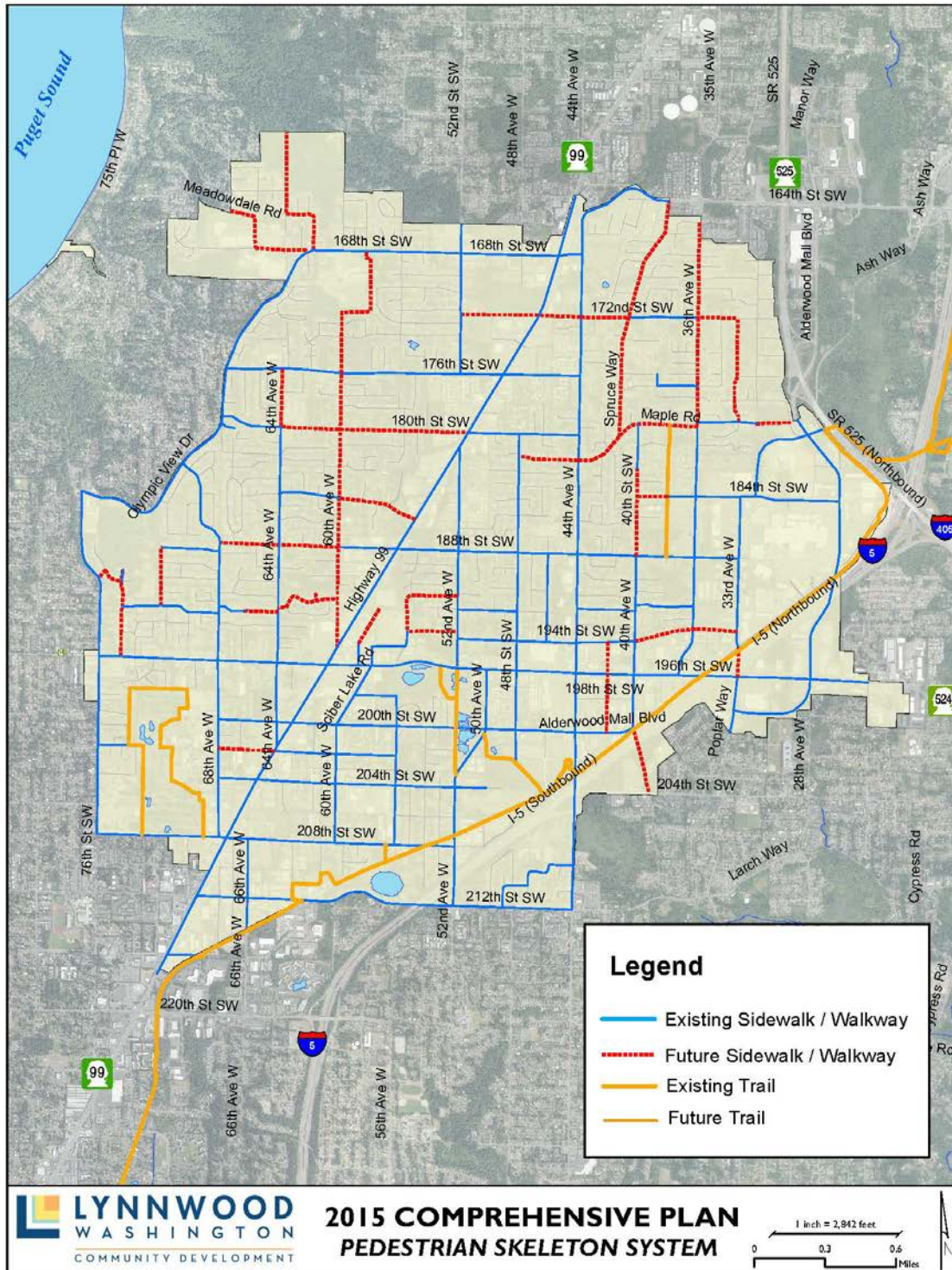


Figure T-8: Pedestrian Skeleton System

1
2
3



Figure T-9: Walking Distance to Planned Light Rail Stations

1
2
3
4

1

20 Year List

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
1	60th Ave W	176th St SW	188th St SW	Pedestrian project P23
2	180th St SW	56th Ave W	44th Ave W	Pedestrian project P74
3	202nd St SW	68th Ave W	SR 99	Pedestrian project P100
4	72nd Ave W/188th Pl SW	192nd Pl SW	68th Ave W	Pedestrian project P4
5	60th Ave W	188th St SW	SR 99	Pedestrian project P22
6	56th Ave W/191st St SW	52nd Ave. W	Trail off 56th	Pedestrian project P28
7	Spruce Rd	172nd St SW	Maple Rd	Pedestrian project P50
8	181st Pl SW/Maple Road	48th Ave W	36th Ave W	Pedestrian project P77
9	184th St SW	40th Ave W	AMP	Pedestrian project P79
10	192nd Pl SW / Dale Way	68th Ave W	60th Ave W	Pedestrian project P85
11	192nd Pl SW	52nd Ave. W	46th Ave W	Pedestrian project P86
12	196th St SW	SR 99	48th Ave W	Pedestrian project P92
13	74th Ave/191st St/190th St	196th St SW	76th Ave W	Pedestrian project P3
14	64th Ave W	176th St. SW	188th St. SW	Pedestrian project P17
15	62nd Ave/165th Pl/64th Ave	Lunds Gulch	168th St. SW	Pedestrian project P25
16	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Pedestrian project P38
17	48th Ave W	180th St. SW	192nd Pl SW	Pedestrian project P40
18	40th Ave W	188th St. SW	194th St SW	Pedestrian project P48
19	180th St SW	Olympic View	56th Ave W	Pedestrian project P73
20	185th St SW/186th Pl SW	64th Ave W	SR 99	Pedestrian project P76
21	56th Ave W/198th St SW	Scriber Lk Rd	208th St. SW	Pedestrian project P26
22	172nd St SW	44th Ave W	33rd Pl W	Pedestrian project P67
23	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Pedestrian project P88
24	168th/66 th /Meadowdale Rd	West city limit	OVD	Pedestrian project P112
25	60th Ave W	168th St SW	176th St. SW	Pedestrian project P24
26	188th St SW	68th Ave W	SR 99	Pedestrian project P81
27	40th Ave W	Maple Rd	188th St. SW	Pedestrian project P49
28	196th St SW	33rd Ave W	E City limit	Pedestrian project P95
29	Spruce Rd	164th St SW	172nd St SW	Pedestrian project P51
30	58th Pl W	196th St SW	Prop. E-W trail	Pedestrian project P114
Non-Motorized Bicycle Improvements				
31	68th Ave W	208th St. SW	196th St SW	Bicycle project B9
32	52nd Ave W	SR 99	196th St SW	Bicycle project B34
33	200th St SW	SR 99	48th Ave W	Bicycle project B98
34	208th St SW	SR 99	52nd Ave W	Bicycle project B106
35	212th St SW	SR 99	52nd Ave W	Bicycle project B107
36	52nd Ave W	204th St. SW	S city limit	Bicycle project B32
37	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
38	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63
39	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83
40	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89
41	200th St SW	Edmonds CC	SR 99	Bicycle project B97
42	52nd Ave W	N City limit	176th St. SW	Bicycle project B36
43	44th Ave W	Maple Rd	194th St SW	Bicycle project B44
44	176th St SW	54th Ave W	44th Ave W	Bicycle project B70
45	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96
46	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108
47	216th St SW	SR 99	Interurban Trail	Bicycle project B110
48	66th Ave W	S City limit	208th St. SW	Bicycle project B12
49	60th Ave W/Scriber Lk Rd	196th St SW	208th St. SW	Bicycle project B21
50	62nd Ave/165th Pl /64th	Lunds Gulch	168th St. SW	Bicycle project B25
51	44th Ave W	204th St. SW	212th St SW	Bicycle project B43
52	36th Ave W	Maple Rd	194th St SW	Bicycle project B52
53	204th St SW	44th Ave W	E City Limit	Bicycle project B104
54	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17
55	33rd Ave W	184th St SW	194th St SW	Bicycle project B55
56	180th St SW	56th Ave W	44th Ave W	Bicycle project B74
57	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79
58	188th St SW	68th Ave W	SR 99	Bicycle project B81
59	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Bicycle project B88
60	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90
61	68th Ave W/Blue Ridge Dr	196th St SW	OVD	Bicycle project B10
62	60th Ave W	188th St SW	SR 99	Bicycle project B22
63	60th Ave W	176th St SW	188th St SW	Bicycle project B23
64	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Bicycle project B38
65	Maple Road	44th Ave W	36th Ave W	Bicycle project B77
66	40th Ave W	188th St. SW	194th St SW	Bicycle project B48
67	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50
68	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58
69	180th St SW	Olympic View	56th Ave W	Bicycle project B73
70	168th /66th Ave/Meadowdale	Meadowd. Rd	OVD	Bicycle project B112
71	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2
72	60th Ave W	168th St SW	176th St. SW	Bicycle project B24
73	48th Ave W	180th St. SW	192nd Pl SW	Bicycle project B40
74	172nd St SW	44th Ave W	36th St SW	Bicycle project B67
75	76th Ave W	OVD	196th St SW	Bicycle project B1
76	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51
77	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Non-Motorized Miscellaneous Improvements				
78	I-5/196th St SW Ped Imp.	36th Ave W	Poplar Way	East/west ped route through interchange
79	Sidewalk - ADA Ramps	City-Wide	City-Wide	Bring deficient locations into compliance
80	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal
Intersection Improvements				
81	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal
82	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct signal
83	Intersection Improvements	48th Ave W	188th St SW	Traffic signal
84	Intersection Improvements	66th Ave W	212th St SW	Traffic signal
85	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal
86	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct signal
87	Intersection Improvements	61st Pl W	212th St SW	Traffic signal
88	Intersection Improvements	50th Ave W	196th St SW	Traffic signal
89	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal
90	Intersection Improvements	44th Ave W	180th St SW	Traffic signal
91	Intersection Improvements	40th Ave W	198th St SW	Traffic signal
92	Intersection Improvements	AMP	Poplar Way	Traffic signal
93	Intersection Improvements	AMP	182nd St SW	Traffic signal
North/South Capacity Improvements				
94	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk
95	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connection)
96	33rd Ave W Extension	184th St SW	AMP	New road through old high school
97	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart
98	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension
99	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk
100	Beech Road Extension	AMP	Maple Road	Continuous road behind Kohls and Target
101	40th Undercrossing of I-5	204th St/Larch	AMB/40th Ave	New connection across I-5
East/West Capacity Improvements				
102	204th St SW Extension	68th Ave W	SR 99	New road
103	Maple Road Extension	32nd Ave W	AMP	New road
104	196th St SW Improvements	SR 99	Scriber Lk Rd	Add lanes
105	196th St SW Improvements	Scriber Lk Rd	48th Ave W	Add lanes

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
106	188th St SW Improvements	68th Ave W	60th Ave W	Add turn lanes, bike lanes, sidewalk
City Center Improvements				
107	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes
108	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes
109	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes
110	42nd Ave W Improvements	200th St SW	194th St SW	New road
111	194th St SW Improvements	40th Ave W	33rd Ave W	New road
112	44th Ave W Improvements	I-5	194th St SW	Add lanes
Freeway Improvements				
113	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids
114	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp
115	New Ramp	SB I-5	WB SR525	New Interchange Ramp
Maintenance Programs				
116	Overlay	City-Wide	City-Wide	Pavement overlay
117	Traffic Signal Rebuild	City-Wide	City-Wide	Periodic repair of signals
118	Sidewalk - O & M	City-Wide	City-Wide	Periodic repair of sidewalks
Other Projects				
119	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)
120	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. projects
121	Lynnwood Link Trolley	ECC, LTC, CC, Alderwood		Feasibility study
122	SR 99 Corridor Safety	164th St SW	218th St SW	Access management
123	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents

1
2



6 PARKS, RECREATION & OPEN SPACE

INTRODUCTION

Parks, recreation and open space are essential to a high quality of life in a community. Since incorporation in 1959, the City of Lynnwood has acquired and developed many park and open space lands and established an excellent recreation program. As Lynnwood and the Puget Sound region grow and change, it is vital to be prepared to accommodate new growth and diversity while maintaining and enhancing the quality of life we have grown to enjoy.

This element of the Comprehensive Plan is based on the Council-adopted 2016 -2025 Parks, Arts, Recreation & Conservation (PARC) Plan (Resolution 2016-04). The PARC Plan is a ten-year guide and strategic plan for managing and enhancing park and recreation services in Lynnwood. It establishes a path forward for providing high quality, community-driven parks, trails, open spaces and recreational opportunities. The Plan reinforces the City’s vision for its park and recreation system, provides an update to service standards for parks and trails and addresses departmental goals, objectives and other management considerations toward the continuation of quality recreation opportunities to benefit the residents of Lynnwood. This Plan was developed with the input and direction of Lynnwood residents. The Plan inventoried and evaluated existing park and recreation areas, assessed the needs for acquisition, site development and operations and offers specific policies and recommendations to achieve the community’s goals.

PLANNING CONTEXT

The Parks, Recreation and Open Space Element of the Comprehensive Plan is optional under the Growth Management Act (GMA), but the City is choosing to incorporate this element into the Plan because it is a vital part of a high quality community.

The GMA goals pertaining to the parks, recreation and open space element are:

Open Space and Recreation: Encourage the retention of open space, development of recreational opportunities, conserve wildlife habitat and increase access to natural resource lands.

Environment: Protect the environment and the state's high quality of life.

Regional Planning: Lynnwood's Comprehensive Plan is consistent with VISION 2040’s policies related to parks, recreation, and open space. The Plan calls for preservation, acquisition, and development of parks, recreation, and open space facilities, including multi-modal, non-motorized facilities, consistent with the regional vision.

County-Wide Planning Policies: Countywide planning policies do not specifically address neighborhood or community parks and recreation issues within cities or their urban growth areas. It is, however, the County's policy to provide greenbelts and open space to provide separation from adjacent urban areas, and regional park facilities within urban growth areas. Snohomish County’s Parks and Recreation Comprehensive Plan states that “parks are necessary for development.” This policy provides the opportunity for cities to work with the County to provide park land within urban growth areas.

1 **City Vision:** The Parks, Recreation and Cultural Arts (PRCA) Department supports the City’s Vision to
 2 invest in preserving and expanding parks, recreation, and community programs, by developing a network
 3 of pedestrian and bike trails, encouraging partnerships and participation in community events, creating
 4 civic pride, promoting healthy lifestyles, providing senior services, and promoting parks and cultural arts
 5 for economic growth.

6 **SUMMARY OF ISSUES**

7 The following is a summary of issues relating to parks, recreation and open space in the City. It is the
 8 intent of the Comprehensive Plan to propose solutions to these issues through the implementation of
 9 programs and policies in this element.

10 **Obesity Epidemic**

11 The nation is facing an obesity epidemic that has prompted the U.S. Surgeon General to issue a call to
 12 action to the parks and recreation profession. His call is to “reclaim the culture of physical activity” in our
 13 country. Scientific research now indicates that walking a minimum of 22 minutes a day can greatly
 14 decrease one’s chances of acquiring diabetes or heart disease. These two health issues cause 70% of
 15 deaths in the U.S. and account for over \$1 trillion in costs. This call to action is now re-emphasizing the
 16 preventative side of health where the costs are much lower. However, in Lynnwood, many barriers still
 17 exist which prevent residents from reaching these goals. The PARC Plan and the Healthy Communities
 18 Action Plan make specific recommendations on how the City can eliminate barriers within the City’s
 19 infrastructure and reinforce the need to have safe and accessible places to walk and ride a bicycle and
 20 improve access to healthy, affordable foods through policy change and program opportunities.

21 **Creating A Sense of Community**

22 Lynnwood residents consistently have voiced their concern and dissatisfaction about the lack of gathering
 23 places and spaces to celebrate the City’s heritage, arts and diversity. A solution lies in the creation of
 24 Town Square Park in the proposed City Center. This park would serve as Lynnwood’s “living room” and
 25 be the prime location for a farmer’s market and other celebration activities and events. The proposed park
 26 also could serve as an economic catalyst for other development.

27 **Social Equity**

28 Much has been written lately about this subject. Maintaining social equity across programs and facilities
 29 can be difficult enough in communities with stable demographics. In Lynnwood, the City is experiencing
 30 dramatic shifts in its population and diversity, and the challenge will be to keep up. The PRCA
 31 Department must continue to find ways to provide complete and safe access to its parks and facilities and
 32 strive to be a facilitator for ensuring that all of the City’s residents have equal access to its resources,
 33 services and programs.

34 **Increased Capitalization of a Creative Class**

35 Lynnwood is already in the midst of attracting a creative class. Staff have witnessed a surge of new
 36 residents who are moving here because of economic conditions and a more affordable housing market.
 37 The proof is found in the applications received to be involved in City boards and commissions. The talent
 38 pool of applicants has been impressive, and this likely will not change. The challenge will be for the City
 39 to find opportunities for them to be engaged and involved. The PRCA Department should be strategically
 40 involved in the interaction with this class and create an environment where their ideas can be processed
 41 and supported as much as possible.

42

1 Embracing New Technology & Business Practices

2 The PRCA Department has embraced new technology and embodies many business principles. The
 3 Department has increased cost recovery and established solid revenue goals. It will need to continue to
 4 improve in this critical area and look for alternatives to create more efficiencies in service delivery and
 5 pricing strategies. As the City continues to move forward in a budgeting for outcomes (BFO) process, it
 6 will be important for the Department to create data driven analytics and cost/benefit type calculations to
 7 justify operational expenditures and capital investments.

8 Aging Population

9 The challenges of planning for an aging population have been on the Department’s radar for some time.
 10 Today’s active seniors are looking at retirement age differently, as many are retooling for a new career,
 11 finding ways to engage with their community and focusing on their health and fitness. It will be critical
 12 for the Department to take a comprehensive approach to its aging population’s needs. Accessibility and
 13 barrier-free parking and paths, walkability and connectivity will be paramount to future planning.
 14 Providing programming for today’s older adults includes not only active and passive recreation, but also
 15 the type of equipment needed to engage in certain activities. The existing physical space on the Civic
 16 Campus is too small and needs to be expanded for older adult services.

17 Park Facilities & Park Conditions

18 While park settings tend to have a wide range of facilities to encourage physical activity, research has
 19 revealed there are specific amenities that promote higher levels of activity. Park users engage in higher
 20 levels of physical activity in parks that have playgrounds, sports facilities and trails. The condition of the
 21 park and its facilities also determines its use. Park aesthetics and amenities are important to use patterns.
 22 Also, perceived safety in how safe one feels in and around parks is a determining factor. In Lynnwood, it
 23 has been documented there are some facilities and equipment that require attention. Accessibility to parks
 24 and equipment will also merit a stronger focus and consideration. Evidence from research informs staff
 25 that park distribution, park proximity, park facilities and conditions have an impact on people’s desire to
 26 engage in physical activity. It will be necessary to re-evaluate current park designs and maintenance
 27 policies. Investing in amenity and access improvements to counteract disparities has the potential to
 28 provide long-term solutions in addressing the obesity epidemic. The PRCA Department must play a key
 29 role in enabling healthy lifestyles for its citizens by modifying and altering its parks and trail system and
 30 recreation programming.

31 Responding to Homelessness

32 The homeless and unsheltered population in Lynnwood has grown, and many are taking advantage of the
 33 public nature of City parks to establish makeshift shelters in what is intended to be shared community
 34 space. Sometimes their belongings or behaviors cause a nuisance and often their presence dissuades park
 35 patrons from using or even entering a public park. These situations cause frustration for park employees
 36 who work hard to maintain inviting spaces. The Department has been involved in conversations with the
 37 City’s Homelessness Task Group, and it will continue to be part of a solution-oriented process to help
 38 alleviate some of the issues faced in City parks. It will be imperative for the Department to continue to be
 39 engaged in finding solutions that will work for this City.

40 Level of Service Revised

41 In the 2015 Lynnwood Comprehensive Plan, estimates for level of service targets were calculated with
 42 the prediction that Lynnwood would experience a 53% increase in population from 2011 to 2035 within
 43 City limits, with additional population growth projected for the MUGA. It also recognizes that the
 44 possible MUGA annexation both north and east of its existing borders would trigger the future demand
 45 for recreation facilities and conservation. Currently, there are no developed parks or recreation facilities
 46 within the MUGA area. Using the adopted park standard of ten acres per 1,000 persons, the

1 Comprehensive Plan estimated the future need for core parks exceeds 300 acres of new land, plus an
 2 additional 210 acres of special use and open space lands. These figures are compounded by the projected
 3 demand within the MUGA, which is estimated at an additional 340 acres of park lands by 2025. If the
 4 level of service standard were to remain at 10 acres per thousand, the City would face a substantial cost
 5 for an aggressive park and open space land acquisition campaign. Taking into consideration that most of
 6 Lynnwood's future population growth within the current City boundaries will be concentrated into denser,
 7 urbanized neighborhoods provides the City an opportunity to revise the City's level of service with a
 8 focus on the distribution and quality of parks and recreational facilities by assessing the City's need by
 9 assessing park proximity; park pressure; variety, type and condition of park amenities; trail connectivity;
 10 trail network; and leveraging trails for community health and economic health.

11 **EXISTING CONDITIONS**

12 The City’s current parks, recreation and open space inventory amounts to approximately 389 acres and
 13 includes park facilities, within the City and in the MUGA, that offer both active and passive recreational
 14 opportunities. The park facilities within the City are categorized into the following functional
 15 classifications for planning and programming purposes, according to size and function.

16 **Core Parks:** Core Parks (mini, neighborhood and community parks) traditionally provide a combination
 17 of active and passive uses, including play equipment, picnic areas, athletic fields, and trails. The City
 18 currently operates 13 developed parks in the Core Parks category, with 2 park properties undeveloped.
 19 With a service level of 3.5 acres per 1,000 residents, the Core Parks category shows a surplus of 5.9
 20 developed acres but a need for 25.3 additional acres to be acquired and developed by 2026 to meet the
 21 minimum level of service within the City. Currently Core Parks account for 140.68 acres of park land, or
 22 about 36% of the total park, recreation and open space inventory within the City.

23 **Special Use Areas:** Five facilities in Lynnwood are classified as “Special Use Areas” based on their
 24 current purpose and/or activity - the Municipal Golf Course, the Recreation Center, the Senior Center,
 25 Heritage Park, and Veterans Park - for a total of 98.28 acres.

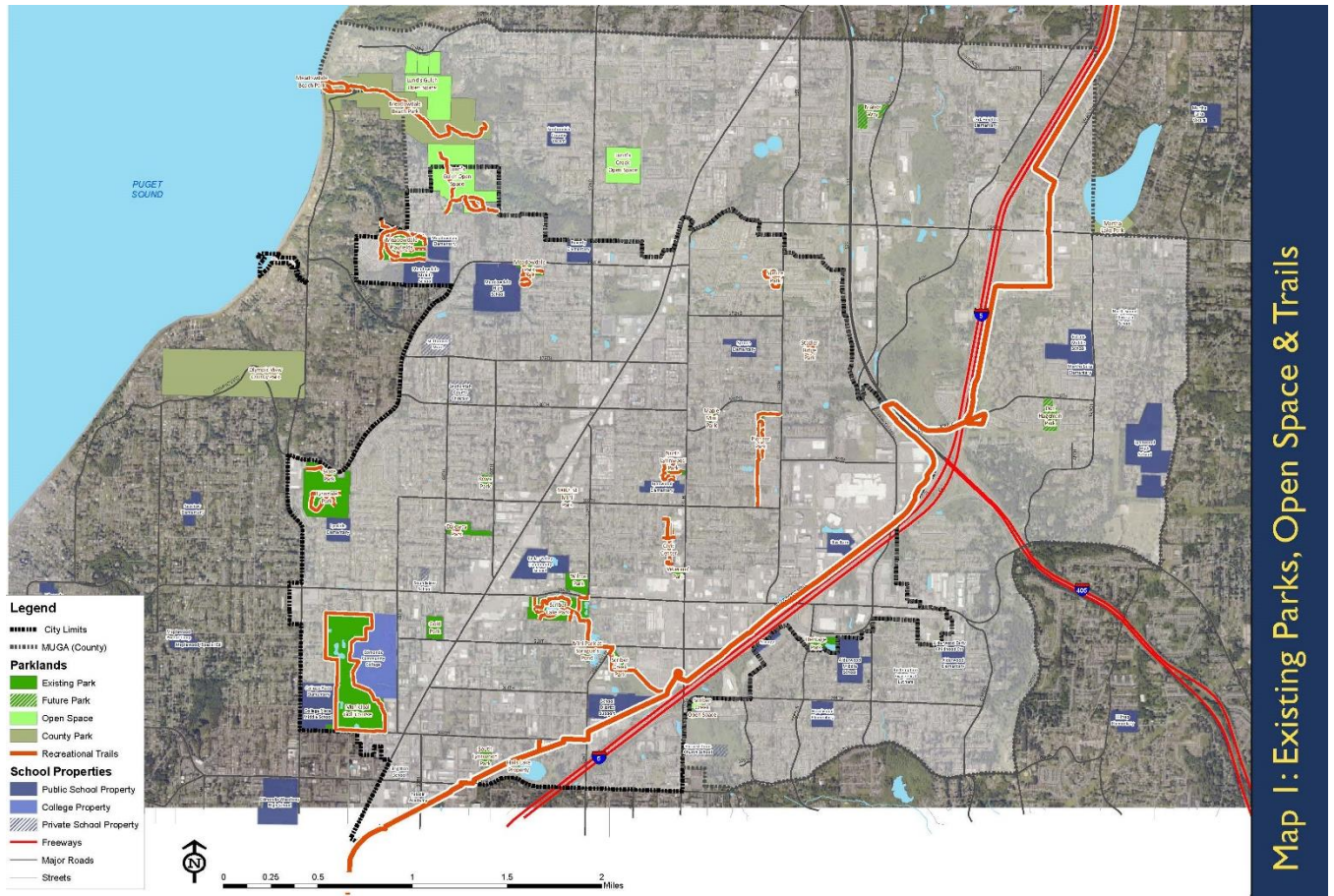
26 **Open Space:** The City’s Open Space classification includes large natural areas, environmental parks and
 27 urban greenbelts. It is the City’s policy to preserve natural resources for the conservation of important
 28 habitats and for passive recreational use whenever possible. 132.97 acres in and adjacent to Lynnwood
 29 are preserved as Parks and Recreation-maintained open space. Scriber Lake Park, Scriber Creek Park and
 30 Gold Park are included in this category because they are environmental parks that do not have active
 31 recreation elements.

32 **Regional Parks:** Regional Parks are not included in the City’s parks and open space inventory.
 33 Regional parks are typically large facilities that draw from multiple jurisdictions and are often located in
 34 unincorporated urban growth areas. These facilities are historically provided at the County level, whereas
 35 neighborhood and community parks are provided by cities, both within their boundaries and in their
 36 municipal urban growth areas. Meadowdale Beach County Park is an example of a regional park in
 37 unincorporated Snohomish County.

38 **DEMAND AND NEEDS ASSESSMENT**

39 Over the years, the City of Lynnwood has continued to improve and expand its inventory of recreational
 40 resources. Residents are well served by a variety of leisure opportunities, but with population growth
 41 comes an increasing demand for more parks, open space and recreation facilities in order to attain the
 42 adopted Parks Level of Service Standard (LOS).

1



2

Figure P-1: Existing Parks, Open Space & Trails

3

An inventory of existing parks, open space and special use facilities is reflected in Table P-1.

4

Classification	Acreage	
	In-City	MUGA
Core Parks		
Mini Parks	6.71	
Neighborhood Parks	37.48	17.00
Community Parks	96.49	
Subtotal	140.68	17.00
Open Space	71.91	61.06
Special Use	98.28	
Total Acreage		388.93

5

6

1 **Level of Service:** The demand and need for parks, recreation and open space in Lynnwood has been
 2 assessed through analyses of existing conditions, potential park sites, available resources and level of
 3 service. Trends in recreation were considered and public input was obtained through surveys and
 4 community meetings. The adopted Parks LOS Standard in Lynnwood is being revised to 3.5 acres/1,000
 5 population. This standard is expressed as minimum acres of park, recreation and open space
 6 recommended for each 1,000 persons, using the 2015 population of 36,420. The formerly-adopted
 7 standard of 10 acres/1,000 persons (5 acres/1,000 of core parks and 5 acres/1,000 for other park land)
 8 resulted in a 2015 deficit of more than 49 acres of developed parks and 12 acres of other park land, each
 9 growing to a deficit of 93 acres and 56 acres respectively by 2026.

10 The existing and future demand and need for parks, recreation and open space within the City limits is
 11 reflected on Table P-2. The City Center Sub-Area Plan recommends a separate Parks Level of Service
 12 Standard within the City Center area.

14 Table P-2: Level of Service Standard

Metric	Measurement			
Level of Service (LOS) Standard	3.5 acres per 1,000 residents			
2015 Population	36,420 residents			
2026 Population	45,319 residents			
Parkland Acreage (Core Parks - City Only)	Total		Developed	
City-owned & maintained	140.68	acres	133.34	acres
Total	140.68	acres	133.34	acres
Level of Service	2015	2026	2015	2026
Effective Level of Service based on total acreage (acres/1,000 residents)	3.86	3.10	3.66	2.94
Net LOS to Standard (acres/1,000 residents)	0.36	(0.40)	0.16	(0.56)
Performance to Standard	110%	89%	105%	84%
Acreage surplus (deficit)	13.21	(17.94)	5.87	(25.28)

15
 16 Population projections to 2026 were applied to determine future impacts on the City’s existing parks
 17 system. In addition to maintaining and improving the City’s existing facilities, additional park facilities
 18 will be needed to meet current and future demands and the adopted LOS within the City, and in the City’s
 19 urban growth areas.

20 **The Municipal Urban Growth Areas:** New residential and commercial development in Lynnwood’s
 21 MUGA is generating demand for parks, recreation facilities and open space. In future north annexation
 22 areas, approximately 93 acres of open space in the Swamp Creek corridor have been preserved jointly by
 23 Snohomish County and the City of Lynnwood. The City has also acquired a 9-acre future park site
 24 (Manor Way) adjacent to this annexation area, and a 7.7-acre future park site (Doc Hageman Park) east of
 25 Interstate 5.77 acres of wetlands has been acquired adjacent to Lund’s Gulch for preservation of the
 26 headwaters of Lund’s Creek. The City successfully acquired an additional 13 acres north of the Lund’s
 27 Gulch in 2015 bringing the total Lund’s Gulch preservation area to over 90 acres.

28 There are currently no active use park facilities in the City’s MUGA, which had an estimated 2015
 29 population of 37,493. As a result, Lynnwood’s parks are over-burdened with non-resident use. Applying
 30 our current Parks Level of Service Standard to today’s MUGA population would require approximately
 31 131 acres of developed parks. To provide park facilities needed by the growing population in the MUGA,
 32 the City will continue to seek equitable methods of acquisition and development with Snohomish County
 33 and other jurisdictions.

1 If annexation within the MUGA is approved by the voters, additional parkland and facilities will be
 2 needed. The City will develop a comprehensive plan of funding options including park impact fees to
 3 assist in this matter. NOTE: Snohomish County already has impact fees within the MUGA area the City
 4 proposes to annex.

5 **GOALS, POLICIES AND STRATEGIES**

GOAL 1

Lynnwood’s parks, recreation facilities and community programming bring residents together, encourage and amplify healthy lifestyles, and foster community pride, identity and livability.

RECREATION & HEALTHY CHOICES

- 7 **Policy P-1.1** Provide a variety of recreational services and programs that promote the health and
 8 well-being of residents of all ages and abilities.
- 9 **Policy P-1.2** Provide facilities and programs that promote a balance of recreational opportunities
 10 all age groups.
- 11 **Policy P-1.3** Maintain and enhance Lynnwood’s recreation and senior centers to provide
 12 recreational opportunities, community services and opportunities for residents to
 13 connect, learn and play.
- 14 **Policy P-1.4** Examine program accessibility, barriers and opportunities to adjust or add services
 15 that meet the needs of inequitably served areas or populations.
- 16 **Policy P-1.5** Establish a language translation and interpretation plan to enhance promotion of and
 17 service delivery to linguistically isolated users and community members.
- 18 **Policy P-1.6** Identify opportunities to create public gathering spaces that enable residents of all
 19 ages to connect with each other.
- 20 **Policy P-1.7** Participate in neighborhood outreach for engagement, improvement, and creating
 21 neighborhood identities.
- 22 □ □ □
- 23 **Strategy P-1.1** Continue to expand and diversify popular youth and teens programs to meet the
 24 growing need for engaging, affordable, safe options for children.
- 25 **Strategy P-1.2** Design programming and services to meet the needs of diverse users, including at-
 26 risk communities or those with special needs.
- 27 **Strategy P-1.3** Maintain and enhance program scholarships and other mechanisms to support
 28 recreation access for low-income residents.
- 29 **Strategy P-1.4** Continue to provide and expand opportunities for seniors to engage in social,
 30 recreational, educational, nutritional, and health programs designed to encourage
 31 independence, in partnership with community agencies.
- 32 **Strategy P-1.5** Evaluate and improve recreational services and programs to meet identified cost
 33 recovery goals. Maintain staff development and certifications (e.g. CPR/First Aid,
 34 lifeguard certification, playground safety, etc.) to retain high safety standards in
 35 facilities and on play equipment.
- 36 **Strategy P-1.6** Plan the provision of indoor programming space for youth/teen and senior activities,
 37 performing arts and sports.

- 1 **Strategy P-1.7** Examine the need for additional community recreation facility space to meet indoor
- 2 recreation needs for athletics, recreation classes and meeting space.
- 3 **Strategy P-1.8** Construct covered walkway for weather protection of Recreation Center swim
- 4 patrons (CFP 201500102).
- 5 **Strategy P-1.9** Expand dedicated youth, teen and senior activity space with remodel and/or expand
- 6 in an existing City building or off-site lease space (CFP 20150103).
- 7 **Strategy P-1.10** Expand Recreation Center (Phase II) to add approximately 75,000 square feet of
- 8 indoor recreation and leisure space for arts, teens, seniors, gymnasium space and
- 9 multipurpose space (CFP BP2006023B).

ARTS, CULTURE & HERITAGE

- 11
- 12 **Policy P-1.8** Work with the community and local organizations to foster a greater number and
- 13 variety of cultural events and support community celebrations.
- 14 **Policy P-1.9** Reflect the City’s identity by incorporating art, history and culture into the park and
- 15 recreation system.
- 16 **Policy P-1.10** Seek opportunities to support and expand heritage facilities.
- 17 **Policy P-1.11** Initiate a neighborhood program to support and nurture neighborhood programs and
- 18 gatherings.
- 19 □ □ □
- 20 **Strategy P-1.11** Support the goals and initiatives of the Cultural Arts Plan and the Heritage Plan.
- 21 **Strategy P-1.12** Continue to support community events that provide opportunities for social
- 22 engagement and bring families and neighbors together.
- 23 **Strategy P-1.13** Partner with the Edmonds School District, community organizations and other
- 24 providers to offer both drop-in and structured programs in art, music and dance, as
- 25 well as educational and environmental activities for youth.
- 26 **Strategy P-1.14** Identify appropriate locations within parks and greenways for the installation of
- 27 public art, interpretive signs, or cultural displays.
- 28 **Strategy P-1.15** Coordinate the operation of Heritage Park facilities: Visitor Information Center,
- 29 Heritage Resource Center, Genealogy Research Library, Interurban Car 55, Water
- 30 Tower, heritage programming and demonstration gardens.
- 31 **Strategy P-1.16** Complete phased development of Heritage Park, including renovation of all the
- 32 historic structures including Water Tower (CFP 1997015C), development of the
- 33 Interurban Car track and pulley mechanism, play area, trail, demonstration gardens,
- 34 and development of museum programming in the park (CFP PK1997015D).
- 35 **Strategy P-1.17** Initiate new cultural arts improvements and enhancements with the restoration of
- 36 historic signs (CFP 201500100) for a permanent exhibit and/or the creation of
- 37 screens for PUD power boxes in the City Center (CFP 201500101).
- 38

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38

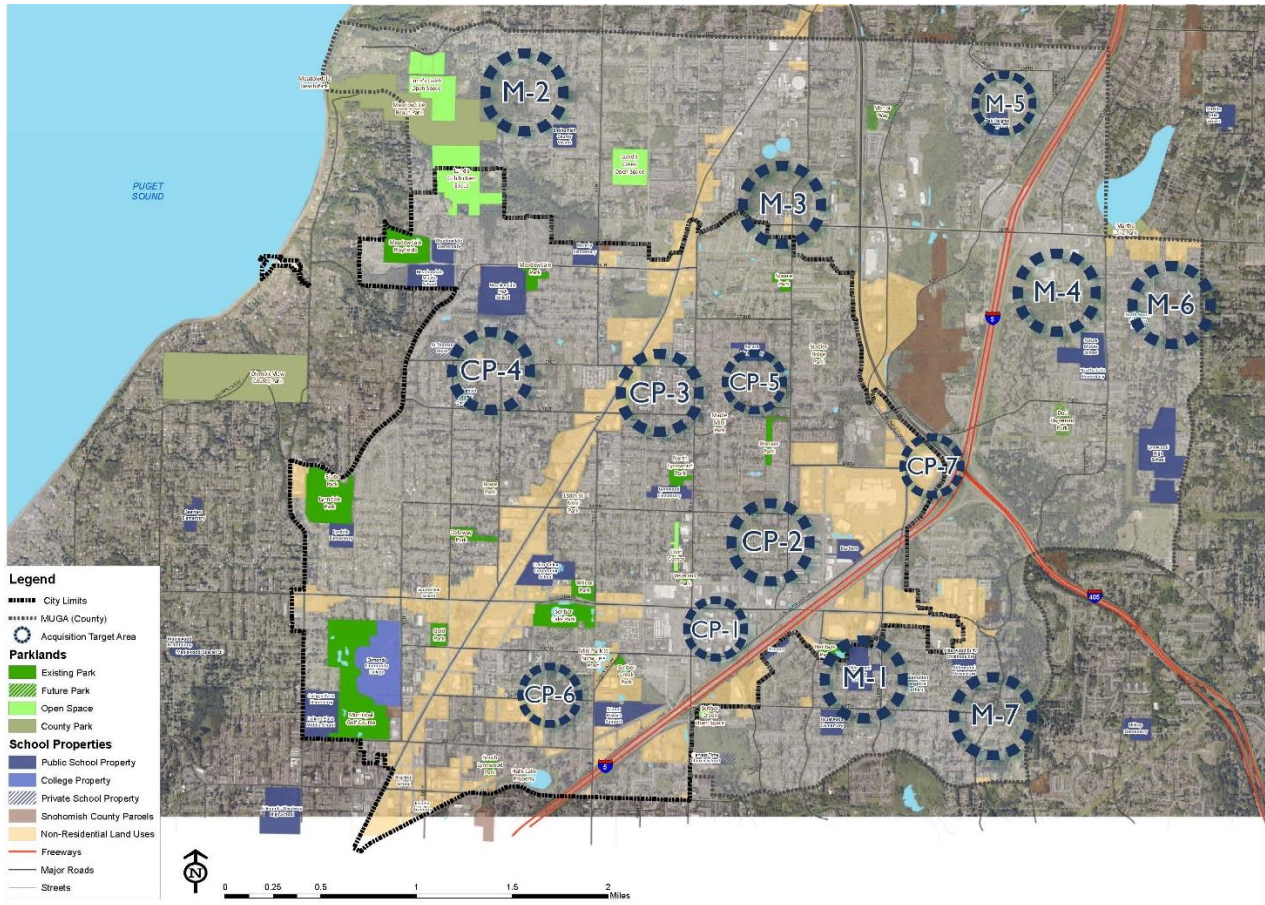
GOAL 2

Lynnwood’s parks and open spaces meet local needs for active and passive recreation, enhance the environmental and visual quality of the community, and healthy living.

PARK DESIGN & DEVELOPMENT

- Policy P-2.1** Design and develop park sites and facilities to maximize recreational value and experience while minimizing maintenance and operational costs and negative environmental and community impacts.
- Policy P-2.2** Strive to reduce barriers to participation and improve safety to provide universal access to facilities and programs.
 - □ □
- Strategy P-2.1** Design new parks and provide improvements to existing parks which promote public safety and security, and provide accessibility to all in accordance with Americans with Disabilities Act (ADA) standards.
- Strategy P-2.2** Develop an ADA Transition Plan to more deeply address and prioritize accessibility in parks and facilities.
- Strategy P-2.3** Prioritize park development in areas where service gaps exist (where households are more than ½ mile from a developed park) such as in the Alderwood Transition Area.
- Strategy P-2.4** Prioritize development of existing park sites in areas of the City facing population growth and residential and commercial development.
- Strategy P-2.5** Update the City Center Parks Master Plan with community input to create a prioritized implementation plan for the four proposed parks: Village Green, Town Square, Civic Park, and Icon Park.
- Strategy P-2.6** Acquire and develop Town Square Park in City Center Area (CFP PK2005059A).
- Strategy P-2.7** Develop new neighborhood park, Rowe Park, in west Lynnwood, per 2004 master plan (CFP PK2001039B).
- Strategy P-2.8** Continue development and renovation of Scriber Lake Park per the master plans (CFP PK2003046C).
- Strategy P-2.9** Develop the 188th St SW Mini Park (CFP PK1999033A).
- Strategy P-2.10** Implement improvements to Gold Park to add parking, picnic facilities, continue invasive plant removal and trail development (CFP PK1997011C).
- Strategy P-2.11** Develop master plan for future public use of Lund’s Gulch in partnership with community stakeholders.
- Strategy P-2.12** Implement specific renovations and improvements at Lynndale Park (phase IV in the central play area, CFP PK1997017B), Wilcox Park (CFP 201500105), South Lynnwood Park (CFP 201300155), Veterans Park and Daleway Park (phase II, CFP PK1997020B).
- Strategy P-2.13** Work collaboratively with Community Development to identify parks and open space sites, related improvements, and implementation strategies for the City Activity Centers.

1 **Strategy P-2.14** Plan for strategic acquisition of properties adjacent to parks or in underserved areas
 2 of the city.
 3



4 **Figure P-2: Proposed Parkland Acquisition Target Areas**

5
6
7 **SPECIAL USE FACILITIES**

8 **Policy P-2.3** Establish and operate specialized recreational facilities (e.g. sports facilities, off leash
 9 dog areas, skate parks, community gardens) to respond to identified public needs, as
 10 appropriate.

11 **Policy P-2.4** Explore public/private partnership opportunities to develop an environmental
 12 education center.



14 **Strategy P-2.15** Encourage the development of specialized facilities that generate revenues to offset
 15 the cost of their operation and maintenance.

16 **Strategy P-2.16** Provide additional picnic shelters for events such as family gatherings, community
 17 events and other meetings.
 18

- 1 **Strategy P-2.17** Identify opportunities to create, expand or increase suitable sites for community
2 gardening and/or urban farming.
- 3 **Strategy P-2.18** Implement identified improvements to the Golf Course that will sustain the business
4 and make it a viable amenity to the system (CFP 201200151).
- 5 **Strategy P-2.19** Develop a master plan for improvements to the Meadowdale Playfields athletic
6 complex, including renovation of the soccer and softball fields (CFP PK2003048A).
- 7 **Strategy P-2.20** Develop an off-leash dog area at an acquired site where off-leash use is safe and
8 would have limited environmental impacts (CFP PK2004052B).
- 9 **Strategy P-2.21** Explore options with off-leash area advocates for the creation of a non-profit
10 organization to help support and fund the ongoing operations and maintenance of off-
11 leash dog areas within the city.
- 12 **Strategy P-2.22** Identify opportunities to create, expand or increase suitable sites for community
13 gardening and urban farming.

OPEN SPACE & NATURAL AREA CONSERVATION

- 15 **Policy P-2.5** Provide a system of open space to preserve and protect the area’s remaining native
16 forests, wetlands, streams and wildlife habitats, and to provide natural buffers to the
17 built environment based on a regional conservation plan that identifies the strategic
18 lands valued for future conservation.
- 19 **Policy P-2.6** Preserve and protect in public ownership areas with significant environmental
20 features such as view corridors, landforms, steep slopes and plant and animal habitats
21 from the impacts of development.
- 22 **Policy P-2.7** Conserve significant natural areas to meet habitat protection needs and to provide
23 opportunities for residents to recreate and connect with nature, as appropriate.
24 ■ ■ ■
- 25 **Strategy P-2.23** Pursue opportunities to provide appropriate public access (e.g. trails, viewpoints and
26 wildlife viewing areas) within natural areas to support passive recreation and
27 environmental education.
- 28 **Strategy P-2.24** Encourage conservation easements for open space within urban areas to buffer and
29 enhance the built environment.
- 30 **Strategy P-2.25** Support volunteer and interjurisdictional efforts for restoration and preservation of
31 the four major watersheds in South Snohomish County: Scriber Creek, Lund’s Gulch,
32 Swamp Creek, and Halls Creek.
- 33 **Strategy P-2.26** Actively work to improve the condition of City-owned natural areas through invasive
34 species removal; planting of native species; restoration of urban forests, creeks,
35 wetlands and other habitat; and improvement of hydrological conditions.
- 36 **Strategy P-2.27** Continue and encourage stewardship of open space and natural areas through the
37 Adopt-A-Trail and Park Service programs.
- 38 **Strategy P-2.28** Consider the preparation of an Urban Forestry Management Plan to articulate a long-
39 term strategy for tree protection, urban forestry management and public education
40 and outreach.
- 41 **Strategy P-2.29** Provide environmental educational opportunities in natural areas with interpretive
42 signage, nature trails and overlooks.

- 1 **Strategy P-2.30** Partner with Public Works on the development of a stream corridor management
- 2 policy to outline protection of environmentally sensitive areas while improving
- 3 access to natural areas and recreation corridors.
- 4 **Strategy P-2.31** Maintain Tree City USA designation with continued review of tree policy and
- 5 management.
- 6 **Strategy P-2.32** Develop a ‘Right Tree, Right Place’ policy to guide tree planting along right-of-ways
- 7 and under power lines.
- 8

GOAL 3

Lynnwood’s PRCA Department coalesces the community and stewards its human social and physical capital and resources to expand recreational opportunities for residents.

9

ADMINISTRATION

- 11 **Policy P-3.1** Provide leadership and sufficient staff resources to maintain the overall parks and
- 12 recreation system to the City’s requirements.
- 13 □ □ □
- 14 **Strategy P-3.1** Conduct regular performance audits and analysis to ensure alignment with
- 15 “Budgeting for Outcomes” budgeting processes.
- 16 **Strategy P-3.2** Annually update the Capital Facilities Plan to reflect the recreational needs of the
- 17 community.
- 18 **Strategy P-3.3** Work with Community Development and Economic Development to revise proposed
- 19 level of service and park development in the City Center Plan.
- 20 **Strategy P-3.4** Evaluate need to provide limited-commission status to park operation staff to
- 21 improve staff and community safety in parks.
- 22 **Strategy P-3.5** Work with Human Resources, Finance and City Council to review personnel policies
- 23 including employee benefits.

MAINTENANCE & ASSET MANAGEMENT

- 25 **Policy P-3.2** Actively manage Lynnwood’s park and recreation assets through a regular schedule
- 26 of maintenance and capital renewal efforts to optimize use, reduce unplanned
- 27 reactive maintenance and protect public investment.
- 28 □ □ □
- 29 **Strategy P-3.6** Maintain a standardized and systematic inventory and assessment of park system
- 30 infrastructure, including quantity, location, condition and expected useful life.
- 31 **Strategy P-3.7** Develop and update an Asset Management Plan for major assets to support improved
- 32 stewardship, reduce costs and increase maintenance and replacement efficiency.
- 33 **Strategy P-3.8** Plan for and finance the backlog of deferred maintenance projects and upgrades for
- 34 ADA compliance to ensure a safe, secure and accessible park infrastructure (CFP
- 35 PK2000034A).
- 36 **Strategy P-3.9** Encourage and promote volunteer park improvements and maintenance projects from
- 37 a variety of individuals, service clubs, churches and businesses.

1 **Strategy P-3.10** Explore and evaluate fitness equipment maintenance and replacement options for the
 2 Recreation Center.

3 **PARTNERSHIPS**

4 **Policy P-3.3** Pursue and maintain effective partnerships with governmental agencies and private
 5 and non-profit organizations to plan and provide recreation activities and facilities in
 6 an effort to maximize opportunities for public recreation.



8 **Strategy P-3.11** Enhance partnerships with the Edmonds School District and City of Edmonds to
 9 maximize public use of recreation facilities on school sites, especially athletic fields
 10 and gymnasiums, and to encourage provision of community education programming
 11 at schools.

12 **Strategy P-3.12** Coordinate with neighboring jurisdictions and Snohomish County to provide a
 13 connected trail network that provide continuous walking and biking access between
 14 regional parks and other key destinations.

15 **Strategy P-3.13** Explore partnership opportunities with Verdant Health Commission, local hospitals
 16 and businesses to develop, fund and promote park and recreation activities, programs
 17 and amenities.

18 **Strategy P-3.14** Explore partnership opportunities with the Snohomish Sports Commission to attract
 19 sporting events and tournaments.

20 **FUNDING**

21 **Policy P-3.4** Use traditional and new funding sources to adequately and cost-effectively maintain
 22 and enhance the quality of Lynnwood’s park and recreation system.



24 **Strategy P-3.15** Conduct a park impact fee study for the City and its MUGA to help finance park and
 25 trail capital needs related to population growth.

26 **Strategy P-3.16** Consider the potential benefits of voter-approved initiatives, such as bonds and
 27 levies, to fund and manage certain park and recreation program areas.

28 **Strategy P-3.17** Utilize strategic capital investments in parks, trails, open spaces, recreation and art to
 29 encourage and support economic development and revitalization.

30 **Strategy P-3.18** Pursue alternative funding options and dedicated revenues, including a levy lid lift,
 31 for the acquisition and development of parks and facilities, such as through private
 32 donation, sponsorships, partnerships, state and federal grant sources, among others.

33 **Strategy P-3.19** Update admission fees, rental fees, and discounts on a periodic basis to reflect market
 34 rates.

GOAL 4

Lynnwood provides a comprehensive system of parks, open space and recreation facilities that serves current and future needs.

PARK & OPEN SPACE ACQUISITION

Policy P-4.1 Acquire additional parklands necessary to adequately serve the City’s current and future population based on adopted service levels (CFP PK1998031A).

Policy P-4.2 Plan for the location of parks in the proximity of underserved neighborhood and/or high-density developments.



Strategy P-4.1 Provide core parks to a service standard of 3.5 acres per 1,000 persons.

Strategy P-4.2 Provide equitable park distribution and prioritize park acquisition in under-served areas where households are more than ½ mile from a developed park.

Strategy P-4.3 Prioritize park acquisition in areas of the City facing population growth, and residential and commercial development.

Strategy P-4.4 Pursue acquisition of park-adjacent parcels to provide for needed parking expansion or valuable natural area/open space conservation.

Strategy P-4.5 Evaluate opportunities to acquire lands declared surplus by other public agencies for park and recreation use.

Strategy P-4.6 Proactively seek parklands identified within this Plan, in both developed and undeveloped areas, to secure suitable locations for new parks to serve future residents. Evaluate acquisition opportunities based on criteria such as improvement to existing level of service, connectivity, preservation and scenic or recreational opportunities for residents.

Strategy P-4.7 Continue acquisition of open space properties in the Swamp Creek and Scriber Creek watersheds.

Strategy P-4.8 Identify, acquire and preserve historically significant properties.

MUGA PLANNING

Policy P-4.3 Pursue cooperative planning efforts with Snohomish County to fund acquisition of open space for conservation and future park development in the MUGA to meet the recreational needs of Lynnwood’s annexation areas.

Policy P-4.4 Pursue an interlocal agreement with Snohomish County to facilitate joint management of park impact fees collected within the MUGA to facilitate timely expenditure of funds and strategic acquisitions.



Strategy P-4.9 Establish or improve urban public services in newly annexed areas, as funds are available, to meet established levels of service.

Strategy P-4.10 Acquire the Alderwood Middle School for future conversion to park use (CFP 201500108).

- 1 **Strategy P-4.11** Acquire identified conservation lands along Scriber Creek, Swamp Creek and Lund’s
2 Gulch.
- 3 **Strategy P-4.12** Acquire additional sites for future MUGA parks as noted in this Plan.
- 4 **Strategy P-4.13** Partner with Snohomish County to provide frontage and parking improvements to
5 Doc Hageman Park.
- 6 **Strategy P-4.14** Develop Doc Hageman Park (phase I and II) as a potential annexation project (CFP
7 PK2002041C).
- 8 **Strategy P-4.15** Develop Manor Way Park as a potential annexation project (CFP PK1997002B).
- 9 **Strategy P-4.16** Acquire a site for the future parks operations and maintenance satellite location as a
10 centrally-located equipment storage facility in the MUGA.
- 11 **Strategy P-4.17** Conduct a feasibility study for an environmental education center public/private
12 partnership located in Lund’s Gulch.
- 13 **Strategy P-4.18** Renew and maintain conversations with Snohomish County staff regarding the
14 collection and management of MUGA park impact fees and joint planning for
15 targeted acquisitions.

GOAL 5

Lynnwood’s PRCA Department fosters and expands the physical and social connections linking the City together and bridging to its neighbors.

TRAILS & LINKAGES

- 19 **Policy P-5.1** Develop a network of shared-use recreational, pedestrian and bicycle trails to enable
20 connections within parks and between parks, neighborhoods, public amenities and
21 regional trail corridors.
 - 22 **Policy P-5.2** Design and construct trails to serve a variety of users at varying skill levels.
 - 23 **Policy P-5.3** Support other City departments in the implementation of the Multi-Choice
24 Transportation System Plan.
 - 25 **Policy P-5.4** Develop additional nonmotorized trails outside of parks to meet a targeted
26 walkability score and promote Lynnwood as a “walkable city.”
- □ □
- 28 **Strategy P-5.1** Integrate the siting of proposed trail segments into the development review process;
29 require development projects along designated trail routes to be designed to
30 incorporate trail segments as part of the project.
 - 31 **Strategy P-5.2** Provide trailhead accommodations, as appropriate, to include parking, signage,
32 restrooms and other amenities.
 - 33 **Strategy P-5.3** Implement trail signage standards, route and wayfinding signage for trails and
34 associated facilities and informational maps and materials identifying existing and
35 planned trail facilities.
 - 36 **Strategy P-5.4** Master plan and implement Interurban Trail corridor upgrades and improvements;
37 support interjurisdictional efforts to provide consistent and aesthetic improvements
38 along the length of the Interurban Trail (CFP PK1998025C).

- 1 **Strategy P-5.5** Partner with Public Works on the implementation of the Bike2Health Project and for
- 2 an assessment of sidewalk and crosswalk needs for schools (safe-routes-to-schools).
- 3 **Strategy P-5.6** Partner with utilities, agencies and private landowners to secure trail easements and
- 4 access to open space for planned trail connections such as Tunnel Creek Trail at
- 5 Lynnwood Place (CFP 201500106).
- 6 **Strategy P-5.7** Conduct a master plan and alignment study for the Center to Sound Trail which will
- 7 link City Center, Scriber Lake and Lund’s Gulch. Design and construct the northward
- 8 extension of the Scriber Creek Trail from Scriber Lake Park north to the Meadowdale
- 9 area and Lund’s Gulch (CFP PK1998025C).
- 10 **Strategy P-5.8** Coordinate with Snohomish County, Brackett’s Landing Foundation and volunteers
- 11 on the development of the South Lund’s Gulch Trail.
- 12 **Strategy P-5.9** Coordinate with Snohomish County for the development of recreational trails within
- 13 the MUGA to enhance linkages between future parks and the Interurban Trail.
- 14 **Strategy P-5.10** Work with Sound Transit to provide transit service to trailheads, parks, and
- 15 recreation facilities such as redevelopment of the Scriber Creek Trail (CFP
- 16 201500107).

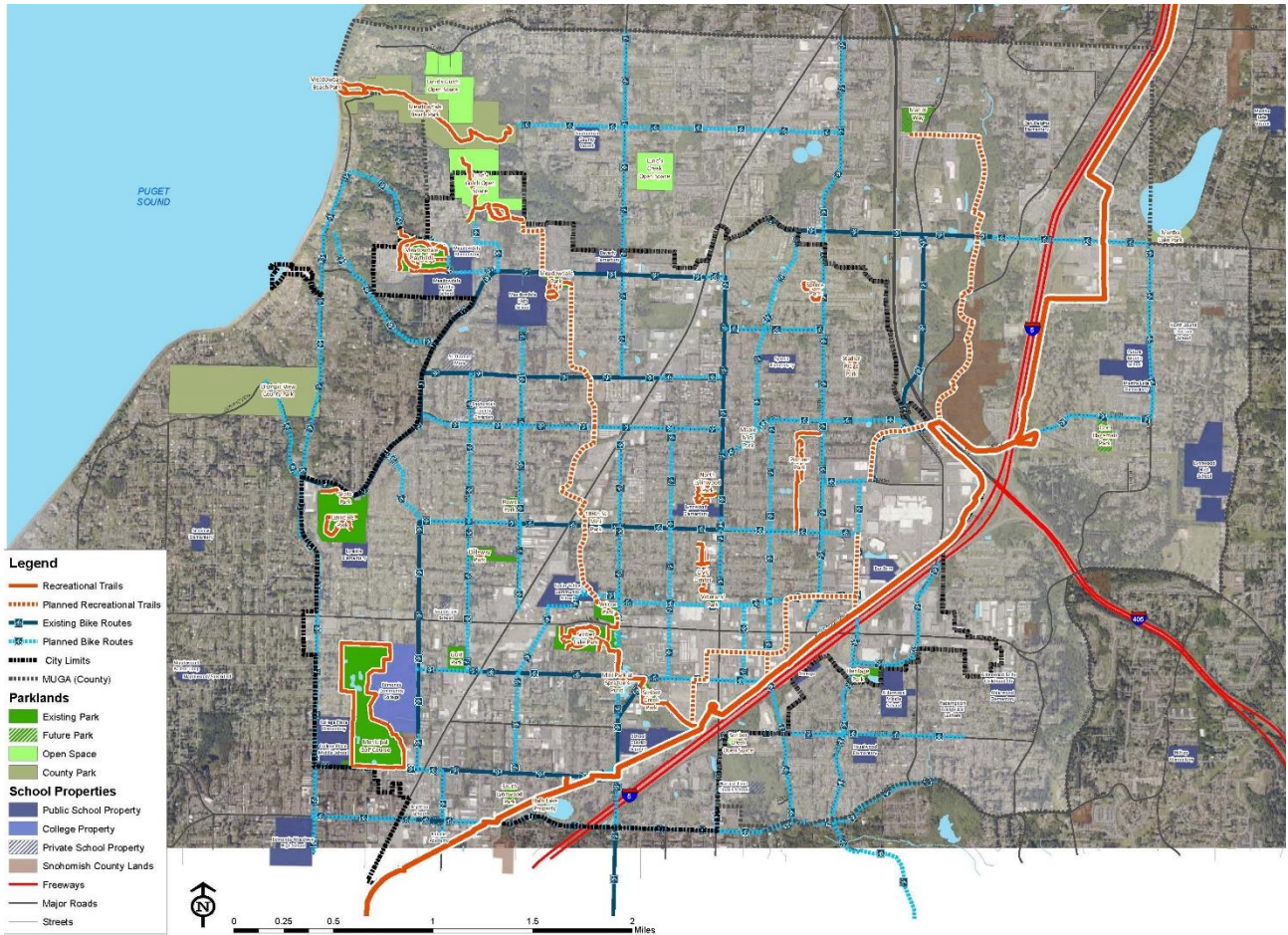


Figure P-3: Proposed Recreation Trails & Bike Routes

17
18

COMMUNITY INVOLVEMENT

- 1 **Policy P-5.5** Encourage and support active and ongoing participation by diverse community
- 2 members in the planning and decision-making for parks and recreation.
- 3
- 4 □ □ □
- 5 **Strategy P-5.11** Involve residents and stakeholders in system-wide planning, park site facility design
- 6 and recreation program development. Use a diverse set of communication and
- 7 informational materials to solicit community input, facilitate project understanding
- 8 and build public support.
- 9 **Strategy P-5.12** Employ innovative strategies to improve community involvement in park and
- 10 recreation planning efforts.
- 11 **Strategy P-5.13** Identify under-represented segments of the community and work to improve their
- 12 capacity to participate in park planning and decision-making.
- 13 **Strategy P-5.14** Pursue opportunities to partner with residents and neighborhood groups to improve,
- 14 maintain and monitor local parks, natural areas and trails.
- 15 **Strategy P-5.15** Provide clear maps of City parks, trails and recreation facilities online, in the parks
- 16 and recreation catalog, at trailheads and public counters, and in newspaper articles or
- 17 notices.
- 18 **Strategy P-5.16** Survey, review and publish local park and recreation preferences, needs and trends at
- 19 least once every six years.

INTERAGENCY COORDINATION

- 21 **Policy P-5.6** Coordinate parks, open space and facility planning and development with
- 22 neighboring jurisdictions and agencies for mutually-beneficial partnerships.
- 23 □ □ □
- 24 **Strategy P-5.17** Work with other agencies or service providers to provide adequate recreational
- 25 programs, facilities and special events for community use.
- 26 **Strategy P-5.18** Partner with Edmonds School District, the City of Edmonds and other potential
- 27 funding partners to improve Meadowdale Playfields (CFP PK2003048A).
- 28 **Strategy P-5.19** Pursue cooperative planning efforts with Snohomish County to provide parks and
- 29 open space in future annexation areas.
- 30 **Strategy P-5.20** Work with Edmonds Community College and support volunteer efforts for
- 31 improvements to Gold Park.
- 32 **Strategy P-5.21** Consider sponsorship opportunities for entrepreneurs, both nonprofit and for-profit,
- 33 to enrich the park experience and implement innovative approaches to revenue
- 34 generation for parks and recreation facilities, events and programs.
- 35 **Strategy P-5.22** Continue partnership development with Verdant Health Commission to provide
- 36 public health and safety programs which meet community needs.
- 37 **Strategy P-5.23** Continue to explore additional facility partnerships and/or joint-use operating
- 38 agreements with Edmonds School District for use of sports fields and/or indoor
- 39 gymnasiums.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21



22
23
24

This page intentionally blank

7 HOUSING

INTRODUCTION

Lynnwood is fortunate to have a variety of housing types and housing stock affordable to most economic segments of the community. As is common in the Puget Sound region, the supply of housing for lower-income households is insufficient relative to actual demand, and as a result some households must allocate a significant percentage of their income to housing. However on a comparative basis, a greater percentage of Lynnwood’s housing is affordable to lower-income households than other nearby communities. For some, even the least-expensive housing is unaffordable or unavailable and homelessness is often the result.

Dwelling types in Lynnwood include:

- Detached single family homes
- Duplexes, triplexes and fourplexes
- Mobile homes in mobile home parks
- Midrise apartments and condominiums
- Assisted living facilities
- Dormitories
- Group homes
- Property manager residence
- Townhouses
- Accessory dwellings (attached)
- Garden-style apartments and condominiums
- Active retirement
- Nursing homes
- Dormitories
- Shared housing

The City of Lynnwood does not directly own or provide housing. As a Community Development Block Grant (CDBG) Urban County Consortium member, Snohomish County coordinates the use of CDBG funds on behalf of Lynnwood and 17 other cities and towns. CDBG funds are used to fund housing and social services County-wide. This status may change due to annexation and/or growth when city population exceeds the 50,000 resident threshold required to become an “entitlement” city. At that point the City will be in a position to administer its own CDBG program.

With regards to housing, Lynnwood’s responsibility is the administration of land use and construction policies/regulations. Those policies and regulations influence the quantity, mix, and nature of housing in Lynnwood, but do not directly dictate housing cost. In an effort to keep costs for development down, Lynnwood has adopted flexibility into its code and eliminated certain local requirements.

HOUSING FINDINGS

Finding H-1. The Growth Management Act (GMA) requires a housing element in all comprehensive plans, based on the following requirements of RCW 36.70A.070(2):

“A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster

1 care facilities; and (d) makes adequate provisions for existing and projected needs of
 2 all economic segments of the community.”

3 **Finding H-2.** PSRC’s Vision 2040 provides additional guidance for housing planning in the Puget
 4 Sound region, with the following overarching goal:

5 “The region will preserve, improve and expand its housing stock to provide a range
 6 of affordable, healthy and safe housing choices to every resident. The region will
 7 continue to promote fair and equal access to housing for all people.”

8 **Finding H-3.** Five of the Growth Management Act’s (GMA) 13 goals directly relate to housing, as
 9 summarized below:

10 RCW 36.70A.020(1) **Urban growth.** Encourage development in urban areas where
 11 adequate public facilities and services exist or can be provided in an efficient manner.

12 RCW 36.70A.020(2) **Reduce sprawl.** Reduce the inappropriate conversion of
 13 undeveloped land into sprawling, low-density development.

14 RCW 36.70A.020(4) **Housing.** Encourage availability of affordable housing to all
 15 economic segments of the jurisdiction.

16 RCW 36.70A.020(3) **Transportation.** Encourage efficient multi-modal
 17 transportation systems that are based on regional priorities and coordinated with
 18 county and city comprehensive plans.

19 RCW 36.70A.020(12) **Public Facilities and Services.** Ensure that those public
 20 facilities and services necessary to support development shall be adequate to serve
 21 the development at the time the development is available for occupancy and use
 22 without decreasing current service levels below locally established minimum
 23 standards.

24 **Finding H-4.** On behalf of Snohomish County Tomorrow (SCT), Snohomish County issued the
 25 Housing Characteristics and Needs in Snohomish County Report (HO-5 Report).
 26 Issued in January 2014, this report contains considerable data regarding housing
 27 conditions throughout Snohomish County.

28 **Finding H-5.** The City of Lynnwood is a founding member of the Alliance for Housing
 29 Affordability (AHA). AHA has prepared and issued the Lynnwood Housing Profile
 30 (December 2014). AHA has prepared a similar Profile for each AHA jurisdiction
 31 member.

32 The HO-5 Report and the AHA Profile contain detailed, quantitative information
 33 regarding Lynnwood’s housing stock--and are incorporated herein by reference as
 34 satisfaction of GMA requirements for inventory and analysis of housing conditions in
 35 Lynnwood.

36 **Finding H-6.** As a built-out community, there is a limited amount of vacant land in the City on
 37 which to develop new housing. Since most of Lynnwood is already developed, new
 38 housing will be created mostly through redevelopment.

39 **Finding H-7.** Relatively small numbers of new single family homes are being added to
 40 Lynnwood’s housing stock through short subdivisions and smaller subdivisions. In
 41 areas zoned Single Family Residential, large single family lots are being subdivided
 42 where access for vehicles and utilities can be achieved in a cost-effective manner.
 43 Many of the new home sites do not have frontage upon a public street, and instead
 44 are accessible by private road/easement.

- 1 **Finding H-8.** The Land Use Element calls for the protection and preservation of properties zoned
 2 for single family residences, and this Housing Element is consistent with that long-
 3 standing objective. Accordingly, it is unlikely that existing single family areas would
 4 be converted to other uses. This Housing Element also contains policies regarding
 5 preservation of some of Lynnwood’s existing mobile home parks. The City
 6 encourages regular maintenance and upkeep of existing housing of all types.
 7 Preservation and improvement of the existing housing stock is one of the keys to
 8 meeting future housing needs and affordability targets.
- 9 **Finding H-9.** Higher density and mixed-use projects in activity centers will contribute to the City's
 10 projected housing needs as well as the realization of redevelopment strategies for
 11 areas such as the Highway 99 Corridor, City Center, and the Regional Growth Center
 12 focused around the Alderwood Mall.
- 13 **Finding H-10.** Infill development (i.e., building on vacant and underdeveloped lots) is a means to
 14 respond to housing demand, achieve population growth targets, focus new
 15 development in areas where infrastructure is present, and equitably distribute the cost
 16 of infrastructure. However, some of these properties are vacant/underdeveloped
 17 because of environmental or physical constraints that make development difficult or
 18 uneconomic.
- 19 **Finding H-11.** As noted above, Lynnwood does not directly own or develop housing. The City will
 20 need to seek outside investment and new sources of dedicated funds if it wants to
 21 assist in the creation of new housing opportunities. Lynnwood will need to continue
 22 to work closely with the Snohomish County Housing Authority (HASCO), the
 23 Alliance for Housing Affordability (AHA), and other housing partners to ensure there
 24 is an equitable distribution of affordable housing and contribution toward affordable
 25 housing amongst all jurisdictions in the County.
- 26 **Finding H-12.** Design standards and guidelines are important, particularly for higher-density
 27 housing, to ensure compatibility between different types of land uses and housing.
 28 Usable private open spaces, generous landscaping, and buffering of potentially
 29 incompatible land uses will help to minimize conflicts.
- 30 **Finding H-13.** The demand for "special needs" housing, including housing for senior citizens and
 31 persons with disabilities, is likely to increase substantially in the foreseeable future as
 32 the "baby boom" generation increases in age.
- 33 **Finding H-14.** Mobile home parks remain an important housing resource for many Lynnwood
 34 residents. The City has policies that established a subset of mobile home parks (those
 35 consistent with underlying zoning) where reasonable efforts should be expended to
 36 preserve them into the future. Some of the issues associated with mobile home parks
 37 include: long-term park maintenance and replacement of aging infrastructure,
 38 upgrading homes to meet current building and life-safety codes, replacement of
 39 obsolete mobile homes, and displacement of residents when parks do close.
- 40 **Finding H-15.** Available housing opportunities for people who work in Lynnwood is an ongoing
 41 concern. The City's abundance of lower-paying retail and service jobs raises issues
 42 of affordability and convenience in discussions of housing/jobs balance.
- 43 **Finding H-16.** Public education about housing availability and housing improvement opportunities
 44 in Lynnwood can help promote awareness and stability.
- 45 **Finding H-17.** The protection and improvement of residential neighborhoods is essential to the
 46 City's overall quality, character and image. The preservation of established single-

1 family neighborhoods will continue to be a high priority of the City's Comprehensive
 2 Plan while it strives to satisfy a variety of housing needs.

3 **HOUSING CONDITIONS AND CONTEXT**

4 Lynnwood experienced a population boom in the 1960's that tapered over the following decades,
 5 stabilizing in the late 1990's. The City's population has been stable over the past 15 years, with low,
 6 steady growth, as shown in Table H-1. The average Lynnwood household is 2.47 people in size,
 7 compared to 2.62 across the County. This represents a slight drop from the City's average 2000
 8 household size of 2.5, and may be indicative of the higher percentage of multi-family units found in
 9 Lynnwood as compared with some other cities and/or the aging of households.

10 **Table H-1. Population and Population Change, Lynnwood and Snohomish County**

Year	Lynnwood		Snohomish Co.		Year	Lynnwood		Snohomish Co.	
	Pop.	Change	Pop.	Change		Pop.	Change	Pop.	Change
1960	7,207	~	172,199	~	2004	34,478	+ <1%	648,778	+ 1%
1970	16,495	+ 129%	265,236	+ 54%	2005	34,718	+ <1%	661,346	+ 2%
1980	22,600	+ 37%	337,720	+ 27%	2006	35,062	+ 1%	676,126	+ 2%
1990	28,695	+ 27%	465,628	+ 38%	2007	35,279	+ 1%	689,314	+ 2%
1996	29,110	+ 2%	538,100	+ 13%	2008	35,411	+ <1%	699,300	+ 1%
1997	33,070	+ 12%	551,200	+ 2%	2009	35,430	+ <1%	705,894	+ 1%
1998	33,110	+ <1%	568,100	+ 3%	2010	35,836	+ 1%	713,335	+ 1%
1999	33,140	+ <1%	583,300	+ 3%	2011	35,860	+ <1%	717,000	+ 1%
2000	33,847	+ 2%	606,024	+ 4%	2012	35,900	+ <1%	722,900	+ 1%
2001	33,949	+ 1%	617,864	+ 2%	2013	35,960	+ <1%	730,500	+ 1%
2002	33,924	- <1%	629,287	+ 2%	2014	36,030	+ <1%	741,000	+ 1%
2003	34,479	+ 2%	639,942	+ 2%	2015				

11 Source: OFM and City of Lynnwood

12 Lynnwood's existing housing stock is divided nearly evenly between single family and multi-family
 13 units. In 2012, 54% of dwellings were single family and 43% multi-family. 3% were manufactured
 14 (mobile) homes.¹

15 The City saw strong residential growth in the 1960's and 1970's. As of 2012, 46% of all dwellings were
 16 built during this period. As a result, a significant portion of the City's housing stock is 40-50 years old.
 17 This raises potential issues with homes requiring major renovation, maintenance and investment.

18 The 1980's saw a moderate increase in multi-family construction followed by a slight increase in single-
 19 family units during the 1990s.

20 As the City grew during its first four decades, and more multifamily housing was built, its home
 21 ownership rate declined. The most dramatic decline was during the 1960's when the percentage of
 22 owner-occupied dwellings dropped from 90% in 1960 to 57% in 1970. Since 1970, owner-occupancy
 23 continued to decline but at a much slower rate until the rate reversed itself during the 1990's. Through
 24 the 2000's, more than half of newly-constructed units were single family dwellings. In 2012, 53% of
 25 dwellings were owner-occupied.

¹ 2012 American Community Survey 5-year estimates used as, at time of writing, 2012 estimates were the most recent available

Table H-2: Housing Tenure, All Housing Types 1960-2000

	1960	1970	1980	1990	2000	2010
Owner Occupied	1,588	2,963	4,688	5,607	7,062	7,411
Percent	90%	57%	54%	49%	53%	53%
Renter Occupied	184	2,192	4,040	5,724	6,266	6,696
Percent	10%	43%	46%	51%	47%	47%

Source: U.S. Census, 1960-2010

In 2012, the median home sale price in Lynnwood was \$269,775.² This represents a 24% drop from the 2008 median, \$354,950. 57% of homes sold from 2008-2012 were three bedrooms in size and 31% were four bedrooms in size. The estimated 2012 median value for all homes in Lynnwood was \$300,800, compared to \$311,600 across Snohomish County. Assessor’s data suggests that home values are recovering from the recession – from 2013 to 2014, the average assessed value rose by 10.9%, the third-highest increase among Snohomish County cities.

Housing is considered affordable if households spend no more than 30% of their income on housing costs, per HUD standards. This is particularly important for households with lower incomes, who may have to sacrifice other needs to afford their housing. Those that spend more than 30% are considered “cost burdened”. Assuming a 20% down payment and using average rates of interest, property taxes, utilities, and insurance, the estimated monthly cost for the 2012 median home would be \$1,547. A family would require an annual household income of at least \$61,880 to afford this home, higher than the City’s median income but below Snohomish County median income. In 2012, 37.4% of Lynnwood’s homeowners were estimated to be cost burdened, compared to 38.1% across Snohomish County.

The data concerning “cost burdened” ownership is somewhat suspect due to the huge impacts of the recession on property values, household incomes and debt burden. Prior to the recession it was a common practice to buy as much house as could be afforded. People counted on continuing increases in salaries due to career growth and inflation to gradually decrease the “cost burden” of ownership while most people had a fixed rate, long-term mortgage. This is reflected in the 2012 ACS estimate for Lynnwood’s median monthly homeowner costs which, at \$1,890, translates to a minimum required income of \$75,600, well above City and County median income. This scenario has failed to play out since the recession. The problems for many were compounded by their taking on variable rate mortgages and by the financial industries abuses in decreasing standards required to qualify for loans. At the time of writing the resulting increase in “cost burden” statistics appears to be slowly reverting to norm. The process has been painful for many households who lost their homes and whose incomes decreased or stagnated. The City believes it will be several more years before this improvement is fully reflected in the data.

Maximum affordable rents by income level are compared against Lynnwood’s average rents by unit size, including utilities, in Table H-3.³ Lynnwood’s average rental units two bedrooms or less in size are affordable to households earning at least 50% Area Median Income (AMI), with rents on the lower end of the range affordable to households earning between 30 and 50% AMI. For units three bedrooms in size or larger, an income of at least 80% AMI is generally required. There is a limited supply of three bedroom units affordable to households between 30 and 80% AMI and four bedroom units affordable to 50 to 80% AMI. There is no evidence of traditional market rate units affordable to households earning less than 30% AMI. Informal internet research suggests that shared housing in Lynnwood (living with roommates) is often affordable to individuals earning between 30 and 50% AMI, and possibly some

² Includes single family homes, both detached and attached, condominiums, and manufactured homes

³ Utilities estimated using HUD utility allowances

1 below 30% AMI. Sharing housing is an excellent affordable option for those it suits, though it may not
 2 be a suitable option for families, individuals with disabilities, and others. Accessory Dwelling Units
 3 (ADUs) are permitted in Lynnwood, and are also likely to be more affordable than traditional housing.
 4 Data is not currently available for Lynnwood ADU rents, though this is an area of high interest for future
 5 research.

6 **Table H-3: Affordable Rents by Dwelling Size (Including the Cost of Utilities)**

Dwelling Size	Extremely Low Income (<30% AMI)	Very Low Income (30-50% AMI)	Low Income (51-80% AMI)	Average Lynnwood Rent, 2014	Min. Hourly Wage Needed for Average Rent	Rent Range
Studio	\$455	\$758	\$1,127	\$778	\$14.96	\$546-\$1,057
1 Bedroom	\$487	\$813	\$1,208	\$907	\$17.44	\$625-\$1,325
2 Bedroom	\$585	\$976	\$1,450	\$1,129	\$21.71	\$697-\$1,642
3 Bedroom	\$676	\$1,127	\$1,675	\$1,672	\$32.15	\$969-\$2,415
4 Bedroom	\$755	\$1,257	\$1,868	\$1,975	\$37.98	\$1,442-\$2,447
5 Bedroom	\$781	\$1,301	\$1,933	\$2,404	\$46.23	\$2,271-\$2,526

7 Source: Dupre and Scott, 2013; Housing Authority of Snohomish County, 2014.
 8 Note: Rent limits based on 2013 income limits for Seattle-Bellevue HUD Metro Fair Market Rent Area, which
 9 includes Snohomish and King Counties.

10 To complement data on current market rents, Table H-4 below shows the estimated distribution of rents
 11 by bedroom size for the City’s existing renters. As shown, these estimates indicate that a number of
 12 households currently pay rents well below current market rates, as referenced in Table 3. This could have
 13 a number of explanations, including that these estimates may include households living in assisted
 14 housing, or who are renting from family or other less formal arrangements. Cost burden should also be
 15 considered in assessing affordability for the existing rental stock, discussed in further detail below.

16 **Table H-4: Existing Market Rent Distribution by Dwelling Size**

Monthly Rent	Studios	1 Bedroom Dwellings	2 Bedroom Dwellings	3+ Bedroom Dwellings
Less than \$200	0	58	34	13
\$200 to \$299	0	126	48	40
\$300 to \$499	0	104	52	0
\$500 to \$749	12	408	147	41
\$750 to \$999	26	950	1294	60
\$1,000 or more	48	365	1503	1165

17 Source: US Census Bureau; American Community Survey, 2008-2012

18 Mobile home parks are another source of market rate affordable housing for many City residents. In
 19 many cases, they provide the opportunity of home ownership to households which cannot afford to
 20 purchase more traditional types of housing. Mobile home parks can also provide a transition between
 21 single family neighborhoods and higher-density/intensity land uses. Preservation of mobile home parks is
 22 an important goal Lynnwood and many other communities. However, preservation requires a careful
 23 balance between the rights of park owners and the rights of the tenants living within in them.

24 Overall, in 2012, 59.1% of Lynnwood’s renters were estimated to be cost burdened, compared to 50.5%
 25 across Snohomish County. Cost burden is most challenging for households with low incomes, and
 26 households with the lowest incomes are also more likely to be cost burdened. While 82% of the City’s

1 renters earning less than 30% AMI and 88% between 30 and 50% AMI are cost burdened, only 21% of
 2 renters earning between 50 and 80% AMI are cost burdened. This portion continues to drop as income
 3 rises. There is a similar pattern for homeowners, though it is not as dramatic. A comparison of cost
 4 burden by housing tenure and income level between Lynnwood and Snohomish County is shown in Table
 5 H-5, below.

6 **Table H-5: Cost Burden by Housing Tenure and Income Level**

Household Income Level	Rent		Own		Rent and Own	
	Lynnwood	Snohomish County	Lynnwood	Snohomish County	Lynnwood	Snohomish County
Extremely low income (<30% AMI)	82%	80%	63%	73%	77%	78%
Very low income (30-50% AMI)	88%	85%	74%	80%	65%	64%
Low income (51-80% AMI)	21%	27%	40%	59%	36%	54%
Moderate income (81-95% AMI)	12%	15%	35%	44%	28%	37%
(95-120% AMI)	8%	5%	25%	32%	20%	25%

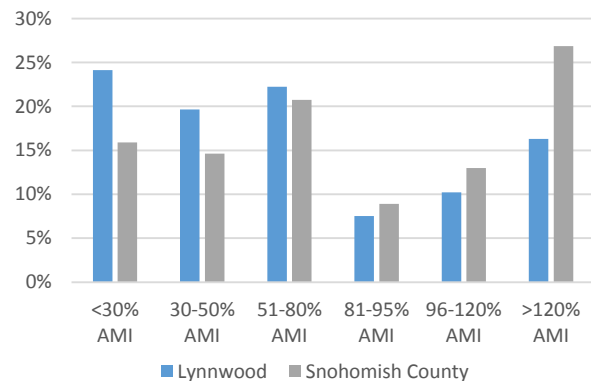
7 Source: US Census Bureau; American Community Survey, 2008-2012

8 With 1.73 jobs per occupied housing unit and 1.26 employed people per occupied housing unit,
 9 Lynnwood is one of Snohomish County’s major employment centers. Despite this job surplus, only 26%
 10 of employed Lynnwood residents work inside the city, meaning that roughly 20,000 people commute into
 11 Lynnwood to work. The average commute time for residents is 27.7 minutes, compared to a 29.2 minutes
 12 across the county. According to the Puget Sound Regional Council, Lynnwood is home to 24,767 jobs.
 13 Most of these are in the services sector, with 11,148 jobs, followed by retail with 6,971 jobs. However, as
 14 retail is not divided into sub industries, it is the largest local industry employer. Within the service sector,
 15 3,490 jobs are in the accommodation and food service industry. Health care and social assistance is the
 16 second largest industry employer within the service sector with 2,789 jobs. Education is also a significant
 17 local employer, with 1,926 jobs. Lynnwood’s abundance of local jobs, combined with strong local access
 18 to transit and other services, helps account for its high housing growth projections. Planning to
 19 accommodate these increases can help support
 20 affordability by ensuring housing supply barriers
 21 are minimized.

22 **Assisted Housing**

23 The 1990 median household income in
 24 Lynnwood was \$30,512, which was slightly
 25 lower than Snohomish County's median of
 26 \$36,847. Similarly, the 2000 Census reported the
 27 1999 median income of Lynnwood households to
 28 be \$42,814, which was lower than the County’s
 29 median of \$53,060. In 2012, Lynnwood’s
 30 median household income was \$49,839,
 31 compared to \$68,338 across the County. The
 32 allocation of households in the City and County
 33 by HUD income level is shown in Figure H-1.
 34 As shown, Lynnwood has a higher share of
 35 households below 80% AMI compared to

Figure H-1: Household Share by Income Level, City of Lynnwood and Snohomish County



Source: US Census Bureau; American Community Survey, 2008-2012

1 Snohomish County as a whole.

2 In today’s real estate market, a subsidy is typically required to reach rent levels affordable to households
 3 with the lowest incomes. Lynnwood currently has 2,848 units of assisted housing, with a range of
 4 funding sources and populations served. 491 of these are reserved for seniors or people with disabilities.
 5 Table H-6 shows the allocation of Lynnwood’s assisted housing units by income level served, including
 6 Section 8 Housing Choice Vouchers used in the City administered by both the Housing Authority of
 7 Snohomish County and Everett Housing Authority.

8 The Lynnwood Housing Profile (2014) assesses the need for housing assistance within Lynnwood and
 9 describes some of the housing assistance programs available to local residents. In 2012, 13.2% of
 10 Lynnwood’s population was age 65 or older, compared to 10.5% across Snohomish County. This
 11 population cohort is expected to continue to increase as the baby boom generation ages. Many homes
 12 lack universal design features to support seniors as they age in place or people with disabilities. Such
 13 features include single floor living, wide doors and hallways, no-step entry, and lever handles. Other
 14 aspects of the built environment can limit the ability to travel independently, like unsuitable transportation
 15 infrastructure or inadequate transit service. For those who would still require additional assistance to live
 16 independently, housing costs rise as the level of assistance increases. For those unable to care for
 17 themselves, or who are in recovery from an accident or illness, a more expensive form of housing, senior
 18 citizen care (nursing home), is available to those in need of the 24-hour care supplied by such a facility.

19 **Table H-6: Number of Existing Assisted Dwellings by Income Level Served,**
 20 **Within in the City of Lynnwood**

Household Income	No. of Assisted Dwellings
Extremely Low (<30% AMI)	1,097
Very Low (30-50% AMI)	716
Low (51-80% AMI)	1,035

21 Source: Everett Housing Authority, 2014; HASCO, 2014

22 Support services and shelters also support a benefit to those who need individual services in addition to
 23 assistance with housing costs, including the homeless and victims of domestic violence. A number of
 24 public and nonprofit organizations administer programs and facilities for these individuals in Lynnwood,
 25 including motel vouchers, emergency shelter beds, and transitional housing for homeless individuals.

26 **Future Needs**

27 Lynnwood’s housing stock is reasonably diverse, well-maintained and of good quality. Compared to
 28 Snohomish County as a whole, Lynnwood has a high share of older homes, with a median year built of
 29 1976, compared to 1985 across the County, so housing maintenance and repair is an ongoing concern.

30 Homebuyers and renters typically look at a number of criteria when selecting a home. Most would like to
 31 live in a comfortable neighborhood that is relatively quiet, safe, has easy access to shopping and services,
 32 and that provides a sense of community. Such a place results from a combination of qualities, including
 33 convenience to the places people need to go, availability of good traffic circulation patterns, the least
 34 possible congestion, a minimum of commercial vehicles and bypass traffic, attractive trees and
 35 landscaping, availability of parks and recreational facilities, good schools and, of course, the availability
 36 of affordable housing. As traffic congestion increases, access to employment has also become a
 37 fundamental concern. Lynnwood already has excellent access to the regions bus and express bus system.
 38 The opening of Lynnwood Link LRT service in 2013 is anticipated to have a major positive impact on a
 39 decision to locate in Lynnwood. With over a projected 20,000 boardings, Lynnwood Link service means
 40 that residents will be able to quickly reach the major employment centers of Northgate, University of
 41 Washington, downtown Seattle, downtown Bellevue and SeaTac airport regardless of traffic congestion
 42 on the regions road network.

1 As described in greater detail in the Introduction and Land Use Elements, Snohomish County adopted a
 2 2035 population target for Lynnwood of 54,404 people. It is expected that the 2035 population target
 3 would reside within 22,840 housing units, which is 7,893 more dwellings than existed in Lynnwood in
 4 2012.

5 Most of this population growth (93%) is expected to be housed in multifamily dwellings, and most of the
 6 new dwellings (83%) will be constructed upon properties identified as “redevelopable” or
 7 “underdeveloped” rather than “undeveloped” or “vacant”. In order to create a theoretical capacity for
 8 54,404 people (using Lynnwood’s land area as of 2012), the community will need to allow and achieve
 9 population growth through redevelopment. Of course, some of the underdeveloped properties have
 10 physical or environmental conditions that can make new construction more difficult. The other Elements
 11 of this Comprehensive Plan contain Lynnwood’s policies regarding where and how new construction is
 12 desired.

13 Snohomish County Tomorrow’s Housing Needs and Characteristics Report (HO-5 Report) estimates low-
 14 moderate income housing needs on a county-wide basis. According to the HO-5 Report, in order that the
 15 County’s future population will be able to secure housing that is affordable, 10.7% of all new housing
 16 throughout Snohomish County should be affordable to households below 30% AMI (extremely low
 17 income), 11.2% of new housing should be affordable to households at 30-50% AMI (very low income),
 18 and 16.9% at 51-80% AMI (low income). Applying these percentages to Lynnwood’s 7,893 additional
 19 new households (extrapolated from the 2035 population growth target) provides a metric for estimating
 20 future affordability needs, with results as summarized below:

21 **Table H-7. Future, Theoretical Need for Affordable Housing, Per HO-5 Report**

Additional Lynnwood Dwellings Per 2035 Population Growth Target	Affordable to Household Income	Percent of New Dwellings, Countywide	Theoretical Target For Lynnwood, Based Upon Forecasted Need County-wide
7,893	Extremely low income (>30% AMI)	10.7	844
7,893	Very low income (30-50% AMI)	11.2	844
7,893	Low income (51-80% AMI)	16.9	1,334

22
 23 It must be emphasized that the tabulation above is based upon County-wide demographics and may not be
 24 an accurate target for any particular jurisdiction. The HO-5 Report does not provide community-specific
 25 targets, which would include consideration of local conditions and a reasoned distribution of new
 26 affordable housing.

27 Lynnwood’s development regulations contain and embody strategies and techniques intended to
 28 encourage and foster new development, and to minimize the cost of land entitlement for new construction
 29 [see Appendix E of the Housing Needs and Characteristics Report (online version)]. Lynnwood does not
 30 determine or regulate the cost of housing and is not financially capable of funding or subsidizing housing
 31 construction in a manner that would allow the City to pre-determine housing affordability. At the same
 32 time, new housing development planned for construction in 2015 includes no less than 339 new units of
 33 “workforce” housing and 309 new units of senior housing at or below market rates.

34 Lynnwood recognizes that its nearly 600 mobile & manufactured homes play an important role in housing
 35 diversity and affordability. Many of these dwellings are older, pre-1976 mobile homes that do not
 36 conform to today’s HUD Code requirements for such structures. As these parks continue to age, they
 37 become more vulnerable to redevelopment pressures. In an effort to reduce those pressures and ensure
 38 the continuing presence of manufactured and mobile homes within our community, the City Council has

1 studied our existing mobile home parks, and adopted regulations and incentives to encourage preservation
 2 of several of the existing parks. While the Zoning Code contains definitions for both “manufactured
 3 home” and “mobile home”, this Element uses these terms interchangeably. Recreation vehicles, such as
 4 motor homes, travel trailers and campers are not structurally suitable for permanent occupancy and are
 5 not dwellings.

6 Land use regulations allow one manufactured home to be sited upon a conventional single family parcel
 7 (subject to Building Code requirements), but the placement of two or more mobile/manufactured homes
 8 on a parcel can only occur as part of a manufactured home development or mobile home park (see Title
 9 21 LMC).

10 The Land Use Element contains policies calling for protection and preservation of existing single-family
 11 neighborhoods, and this Housing Element is consistent with that long-standing community objective.
 12 However, not everyone has the desire, financial ability or need to live in a single-family home.
 13 Lynnwood recognizes the importance of continuing to provide housing opportunities for diverse income
 14 and interest groups and will continue to be a community in which housing of virtually all sizes, types and
 15 costs can be found.

16 **HOUSING GOALS, POLICIES AND STRATEGIES**

GOAL	Provide for sufficient availability and a variety of opportunities for safe, decent, and affordable housing in strong, cohesive neighborhoods to meet the needs of present and future residents of Lynnwood.
-------------	--

17 **HOUSING, GENERAL**

- 18 **Policy H-1.** Preserve, protect, and enhance the quality, stability and character of established
 19 neighborhoods in Lynnwood.
- 20 **Policy H-2.** Provide programs and services for neighborhood preservation, safety and
 21 improvement.
- 22 **Policy H-3.** Recognize the efforts of neighborhood groups and associations and coordinate their
 23 efforts with appropriate city functions and programs.
- 24 **Policy H-4.** Develop an education program to inform residents and homeowners about housing
 25 and neighborhood improvement programs.
- 26 **Policy H-5.** Provide information regarding organizations that assist low-income households in the
 27 maintenance and rehabilitation of their homes.
- 28 **Policy H-6.** Allow uses that will be compatible with the existing (or most desirable) character of
 29 surrounding properties, or that can be effectively buffered or screened.
- 30 **Policy H-7.** Establish a street, trails, and sidewalk improvement program that promotes an
 31 effective and safe neighborhood circulation and transportation system.
- 32 **Policy H-8.** Adopt and apply code enforcement regulations and strategies that will promote
 33 neighborhood protection, quality redevelopment, preservation, property maintenance,
 34 public safety and welfare.
- 35 **Policy H-9.** Recognize the role of mobile and manufactured housing as an important component
 36 of Lynnwood’s housing stock by creating a more stable planning and zoning
 37 environment for their continuation and by providing flexible and effective
 38 development regulations that will allow the upgrading and modernizing of older
 39 mobile home parks.

- 1 **Policy H-10.** Provide opportunities for housing that is responsive to market needs within our
- 2 region, including both ownership and rental opportunities.
- 3 **Policy H-11.** Encourage amenities that enhance neighborhood safety.
- 4 **Policy H-12.** Encourage and support community service projects such as painting, landscaping,
- 5 spring clean-up, and tree planting programs.
- 6 **Policy H-13.** Review for effectiveness and enforce regulations intended to reduce or mitigate such
- 7 negative impacts as traffic, noise, lights, glare, etc., on residential sites and
- 8 neighborhoods.

HOUSING OPPORTUNITIES

- 10 **Policy H-14.** Provide for diverse, safe, and decent housing opportunities that meet local housing
- 11 needs without encroachment into established single-family neighborhoods.
- 12 **Policy H-15.** Within the College District and areas where Transit-Oriented Development (TOD) is
- 13 desired, apply development regulations that allow alternative housing types and
- 14 mixed-use development.
- 15 **Policy H-16.** In collaboration with Edmonds Community College and other stakeholders, update
- 16 and implement the College District Subarea Plan, related zoning development
- 17 regulations, transportation system improvements, and other measures.
- 18 **Policy H-17.** At appropriate locations within the College District, utilize development regulations
- 19 and redevelopment incentives to promote multifamily and mixed-use development.
- 20 **Policy H-18.** Allow developers the use of the most efficient state-of-the-art design and
- 21 development tools to produce new homes and neighborhoods that are consistent with
- 22 regional housing market trends and sustainable building practices.
- 23 **Policy H-19.** Continue to update the Zoning Code (Title 21 LMC) to remove unnecessary
- 24 development obstacles and allow greater innovation in design and construction.
- 25 **Policy H-20.** As state law and finances permit, consider limited use of incentives to encourage
- 26 construction or preservation of certain housing types in specified locations, such as
- 27 areas with good access to transit and other public services.

AFFORDABLE HOUSING

- 29 **Policy H-21.** Encourage the development of affordable housing for all income levels.
- 30 **Policy H-22.** Consider the use of grants, private lenders, and other available funding sources to
- 31 establish and carry out a housing subsidies program, as necessary.
- 32 **Policy H-23.** Consider the creation of new affordable housing development opportunities and/or a
- 33 home maintenance and rehabilitation program through inter-jurisdictional
- 34 programs/initiatives, or other cooperative effort, consistent with Countywide
- 35 Planning Policy HO-4.
- 36 **Policy H-24.** In collaboration with other agencies/organizations, develop public education and
- 37 information materials to enhance awareness of available housing programs and
- 38 related resources.
- 39 **Policy H-25.** Work closely with the Snohomish County Housing Authority (HASCO), the Alliance
- 40 for Housing Affordability (AHA), and other agencies to provide affordable housing
- 41 and related information on the availability of housing and housing assistance
- 42 programs.

1 **Policy H-26.** Encourage the development of affordable housing for senior citizens to include, as a
 2 viable alternative, mobile and/or manufactured home parks.

3 **Policy H-27.** Encourage the preservation mobile home parks within residential areas. When
 4 closure of an existing park is unavoidable, encourage mitigation of adverse impacts
 5 such as displacement of low-income residents.

6 **Policy H-28.** The City shall create development regulations to encourage the preservation of
 7 mobile home parks. Development regulations shall allow a variety of uses while
 8 fulfilling this policy.

9 **Policy H-29.** Whether to allow the rezoning of mobile home parks to other zones should involve a
 10 balancing of the property rights of mobile home parks owners and the rights of
 11 owners of mobile homes who are renting space in mobile home parks. Some of the
 12 factors to consider are:

- 13 A. The cost to the mobile home park owner of maintaining the property as a mobile
 14 home park or related use;
- 15 B. The cost to the mobile home park tenant of the closure of a mobile home park;
- 16 C. Whether the uses allowed under the proposed rezone are compatible with the
 17 existing neighborhood;
- 18 D. Whether there are available spaces in other mobile home parks in the vicinity that
 19 can accommodate relocating the mobile home park tenants that would be
 20 displaced by the closure of the mobile home park; and
- 21 E. Whether there is relocation or financial assistance for the parks' tenants.

22 **Policy H-30.** The City shall facilitate affordable home ownership and rental opportunities by
 23 promoting an increased supply of lower-cost housing types, such as small lots,
 24 townhouses, multiplexes, and mixed-use housing.

25 **Policy H-31.** The City shall support the development and preservation of mobile and manufactured
 26 home parks by:

- 27 A. Utilizing a comprehensive plan designation and development regulations that
 28 will encourage the long-term preservation of mobile and manufactured parks.
- 29 B. Investigating the development of site size and buffering standards for mobile and
 30 manufactured parks that permit development in all medium and high density
 31 residential zones and conditional development in low density residential zones.

32 **Policy H-32.** The City shall investigate methods of ensuring that redevelopment will not result in a
 33 net loss of affordable housing; i.e. every unit of affordable housing lost to
 34 redevelopment is replaced with like, affordable housing, suitable for and in a location
 35 beneficial to the same demographics as those displaced by redevelopment. To this
 36 end, the City shall consider requirements for the inclusion of low-income housing or
 37 fees in lieu of providing low-income housing.



38
 39
 40

8 HUMAN SERVICES

INTRODUCTION

Human services are those efforts targeted directly to individuals and families to meet basic needs and can be represented on a continuum of services including intervention, prevention, and enhancement. In order to address these needs, the City of Lynnwood uses the following objectives which hold that all people should have as human beings:

- ✓ Food to eat and a roof overhead
- ✓ Supportive relationships within families and communities
- ✓ A safe haven from all forms of violence and abuse
- ✓ Health care to be as physically and mentally fit as possible
- ✓ Education and job skills to lead to self-sufficiency
- ✓ Equal access to public services

The City of Lynnwood’s Human Services Commission works closely with its community partners, including other public and nonprofit funders and service providers, to understand current and emerging human service needs, and to create and invest in a comprehensive and integrated regional human services system. Lynnwood is a place where the richness of our diversity is valued, all of our communities thrive, and people grow up and grow old with opportunity and dignity.

Lynnwood is a partner with the Edmonds School District, Verdant Health Commission, local businesses, faith communities, service providers, and other organizations and jurisdictions to help strengthen a human services network that provides vulnerable persons the food, shelter, job training, child care, and other services that residents in our community may need to become self-sufficient. The Human Services Element describes how the City’s efforts in planning, funding, coordinating, and improving human services’ delivery contribute to reach community goals and enrich the quality of life in Lynnwood. It defines the City’s roles and describes many tools used to understand and address Lynnwood residents’ needs for human services. A few related tools are part of other Comprehensive Plan elements, such as Housing.

When people think about the kinds of services their city offers, they often think of roads, sidewalks, water, police and fire protection but perhaps not human services – services provided directly to persons having difficulty meeting their basic needs for survival, employment, social support, such as counseling and access to services. But building and supporting an infrastructure for meeting a continuum of human services needs is as important as the physical infrastructure of roads and bridges. A city’s vitality depends on the degree to which individuals’ potential is developed. An effective human services delivery system is a crucial component of any healthy community. It is difficult to imagine a city being in a financial position to meet the varied human service needs of its residents. This is particularly true in a city like Lynnwood where the need is larger than other cities may confront. However, many cities have become willing to bring organizational and financial resources to the table to work with agencies to meet those needs. It is only through joint venturing with organizations adept at leveraging funding resources that we can expect to make good progress and permanent change in meeting those needs.

The City of Lynnwood’s primary role is as a catalyst to help build and sustain a comprehensive and affordable safety net of human services for residents whose income or current circumstances does not permit them to buy services in the marketplace. The City’s Human Services Commission has been empowered by the City Council to provide the public with opportunities to be involved, review all requests for funding, develop recommendations on priorities, and conduct studies on emerging issues and advise the City Council on how best to meet the needs of our residents. Lynnwood takes one of the following three roles in human services, depending on the need:

- **Planner:** assess and anticipate needs and develop appropriate policy and program responses
- **Facilitator:** convene and engage others in community problem-solving to develop and improve services
- **Funder:** disburse City grants to support a network of services which respond to community needs

HUMAN SERVICES GOALS AND POLICIES

GOAL

To connect residents with resources and solutions in times of need with the goal of achieving self-sufficiency and a quality of life deserved by all

HUMAN SERVICES

- Policy HS-1.** Support the provision of a continuum of human services to help Lynnwood residents achieve the greatest possible level of self-sufficiency and to prevent further or more serious problems in the future.
- Policy HS-2.** Monitor changes in local human services needs and priorities in an ongoing way and change the City’s response as appropriate.
- Policy HS-3.** Collaborate and partner with nonprofit agencies, churches, employers, businesses and schools to support human services.
- Policy HS-4.** Encourage cooperation and collaboration with Edmonds School District, Edmonds Community College and the Foundation for Edmonds School District in the development and utilization of schools as a focal point for the identification of needs and delivery of services to homeless children and families.
- Policy HS-5.** Support and actively coordinate with local, regional, state, and federal efforts that address Lynnwood human services needs and ensure that local programs complement programs provided at the county, state and federal level.
- Policy HS-6.** Continue the City’s active participation in the Alliance for Affordable Housing (AHA), Snohomish County Homelessness Task Force, Snohomish County Human Services, nonprofit groups, such as United Way of Snohomish County and Volunteers of America of Western Washington, the faith based community in Lynnwood, and other regional groups.
- Policy HS-7.** Make Lynnwood a welcoming, safe and just community marked by fairness and equity provided to those disproportionately affected by poverty, discrimination and victimization.
- Policy HS-8.** Build support for and awareness of human services to create a community that values diversity, responds to the needs of individuals and families, and shares the responsibilities and benefits of living in this City and region.

Intro.	Land Use	Com. Char.	Econ. Dev.	Transportation	Parks	Housing	Human Services	Environment	Cap. Fac.	Implementation
--------	----------	------------	------------	----------------	-------	---------	-----------------------	-------------	-----------	----------------

1 **Policy HS-9.** Allocate City general funds for services that address the full spectrum of community
 2 needs. The Human Services Commission shall utilize adopted funding guidelines
 3 and evaluation criteria such as United Way’s collective impact reports and recent
 4 studies when making funding decisions for human services. In general, the
 5 Commission shall fund service providers with a proven track record of outstanding
 6 performance and impacts to the Lynnwood community.

7 **Policy HS-10.** Improve access to services throughout the City by removing physical and systemic
 8 barriers and empowering individuals to overcome other barriers that may exist.

9 **Policy HS-11.** Support the development and operation of facilities for human services, and where
 10 appropriate, seek opportunities to achieve efficiencies through agency colocation and
 11 coordination.

12 **Policy HS-12.** Coordinate with public and private community organizations and local media to
 13 inform residents of available services and resources.

14 **Policy HS-13.** The Human Services Commission shall refer to the City of Lynnwood Human
 15 Services Needs Assessment for programmatic responses in determining and
 16 prioritizing funding allocations for human services.

GOAL To provide funding to meet the full spectrum of human service needs.

17
 18 **Policy HS-14.** The City will strive to allocate 1% of its annual General Fund to meet the service
 19 needs of our residents.

20 **Policy HS-15.** The City will actively seek grant funding from private foundations and external
 21 funders in addition to monies allocated from the General Fund.

22 **Policy HS-16.** When Lynnwood’s population exceeds 50,000 through growth and/or annexation the
 23 City will apply to become a Community Development Block Grant (CDBG)
 24 entitlement City. Until that time the City will be pre-actively represented on
 25 Snohomish County’s CDBG and HOME funding process through representation by
 26 the Community Development Department.



27
 28
 29

Intro.	Land Use	Com. Char.	Econ. Dev.	Transportation	Parks	Housing	Human Services	Environment	Cap. Fac.	Implementation
--------	----------	------------	------------	----------------	-------	---------	-----------------------	-------------	-----------	----------------

1
2
3
4
5
6
7
8
9
10
11
12



This page intentionally blank

13
14
15
16
17

<i>Intro.</i>	<i>Land Use</i>	<i>Com. Char.</i>	<i>Econ. Dev.</i>	<i>Transportation</i>	<i>Parks</i>	<i>Housing</i>	Human Services	<i>Environment</i>	<i>Cap. Fac.</i>	<i>Implementation</i>
---------------	-----------------	-------------------	-------------------	-----------------------	--------------	----------------	-----------------------	--------------------	------------------	-----------------------

9 ENVIRONMENT

1

2 INTRODUCTION

3 Lynnwood is located on terrain characterized by gently rolling hills and valleys. Lund's Gulch is a
4 prominent natural feature at the northwestern corner of the city and connects to the marine shoreline of
5 Puget Sound.

6 The city is extensively developed and has few remaining "natural" or forested areas. Approximately 49%
7 of the city's land area is covered with impervious surfaces. Because of the large amount of commercial
8 and multiple-family development, Lynnwood's proportion of impervious surface is higher than would be
9 found in a community having less commercial development and mostly single-family homes.

10 Lynnwood is located within at least five watersheds: Swamp Creek, Lund's Gulch, Hall/McAleeer Creek,
11 Perrinville Creek, and Puget Sound. Much of the environmentally sensitive land in Lynnwood is located
12 along Scriber Creek, which is the largest tributary in the Swamp Creek Watershed. Protecting our
13 remaining natural environment is an increasing concern as our community continues to grow and develop.

14 The quality of the environment that surrounds us is essential to maintaining a high quality of life for the
15 citizens of Lynnwood. It is important to find new and innovative ways to preserve as much of the
16 remaining natural environment as possible as new development occurs. Creative design with sensitivity
17 to the natural environment will help reduce flooding, pollution and erosion; create habitat for plants and
18 animals; and preserve the natural aesthetic values that often get lost in the urban landscape.

19 GOAL

20 The goal for the Environment Element of the Comprehensive Plan is:

21 **To protect the public health, safety and welfare by effectively protecting and managing the**
22 **natural environment, by mitigating unavoidable impacts, and integrating the nonhuman**
23 **natural environment with the urban environment.**

24 PLANNING CONTEXT

25 Growth Management Act (GMA)

26 RCW 36.70A.070 requires at least the following mandatory elements:

27 Land Use
28 Housing
29 Capital Facilities
30 Utilities
31 Transportation

32
33 The GMA does not require that cities prepare an Environment Element. However, state planning goals do
34 require the protection of the environment and the enhancement of the state's high quality of life, including
35 air and water quality. In addition, the GMA requires that we protect sensitive areas, which include
36 wetlands, aquifer recharge areas, fish and wildlife habitat areas, frequently flooded areas and geologically
37 hazardous areas.

1 Each of the thirteen GMA planning goals was considered in the development of the City's
 2 Comprehensive Plan and this element of the Plan. Of those, the following goals were found to have the
 3 greatest and/or most direct influence on environmental matters and on the Environment Element:

4 **GMA Goal 2. Reduce Sprawl:** Reduce the inappropriate conversion of undeveloped land into
 5 sprawling, low-density development.

6 **GMA Goal 6. Property Rights:** Private property shall not be taken for public use without just
 7 compensation having been made. The property rights of landowners shall be protected from arbitrary and
 8 discriminatory actions.

9 **GMA Goal 7. Permits:** Applications for both state and local government permits should be processed in
 10 a timely and fair manner to ensure predictability.

11 **GMA Goal 9. Open space and recreation:** Retain open space, enhance recreational opportunities,
 12 conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks
 13 and recreation facilities.

14 **GMA Goal 10. Environment:** Protect the environment and enhance the state's high quality of life,
 15 including air and water quality, and the availability of water.

16 **GMA Goal 11. Citizen participation and coordination:** Encourage the involvement of citizens in the
 17 planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

18 **Regional Planning Policies**

19 The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, *Vision*
 20 *2040*, as the regional growth strategy. Implementation of these policies will create a regional system of
 21 central places served by transit.

22 Environmentally healthy communities adjacent to open space represent the environmental piece of the
 23 vision. Important objectives of *Vision 2040* are to conserve farmlands, forests and other natural resources
 24 when possible. Other policies are intended to conserve and enhance natural resources, to retain open
 25 space, to conserve fish and wildlife habitat, to increase access to natural resource lands and water, and to
 26 provide recreational opportunities. The *Comprehensive Plan* of the City of Lynnwood is consistent with
 27 and furthers the regional plan.

28 **SUMMARY OF ISSUES**

29 The environmental concerns, hazards, and resource-related issues in Lynnwood fall into the following
 30 categories: environmental protection and enhancement, conservation and recycling, natural landscape
 31 and vegetation, geologic hazard areas, water resources, tree preservation, fish and wildlife, and air quality.

32 Each aspect of the Environment Element is interconnected with various aspects of other Comprehensive
 33 Plan elements. For example, trees cannot survive without the proper care of the soil. Fish cannot survive
 34 without proper care of water and stream habitat. Surface water and ground water are closely
 35 interconnected. Certain types of wildlife cannot survive without a network of open spaces and connecting
 36 corridors.

37 **ENVIRONMENTAL PROTECTION AND ENHANCEMENT**

38 Since the actions of local governments can have a direct effect on wellbeing of their residents, they must
 39 consider the totality of the circumstances affecting the community. The City provides public facilities
 40 and services and encourages development in appropriate locations consistent with the Growth
 41 Management Act, Lynnwood's Comprehensive Plan and local development regulations.

1 Part of our responsibility is the protection and enhancement of the natural environment. We know that
 2 trees help filter and improve air quality. Accordingly, the City has implemented a comprehensive tree
 3 preservation and protection program beginning in 2004, and has been an active Tree City USA for over
 4 10 years.

5 The city plays many different roles in preserving, protecting and enhancing the environment. It is
 6 responsible for complying with certain state and federal regulations that apply within the community,
 7 such as the Clean Water Act. These regulations may require Lynnwood to undertake certain activities and
 8 manage its operations in ways that protect the environment.

9 The City is a regulator, effectively implementing and enforcing appropriate requirements through land use
 10 and building codes. The City is also an educator that can teach by example. We show through our
 11 decisions, capital project and daily operations how to protect the environment. The City can promote
 12 educated personal choices and decisions that positively impact the environment.

13 Finally, the City can provide technical assistance and incentives to businesses and individuals to promote
 14 effective environmental stewardship furthering our environmental goals.

15 **Best Available Science**

16 The Growth Management Act, RCW 36.70A.172, requires the City to consider best available science in
 17 developing policies and development regulations to protect the functions and values of critical areas. The
 18 best available science requirement will help ensure that reliable scientific information is considered when
 19 cities and counties adopt policies and regulations related to the protection of critical areas. Science can
 20 play a central role in:

- 21 ▪ Understanding the functions of critical areas and determining their value,
- 22 ▪ Recommending strategies to protect their functions and values, and
- 23 ▪ Identifying the risks associated with alternative approaches to their protection.

24 To be considered “best available science”, valid scientific processes must be consistent with criteria set
 25 out in WAC 365-195-900 through WAC 365-195-925. Characteristics of a valid scientific process
 26 include *peer review*, *documented methodology* that is clearly stated and able to be replicated, *logical*
 27 *conclusions and reasonable inferences*, *quantitative analysis*, information that is placed in proper *context*,
 28 and *references*.

29 **CONSERVATION AND RECYCLING**

30 As an employer and as a provider of services, the City of Lynnwood has many opportunities to conduct
 31 its operations in a manner reflecting resource conservation and minimization. The City can make effective
 32 choices that reduce consumption of disposable goods, reuse materials when appropriate, install high-
 33 efficiency fixtures, and conserve resources.

34 One of the best ways to meet these goals is to implement conservation policies into the City’s daily
 35 routines and purchasing guidelines. For example, allowing for electronic plan review, encouraging
 36 double-sided copying of reports, agenda, minutes, etc., will help to reduce paper consumption. The City
 37 also purchases recycled products, and actively recycles materials.

38 Lynnwood cooperates regionally in actively encouraging residents and businesses to reduce waste,
 39 separate recyclables, and properly handle yard waste by engaging the services of a part time Recycle
 40 Coordinator.

41 As the population of the City and region grows, we will face increasing demands on water, energy and
 42 other resources. The City should continue water conservation measures, encourage energy audits, and

1 support more efficient use of resources. Benefits from these efforts include reductions in greenhouse gas
2 emissions, additional water in rivers for wildlife and other uses, and reduction in other types of pollution.

3 The Sustainability section of the Community Character Element will focus on conservation measures as
4 well how the City can implement sustainability measures to guide future operational and purchasing
5 decisions, as well as how residents and other agencies doing business in Lynnwood can live and operate
6 in a sustainable manner.

7 **NATURAL LANDSCAPE AND VEGETATION**

8 Existing ordinances administered by the Community Development and Public Works departments
9 provide standards for safe development with respect to slope stability and the suitability of soil-bearing
10 capacity for placement of structures. Development may comply with engineering standards yet fail to
11 minimize the disturbance of existing vegetation, soils and natural landscape, thereby affecting the use and
12 amenities of nearby properties and the community in general (for example, by use of retaining structures,
13 a project may be “safe” even though the natural landscape and vegetation are greatly disturbed).

14 Retention of the natural landscape, vegetation, and topsoil is a key element of Low Impact Development
15 (LID). The benefits of LIDs include: reducing total impervious surface coverage, providing infiltration
16 areas for overland flows, and maintaining or more closely mimicking the natural hydrologic function of a
17 site. The City should encourage the use of LID techniques where feasible, and adopt regulations that do
18 not preclude its implementation.

19 The geology of the Lynnwood area consists mostly of glacial material derived from repeated glacial
20 advances and retreats over the past two million years. Each advance erased and remodeled the deposits
21 produced since the last advance, resulting in layers of discontinuous lenses of gravel, sand, silty sand, and
22 silt. The Frasier Glaciation was the most recent glacial advance and occurred approximately 12,000 to
23 16,000 years ago.

24 **GEOLOGIC HAZARD AREAS**

25 The City regulates development on geologically hazardous areas through its Critical Areas Regulations.
26 These are identified as naturally occurring slopes of 40 percent or more, or other areas which the City
27 believes to be unstable due to factors such as landslide, erosion, or seismic hazards.

28 **Landslide Hazard Areas**

29 Landslides occur as a result of slope conditions, instability of the soil, and loading. Lynnwood is located
30 in the Puget Sound Lowlands, which generally are characterized by glacial soils on steep slopes. Glacial
31 soils are prone to debris flows and shallow landslides. Lynnwood, however, contains few landslide
32 hazard areas. Most areas of concern are located adjacent to Lund’s Gulch.

33 **Erosion Hazard Areas**

34 Erosion involves the transport of soil by wind, water and other natural agents. Erosion hazard areas are
35 generally identified as particular soil types that are likely to experience severe to very severe erosion
36 hazards. These areas are generally associated with susceptible soil types, exposure to wind and water or
37 steep slopes.

38 Erosion and sedimentation can result in clogging streams, flooding nearby properties, smothering salmon
39 eggs and other aquatic plants and animals. Sediment in streams also promotes the growth of algae that
40 reduces water clarity and available oxygen.

41 The City of Lynnwood ensures the minimization of erosion primarily through plan review and the
42 development of erosion control plans, as well as follow-up inspection of construction sites ensuring
43 proper installation and maintenance of control measures.

1 **Seismic Hazard Areas**

2 Earthquakes occur with great frequency within the Puget Sound lowlands. Since 1840, over two hundred
 3 earthquakes have been strong enough to be felt in the Puget Sound Region. Most are small enough that
 4 we cannot feel them, but each is strong enough to weaken unstable and “fill” soils.

5 The United States is divided into seismic hazard zones based upon historic documents. These zones
 6 range from 1 to 4, with 4 representing the highest risk. Until 1994, the Puget Sound area fell into
 7 category 3. Since 1994, the United States Geologic Survey has done extensive research on the lowland
 8 area and found that the risks are greater than they had first expected. This moved us into category 4,
 9 which means that the Lynnwood building code must have the highest standards.

10 Considering earthquake hazards in land-use decisions can often reduce future earthquake damage. The
 11 use of appropriate engineering and construction design reduces the hazard, as well as involving
 12 communities in earthquake preparedness programs. The consequences of building in areas exposed to
 13 earthquake hazards should be a consideration in land use decision-making. Developers must meet all
 14 building codes related to seismic events.

15 **WATER RESOURCES**

16 Lynnwood’s water resources include all lakes, streams, wetlands, and marine shorelines within the City.
 17 All of the City’s water resources are impacted by urbanization. The City should actively protect, preserve
 18 and restore, where feasible, these areas in order to have them function in the most beneficial manner
 19 possible in an urban environment.

20 Human activity in the City of Lynnwood affects the quality of its water. Non-point source pollution is
 21 defined as pollution that enters a waterbody from diffuse origins and does not result from discernible,
 22 confined, or discrete conveyances. Sources of non-point source water pollution include: automobile
 23 emissions; animal waste; rooftops; parking lots, streets, chemicals and sediment from landscaping and
 24 lawns; construction and industrial site run-off; and smaller discharges into storm drains, including their
 25 use for improper disposal of used oil and chemicals.

26 Historically, the modification and use of our water resources has contributed to flooding, erosion,
 27 degradation of water quality, loss of fish and wildlife habitat and a loss of aesthetic beauty. We can avoid
 28 repeating past mistakes through good responsible planning and implementation of effective regulations.

29 In 1972, Congress enacted the first comprehensive national clean water legislation in response to growing
 30 public concern for serious and widespread water pollution. The Clean Water Act’s primary objective is to
 31 restore and maintain the integrity of the nation’s waters.

32 The City is regulated under the Clean Water Act as a National Pollutant Discharge Elimination System
 33 (NPDES) Phase II municipality. Generally speaking, updated NPDES regulations are issued every five
 34 years, and include a phased-in implementation timeline for the new
 35 standards. In meeting its compliance obligations, the City has developed a
 36 comprehensive stormwater program which includes public education,
 37 public involvement and participation, illicit discharge detection and
 38 elimination, construction site stormwater runoff control, post-construction
 39 stormwater management, and pollution prevention for municipal
 40 operations.



41 Lynnwood covers nearly 20 percent of the Swamp Creek Watershed,
 42 making it the largest City within the watershed. The waters of Swamp Creek have been found to have
 43 high levels of bacteria, and in 2006 a water quality improvement plan (Swamp Creek TMDL) was
 44 developed. Compliance with this plan is mandatory under the NPDES program.

1 The City also has adopted a “Surface Water Management Comprehensive Plan (September 2009) that
2 describes the City’s water resources, proposes recommendations to identified problems, and establishes
3 maintenance and operations needs and frequencies.

4 **CRITICAL AQUIFER RECHARGE AREA**

5 There is one known Critical Aquifer Recharge Area (CARA) within the City of Lynnwood, which lies in
6 the City’s northern-eastern portion. The well-head itself is just outside of the City along 164th Street
7 Southwest within the city’s Municipal Urban Growth Area (MUGA).

8 This well, known alternatively as Well No.5 or the 164th Street Artesian Well (the well) is in excess of
9 400 feet in depth and is cased to approximately 120 feet. The well flows at a rate of about 10 gallons per
10 minute. The source of water at the well is an underground aquifer (water-bearing layer of permeable rock,
11 sand or gravel). The well taps the Intercity Aquifer at approximately 200 feet.

12 As a courtesy to residents, Alderwood Water & Wastewater District maintains this flowing artesian well
13 as a community source of water for those who prefer untreated water.

14 **WATERSHEDS/STREAMS**

15 Lynnwood has 18 identified drainage areas, which feed several small creeks and lakes within the city.
16 The tributaries of Swamp Creek (Scriber, Poplar and Golde Creeks) cover the largest portion of the city.
17 Other large drainage areas include Hall Creek, Perrinville Creek, Lund’s Gulch Creek, and Meadowdale
18 Glen Basin.

19 Lynnwood regulates development near creek through its Critical Areas Regulations (LMC 17.10). In the
20 Lynnwood stream rating system, Scriber Creek, Swamp Creek, Hall Creek and Lund’s Creek are all
21 Category I streams. Category II streams are smaller watercourses which flow year-round and / or are
22 used by salmonids. Category III streams are ephemeral and not used by salmonids. All streams are
23 required to have protective buffers, and were developed using best available science at the time of
24 adoption.

25 Additional information on the watersheds within the City of Lynnwood can be found in the *Surface Water*
26 *Management Comprehensive Plan (2009)* on the City’s website.

27 Impaired and Threatened Water Bodies

28 The state is required to identify its polluted water bodies and submit the list to the Environmental
29 Protection Agency (EPA). These water bodies are those that do not meet state surface water quality
30 standards. These standards were established so water in our state can be used for fishing, swimming,
31 boating, drinking, fish habitat and agricultural uses. Lynnwood has two water bodies identified by the
32 Washington Department of Ecology as impaired: Scriber Lake and Swamp Creek.

33 Scriber Lake was listed in the Department of Ecology’s 2008 Washington State Water Quality
34 Assessment, the 303(d) list for failing to meet water quality standards in regard to total phosphorous. The
35 City studied Scriber Lake in 2012, and developed a 5-year strategy to improve water quality in the lake.
36 Implementation will begin when approvals are received from the various oversight agencies.

37 Lynnwood covers nearly 20 percent of the Swamp Creek Watershed, making it the largest City within the
38 watershed. The waters of Swamp Creek have been found to have high levels of bacteria, and in 2006 a
39 water quality improvement plan (Swamp Creek TMDL) was developed. Compliance with this plan is
40 mandatory under the NPDES program. The City is currently implementing the required and
41 recommended actions included in this report.

42 **Wetlands**

43 Wetlands perform a number of functions of value to society. They help clean and improve the water
44 quality of surface water. They allow for flood attenuation and stream-bank overflow, keeping the

1 developed land from costly flooding. And they provide habitat for many animal and plant species, and
2 recreational (and educational) opportunities for humans.

3 In 1989 there were approximately 107 acres of wetlands in Lynnwood. Approximately 15 percent was
4 open water, 3 percent palustrine emergent, 40 percent palustrine scrub/shrub, and 42 percent forested.
5 Much of the wetland areas in Lynnwood are showing signs of degradation.

6 Urbanization has affected both water quality and the functionality of our water resources. Preserving
7 more wetlands could reduce flooding problems in and around Lynnwood while improving water quality
8 and wildlife habitat areas.

9 Lynnwood’s Critical Areas Regulations requires that existing wetlands be identified and protected during
10 the planning and development process. These regulations were developed using the best available science.

11 The City should continue to educate the public on the importance of wetlands, and encourage stewardship
12 and understanding of the role wetlands play in the community.

13 Wetland Retention

14 The City shall ensure that no net-loss of wetlands occurs within the City. If impacts are unavoidable,
15 those impacts are the least amount practicable, and that an area equal to or larger be provided as
16 compensation for the loss.

17 Buffers

18 The Critical Areas Regulations establishes protective buffer widths adjacent to wetlands. These buffer
19 widths were developed using best available science.

20 **Ground Water**

21 Ground water is the water present underground in the tiny spaces in rocks and soil. Underground areas
22 where ground water accumulates in large amounts are called aquifers. Aquifers can store and supply
23 water to wells and springs.

24 Most ground water moves slowly — usually no more than a few feet a day. Ground water in aquifers will
25 eventually discharge to or be replenished by springs, rivers, wells, precipitation, lakes, wetlands, and the
26 oceans as part of the Earth’s water cycle.

27 Ground water accounts for over 95 percent of the nation’s available fresh water resources, and is the
28 drinking water source for half the people in this country. Many households, towns, cities, farms, and
29 industries use ground water every day, or depend on lakes and rivers that receive part of their water
30 supplies from ground water. In Lynnwood, though, groundwater is not the source of our public water
31 supply.

32 **Stormwater**

33 Stormwater is defined as “that portion of precipitation that does not naturally percolate into the ground or
34 evaporate, but flows via overland flow, interflow, pipes and other features of a stormwater drainage
35 system into a defined surface waterbody, or a constructed infiltration facility.”

36 Lynnwood is relatively rich in commercial and business development. Alderwood Mall, strip commercial
37 areas and other business areas consist of large buildings served by expansive areas of paved parking. The
38 result is a high percentage of impervious surface and excessive stormwater runoff in some areas of
39 Lynnwood. Flooding, water quality degradation, and erosion of streambanks from increased flows are all
40 attributed to unregulated stormwater flows.

41 Engineered stormwater conveyance, treatment, and detention systems required of new and redevelopment
42 projects can reduce impacts to water quality and hydrology. But they cannot replicate the natural
43 hydrologic functions of the natural watershed that existed before development, nor can they remove

1 sufficient pollutants to replicate the water quality of pre-development conditions. Adopting regulations
 2 allowing for the use of Low Impact Development techniques will help in retaining the benefits of the pre-
 3 developed conditions.

4 The City will continue to comply with the ever changing requirements of the NPDES Phase II program,
 5 and as required, will adopt regulations requiring new and re-development to
 6 meet the applicable stormwater requirements.

7 **Frequently Flooded Areas**

8 Flooding is a naturally occurring activity, the severity of which depends on
 9 the amount of rain received, elapsed time of the event, and the capacity of
 10 the drainage system. Flooding can damage buildings and other
 11 infrastructure, and also destroy aquatic and riparian habitat. Persons living
 12 or working within a floodplain are at risk of injury from floods and from the
 13 diseases spread by floodwaters.

14 Construction within a floodplain also may harm neighboring properties.
 15 Buildings and embankments can backup water behind them, flooding
 16 neighboring properties. If floodwaters destroy a building or wash away
 17 materials stored on site, these materials can strike against other buildings or
 18 bridges within the flood plain and damage them.

19 Lynnwood has identified the 100-year flood plain located around Scriber
 20 Creek. The City participates in the National Flood Insurance Program which
 21 includes adoption and enforcement of an ordinance which regulates
 22 development within the 100-year floodplain.



23 **FISH AND WILDLIFE**

24 Wildlife diversity is often an indicator of the environmental health of the area. Protecting wildlife
 25 requires the protection of habitat and the creation and protection of wildlife corridors between habitat
 26 areas.

27 Through urbanization we have lost certain types of habitat that are critical for some species. This type of
 28 habitat is referred to as critical wildlife habitat, which the state and federal government has designated as
 29 endangered, threatened, sensitive, candidate or other priority species.

30 Wildlife habitat is judged to be fair to poor in Lynnwood, which is
 31 typically in urban areas. Extensive wildlife corridors no longer exist.
 32 This creates a loss of biodiversity by generating areas too small for
 33 many species, which leads to interbreeding and disappearance of plants
 34 and animals. The Lynnwood Parks and Recreation Department has
 35 been working on a project to acquire lands surrounding Lund’s Gulch
 36 Creek to create a habitat corridor. The City also has a Critical Areas
 37 Ordinance which requires fish and wildlife priority habitat to be
 38 protected and preserved when adjacent development occurs.



39 Use of Lynnwood’s streams by anadromous fish species was studied by
 40 Jones and Stokes Biologists in the Stream Habitat Analysis dated
 41 October 2000. The analysis concluded that Lynnwood’s streams do not contain anadromous fish, but
 42 resident salmonids and other fish species are present. There are no known endangered fish species present
 43 in Lynnwood.

1 **Priority Habitat and Species of Concern**

2 The Washington State Department of Fish and Wildlife (WDFW) publishes lists of priority habitat
 3 species (PHS) and species of concern (SOC). The PHS list includes habitats and species that need special
 4 consideration for conservation. Priority Species include all State Endangered, Threatened, Sensitive and
 5 Candidate species that are listed in the Washington Administrative Codes (WAC). Additionally, the PHS
 6 list includes vulnerable species that are susceptible to decline and those species that are of recreational,
 7 commercial or tribal importance. Priority Habitat includes habitats that harbor diverse or unique animal
 8 species or unique vegetation.

9 Lynnwood provides (or likely provides) habitat for the following species listed by the WDFW: *Great*
 10 *Blue Heron, Wood Duck, Columbian Black-tailed Deer, and Bald Eagle*. Additional information about
 11 these species is available in the Comprehensive Plan’s *Background Report*. Other species that may occur
 12 in the Lynnwood area that are listed as Candidate or Threatened species include the following: *Little*
 13 *Willow Flycatcher, Northern Red-legged Frog and Spotted Frog*.

14 Other species of animals that have been seen by residents and biologists include raccoon, opossum,
 15 coyote, rabbit, squirrel, geese, muskrats, red winged blackbird, red tailed hawk, woodpeckers, numerous
 16 rodent species and passerine birds. Passerines include such bird species as finches, warblers, tanagers,
 17 wrens, swallows, nightingales, crows, vireos and flycatchers.

18 Only species that can tolerate an extensive amount of human disturbance and considerable noise will be
 19 unaffected by further loss of forests, wetlands and riparian areas. Wildlife habitat has been found to be
 20 poor to fair within the study area (Lynnwood) (RW Beck, 1998) (Salmonid Habitat Assessment, Jones
 21 and Stokes, 2000). Extensive development has eliminated most of the suitable habitat. Extensive wildlife
 22 corridors no longer exist. Habitat is isolated and available to a very small number of wildlife.

23 **TREE PRESERVATION**

24 **Preservation and Enhancement of Trees & Soils**

25 Trees play a valuable role in the urban environment. They help moderate
 26 temperature, wind speed and reduce air pollution. They help to stabilize soil and
 27 prevent erosion and provide habitat for birds and animals. Trees clean the air and
 28 water, slow global warming, and increase aesthetics.

29 Numerous studies have also linked higher home prices with the presence of
 30 trees on the site (Planning Advisory Service report 489-90).

31 Trees that live next to streams, lakes and wetlands provide important habitat.
 32 The trees shade the water and reduce temperatures. Trees also help slow
 33 stormwater and flooding during storms, therefore reducing erosion. Tree roots
 34 stabilize stream bank soils, and the leaves and insects falling off trees into the
 35 waterways provide food for fish and other creatures.

36 Preservation of a stand of trees instead of a few lone trees on a new development
 37 site significantly improves the trees’ chances of survival. It has been proven that
 38 leaving lone trees where there once were many can cause more harm than good. When the trees are
 39 suddenly subjected to higher winds and root damage from the removal of surrounding trees they will be
 40 more likely to blow down in windstorms.

41 The City has adopted tree regulations, and tree preservation and protection guidelines that incorporate
 42 many of the ideas outlined above. The ordinance emphasizes that trees saved during development should
 43 be appropriate trees for long-term survival in an urban setting. The ordinance also requires replanting of
 44 appropriate tree species at a minimum ratio of 1:1, to provide no net loss of trees and protection of
 45 significant trees during and after construction.



1 Replacement of trees removed from a site is another common form of urban forestry conservation.
 2 Additionally, the City created a “tree voucher” program for its residents. This program encourages tree
 3 planting by paying for trees to be planted on private property. The trees are paid for by development fees
 4 associated with tree removal.

5 **AIR QUALITY**

6 Lynnwood’s air quality is monitored and regulated by the Puget Sound Clean Air Agency (PSCAA),
 7 Puget Sound Regional Council, and the Washington State Department of Commerce. Good air quality
 8 refers to clean, clear and unpolluted air. The quality of the air depends on the amount of
 9 pollutants, the rate at which they are released from various sources, and how quickly pollutants
 10 disperse.

11 The amounts of ozone, particulate matter and carbon monoxide (CO) are increasing in our environment.
 12 Population growth leads to higher traffic volumes which impact Lynnwood’s air quality more than any
 13 other factor. To measure existing air quality, PSCAA maintains a network of monitoring stations
 14 throughout the Puget Sound region. Based on monitoring information, regions are designated as
 15 “attainment” or “non-attainment” areas for air pollutants. Once an area has been designated as a non-
 16 attainment area it is considered as an air quality “maintenance area” until attainment has been reached for
 17 10 consecutive years. The City of Lynnwood is within a carbon monoxide and ozone “maintenance”
 18 area, both established in 1996 by PSCAA.

19 Considering Lynnwood's high volumes of traffic, congestion and close proximity to major freeways, air
 20 quality is a concern, particularly at congestion points. Gasoline and diesel-powered vehicles and
 21 equipment are a large source of air pollution in Lynnwood. Air pollution also contributes to water
 22 pollution when rainwater picks up air pollutants and runs off into water bodies.

23 The City will take a lead role in encouraging other modes of transportation by using more efficient
 24 vehicles, electricity and biofuel vehicles in its own fleet and by promoting transit use among its
 25 employees with transit subsidies and restrictive parking policies. While the City is not the regulator of
 26 automobile emissions, the City can encourage alternatives to gasoline powered automobile transportation
 27 by promoting improvements to the public transit system, increasing incentives for car-pooling, bicycling
 28 and walking, and by limiting the amount of parking that may be included in some new developments. The
 29 City can advocate with Community Transit and Sound Transit in designing public transportation systems
 30 and stations that help maximize the use of such systems.

31 **Ozone**

32 Ozone is a highly reactive form of oxygen that is created by sunlight activated chemical transformations
 33 of hydrocarbons and nitrogen oxides in the air. Lynnwood is included in the PSCAA ozone “maintenance
 34 area.”

35 **Particulate Matter**

36 Particulate matter is made up of a number of components, including acids (such as nitrates and sulfates),
 37 organic chemicals, metals, and dust particles. There are two categories for measuring the amount of
 38 particulate matter in the air: particulate matter less than or equal to 10 micrometers in diameter (PM10)
 39 and fine particulate matter less than or equal to 2.5 micrometers in diameter (PM 2.5). Industrial
 40 activities, motor vehicles and wood burning most commonly produce particulate matter. Lynnwood is
 41 included in a PM10 “maintenance area.”

1 **Carbon Monoxide**

2 Carbon monoxide (CO) is a by-product of incomplete combustion, largely generated by motor vehicles
3 and wood burning. CO is the pollutant of greatest concern because it is being emitted in the largest
4 measurable quantity.

5 There are two air quality standards for CO, a 1-hour average of 35 parts per million (ppm) and an 8-hour
6 average of 9 ppm. If these levels are exceeded more than once a year the attainment standard will be
7 violated. This requires PSCAA to develop a work plan to comply with the standards.

8 **Greenhouse Gas Emissions**

9 The Environmental Protection Agency is now required to consider carbon dioxide (CO₂) to be an air
10 pollutant under the Clean Air Act, putting control of this most prevalent greenhouse gas on an equal
11 footing with the traditional criteria pollutants. In accordance with this finding, the City will evaluate the
12 greenhouse gas emissions of proposed public and private actions as part of the State Environmental
13 Policy Act (SEPA) review.

14 **GOALS, POLICIES & STRATEGIES**

GOAL

To protect the public health, safety and welfare by effectively managing the natural environment, by mitigating unavoidable impacts, and integrating the nonhuman natural environment with the urban environment.

15
16 **Goal ER-1: Environmental Protection and Enhancement: Be a city government that strives to improve, protect, or when unavoidable, reduce impact to the natural environment, consider impacts of policies on the natural environment, and lead educational programs about the natural environment.**

20 **Policy ER-1.1** Meet all state and federal mandates regarding stormwater and critical areas.



22 **Strategy ER-1.1** Ensure City government operations comply with applicable regulations.

23 **Strategy ER-1.2** Evaluate the environmental impacts of proposed regulations.

24 **Strategy ER-1.3** Consider and integrate best available science in development regulations that are
25 concerned with critical areas.

26 **Strategy ER-1.4** Promote and coordinate educational programs to raise public awareness of
27 environmental issues, encourage respect for the environment and show how individual actions and the
28 cumulative effects of a community’s actions can have significant effects on the environment.

29 **Strategy ER-1.5** Cooperate with other local governments, state, and federal agencies tribal entities, and
30 nonprofit organizations to protect and enhance the environment.

31 **Goal ER-2: Conservation of Resources and Recycling: Be a city government that strives to reduce consumption of resources, minimizes waste, reduces pollution, and promotes conservation.**

33 **Policy ER-2.1** Recycle and conserve resources.



35 **Strategy ER-2.1** Design, construct, and operate City facilities to maximize efficiency and conservation
36 opportunities, limit waste, and prevent unnecessary pollution.

1 **Strategy ER-2.2** Minimize the materials used and waste generated from City facilities .

2 **Strategy ER-2.3** Use, where feasible, new technologies that demonstrate ways to reduce environmental
3 impacts.

4 **Strategy ER-2.4** Promote energy and water conservation.

5 **Goal ER-3: Natural Landscape and Vegetation: Retain existing vegetation, soils and natural**
6 **landscape to the maximum extent feasible.**

7 **Policy ER-3.1** Preserve trees, topsoil, and native vegetation.

8 ○ ○ ○

9 **Strategy ER-3.1** Encourage land development practices that minimize disturbance to vegetation, retains
10 native soils, and the natural landscape. Avoid disturbance of steep slopes where the erosion potential and
11 opportunity for landslides meets protection guidelines.

12 **Strategy ER-3.2** Ensure prompt stabilization of soil after grading and vegetation removal.

13 **Strategy ER-3.3** Retain trees through application and enforcement of the City’s Tree Regulations.

14 **Strategy ER-3.4** Avoid clearing of native vegetation that contributes to slope stability, reduces erosion,
15 shades shorelines, buffers wetlands and stream corridors, and provides aquatic habitat.

16 **Strategy ER-3.5** Encourage the incorporation of open space into development through setbacks, view
17 corridors and recreation areas. Preserve areas with natural or scenic value within development sites to
18 achieve open space amenities.

19 **Strategy ER-3.6** Encourage the use of Low Impact Development Techniques where feasible.

20 **Goal ER-4: Geologic Hazard Areas: Protect geologic hazard areas including steep slopes with**
21 **significant landslide or erosion potential, soils unsuited to development, and areas of significant**
22 **seismic hazard.**

23 **Policy ER-4.1** Enforce the Geologically Hazardous Areas provisions of the Critical Areas Regulations.

24 ○ ○ ○

25 **Strategy ER-4.1** Manage development in geologic hazard areas to minimize erosion and landslide
26 probabilities during both construction and use.

27 **Goal ER-5: Water Resources: Improve water quality and protect wetlands, natural streams and**
28 **lakes, riparian vegetation, and buffers, reduce point and non-point source pollution.**

29 **Policy ER-5.1** Review and update, as necessary and as required by state and federal mandate, the City's
30 Critical Areas Ordinance to ensure protection of known critical areas using the best available science.

31 ○ ○ ○

32 **Strategy ER-5.1.1** Enforce and apply the City’s Critical Areas Regulations.

33 **Strategy ER-5.1.2** Seek to preserve wetlands and stream corridors as open space.

34 **Strategy ER-5.1.3** Ensure that no net-loss of wetlands occurs within the City. If impacts are
35 unavoidable, those impacts are the least amount practicable, and that an area equal to or larger be
36 provided as compensation for the loss.

37 **Strategy ER-5.1.4** Enhance and / or encourage restoration of degraded wetlands where possible.

38 **Strategy ER-5.1.5** Adopt and enforce regulations to protect identified Critical Aquifer Recharge Areas.

39 **Strategy ER-5.2** Implement provisions of the NPDES Phase II Municipal Permit

- 1 **Strategy ER-5.2.1** Implement practices to minimize stormwater impacts associated with the use of
- 2 pesticides on City-owned property, and provide education for other landowners to do the same.
- 3 **Strategy ER-5.2.2** Protect and enhance surface water quality through development regulations, education
- 4 and outreach, and effective maintenance and operations.
- 5 **Strategy ER-5.2.3** Encourage Low Impact Development stormwater treatment technologies in the
- 6 development of roadways, parking lots, public plazas, sidewalks, and pathways where practicable.
- 7 **Strategy ER-5.2.4** Support and promote public education to protect and improve surface and ground
- 8 water resources by: Increasing the public’s awareness of potential impacts on water bodies and water
- 9 quality; Encouraging proper use of fertilizers and chemicals on landscaping and gardens; Encouraging
- 10 proper disposal of materials; Educating businesses on surface and ground water protection best
- 11 management practices in cooperation with other government agencies and other organizations; Educating
- 12 the public and businesses on how to substitute materials and practices with a low risk of surface and
- 13 ground water contamination for materials and practices with a high risk of contamination.
- 14 **Strategy ER-5.2.5** Encourage development practices that integrate and preserve the city’s watercourses
- 15 and wetlands.

Goal ER-6: Fish and Wildlife: Protect urban forests and wildlife habitats, including salmon habitat as feasible, and in balance with the requirements of an urban area.

- 18 **Policy ER-6.1** Maximize, as feasible, fish and wildlife habitat.
- 19 □ □ □
- 20 **Strategy ER-6.1** Where suitable habitat potential exists, work to maintain and enhance that habitat.
- 21 **Strategy ER-6.2** Comply with the Endangered Species Act.
- 22 **Strategy ER-6.3** On city property, both on-land and in-water, cultivate native ecosystems that
- 23 encourage native wildlife and encourage removal of invasive, non-native vegetation.
- 24 **Strategy ER-6.4** Assist private property owners in maintaining the health of natural habitats on their
- 25 property through a combination of education, incentives and development review practices.
- 26 **Strategy ER-6.5** Encourage environmental protection and enhancement practices among Lynnwood’s
- 27 residents and City personnel through education, training, and continued volunteer participation in the care
- 28 of Lynnwood’s plant and wildlife habitats. Involve citizens, community groups, and nonprofit
- 29 organizations in the care and enhancement of the urban forests and wildlife habitat.
- 30 **Strategy ER-6.6** Consider best available science in making decisions regarding habitat preservation and
- 31 restoration efforts.

Goal ER-7: Urban Forestry: Support a robust and healthy, appropriate tree canopy including sizable tree clusters, as well as native trees.

- 34 **Policy ER-7.1** Implement the City’s tree protection and preservation regulations and monitor and update
- 35 these regulations as necessary.
- 36 □ □ □
- 37 **Strategy ER-7.1** Strive to achieve a net increase of healthy, diverse tree cover throughout the city by
- 38 requiring developers to save trees worthy of retention and to replant appropriate species for the urban
- 39 environment at a ratio of at least one tree planted for every tree removed.
- 40 **Strategy ER-7.2** To help preserve the natural environment and Lynnwood’s remaining forested lands,
- 41 Lynnwood shall promote the retention of sizable tree clusters, forested slopes, treed gullies and specimen

1 trees that are of species that are long-lived, not dangerous, well-shaped to shed wind and located so that
 2 they can survive within a development without other nearby trees.

3 **Strategy ER-7.3** Street trees within street right-of-way shall be encouraged along appropriate arterial
 4 streets and local streets.

5 **Strategy ER-7.4** Street trees shall be allowed to be planted in planter strips or tree wells located
 6 between the curb and sidewalk, where feasible. Tree species and planting techniques shall be appropriate
 7 for the street.

8 **Strategy ER-7.5** On City property, protect selected trees, utilize proper pruning and tree care, and
 9 improve conditions in order to achieve long-term benefits from the urban forest – and encourage private
 10 landowners to do the same.

11 **Strategy ER-7.6** Lynnwood should provide information to community residents and property owners to
 12 encourage them to plant appropriate trees on their properties and to care for the trees properly.

13 **Strategy ER-7.7** Continue to encourage planting trees through the distribution of the Tree Voucher
 14 program.

15 **Goal ER-8: Air Quality: Raise Lynnwood’s level of livability by supporting efforts to reduce**
 16 **urban environmental air pollution. Increase usage of electricity and biofuel in City fleet vehicles**
 17 **and construction equipment to reduce associated air pollution.**

18 **Policy ER-8.1** Support the reduction of urban environmental air pollution.



19
 20 **Strategy ER-8.1.1** Ensure regulations allow for necessary infrastructure to support charging of electric
 21 vehicles, at both public and private facilities.

22 **Strategy ER-8.1.2** Cooperate with regional transit authorities (Sound Transit, Community Transit, etc...) to encourage the use of various transit options, including carpools, busses, and light rail.

23
 24 **Strategy ER-8.1.3** Implement provision of the City’s Non-Motorized Plan to encourage reduction in
 25 vehicle trips and associated air pollution.

26 **Strategy ER-8.1.4** Comply with federal and state air pollution control laws in cooperation with the Puget
 27 Sound Clean Air Agency, the Puget Sound Regional Council, and Washington State Department of
 28 Commerce.

29 **Strategy ER-8.1.5** Investigate and work to mitigate the emissions of any odors which are not otherwise
 30 prohibited by law, but which are detrimental or disturbing to surrounding property or individuals.

31 **Strategy ER-8.1.6** The City shall evaluate the greenhouse gas emissions of proposed public and private
 32 actions as part of the State Environmental Policy Act (SEPA) review. The City may exercise its
 33 substantive authority under SEPA to condition or deny proposed actions in order to mitigate associated
 34 individual or cumulative impacts to global warming.

35 **Policy ER-8.2** Develop a plan supporting electricity and biofuel usages for City fleet vehicles and
 36 construction equipment.



37
 38 **Strategy ER-8.2.1** Target forty percent electricity or biofuel usage for operating City fleet vehicles and
 39 construction equipment by 2018.

40 **Strategy ER-8.2.2** Install outlets capable of charging electric vehicles in all City fleet parking and
 41 maintenance facilities.



1

1
2
3
4
5
6
7
8
9
10
11
12



This page intentionally blank

13
14
15
16
17

10 CAPITAL FACILITIES & UTILITIES

INTRODUCTION

The Capital Facilities and Utilities Element is used to demonstrate that all capital facilities serving Lynnwood support the current and future population and economy. Capital facilities, also referred to as public facilities, include the transportation system (roadways, sidewalks, street lights, and traffic signals), domestic water, sanitary sewer and stormwater systems, park and recreational facilities, and other community buildings. This Element consists of two components: the twenty-year plan and the six-year plan. The twenty-year plan, which is this chapter, contains capital facilities related goals and policies that are consistent with other goals and policies of the Comprehensive Plan. The Capital Facilities Plan is a six-year plan that contains an inventory of existing and proposed capital facilities, forecasts the future needs of facilities for six years, identifies deficiencies in capital facilities and the actions necessary to meet such deficiencies, and contains a six-year finance plan. The Capital Facilities Plan is a separate document which is reviewed and updated by the City annually to coincide with the City Council budgeting process. The Utilities portion of this Element includes a summary of the privately owned utilities, such as electrical, telecommunication, and cable lines, and natural gas facilities.

ECONOMIC CONSIDERATIONS

Lynnwood’s development policy is that new development will pay for the portion of facility improvements related to its demand on the system. These improvements to the City’s utility systems allow for a more equitable distribution of costs and help to keep rates lower.

In cases where one development occurs prior to another and is not adjacent to existing infrastructure, the new development may have to extend utilities across the frontage of another undeveloped site and incur the cost of such extensions. Lynnwood has some mechanisms of reimbursement, such as a latecomers agreement, to provide a mechanism for fair share financing in such cases. The original developer would be reimbursed for costs associated with the portion of the extension that is later used by another developer.

In limited cases, and with City Council approval, the City allows extensions of utilities outside of the city limits. Because general rates should not be used to fund and operate systems outside of the City boundaries, differential rates and/or connections fees are established to ensure that City residents are not subsidizing service outside of City boundaries.

OBJECTIVE

The objective of the Capital Facilities and Utilities Element is to coordinate improvement necessary to accommodate orderly growth, set policies direction for capital improvements and ensure they are provided in an effective and timely manner.

The following is a summary of the capital facilities and utilities providing service within the City of Lynnwood. Separate documents containing the detailed inventory are listed in the right-hand column of the table. For outside agencies that provide services within Lynnwood, document names (if available) are listed in the right-hand column.

Facilities	Inventory Description	Related Document
City of Lynnwood		
Transportation	The Transportation Element contains a generalized inventory of Lynnwood’s transportation system. A detailed inventory is kept by the Public Works Department. Lynnwood annually prepares and adopts the Six-Year Transportation Improvement Program (TIP). This plan lists street and non-motorized projects and revenue sources. This plan is prepared for transportation project scheduling, prioritization and grant eligibility purposes.	Transportation Element of the Comprehensive Plan; Asset Management Systems Incorporated (AMSI); Six-Year TIP; Transportation Business Plan, City Center Street Master Plan; Non-Motorized Multimodal Plan
Water	Lynnwood’s water system includes approximately 168 miles of water mains, two pressure reducing stations, two reservoirs, one booster pump station and other related appurtenances.	City of Lynnwood Water Comprehensive Plan, Section 1.4; Comprehensive Water, Sewer and Storm Utility Rate Study
Sewer (Wastewater)	Lynnwood’s wastewater system is comprised of approximately 100 miles of gravity pipe. These gravity lines are fed into six existing sewer lift stations which then pump into gravity interceptors, and eventually to the Waste Water Treatment Plant (WWTP) which is located on the Puget Sound.	City of Lynnwood Wastewater Comprehensive Plan, Sections 6.1 and 6.2; Comprehensive Water, Sewer and Storm Utility Rate Study
Stormwater (Surface Water)	Lynnwood has 18 different drainage basins throughout the City, and maintains all associated drainage infrastructure. Operation, maintenance and management of the stormwater system is funded through the City’s Surface Water Utility.	City of Lynnwood Surface Water Management Comprehensive Plan; Comprehensive Water, Sewer and Storm Utility Rate Study
Parks & Recreation		Parks and Recreation Plan; Parks, Recreation and Open Space Element of the Comprehensive Plan; Asset Management Systems Incorporated (AMSI)
City Buildings	Buildings owned by the City of Lynnwood	Facilities Condition Assessment Plan
Other Community (Public) Buildings	The AMSI System contains a complete inventory of all other City owned buildings. These include facilities such as the Police Station, Fire Station, the library, administration buildings, and Public	Asset Management Systems Incorporated (AMSI); Sno-Isle Libraries Capital Facility Plan

Facilities	Inventory Description	Related Document
	Works buildings. The Lynnwood Library is operated by the Sno-Isle Libraries Foundation.	
Outside Agencies / Privately Owned Utilities		
Schools	Lynnwood residents are served by the Edmonds School District (ESD). ESD operates seven elementary schools, two middle schools, and one high school within the City.	Edmonds School District Capital Facilities Plan
Water and Sewer	Alderwood Water & Wastewater District (AWWD) services portions of Lynnwood in the northeast and southeast.	AWWD Capital Improvement Program (CIP)
Electrical Power	Provided by Snohomish County Public Utility District No. 1 (SNOPUD).	SNOPUD Electric System Capital Plan
Natural Gas	Provided by Puget Sound Energy (PSE).	PSE Integrated Resources Plan
Telecommunications (Cable, Internet & Phone)	Several companies provide telecommunication services within Lynnwood, including AT&T, Comcast, DirecTV, Dish Network, Frontier FiOS, among others. Most major wireless service carriers are available within Lynnwood and are governed by the Washington Utilities and Transportation Commission (WUTC).	
Solid Waste	Garbage and recycling services are provided by Waste Management NW for residents east of Highway 99, and by Republic Services for residents west of Highway 99. Snohomish County is the solid waste management planning authority for all jurisdictions within the County.	Snohomish County Comprehensive Solid and Hazardous Waste Management Plan

1
2

**GOAL 1:
Planning**

Planning that considers both changes in regulations, requirements, and best available science, studies existing and future conditions and specifies non-structural and structural solutions including system upgrades, maintenance and replacements based on established Level of Service (LOS) standards for the purpose of meeting future challenges as they arise.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37

SURFACE WATER MANAGEMENT

- Policy CF-1.1** Implement the requirements of the National Pollution Discharge and Elimination System (NPDES) and assess the areas in stormwater runoff management that require the City to make appropriate planning, regulatory, procedural or policy changes.
- Policy CF-1.2** Update and adopt ordinances that meet the requirements of NPDES and Endangered Species Act (ESA) for water quality and quantity control from development and redevelopment.
- Policy CF-1.3** Review and update the City’s Comprehensive Flood and Drainage Management Plan approximately every five years, depending on changes in best available science and the regulatory climate.
- Policy CF-1.4** Study and update the Surface Water Utility rates, and method of billing regularly to better reflect changes in surface water management, maintenance and operations, and capital project needs.
- Policy CF-1.5** Complete and implement an emergency response plan to be used for responding to surface and ground water contamination emergencies.

SANITARY SEWER

- Policy CF-1.6** Provide review for all development considering the land use plan.
- Policy CF-1.7** Utilize contemporary materials and construction techniques.
- Policy CF-1.8** Review and update the City’s Wastewater Comprehensive Plan approximately every five years, depending on changes in best available science and the regulatory climate.
- Policy CF-1.9** Plan and initiate the necessary analysis and public review to identify wastewater system financial needs and implement results of those efforts.

WATER SYSTEM

- Policy CF-1.10** Conduct ongoing monitoring and analysis of the water system to identify deficiencies and system expansion needs related to current and future growth and list options (administrative changes and capital projects) that would resolve deficiencies identified and the improvements needed.
- Policy CF-1.11** Plan and initiate the necessary design efforts to address identified system deficiencies, system upgrades and expansions.
- Policy CF-1.12** Plan and initiate the necessary analysis and public review to identify water system financial needs and implement results of those efforts.
- Policy CF-1.13** Regularly review and initiate changes to the operation and regulation of the water system relative to changing State and Federal regulations and prudent fiscal and environmental considerations. For example, conservation requirements.
- Policy CF-1.14** Regularly coordinate with other jurisdictions to assure that interties, local agreements and common issues are addressed.

1 **Policy CF-1.15** Review and update the City’s Water Comprehensive Plan approximately every five
 2 years, depending on changes in best available science and the regulatory climate.

GOAL 2: Maintenance and Operations (M&O)	Continue to identify facilities that are in need of repair, cleaning or replacement and revise the maintenance program to schedule these activities in an efficient, and timely manner so that the systems perform in a manner that will optimize the use and life of the facilities, while also making necessary changes in the program, as necessary, to protect the natural environment and aesthetic character of the city.
---	---

3
 4 **SURFACE WATER MANAGEMENT**

5 **Policy CF-2.1** Operate the North Scriber Regional Detention Facility to decrease erosive and flood
 6 flows and to enhance environmentally sensitive areas in the Scriber Creek Drainage
 7 Basin.

8 **Policy CF-2.2** Update and adopt ordinances that meet the requirements of the NPDES Phase 2
 9 Municipal Permit for maintenance of the system by both the City of Lynnwood and
 10 private property owners.

11 **Policy CF-2.3** Perform M&O activities to the currently adopted schedule such that cleaning, repairs,
 12 and replacements are made quickly and efficiently, or immediately in the case of
 13 emergencies.

14 **Policy CF-2.4** Review and update the City’s Comprehensive Flood and Drainage Management Plan
 15 list of problems and corrective solutions, depending on changes in best available
 16 science and the regulatory climate.

17 **Policy CF-2.5** Every year prioritize, schedule, fund, and construct capital improvements in the Six-
 18 Year Capital Facilities Plan, as identified in the Comprehensive Flood and Drainage
 19 Management Plan, to decrease incidents of flooding, enhance water quality in the
 20 system, and make improvements to natural habitat.

21 **SANITARY SEWER**

22 **Policy CF-2.6** Provide financial support annually for the Pre-Treatment Program.

23 **Policy CF-2.7** Clean sewers on a frequency determined by historical need.

24 **Policy CF-2.8** Remedy one infiltration/inflow concern each year.

25 **Policy CF-2.9** Prevent any large and control any small wastewater overflows each year.

26 **Policy CF-2.10** Monitor air and water quality on a daily basis.

27 **Policy CF-2.11** Maintain the equipment preventative maintenance schedule.

28 **Policy CF-2.12** Limit odor complaints as practicable.

29 **WATER SYSTEM**

30 **Policy CF-2.13** Respond within one hour to any emergency water system failure. Repair all non-
 31 critical water system problems within three days of knowledge of the problem.

32 **Policy CF-2.14** M&O activities will be based on an annual schedule established for the upcoming
 33 year during the budget process of the preceding year. The schedule will be

1 developed from field reviews of the water system (flow, pressure and leak testing)
 2 and life cycle information combined with field verification inspections.

3 **Policy CF-2.15** Stay abreast of current water quality standards and make adjustments to monitoring
 4 and testing to assure continual, consistent compliance with the standards and
 5 conditions of the Department of Health operating permit.

GOAL 3: Interjurisdictional Relations	Cooperate and coordinate planning, capital facilities planning and development, as appropriate, with adjacent jurisdictions and stakeholders for the purpose of improving levels of service and reducing costs for all services and utilities.
--	--

6
 7 **SURFACE WATER MANAGEMENT**

8 **Policy CF-3.1** Participate in interjurisdictional coordination to help solve common stormwater
 9 runoff management problems, coordinate land use plans, development regulations
 10 and capital facility plans on a watershed basis.

11 **Policy CF-3.2** Design and implement a Public Involvement Program that builds upon the current
 12 school grants program and expands to businesses as well as general citizen groups.

13 **SANITARY SEWER**

14 **Policy CF-3.3** Maintain air and water quality to standards required by regular authority.

15 **Policy CF-3.4** Coordinate contractual relationships with adjacent agencies for services.

16 **WATER SYSTEM**

17 **Policy CF-3.5** Maintain coordination and communications with the Lynnwood water supplier,
 18 Alderwood Water & Wastewater District as well as AWWD’s supplier, the City of
 19 Everett, so that the contract with AWWD is adhered to and the City’s interests are
 20 protected.

21 **Policy CF-3.6** Conservation issues will be reviewed, goals and programs established relative to the
 22 impact conservation has on long term costs of water, summer flow and peaking
 23 issues, and regulatory and contract issues such that conservation efforts will be
 24 implemented that meet the established goal and regulatory standards.

GOAL 4: Capital Facilities	Provide capital facilities to properly serve the community in a manner that enhances quality of life and economic opportunities, optimizes the use and protection of existing facilities and provides for future needs.
---------------------------------------	---

25 **Policy CF-4.1** Implement levels of service (LOS) for water, sewer and storm water systems as
 26 minimum standards for facility design and planning, land development permitting,
 27 and operation and maintenance.

28 **Policy CF-4.2** Utilize professionally accepted methods and measures in determining LOS standards.

29 **Policy CF-4.3** Land development review will include coordination of the development requirements
 30 according to pertinent adopted plans, the land development regulations, and the
 31 availability of system capacities needed to support such development.

- 1 **Policy CF-4.4** Water, sanitary sewer, and storm water system improvements shall be designed and
2 constructed to the size required to serve the City's projected capacity needs consistent
3 with the Comprehensive Plan.
- 4 **Policy CF-4.5** Require the private sector to provide fair share, project related capital facility
5 improvements and contributions in connection with the development of land.
- 6 **Policy CF-4.6** Development should be encouraged only when adequate utilities, including water,
7 sewer, power, natural gas, telecommunications and storm drainage facilities are
8 available or will be made available in conjunction with development.

CAPITAL FACILITIES PLANS AND PROJECTS

10 The Capital Facilities Plan Element identifies projects to construct new facilities, or to expand or
11 rehabilitate existing facilities. These projects must be completed in a timely manner in order to maintain
12 acceptable service levels.

13 **Policy CF-4.7** Implement capital facilities plans for water, stormwater, sewer, transportation, parks,
14 recreation, public safety, and other municipal facilities.

15 **Policy CF-4.8** Maintain a 20-year Capital Facilities Plan that supports the Land Use Plan, and
16 includes the implementation of a Six-Year Capital Facility Plan. Implement the
17 following facility plans for City utilities, parks and recreation and transportation
18 facilities. These plans will be prepared and implemented such that they are
19 coordinated and consistent with the Comprehensive Plan.

- 20 • Six-Year Transportation Improvement Plan
- 21 • Water Comprehensive Plan Update
- 22 • Wastewater Comprehensive Plan
- 23 • Surface Water Management Comprehensive Plan
- 24 • Parks Plan
- 25 • Non-Motorized Plan
- 26 • Transportation Business Plan

27 **Policy CF-4.9** Include the Six-Year Capital Facilities Plan and capital budget as a part of the annual
28 budget process.

29 **Policy CF-4.10** Evaluate, categorize and prioritize proposed capital improvement projects in the Six-
30 Year Capital Facilities Plan according to the following categories:

31 **Category 1** Project specifically satisfies legal, operational, health or safety
32 requirements mandated by local, state and federal statutes.

33 **Category 2** Project is required to obtain basic services relating to public health,
34 safety, welfare, and applicable levels of service (LOS) standards.

35 **Category 3** Project is consistent with the Comprehensive Plan or other adopted
36 Capital Facilities Plans.

37 **Category 4** Project is a public benefit or service improvement relating to general
38 welfare of the community.

39 **Policy CF-4.11** Requests for new capital facilities will be considered concurrently with requests for
40 maintenance, repair and staffing costs of existing capital investments.

1 **Policy CF-4.12** Identify acceptable funding methods and debt service standards as guidelines for
 2 financing capital facility and utility projects.

3 **Policy CF-4.13** Identify capital facility improvements and implementation strategies to encourage
 4 redevelopment at appropriate locations and for the Activity Center plans.

5 **Policy CF-4.14** Actively seek local, state, and federal funding and grants for the capital facilities
 6 projects.

7 **Policy CF-4.15** Amend the following capital facility plans as necessary to include current
 8 regulations, standards, techniques and conditions. In addition, comprehensively
 9 review and revise these plans at least every five years. Revisions, updates and
 10 amendments to the plans shall be consistent with the City's Comprehensive Plan.

- 11 • Six-Year Transportation Plan
- 12 • Water Comprehensive Plan Update
- 13 • Wastewater Comprehensive Plan
- 14 • Surface Water Management Comprehensive Plan
- 15 • Parks Plan
- 16 • Non-Motorized Plan
- 17 • Transportation Business Plan

18 **CAPITAL FACILITIES MAINTENANCE**

19 Preserving adequate service levels in developed areas will require proper maintenance of existing
 20 facilities.

21 **Policy CF-4.16** Ensure that existing capital facilities are maintained and operated in a manner that
 22 will optimize the use and life of the facility.

23 **Policy CF-4.17** Capital improvements needed to maintain and improve existing facilities shall be
 24 prioritized in the capital facilities plans.

25 **ENVIRONMENTAL COMPATIBILITY**

26 Carefully design, construct, operate and maintain facilities to minimize environmental impacts.

27 **Policy CF-4.18** Develop environmentally responsible strategies and standards for capital facilities.

28 **Policy CF-4.19** Design and develop capital facilities that minimize or mitigate adverse impacts.

29 **Policy CF-4.20** Develop, operate and maintain capital facilities located in neighborhoods to minimize
 30 or mitigate facility related impacts on residential uses.

31 **Policy CF-4.21** Capital facility improvements and maintenance should be compatible with the natural
 32 constraints of slope, soil, geology, vegetation, wildlife habitat and drainage.

33 **Policy CF-4.22** Evaluate capital projects, plans and programs to determine their impact to locally
 34 significant historical resources.

35 **COORDINATION WITH OTHER JURISDICTIONS AND SERVICE PROVIDERS**

36 Neighboring cities and the County provide similar services, and other providers also serve City residents
 37 and businesses. Cooperation and coordination among all jurisdictions and service providers can improve
 38 levels and reduce costs for all services and utilities.

- 1 **Policy CF-4.23** Coordinate capital facilities planning and development with appropriate jurisdictions
2 and service providers.
- 3 **Policy CF-4.24** Work closely with other jurisdictions and service providers to ensure the proper
4 extension or expansion of utility services.
- 5 **Policy CF-4.25** Encourage the County, Federal, and State, regional and special purpose agencies to
6 participate in the implementation of capital facilities that are mutually beneficial.
- 7 **Policy CF-4.26** Work with the appropriate jurisdictions and agencies to coordinate stormwater
8 management activities.

SITING OF ESSENTIAL PUBLIC FACILITIES

10 The GMA requires the City to develop a process for siting essential public facilities in Lynnwood. At
11 present, the County is identifying such facilities for the County and developing a county-wide siting
12 program. The City will need to adopt a City siting program when the County has completed its program
13 that is consistent with state requirements and the County program.

- 14 **Policy CF-4.27** Facilitate efficient and equitable siting of essential public facilities.
- 15 **Policy CF-4.28** Ensure that the siting and construction of capital facilities considered essential public
16 facilities are not precluded by the City's Comprehensive Plan.
- 17 **Policy CF-4.29** Establish a review process for the siting and construction of essential, local public
18 facilities.
- 19 **Policy CF-4.30** Participate in an interjurisdictional review and selection process for the siting of
20 essential public facilities having interjurisdictional significance.
- 21 **Policy CF-4.31** Locate and develop essential public facilities to provide the necessary service to the
22 intended users of the facility with the least impact on surrounding land uses.

RELATED DESIGN STANDARDS AND PROGRAMS

- 24 **Policy CF-4.32** The City has standards for the design and construction of sewer water and stormwater
25 utilities, and programs to develop new or expand utility systems. These standards
26 should include the most recent design techniques so that these utilities are
27 constructed and operate in an efficient manner.
- 28 **Policy CF-4.33** Design and construct sewer, water and stormwater utility systems to ensure efficient
29 service, and the use of best management practices.
- 30 **Policy CF-4.34** Require connection to the City sewer system for all new development.
- 31 **Policy CF-4.35** Design sewer systems to provide efficient and reliable service while minimizing cost.
32 Gravity feed shall be used whenever feasible.
- 33 **Policy CF-4.36** Continue to actively pursue elimination of high infiltration and inflow situations.
- 34 **Policy CF-4.37** Support and implement conservation strategies aimed at reducing average annual and
35 peak day water use. These strategies can include: billing rate structures which
36 encourage conservation, water restrictions at appropriate times, technical assistance
37 for leak detection, design of low-water use irrigation and other water saving
38 measures, public information, use of drought tolerant plantings and native vegetation
39 in City landscaping and development regulations, and construction codes requiring
40 water saving devices.
- 41 **Policy CF-4.38** Design water delivery and storage systems to provide efficient and reliable service
42 while minimizing cost. These design methods can include: the use of gravity feed

- 1 whenever feasible, the development of a looped system, and standardization of
- 2 transmission facilities sizing and/or materials.
- 3 **Policy CF-4.39** New development shall construct water system improvements and dedicate
- 4 easements necessary to serve the development and to provide a reliable integrated
- 5 distribution system.
- 6 **Policy CF-4.40** Maintain adequate water storage facilities to meet demand loads.
- 7 **Policy CF-4.41** Open channel drainage systems, natural or man-made (except roadway drainage
- 8 ditches), should be retained and new systems encouraged and utilized when feasible.
- 9 **Policy CF-4.42** Stormwater management systems shall be designed and constructed to minimize
- 10 adverse impacts to natural watercourses.
- 11 **Policy CF-4.43** Stormwater retention/detention facilities shall be allowed to be used as partial
- 12 fulfillment of open space requirements.
- 13 **Policy CF-4.44** Encourage co-location of utilities in shared trenches and easements.
- 14 **Policy CF-4.45** Coordinate utility construction with public improvements when possible to minimize
- 15 costs and related service disruption.
- 16 **Policy CF-4.46** Require underground utilities for all new development.
- 17 **Policy CF-4.47** Require, where feasible, that existing utility lines be relocated underground when
- 18 areas are redeveloped, or as streets are constructed, reconstructed, or widened.
- 19 **Policy CF-4.48** Promote, where safe, the joint use of utility corridors for recreational facilities, such
- 20 as non-motorized trails.
- 21 **Policy CF-4.49** Design utility facilities that are aesthetically complementary to surrounding land uses
- 22 and minimize adverse visual impacts.



23

II IMPLEMENTATION

INTRODUCTION

While implementation is not one of the mandatory comprehensive plan elements under the Growth Management Act, implementation is an essential part of land use planning. Just like airplanes, ideas need wheels as well as wings. Implementation is the follow-through and the completion of the process. This implementation element will help describe how goals, policies, and strategies will be carried out.

Implementation of a comprehensive plan occurs through a multitude of individual decisions by citizens, property owners, investors, financial institutions, non-profit organizations, and public agencies. Much of the physical realization of this Comprehensive Plan is achieved in by the private sector, under governmental guidance.

The public sector is also a significant user of land and provider of services. Decisions regarding the use and configuration of public land, and the delivery of public services, have a significant influence upon private development decisions. So, clarity as to planned investment by public agencies such as the City of Lynnwood helps realize the comprehensive plan by informing private sector investment decisions.

While there are many factors involved in implementing a comprehensive plan, there are two basic tools available to government – regulation (including incentives and disincentives) and public investment. As required by the GMA, Lynnwood’s development regulations must be consistent with and implement this Plan. This Implementation Element is intended to provide guidance regarding day-to-day decisions and actions in order to help achieve realization of this Comprehensive Plan.

GOALS, POLICIES & STRATEGIES

GOAL

A coordinated action program that integrates a full range of activities and results in achievement of the Vision, Goals, Policies, and Strategies of the Comprehensive Plan.

DEVELOPMENT REGULATIONS

Policy I-1. Ensure that Lynnwood’s development regulations are comprehensive, integrated, clear, user-friendly, and consistent with this Comprehensive Plan.



Strategy I-A. Community Development, Public Works Departments, Fire and Economic Development Departments, with assistance from legal counsel, shall ensure that all development regulations of the City are in compliance with Federal, State and local environmental regulations.

Strategy I-B. Continually improve and refine the permit review process and requirements so that it is: highly accessible and responsive to the public; consistent with City plans and policies; protects the environment; and encourages investment in the community.

DEVELOPMENT REGULATIONS

- 1
- 2 **Policy I-2.** Ensure that a program of assistance is provided to the general public and the
- 3 development community that provides effective guidance from the concept stage of
- 4 development through the decision and implementation stage.
- 5 **Policy I-3.** Continue the economic development program and continue to provide information
- 6 and assistance needed to attract and retain local businesses and employment.
- 7 **Policy I-4.** Continue to improve the effectiveness of pre-application development assistance.
- 8 □ □ □
- 9 **Strategy I-C.** Continue to improve the operation of the City's Permit Center, composed of staff
- 10 from various City departments.
- 11 **Strategy I-D.** Prepare a series of brief and easy to read development guides that summarize the
- 12 important parts of the development regulations and the steps through the
- 13 development review process.
- 14 **Strategy I-E.** Provide development assistance 24 hours a day and 7 days a week (24/7) by making
- 15 all plans, ordinances, zoning maps, guides, and applications available on the City's
- 16 internet website.
- 17 **Strategy I-F.** Provide computer terminals or access to Wi-Fi at key service counters for use by the
- 18 public in accessing City information.

URBAN REDEVELOPMENT

- 20 **Policy I-5.** Ensure that the City takes full advantage of all redevelopment techniques available
- 21 under current state law and work to expand the list of techniques.
- 22 □ □ □
- 23 **Strategy I-G.** Work cooperatively with the Public Facilities District to assist in the review of
- 24 proposals and alternatives, project selection, and design for future redevelopment
- 25 projects within the District's jurisdiction.
- 26 **Strategy I-H.** Continue to assess all legal mechanisms available to encourage redevelopment and
- 27 determine what more the City could be doing.
- 28 **Strategy I-I.** Continue to offer and innovate redevelopment assistance programs for inclusion in
- 29 the Economic Development Element of the Comprehensive Plan.

CAPITAL INVESTMENTS

- 31 **Policy I-6.** Ensure that all capital investments made by the City are consistent with the
- 32 Comprehensive Plan.
- 33 □ □ □
- 34 **Strategy I-J.** Continue the annual preparation of six-year Capital Facilities Plan updates and ensure
- 35 consistency with the Comprehensive Plan.
- 36 **Strategy I-K.** Continue to develop the process of performance budgeting and ensure that the City's
- 37 annual budget is consistent with, and helps implement, the Comprehensive Plan.

SERVICE PROGRAMS

Policy I-7. Ensure that all City service programs are consistent with the Comprehensive Plan.



Strategy I-L. Review City service programs for consistency with the Comprehensive Plan through the biennial budgeting process and at the time of periodic program review and modification.

COORDINATION

Policy I-8. Ensure that implementing actions and programs are well coordinated internally (intra-city) and externally (inter-jurisdictional) and are consistent with the Comprehensive Plan.



Strategy I-M. Community Development and other Departments will continuously monitor the key plans and programs of the State, Snohomish County, and surrounding jurisdictions and continue to coordinate implementation actions and programs in ways that will ensure Plan compliance with minimal conflict.

ANNEXATION AND GROWTH MANAGEMENT

Policy I-9. Ensure that annexation and growth management are consistent with the Comprehensive Plan.



Strategy I-N. Affected City departments will continue to comment on development proposals within the unincorporated Lynnwood MUGA and encourage their compliance with City standards and guidelines.

Strategy I-O. The City will move forward with annexations of the MUGA. The City will be receptive to working with MUGA residents and property owners interested in annexation into the City.

Strategy I-P. The Annexation Evaluation Guidelines, as set forth by Lynnwood Resolution 96-21, shall guide decisions on annexation proposals. The Annexation Evaluation Guidelines call for assessment of factors such as: community identity; delivery of government services; fiscal impacts; economic development opportunities; parks; streets; and utilities.

PLAN MONITORING AND AMENDMENT

Policy I-10. Ensure effective Plan implementation through continuous monitoring of the progress and performance in achieving the measurable objectives of the Plan, and through adjustments thereto, as may be necessary, through the annual Plan amendment process.



Strategy I-Q. Utilize an interdepartmental staff team that will evaluate the progress of Plan implementation, during the annual Plan Amendment process, and report the results to the Planning Commission, Mayor and City Council.

Strategy I-R. Ensure that the Comprehensive Plan is updated and kept in conformance with the requirements of the Growth Management Act.

- 1 **Strategy I-S.** Ensure that all requested amendments to the Comprehensive Plan and Zoning Map
2 are consistent with each other and with applicable State and local requirements.
- 3 **Strategy I-T.** Track key benchmarks that can measure and describe socio-economic and
4 environmental conditions over time, so as to guide City decision-making in support
5 of community well-being.
- 6 **Strategy I-U.** Except as authorized by the GMA, the Comprehensive Plan may be amended no
7 more frequently than once per calendar year. Lynnwood’s schedule and process for
8 amending the Comprehensive Plan is as specified by the LMC.
- 9 **Strategy I-V.** The following guidelines will assist the City in processing Plan Amendments:
 - 10 A. State law requires that all Plan amendment proposals be considered and acted
11 upon concurrently (in a package) so that their cumulative effects can be
12 ascertained.
 - 13 B. The Comprehensive Plan is intended to be a 20-year Plan. There should be no
14 need for extensive amendments other than during major updates.
 - 15 C. Amendments processed outside of major updates should only consist of relatively
16 minor site specific land use adjustments, text/policy revisions, etc.
 - 17 D. Major changes to visions, goals, land use designations, or other aspects that
18 might have citywide impacts usually require more extensive study and public
19 input and, therefore, should be placed on a docket for the next major update.
 - 20 E. Requested amendments that pose substantial financial implications should be
21 coordinated with City’s budget process.
- 22 **Strategy I-W.** Each component of a Comprehensive Plan Amendment package shall be reviewed
23 and approved only if it meets all of the following criteria:
 - 24 A. The proposal is consistent with the provisions of the Growth Management Act
25 and will not result in Plan or regulation conflicts; and
 - 26 B. The proposal will change the development or use potential of a site or area
27 without creating significant adverse impacts on existing sensitive land uses,
28 businesses, or residents; and
 - 29 C. The proposed amendment can be accommodated by all applicable public services
30 and facilities, including transportation; and
 - 31 D. The proposal will help implement the goals and policies of the Lynnwood
32 Comprehensive Plan; and
 - 33 E. If the proposal could have significant impacts beyond the Lynnwood City Limits,
34 it has been sent to the appropriate Snohomish County officials for review and
35 comment.

PLAN/ZONE CONSISTENCY

37 **Policy I-11.** The following table provides policy guidance regarding achieving and maintaining
38 consistency between the Future Land Use Map and the Official Zoning Map. The
39 table can be used as a guide when applying zoning to implement the Comprehensive
40 Plan and when reviewing a proposed change in zoning.

1

Table I-1. Plan and Zone Consistency

Plan Land Use Designation	Consistent Zoning
SF-1 – Low-density Single-family	RS-8 – Low-density Single-family MHP – Mobile Home Park
SF-2 – Medium-density Single-family	RS-7 – Medium-density Single-family MHP – Mobile Home Park
SF-3 – High-density Single-family	RS-4 – High-density Single-family MHP – Mobile Home Park
MF-1 – Low-density Multi-family	RML – Low-density Multi-family MHP – Mobile Home Park
MF-2 – Medium-density Multi-family	RMM – Medium-density Multi-family MHP – Mobile Home Park
MF-3 – High-density Multi-family	RMH – High-density Multi-family MHP – Mobile Home Park
MU – Mixed Use	MU – Mixed Use CDM – College District Mixed Use CR – Commercial-Residential PCD – Planned Commercial Development
LC – Local Commercial	NC – Neighborhood Commercial
RC – Regional Commercial	B-2 – Limited Business NC – Neighborhood Commercial CG – General Commercial PCD – Planned Commercial Development PRC – Planned Regional Center
City Center	CC-W – City Center West CC-C – City Center Core CC-N – City Center North
BT – Business/Technical Park	BTP – Business/Technical Park
I – Industrial	LI – Light Industrial
PF – Public Facilities	P-1 – Public Use
PRO – Parks, Recreation, and Open Space	P-1 – Public Use
H99 – Highway 99 Corridor	HMU – Highway 99 Mixed Use CG – General Commercial
Alderwood – City Center Transition Area	ACC – Alderwood-City Center Transition Area
SF4 – High Density Single Family MUGA	TBD
WFB – Waterfront Beach	TBD
MUCTR – Mixed Use Urban Center	TBD

2

3

4

5

6

7

8

The Plan designations provide general long-range guidance for land use and development. Zones are tools for specific area implementation. In some cases, such as a mixed-use Planned Unit Development, different zones may be used in combination within a single Plan designation, such as "Mixed Use" in this example. Some zones may be consistent with more than one Plan designation, depending on their applications.

9

10



1
2
3
4
5
6
7
8
9
10
11
12



This page intentionally blank

13
14
15
16
17

APPENDICES

APPENDICES

No.	Title	Date	Ordinance
A.1	City Center Subarea Plan	9/24/2007	2695
		3/14/2005	2553
A.2	Highway 99 Subarea Plan	9/12/2011	2910
A.3	College District Subarea Plan	11/12/2002	2432
		11/22/2004	2534



This page intentionally blank

APPENDIX A.I

CITY CENTER SUBAREA PLAN



This page intentionally blank

City of Lynnwood
**CITY CENTER
SUB-AREA PLAN**

September, 2007



This page intentionally left blank



Table of Contents

Foreword	
I. General Framework	1
Goal & Objectives	2
Background / History	3
City Center Redevelopment Potential	4
Legal / Policy Foundation	8
Planning & Urban Design Principles	10
Major Issues	12
Key Concepts	14
II. Public Involvement Process	19
III. Major Environmental Issues	23
Overview	24
IV. Sub-Area Policies	27
Establishing Districts with the City Center	29
Land Use	33
Housing	40
Transportation	43
Urban Design	59
Public Space	68
Development Strategies	71
Capital Facilities / Utilities	78
V. Proposed Strategic Projects	85



Foreword

Lynnwood's future is bright with hope!

Our community is poised and positioned to become the premiere city north of Seattle over the next twenty years. At the heart of this renaissance is a new Lynnwood City Center.

This new creation is envisioned as a dynamic place to live, work and play while ensuring that the surrounding neighborhoods would be largely unaffected. It would cradle the opportunities and amenities of a central business district that includes pedestrian friendly streets in a park like environment. And much more...

You are holding a copy of the plan that outlines the transforming process that will turn the vision into reality. It is the product of over four years hard work by scores of men and women in our community. This cadre of civic leaders and local citizens has dared to anticipate the day when Lynnwood will be the city of choice by our children's children.

And now it's your turn. This is your invitation to join the journey.

So, read on...and enjoy.



I. General Framework

The Lynnwood City Center has extraordinary potentials as part of a dynamic regional market. Adjacent to two major freeways and surrounded by strong, stable residential neighborhoods, it contains numerous properties that have remained vacant or underdeveloped.

As one of the officially designated “urban centers” in the metropolitan area, it can attract major new investment providing jobs, retail shops and services, entertainment, public spaces, and cultural attractions that do not now exist in the area. It has potential for a considerable amount of new housing. The City Center can emerge over time as a lively, diverse and appealing place to live, work, shop and play.

To achieve this, the physical setting of the City Center will need to be altered to attract both new development and redevelopment. Additional traffic will warrant the widening of some streets and construction of new ones providing safe and appealing sidewalks. Upgrading the infrastructure and new public spaces and amenities will be needed. Finally, entirely new codes and standards are necessary.

Both public and private sectors will need to exercise leadership in directing resources to achieve the vision and address the challenges. The result will be a greatly enhanced tax base and new choices for Lynnwood residents, workers and visitors.



Goal for the City Center

To create, within 20 years, a compact, intense and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation.

Objectives

- Restructure the City Center's growth toward a more concentrated, mixed-use, pedestrian-friendly and transit-supportive center.
- Creatively implement the City's Comprehensive Plan.
- Validate and advance the long-term vision of the City Center Task Force.
- Develop a distinct, strong identity for the Lynnwood City Center.
- Attract new interest, investors and customers to the City Center.
- Create an attractive, functional and comfortable place for Lynnwood citizens.
- Establish a set of strategies to guide this transformation through Lynnwood's future.



Background / History

In 1995, the City adopted a new Comprehensive Plan that refined the notion of an urban center and declared an intent to shape and direct the form of development within a sub-regional center. Subsequent to that action, members of the South Snohomish County Chamber of Commerce formed a Central Business District Task Force to examine the issues associated with creating an urban center. They sponsored a series of forums involving property owners, business owners, city officials and citizens to develop a long-term vision for the center. At the conclusion, it was determined that a full-scale master plan would be useful to refine the ideas and develop phasing and financing programs. A three-party agreement was established between the City, the Chamber of Commerce and the Public Facilities District to provide funding for the preparation of a plan for the City Center. The City Center Project was set in motion in the Summer of 2001. The City Council approved this Subarea Plan on March 14, 2005. On September 24, 2007 the City Council revised the boundary so as to delete Study Area.

For more than ten years the City of Lynnwood has been identified as one of the designated urban centers in the four county metropolitan region. The Puget Sound Regional Council has projected a substantial amount of development for Lynnwood in its forecasting for the region. This projection was required by the State's Growth Management Act to determine where additional growth expected for the region should be accommodated. Because of Lynnwood's inherent attributes of access and development opportunities, it is seen as a logical place for focusing and concentrating development.

The City of Lynnwood is critical to the process of planning the future of the City Center. It has land use and permitting authority and needed to revise its codes to allow for and encourage development within the center. Attracting private investment is critical and the City will need to work with investors to achieve the vision. It also can use its Capital Facilities Program (CFP) strategically to improve streets and other infrastructure to implement the plan. It can form partnerships with other government agencies, non-profits and for-profits to provide various improvements, such as transit and urban-density housing. And it can also work, in combination with the Chamber of Commerce, to promote and market the City Center to investors and businesses. The result will be a City Center that will have enormous benefit to the community by creating a true "heart" for the community and by dramatically enhancing the range of choices in goods, services, entertainment and housing.



I. General Framework

This plan builds on the community's vision and establishes more specific components of the City Center, illustrating the location, intensity, type and character of new development. The plan provides the legal and policy underpinning for revisions to the City's codes, its CFP, and its administrative structure and any related marketing efforts. It also provides a clear message to the development community that the City welcomes new commercial and residential development within its City Center.



City Center Redevelopment Potential

The Sub-Area plan is based on opportunities and constraints facing the city center and the community in general, as identified within the Lynnwood City Center Project Existing Conditions Report (February 28, 2002). The opportunities regarding redevelopment potential have been summarized below to establish the market related determinants that help residents, the business community and elected officials make informed planning decisions based on market factors and opportunities. The identification and mitigation of constraints has been identified and addressed separately in the Final Environmental Impact Statement for this Sub-Area Plan.

Population

Snohomish County is one of the fastest growing areas in Washington State. The County's population grew 30% within the last decade. These growth pressures will continue according to the Puget Sound Regional Council. Population is anticipated to increase 60% in Southwest Snohomish County over the next 20 years, and by 56% within the City Center Project Area by the year 2020. Population in Southwest Snohomish County is anticipated to increase at a faster rate than other areas of the county over the next 20 years. In Lynnwood, this growth is diverse with a median age that is lower than Washington State. The City Center Project will help accommodate growth in a way that will be beneficial for the community.

Income

The median household income in Lynnwood is \$41,315. Within a 15-mile radius surrounding the City Center median income is \$63,287. Clearly, Lynnwood residents are not benefiting from the increasing incomes and prosperity within the area. The City Center Project has the potential to capture income growth and prosperity by providing employment, accommodating population growth, and capturing quality investment. This opportunity is a fundamental goal of the City Center Project.

Employment

Employment within the Lynnwood city center is growing. Employment growth within the city center is projected to increase



by 50% by the year 2020. There is a strong concentration of employment in the sectors of finance, insurance and real estate (FIRE, 39%) and retail trade (32%). There is also a concentration of government and education employment (15%) but this employment sector is projected to decline within the coming years. Growth in FIRE is expected to be the fastest growth sector in Snohomish County to 2020. The opportunity to capture this employment in Lynnwood is available through the City Center Project.

Land Development Pattern

The existing development pattern in the City Center Project is primarily comprised of auto-oriented development with large asphalt parking lots. These development standards reflect suburban strip shopping centers and limit the value of real estate. Prior zoning limited development potential, including the opportunity for mixed-use pedestrian development. Modifying the regulations enables the city center to capitalize on its economic and location attributes.

Revising this land use pattern through redevelopment presents an opportunity to provide distinct districts, pedestrian linkages, parks, activity centers, and quality urban design. The opportunity exists to redevelop this area to capture potential development in the city center while maintaining single-family character of existing neighborhoods.

Real Estate Market Conditions

The City Center Project is the only designated urban center between Seattle/Northgate and Everett. Although the Puget Sound region has experienced an economic downturn since 2001, the characteristics of the Lynnwood market remain strong pending recovery of the regional and Snohomish County real estate markets. Economic recovery will also benefit from the rebound in aerospace, the Boeing 787 program, and demand for housing.

Future potential for redevelopment within the City Center Project may also benefit from the following factors:

1. Substantial growth and availability of a qualified labor pool
2. Transportation and transit access
3. Proximity to new housing and affordable housing options
4. Benefit of proximity to Seattle and Eastside real estate markets



5. Private investment in super-regional Alderwood Mall and big box retail

New office construction within the current market cannot compete with available Class “A” office space. Future potential remains strong based upon an estimated increase of 61% in office jobs. The City Center Project provides an opportunity for professional office space to serve the regional area of south Snohomish County and north King County.

Retail growth is supported by population, personal income and spending growth within the region. The retail sector remains strong and significant investment continues, particularly in Alderwood Mall and big box shopping centers. This potential is attributable to long-term prospects in population, employment, and household income. The City Center Project can make it possible for Lynnwood to capture this potential for redevelopment, employment opportunities and city sales tax revenues.

Housing

Future prospects for a growing population, increased household income and solid employment projections will increase the demand for urban density housing. This demand is strengthened by a trend toward single-person households. The long-term prospects of a growing population, solid employment projects and increasing household income hold promise for housing within the City Center Project.

Traffic and Access

The City Center Project is located at the primary commercial area in southwest Snohomish County, strategically located between Seattle, Bellevue, and Everett. Lynnwood city center has easy access to both I-5 and I-405. Regional state highways including SR 99, SR 524 and SR 525 also serve the community. The City Center Project area is also well served by regional and local transportation and transit.

The existing street transportation system is burdened by exiting development. There is a need to improve this system. The City Center Project will serve to implement transportation improvements that address local traffic considerations and improvements.

The City Center is well serviced by regional and local transit service within the city center. Sound Transit, Community Transit and King



County Metro Transit operate at the Lynnwood Transit Center with I-5 northbound and southbound direct access ramps for transit and HOVs. These services enhance mobility and link the City Center Project to the other urban centers in the region.

Conclusion

These market factors and opportunities underscore the potential growth associated with the City Center Project. Additional opportunities and challenges are listed in the Major Issues section of this chapter, further strengthening the idea of redevelopment in the Lynnwood city center area.



Legal / Policy Foundation

Legal Framework

The City Center Sub-area Plan both builds upon the general directions set forth in the City of Lynnwood’s Comprehensive Plan and previous visioning work, and describes many more attributes and actions related to the development of the City Center. It was adopted as part of the Comprehensive Plan on March 14, 2005.

Developing policies governing a sub-area and preparing an environmental impact statement (EIS) allows for the subsequent creation and adoption of implementing codes, ordinances, impact fees, local improvement districts and capital improvements. It is necessary to establish a “nexus” - or connection - between long-range public policies and specific actions taken by a legislative body affecting the use of private property. The Lynnwood City Council adopts broad policy directions that provide an underpinning for the laws and expenditures needed to carry out the plan. Furthermore, state law requires the disclosure of environmental impacts and potential measures that could mitigate these impacts through the EIS process.

Adopted Policies

The City’s 2020 Comprehensive Plan was adopted in 1995, with a major update adopted in 2001. Many of the policies in the Plan have a general application to the City Center, and a few apply directly to it.

Several policies in the Land Use section call for establishing “maximum permissible development densities” and a sub-area plan and zoning for the City Center. Another calls for an improvement plan for the 196th Street corridor, part of which lies within the City Center. In addition, a policy indicates that plans will be prepared for specific sub-areas that will highlight urban design and design guidelines. (Refer to Objectives LU 6, 13, 15, and 16)

Two Housing policies identify the City Center as an appropriate location for medium- to high density residential development and seek to ensure that such housing does not cause adverse impacts on nearby single-family neighborhoods. (Refer to Objective H-5)

No other policies within the Comprehensive Plan specifically focus on the City Center.

Goals of the State Growth Management Act

1. Development in urban areas
2. Reduction of urban sprawl
3. Multimodal transportation systems
4. Affordable housing
5. Economic opportunity
6. Private property rights
7. Timely permit review
8. Conserve natural resources
9. Retain open space and recreation
10. Protect and enhance the environment
11. Citizen participation in planning
12. Public facilities and services
13. Preserve historical resources



New Policies

This plan describes the actions that the City should take in support of redevelopment of the City Center. In describing these actions, this section includes both 1) statements of actions to be taken to support redevelopment of the City Center (“policies”), and 2) background discussions of those actions and the process of redevelopment. These two components should be read together, as two parts of complete thoughts. The policies are the action-oriented statements of initiatives that the City (or others) should take, and the background discussions state the context for those actions. Together they describe the work ahead for the City to support redevelopment.

Planning & Urban Design Principles

In the development of this Sub-Area Plan, a number of key principles were followed:

1. Concentrate Commercial Activity

Within the City Center, commercial activity should be as focused as possible in order to achieve a “critical mass,” with substantial intensity and many choices within close proximity. This could involve several sub-areas, with different mixes of use and levels of intensity.

2. Reinforce Investments in Public Facilities

New public facilities, whether in infrastructure or buildings, should attempt to achieve multiple objectives, including serving the public and stimulating private actions.

3. Connect to Civic Center

The current complex containing public buildings and spaces should be extended into the City Center, to provide a visual and functional link between government and commerce.

4. Create Public Places at Every Opportunity

All development, whether public or private, should contribute to an array of public spaces, including plazas, squares, courtyards, and parks. This should include at least one large, centrally-located civic space.

5. Humanize the Streets

Streets within the City Center should be lined with sidewalks (having a generous width) and street trees, in order to provide a strong, consistent visual character and encourage pedestrian activity.

6. Tame the Traffic

Although the City Center carries considerable through-traffic, traffic management techniques should be used to protect the adjacent neighborhoods and to ensure that people using the City Center are not hampered by congestion. This may require directing through-traffic to corridors outside the City Center and using control devices such as medians to limit left turns, and making changes to signal progression.



public space



street scape

7. Transit Throughout

In addition to the major transit center near I-5, the entire City Center should accommodate buses in ways that are safe, convenient, comfortable, and attractive. Connections to other parts of Lynnwood, adjoining cities and the rest of the region should be provided at the Transit Center.

8. Move Parking Into Structures

Over time, the present predominance of surface parking should transition largely to structures, both above ground and below ground.

9. Build Density with Sensitivity

New development, though more intense, should display quality and character through materials and architectural expression, such as massing, articulation and roof forms.

10. Offer Multiple Choices of Movement

The City Center should accommodate all modes of transportation: cars, buses, ridesharing, bicycles and walking. The City Center should also make provisions for planned new modes, such as light rail.



mixed use

11. Animate the Sidewalks

Building frontages should incorporate combinations of uses, amenities, and architectural details and artistic expressions that are appealing to people on foot.

12. Incrementally Evolve into a Townscape

The skyline of the City Center should present itself as a highly-visible symbol of commerce and vitality, while the street-level should be active and attractive.

13. Develop Partnerships and Alliances

The active participation of many parties in the development and marketing of the City Center should be sought and encouraged. This includes public agencies, businesses, institutions, non-profit organizations and for-profit developers.



animated sidewalk

14. Protect the Neighbors

As the City Center develops, measures should be taken to ensure compatibility with adjacent residential areas and to protect those areas from traffic and other intrusive effects generated by more intensive development.

15. Use Carrots More Than Sticks

Development regulations should make use of an “incentive” approach, along with setting forth a baseline of standards.

Major Issues

Opportunities

The Lynnwood City Center is in a strategic position within the region. It is located on and is easily accessible from two interstate freeways. It is visible from Interstate 5. It is recognized as having businesses (home furnishings), that draw customers from a wide area. It is close to two vibrant urban areas – Seattle and the Eastside, as well as Everett, to the north. And it is in a county that is fast-growing and which continues to see a demand for new housing.

Lynnwood is the only city within the South Snohomish County area to declare an intention to assume the role of a sub regional urban center. The business community supports this transformation and will bring its resources to redevelopment. Many of the large parking lots are ripe for infill development and property owners are interested in that possibility.

There are government agencies that have built catalyst projects in the City Center, such as the regional transit center and the convention center. These projects can help attract other investors. Furthermore, both the City and the School District own property within or near the City Center that might be strategically used to help in its evolution.

Alderwood Mall has completed a major expansion, increasing its size by almost one-half. While the mall is just outside the City Center area, its attraction will benefit City Center developments.

There are numerous people in the community who are prepared to assume leadership roles in creating a City Center.

In summary many conditions are present to support a substantial redevelopment of the City Center to evolve into an intense mixed-use urban center.

Challenges

Creating a City Center for Lynnwood will require transforming an existing commercial area that has challenges.

Many auto-oriented services have gravitated to Highway 99 and newer, more nationally-branded stores have located in Alderwood Mall or the recently developed “power center” east of I-5. Many of the remaining businesses principally attract local customers. The general



Alderwood Business Center



ScanDesign

I. General Framework

atmosphere is chaotic, congested and devoid of any character that would attract high quality new investment. In fact, recently there is a distinct lack of major investments.

The City Center does not now encourage development of a high quality, mixed-use urban center. The dominant visual image is wide, barren streets, enormous parking lots, signs and strip shopping centers. There is no sense of a center, leaving many people unable to identify the location of Lynnwood's city center.

The congested traffic corridors of 44th Ave. and 196th St. present the dominant image to the public. Much of the traffic, in fact, is not destined for the City Center, but is merely passing through to other locations. There are few civic or cultural amenities that would present positive elements to either locals or visitors.

The City Center has relatively few streets, resulting in very large superblocks. Neither the blocks nor the streets are conducive to pedestrian circulation or use of transit. Many of these streets are highly congested throughout the day. Sidewalks are narrow, next to busy streets and devoid of trees, producing a setting that seems dangerous and uncomfortable for anything other than the movement of vehicles.

The City Center area is relatively large, suggesting a need to create individual districts that can each evolve into their own function and character over time. This will allow financial energy to be focused so that investments can have a reasonable impact on effectuating change. The City will need to take leadership in encouraging new investments as the City Center will not redevelop without this.

The City does not now possess all the codes that address the development of an urban center. The zoning regulations, with their emphasis on setbacks, low lot coverage, and high parking ratios, produced a low-rise, suburban development pattern. These have been replaced by new zoning for the City Center. Furthermore, building codes do not recognize the type of construction that has been recently seen in other urban centers in which wood frame construction is combined with a concrete base to produce mid-rise, higher density residential and mixed use projects.

Finally, there may be some resistance to change in both the public and private sectors. This will require strong, consistent leadership that is sustained over years of time.



wide streets



strip mall

Key Concepts

The Lynnwood City Center is envisioned as a dynamic hub of urban activities. It will be a center which combines community businesses, housing, cultural amenities and public spaces where people can both live and work. It will give the city a strong identity and form a true “heart” for the community. The following concepts represent important building blocks to achieve the goal and objectives of the plan.

The first three concepts were identified in the previous “visioning” work and are being carried forward into this plan.

1. New, Secondary Streets

Better circulation is the most important element for a City Center. An additional secondary street network should be introduced throughout the area to supplement the existing street pattern. This will add more east-west and north-south connections, reduce the length of city blocks, make the City Center more walkable and pedestrian-friendly, disperse the traffic from major arterials and provide more choices for circulating through the area.

2. Gateways

Major intersections and access points into the City Center should be identified and treated as gateways. Gateway locations should include landmark type structures, significant buildings and landscaping. These gateway features would provide orientation and identity for the Center.

3. Expansion of Existing Trail

The existing Interurban Trail should be integrated into the City Center. The Trail should be accessible and provide small parks or green spaces wherever possible to connect the trail with the Center. The Trail itself should be continuous, uninterrupted by major roads and road-crossings and include lighting and other amenities in order to include a safe and comfortable pedestrian environment.



new secondary streets



gateways



expansion of existing trails

4. Commercial Core with a Major Attraction

Although the entire Sub-Area would be developed as a City Center, one central area would be developed as the “Core”. Office and commercial uses would be concentrated in this area. More street level uses including storefront retail would be incorporated to animate the pedestrian environment. A central attraction feature, such as a major cultural, public or recreational destination, would further enhance the activities within the Core.



commercial core with a major attraction

5. Surrounding Districts

The areas surrounding the Core should have their own distinctive characters and should supplement the businesses and activities within the Core. The area to the east of the Core would have a mix of comparatively lower intensity office, retail and hotel uses. The existing office district at the northeast corner of the City Center would retain its current development pattern, with some infill development and enhancements. West of the Core there would be concentrated urban uses with predominantly residential development, local retail services, and neighborhood parks and plazas. All areas will be sensitive to adjacent residential neighborhoods to the west and north.



surrounding districts

6. Short-term Demonstration Projects

In order to implement the Sub-Area Plan, the City will need to accomplish several short-term projects together with private investment as “catalysts”. These key projects will encourage further development by private parties. These demonstration projects could consist of the following: mixed-use housing, a civic plaza, sidewalk and landscaping improvements on major streets. These projects would be led by the City but could be funded in part by public/private partnerships.



short-term demonstration projects

7. Street Enhancements

A major street enhancement program should be carried out along the existing streets. Generous sidewalks, street trees, street furnishings, artwork and pedestrian-scaled lighting should be provided to promote an attractive, safe and pedestrian-friendly street environment. The streets would be further enhanced by the addition of ground level retail businesses, as redevelopment occurs.



street enhancements

8. Chain of Parks and Plazas

The City Center should contain a series of parks and public spaces that are visible and accessible to the public. They should eventually be connected together by a “promenade”, that focuses and connects different activities, uses and parks throughout the City Center. While all major public facilities should provide parks or plazas accessible to the public, private development should also contribute public spaces.



chain of parks and plazas

9. Rethinking the Civic Center

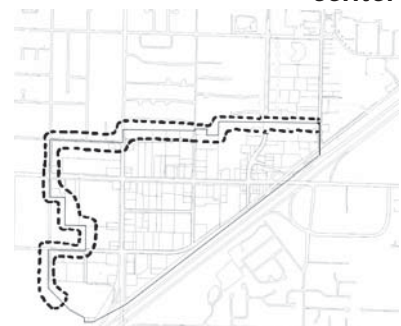
Civic facilities should play a significant role in developing the City Center. The civic center should be positioned in a key location to promote the civic identity of Lynnwood. This might be an expansion of the current site or involve development at an entirely new location.



expansion of the civic center

10. Transition to Surrounding Residential Areas

The City Center should have a sensitive relationship with the surrounding residential areas. Development along the north and west edges should facilitate this transition by requiring different standards for building size, height, and landscaping.



transition to surrounding residential areas

A City Center Evolves Over Time

All city centers evolve over time. Most of the other urban centers in the Puget Sound region have taken at least 30 years to develop. It would be unrealistic to expect the Lynnwood City Center to be any different. However, this is one of the fastest growing areas in the region. Lynnwood has a distinct location advantage being close to Seattle, Bellevue, Kirkland and Everett. It is the only urban center in Southwest Snohomish County to have the access, visibility and infrastructure capable of accommodating this scale of urban development.

As it evolves and intensifies, the Lynnwood City Center will be, in places, rough and incomplete. During this transition period, there will be discontinuities in the scale and nature of buildings. Buildings will be close to the streets and be considerably taller than at present. Streets will be lined with trees. And there will be a full range of parks, plazas, and public buildings where virtually none exist today. Over time, most of the parking that is now on surface lots will be relocated to parking structures and underground parking.

One of the most dramatic differences will be the addition of housing within the City Center. During the next several decades, it is anticipated that there will be several thousand new residents living in the City Center. New businesses and cultural facilities will provide for the needs of those residents as well as offer new choices for current Lynnwood residents.

Finally, transit will play a more important role in the City Center than it does today. In addition to the regional transit services, there will be extensive and enhanced local transit to serve residents, employees and visitors within and around the City Center.

This page intentionally left blank



II. Public Involvement Process

Many individuals and organizations were involved in envisioning this plan. A planning charrette in July, 2000, brought together a cross-section of the community to focus on ideas for redevelopment. Since then, many people have participated in public workshops. Displays have been placed in a number of prominent locations and the City's newsletter and other direct mailings have featured the project. Presentations were made to many groups and associations. The Lynnwood City Council was frequently informed of the effort. All of the meetings of the City Center Oversight Committee were open to the public and comments were welcomed. The resulting plan blends these wide ranging perspectives and interests with the experience and expertise of the consultant team.



Outreach

During the formulation of this plan, numerous techniques were used to ensure that a broad range of perspectives was heard.

- Oversight Committee monitored and reviewed the progress. The committee was comprised of members of the business sector, developers, City Council and Planning Commission, Chamber of Commerce, Public Facilities District, Lodging Tax Advisory Committee and residential community. Meetings were open to public attendance and often, people came with questions and comments.
- The consultant team held two public workshops (September and November, 2001) in which people could learn about the City Center Project, look at drawings and models, and offer comments and observations.
- The consultant's economic group interviewed several dozens of individuals to solicit information and ideas about potentials and challenges for the City Center, as well as to determine any desired plans for properties.
- The City's newsletter, "Inside Lynnwood" was used to explain the City Center Project. A Website was established to provide a continuous availability of information.
- Early in 2002, City staff, with direction by the City Council, conducted an extensive outreach effort, including meetings with community groups and organizations to determine issues and concerns with the basic directions that were being pursued. They also regularly brief the Planning Commission, PFD Board, Chamber of Commerce Board, Lodging Tax Advisory Committee and City Council, at their public meetings, on the progress of the project. This outreach effort also included exhibiting the model of alternatives at the Civic Center.
- In February, 2003, City staff conducted another extensive public outreach, with the purpose of validating the overall direction in the draft Subarea Plan. This effort, known as the "Reality Check", was intended to answer the question: is the City Center planning project "on the right track?" This effort included: a City-wide mailing of a project newsletter, public workshops in various parts of the City, meetings with community groups, and briefings with City boards and commissions.



september 2001 workshop



II. Public Involvement Process

Presentations at these sessions described the scale, intensity and impacts of new development envisioned in the Plan and the major benefits of and impacts from that development. Exhibiting the City Center model (which had been updated to reflect the scale and intensity of new development and the locations of major public open spaces) provided a long-term perspective on City Center redevelopment. Most of those who stated an opinion said that they thought that the project was going the right way, provided that the traffic from new development could be managed.

- In April and May, 2004, City staff conducted a fourth extensive public outreach to report on the draft zoning regulations and design guidelines and to invite further public contact.
- In August, 2004, the Planning Commission held public hearings on the Plan and implementing documents. Following those hearings, the Planning Commission recommended that the City Council adopt all the City Center documents.
- In October, 2004, the City Council held its public hearings.



This page intentionally left blank



III. Major Environmental Issues

As a part of the sub-area planning process, a “Planned Action” Environmental Impact Statement was prepared. The EIS documents major impacts on the environment and describes measures that can be taken to mitigate the impacts of the proposal. A Planned Action EIS is very comprehensive. Consequently, once a mitigation program has been adopted, there will be no need for individual analysis of subsequent development projects.

Evaluation of environmental impacts to date has revealed that the principal effects are associated with transportation and infrastructure that support the type and intensity of expected development. This plan, the EIS and the long term mitigation program will describe specific capital improvements, their costs, and suggested phasing.



Overview

The following overview and chart presents a thumbnail summary of the environmental impacts of the Sub-Area Plan. Please see the Final EIS for a more complete analysis. No significant natural environmental constraints to development appear to exist in the City Center Area. The City Center is generally suitable for high intensity urban development.

1. Earth

No area-wide soil constraints that would constrain or be affected by the intensity or type of uses are known at this time. Based on past activities, some specific sites may require some level of clean up. Levels of grading and/or filling are not identified at this time.

2. Plants & Animals/Habitat

No significant existing resources/habitat identified in study area. Some localized wildlife habitat provided by open space. Wetland and stream habitat occurs outside the study area, to the south of the park and ride lot and south of the I-5 / 44th Avenue W. interchange.

3. Land Use

a. Land use pattern: The plan will involve a significant increase in the amount of development in the City Center, relative to existing conditions. This will include a substantial increase in mixed-use development including retail, office and residential, with a different land use focus in three districts. The City Center will become significantly more urban in character over time.

b. Displacement: The plan assumes significant redevelopment of the City Center over time. Many existing commercial uses – particularly those with low structure to land value ratios — will be displaced and replaced over time as new development consistent with the City Center Plan occurs. Some existing uses will likely relocate to new sites/buildings within the City Center.

c. Land Use Conflicts within the City Center: Conflicts are possible where residential uses abut high intensity non-residential or mixed-use.

d. Land Use Conflicts at edges: Residential neighborhoods are located adjacent to the City Center – single family areas to the north, and multi-family developments to the west.

III. Major Environmental Issues

Conflicts are possible, but will be mitigated by zoning which affects transitions in density.

e. Population, housing and employment: 5,400 new residents and 9,000 new jobs by 2020. (Assumes average household size of 1.8 persons; 2 retail jobs per 1,000 square feet; and 3 office jobs per 1,000 square feet.)

4. Aesthetics

Redevelopment over time will improve the appearance of the city center significantly. Scenarios with taller buildings create potential for some localized view blockage. On an area wide basis, no significant blockage of view will occur.

5. Transportation

In general, more development will generate greater traffic and higher impacts on transportation facilities. Office and residential developments create heavy traffic during the morning peak commute (7-9 AM) and afternoon peak commute (4-6 PM). Office and residential developments near the Park and Ride are more likely to use transit than retail development or areas in the north or northeast sections of the City Center. A development pattern that includes more streets will improve auto and pedestrian circulation within the City Center. Substantial street improvements will be needed to accommodate the increase in traffic.

6. Stormwater

Currently, the basin is approximately 95 percent impervious surface and the plan would not result in a net increase in impervious surface or a significant change to runoff volumes. However, there is some minor, localized flooding within the study area now and limited water quality treatment. The current system does not provide sufficient stormwater detention or treatment, and significant upgrades are required. Redevelopment will have to meet more stringent standards which could result in improvements to water quality.

7. Public Services & Facilities, and Utilities

The demand for utilities, public services and facilities -- the fiscal and financial effects of these demands were evaluated in separate studies -- will increase.

8. Fiscal Impacts

Impacts are measured by the net balance of revenues and costs accruing to the City of Lynnwood and other affected governments.



III. Major Environmental Issues

Revenues generally include funds generated by taxes (property, sales, etc.), development/permit fees, business taxes or licenses and intergovernmental revenues. These are typically measured on a per capita, unit or square foot basis. *Costs* include operation and maintenance for city services and facilities (e.g, fire, police, streets, parks, planning, administration and finance, etc.). Costs for new capital facilities to serve the City Center were determined as part of the City Center planning process.

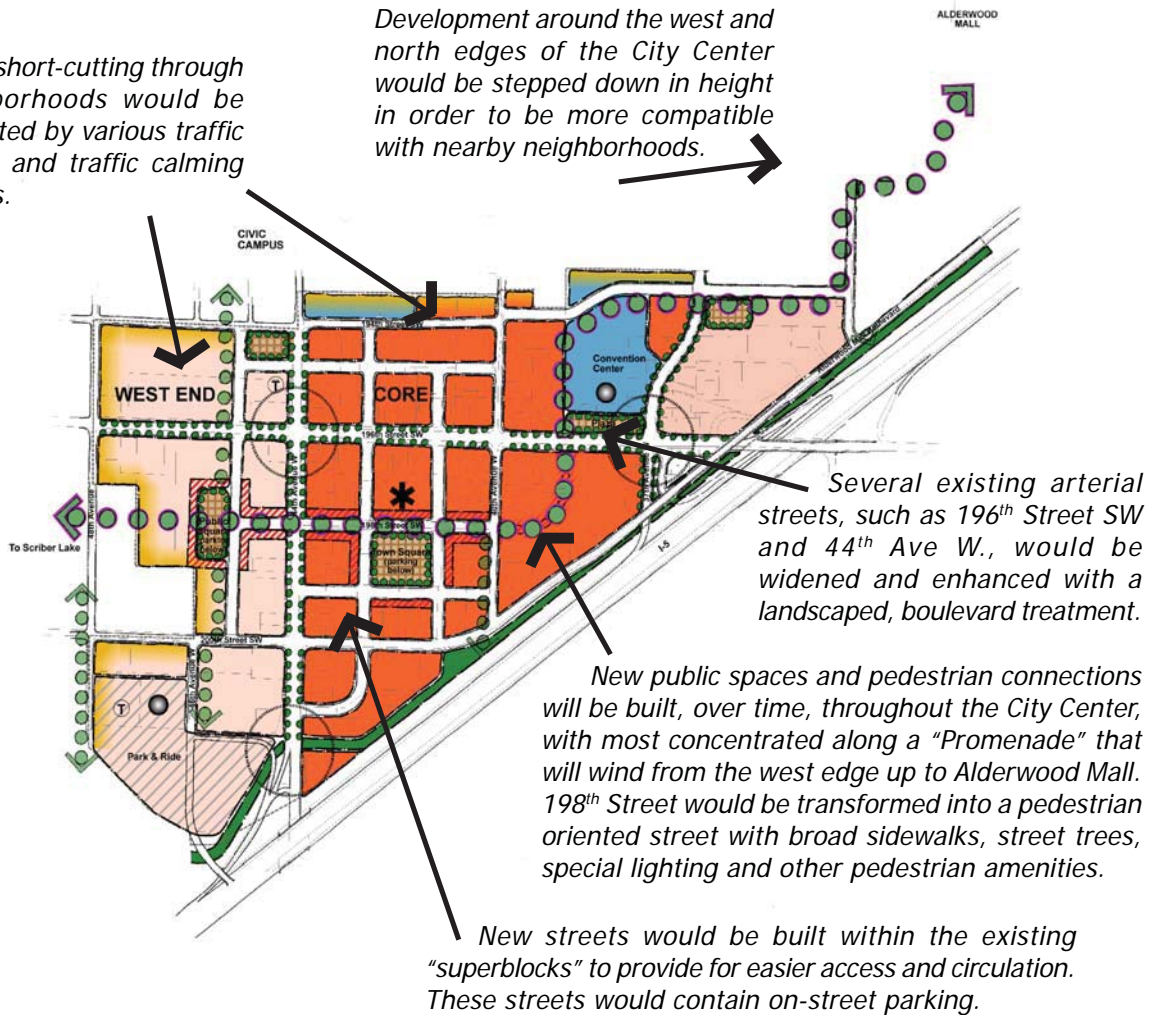
In very general terms, greater tax revenues will be acquired by increased development and by types of development that generate the greatest property and sales taxes. Costs will likely vary by the size of residential population (which generally generates greater demand for public services than non-residential uses), and capital improvements associated with the City Center. (Fiscal impacts are discussed in a separate document.)

IV. Sub-Area Policies

This sub-area plan provides a working blueprint for the creation of a City Center for Lynnwood. It is intended to provide a clear direction for public and private decisions, and to act as an on-going inspiration for the future. The plan contains many recommendations that are inter-related. Some are short term in nature, while others will require a longer period to accomplish. Some of the highlights are:

Traffic short-cutting through neighborhoods would be prevented by various traffic control and traffic calming devices.

Development around the west and north edges of the City Center would be stepped down in height in order to be more compatible with nearby neighborhoods.



Several existing arterial streets, such as 196th Street SW and 44th Ave W., would be widened and enhanced with a landscaped, boulevard treatment.

New public spaces and pedestrian connections will be built, over time, throughout the City Center, with most concentrated along a "Promenade" that will wind from the west edge up to Alderwood Mall. 198th Street would be transformed into a pedestrian oriented street with broad sidewalks, street trees, special lighting and other pedestrian amenities.

New streets would be built within the existing "superblocks" to provide for easier access and circulation. These streets would contain on-street parking.

- Design standards and guidelines would be adopted for new development and redevelopment that will emphasize pedestrian orientation and amenities.
- Buildings would generally abut the sidewalks and contain street level shops, services and restaurants. Much of the new parking would be provided within structures, rather than in surface lots. Some of the parking would be shared among different uses.
- The development of downtown will be guided by a number of public and private partnerships with focused efforts by the city and other agencies and organizations.
- Marketing techniques and economic incentives will be used to attract desired development into the City Center.
- Utilities will be upgraded to accommodate new development. As a part of this effort, exiting overhead utility lines will be relocated underground.

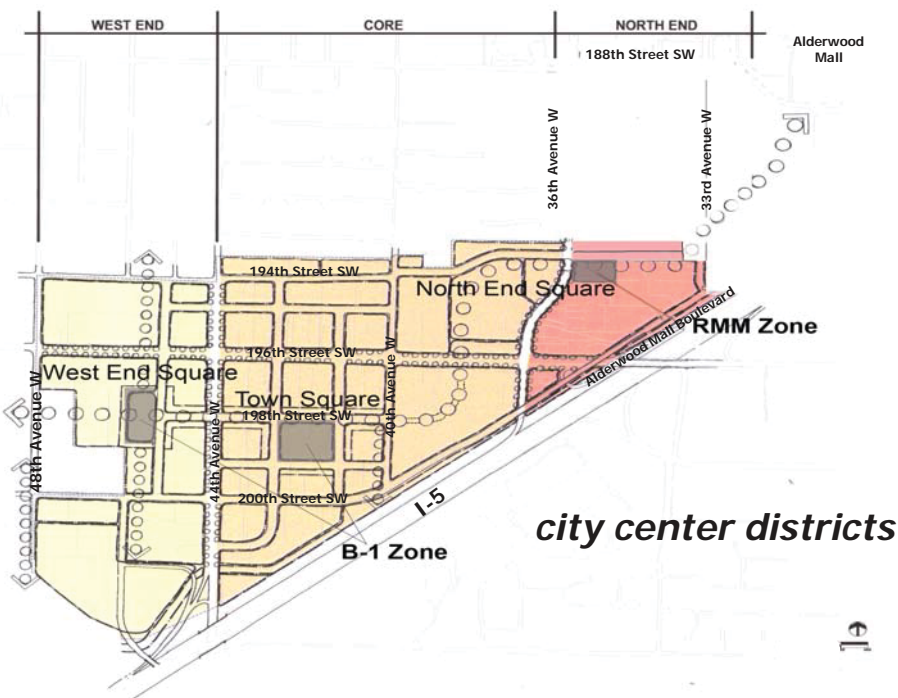


Establishing Districts Within the City Center

The Lynnwood City Center encompasses a relatively large area. Within this overall area, this plan designates distinct districts, each having its own emphasis and character.

- The **West End** is established west of 44th Ave West stretching from the current Civic Center campus on the north, to the Park and Ride on the south.
- The City Center **Core** is focused on the area between 44th Ave and 36th Ave, from the Justice Center on the north to the Convention Center on the east and I-5 on the south.
- The area east and north east of the Convention Center, south of the extension of 194th Street, between 36th Ave and 33rd Ave, is designated as the **North End**.

Dividing the City Center into these districts makes it easier to have the development regulations and design guidelines that are tailored to each area. It allows for the development of some areas to occur earlier than others.



Character of Districts

Each district will have a different identity and mix of uses. This is reflected in varying development regulations, as well as capital improvements.

West End

Within this district, a mixed-use urban neighborhood will develop to contain relatively dense multi-story housing, including condominiums, apartments and townhouses, along with offices, retail shops and services for the Lynnwood population in general and the City Center community in particular. Retail activity will include food, restaurants, personal services, and specialty shops. Over time, it is expected that uses oriented to the servicing and repair of automobiles will be greatly diminished in this area. The West End will contain significant public spaces, at least one of which could be a public square. The square will be linked to the Core on the east and Scriber Lake on the west by a promenade, or pedestrian corridor. There will also be connections to the Interurban Trail. Finally circulation of this area will be enhanced through the addition of new streets, some of which will be created as a part of private redevelopment.



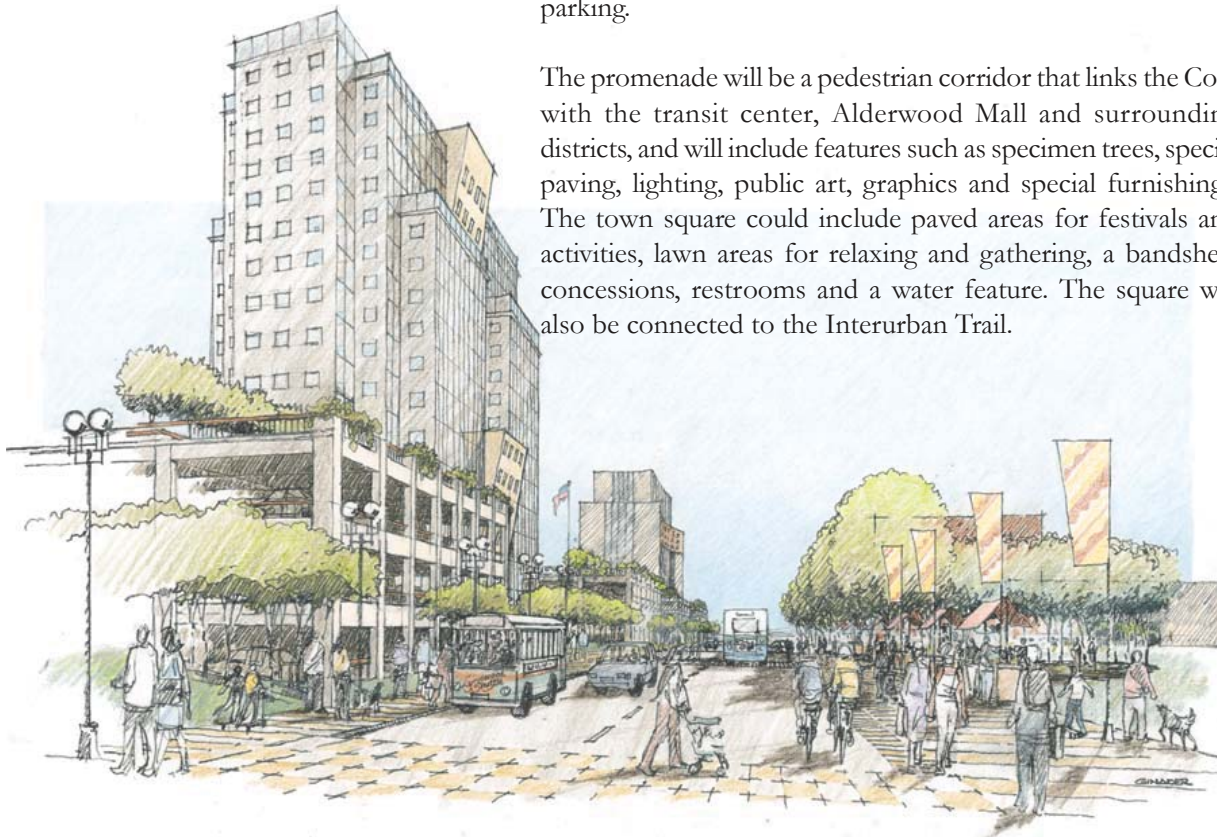
mixed-use development

Core

This area will be the location of the most intensive commercial development, along with the new convention center, housing and hotels. Retail shops, services and restaurants will be encouraged on the ground floors of new buildings. The convention center area is envisioned to expand over time, incorporating a variety of complimentary uses. In addition, within this area could be one or more major concentrations of retail centers offering home furnishings. These might be separate, consolidated into a “design center” complex, integrated into a larger mixed use development, or all three. Many buildings within the Core will be of sufficient height to create a skyline visible from the freeway. One or more buildings may have unique forms or heights that will reinforce the sense of a City Center. The present “superblocks” in this area will be altered by adding new streets to create smaller blocks.

This area will contain unique public spaces that will help organize new development and be available to the general public and nearby employees and residents. The nature of these spaces will evolve but will include both a promenade and parks of various sizes, including a large town square with underground parking.

The promenade will be a pedestrian corridor that links the Core with the transit center, Alderwood Mall and surrounding districts, and will include features such as specimen trees, special paving, lighting, public art, graphics and special furnishings. The town square could include paved areas for festivals and activities, lawn areas for relaxing and gathering, a bandshell, concessions, restrooms and a water feature. The square will also be connected to the Interurban Trail.



commercial development

North End

The North End is principally occupied by retail uses, an apartment complex and a church. This area directly adjoins the Convention Center to the west and also is part of the connection between the Core and Alderwood Mall. To better serve this area, some new street connections are anticipated. The area has some opportunities for commercial uses that complement the Convention Center as well as housing.

Land Use

Mix of Uses



office and retail development

The objective of mixed use development is to promote diverse activities and higher densities, reduce traffic congestion, and build a sense of community where people can shop, work, play and live within the same area.

Each district will accommodate some degree of mixed use. Mixed use includes office, retail, institutions, housing, educational, public services and/ or recreational facilities. Mixed use can occur within buildings or within developments. A mixed use building contains a combination of uses on various floors with storefront retail at the ground level, whereas a mixed-use development contains a combination of uses in different buildings within one development.

The preferred 2020 land use growth scenario assumes a total of 9 million square feet of development. That includes 1.5 million sq. ft. of retail space, 4.5 million sq. ft. of commercial and office space, and 3,000 residential dwelling units. Any mixed-use development should be compatible and consistent with the overall vision and goals of the district.

Intensities of Development

The amount of development that is allowed is expressed as Floor Area Ratio (FAR), which is a factor multiplied against site area (see the following table). Within the Core, where it is intended that the highest intensity of development occurs, FAR's would be in the range of 8-10. Outside the Core, FAR's would range from 3-5. This would both focus major new development and step the scale of development down toward the west, north and north east, where lower intensities currently exist. The City may also establish a minimum level of development. Refer to illustrations for an explanation of how various Floor Area Ratios can be arranged.



intensity of development

Building Heights

Allowing taller buildings intensifies uses and activities within the center. The building heights within the Core should range from 15 to 34 stories. The surrounding districts should contain buildings within the range of 5 to 13 stories.

Street-Level Uses

The Sub-Area Plan promotes more street level uses and storefront retail. With the addition of new streets and an improved road network, new buildings will be oriented towards the streets and many of them will contain street level businesses. The street level uses could include restaurants, shops, and local services that would cater especially to pedestrians. Large windows along the street level will increase the visibility into and out of the buildings and promote a pedestrian-friendly environment. Since this would differ from the existing character of the area, it will take time to assemble all the elements of an active street level environment.



Transition to Existing Nearby Residential Areas

The City Center must have a careful transition to the adjacent, residential neighborhoods. Building heights should be lower or stepped down near the edges of the City Center. Increased setbacks, landscaping and screening should also apply in these areas. The bulk and massing of buildings near existing neighborhoods should be consistent with their character. Parks and public spaces could also provide careful transitions between the City Center and its surrounding residential neighborhoods.

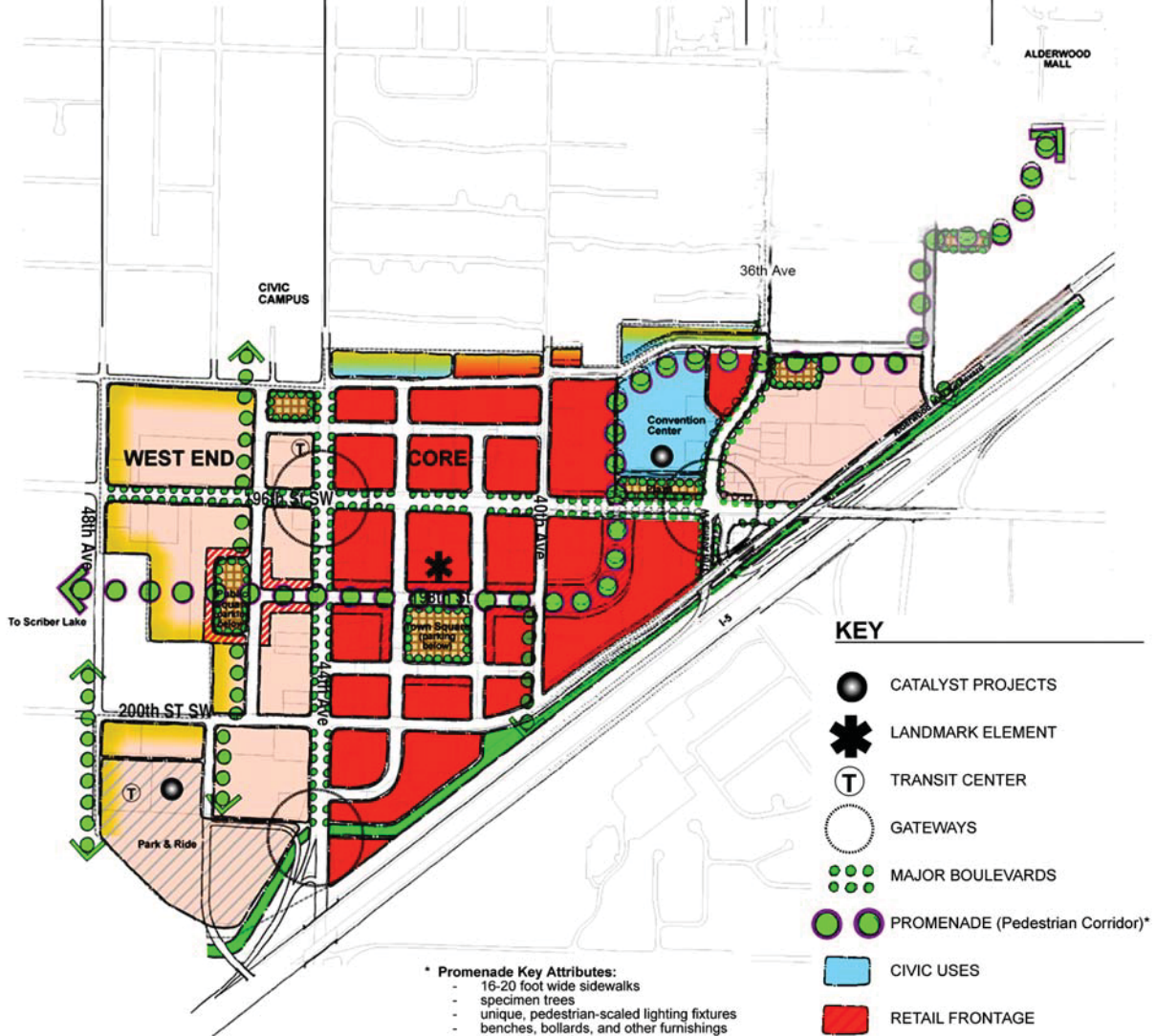


Non-Conforming Uses

The transition of the City Center into a pedestrian-friendly environment will take place over time. Some existing businesses will be “non-conforming” in the interim. Auto-oriented businesses such as car-dealerships, auto repair, tire stores, and open storage facilities will be incompatible with the long-term vision for the City Center, but may continue to exist for a period of time. No major expansion should be permitted for buildings containing non-conforming uses. However, non-conforming buildings may be renovated and expanded

IV. Sub-Area Policies

	WEST END	CORE	NORTH END
Summary	Residential, Retail, Local Services	Major Office, Retail, Services, Convention Center, Hotel, Residential	Office, Services, Retail
Ranges of FAR's	3-5 FAR	8-10 FAR	3-5 FAR
Ranges of Height	70'-140' height	150'-350' height	70'-140' height
Ranges of Stories	5-13 stories	15-34 stories	5-13 stories



- * Promenade Key Attributes:**
- 16-20 foot wide sidewalks
 - specimen trees
 - unique, pedestrian-scaled lighting fixtures
 - benches, bollards, and other furnishings
 - decorative paving
 - water features
 - artwork
 - on-street parallel parking (where a street)
 - one driving lane each direction (where a street)

- Notes:**
1. All streets would have street trees, but only the Major Boulevards have been highlighted.
 2. Streets (not including Major Boulevards or Arterials, would have on-street parking, especially in areas with retail frontage.

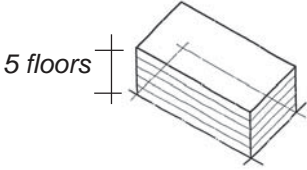
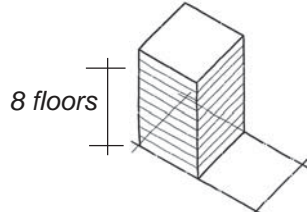
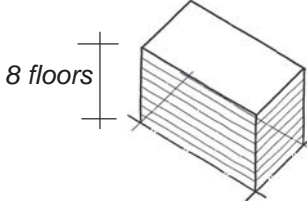
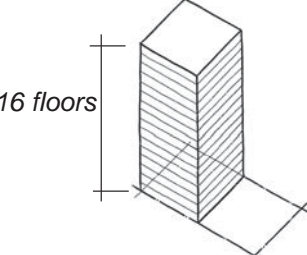
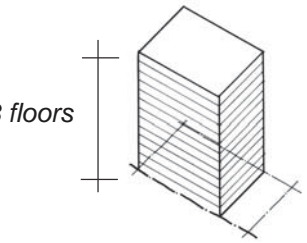
KEY

- CATALYST PROJECTS
- LANDMARK ELEMENT
- TRANSIT CENTER
- GATEWAYS
- MAJOR BOULEVARDS
- PROMENADE (Pedestrian Corridor)*
- CIVIC USES
- RETAIL FRONTAGE
- PARK AND RIDE
- PARKS / PLAZAS
- INTERURBAN TRAIL
- CONNECTION TO INTERURBAN TRAIL
- TRANSITION TO SCALE OF DEVELOPMENT OUTSIDE THE CITY CENTER



Illustrations of Floor Area Ratio

Lot size: 20,000 sf

FAR	Allowable Floor Area	Building Height/Proportion	Floor Area Calculation
5	Allowable floor area: $20,000 \times 5 = 100,000$ sf	 <p>5 floors</p>	<ul style="list-style-type: none"> • 20,000 sf on each floor covering the entire site • 5 floors (5 x 20,000 sf = 100,000 sf)
		 <p>8 floors</p>	<ul style="list-style-type: none"> • 12,500 sf on each floor covering half the site • 8 floors (8 x 12,500 sf = 100,000 sf)
8	Allowable floor area: $20,000 \times 8 = 160,000$ sf	 <p>8 floors</p>	<ul style="list-style-type: none"> • 20,000 sf on each floor covering the entire site • 8 floors (8 x 20,000 sf = 160,000 sf)
		 <p>16 floors</p>	<ul style="list-style-type: none"> • 10,000 sf on each floor covering half the site • 16 floors (16 x 10,000 sf = 160,000 sf)
10	Allowable floor area: $20,000 \times 10 = 200,000$ sf	 <p>13 floors</p>	<ul style="list-style-type: none"> • 15,000 sf on each floor covering three quarters of the site

so long as the renovation or expansion would not further increase the non-conformity.

In some cases, increasing property values and changes in business climate will cause some businesses to relocate. Non-conforming uses in smaller buildings will likely be phased out faster than those that occupy larger buildings. In order to speed up the process, the City could develop mechanisms to assist non-conforming uses to find new and better locations outside the City Center.

Large, tall signs that are incompatible with the new direction should be phased out through an amortization program. The City could also offer assistance in helping bring signs into conformance over a faster period of time.

Housing

Range of Types & Densities

Housing is critical to the vitality and sense of community in city centers. Different types of housing include apartments, condominiums, special needs housing and senior housing. High density (60-100 du/acre) housing developments will be contained in mid-rise (5 to 7 story) buildings and could accommodate ground floor retail and shared parking.

CITY CENTER LAND USE POLICIES

CCLU 1: Establish Mixed Use Districts

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.

CCLU 2: Concentration and Intensity

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.

CCLU 3: Establish Maximum Floor Area Ratios to Direct Intensity

Maximum Floor Area Ratio (amount of floor space as a multiple of site area) could range as high as 8 in the Core and 3-5 outside the Core.

CCLU 4: Incentives for Public Amenities

Regulations should be established that grant additional development intensity in return for including specified public amenities.

CCLU 5: Adopt Design Standards and Guidelines

Amend the current 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.

CCLU 6: Provide a Transition to Neighborhoods Outside the City Center

Allowable building heights should be graduated down and buildings set back where the perimeter of the City Center is adjacent to low intensity residential.

CCLU 7: Phase Out Free-Standing Signs and Billboards

The City should adopt an amortization period for removal of free-standing signs that do not comply with new standards.

Incentives

Although it is expected that most new housing will be market rate, the City may need to provide incentives to promote housing in the City Center in the initial years. Zoning density bonuses, tax abatement programs and infrastructure improvements can help encourage residential development. To encourage a variety of choices within the City Center, the City may wish to consider providing incentives and/or requirements for housing included as part of commercial development. Beyond that, providing some or all of the parking may be necessary. The City should review these incentives to ensure appropriate and high quality development is achieved. Increases in density can be offered to projects that provide affordable housing and other public amenities. As a part of the infrastructure incentives, the City should provide parks and other amenities that will attract residential development.

Partnerships

The City should build partnerships with the private sector, non-profit organizations, schools and colleges and government agencies to develop a range of housing types and for a full range of households and income levels.



HOUSING POLICIES

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

CCH: 2: Variety of Housing
The City should encourage a wide range of housing types and densities within the City Center.

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 in general and the City Center in specific.

CCH 4: Partnerships
The City, other government agencies, non-profits, and private developers should consider ways of jointly developing housing within the City Center.

Transportation

Traffic Management

Street Classification

The City of Lynnwood Comprehensive Plan Transportation Element classifies all roadways in the City into three categories: Freeways, Arterials and Local Streets. Arterials are further classified into three designations: Principal Arterials, Minor Arterials and Collector Arterials. Principal Arterials carry long distance, regional traffic to and from freeways to major destinations. Minor Arterials carry traffic for inter-community traffic. Collector Arterials link communities to Principal and Minor Arterials. In general, access to the City Center will be provided by Collector Arterials within the grid, rather than from the adjacent Principal and Minor Arterials which should be designed to have few, if any, driveways.

Within the Lynnwood City Center, the following streets are classified as Arterials:

Principal Arterial

- 196th Street SW from the east end to the west end of the City Center
- 44th Avenue W from I-5 to 196th Street SW

Minor Arterial

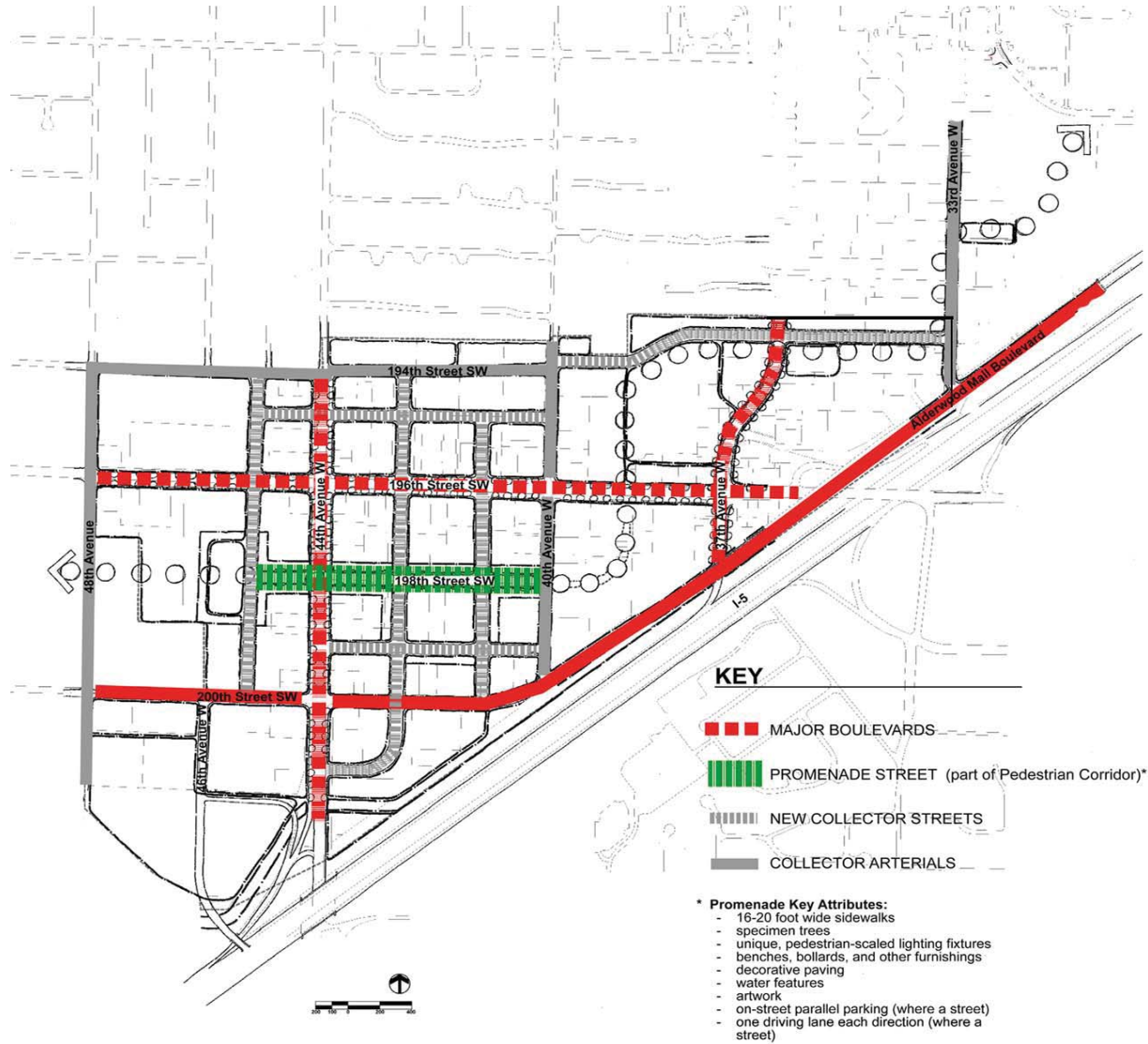
- 44th Avenue W from 196th Street SW to the north end of the City Center
- 200th Street SW/Alderwood Mall Boulevard from the west end to Alderwood Mall Parkway
- 37th /36th Avenue W from 196th Street SW to the north end of the City Center
- 188th Street SW from the east end to the west end of the City Center

Collector Arterial

- 48th Avenue W from the Lynnwood Park & Ride to the north end of the City Center
- 40th Avenue W from Alderwood Mall Boulevard to the north end of the City Center
- 33rd Avenue W from Alderwood Mall Boulevard to the north end of the City Center
- 198th Street from 44th Avenue W to 40th Avenue W.
- 194th Street from the west end of the City Center to 40th Avenue W

Sub-Area Street Class Map

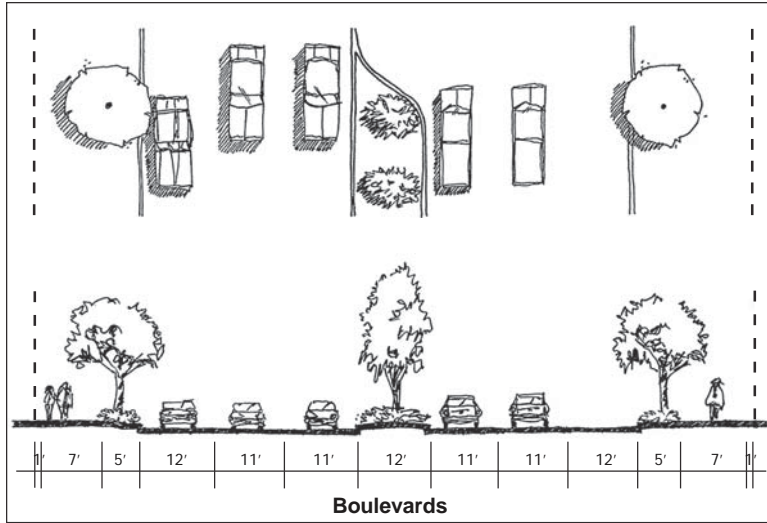
(Street Class Sections on following page)



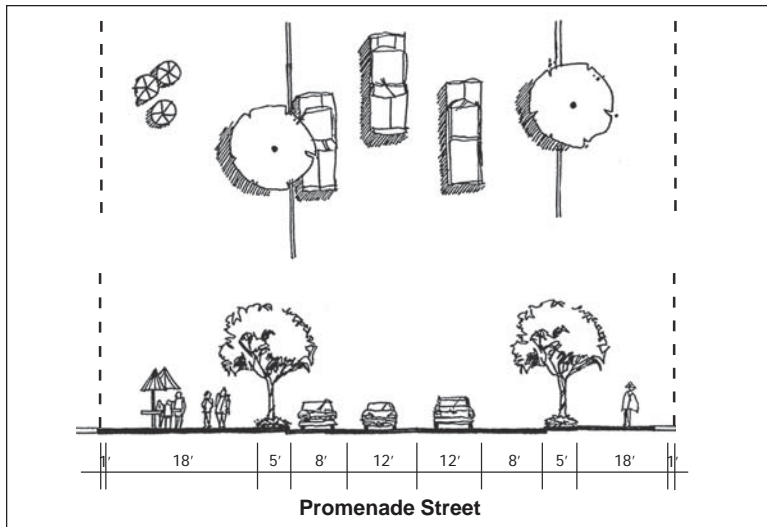
- Notes:**
1. All streets would have street trees.
 2. Streets (not including Major Boulevards or Arterials, would have on-street parking, especially in areas with retail frontage.



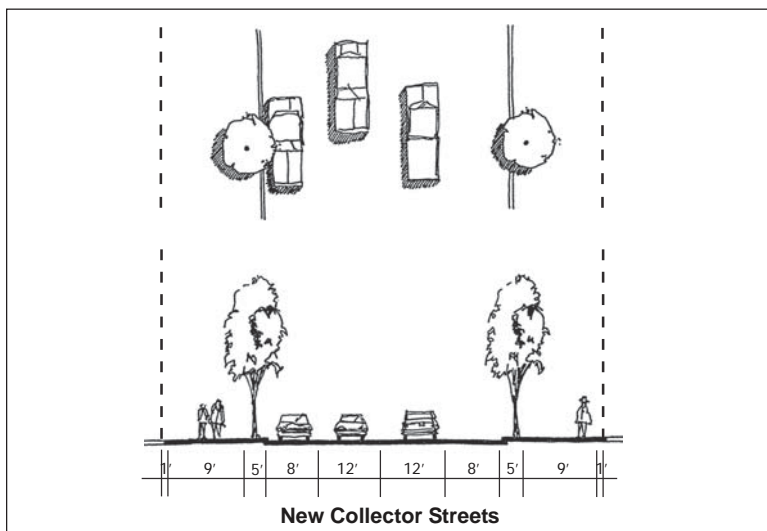
IV. Sub-Area Policies



Boulevards
106' R.O.W.



Promenade Street
(198th Street)
88' R.O.W.



New Collector
Streets
70' R.O.W.

Level of Service Standard

Level of service (LOS) is a qualitative measure describing operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Level of service for intersections is defined in terms of traffic control delay, which also can represent driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents (disabled vehicles; traffic accidents, etc.).

LOS measures traffic flow, using letters to designate each service level, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

Total delay is the difference between the travel time actually experienced and the travel time in the absence of traffic control, geometric delay, any incidents and any other vehicles. The Highway Capacity Manual (HCM 2000) defines PM peak hour LOS at signalized and unsignalized intersections as shown in **Table 1**. The City of Lynnwood uses LOS F during the PM peak and the LOS E standard at other times as the acceptable level of traffic congestion at arterial intersections citywide.

Table 1. Definition of Intersection Level of Service

LOS	Delay Per Vehicle (Seconds)
Signalized Intersection	
A	Less than 10
B	Between 10 and 20
C	Between 20 and 35
D	Between 35 and 55
E	Between 55 and 80
F	Greater than 80
Unsignalized Intersection (Two-Way Stop)	
A	Less than 10
B	Between 10 and 15
C	Between 15 and 25
D	Between 25 and 35
E	Between 35 and 50
F	Greater than 50

Traffic Forecasts

Traffic forecasts were made with a computer-based model developed for the City Center planning study. The model shows the relationship between land uses, growth forecasts, and vehicle travel demand in the transportation system. The model tested several combinations of land use alternatives combined with potential transportation system improvements.

2020 Preferred Land Use Scenario with Transportation Improvements:

The preferred 2020 land use growth scenario builds upon the following assumptions:

A total of 9.1 million sq. ft. of development

- Retail: 1.5 million sq. ft.
- Commercial: 4.5 million sq. ft.
- Residential: 3,000 dwelling units
- The Puget Sound Regional Council's 2020 forecasts for areas outside the City Center

This scenario would require substantial transportation improvements by 2020, coupled with transportation demand measures to increase transit ridership, to meet the City's LOS standards. These transportation improvements and actions are noted below (not prioritized):

1. Building 179th Street SW (Maple Road) as a 2-lane road, without on-street parking, between 36th Ave. and Alderwood Mall Parkway.
2. Widening 36th Avenue W to 5 lanes from 179th Street SW to 164th Street SW.
3. Widening 196th Street SW to 7 lanes from 48th Avenue W to 37th Avenue W.
4. At 200th Street SW / 44th Avenue W intersection:
 - a. Adding a "left-turn only" lane to westbound approach;
 - b. Deleting split phasing of traffic signal.
5. Widening 200th Street SW to 5 lanes from 48th Avenue W to SR 99.
6. Adding a second "left turn only" lane for the northbound approach at the 196th Street SW / 44th Avenue W intersection.

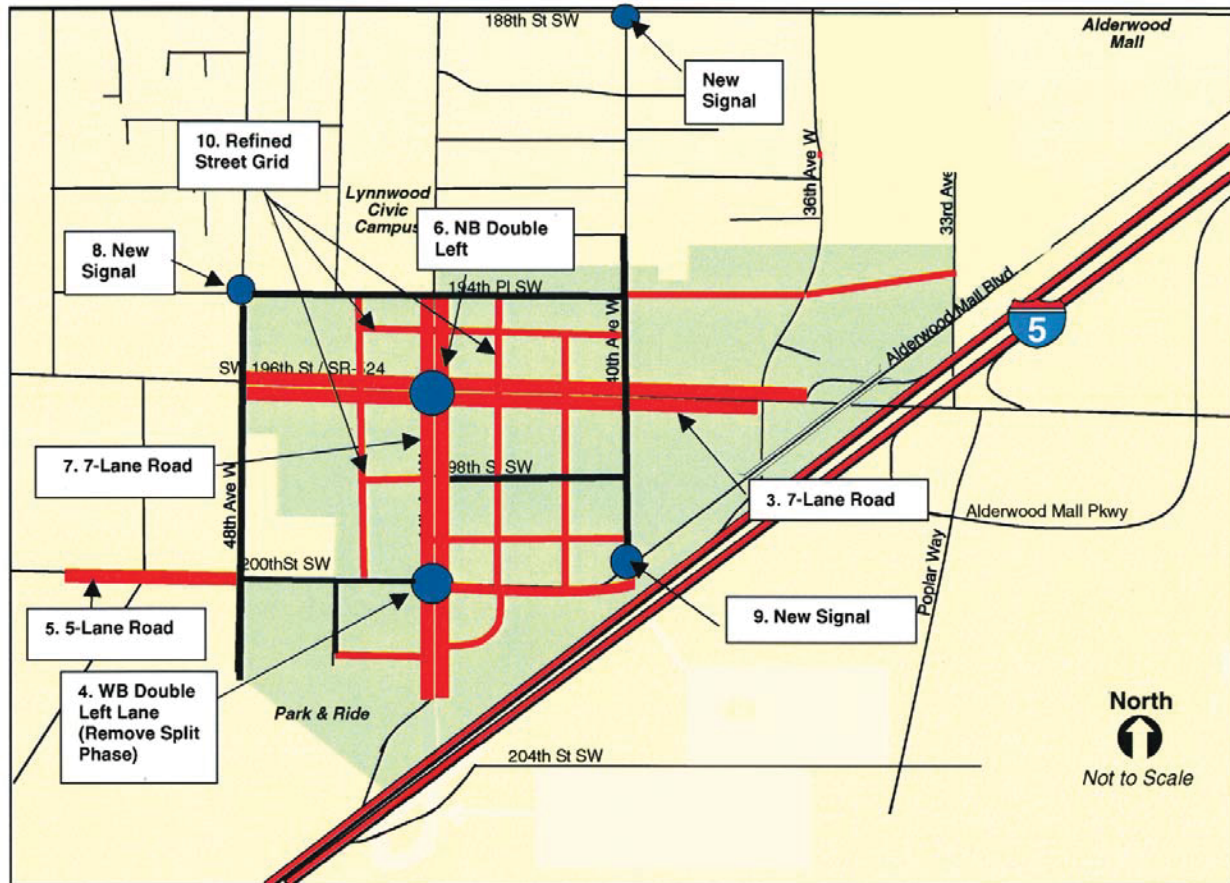
IV. Sub-Area Policies

7. Widening northbound 44th Avenue W to add a through lane from I-5 to 194th Street SW. (An additional southbound lane on 44th Avenue W is programmed as part of the current Transportation Improvement Program.)
8. Installing a traffic signal at 48th Avenue W and 194th Street SW intersection.
9. Installing a traffic signal at 40th Avenue W and Alderwood Mall Blvd (200th Street SW) intersection.
10. Building secondary grid streets to allow for distribution of traffic throughout the City Center.
11. Commuters pay \$10 per day in 2020 to park in the City Center.
12. Local transit service increases by 100 percent over the 20-year planning period.

Improvements likely to be needed after 2020:

1. Building a connecting ramp from southbound I-5 to westbound SR 525.
2. Building a northbound on-ramp to I-5 from 44th Avenue W.
3. Building a southbound off ramp from I-5 to 200th Street SW.

Figure 1. Location of Transportation Improvements in the City Center Area



Not shown:

1. 179th SW Street (Maple Road) from 36th Ave. W to Alderwood Mall Pkwy. – 2 lanes with no on-street parking
2. 36th Ave. West from 179th Street SW to 164th Street SW - 3 lanes to 5 lanes

Vehicular Travel Demand Management

As the employment density of the City Center increases, a productive environment for transit service will emerge. It is important for the City to encourage such an environment. The City needs to work with the transit agencies, Community Transit and Sound Transit, to increase service, and to focus on the City Center as the major regional urban center.

The City and business community must work together to develop transportation demand management (TDM) strategies to increase the use of transit and carpooling modes. One of the most effective TDM strategies is to charge parking cost to the commuting employees. It has been pointed out in many research publications that charging commuters to park is very successful in reducing the mode share of driving alone during the commute hours.

Accordingly, the computer model used to forecast 2020 vehicle demand assumed that a majority of the commuters having office jobs in the City Center would pay an average of \$10 per day (2002 dollars) in 2020. (This amount is similar to the amount that workers in downtown Bellevue are paying today.) Since the City cannot directly impose parking fees to the commuters who use private parking areas, the property and business owners must work together with the City to implement this TDM strategy.

Pedestrian Circulation

One of the development challenges for the City Center is to transform today's center, dominated by vehicles, to a pedestrian-friendly center.

To accommodate the projected vehicle trips, the Principal Arterials of 44th Avenue W and 196th Street SW need to be widened to seven-lane roadways. These wider roadways and higher levels of traffic volumes would cause significant challenges for the pedestrians wishing to cross those streets. Pedestrians are more likely to encounter long wait times to receive a green signal at the intersections. Also, they might feel the street crossing would not be safe.

The City needs to design its road improvement facilities carefully, treating pedestrian traffic as an important transportation mode. At some locations on Principal Arterials, pedestrian over- or underpasses may be needed to ensure safe pedestrian passage while not restricting traffic flow. New pedestrian modifications will affect the scope and cost of programmed capital improvements and should be prioritized accordingly.



Bicycle Facilities

Although the City of Lynnwood does not currently provide dedicated bicycle lanes on any arterial streets within the City Center, the Interurban Trail, a major regional pedestrian/bicycle path, parallels I-5 along the City Center's east boundary. Shared bicycle lanes on arterials may be a cost-effective means of providing additional facilities for bicyclists to travel to and within the Civic Center, and to access the transit center. Bicyclists also need storage facilities for bicycles at or near their destinations. Reducing the number of driveways along Principal and Minor Arterials (policy CC-1) will also improve safety for bicyclists.

Parking Management

Parking has traditionally been viewed as an element of land use. Parking requirements are listed in the zoning code, and they are tied to specific land uses. However, for Lynnwood's City Center, it is important to view parking as a community resource and a component of a transportation system. Parking supply, cost and location each shape the nature of a transportation system and significantly influence its operation and management. Effective parking management that addresses the following elements will be critical to successfully realize the City Center plan.

Parking Requirements

Zoning codes tend to focus on ensuring adequate supply to meet parking demand, by establishing a minimum number of spaces per building size and/or type. This approach tends to result in excessive parking supply, which will act against the desire to increase the intensity of developments in the City Center while adding significant cost to the developments. At present, the supply of parking far outstrips the demand, meaning that the "market value" of a parking stall is negligible, so parking is free. If parking becomes more scarce, some users will be willing to pay more for a guaranteed parking space, while others will choose alternative means of transportation (e.g. transit or carpooling).

Parking Market

Development within the City Center of a "parking market", where parking demand is managed by supply, will require time. As a first step, commuters should be encouraged not to drive alone. The focus of the parking market development should be on office uses. (Parking for retail and residential uses should be provided to meet the demand.) It is necessary to establish maximum parking requirements, as opposed to the current condition where minimums are required with no upper limit for each use. As more transit services are provided and the use of high occupancy vehicles increases, the maximum parking requirements should be gradually reduced.

Mixed-Use and Shared Parking

As the parking market develops and the demand for parking decreases, the City should take its second step, allowing commercial parking operation of the existing excessive parking areas. City Center parking management should increase the efficiency of multiple parking uses. A parking stall should be used by various users all day, not just a few hours a day. The increased use of parking stalls will reduce the overall parking supply needs. The City should move toward reduction of parking supply for mixed-use developments and encourage shared use of parking.

Public Parking

In the absence of a market for paid parking, it will be difficult for the City to provide public parking without a large public subsidy. Users will not accept pay parking in the City Center until a parking market where parking supply is scarce relative to demand is firmly established. Nevertheless, the City needs to anticipate a time when construction of public parking structures will be needed. It will be highly desirable to locate parking structures near freeway access points (not adjacent to residential neighborhoods) at the edge of the City Center, so people can leave their vehicles and move around on foot or via circulators. Parking structures should be financed through private/public fees and assessments.

On-Street Parking

The City's on-site parking supply will be supplemented by on-street parking within the City's street right of way. The non-arterial streets in the City Center street grid system should accommodate on-street parking. On-street parking should be provided for visitors and shoppers only; it should not be used by office and retail workers. As parking supply is reduced and pay-for-parking emerges as a common condition in the future, some commuters may seek free on-street parking in the residential areas surrounding the City Center. A residential parking permit program offers one means of preventing encroachment into neighborhood parking. The City will need to develop a comprehensive on-street parking enforcement program.



TRANSPORTATION POLICIES

CCT 1: Minimize Driveway Access

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

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.

CCT 3: Maintain LOS E

Maintain LOS E as the level of service standard for the arterial intersections in the City Center, superceding the Comprehensive Plan standard for the rest of the City. The City should use the most up-to-date level of service calculation methods from the Highway Capacity Manual issued by the Transportation Research Board (definitions and calculations are periodically modified).

CCT 4: Monitor LOS

Regularly monitor LOS at arterial intersections. If the monitoring shows that LOS E cannot be maintained, consider reprioritizing the City's capital program to accelerate investments on transportation facilities developed for the City Center plan, and reduce vehicle travel demands in the City Center by adopting travel demand management strategies.

CCT 5: Coordinate State Facilities Improvements

Work with the Washington State Department of Transportation to construct the following improvements on State facilities:

- Widen 196th Street SW to 7 lanes from 48th Avenue W to 37th Avenue W
- Widen northbound 44th Avenue W to add a through lane from I-5 to 194th Street SW

The following may be needed after 2020:

- Connecting ramp from southbound I-5 to westbound SR 525
- Northbound on-ramp to I-5 from 44th Ave. W
- Southbound off ramp from I-5 to Alderwood Mall Blvd or 44th Ave. W.

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 the arterials, where feasible.

CCT 7: Improve Arterials

Improve the following arterials to increase the capacity of the transportation system:

- Build 179th Street SW (Maple Road) as a 2 lane road, without on-street parking, between 36th Avenue W and Alderwood Mall Parkway
- Widen 36th Avenue W from 3 lanes to 5 lanes from 179th Street SW to 164th Street SW
- Widen 200th Street SW to 5 lanes from 48th Avenue W to SR 99

CCT 8: Improve Signalized Intersections

Improve the following signalized intersections to add capacity:

- Add a second “left-turn only” lane to westbound approach and eliminate a “split” signal phasing at the 200th Street SW and 44th Avenue W intersection
- Add a second “left turn only” lane for the northbound approach at the 196th Street SW and 44th Avenue W intersection

CCT 9: Unsignalized Intersections

Improve the following unsignalized intersections by adding traffic signals:

- 48th Avenue W and 194th Street SW intersection
- 40th Ave. W and Alderwood Mall Boulevard/200th St. SW intersection

CCT 10: Control Traffic on Local Streets

Develop a program to control traffic on local streets in residential neighborhoods surrounding the City Center.

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 generated by commuting City Center workers.

CCT 12: Increase Transit Service

Work with Community Transit and Sound Transit to increase transit services for the City Center.

CCT 13: Provide Medians

Provide medians and other devices on the arterials to aid pedestrians crossing the streets.

CCT 14: Bicycle Linkages

Identify opportunities to provide bicycle linkages between the City Center, the Interurban Trail and other key bicycle routes.

CCT 15: Bicycle Storage

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

CCT 16: Parking Requirements

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

CCT 17: Develop a Parking Market

Consider reducing the parking supply requirements for office developments to develop a parking market.

CCT 18: Parking Supply Requirements

Adopt minimum and maximum parking supply requirements for such uses as office, retail and residential. Develop a schedule to review the maximum and minimum parking supply requirements.

CCT 19: Mixed-Use Development

Allow mix-use developments to provide reduced parking supply.

CCT 20: Shared Parking

Encourage shared use of parking among businesses and property owners through a provision allowing them to reduce parking supply.

CCT 21: Develop a City Center Parking Management Plan

Develop a City Center parking management plan. The plan should address such issues as

- on-street parking locations and enforcement
- the use of excessive parking spaces for public parking
- options to provide parking through public parking structures
- possible locations for pedestrian and circulator connections between parking structures and destinations
- a program to manage parking in residential areas.

CCT 22: On-Street Parking

Provide on-street parking on non-arterial streets within the City Center for short term parking users only, such as visitors and shoppers. Develop an effective parking enforcement program.

Urban Design

Overall Image and Character

The City Center vision calls for mixed-use, concentrated, pedestrian-friendly and transit-supportive development. Regardless of height or intensity, new development should contribute to creating and enlivening the City Center. This form of development is characterized by close-proximity, variety, connectivity and a close relationship with streets and sidewalks.

Streetscape

The streetscape is the unifying element that ties the City Center together. Pedestrians should be able to circulate throughout the area comfortably and safely in an attractive, interesting environment.

Sidewalks and crosswalks

Sidewalks should have an unobstructed walkway of at least 8 feet wide. They should be continuous throughout the City Center to provide access to all areas. Signaled crosswalks are necessary at all major intersections, while minor intersections can be served by a change in pavement, signage or marking.

Street trees

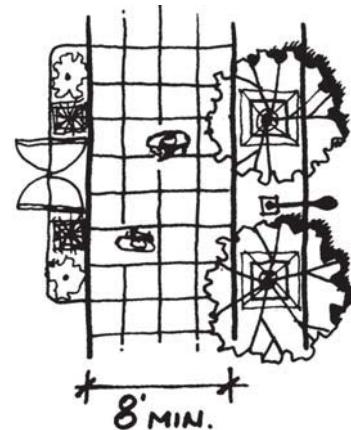
Street trees create a sense of order and rhythm that helps tie the streetscape together. The trees should be located in a planting area located behind the curb in order to establish a sense of separation from moving traffic.

Street lighting

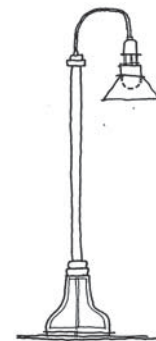
In addition to the necessary street lighting for cars, pedestrian-scale lighting should be installed along the sidewalks.

Street furnishings

Street furniture at plazas, building entrances, bus stops and other pedestrian areas should be durable, weather resistant, attractive and add to the pedestrian environment. These elements should be integrated into the overall design of spaces, not just added in.



sidewalks & street trees



street lighting

IV. Sub-Area Policies

Street level

The architectural details at street level should be appealing to people on foot. Large predominantly transparent windows at the ground level, some type of weather protection such as canopies or awnings, architectural details and a collection of richer materials help create interest for the pedestrian and animate the street. Entrances should be obvious and welcoming, emphasized by lighting and signage, and include details such as overhangs, recessed doors, windows, planters and special paving. Long blank walls should be strongly discouraged.



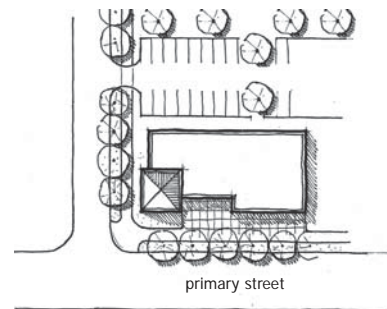
street level façades

Curb cuts

Driveway access off main streets should be minimized allowing pedestrian traffic to move with less interruption. If possible, developments should consolidate driveways.

Parking

Off-street parking should be located behind buildings or in structures to maintain continuous and active pedestrian routes. Landscaping should be used to reinforce vehicle and pedestrian circulation within the lot as well as provide a buffer for adjacent uses.



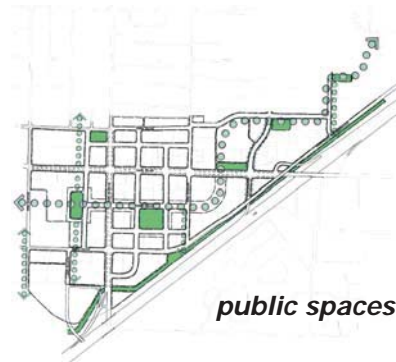
parking

Public Spaces

Public spaces provide a place for residents, visitors, employees and shoppers to meet, gather, relax and interact.

Urban Squares

The City Center should contain a mix of differently sized public spaces. The presence of squares can be an inducement to private investment, as tenants and owners frequently want to overlook, or be near, green spaces. Therefore, the City Center plan suggests a number of such spaces.



public spaces

While all districts of the City Center should have square spaces, they need not be identical in nature. Some may consist of trees and grass. Others may have substantial hard surfaces to allow for events and performances. Still others may have a combination of both. Urban squares often have attributes that are similar to plazas.



promenade

IV. Sub-Area Policies

The plan indicates that the Core area should be the location of a town square. The space should be part of the “promenade”, or network of connections that involve pedestrian-oriented streets with enhanced landscaping and amenities.

In order to establish a new direction and character and to attract private investment for the City Center, the City should identify one or two public spaces for acquisition and development in the initial years, and then invite private investors to reinforce the positive effects of this public investment.

Plazas with Buildings

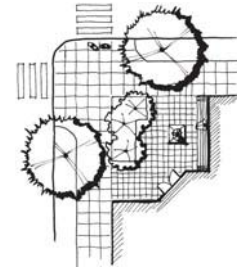
Plazas provide public open space where buildings are set back from the street or intersections. They should contain special paving, trees, low shrubs, ground cover, seasonal planting, accent lighting, public art and seating areas.

Forecourts

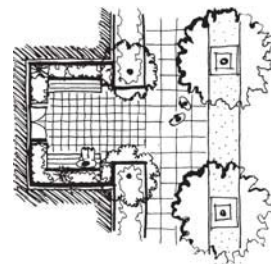
Forecourts are public open spaces in front of the main entrances of buildings. They should contain hard surfaces, seating and lighting in keeping with the architectural style of the building. They could also include small planting areas and large containers with seasonal planting.

Interior courtyards and atriums

Interior courtyards and atriums are private spaces that are available for public use, especially in adverse weather conditions.



plaza



forecourt



Pedestrian Connections

Pedestrian connections create a network of linkages including both public right-of-way and easements between blocks, developments, parks, entrances, sidewalks and parking. They also improve access into larger more expansive properties.

Through blocks

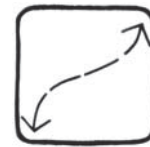
Pedestrians should have the opportunity to reach different developments within blocks without the need to walk around to surrounding streets. The connections should be clearly defined with landscaping, curbs, paving, lighting, trellises or other architectural features.

Through development

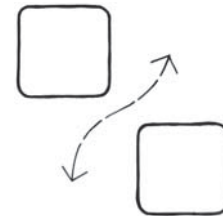
Pedestrian connections through developments should provide the pedestrian safe and clear linkages between one development and an adjoining one. This can be accomplished with landscaping, curbs, paving, lighting, trellises or other architectural features.

To the Interurban Trail

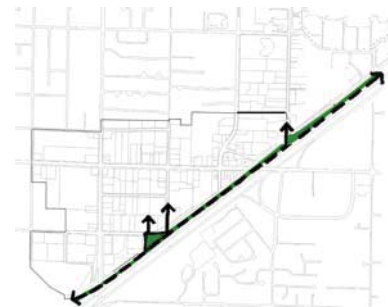
The Interurban Trail along I-5 on the southern border of the City Center should be integrated into the City Center through pedestrian and bicycle friendly connections. These can be extensions into the City Center with landscaping, trails, lighting, benches and signage. The connections can also be achieved through enhanced streetscape elements such as a well-marked bicycle lane separated from traffic, wide sidewalks, benches, trees, landscaping, lighting and signage.



through blocks



through development



connect with the Interurban Trail

To adjacent neighborhoods

Although the City Center will gradually evolve into a concentration and mix of uses with a regional draw, it will continue to provide goods and services to surrounding neighborhoods. And, over time, there will be additional attractions that will be of interest to nearby residents. Accordingly, it will be important to ensure that there are safe, convenient and attractive connections between the neighborhoods and the City Center. Principally, this will consist of sidewalks and crosswalks associated with streets, but there may be an occasional off-street trail, walkway, or mid-block crosswalk provided as well. Over time some connections to Wilcox and Scriber Lake Parks should be developed.

Between districts

The three districts described in this plan are separated from each other by major arterial streets. To accommodate additional development and its attendant traffic, several of these streets will need to be widened further. This will create a psychological barrier for pedestrians and will require careful design of crosswalks and timing of traffic signals. In some instances, it may be necessary to install medians to allow for a “safe haven” half-way across.

There may be certain locations where the connections between different uses that are located on opposite sides of the street are important and an overpass could be useful. An example of this would be a hotel across the street from the convention center.

Most pedestrian connections should be provided on the ground level, with appropriate walkways, crosswalks and signals to allow for pedestrian circulation. There are numerous examples within cities of pedestrians being provided for even when streets are relatively wide. Traffic calming methods such as traffic circles and curb bulbs can also be employed on non-arterial streets.

Gateways

Certain intersections should become obvious and dramatic entrance points to the City Center. Signs, lighting, seasonal color, art and other elements could be used to create this effect.



Civic Structures

Public buildings give a community civic identity and promote city pride. They should be visual and functional links between government and commerce.

Public buildings

Public buildings should be centrally located and highly visible for the convenience of residents and visitors. They should act as landmarks for the City itself.

Transit shelters

Transit should be treated as a first class form of transportation. Transit shelters should not just be functional boxes, but small civic structures that are important to the city. They should be identifiable, visible convenient, safe, comfortable and attractive. Shelters could also be incorporated into private development.



Privately Provided Public Amenities

Public amenities such as plazas and parks should be provided through private development by offering incentives to the developers in the form of additional building area.

Bonus system / Incentives

Bonus systems should be established to allow developers to increase intensity in exchange for public amenities such as parks, plazas, open spaces, pedestrian connections, landscaping or transit.

Public access

As part of an incentive system, public access should be assured to certain elements like plazas and pedestrian connections.

Longevity / maintenance

The City should develop mechanisms to ensure that public amenities remain safe and usable over time. Examples are on-going maintenance and security programs and public/private agreements.



URBAN DESIGN POLICIES

CCUD 1: Streets as Urban Design Elements

As streets are built or reconstructed, elements such as planted medians, curb bulbs, crosswalks, banner stanchions and art-work should be considered for inclusion.

CCUD 2: Establish Streetscape Standards

Standards should address the width of sidewalks, the spacing, size and type of street trees, pedestrian-scaled lighting, and other street furnishings to create safe, comfortable and an appealing place for pedestrians.

CCUD 3: Adopt Design Guidelines

Design standards that address site design, building design and sign design should be adopted for the City Center. Such standards should include the following:

- requiring transparent glass windows and pedestrian amenities (such as weather protection) along the sidewalk on pedestrian-oriented streets
- minimizing curb cuts
- prohibiting parking lots in front of buildings

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.

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.

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.

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.



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.

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.

CCUD 10: Consider Civic Structures as Landmarks

New public buildings should be prominently located and display unique design features that convey their importance to the community.

CCUD 11: Transit Shelters and Design Features

Transit shelters should not be considered as merely utilitarian structures but should convey a strong design identity and incorporate features such as artwork.

CCUD 12: Incentives for Public Amenities

The Land Use Code for the City Center should offer additional development intensity in return for providing accessible and well maintained public amenities.

CCUD 13: Variety of Public Space

All new public or private development shall contribute to an array of public spaces including plazas, squares, courtyards and parks. These public spaces should include benches, lighting and other pedestrian amenities necessary for the public's safe use and enjoyment.

CCUD 14: Integrating Interurban Trail

The Interurban Trail should be integrated into the City Center. The trail should include small parks and trailheads where appropriate to make access safe and convenient. The Interurban Trail should have an effective connection to the Town Square and the park in the West End.

IV. Sub-Area Policies

CCUD 15: Nature of Interurban Trail

The Interurban Trail should be continuous and uninterrupted by at-grade crossings at major roads, and should include lighting and other amenities to create a safe and comfortable pedestrian environment.

CCUD 16: Linking Public Space in Core

The Town Square shall be linked to the Interurban Trail through a public trail or corridor.



Public Space

The experience of other communities in the Pacific Northwest is that once a city government makes an investment in developing a public park or plaza, it is not long before private parties respond with their own investment. The provision of such a permanent, shared amenity sends out a clear signal that the city is serious about transforming its center into a livable place. Therefore, it is important to identify the location, general size and nature of such spaces. Some locations may merely be acquired and held in reserve for future capital improvements, but all of the spaces indicated below should be included in a schedule for acquisition by the City and eventual development.

Parks Level of Service

The Department of Parks, Recreation and Cultural Arts is proposing Level of Service Policies which recommend a minimum standard for the City Center projects, which is different than the standard used elsewhere in the city. These policies would result in fewer acres of park land being required than if the current city standard were used.

Throughout the City, the adopted Level of Service standard requires at least 10 acres of parks to be provided for each 1000 population. This standard of 10 acres/1000 population is commonly used across the country to ensure adequate park systems are developed as cities grow. In the City, this standard is further refined to require at least:

- 5 acres/1000 of Core Parks (Community, Neighborhood or Mini)
- 5 acres/1000 of Open Space and Special Use Facilities
- 0.25 miles of trail/1000

Future characteristics and social patterns for City Center residents are expected to be different than that for the City as a whole. Given the types of housing that will be available, we can expect a larger portion of future City Center residents will be younger professional singles and couples or older “empty nesters,” who will have fewer children living with them, and as a result, may demand a different kind of recreation opportunity.

A Town Square in the Core

A fundamental aspect of this plan is that the City Center Core should be anchored by a large public space. It should be roughly in the center, but also adjacent to several existing or future streets so that it is perceived as not being connected to any specific development, but rather available to the residents, employees, and visitors as a truly

public space. The size of this Town Square should be in the range of 3-5 acres.

The design of Town Square should include both green, “softscape” areas, as well as paved, “hardscape” areas. It is envisioned as a setting for both passive activities as well as programmed events for larger groups of people. It should have lighting, generous amounts of seating, a public restroom, a stage or amphitheatre area for performances, and necessary utility services.

The Town Square might be designed to have underground parking levels beneath it. Or, alternatively, there might be a multi-level, above-ground parking structure nearby. Regardless, there would be no surface parking on the Town Square itself.

Finally, the Town Square should be a part of the Promenade, a series of publicly-provided and privately-provided public spaces, including squares, greens, plazas, forecourts and courtyards that will offer a wide range of outdoor spaces for people to enjoy. The Promenade links the Core to the West Village and the North End sectors of the City Center.

A Village Green in the West End

In order for the West End to evolve into a district that has a substantial number and concentration of denser residential dwellings, along with commercial and retail development, a major centrally-located public space can serve as a signal that the setting is conducive to people living within the district. Households living in higher density housing rely upon such spaces for recreation, relaxation and a visual amenity. And there is a direct correlation between the location of such spaces and the amount and quality of private investment that occurs around them.

The size of the Village Green should be in the range of 1-2 acres. The design should be predominantly “soft” and green, but there may be some amount of “hard” paved surfaces. Large trees, open lawn areas, and seasonal color should be present. The Green could also include a major water feature as an additional amenity and attraction. Finally, it should be bounded by existing or future streets so that is perceived as a public space and not directly connected with a specific development.

As with the Town Square in the Core, the Village Green might have

parking constructed below it. Or, there might be a public parking structure in close proximity.

The Green is also part of the Promenade. Over time, the Village Green should be connected to Wilcox Park and Scriber Lake Park via trails and sidewalks.

A Park in the North End

The North End of the City Center contains a number of buildings that were constructed or renovated in the last ten years. However, within this area, there is no public open space. Because of the number of employees and shoppers that use this area, there should be a park space that is available for passive recreation.

The size of this park should be in the range of ½ acre to 1 ½ acres. The location might be adjacent to a new street that has been identified to serve this district or it might be a free-standing configuration. Regardless, it should be adjacent to and visible from an arterial so that easy observation and security is assured. It should be predominantly “soft” and green in nature, although there might be some hard surfaced areas.

This park is also a part of the Promenade “spine” that weaves through the City Center.

PUBLIC SPACE POLICIES

The first seven policies describe the level of service standard for public spaces in the City Center.

CCPS 1:

The demographics of residents in the City Center are expected to differ from that of the City of Lynnwood as a whole. It is, therefore, appropriate to establish a separate Parks and Recreation Level of Service standard for the City Center.

CCPS 2:

Future City Center development will bring a number of recreation opportunities such as book stores, coffee shops, wider sidewalks with an attractive walking environment, health clubs, theatres, and plazas or small parks that are provided by private property owners. While these amenities do not replace the need for traditional parks and open space, they can support reducing the amount of these facilities that are provided by the City.

If the City used the current Level of Service standard in the City Center, the Preferred Alternative 2020 population would require 52.5 acres of new parks. The Preferred Alternative shows four parks and one public plaza totaling approximately 9.5 acres. In addition, the central promenade, which connects two of these public spaces, is in itself a significant public space totaling approximately 2.4 acres.

CCPS 3:

The four parks that are part of the Preferred Alternative, and the central promenade, are necessary to support development of the City Center. These parks and public spaces, or their spatial and functional equivalent, shall be provided as new development occurs in the City Center.

Provision of 41 more acres of parks to meet the City's current Level of Service standard within the City Center would be difficult to achieve and very expensive. It is clear, however, that at least one additional and significant traditional park, outside but adjacent to the City Center boundary, should be provided.

CCPS 4:

In addition to the parks shown on the Preferred Alternative, one additional park at least 10 acres in size is needed to support development of the City Center. This new community park should contain sufficient dry, flat land to allow development of active sports fields and open lawn areas. This park should be within walking distance (approximately ¼ mile) of one of the two housing areas, and be designed to provide for a variety of recreation opportunities.

It is important that these policies apply to the City Center, and within a clear boundary, and that they not be used to justify a lower park standard elsewhere in the City. It is also important to periodically re-evaluate these policies as development occurs.

CCPS 5:

The park strategy for the City Center is designed to address the unique characteristics of development in that area, and is to be considered a minimum standard. This strategy is not appropriate outside the boundaries of the City Center.

CCPS 6: These park policies are based on a prediction that residential development will emphasize studio, one-bedroom units and other similar housing types, and will therefore tend to discourage families with children. If this predicted housing pattern does not occur, the demand for park and recreation facilities will increase, and will require a revision to the park strategy.

CCPS 7:

The type of housing being developed should be monitored as part of regular reviews of the plan, and revisions to the park strategy should be adopted if the expected pattern of development does not occur.

The City's trail system must also be improved. Key to making this changed Level of Service standard work for the City Center is the ability to safely move through the City, and get to parks adjacent to the City Center, without using a car.

CCPS 8: Complete Non-Motorized Transportation Plan

The City should complete its Non-Motorized Transportation Plan, and through it develop an interconnected public trail

system of sidewalks, bike lanes, walkway connections through properties, and trails on separated rights-of-way. To the extent possible, this trail system should emphasize loop routes rather than dead ends.

CCPS 9: Improve Trails

Trails in general, and the Interurban Trail specifically, should be improved with waysides, better signage, and improved landscaping.

CCPS 10: Complete Interurban Trail

The single most important trail project in the City Center is construction of the Interurban Trail overpass of 44th Ave. and the section of missing trail from 44th Ave. to 40th Ave. This “Missing Link” makes it impossible to use a significant length of existing right-of-way, and requires trail users to cross one of the City’s busiest streets. This project is critical to the successful use of a different park standard in the City Center. When this overpass is completed, users will be able to travel from Everett to Seattle on the Interurban Trail system.

CCPS 11: Secure Property for Public Spaces

In order to prevent the development of land identified for public spaces, the City should secure options that would allow for eventual purchase of property for public spaces in the City Center. This would require a study of parcel size and configuration, ownership, property valuation, and availability. In some cases, there may be buildings on the property which will need to be phased out.

CCPS 12: Analysis of Concepts, Feasibility and Financing

The City should prepare a study examining the preliminary designs, costs and financing strategies for the three major public spaces indicated in this Sub-area Plan. This work will be important to determine the form and timing of implementation. It can also provide data and information necessary for grant applications. Such a study should examine the issues and implications of parking on-site versus elsewhere. The study should provide a conceptual level design for each major public space identifying the key components. Financing options should also be examined, including the notion of contributions from private development.

CCPS 13: Amend the City's Comprehensive Plan to Recognize City Center Public Spaces
The Parks, Recreation and Open Space Element of the City's Comprehensive Plan should be amended to incorporate the three major public spaces. It is important to show the spaces indicated in this Sub-area Plan in the context of other parks facilities for the city as a whole. This will, in turn, suggest other peripheral spaces as well as linkages that may be needed in the overall system of parks and trails.

CCPS 14: Include City Center Public Spaces in the City's CIP

In order to implement the directions in the Sub-area Plan, the City's Capital Improvement Program should incorporate line items for property acquisition, design, and development of the three identified public spaces.

CCPS 15: Impact Mitigation Fees

In accordance with State law, the City may impose impact fees on new development that can be used to help acquire or develop parks and other public spaces within the City Center.

Development Strategies

Development strategies are based on a number of elements of economic work. First, an initial market analysis examined the current demands for commercial and residential space and looked at future potential. Second, development scenarios were prepared and compared with respect to costs and profit. Third, an evaluation of fiscal impacts has been conducted as a part of the EIS. All of this work has been done with an eye toward actual implementation of this plan. But implementation of the plan is more than just building projects that meet the vision. It is also an economic development effort that will enhance and expand the success of Lynnwood's City Center and existing and new businesses located there. The following recommended actions will support economic development efforts related to implementation of the City Center Plan.

Permits and Approvals

As a part of this City Center Plan, a Planned Action Environmental Impact Statement Planned Action (EIS) was prepared that identifies probable impacts of growth anticipated to 2020, as well as measures that would mitigate such impacts. In addition to meeting the requirement for full disclosure as mandated by the State Environmental Policy Act (SEPA), this document allows the City of Lynnwood to make decisions regarding mitigation measures, such as local improvement districts (LIDs), impact fees and capital improvement projects. Furthermore, by identifying impacts at this early stage, individual development projects would not be required to prepare separate impact statements. The decisions on mitigation measures will be incorporated into a long-term mitigation program for the City Center, which will enable the City to expedite new projects by designating City Center redevelopment as a "Planned Action". Under a Planned Action, no environmental review is required. Instead, only an analysis of site-specific access issues would be required. This will make the process of gaining regulatory approvals for projects more attractive by reducing the timeline. As in any industry, but especially so in real estate and development, time is money. Time saved in the approvals process translates directly into more funds available to make projects feasible, allow faster phasing, and allocate more money to spend on higher quality design and materials. A City Center permitting process could include expedited processing for projects that implement the vision of the plan and meet added levels of design quality.

Moreover, the new land use code that has been adopted to implement this plan sends a clear message to developers regarding the City's expectations for development in the City Center. Knowing in advance the scale, mix, and design requirements will allow development projects to progress on a more predictable basis. The new code should be



simple, concise, and easy to understand and administer. Businesses are risk-averse and seek projects in environments that offer a high level of certainty. A clear code with a faster, more predictable process encourages development.

Human Infrastructure

To further focus attention on the City Center, the City of Lynnwood may wish to concentrate efforts into a program for managing and smoothing the permit process. An effective way of doing this would be to create a “City Center Development Manager,” which could be an existing position or new position in the future. This individual (who would report to the City’s Economic Development Director) would help to shepherd projects and coordinate both review and discussions with various city departments. This individual would also look for opportunities to create connections between various private projects and between public and private projects. Furthermore, this person would serve as an advocate with the City Council, to assure a balance between regulation and implementation, and to quickly resolve disputes while keeping the process moving. Administration, Community Development, Public Works, Economic Development, Parks and Recreation, Human Resources, Risk Management, Fire, Police and other departments all have a role in seeing the City Center Plan succeed. Quickly resolving the inevitable differences that will arise, would be a key role. More than that, though, this person would be a spokesperson, cheerleader, and lobbyist. The intent is to ensure that each project accomplishes multiple objectives set forth by this plan.

Typically the transformation of a city center is greatly enhanced by having an organizational structure devoted just to that geographic area. To date, the South Snohomish County Chamber of Commerce is supportive of the City Center Project, but its business mission and constituency extend far beyond the geographic boundaries of the City Center. Early in the implementation process, an “umbrella organization” dedicated to advocacy, collaboration, marketing and financing of Lynnwood’s City Center should be formed. This organization will evolve over time, becoming a major leader in the continued development of the City Center. Unlike a business association, neighborhood association, or chamber of commerce, the umbrella organization advocates for the success of *all aspects of the Center*, gathering support from a broad base of interests – residents, business owners, property owners, cultural providers, nonprofits, and others. As staff and budget expand, it can take on other roles such as programming events, sponsoring initiatives, and attracting specific new businesses to the City Center. Initial funding could come from a combination of public and private sources, but the umbrella organization should be partially funded by dues from the business and property owners that it serves.



Coordination and Collaboration

Creating a city center requires many different groups and individuals to work together over many years – the plan represents a 20-year vision. This requires that the parties involved – both public and private – adopt distinct attitudes about the effort. There needs to be a spirit of cooperation between government and the private sector. While there might not always be complete agreement on every course of action, the idea of being joint participants, rather than adversaries, is essential. Without this “partnership”, the plan will fail.

The City Center Plan is an ambitious plan that will involve stakeholders from all parts of the Lynnwood Community. In order to implement all aspects of this plan, it is necessary to recognize that neither the City nor private interests can do it alone. It needs the cooperation of many stakeholders and groups of stakeholders in order to support the plan and the City, and to help implement projects. Indeed, there may be many projects that further the plan that have no involvement from the City whatsoever. Some interest groups may be involved as advisors to the City and others may actually be partners in projects. When it comes to implementation, “special interests” is a positive term. In some cases, a particular project may be the only participation that a group has in the process. This is perfectly OK, as it still leads to a finished project that furthers development of Lynnwood’s City Center.

A project should be all-inclusive by definition – anything that furthers the success of the plan. As such, the greater community and its members can and should all play a role.

Wherever possible, the City should seek out opportunities for public-private and public-public partnerships. By combining public and private capital, the City can achieve projects that meet multiple public goals. Likely areas where the City or other public agencies can contribute to private development include affordable housing, infrastructure, transportation, parking structures, cultural and civic facilities, parks and recreation facilities and more.

In addition, the City will need to forge partnerships with other public agencies. Much work will need to be devoted to working with WSDOT to add new ramps from I-5 to create better access to the City Center. In addition, it will be important to work with both Sound Transit and Community Transit to identify opportunities for transit-supportive development and to perhaps define a joint project, along with a non-profit developer, for-profit developer or a combination of both. Another potential prospect for joint development activity is the School District as it owns a large, vacant parcel located in the Core district,

across the street from the Lynnwood Convention Center. Other possibilities for future collective efforts are Sno-Isle Library District, Edmonds Community College, County Housing Authority, and the Public Facilities District.

Marketing

A critical aspect of any effort to transform a City Center is that of getting the word out – not in a passive way, but in a deliberate, coordinated fashion, targeting certain developers and institutions. A coordinated marketing effort should be carried out to advertise the development, business, and lifestyle opportunities that exist in Lynnwood’s City Center. While some of the marketing may be led by the Chamber of Commerce or the umbrella group, the City should also play a major part in this effort. A plan to develop content, allocate funding, and share responsibilities should be worked out as soon as possible. Marketing is an ongoing process, therefore, it is important to develop a multi-year marketing plan.

Marketing does not merely mean traditional advertising or brochures. It will be extremely important to create some successes on the ground early on, as success breed further success. Therefore, a number of specific projects and programs should be identified and vigorously implemented so that a new direction for the City Center is clearly communicated to the world of developers and investors. Indicating that they will find a supportive and cooperative city government to work with is a very important message to deliver. Developers and investors seek assurance and security and find them in areas where activity is already taking place. Therefore, early implementation projects serve both to implement the vision, but also to encourage and create momentum.

The combination of a refined regulatory environment (described earlier), a dedicated City Center Development Manager, an active umbrella organization, and a coordinated marketing effort will send a message to the investment community that Lynnwood is “open for business.” As successful projects get built, this message will spread throughout the region, further attracting investment to Lynnwood’s City Center. Lynnwood must tell the story of its successes and its growing City Center in order to build and maintain momentum.

Monitoring

The plan and its implementation strategy will benefit from establishment of a formal, ongoing review process. An ongoing review process will evaluate policies and the degree to which the plan is being successfully implemented. Moreover, indicators of successful implementation become the “stories” that are told through the marketing efforts described earlier. All of the elements of implementation are linked.

As the plan evolves and the organization changes, it will become increasingly important for internal and external review. Most plans benefit from the opportunity to stop and examine progress periodically, using adopted performance measures, so that the means are consistent with the goals. Setting a date for review every three years is appropriate and necessary for Lynnwood – not unlike an annual budgeting process. The City Center Development Manager should have primary responsibility for monitoring implementation and scheduling of reviews. Ongoing review is also an ideal way to maintain the involvement of stakeholders and encourage participation from new ones from year to year.

Priorities for Public Sector Investment

Funding of capital facilities is prioritized based on a variety of criteria intended to support public services throughout the City. As part of this process, the City will establish a funding strategy for new capital facilities within the City Center.

While this Sub-Area Plan states the City’s intent and support for redevelopment of the entire City Center area, the City also intends to establish priorities among portions of the area for the purpose of targeting the City’s limited resources. Setting these priorities is intended to guide and direct the City’s investments (staff resources and funding) on supporting redevelopment in the City Center. In particular, as funds are available, the City will financially support traffic, parks, utility and other mitigation where it directly supports redevelopment of these priority areas.

Setting priority areas is not meant to preclude development in other areas, nor is it intended to preclude City support of redevelopment in other areas. It simply means that the City’s initiatives would be focused in the priority areas. The City may help take advantage of redevelopment opportunities outside of the priority areas if the opportunity would substantially advance the vision and goals of this Sub-Area Plan.

DEVELOPMENT POLICIES

CCE 1: Development Manager

Create the position of City Center Development Manager, as a part of the administration of the City. (Position could be an existing one or a new one.)

CCE 2: Umbrella Group

The City should support the creation of a City Center umbrella group, such as a Downtown Association including potentially funding the organization in its early years.

CCE 3: Joint Projects

Establish agreements with other agencies and the private sector to pursue joint projects that can carry out the objectives of both the City and the agency.

CCE 4: Marketing Plan

Prepare a marketing plan for telling the “story” of the City Center and to identify programs, people and organizations that can play different roles in redevelopment.

CCE 5: State Legislation

The City should avail itself of any state legislation that can induce development into the City Center, such as the Tax Abatement provisions for multiple family housing.

CCE 6: Monitor

Establish a process and timeline for ongoing review of the City Center Plan and its implementation.

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.

CCE 8: Capture Market Potentials

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.

CCE 9: Attract Investment

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

CCE 10: Identify Resources

Identify and direct private and public resources to achieve the vision of the City Center Plan and enhance the city's tax base.

CCE 11: Form Partnerships

Form partnerships with for-profit entities, non-profit entities, and other government agencies to provide for investment and improvements in the Lynnwood 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.

CCE 13: Economic Analysis

Prepare as an on-going activity an analysis of the demographic, economic, real estate and fiscal characteristics and trends of the Lynnwood City Center Project and surrounding area.

CCE 14 Priorities for City Investment

The priority areas for the City's investments are:

First priority: The City Center Triangle (that area bounded by 196th Street, 44th Avenue West and Interstate 5).

Second Priority: The properties adjacent to the catalyst projects of the transit center and convention center.



Capital Facilities / Utilities

Sanitary Sewer

The City of Lynnwood Comprehensive Sewer Plan discusses the sanitary sewer system including collection sewers, pump stations, and the wastewater treatment plant. Two documents from the current update of this Plan, “Technical Memorandum No. 1 - Wastewater System Planning Data” dated November 12, 2003, and “Technical Memorandum No. 2 - Wastewater Capital Improvement Projects for The City Center” dated January 30, 2004, were referenced for information regarding the existing system and to define improvements.

Collection Sewers

As the City Center Sub-Area is redeveloped, the existing sanitary sewer in the local streets will see an increase in flows. Proposed development for the Sub-Area is expected to increase the sanitary sewer flows by 283,000 gallons per day (gpd) in 2013 and 708,000 gpd in 2023. Hydraulic modeling to verify the size requirements of new mains has been done as part of the comprehensive plan update. As development occurs, main extensions must be provided to tie into the existing trunk lines.

Pump Stations & Interceptors

All of the wastewater generated in the City Center Sub-Area flows to Lift Station 10, either by gravity or from forcemains associated with pump stations No. 4 and 8. Flow collected at Lift Station No. 10 is pumped to a 36-inch inceptor line via a 9,500 ft 24-inch force main, where it then gravity flows to the treatment plant. The capacity of Lift Station 10 is 6,000 gallons per minute (8.84 million gallons per day). Since existing peak hour flows exceed the capacity, modifications to Lift Station No. 10 will be required, or construction of a new lift station to bypass a portion of the flow.

The interceptor sewer in 76th Ave, between 178th and 182nd Streets, is over capacity at current flows due to infiltration and inflow during storm events. Increased flows from the City Center redevelopment will exacerbate this condition and cause a surcharge in the 36-inch sewer and between 204th and 200th Streets. A “High-Flow” by-pass, up-sizing of the existing pipes or other solutions to increase capacity will have to be implemented.

Wastewater Treatment Plant

The Comprehensive Sewer Plan lists the design criteria for the wastewater treatment plant (WWTP) as Average Flow, Maximum Month as 7.4 mgd with a Peak Design Flow of 14.2 mgd. It is projected that with completion of the City Center project, influent flows will approach the rated hydraulic capacity of the WWTP by 2023. Maximum peak hour flows are projected to reach 13.76 mgd. Additionally the WWTP will be below its rated capacity for BOD & TSS loading with the City Center project.

Therefore no capital improvement projects are expected at the WWTP to accommodate the City Center project. However, capital improvement projects in addition to those identified may be needed before year 2023 at the WWTP or in the collection system based on future capacity concerns. As mandated by the State Department of Ecology, a City must submit a plan and schedule within five years of when they project to exceed 85% of the WWTP influent flow of loading capacity. Based on projections, the City may exceed the 85% flow and BOD solids loading prior to 2023 unless infiltration and inflow are reduced, and BOD handling increased.

Water

The City of Lynnwood Water System Comprehensive Plan Update, August 1998 and “Technical Memorandum No. 1 - Wastewater System Planning Data” dated November 4, 2003, were referenced for information regarding the existing water system, and to define system improvements.

Water Supply and Storage

The City of Lynnwood purchases water from the Alderwood Water District (AWD) under an agreement that includes peak supply. The City owns and operates the water conveyance system, ranging from 4-inch to 30-inch transmission lines, in three pressure zones within public right-of-ways and easements. The system includes two storage tanks in pressure zone 573. The City Center Sub-Area is contained in the 573 and the 635 pressure zones.

The City has an agreement with the AWD to purchase water, including payment for peak demand beyond a predetermined level of service, and for additional storage. The projected increase in average day water demand is 0.51 million gallons per day (mgd) in 2013 and 1.27 mgd in 2023. Even when this increase is added with the increase from projected city-wide population growth, the total increase is within available source and storage capacities.

Water Distribution

The Water Comprehensive Plan Update includes several recommendations to replace and upsize existing pipes. These recommendations can be combined with new water pipes to provide the most efficient distribution system. New development will require the installation of 8-inch diameter mains in new street rights-of-way distribution lines.

The current fire flow requirement for Zone 573 is 6000 gallons per minute for six hours at the Alderwood Mall. This requirement was evaluated with the Fire Marshal for high intensity development planned for the Core Area. Installation of 8-inch diameter watermains in new streets can adequately provide fire flows above 5,000 gpm on the periphery of each block.

Storm Drainage

The City Center Sub-Area will be redeveloped under the City codes that are in place at the time that the redevelopment occurs. Currently, the City is requiring through the Environmental Review Process that projects meet the Washington State Department of Ecology (DOE) regulations for stormwater detention and treatment. These regulations will be used for all private and public improvements within the Sub-Area. New developments will utilize those methods for detaining and treating stormwater flows before release to the storm sewer system.

The Sub-Area lies within five drainage basins. Runoff from the upper portions of these basins flows through existing storm sewer trunk mains within the Sub-Area. The existing trunk mains will need to remain in service. Existing city streets requiring widening or reconstruction will have conveyance, detention, and treatment improvements to ensure the new improvements meet current stormwater design guidelines.

New City streets will have collection, treatment, and detention systems. These new systems will be connected to the existing storm sewer trunk mains. Redeveloped parcels within the Sub-Area will upgrade their on-site systems to provide detention and treatment before discharge to the public storm sewer. This will result in decreased peak runoff rates and improved water quality. As redevelopment occurs the Sub-Area will become more compliant with stormwater management practices.

The City of Lynnwood Comprehensive Flood and Drainage Management Plan, R.W. Beck, June 1998, indicates that there are flooding problems near the intersection of 44th Avenue W and Interstate 5. By requiring all redevelopment and new street improvements to detain water before release into the storm sewer system, some of the flooding problems that occur at this location as well as the other culvert crossings under Interstate 5 may be lessened.

Power, Communications, Gas

Franchise utility services are provided by the following:

Power	Snohomish County PUD
Telephone	Verizon
Communications	AT&T Broadband
Gas	Puget Sound Energy

Every provider’s system will have to be upgraded to meet future growth within the Sub-Area. Typically franchise utility service providers upgrade their systems to meet anticipated demand. Close coordination between City planners and franchise utility staff should continue as elements of the plan are developed to ensure that demand for services closely follows construction of the improvements.

To enhance the streetscape, all overhead utilities should be moved underground, and a utility undergrounding study conducted. The study should identify typical locations within city right of way for placing utilities, determine where a common trench can be used and define a phasing sequence that is coordinated with construction of other public improvements.

Power

The existing substation adjacent to I-5 currently serves the City Center area and has limited expansion potential due to a lack of space. The substation located behind Target is reportedly at 50% of capacity and could be expanded to help meet increased demand.

Telephone

Verizon will need a new transmission center and concrete encased duct bank network to serve the area. Based on development projections, a 4 or 6 way duct bank with accesses spaced every 500 feet will be needed. The accesses should be sited so to allow access without disrupting traffic.

Gas

Mains would be installed in all new streets. PSE prefers to locate the gas mains under the sidewalk. Relocation of the existing 12-inch diameter high pressure main in 44th Ave. W should be avoided if possible.

CAPITAL FACILITIES POLICIES

CCCF 1: New Conveyance and Hydraulic Modeling

Install new sewer conveyance in all new streets and evaluate existing sewers for capacity. Replace existing sewers that cannot meet future capacity requirements. Utilize a hydraulic model based on peak flows and street grades to size conveyance.

CCCF 2: Water Distribution

Install new watermains in all new streets. New pipes should be sized to minimize the length of existing pipe that will have to be replaced in order for the entire network to meet domestic and fire flow requirements.

CCCF 3: Water Conservation

Promote low water use devices in the design of all facilities including low water landscaping.

CCCF 4: Storm Drainage Requirements

Require all new and redeveloped streets and properties to meet the current storm drainage requirements set forth by the City.

CCCF 5: New City Street Analysis

Conduct a detailed drainage study in conjunction with the design of the City Center street improvements to identify detention and treatment facilities for new City streets. Minimize the number of new public detention and treatment facilities, and locate facilities within existing or new street rights-of-way.

CCCF 6: Public Spaces and Storm Water Detention

New stormwater detention and drainage facilities should be designed to include public park and open space amenities wherever possible. These stormwater detention and drainage facilities shall not substitute for the park and open space requirements for new development.

CCCF 7: LID Formation

Consider forming a Local Improvement District as a way of funding utilities, street and storm drainage improvements.

CCCF 8: Underground Overhead Utilities

Underground all overhead utilities. Where possible combine dry utilities in a common trench to preserve ROW for other uses.

CCCF 9: Underground Utility Study

Conduct an underground utility study with participation from City and all franchise utility staffs to identify critical phasing.

CCCF 10: Decorative Utility Covers

The City should consider commissioning an artist to create a decorative utility cover to reflect the image of the community. This cover would become the standard for the Sub-Area and would be required on all utility accesses located within the sidewalk area.

CCCF 11: Expand Service Capacity

Work with utilities and other service providers to plan for and coordinate expansion of service capacity.

V. Proposed Strategic Projects & Programs

In order to accomplish the many directions described in this plan, there will need to be a number of actions taken by both public and private entities. Some will be specific projects while others will be enduring programs. The following suggests the key elements of implementation.

Initial Working List

The following projects and programs are listed here as a logical outgrowth of the policies contained in this plan. They are not listed in any order of priority.

Projects

- Work with Sound Transit and private developers to develop a design build project of housing in the air rights above the new parking lot next to the expanded transit center.
- Incorporate into the City's Capital Facilities Program plans the following projects:
 - widening 196th to add one lane each direction
 - widening 44th to add one lane northbound (these widening project should include street trees, new lighting and undergrounding of utilities)
 - adding signals and intersection improvements in locations indicate by the Transportation Section
 - acquiring right-of-way for the future secondary grid street network through both dedications and purchase improving utilities to serve the City Center
- Incorporate into the City's Capital Facilities Program, street improvements and the acquisition of parcels to create major public spaces. A town square in the Core and a public square in the West End should be high priorities. Such spaces might also have private sector participation in their development.
- Work with the State and legislative delegation to put into motion plans and funding for adding new ramps to I-5, as identified in the Transportation Section.
- Work with the School District to identify potential development options for the parcel the district owns on 196th Street SW. Any development options should reinforce future phases of the convention center development to the north.
- Work with private property owners and developers to identify key short term development projects that could work as catalysts in attracting other developers.

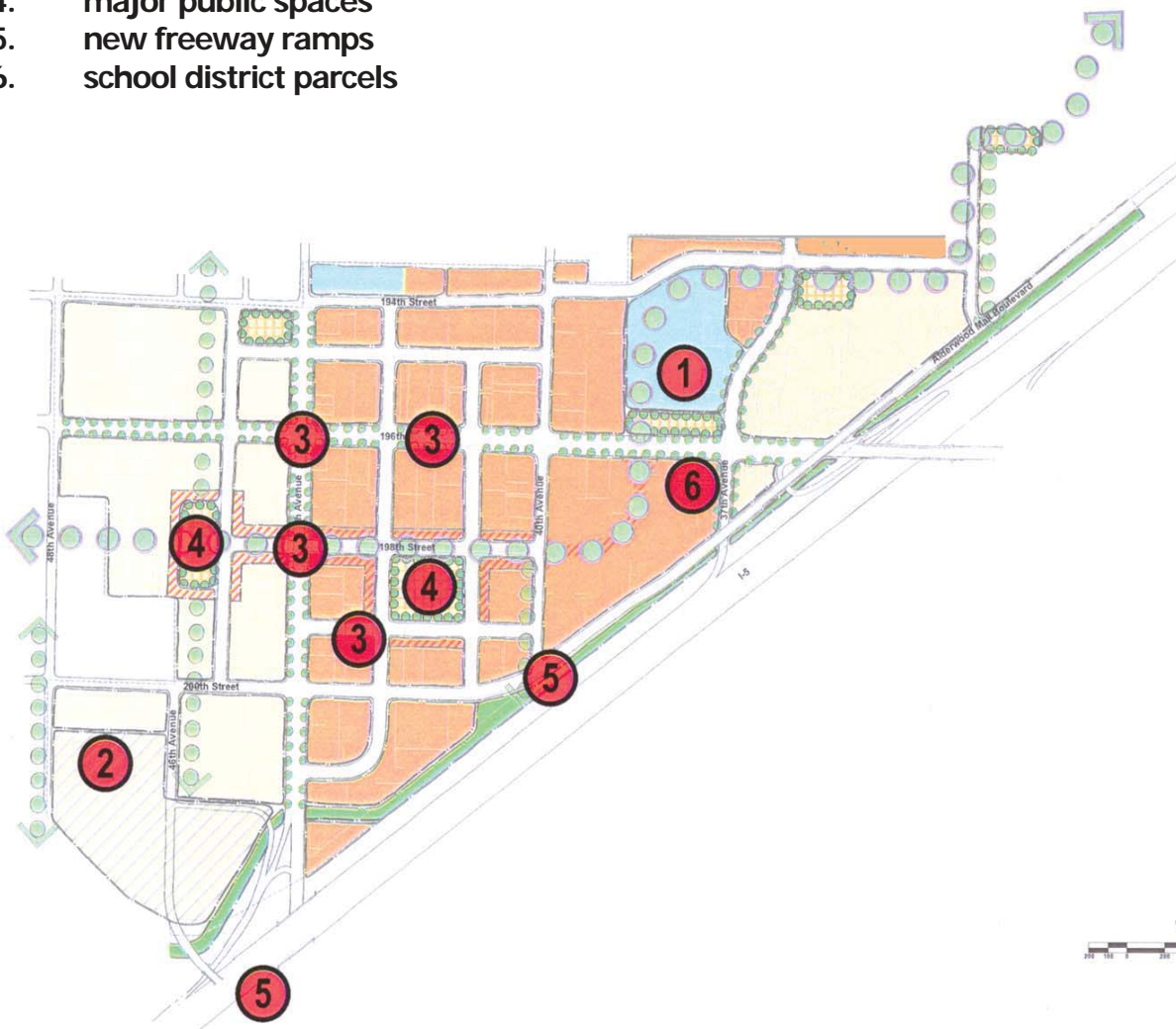
V. Proposed Strategic Projects & Programs

Programs

- Adopt amendments to the building code to allow 4-5 floors of wood frame construction on top of a concrete base.
- Adopt an ordinance to allow the State-authorized ten year tax abatement program for multiple family residential development to be applied within the City Center.
- Explore a phased program for consolidating city offices into a government center, possibly along with a local transit center and a new library on a site within the City Center.
- Form an “umbrella organization” dedicated to advocacy, collaboration, marketing and financing for the City Center.
- Create the position of City Center Development Manager to promote and oversee public and private investment.
- Create special mechanisms such as Local Improvement Districts (LID’s) or Business Improvement Districts (BID’s) to accomplish projects and programs.
- Review State legislation that may help achieve the City Center Plan and implement these provisions.
- Establish a City Center Parking Management Program, together with a program of Residential Parking Permits for neighborhoods outside of the City Center.
- Develop a Marketing Program for the City Center.
- Develop a traffic mitigation program

Potential Projects

1. convention center expansion
2. housing over transit center
3. street improvement projects
4. major public spaces
5. new freeway ramps
6. school district parcels



City of Lynnwood
Community Development Department
City Center Sub-Area Plan digital document paths

Adobe PageMaker and PDF files:

Entire Document (91-pages including this page)

G:\2000\CPL\0002\Adoption Documents\Subarea Plan\SubareaPlanMarch2005.pmd

G:\2000\CPL\0002\Adoption Documents\Subarea Plan\SubareaPlanMarch2005.pfd





This page intentionally blank

APPENDIX A.2

HIGHWAY 99 SUBAREA PLAN



This page intentionally blank

CITY OF LYNNWOOD
HIGHWAY 99 SUBAREA PLAN

September 12, 2011

Adopted by Ordinance 2910

Table of Contents

Introduction	1
Background	1
Plan Contents.....	5
Existing Conditions.....	7
<i>Land Use</i>	7
<i>Transportation</i>	8
<i>Public Services and Utilities</i>	9
Comprehensive Plan.....	9
<i>City Vision</i>	9
Planning Process	12
Planning Concept	17
Regional Context.....	17
A Vision for a Regional Linear Community	17
Goals and Objectives	19
Translating Goals to Action – Basic Concepts	19
<i>Goal: Create Nodes of Activity</i>	20
<i>Goal: Allow a Wide Variety of Business Types</i>	21
<i>Goal: Support Housing</i>	22
<i>Goal: Support Improved Linkages Between the Corridor and Edmonds Community College</i>	22
<i>Goal: Keep People Moving</i>	22
<i>Goal: Enhance Community Gathering Spaces</i>	23
<i>Goal: Improve Identity and Image of the Corridor</i>	23
<i>Goal: Improve Public Safety</i>	23
Supporting Transit and Business while Creating a Neighborhood Feel.....	23
Envisioning a Mixed-Use Node	24
Design Principles	28
Other Implementation Considerations.....	33
<i>Improving Livability</i>	33
<i>Transportation Improvements</i>	33
Policy & Implementation Recommendations	35
Land Use.....	36
<i>Goal 1: Create nodes of activity at key locations along Highway 99</i>	36
<i>Goal 2: Encourage a wide variety of business types between nodes along Highway 99</i>	47
<i>Goal 3: Support housing along and adjacent to the Highway 99 corridor</i>	48
Transportation and Infrastructure.....	49
<i>Goal 4: Keep people moving along Highway 99</i>	49

Parks and Open Space.....	52
<i>Goal 5: Enhance Community Gathering Spaces.....</i>	<i>52</i>
Urban Design.....	55
<i>Goal 6: Improve identity and image of corridor.....</i>	<i>55</i>
<i>Goal 7: Improve public safety.....</i>	<i>56</i>
Appendix.....	57
Economic Revitalization Strategies.....	57

Introduction

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



*196th St SW node (James Village)
circa 1959*

Background

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

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

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



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

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

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

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

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

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

Key findings of the Existing Conditions and Market Assessment include:

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

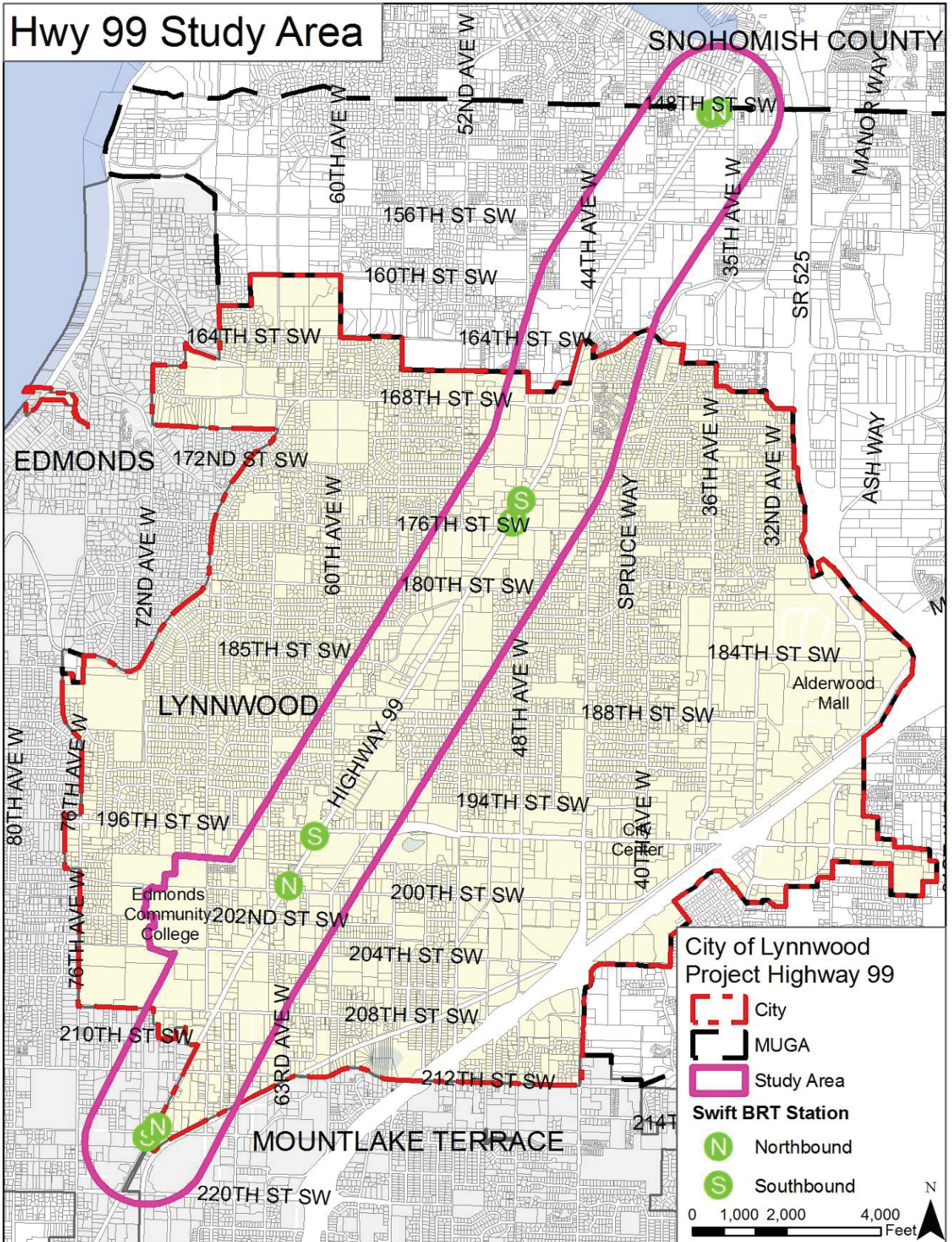


Figure 1. Highway 99 study area.

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

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

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

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

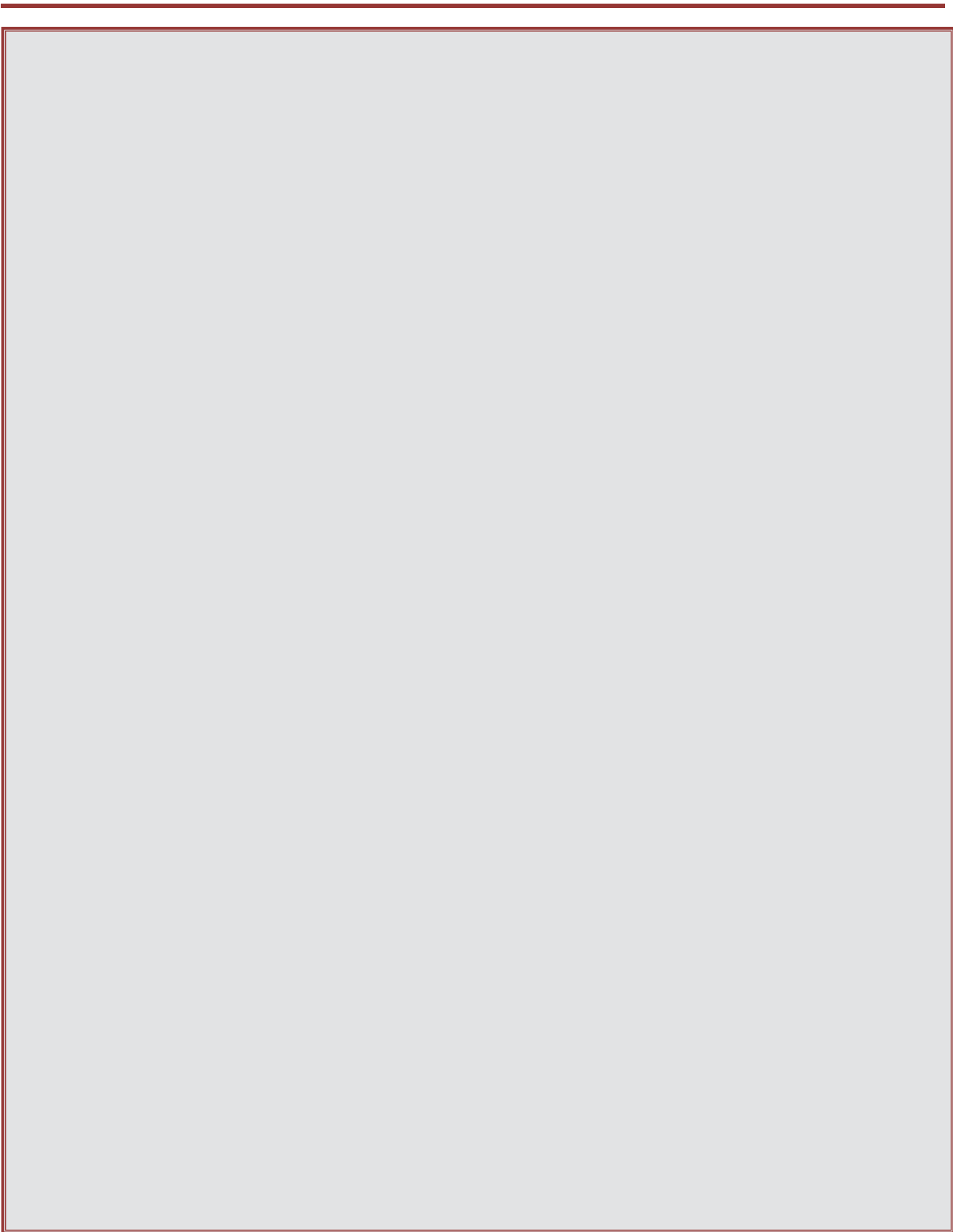
guidelines and recommendations for physical infrastructure and open space improvements.

Plan Contents

The Highway 99 Subarea Plan is divided into four sections:

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

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



Existing Conditions

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

Land Use

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

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

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



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



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

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

Transportation

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

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

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

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

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

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



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

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

Public Services and Utilities

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

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

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

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

Comprehensive Plan

City Vision

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

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

The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.

Our vision is...

- To be a welcoming city that builds a healthy and sustainable environment.*
- To encourage a broad business base in sector, size and related employment, and promote high quality development.*
- To invest in preserving and expanding parks, recreation, and community programs.*
- To be a cohesive community that respects all citizens.*
- To invest in efficient, integrated, local and regional transportation systems.*
- To ensure a safe environment through rigorous criminal and property law enforcement.*
- To be a city that is responsive to the wants and needs of our citizens.*

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

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

Objective 12: Promote infill commercial development and redevelopment with opportunities for new residential development in specific locations within the Highway 99 activity center while improving the visual character and image.

Policy LU-3.1: Incentives and performance related standards shall be established to allow residential uses and mixed-use developments on Office Commercial and Regional Commercial designated properties, at appropriate locations in the Subregional, Community College, and Highway 99 Corridor Subareas.

- Policy LU-4.4: Encourage mixed-use development (including multiple family residences) at major intersections along Highway 99, provided that development sites are large enough to enable high-quality urban design and inclusion of site amenities.*
- Policy LU-8.12: Attractive gateways shall be established at all principal entry points to the City.*
- Policy LU-8.13: Reconstruction of streets located within principal gateways shall incorporate high quality landscape and streetscape design and features.*
- Policy LU-8.15: The number, size and height of signs shall provide for business and product identification while creating an aesthetically pleasing visual environment.*
- Policy LU-8.16: Signs shall be designed and placed on a site in a way that provides an integrated development appearance and is aesthetically pleasing as viewed from the street and surrounding properties.*
- Policy LU-8.17: The City shall implement a program requiring nonconforming signs to be made conforming or be removed.*
- Policy LU-8.18: The visual character of buildings shall be enhanced by means of architectural design and landscape elements to create a human scale and positive visual character for the streetscape and abutting residential uses.*
- Policy LU-8.19: Screening of elements such as recycling and waste collection areas, compactors and dumpsters, loading and service areas, and mechanical equipment shall be required so that these elements do not create a negative impact to the streetscape and nearby residential areas.*
- Economic Development Goal B: Implement Revitalization Strategies for the Highway 99 Corridor – Adopted February, 2008 (described above).*

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

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

Planning Process

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

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

Key elements of the planning process included:

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

City of Lynnwood Project Hwy 99
Public Workshop #1 Results
Summary

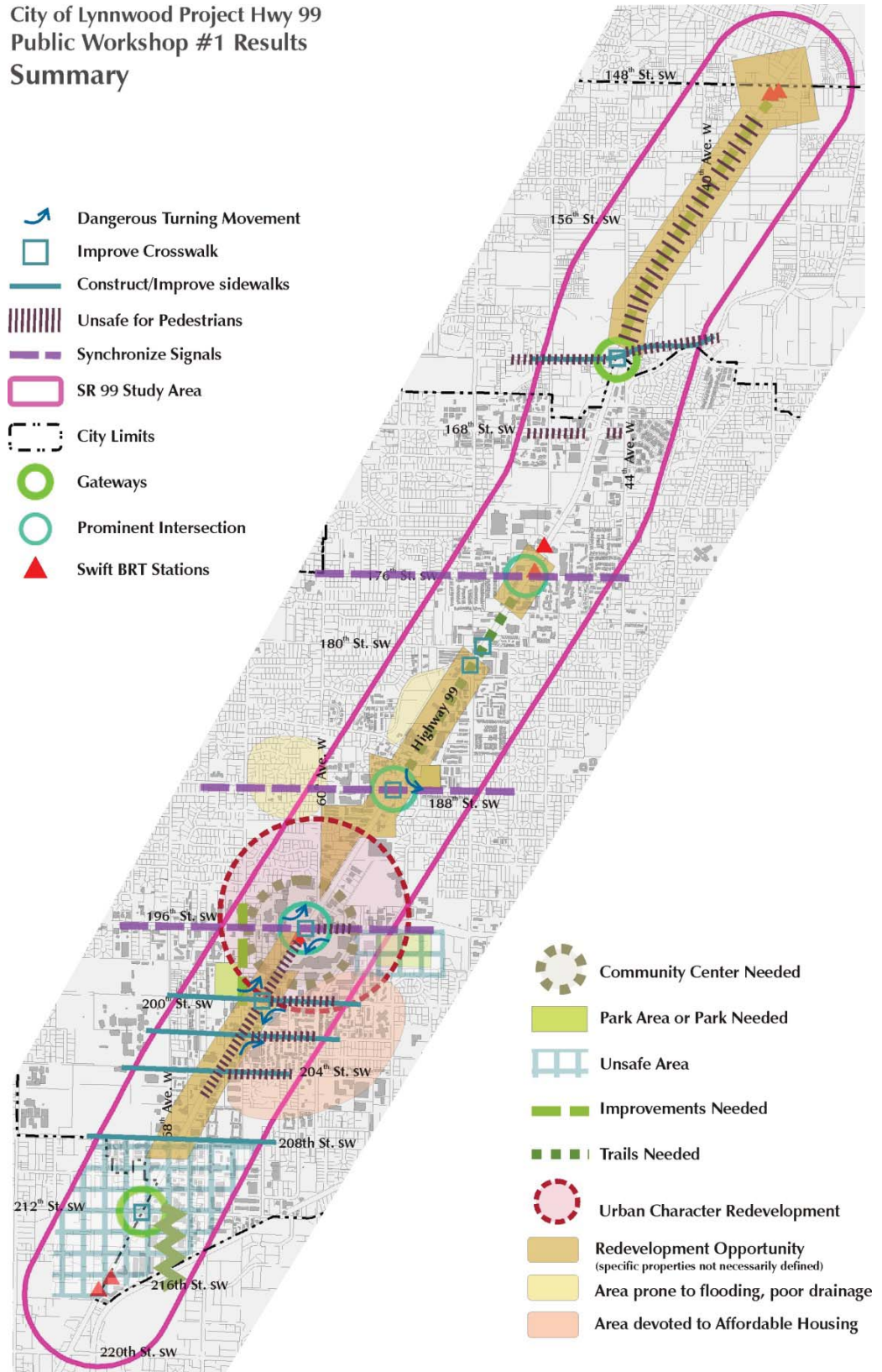


Figure 5. Summary of results for Public Workshop #1.

- Developing two alternative land use scenarios based on Workshop 1 participants' suggestions, feedback from other agencies, and the Planning Commission comments. The corridor was divided into segments and two alternatives were proposed for each segment. The two alternatives included a residential/mixed-use development option and a commercial development option.
- Presenting the alternatives to public participants at the second public workshop conducted on April 21, 2009. Participants were given the opportunity to state preferences for the different segments. (Attendance at the second workshop was much lighter than at the first session.)
- Presenting the public-review draft project documents (Subarea Plan, Zoning Regulations and Maps, and Design Guidelines) and the Draft Supplemental Impact Statement at a public meeting on September 28, 2010.
- Completed a Draft and Final Supplemental Environmental Impact Statement that assessed the potential impacts of redevelopment of the nodes on traffic facilities, utility facilities (sewer, water and stormwater), parks and greenhouse gas emissions.
- Public hearings on the final-draft documents before the City's Planning Commission (March 2011) and City Council (June 2011).
- City Council adoption of the Subarea Plan, Zoning Regulations and Maps and Design Guidelines on September 12, 2011.

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

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

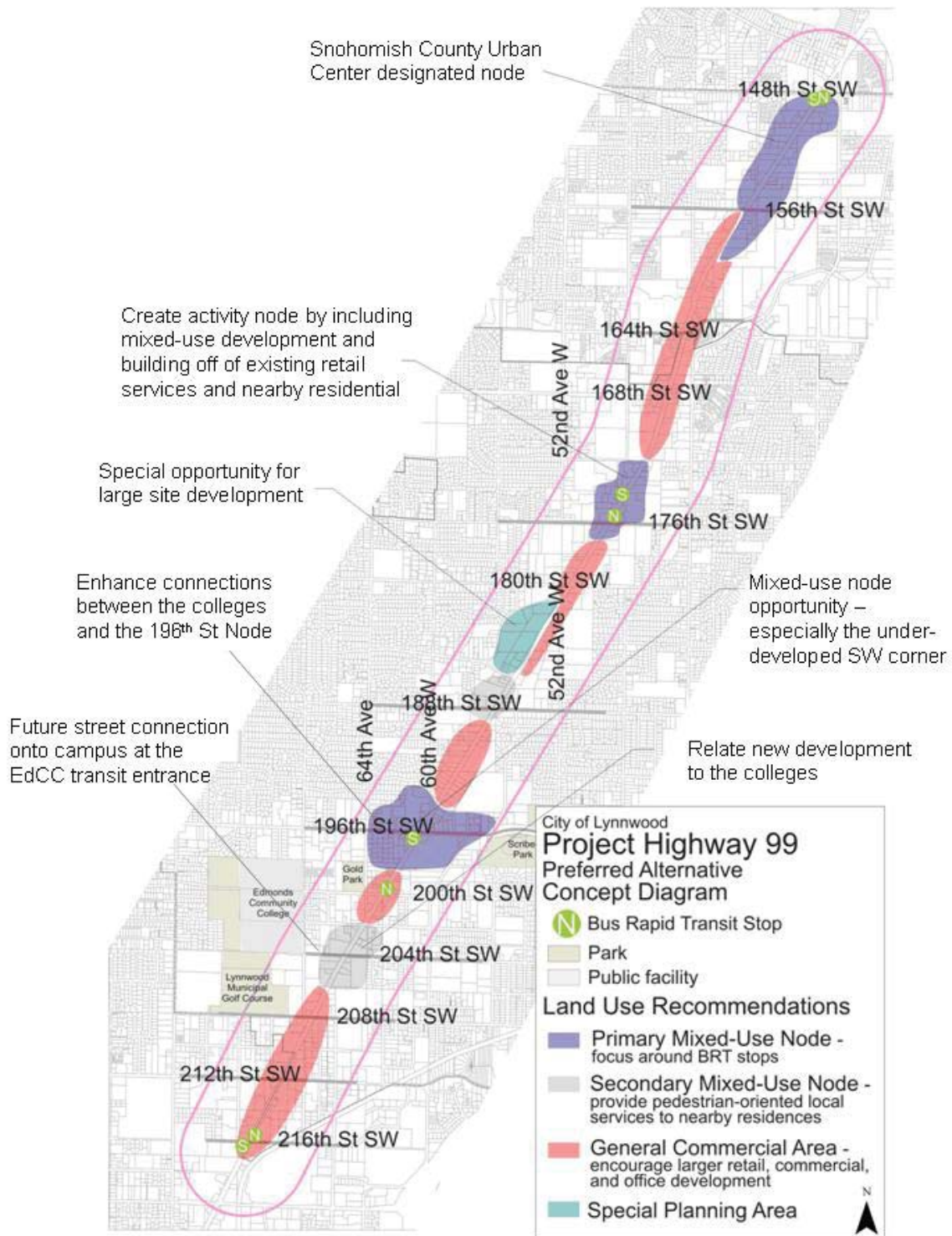


Figure 6. General concept for the preferred alternative for the Corridor

Planning Concept

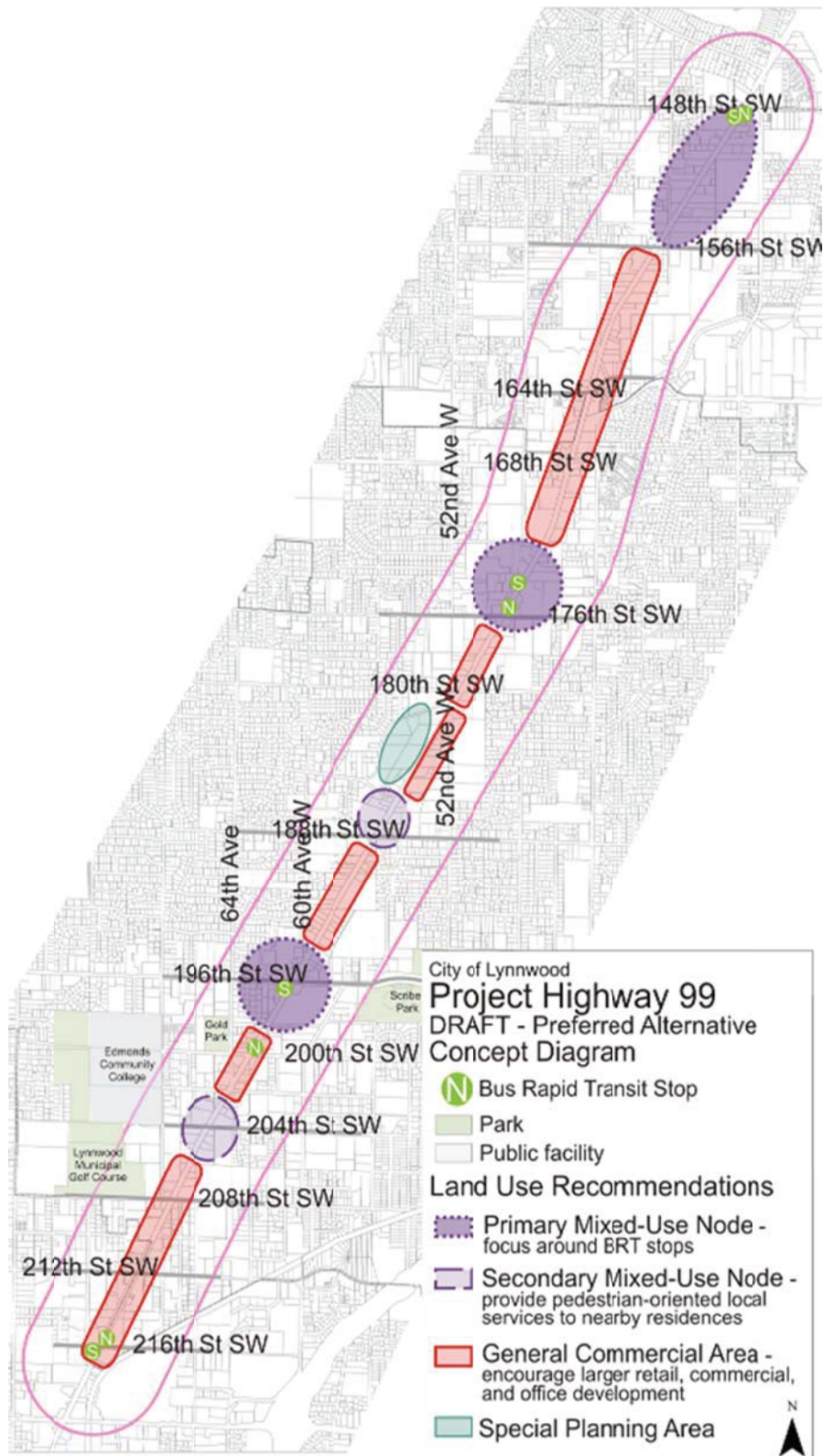
The Highway 99 Subarea Plan envisions the study area’s transformation from a primarily auto-oriented commercial strip to a multi-modal, multi-use corridor that features strategically placed mixed-use centers or “nodes” between stretches of diverse commercial uses. The “planning concept” described in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

Regional Context

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

A Vision for a Regional Linear Community

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



Sept.

specialized nodes with recreational, civic, medical, educational, and commercial attractions.

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

Goals and Objectives

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

Translating Goals to Action – Basic Concepts

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



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

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

Goal: Create Nodes of Activity

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

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

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

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

Economic Development Strategies & Comprehensive Plan Goals & Policies

Goals and Objectives Established at Public Meetings

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

Goals and Objectives from Planning Commission

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

Goals and Objectives for Project Highway 99

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

Goal: Allow a Wide Variety of Business Types

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

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

Goal: Support Housing

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

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

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

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

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

Goal: Keep People Moving

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

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

Goal: Enhance Community Gathering Spaces

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

Goal: Improve Identity and Image of the Corridor

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

Goal: Improve Public Safety

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

Supporting Transit and Business while Creating a Neighborhood Feel

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



(Highway 99) in Shoreline.



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



44 du
.32 acres
138 du/ac

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

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

Envisioning a Mixed-Use Node

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

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

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

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



51 du
.31 acres
162 du/ac

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



37 du
.34 acres
109 du/ac

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



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

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

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



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

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



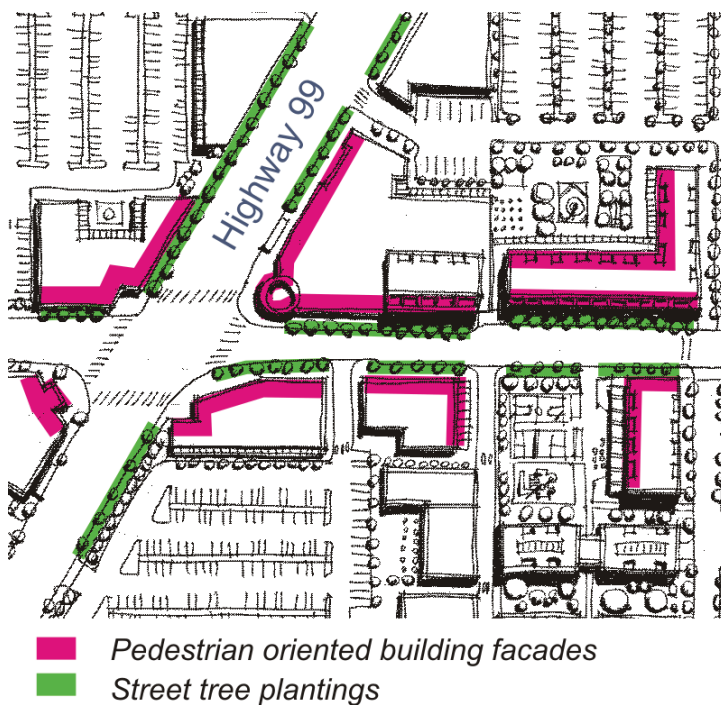
HYPOTHETICAL EXAMPLE OF MIXED-USE DEVELOPMENT AT A NODE



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

Design Principles

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

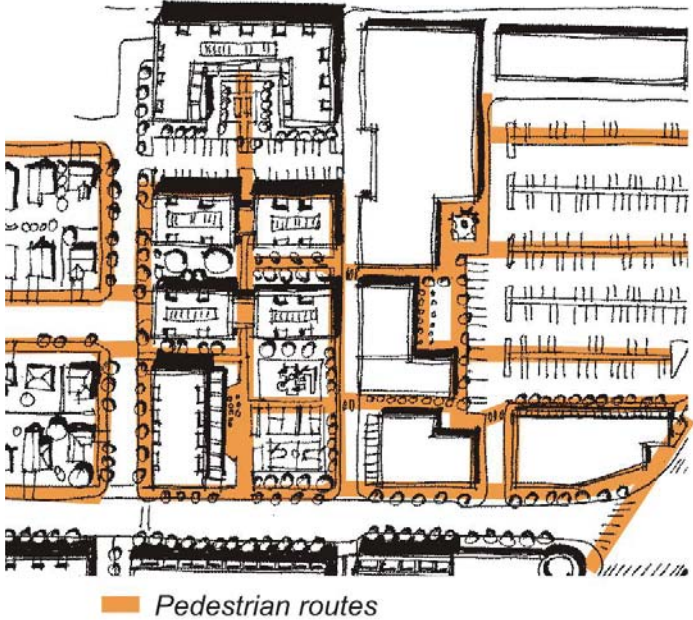


1. Orient building to reinforce pedestrian environment.

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

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

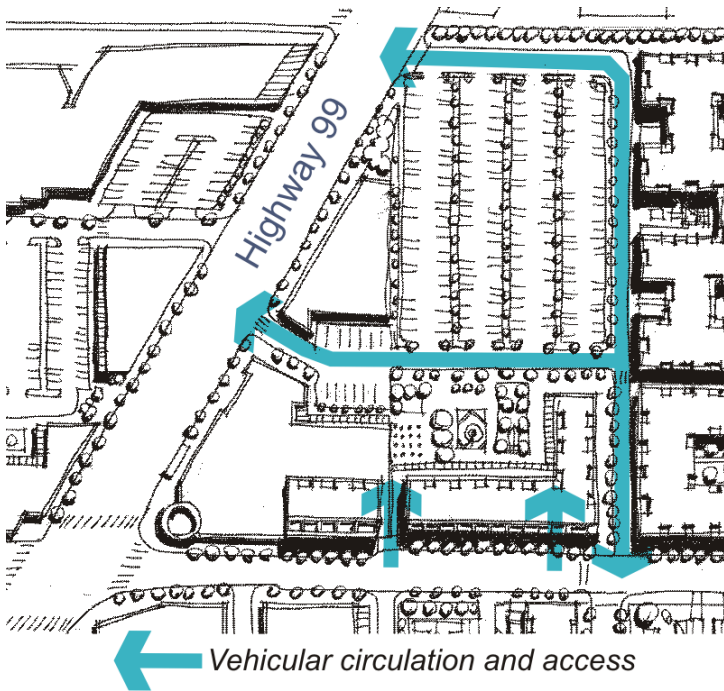
- Provide pedestrian connections through large sites.
- Design multi-building developments around a pedestrian network.



3. Provide a variety of open spaces.

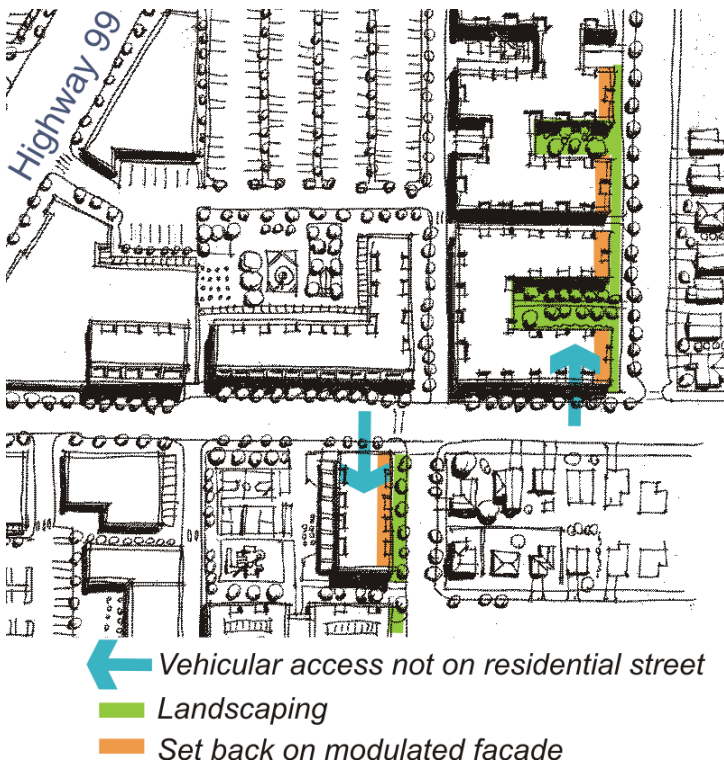
- Include some form of open space for all residential development.
- Include open space as part of retail development.
- Incorporate landscaping and “green” features whenever possible.
- Location/design considerations:
 - Feasibility
 - Usability
 - Maintainable





4. Provide a safe and efficient vehicular system.

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

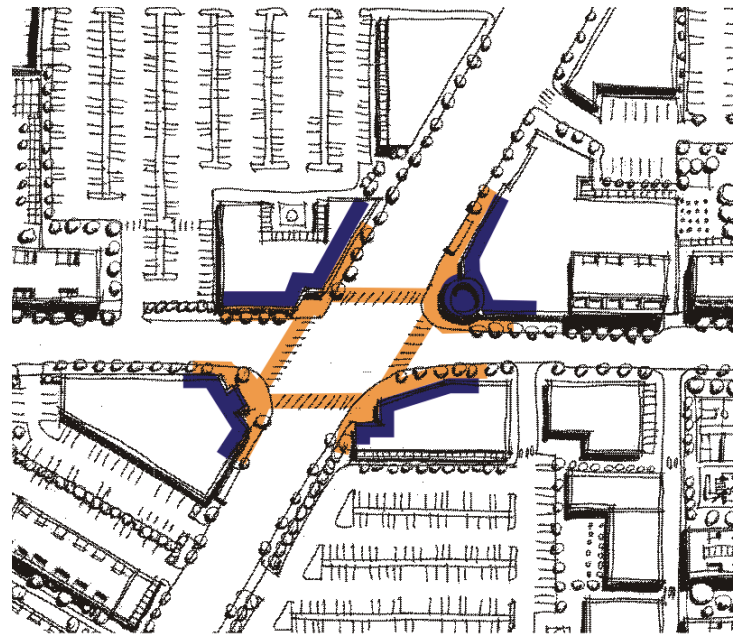


5. Be a good neighbor to adjacent properties.

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

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

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



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

7. Develop high-quality buildings integrated with landscaping.

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



GOALS

● = Accomplishes goal
○ = Contributes to goal

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

Other Implementation Considerations

Improving Livability

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

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

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

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



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



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

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



Transportation Improvements



Figure 17. A typical side street.



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



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

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

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

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

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

Other recommendations include:

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

Policy & Implementation Recommendations

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

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

1. Goals are underlined

1.1 Policies are bold and italicized

1.1.1 Implementation recommendations are bold in a smaller font size.

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

Land Use

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

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

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

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

148th St SW Mixed-Use Node



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

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

176th St SW Mixed-Use Node

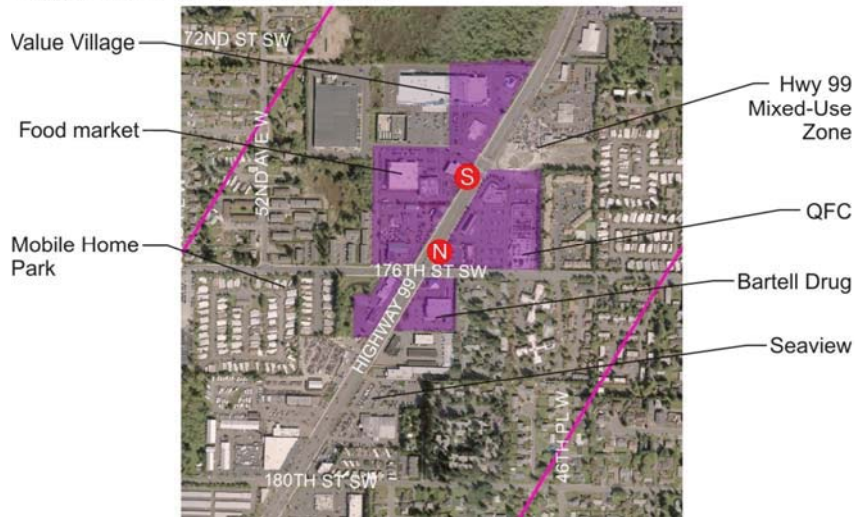


Figure 22. 176th Street SW mixed-use node.

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

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

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

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

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

196th St SW Mixed-Use Node



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

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

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

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

188th St SW Mixed-Use Node



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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



façade.

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

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



Figure 27. Pedestrian-oriented open space.

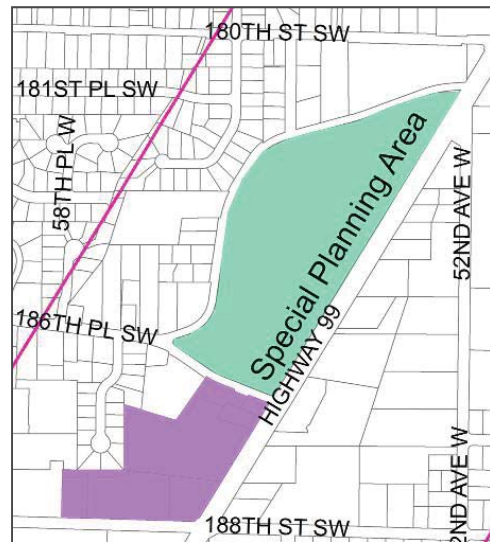


Figure 28. Children's play area.

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

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

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



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

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



Figure 29. Special Planning Area current conditions.

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

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

The proposed zoning regulations relax a number of dimensional and form-based standards for projects with a minimum density of at least 20 dwelling units per acre (See 1.3.1). Additionally, the City should reduce the number of required parking stalls in the Hwy 99 Mixed-Use zone, especially the number of stalls per residential unit. With the excellent transit service and better access to goods and services, residents will not have as great a need for automobiles. Parking reductions are a very significant way to lower development costs.

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

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

1.5.3 Give priority to capital improvements that will stimulate development.

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

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

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

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

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

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

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

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

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

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

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

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

2.1.1 Encourage a business improvement association to:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Transportation and Infrastructure

Goal 4: Keep people moving along Highway 99.

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

4.1.1 Conduct East/West corridor study.

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

4.1.2 Evaluate intersection improvements.

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

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

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

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

4.2.1 Reconfigure access points.

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

4.2.2 Monitor signal timing along SR 99.

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

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

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

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

4.3.2 Improve SR 99 pedestrian crossings.

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

4.3.3 Require improved sidewalks as a part of new development.

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



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

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

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

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

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

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

4.4 Policy: Support and encourage transit ridership.

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

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

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

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

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

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

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

4.5 Policy: Improve bicycle connections throughout the study area.

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

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



keleton Plan

Parks and Open Space

Goal 5: Enhance Community Gathering Spaces.

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

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

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

5.1.2 Implement the Scriber Lake Park Master Plan.

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

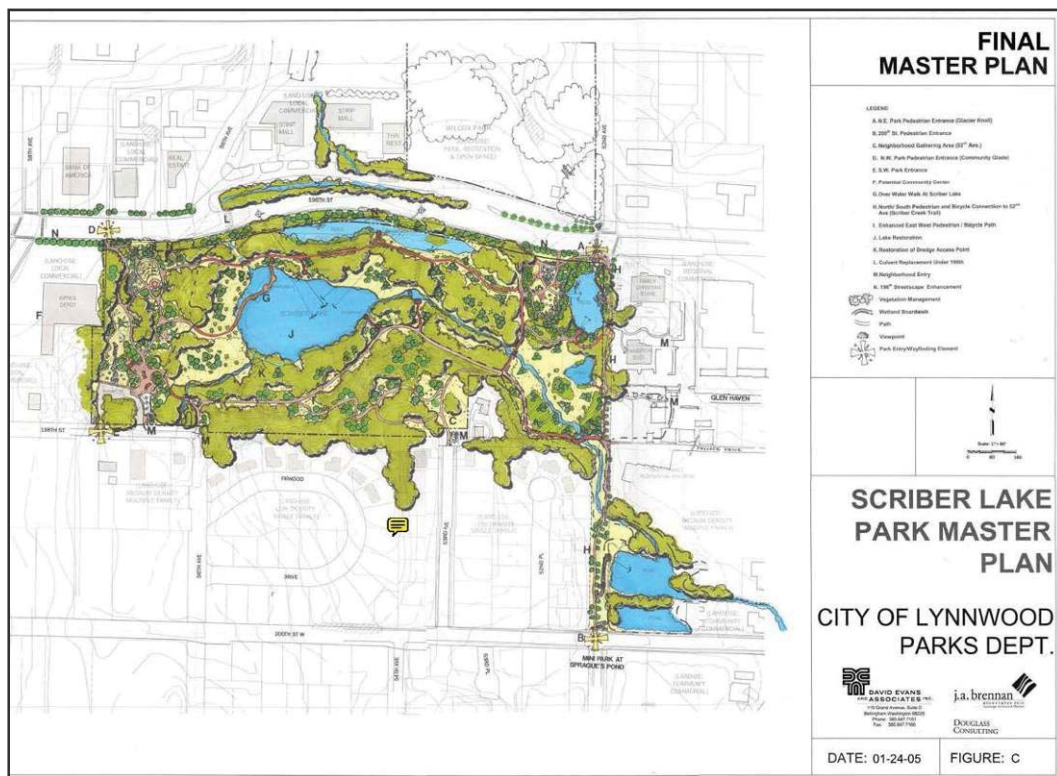


Figure 32. Scriber Lake Park Master Plan.

5.1.3 Improve Gold Park.

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



Figure 33. Existing conditions of Gold Park.

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

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

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

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

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

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

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

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



Figure 34. Existing conditions on the Interurban Trail.

5.3.2 Continue to maintain and improve Scriber Creek Trail

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

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

See also Transportation recommendations for pedestrian and bicycle improvements.

Urban Design

Goal 6: Improve identity and image of corridor.

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

6.1.1 Adopt zoning regulations and design guidelines specifically for the nodes that will manage development in the nodes so as to create the quality of design and arrangement of buildings, parking areas, landscaped areas and other public and private spaces that fulfill the vision and intent of this plan.
A new zoning district ("Highway 99 Mixed Use Zone) and new design guidelines for the nodes are recommended.

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

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

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

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

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

Goal 7: Improve public safety.

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

7.1.1 Incorporate CPTED into code update and design guidelines.

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

7.1.2 Require pedestrian-scaled lighting at nodes.

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

Appendix

Economic Revitalization Strategies

**CITY OF LYNNWOOD
RESOLUTION NO. 2008-02**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY
OF LYNNWOOD, WASHINGTON, TO ESTABLISH
REVITALIZATION STRATEGIES FOR THE HIGHWAY 99
CORRIDOR**

WHEREAS, on November 22, 2004, the City Council approved the City of Lynnwood Economic Development Action Plan as a citywide economic development plan, and

WHEREAS, on November 28, 2005, the City Council adopted Ordinance 2594, which in part, amended the Lynnwood Comprehensive Plan to incorporate the Economic Development Action Plan as the Economic Development Element Update in the City's Comprehensive Plan, and

WHEREAS, the citywide economic development policies and strategies include the implementation of redevelopment activities to enhance the city's economy and sense of place, including economic revitalization and redevelopment within key areas, and

WHEREAS, the citywide economic development policies and strategies identify Highway 99 (SR 99) within Lynnwood and Lynnwood's municipal urban growth area as a key area for economic revitalization and redevelopment, and

WHEREAS, the citywide economic development policies and strategies recommend that market conditions and related issues in key areas be analyzed, that an area vision be derived from opportunities defined by this analysis, that area plans and strategies be developed to realize the vision, and that available tools for implementation be identified, and

WHEREAS, on August 14, 2006, City Council approved a contract with ClearPath, LCC, for the preparation of revitalization strategies for Highway 99 as included in the citywide economic development plan,

WHEREAS, revitalization strategies have been prepared with the involvement and participation of the community, businesses, property owners, and other stakeholders, and

WHEREAS, approval of the proposed strategies will provide policy guidance for the preparation of area plans and implementation strategies.

NOW THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF LYNNWOOD:

That the Highway 99 Revitalization Strategies, identified in Exhibit A, are approved as a framework to guide the preparation of area plans and implementation strategies for this key area.

BE IT FURTHER RESOLVED that the preparation of area plans and implementation strategies for Highway 99 will be included in the 2008 docket of proposed amendments for the City of Lynnwood Comprehensive Plan.

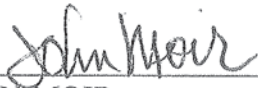
RESOLVED this 25th day of February, 2008.



DON GOUGH, Mayor

ATTEST:

APPROVED AS TO FORM:



JOHN MOIR,
Finance Director



MICHAEL RUARK
City Attorney

Exhibit A Draft Strategies

Draft

- STRATEGY I:** Create Gathering Places
- STRATEGY II:** Support Transit Oriented Development
- STRATEGY III:** Allow a wide variety of business types along the Corridor
- STRATEGY IV:** Allow Housing
- STRATEGY V:** Support Small Business
- STRATEGY VI:** Improve Identity and Image of Corridor and Key Segments
- STRATEGY VII:** Develop a Physical Plan

STRATEGY I

Create Gathering Spaces

- Develop mixed use high density nodes at key locations
 - ✓ Locate nodes at major intersections & in conjunction with BRT
- Increase development capacity at key locations
 - ✓ Increase lot depth and commercial zoning
- Ensure safety
 - ✓ Lit pathways, housing, enhance security
- Introduce housing
 - ✓ Create vitality and take advantage of transit
- Create park / Plazas
 - ✓ Complement transit and commercial/residential nodes

STRATEGY II

Support Transit Oriented Development

- Allow flexibility in zoning and increase density, particularly at the Gathering Places
- Leverage capacity of transit by concentrating housing within walking distances to stations
- Provide and enhance bus and pedestrian access to properties while maintaining through traffic capacity
- Improve vehicle access to properties
- Ensure the corridor continues to be a transit priority
- Collaborate with Community Transit to ensure success

STRATEGY III

Allow a wide variety of business types along the corridor

- Connect the Gathering Places with a broad mix of commercial uses
- Capitalize on regional growth and current market success to build capacity and recruitment
- Expand commercial zoning back from Hwy 99 where appropriate to encourage higher quality developments
- Identify potential redevelopment areas
- Recognize needs of retail frontage, foster access and visibility

STRATEGY III

Allow a wide variety of business types along the corridor

(continued)

- Encourage small business development in strategic locations
 - ✓ Shallower commercial parcels
 - ✓ Near housing; within mixed use

- Broaden allowed uses at key sites.
 - ✓ Create Flex buildings
 - ✓ Light industrial and manufacturing as allowed flex uses

- Update comp plan, zoning and development regulations to be supportive of desired outcomes

STRATEGY IV

Support Housing

- Encourage a variety of housing types to:
 - ✓ Increase housing choices
 - ✓ Create opportunities for affordable home ownership
 - ✓ Create a better sense of place
 - ✓ Increase vitality along the corridor

- Encourage homeownership next to commercial uses

- Locate housing back from street

STRATEGY V

Support Small Business

- Develop a product type that supports small business
- Encourage a business improvement association to:
 - ✓ Create marketing campaigns for the corridor
 - ✓ Support design and maintenance standards
 - ✓ Provide business education and training
 - ✓ Advocate for small businesses
 - ✓ Conduct research and surveys
 - ✓ Act as a funding mechanism for corridor improvements
- Accommodate flex space spaces for small businesses

STRATEGY VI

Improve Identity & Image of Corridor & Key Segments

- Enhance commercial areas and encourage higher quality investments
- Address quality of life issues: perceptions of crime, safety and cleanliness
- Maintain and support successful niche businesses
 - ✓ Identify geographic areas with concentrated uses and identities
 - ✓ Create guidelines to reinforce character and market potential
 - ✓ Determine other strategies to support geographic segments
- Auto dealers and service as a desirable niche business
 - ✓ Recognize the value and potential of new dealerships
 - ✓ Improve physical condition of auto support services

STRATEGY VII

Develop a Physical Plan

- Work with urban designers to coordinate a plan for physical conditions consistent with the Corridor strategy
- Address quality-of-life issues in the physical planning process
- Create coordinated communication and outreach plan to include adjacent neighborhoods



This page intentionally blank

APPENDIX A.3

COLLEGE DISTRICT SUBAREA PLAN

The College District Plan

A subarea plan and related zoning for the
Edmonds Community College Campus
and
Adjacent Neighborhoods

Adopted by:

Lynnwood City Council
Nov. 12, 2002

ACKNOWLEDGEMENTS

Edmonds Community College

Jack Oharah, President

Robert Botley, Senior Vice President/Chief Financial Officer

Donald Bloom, Director of Capital Projects

William Julius, Capital Planning Consultant for Edmonds Community College

Facilities Planning Committee

Cynthia Beyer

Pamela LeMay

Jerry Haynes

Steve Hanson

Karen Thielke

Victor Portolese

Kim Nakano

Veronica Russell

Marion Weldon

Yvonne DeMiero

Mary O'Brien

Robert Botley

Nancy Johnson

Donald Bloom

Central Washington University

Barry Caruthers, Interim Academic Planning Officer

Edmonds School District

Dr. Susan Torrens, Superintendent

Michael Warden, Assistant Superintendent

City of Lynnwood

Mayor

Tina Roberts

City Council

Ned Daniels

Sharon Rutherford

Don Gough

Jim Smith

George Janecke

Lisa Utter

Mike McKinnon

Planning Commission

Bea Ferguson

Carl H. Nelson

Steve Hanson

Lynn Silsbee

Dave K. Hudson

Alison W. Sing

Dave Johnson

Lynnwood Staff

Jim Cutts, Director of Community Development

Marc LaFerrier, Planning Manager

Ron W. Hough, Senior Planner

Marc Amrine, Associate Planner

Lee Michaelis, Planning Technician

Consultant Team

NBBJ

Robert Bernstein, P.E.

Reid Middleton

TABLE OF CONTENTS

PART 1

Executive Summary

Master Plan Goals

Section 3 Academic Program Requirements

PART 2

Study Area and College Campus – Existing Conditions

PART 3

Areawide and Campus Master Plan

Transportation System Implementation Plan

COLLEGE DISTRICT PLAN PART 1

EXECUTIVE SUMMARY

Background and Study Purpose

Edmonds Community College (EdCC), in the City of Lynnwood, currently serves more than 6,000 students on the-campus. Central Washington University (CWU), a partner with EdCC, also provides classes to approximately 400 students in a nearby off-campus building known as the Sno-King Building. In the next 20 years, these two institutions will provide higher education access to an increasing number of area residents on the EdCC campus.

EdCC opened its doors in the fall of 1970 in its current location, a former army radio relay station. The campus is situated on approximately 50 acres with 13 major buildings that total approximately 425,000 gross square feet.

The college campus, including the adjacent commercial and residential neighborhood, is designated in the City of Lynnwood's 1995 Comprehensive Plan as an "College District." Specifically, the Comprehensive Plan calls for development of a Community College Area Master Plan to provide educational, recreational, and cultural experiences for the entire community.

The purpose of this study has been to define and describe an integrated areawide and campus master plan that reflects the growing space needs of EdCC and the needs of the neighborhood.

There were many determinants addressed in the collaborative and comprehensive study of the Community College Activity Area. Of these, three stood out:

- **Increase in future student population** – Edmonds Community College's enrollment is forecast to increase 30-40% over the next 20 years.
- **Area properties are susceptible to change** – The areas adjacent to EdCC and Highway 99 are susceptible to change. Many single-family homes in the area are more than 40 years old and an increasing number of them are being converted from owner-occupied to rental properties.
- **Increasing traffic volumes** – With an expected increase in urban densities and populations, along with an increase in future student population, alternative modes of transportation and vehicular routes need to be explored.

Study Process

This planning effort involved five phases, seven major tasks and four public meetings over a period of approximately eight months as summarized in the following graphic. Numerous charrettes/worksessions were held with the EdCC Facilities Planning Committee, Instructional Staff, Edmonds School District representatives and City staff.

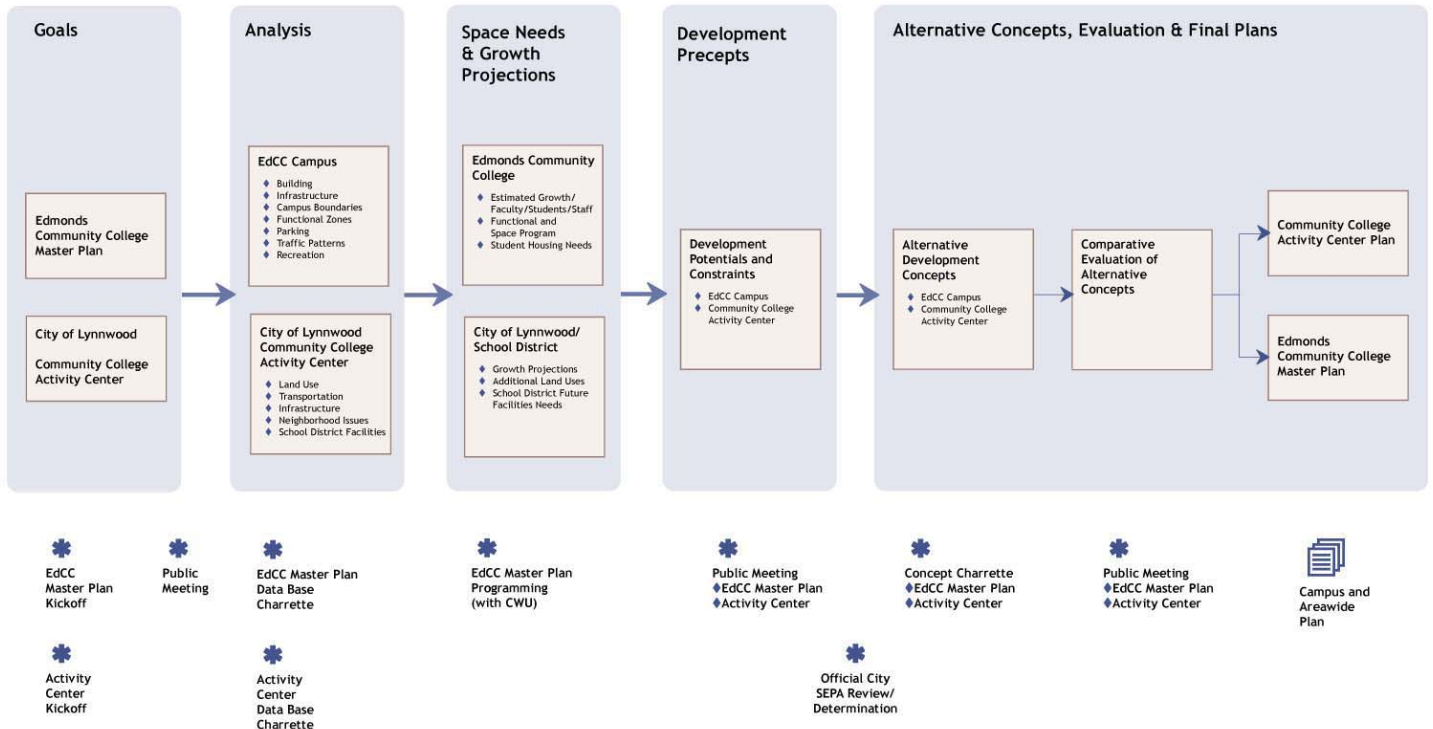
The study began by distilling the City's and EdCC goals and objectives. The identified goals in turn became evaluative criteria later in the study. Next, the community college and area neighborhoods were analyzed to gain an understanding of existing land use, transportation, and pedestrian and open space/recreational elements. Future student enrollment forecasts and space needs, along with development of design precepts, followed and provided the framework for compiling alternative development concepts. Criteria developed from the early goals and objectives were applied to comparatively evaluate the alternative concepts. Finally, through considerable input from the neighborhood, College and City, a final preferred plan was identified.

The study process included a significant effort to engage the general public, especially the area residents and college faculty and staff. More than 600 area residents and business owners were contacted and asked to participate in the four public meetings held at EdCC. Each meeting included time for interested individuals to make comments or suggestions.

STUDY PROCESS

Edmonds Community College and
Community College Areawide Master Plan

NBBJ



Community Involvement

Four public meetings and workshops were held during the planning study on the campus of EdCC. More than 600 residents and businesses were contacted and asked to participate in the planning process. Each meeting provided the general public an opportunity to make comments and suggestions regarding the study. The meetings were conducted jointly by EdCC and the City of Lynnwood. Each meeting included a review of the study purpose and process and specific key topics.

Meeting #1 – September 9, 1998: Informed the public of the needs for a new college master plan and surrounding areawide plan, solicited public comment and concerns, and reviewed EdCC and City goals and objectives.

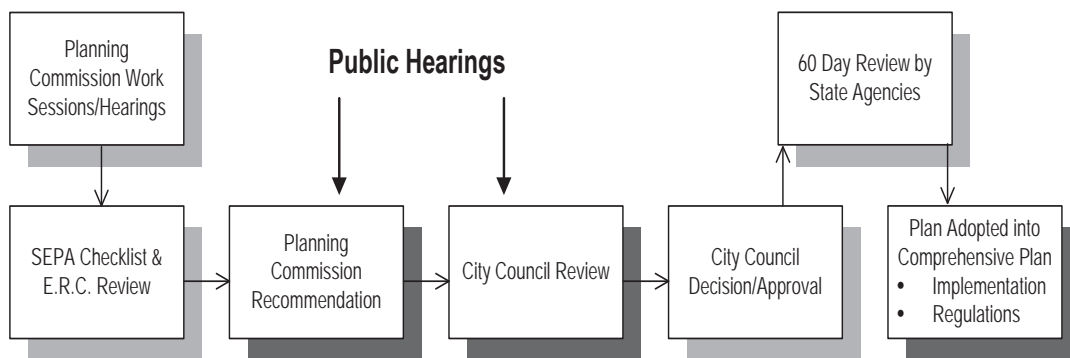
Meeting #2 – November 17, 1998: Reviewed campus and area-wide site potentials and constraints, EdCC enrollment forecast and space needs, and preliminary review of design precepts.

Meeting #3 – December 17, 1998: Reviewed campus and areawide design precepts, future space needs, and presented and discussed three alternative development concepts.

Meeting #4 – March 18, 1999: Presented and discussed “draft” campus and areawide plans, and the “next steps” in the planning process, emphasizing additional public involvement and comment.

The last in the series of neighborhood public meetings covered the “draft” Edmonds Community College Campus Master Plan and the related Areawide Plan. The next step is to formally adopt the Areawide Plan through the City of Lynnwood’s Planning Commission and City Council. Significant public input and comments will be taken during this next phase as is illustrated on the adjacent page.

Next Steps



Community College Areawide Plan

The resultant Areawide and Campus Master Plan provides a compatible land use framework for the neighborhood and the college. The plan unifies the entire College District as one district, one place. The concept blends college activities, multi-family residential and community-oriented commercial facilities as one complete district. In enabling more compatibility among the area properties, the College District is strengthened as a place – as a neighborhood with distinctive character and identity.

Edmonds Community College

The single largest and most active component of the Areawide Plan is Edmonds Community College. Located in the heart of the neighborhood, the college (delineated in the light blue tone) continues to develop from within adding new buildings, parking lots and structures, and campus open spaces. New buildings expand beyond the existing developed campus area while maintaining a tightly clustered and desirable building-to-building relationship. Pedestrian paths and open spaces are incorporated and extend existing systems, providing convenient and comfortable walking times and distances.

The Areawide Plan also emphasizes the importance of a unified college/community image. The Plan strives to strengthen the college's presence and visibility along the edge of the neighborhood and improve vehicular, transit, and pedestrian access and circulation.

Neighborhood Area

The neighborhood area includes College Place Elementary and Middle Schools, the Lynnwood Municipal Golf Course, and other related uses such as single-family, multi-family and commercial business.

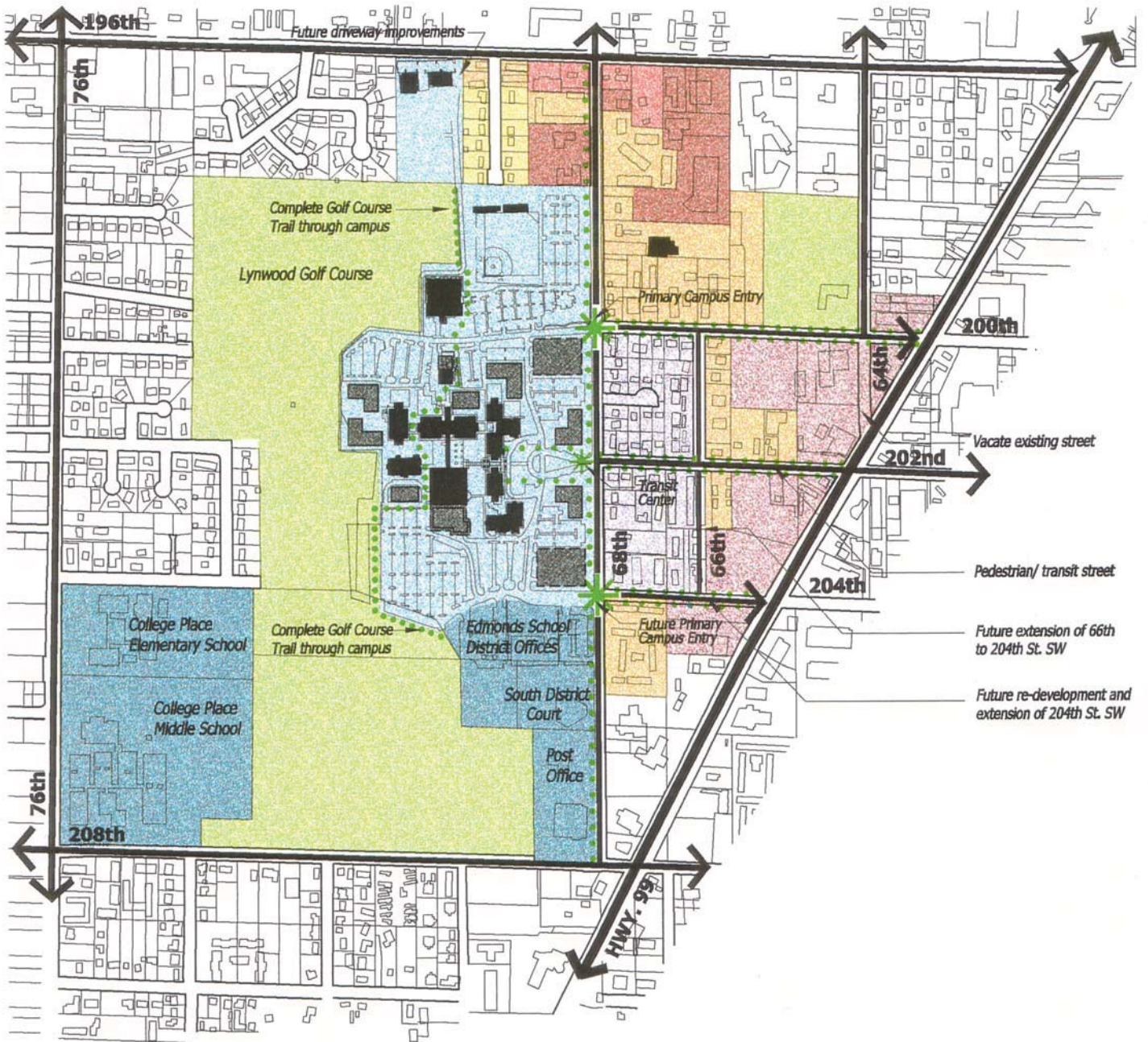
Other than the eventual replacement of single-family uses, the concept does not significantly change the existing land uses, but rather builds on them. The concept recognizes and maintains the auto-oriented and regionally based commercial uses along Highway 99. The concept also recognizes the growing and changing nature of the EdCC campus and the dependency on the automobile as a primary source of transportation for most area residents and college students.

In implementation, the existing single-family area east of the college is, over time, converted to a mixed-use center. The center encourages ground level commercial and retail uses, office and service use and multi-family residential in a pedestrian-oriented environment intended to blend with and support an expanding community college environment. As an active pedestrian and retail environment, the mixed-use center is strengthened by edges and boundaries through road extensions on both 66th Place and 204th Street.

Strong pedestrian connections are developed between the college and the mixed-use center. Pedestrian-oriented streetscapes along 68th Avenue and 202nd Street are developed. The existing transit center located within the EdCC campus becomes more than a college bus stop. It links the two together as one very active urban node.

Neighborhood streets become a hierarchy of primary and secondary vehicular routes, transit and pedestrian streets. 200th Street is maintained as a primary vehicular route providing access to and from the College District. 204th Street is redeveloped and extended to allow primary vehicular access between Highway 99 and 68th Avenue. 202nd Street is redeveloped to best serve the needs of the local residential users of that neighborhood. The existing transit stop located at Highway 99 and 200th Street is improved and transformed into an informal gateway to the College District.

Open spaces, new streetscapes and recreation amenities provide the necessary elements to link and connect the College District together as one district, one place. Few neighborhoods within the City of Lynnwood host both a publicly owned 18-hole golf course and a five-acre forested park. These two amenities are linked together and to the rest of the College District making the neighborhood a more livable and vibrant place to live, work and play.



Edmonds Community College and Areawide Master Plan

Campus Master Plan

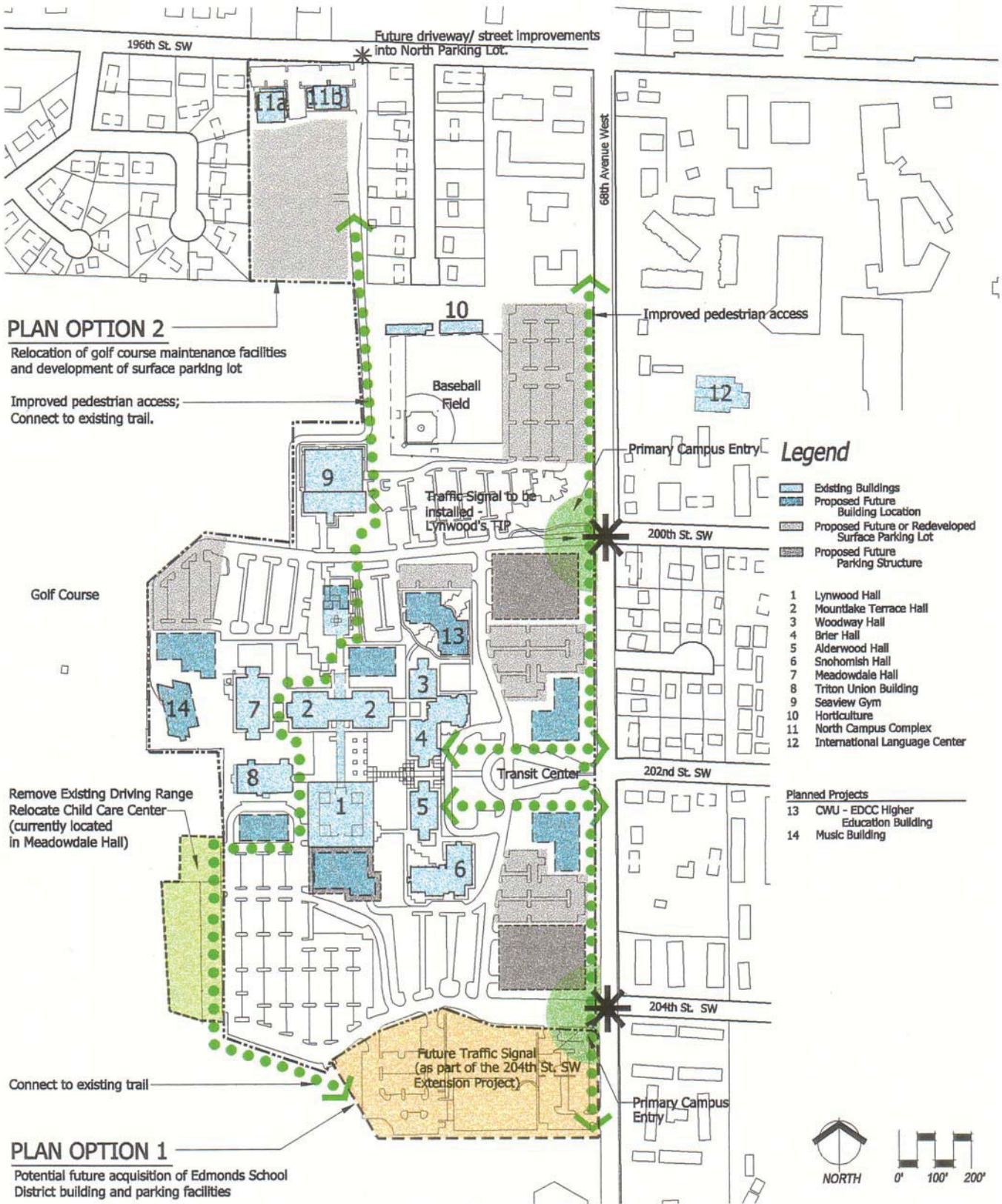
The future EdCC campus is best described in four primary campus organizing principles:

Centrally organized buildings and spaces, including a campus center – The master plan builds on the existing framework of buildings and outdoor spaces. New building locations are indicated near and adjacent to existing campus buildings, expanding on a centrally organized campus. This provides continued benefits to students, faculty and staff who through the course of a day walk back and forth across campus many times. The campus center, or “heart,” is enhanced by distributing new building locations evenly throughout the campus, thus keeping the center in place.

Locating and developing future parking garages on the edge of campus along 68th Street – The master plan builds on the existing framework of parking lots, vehicular circulation and campus entry points. Future parking garages are to be developed near the existing entry driveways at 200th and 204th in close proximity to existing and future campus buildings. These locations allow students, faculty and staff to enter the campus and immediately park the vehicles without wandering through acres of surface parking lots and traffic. Additionally, parking garages located at the edge of campus allow infill building development to occur adjacent to existing buildings maintaining and expanding the desired building and open spaces patterns.

Hierarchy of campus open spaces – The areas between buildings are perhaps the most memorable spaces on any college campus. Campus open spaces are the fabric that weave college functions together as one place, one setting. In that building placement defines open space systems, the plan uses placement of future buildings to expand on and enhance the existing open space environment. The central campus open space or plaza is maintained and strengthened as the primary outdoor room. Secondary open spaces and courtyards are created between existing and new buildings. Open spaces are connected and linked together with a series of pedestrian walkways developed on an organized grid system related to existing and future building locations.

Centralize infrastructure systems – Maximizing both capital and operating dollars is also a key ingredient in developing a successful college campus. The plan maintains and expands on the existing highly centralized infrastructure system. New building locations are considered in relationship to existing utility tunnels and future connections.



Edmonds Community College Master Plan

MASTER PLAN GOALS & OBJECTIVES: EDMONDS COMMUNITY COLLEGE

The following text is taken directly from Edmonds Community College Mission, Philosophy and Vision Statement. The document, among others, was the basis for determining the college's goals and objectives.

Mission Statement

Edmonds Community College (EdCC) is a leader in providing quality opportunities for learning and service, responding to the dynamic needs of our diverse community.

Philosophy Statement

Edmonds Community College is a community of learners which upholds integrity and high educational standards and affirms the value of lifelong learning. EdCC strives to serve the needs of the individual and honor diversity of culture, ethnicity and thought. EdCC sees education programs and services that are responsive and accessible to our community.

Vision Statement

Building on EdCC's past successes and our current strengths, Edmonds Community College is committed to the future by its:

Focus on People

College personnel are friendly and supportive in their interactions with students and others that use our services. Communication among members of the College community is characterized by civility, mutual respect and inclusiveness.

Students have opportunities for work-based as well as classroom education. The College strives to make its programs available to any interested student, regardless of financial need. Scheduling of classes, activities and services directly reflects the need of those we serve.



Focus on Community

The College serves as a comprehensive community resource.

Maintaining a reciprocal relationship with its community is a primary goal. Therefore, it actively addresses community concerns and solicits opportunities for involvement in community activities and events.

The College plays a key role in economic development and participates in a variety of mutually beneficial relationships with business, industry, labor, education and government.

It provides a rich academic environment, while serving the community as a hub for cultural and social enrichment.

Our programs enjoy active, comprehensive community support and benefit from a variety of funding sources. The College is strengthened by our community providing support and services that clearly demonstrate its values education as an investment.

Focus on Quality Programs, Services and Activities

The College takes pride in its innovative and comprehensive curriculum. Educational offerings and services exhibit EdCC's commitment to collaboration, accessibility and global perspective. The College is recognized nationally and internationally for its programs of distinction in many areas.

Institutional research tracks the progress of EdCC students, the effectiveness of the College's programs and operations, and the educational needs of EdCC's constituents; this leads to the improvement and development of learning initiatives and services.

Focus on Being a Positive Place to Work and Learn

Our motivated and well-educated faculty and staff work in a safe, healthy, and friendly environment, where different perspectives are valued. Employees are involved in decision-making processes and exhibit good communications, both formally and informally. They are supported by responsive leadership, and appropriate level of staffing and high-quality professional development programs. Technology is fully integrated and effective, and supports all operational and learning systems. Our facilities and grounds are attractive, inviting and accessible, and contribute to our positive internal and external image.

MASTER PLAN GOALS & OBJECTIVES: CITY OF LYNNWOOD

The following text is taken directly from The City of Lynnwood Comprehensive Plan. This section among other documents and reports was the basis for determining the City's goals and objectives relating to the Community College District.

Goals

The following are the City of Lynnwood goals related to the Community College Area Master Plan:

1. Establish Lynnwood as the leading city of Snohomish County, a great place to live, work, shop, play and learn.
2. Maintain Lynnwood's high quality residential character, along with a full range of densities and housing types necessary to meet the housing needs of all segments of the community.
3. Continue to increase the local economy with ample opportunities for new businesses in appropriate fully serviced locations.
4. Provide a superior system of parks, open space and recreational opportunities.
5. Continue to support quality education and recognize the importance of public and private schools as valuable community assets.
6. Accommodate increasing traffic, with attractive and functional street improvements, while promoting mobility alternatives that minimize congestion.
7. Ensure that all new development is attractive, well designed, and contributes to the aesthetic quality of the community.



Comprehensive Plan Principle

The Community College enriches the lives of Lynnwood residents through its education, recreation and cultural programs and activities. In addition, the off-site activity associated with the community college creates a unique setting for related land uses and improvements for transit, pedestrians, businesses, and housing. The development and use of land in this Areawide Plan shall support the programs and other activities of the community college. New development in this Plan should be coordinated with existing structures in order to promote ease of access among existing and future structures while minimizing impacts on surrounding neighborhoods. The College is expected to use existing public and private educational facilities outside the Plan area as sites for classes and other programs. However, the unmanaged encroachment of college buildings or facilities into residential neighborhoods beyond this subarea would substantially decentralize the activity needed for the Areawide Plan.

Objective 12: Provide a land use environment that is complementary to the needs of the Community College Area, the neighborhood, the vicinity, and the city.

Policy 12.1: Develop a Community College Area Master Plan to provide educational, recreational, and cultural experiences for the entire community. Principal land uses in this Plan shall be the Community College, housing for students attending the college, and educational or institutional uses that provide a direct benefit to the Community College or that depend on the College for support. Retail stores and services that serve students, faculty and staff of the college and residents of the Plan area may be permitted; but retail services that serve the community or region should not locate in the Plan area. While most buildings should be no more than three stories in height, taller buildings may be permitted, so long as they do not impair the appearance of the Plan area.

Policy 12.2: Work with the Community College, the Edmonds School District and other affected property owners and businesses to integrate a transit center, gateways, landscaping, building design and location to improve the interface between the college and the surrounding neighborhood.

Policy 12.3: Work with the Community College to incorporate the appropriate areas within the Areawide Plan for the development of student housing, educational and/or supportive commercial uses.

Policy 12.4: Work with the Community College to develop a transportation plan that addresses the parking needs, transit support, and traffic circulation, and improved pedestrian and bicycle access.

Policy 12.5: Work with the Community College to provide cultural facilities and activities at the college that will be mutually beneficial for the college and the city.

Policy 12.6: Provide incentives and performance related standards to allow mixed-use development at appropriate locations in the Community College Areawide Plan.

ACADEMIC PROGRAM REQUIREMENTS

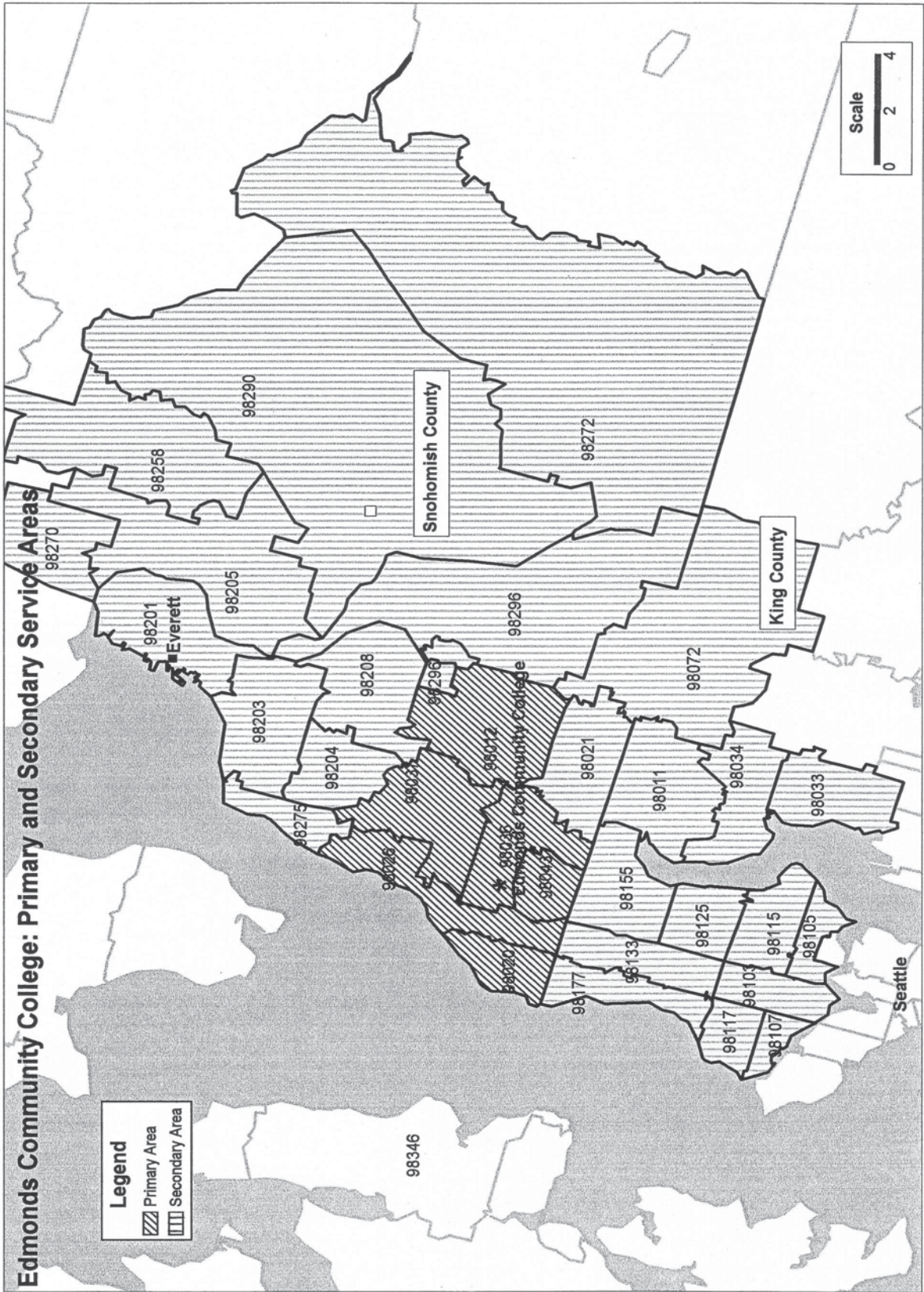
The Edmonds Community College district encompasses an area that extends from north Seattle to Mukilteo, and from the edge of Puget Sound to Mill Creek. The effective service area (i.e., where current students reside) extends beyond the district boundaries, from north Seattle to Marysville and east past Mill Creek. The population is forecast to grow by nearly 7% by the year 2005, and by another 15% by the year 2020, with the most significant growth occurring closest to the campus.

Edmonds Community College currently serves well over 6,000 students on its main campus. These students are comprised of full and part-time EdCC students, upper division students attending Central Washington University, and high school students enrolled in the Running Start program. The campus currently operates six days a week, from 7a.m. to 9 p.m. on most weekdays.

Future enrollment growth of the college is determined by a number of factors including (but not limited to) future population growth and demand for higher education services, the economic climate and needs of businesses, and the availability of funding. Similarly, the types and amounts of space needed to serve the projected student growth can involve a variety of factors such as the types of programs offered, the use of technology and blend of teaching delivery modes, and operational issues (e.g., class size, scheduling, hours of operation).

For purposes of master planning for a 20-year timeframe, the approach to estimating future enrollment growth and space needs for the college is simplified and intended to provide general direction for planning. Future enrollment is estimated based largely on projections of future population growth for the college's current service areas. A space planning model developed by the State Board for Community and Technical Colleges, a commonly applied planning tool, is used to identify the types and amounts of academic and vocational space needed to serve future campus growth.

The space planning model may be viewed as identifying *minimum* requirements for needed space, and has not been adjusted for technology, changes in program needs or classroom operations. Therefore, future 5-year updates of the master plan, and pre-design analyses for future building projects may be best suited for testing the use of technology and alternative teaching delivery modes on space needs, as specific programs are identified for the college and its students.



Summary Enrollment Forecasts

Future EdCC and Running Start student growth is estimated by applying current Edmonds Community College participation rates, by age cohort, to projected population growth. Student growth is forecast to increase by an average annual rate of 2.1% in the primary service area and 0.5% in the secondary service area. ¹ The average growth rate for the combined primary and secondary areas is around 1.5%. For both services areas, the highest rates of growth are expected through the year 2005. After this period, population is expected to display lower rates of growth, especially in the 17 – 22 age group from which the highest level of community college participation is drawn.

Future CWU student growth has been forecast by that institution. (CWU projections appear to include the potential NSIS upper division growth on the Edmonds CC campus.) ²

As seen below, modest average annual growth rates result in a significant number of new students on campus over a 20-year timeframe. That is, an average annual growth rate of 1.5% can be expected to increase enrollments by some 30% to 40% by the year 2020.

Student Enrollment Forecasts	<u>1998</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
Average Annual Student Growth		1.5%	2.2%	0.8%	.07%
EdCC Enrollment (incl. running start)	6,020	6,340	7,140	7,490	7,950
CWU Enrollment	<u>405</u>	<u>600</u>	<u>800</u>	<u>1,000</u>	<u>1,000</u>
Total Student Enrollment	6,425	6,940	7,940	8,490	8,950
Day-on-Campus FTE (69%)	4,140	4,360	4,910	5,150	5,470

¹ The primary service area generally follows the city limits of Lynnwood and Edmonds and currently accounts for over half of the student enrollment. The secondary service area extends north to Marysville, south to Seattle and east past Mill Creek accounts for over 30% of current enrollment.

² NSIS is an acronym for an on-going collaborative effort between three community colleges and four state baccalaureate institutions to expand access to higher education for the residents of North Snohomish, Island and Skagit Counties. The Facilities Plan for NSIS assumes that 430 additional upper division students (i.e., students enrolled in UW, WSU, CWU or EWU programs) will be served on the EdCC campus.

Space Needs

The state's space planning model allocates roughly 68 assignable square feet (ASF), or 104 gross square feet (GSF), per additional day-on-campus FTE. ³ For space planning and funding purposes, the total student enrollments are translated into "day on campus" full-time equivalent students (FTEs), which roughly approximates a 15-credit-hour load. **Given EdCC's current academic space of 235,100 ASF**, this means the campus now faces a space shortage of nearly 50,000 ASF. According to the space planning model, the future additional space needed for the forecast enrollments reaches nearly 200,000 GSF by the year 2020 for EdCC, with an additional 88,000 GSF needed by CWU. (CWU space needs are forecast by that institution and reflect the direction for growth as set in their 1998 pre-design analysis for a proposed joint use EdCC/CWU facility on the EdCC campus.)

In the long term, the space types that will be most in need of expansion include general classrooms, library, student center and faculty office spaces. This determination is based on results from the planning model, meetings with a faculty advisors group, and interviews with key administrative and facilities persons.

Forecast Space Needs	<u>1998</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
EdCC Space Needs	281,300	294,900	328,800	343,600	363,400
Per Planning Model: ASF					
EdCC New Space: ASF	46,200	59,800	93,700	108,500	128,300
Conversion to GSF (.65)	71,100	92,000	144,200	166,900	197,400
CWU New Space: GSF		<u>30,000</u>	<u>88,000</u>	<u>88,000</u>	<u>88,000</u>
Total New GSF	71,100	122,000	232,200	254,900	285,400
Incremental New GSF	71,100	50,900	110,200	22,700	30,500
Planned Projects: GSF					
EdCC Music Building		19,000			
CWU Joint Use Building		52,000	58,000		
Incremental Space Needs: GSF	71,100	50,900	103,200	125,900	156,400

The space planning model may be viewed as identifying *minimum* requirements for needed space, and has not been adjusted for technology, changes in program needs or classroom operations. Therefore, future 5-year updates of the master plan, and pre-design analyses for future building projects may be best suited for testing the use of technology and alternative teaching delivery modes on space needs, as specific programs are identified for the college and its students.

³ The conversion from ASF to GSF is .65; this is a conservative ratio of assignable to gross square feet for campus type uses and reflects the space needed for building circulation, bathrooms, walls, etc.

Parking Needs

Parking needs are often the largest use on college campuses. Parking on the EdCC campus is currently considered adequate by the college, with minimum “spill-over” into adjacent neighborhoods and a considerable amount of students arriving via carpool or transit. (Please see Section 4, Transportation Mode Split.) Parking needs projections are for long-range planning purposes and that the provisions of future parking will be in accordance with city parking standards determined during the review and permitting process for individual projects.

The future parking needs of student, faculty and visitor populations are estimated for the campus using the following approaches and assumptions:

- Future student parking needs are estimated by applying the current ratio of parking spaces per student FTE / headcount to future student enrollments. Currently, there are .25 parking spaces for each student headcount (i.e., students taking 8.8 average credits). This approach assumes that the current parking supply closely meets demand, and is sufficient for master planning purposes.
- Future faculty and staff parking needs are estimated by first applying the current ratio of faculty/staff to student FTE/headcount in order to estimate total future faculty/staff on campus. Secondly, applying the current ratio of parking spaces to faculty/staff (i.e., 0.94 stalls per faculty/staff) to future populations.
- Adding an extra 10% to the combined student and faculty/staff parking for use by visitors.
- Including the additional parking needs of CWU and the golf course. ⁴

The following table summarizes the parking needs for the campus:

Forecast Parking Needs	<u>1998</u>	<u>2000</u>	<u>2005</u>	<u>2010</u>	<u>2020</u>
Day on Campus, Headcount	<u>Estimated</u>				
Students	7,057	7,432	8,369	8,778	9,324
Faculty	265	279	314	330	350
Staff	<u>140</u>	<u>147</u>	<u>166</u>	<u>174</u>	<u>185</u>
	7,462	7,858	8,850	9,282	9,859
Parking Stalls	<u>Existing</u>				
Students	1,743	1,836	2,067	2,168	2,303
Faculty	382	402	453	475	505
Staff	<u>219</u>	<u>223</u>	<u>235</u>	<u>247</u>	<u>273</u>
	2,344	2,460	2,760	2,890	3,080
Additional Stalls					
CWU	225	333	444	556	556
Golf Course	50	50	50	50	50
Total Parking Stalls	2,620	2,840	3,250	3,500	3,690

⁴ Assumptions for CWU parking needs include a .5 parking stall for each FTE; 1 faculty per 18 student FTE; 1 staff per faculty FTE; and .5 faculty/staff parking stall per faculty.

THE COLLEGE DISTRICT PLAN PART 2

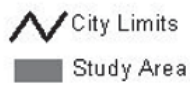
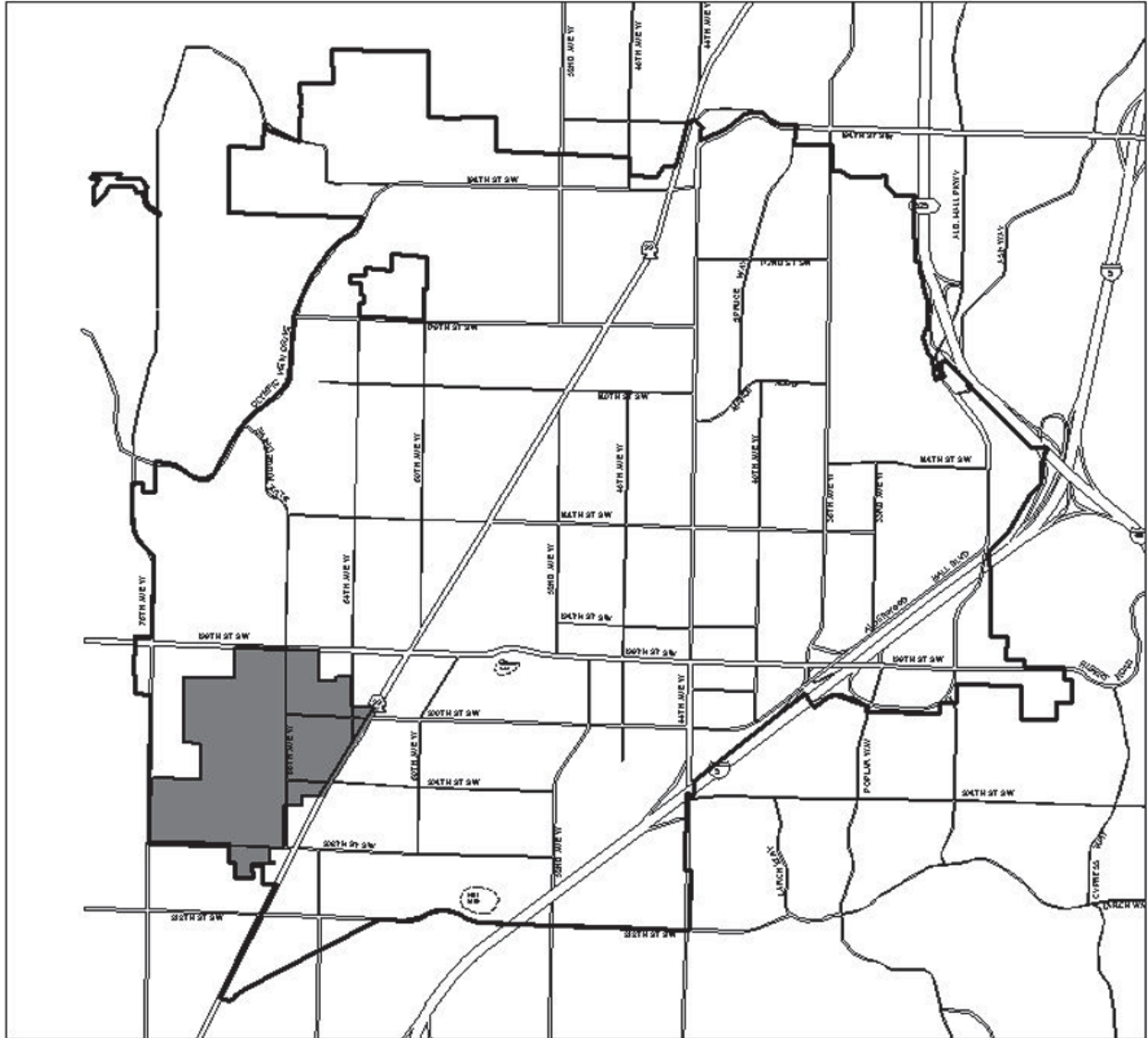
STUDY AREA AND COLLEGE CAMPUS – EXISTING CONDITIONS

Regional Context
1995 Comprehensive Plan
1995 Comprehensive Plan Future Land Uses
Existing Land Uses
Existing Land Use Facts
Single Family Residential
Multi-Family Residential
Commercial
Access and Circulation
Transit
Parking
Transportation Mode Split
Campus Form and Setting
Utilities
Neighborhood and Campus Development Potentials and Constraints

EXISTING CONDITIONS

Regional Context

The Community College District is located in the southwest quadrant of the City of Lynnwood and includes the Edmonds Community College site and surrounding areas. The study area includes most of the properties within the College District and is made up of single-family, multi-family, commercial and public owned lands. As illustrated in the following map, the study area is generally bordered by 196th Street SW to the north, Highway 99 to the east, 208th Street SW to the south and 76th Avenue West to the west.

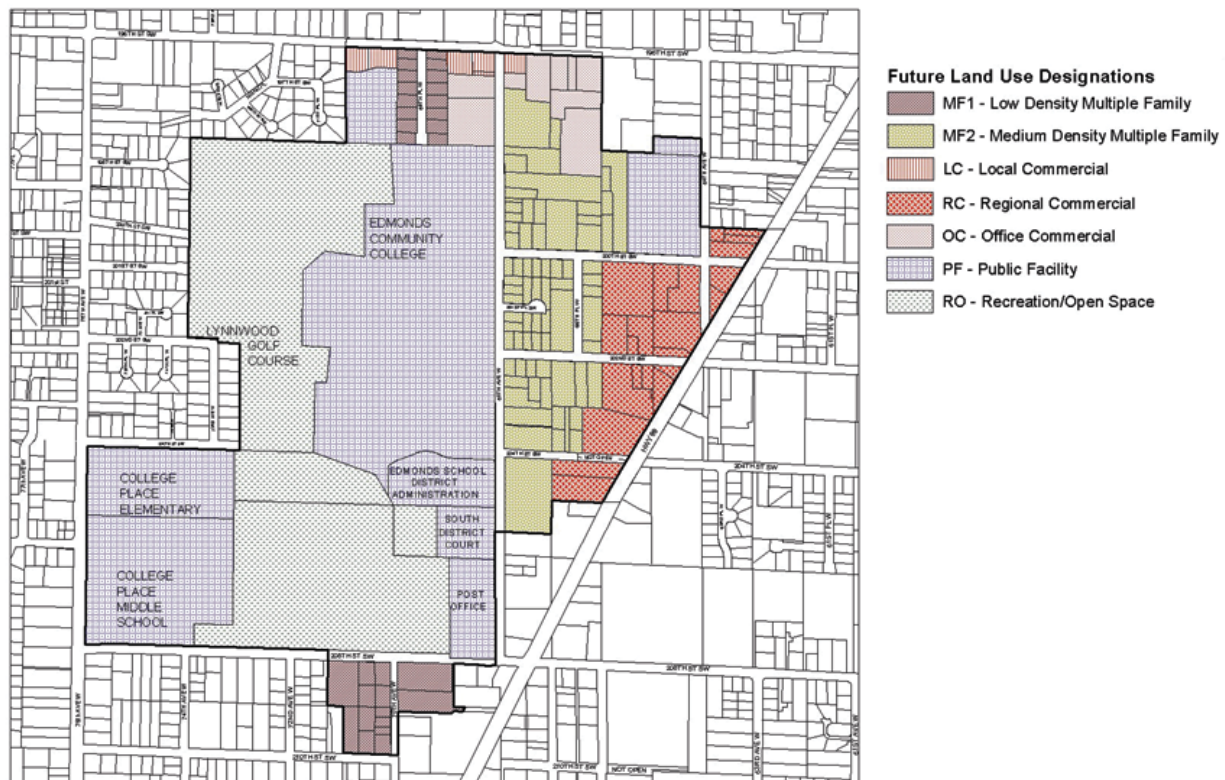


1995 Comprehensive Plan

Lynnwood's Comprehensive Plan identified the "Community College District" as an area of great importance to the community but also an area in need of a more specific plan. Thoughtful planning and appropriate development regulations and guidelines will help guide growth and change in the most desirable directions for the benefit of the college, the neighborhood and the entire Lynnwood community.

1995 Comprehensive Plan Future Land Uses

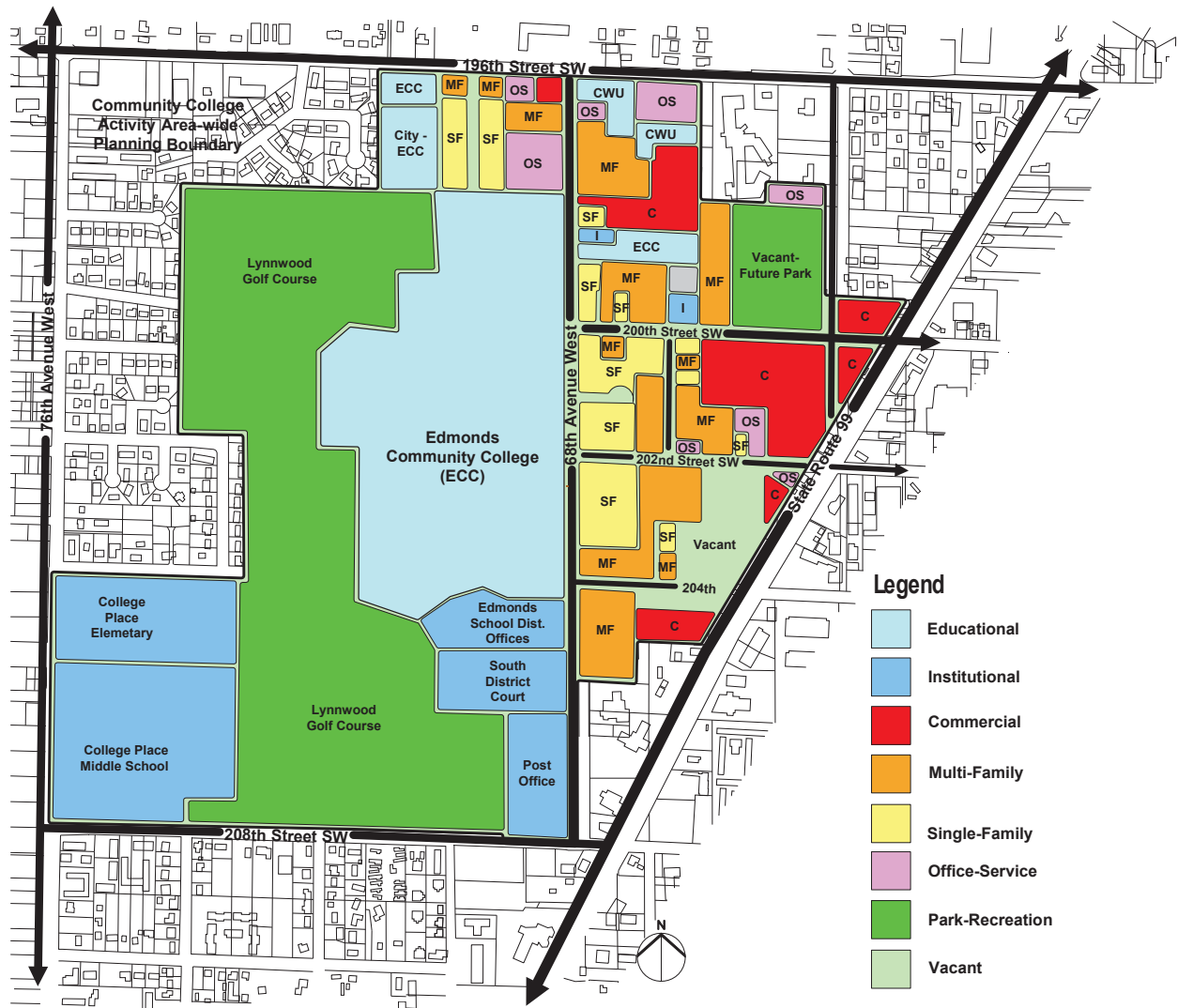
Overall, the 1995 Comprehensive Plan calls for an increase in residential density, continuation of auto-oriented commercials uses along Highway 99, and introduction of a new mixed-use area within a forested and undeveloped parcel. Residential densities are increased with the reduction in the number of single-family homes and an increase in the amount of medium density multiple-family areas. Predominant land uses include recreation/open space and public facilities such as EdCC, post office and South District Court.



Future Land Uses

Existing Land Uses

The study area contains as many as seven different land use types. One reason for this mix could be the influence of Highway 99 on the area during the past twenty years. Highway 99 is an active and busy state highway linking Everett and Tacoma. Predominant land use along the highway is commercial and retail businesses, oriented to an automobile environment. Over time many of the single-family residential homes especially those nearest Highway 99 have been purchased in clusters and converted to multi-family or commercial uses. Because of this change the area has become increasingly fragmented with a variety of land uses.



Existing Land Uses
Existing Land Uses

Existing Land Use Facts

Primary Land Uses

Single Family Residential

Number of dwellings	65 Units
Approximate acreage	13 Acres
Average age of units	45 Years
Percent rental properties	29%

Multi-Family Residential

Number of dwellings	740 Units
Approximate acreage	28 Acres
Percent of rental units	81%

Commercial/Office

29 Acres

Edmonds Community College

Total Campus Area	50 Acres
Total Number of Campus Buildings	33
Total Gross Square Feet on Campus	425,000 GSF
Approximate Number of Parking Spaces	2,350 (off-street)

Other Institutions

115 Acres

Open Space/Park

7 Acres

Vacant Lands

8 Acres

Right-of Way

20 Acres

Total Area

270 Acres

Single Family Residential

Over time, many single-family residential dwelling units within the College District have converted to other uses such as condominiums, apartment buildings and commercial businesses. Two pockets of single-family homes still remain, although the area adjacent to 68th Avenue West is most susceptible to change due to its proximity to EdCC and increasing surrounding residential densities. Some of these properties are currently for sale or are being consolidated for re-development.



Multi-Family Residential

Multi-family residential dwellings units within the College District are located between commercial uses along Highway 99 and 196th Street SW and the single-family areas along 68th. This multi-family zone acts as a transitional zone between the single-family and commercial uses within the area. Most units were built before 1990 and vary greatly in density from 7 to 37 units/acre. Recently built multi-family units including condominiums and apartments provide a good example of what future multi-family may look like.



Commercial

Commercial uses within the College District occur along Highway 99 and 196th Street SW. Most of the commercial activity along Highway 99 serves regional customers and is very auto-oriented. Few, if any, pedestrian amenities exist along Highway 99 other than an occasional transit stop near major intersections. All parcels along Highway 99 are developed except for one property located at the 204th Street SW intersection. Future development of this parcel could provide a new image for the College District and future commercial redevelopment of Highway 99. Commercial activities along 196th Street SW are less regionally based and provide for pedestrian connections to adjacent residential neighborhoods.



Access and Circulation

The College District is served by a series of primary and secondary road systems including two state highways, major and minor arterial roads and neighborhood collector roads. Traffic generators include:

- Local and regional commuters utilizing SR-99 as a north/south route
- EdCC students and faculty utilizing 68th Avenue West, and 200th Street SW
- Commercial and retail business along SR-99 and 196th Street SW

Access to the EdCC campus is provided by 68th Avenue, which is classified as a Collector Arterial. Access to the campus area and to 68th Avenue is provided primarily by SR-99 and 196th Street, both classified as Principal Arterials, and by 212th Street, a Minor Arterial. Other streets providing access to the campus area to/from the north include 76th Avenue, a Minor Arterial, and 68th Avenue (north of 196th Street), a Collector Arterial. In addition, 200th Avenue and 208th Avenue each connect 68th Avenue and the campus driveways to SR-99 and areas to the east between SR-99 and I-5.

SR-99 is a 5-lane arterial that provides the main north-south arterial route through the Lynnwood/Edmonds area, with direct links to the Everett area to the north and the Shoreline/North Seattle area to the south. SR-99, which runs on a northeast-to-southwest diagonal, is located 2-4 blocks east of the EdCC campus and serves as the College District east boundary.

196th Street SW (SR-524) located along the northern study area boundary, provides the main east-west arterial route through the Lynnwood/Edmonds area, with direct links to downtown Edmonds and the Edmonds Ferry Terminal to the west and the Alderwood Mall area and I-5 to the east.

212th Street SW provides a secondary east-west arterial route through the Lynnwood/Edmonds area, linking downtown Edmonds, SR-99, and other north-south arterials to one another and to the east side of I-5. Although it is not within in the College District and does not have a direct connection to 68th Street and the campus driveways, 212th Street provides an important connection to Edmonds residential areas and to Lynnwood, Brier, and Mountlake Terrace neighborhoods east of I-5.

68th Street – This north-south road running through the heart of the Activity Area serves as the dividing line between college activities and “other” land uses in the area. An existing landscape buffer has been developed adjacent to the college’s parking lots that serves to screen views into the campus. The buffer has been effective in screening views of the parked cars although it has also inadvertently created a “wall”, physically separating land uses rather than integrating them together as one neighborhood.

68th Street



202nd and 204th Streets – In addition to primary and secondary roads 202nd and 204th Streets have the potential to play a more significant role in future access and circulation patterns. 202nd provides a direct link from the EdCC transit center to SR-99. 204th, currently a dead end one block east of 68th also has the potential to link EdCC with SR-99 by extending the road the full length from SR 99 and 68th Avenue West.



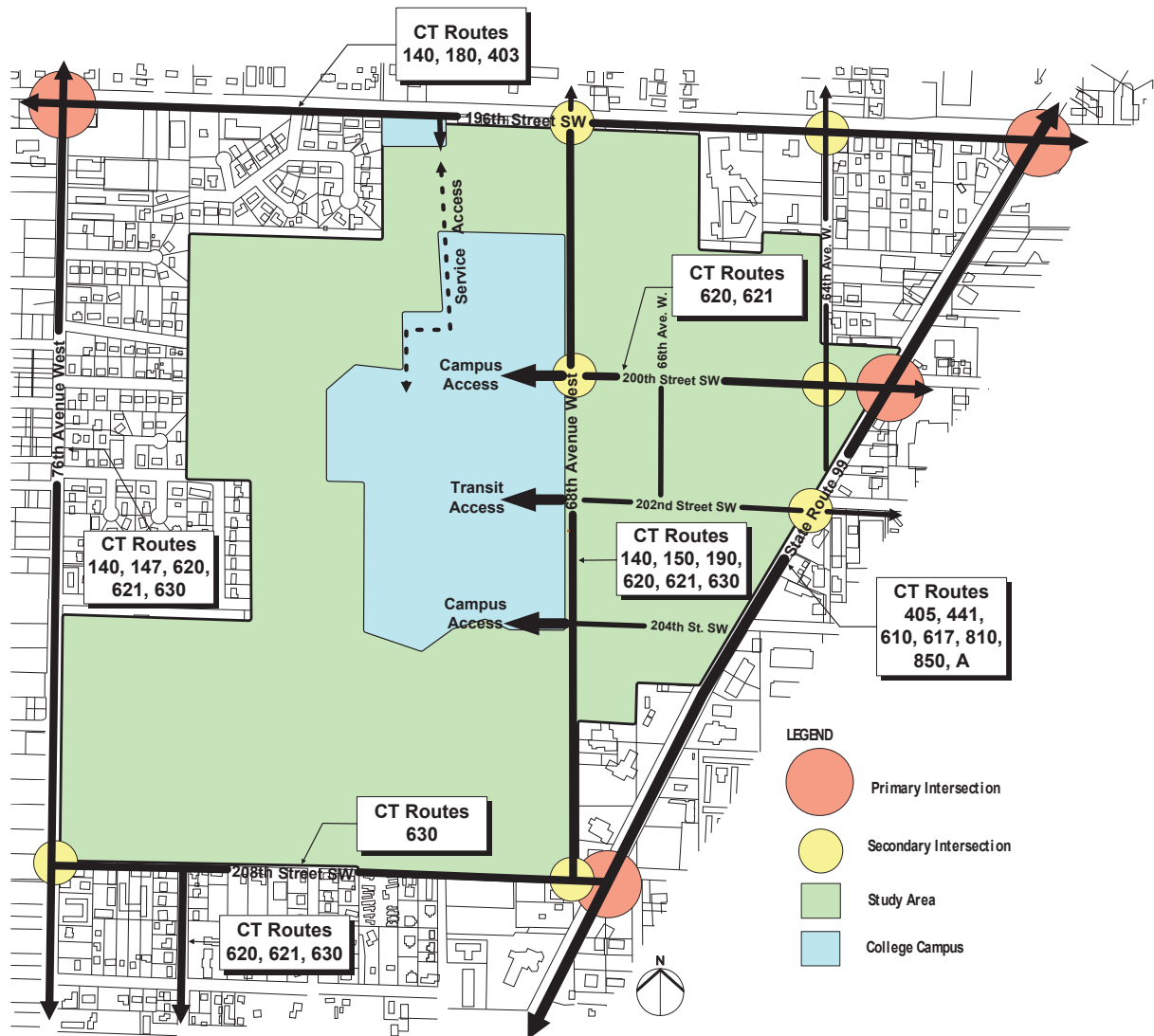
202nd Street



204th Street

Transit

Edmonds CC currently has excellent transit service. Community Transit (CT) operates a transit center on campus, which brings five CT bus routes literally to the doorstep of the school. In addition, there are several additional local and commuter bus routes that operate on 196th Street and on SR-99 within easy walking distance of the campus. The CT transit center is located on the eastside of campus, with direct access onto and off of 68th Avenue for buses. EdCC's Transportation Management Program operates the "Edpass" Program, whereby each student is provided with a free CT bus pass.



Existing Street Network and Transit Service
Existing Street Network and Transit Service

Parking

EdCC provides on-campus parking lots for students, faculty, staff, and visitors. The number of parking spaces provided is generally adequate to meet the demand. Although there are an adequate number of spaces (for current needs), not all the campus parking lots are used equally, creating high demand for some lots while others are often under-utilized. "Lot full" conditions, and the associated congestion and delay, occur on a regular basis. Future parking plans will address both existing circulation and access problems as well as providing additional needs.

Transportation Mode Split

In order to be able to accurately estimate future campus traffic volumes and impacts, future campus transit use and carpooling, and future campus parking requirements, the mode split (i.e., the relative use level of various transportation modes) and traffic patterns of current campus students, faculty, and staff was determined. The vehicle occupancy, bus rider, walk, and drop-off counts – and the mode splits derived from them were compiled. The analysis produced the following results:

- In the morning 72% of students, faculty, and staff arrive in single-occupant autos (SOV)
- 18% arrive in carpools
- 8% arrive on transit (much higher than at suburban activity centers, where transit use often is 2% or less)

The analysis concluded that transit use at EdCC is reducing the number of SOV, which in term reduces the amount of neighborhood traffic generated by the college. Although 8% transit use is commendable, the college is committed to aggressively pursuing other transportation demand programs and encouraging more transit use in the future.

Campus Form and Setting

Edmonds Community College is comprised of approximately 425,000 gross square feet in 13 major buildings on approximately 50 acres. The campus is organized as a dense pattern of buildings, walkways and plazas, surrounded by surface parking lots. Most buildings are two and three levels and are typically set no more than 100 feet apart. The compact organization of the campus provides convenient and reduced walking distances between buildings, making it possible to travel from one end of campus to the other in less than 5 minutes. Connections between buildings at the second level are also provided through use of pedestrian bridges, making linkages between buildings even easier.

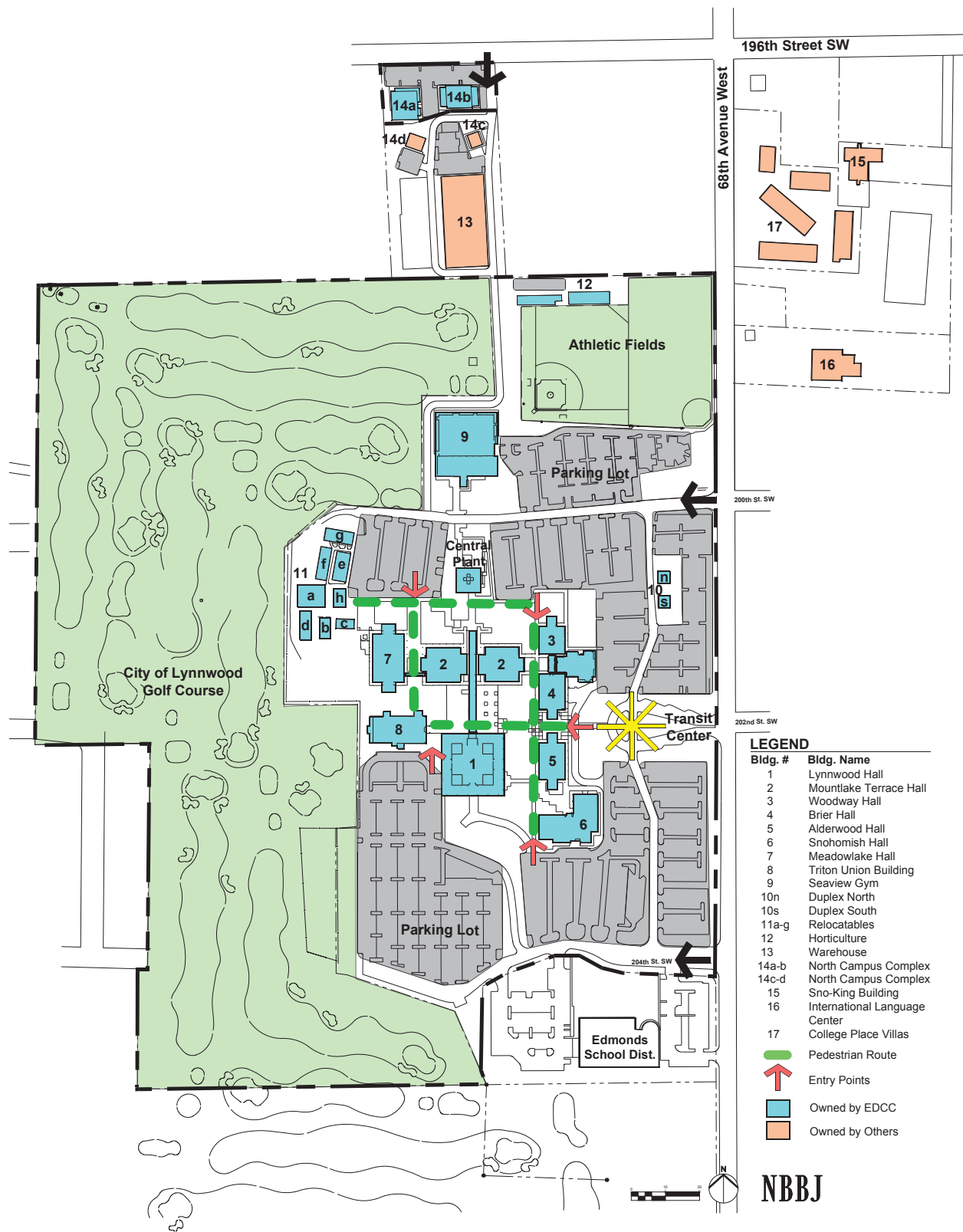
The campus' "front door" is integrated within an active and centrally located transit center, allowing convenient access to most campus buildings. Located at the west end of 202nd Street, the transit center acts as an entry court to the college and has the potential to serve the adjacent neighborhoods as well as the college. While the campus has a clearly defined front door along 68th Avenue, it has no access from the west along the golf course. The entire western boundary of the campus borders on the City of Lynnwood Municipal Golf Course. While there is no vehicular or pedestrian access from the west, the golf course and the college have worked to be compatible neighbors. This is evidenced through the joint use of the Triton Union Building, which operates both as golf proshop and student center.

Clear wayfinding and access between buildings and from parking lots is easily achieved. Pathways are gracious and landscaped with accent materials to delineate entry points.



Campus open space is well developed and organized. Hierarchy of spaces provides clear definition of outdoor rooms, gathering areas, and circulation routes.





196th Street SW

68th Avenue West

Athletic Fields

Parking Lot

City of Lynnwood Golf Course

Central Plant

Transit Center

Edmonds School Dist.

200th St. SW

202nd St. SW

LEGEND

Bldg. #	Bldg. Name
1	Lynnwood Hall
2	Mountlake Terrace Hall
3	Woodway Hall
4	Brier Hall
5	Alderwood Hall
6	Snohomish Hall
7	Meadowlake Hall
8	Triton Union Building
9	Seaview Gym
10n	Duplex North
10s	Duplex South
11a-g	Relocatables
12	Horticulture
13	Warehouse
14a-b	North Campus Complex
14c-d	North Campus Complex
15	Sno-King Building
16	International Language Center
17	College Place Villas
	Pedestrian Route
	Entry Points
	Owned by EDCC
	Owned by Others

NBBJ

Existing Campus Uses

Utilities

The City of Lynnwood provides sanitary sewer, fire protection and domestic water, and storm drainage utilities within the College District and to the EdCC campus. A review of existing locations and capacities of all utilities was conducted as part of the master plan process. Technical information and utility mapping is documented in a separate report entitled EdCC and Areawide Plan – Planning Background Report.

Sanitary Sewer

Review of the City of Lynnwood Comprehensive Sewer Plan indicates sufficient capacity is available to accommodate additional buildings on the EdCC campus as well as the identified future land uses as designated in the 1995 Comprehensive Plan. A section of sewer line near the treatment plant is the only transmission main between the College District and the treatment plant identified as under capacity. This section of pipe is included in the Capital Improvements Program.

Domestic Water Supply

The existing water main system and water supply appear adequate to provide fire flows for the campus and additional buildings on the EdCC campus as well as the identified future land uses as designated in the 1995 Comprehensive Plan. The only deficiency found is an excessively long (greater than 50 feet) 6 inch diameter fire hydrant service line east of Brier Hall on the EdCC campus. The fire hydrant service line will require replacement to a higher volume capacity line. Most buildings on the EdCC campus are not sprinklered and additions or in-fill development adjacent to existing buildings will require providing sprinklers for new and adjacent existing structures.

Storm Drainage System

The City of Lynnwood is currently operating under a storm drainage ordinance adopted in 1977 with subsequent amendments in 1989. This ordinance requires stormwater detention and water quality treatment facilities for new building construction, replacement of existing pavements, and for parking areas associated with new buildings. A new ordinance, intended to comply with current Department of Ecology (DOE) guidelines, is anticipated within 6 months to 2 years. This ordinance will likely require new construction and replacement of existing asphalt surfaces to develop stormwater detention and water quality treatment facilities. Currently, the majority of the EdCC campus is not in compliance with current DOE stormwater detention and water quality standards. The City of Lynnwood will likely require EdCC to upgrade over time in a phased approach as new building projects come on line.

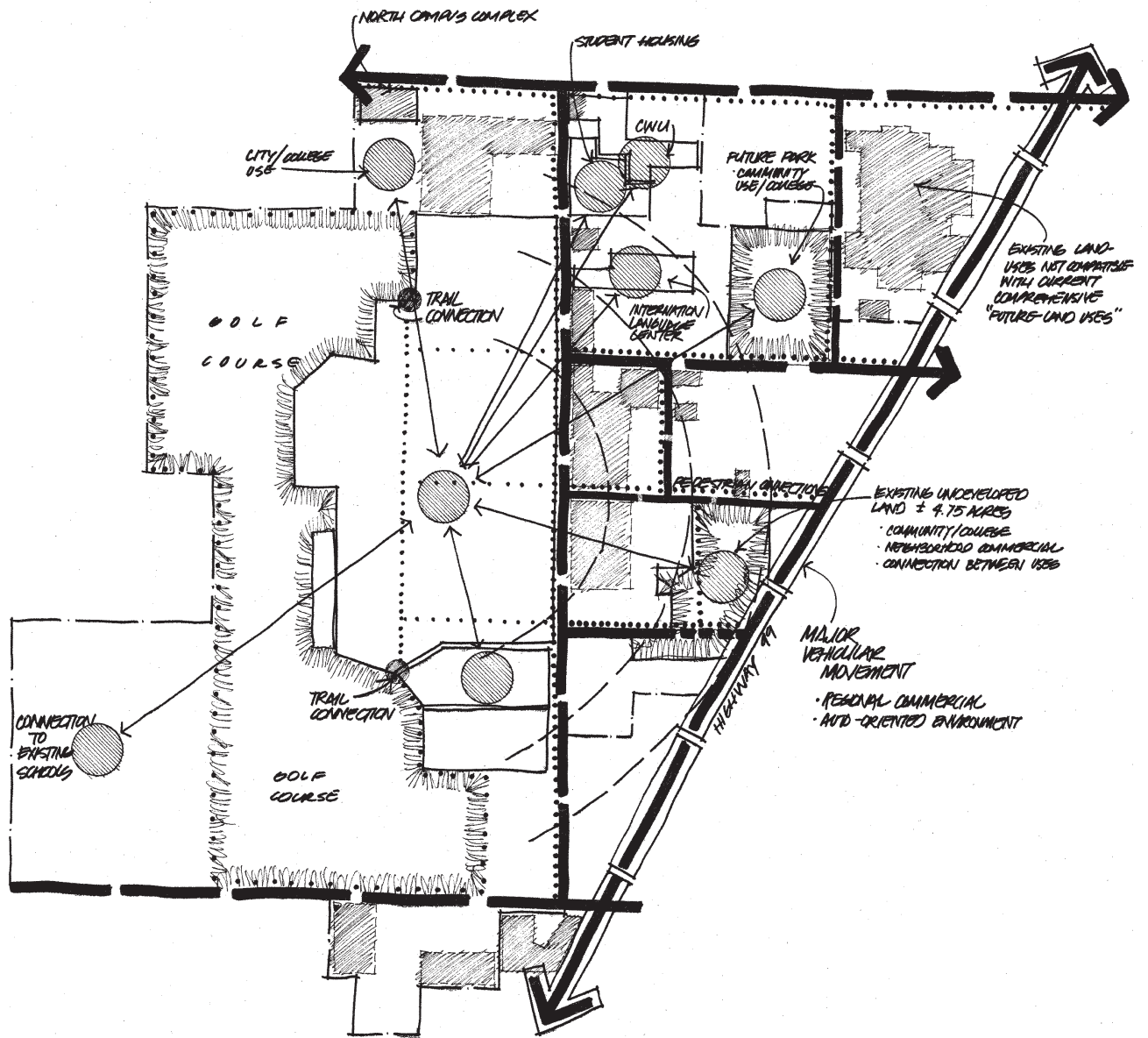
Storm drainage from the campus flows in three directions (north, east and west) into four drainage sub-basins, all tributary to Lake Ballinger. Only three areas on campus provide for stormwater detention, including Snohomish Hall, Alderwood Hall, and the parking lots east of Brier Hall and south of the soccer field. Water quality swales treat a portion of the parking lot southeast of Snohomish Hall, east of Brier Hall, and the parking lot south of the soccer field.

Additional technical information and analysis has been prepared and is available in a separate document entitled EdCC and Areawide Plan – Planning Background Report.

Neighborhood and Campus Development Potentials and Constraints

Development to meet future needs and conditions logically recognizes existing potentials and constraints on the campus and in the surrounding area.

The potentials and constraints for the College District and EdCC Campus are summarized and explained in the following material.



College District Potentials and Constraints

College District Potentials and Constraints

Potentials

Opportunities to increase the quality, character and image of College District

Many parcels within the study area are ready for change

Many parcels within the study area are underutilized

Opportunity to better define neighborhood circulation systems

Potential to complete existing but partially developed roads

Existing transit center at EdCC underutilized

Areawide greenways and paths are incomplete and could be connected

Constraints

College District commercial businesses primarily relate to the auto-oriented consumer travelling along Highway 99, few commercial business exists to sustain the existing residential population

Multi-Family dwelling units vary greatly in quality, character and value

Modification to traffic circulation and intersection control along Highway 99 is tightly controlled by State Department of Transportation

Traffic volumes at 196th Street SW and 208th Street SW are near or above capacity during peak commuting times

202nd Street does not provide vehicular access entry into EdCC campus

Actions/Impacts

Designate more complementary land uses adjacent to the EdCC campus, specifically along 68th Avenue West and 202nd Street SW

Influence and direct future land uses to complement the continuing urbanization of the College District

Maximize future land use opportunities within the College District given its proximity to Highway 99

Develop a hierarchy of vehicular circulation patterns and access points within the College District

Provide for additional connections between the EdCC campus and Highway 99 by extending and redeveloping 204th Street between 68th Avenue West and the highway and by extending 66th Place from 202nd to 204th Streets

Utilize the existing transit center as a neighborhood transit center and community resource

Provide for pedestrian, open space, and recreational amenities through new linkages between City of Lynnwood Municipal Golf Course, city park and improved streetscapes

Actions/Impacts

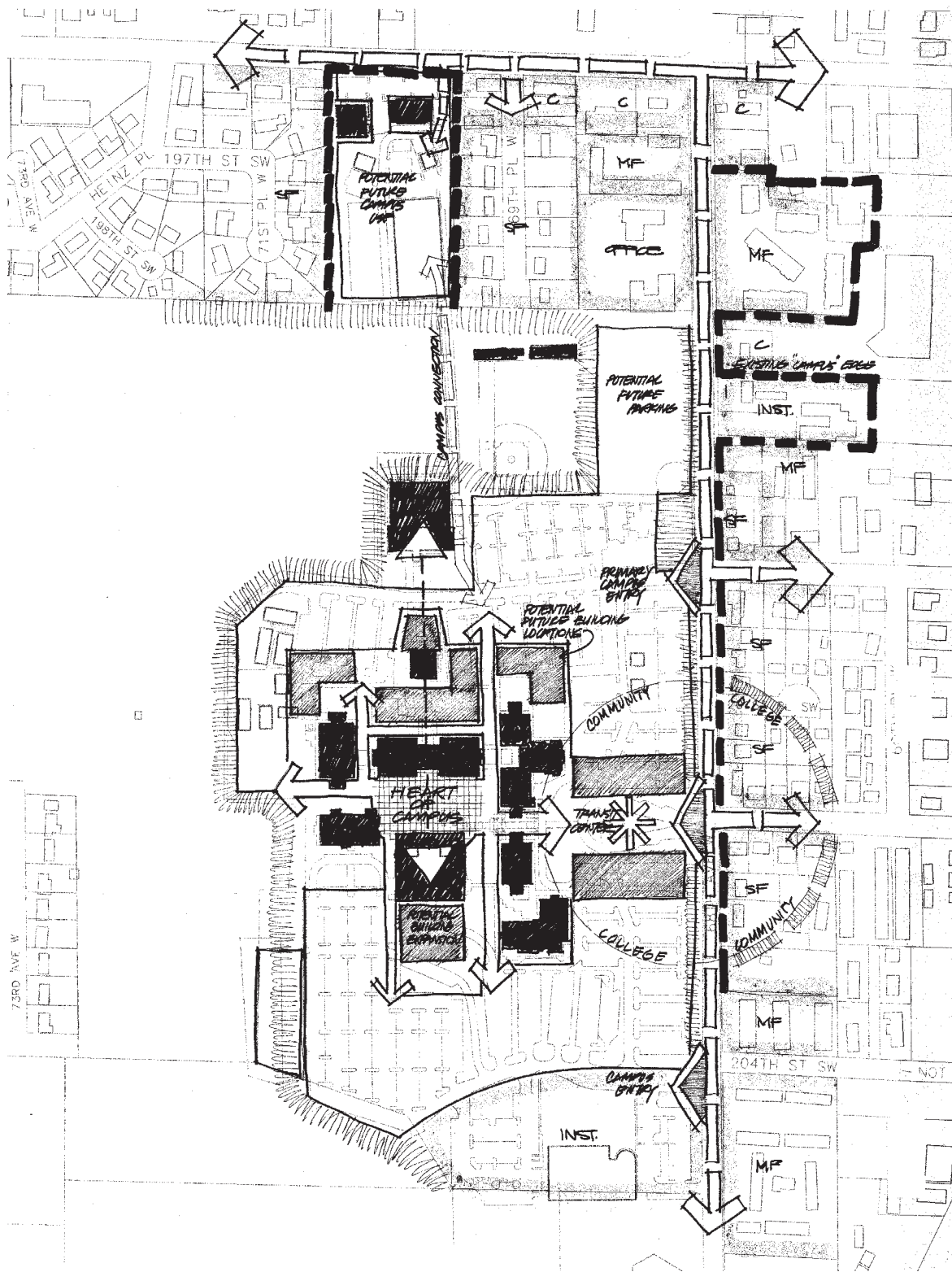
Encourage neighborhood-oriented commercial businesses

Define better residential development standards

Minimize the number of improvement suggested along Highway 99 but maximize their potentials

Find alternative vehicular routes such as an improved 204th Street

Focus additional transit and pedestrian use at this entry as a "community front door" to the campus



Campus Potentials and Constraints

Campus Potentials and Constraints

Potentials

Infill development opportunities available near and adjacent to existing campus structure

Significant opportunities exists to better integrate college campus and setting with adjacent neighborhood to east

Centrally located transit center with potential to serves as major public "front door" to campus and adjacent neighborhood

Existing pedestrian circulation including campus entry points, open space, and outdoor rooms are well organized and conducive to an active campus environment

Majority of campus parking lots are well organized allowing easy and convenient access to central campus area and majority of classroom buildings

Centralized utility distribution system allowing efficient use of resources

Constraints

Land-locked campus – no additional undeveloped acreage available for campus development or open space/recreational use

Majority of areas best suited for additional campus buildings occur on existing parking lots requiring replacement stalls to be built in future

Limited vehicular campus access provided at 68th Avenue West and 200th Street and 68th Avenue West and 204th Street

No vehicular campus access allowed at 68th Avenue West and 200th Street

Vehicular access from north, west and south constrained by existing developed parcels and absences of roads

Poor physical and functional relationships between North Campus Complex and main campus

68th Avenue West functions as a barrier or separator from adjacent neighborhood

Actions/Impacts

New campus buildings should be built immediately adjacent to existing buildings

Blend the lines between public college facilities and private businesses and residences

Provide a new focal point or center for neighborhood

Additional pedestrian connections should be developed adjacent golf course and nearby city park

Continue to develop parking facilities near the existing entry points and in close proximity to existing and future buildings

New buildings should be connected to central utility system and developed in close proximity to each other

Actions/Impacts

Maximize developable area near existing buildings

Utilize the limited land more efficiently, use parking garages

Develop new campus drive along 68th Avenue, north of 200th Street

Maintain access as transit only and encourage increased transit use

Maximize access to multiple campus parking areas along 68th Avenue

Provide improved pedestrian access between north and south campus

Integrated land uses on both sides of street

COLLEGE DISTRICT PLAN PART 3

AREAWIDE AND CAMPUS MASTER PLAN

TRANSPORTATION SYSTEM IMPLEMENTATION PLAN

AREAWIDE AND CAMPUS MASTER PLAN

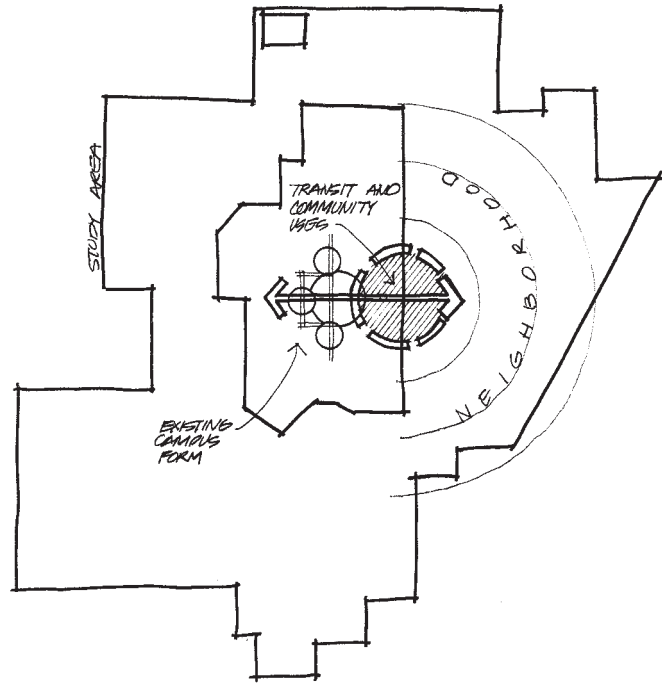
Precepts

The following planning and design precepts for the plan were identified by the consultant team over the course of the study effort. Many of these came from the worksessions with the various “publics” involved in the effort: students, faculty, staff, and neighbors. Design precepts are typically considered individual design elements or concepts that help shape or form the outcome of a design effort. In the case of this planning effort, many of the design precepts were developed from early project goals and objectives. Design precepts played a key role throughout the entire planning process from shaping preliminary design concepts through evaluating the appropriateness of the final plan.

Final Development Precepts

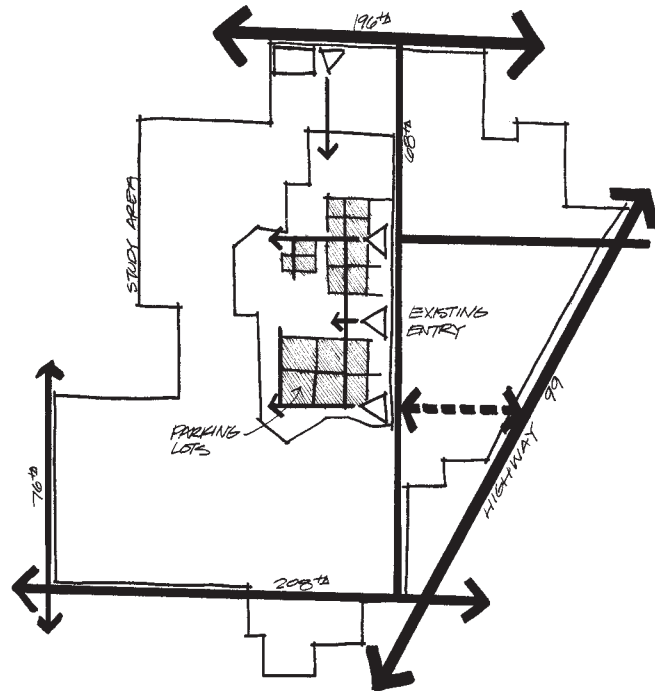
“Community”

- Create a sense of community – Centralize community resources and programs
- Improve the interface between the college campus and the surrounding community
- Future land use should be complementary to the needs of the college and neighborhood
- Provide community-based commercial opportunities
- Provide educational, recreational and cultural opportunities for the entire neighborhood area



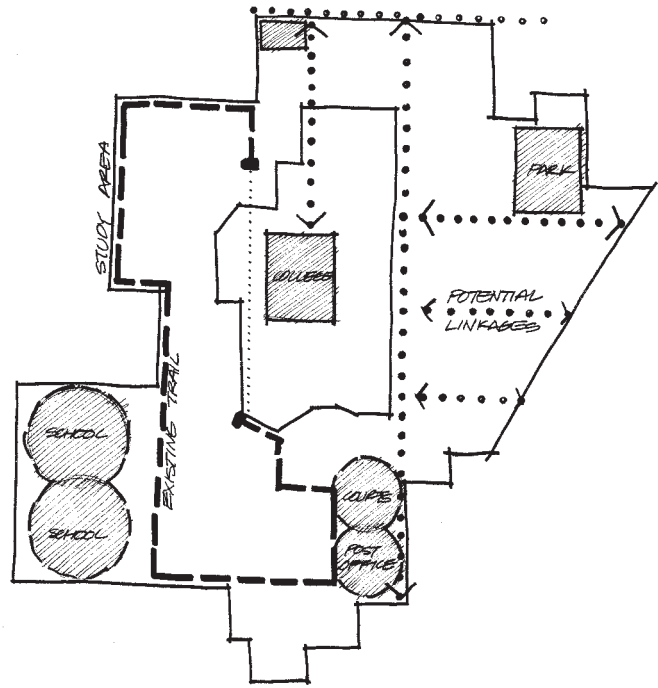
“Access”

- Accommodate increasing traffic with attractive and functional street improvements while promoting mobility through alternatives that minimize neighborhood congestion
- Maintain and respect the existing street and traffic hierarchy
- Minimize traffic congestion in campus parking lots and on perimeter streets around the college
- Maximize and better define the neighborhood street hierarchy



“Connections”

- Provide pedestrian and bicycle connections between transit center, public facilities, parks and open spaces
- The college and neighborhood should connect to Highway 99 – provide a front door to the community at Highway 99
- Provide for city and regional connections via expanded use of the transit center



Areawide Master Plan Concept – Summary Description

The concept unifies the College District into one district, one place. The concept blends college activities, multi-family residential and community-oriented commercial facilities. In pursuing compatibility among the area's properties, the College District is seeks a neighborhood with distinctive character and identity.

Other than the eventual replacement of single-family uses, the concept does not significantly change the existing land uses, only build on them. The concept recognizes and maintains the auto-oriented and regionally based commercial uses along Highway 99. The concept also recognizes the growing and changing nature of the EdCC campus and the dependency on the automobile as a primary source of transportation for most area residents and college students.

Change in land uses along Highway 99 is not proposed, although new and redeveloped parcels should conform to new development standards intended to improve the quality and character of the neighborhood. In many ways Highway 99 represents a "front door" to the neighborhood and college and the concept reflects this notion, embraces it and suggests it should be emphasized. The character and image projected along Highway 99 should reflect the identity of the community it fronts.

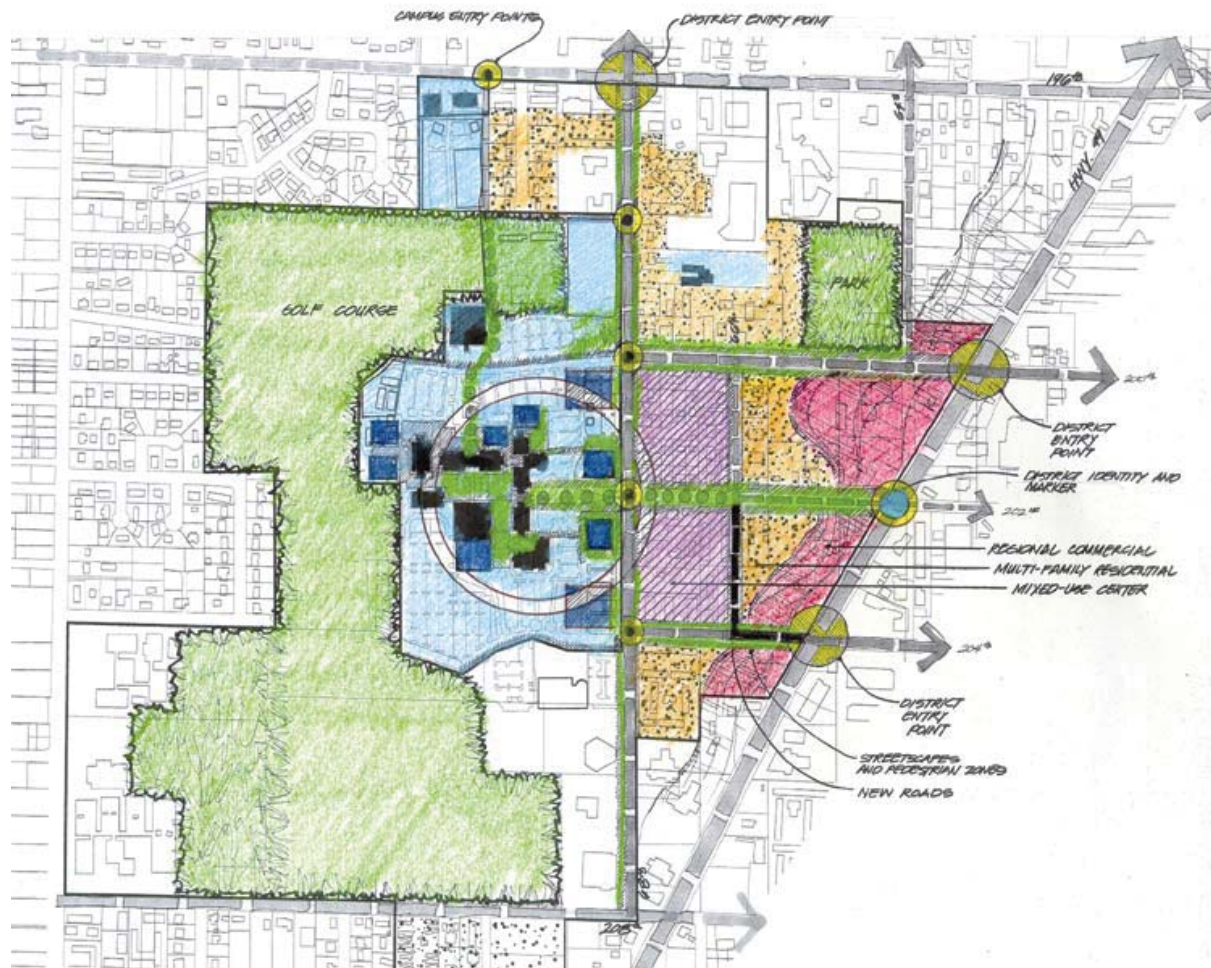
The master plan concept pushes EdCC out toward the community, encouraging the campus to grow into and with the neighborhood. An increased emphasis is placed on the existing transit center, encouraging additional students, faculty, staff and nearby residents to utilize the transit center as a community resource and as alternative mode of transportation. The concept embraces EdCC as a primary land use, designating complementary and compatible land uses near and adjacent to the campus edge.

The existing single-family area east of the college is, over time, converted to a mixed-use center. The center, or "college district," encourages ground level commercial and retail uses, office and service use and multi-family residential all in a pedestrian-oriented environment intended to blend with and support an expanding community college environment. As an active pedestrian and retail environment, the mixed-use center is strengthened by edges and boundaries through road extension on both 66th Place and 204th Street.

Strong pedestrian connections are developed between the college and the mixed-use center. Pedestrian-oriented streetscapes along 68th Avenue and 202nd Street are developed. The existing transit center located within the EdCC campus becomes more than a college bus stop. It becomes the heart of the campus and neighborhood linking the two together as one very active urban node.

Neighborhood streets are better defined, developing a hierarchy of primary and secondary vehicular routes, transit and pedestrian streets. 200th Street is maintained as a primary vehicular route providing access to and from the College District. 204th Street is redeveloped and extended to allow primary vehicular access between Highway 99 and 68th Avenue. 202nd Street is redeveloped with a pedestrian and transit theme including wider sidewalks, street trees, bike lanes and street furniture. The existing transit stop located at Highway 99 and 200th Street is improved and transformed into an informal gateway to the College District.

Open spaces, new streetscapes and recreation amenities provide the necessary elements to link and connect the College District together as one district, one place. Few neighborhoods within the City of Lynnwood host both a publicly owned 18-hole golf course and a five-acre forested park. These two amenities are linked together and to the rest of the College District making the neighborhood a more livable and vibrant place to live, work and play.



Areawide Master Plan Concept



College District Gateway at Highway 99

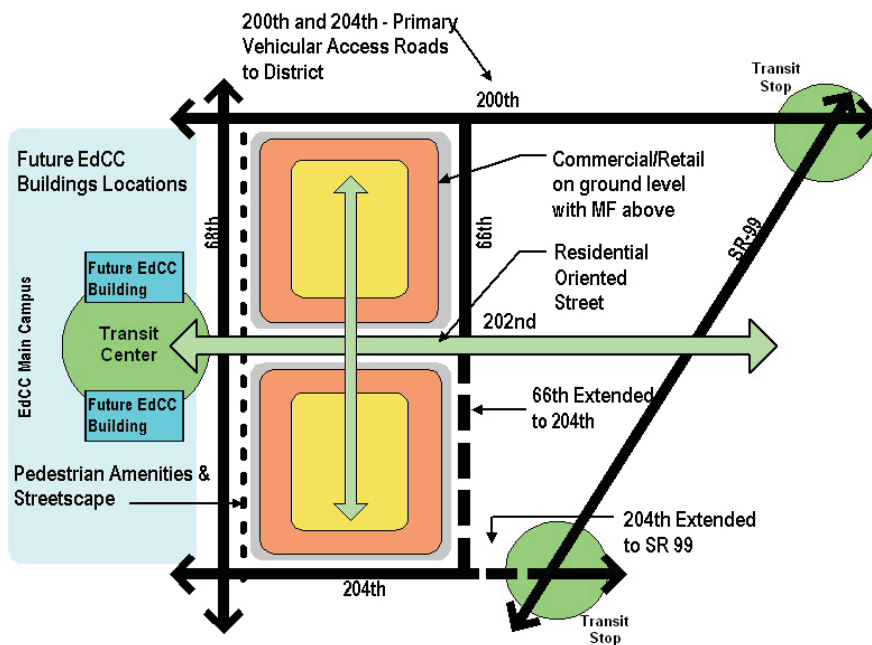
Mixed-Use Center

A key component of the Areawide Plan is the eventual phased redevelopment of a mostly single-family residential neighborhood to a mixed-use center. Based on land use analysis conducted early in the planning study, the single-family residential neighborhood adjacent to 68th Avenue was determined to be very susceptible to change. Development pressure from increasing residential densities and intensifying areawide traffic volumes are contributing to the change. Rather than allowing the change in land use to occur by chance, the new mixed-use center is planned and implemented by specific development and land uses guidelines. Over time the area evolves into a more active urban center, building linkages and connections between land uses, creating a vibrant place to live, work and provide higher educational opportunities to neighborhood and regional residents.

The mixed-use center is located east of EdCC along 68th Avenue West between 200th and 204th Streets. The center, generally considered one area, is actually two different but closely related environments:

- A quiet multi-family residential neighborhood-oriented toward 66th Place, and
- An active pedestrian-oriented commercial/retail/service and community district facing EdCC along 68th Avenue

The center provides a land use environment that bonds together the changing character of the study area, mainly the expanding multi-family residential and the anticipated long-term growth of EdCC. The center is the point where the college integrates itself into the neighborhood as a community resource – and where the neighborhood progresses along with the college developing complementary land uses, benefiting both.



Mixed-Use Center Design Consideration

- Reduce overall width of 68th Avenue – This is intended to slow vehicular traffic along 68th Avenue, increasing pedestrian flows between the college and the neighborhood.
- Locate new commercial and retail buildings along street frontage, enlivening the street with pedestrian activity – Parking lots should be located within the interior of the center, screened from view along 68th Avenue and 202nd Street.
- Provide bicycle lanes and bicycle parking/amenities in commercial and multi-family areas.
- Provide pedestrian friendly streetscapes around the perimeter of the mixed-use center – Landscape theme would reflect on the adjacent pedestrian-oriented college campus providing a very visible and physical linkage between the two areas.
- Provide on-street short-term parking along east side of 68th Avenue and both sides of 202nd Street – This will benefit the businesses located within the center.
- Focus pedestrian and transit related facilities and amenities along 202nd Street – This will improve the desired pedestrian connection between Highway 99 and EdCC.



View of Mixed-Use Center from Campus

Areawide Land Use Plan

The Areawide Land Use Plan illustrates eight distinct land use designations for the Community College District including:

1. Medium Density Multi-Family
2. Mixed-Use
3. Local Commercial
4. Office – Commercial
5. Regional Commercial
6. Public Facilities – College Use
7. Public Facilities
8. Open Space – Recreation

All proposed land use designations are consistent with the current Future Land Use Plan -- no new designations have been introduced. The Areawide Land Use Plan closely resembles the City's current Future Land Use Plan with the following exceptions.

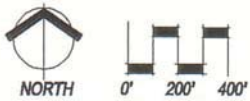
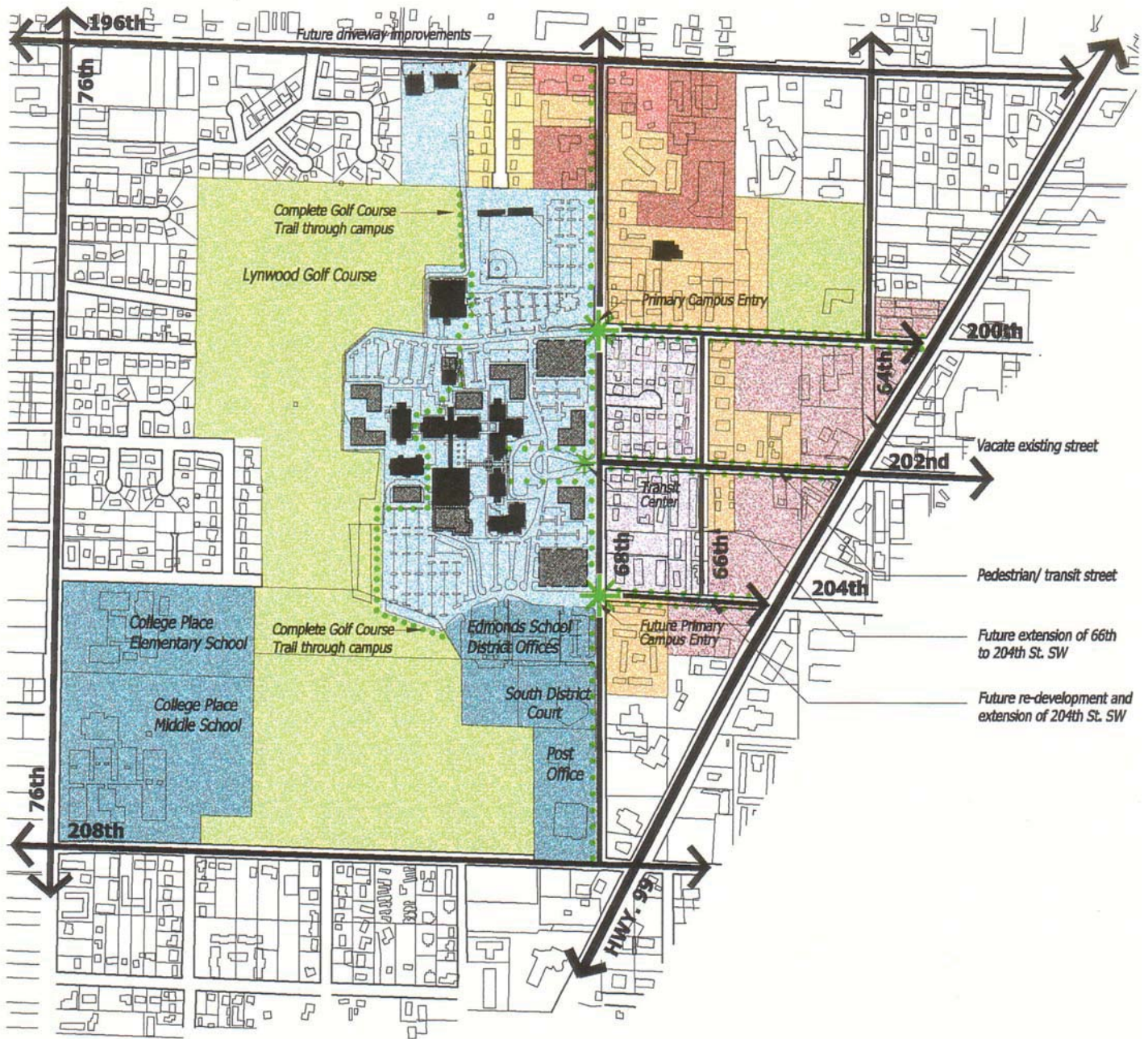
Mixed Use

The mixed-use center, as described in the previous section, has a more significant and vital role within the College District than the current Future Land Use Plan. The mixed-use center is located east of EdCC between 68th Avenue and 66th Place and between 200th and 204th Streets. The mixed-use center will integrate existing multi-family residential units and, over time, convert single-family residential units to a mix of commercial, retail and additional multi-family units. The Land Use Plan also proposes to change the designation of the public park site at 64th Avenue and 200th Street from "MU" (Mixed Use) to "RO" (Recreation/Open Space).

Public Facilities – College

This area remains largely the same with the exception of the City-owned property north of the athletic fields currently occupied by a warehouse building. The Land Use Plan designates this parcel for potential future use by the college for parking expansion and as an additional vehicular entry to the college. Current use such as the golf course maintenance facility would be relocated closer to the golf course in conjunction with the pro shop.

Regional Commercial areas along Highway 99 remain unchanged. The determinants that dictate the extent and nature of development along the highway are significant and outside the scope of this planning effort. The planning study suggests careful review of current land use restrictions and development standards within the Regional Commercial designation to better reflect the new intended vision of the College District.



Legend

- Low Density Multiple Family
- Medium Density Multiple Family
- Mixed Use
- Local Commercial
- Office Commercial
- Regional Commercial
- Public Facilities - College
- Public Facilities
- Open Space/ Recreation

Edmonds Community College Areawide Master Plan

Areawide Vehicular and Pedestrian Access

Vehicular access to EdCC and throughout the College District is clearly defined with an established hierarchy of primary, secondary and pedestrian streets. The Areawide Plan considers the character and functional qualities of each street and strengthens the circulation system by building on existing desirable elements and reducing the degree of non-functioning elements. The plan has been designed to include built-in mitigation for the added traffic and parking impacts that may result from college and off-campus development.

Hierarchy and Description of College District Streets

68th Avenue West – This street functions as the primary north/south arterial through the College District. 68th Avenue West will continue to serve as EdCC's front door and primary access street. Increased pedestrian activity and streetscape amenities are proposed along 68th Avenue West between 200th and 204th Streets, including:

- Narrower street width and vehicle travel lanes through the mixed-use center.
- Traffic calming devices to slow traffic and allow easy pedestrian flows across the street.
- Right angle on-street parking in front of the mixed-use center – east side of street.
- Streetscape and other pedestrian amenities.

200th Street SW – This street functions as a primary east/west arterial through the College District and is used as the primary entrance to EdCC. The intersection of 200th Street and Highway 99 develops as a visual node and neighborhood gateway including the following elements:

- Improved transit shelters and pedestrian environment at Highway 99.
- Entry monuments or features marking the College District and EdCC.

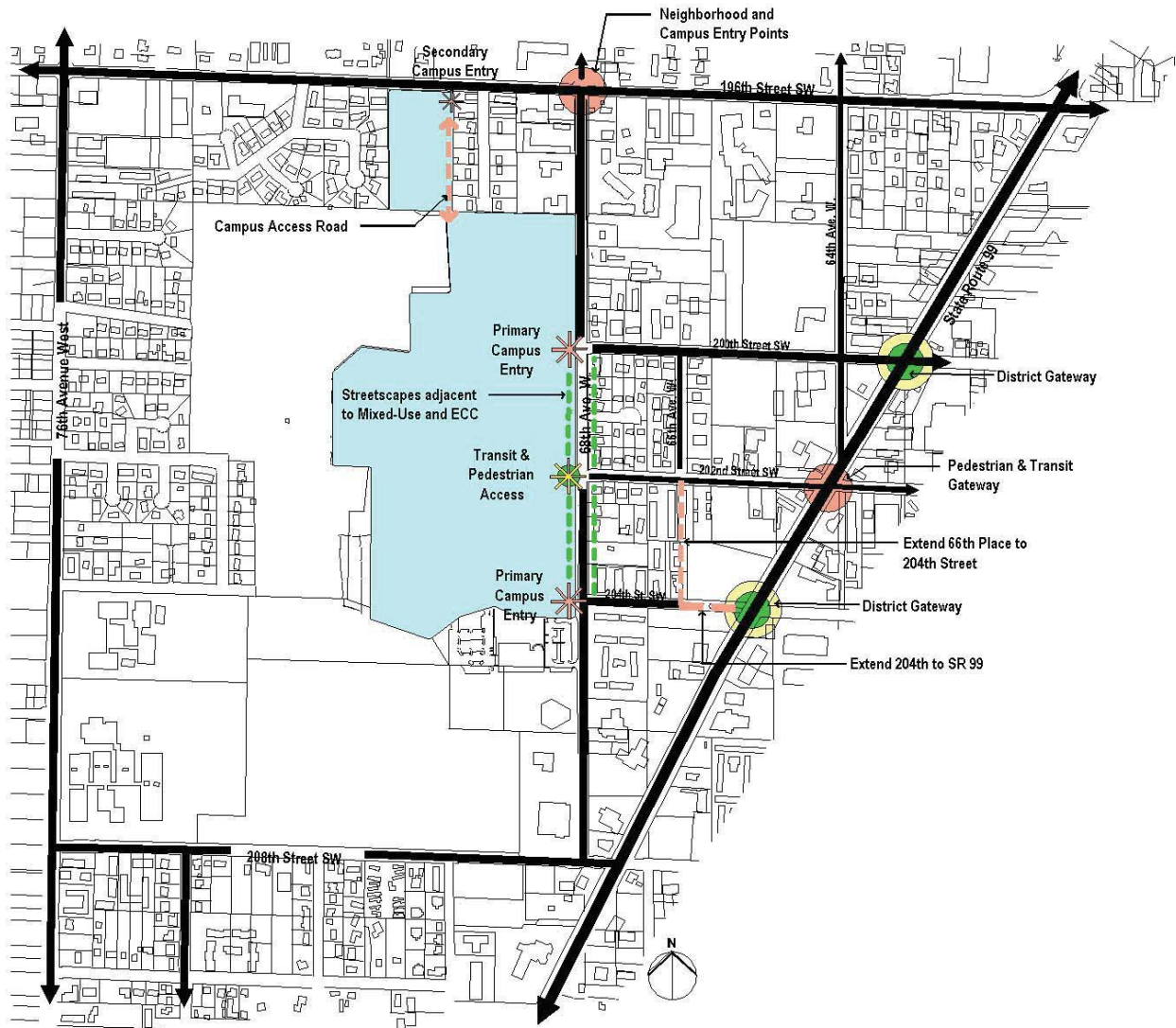
204th Street SW – This street serves a new and expanded purpose within the College District as a primary east/west arterial, connecting EdCC to Highway 99. The plan proposes extending 204th Street from the point at which it currently dead-ends, to Highway 99. Signalization at Highway 99 will likely be required although it is in keeping with the signalization pattern of every 4th block along Highway 99. In the future, 204th Street will serve a similar role as 200th Street, providing additional vehicular capacity to the College District and serving as a major entry into the EdCC campus.

196th and 208th Streets – Both of these streets border on the College District and serve as primary east/west arterials. No significant changes are proposed for either of these two streets as the Plan has focused on the internal street framework of the College District and the connections between EdCC and Highway 99.

202nd Street SW – This street is transformed into a highly pedestrian-oriented environment linking the EdCC campus to Highway 99. While 200th and 204th Streets provide significant vehicular volume, 202nd Street is intended to carry fewer cars and allow pedestrian and transit flows between the EdCC transit center and Highway 99.

- A unique and recognizably different street tree theme extending from Highway 99 to the interior of the EdCC transit center.
- Pedestrian amenities along both sides of 202nd Street encouraging pedestrian flows from EdCC to the mixed-use center and from Highway 99 to the mixed-use center.
- Pedestrian connections to intersecting neighborhood streets allowing area residents to utilize and benefit from the transit services either at EdCC or along Highway 99.

66th Place SW – Currently only developed between 200th and 202nd Streets, 66th Place SW is extended between 202nd and 204th Streets. This provides improved vehicular and pedestrian flows through the College District and provides a physical boundary better defining the mixed-use center.



Areawide Vehicular and Pedstrian Circulation

EdCC and Neighborhood Transit Center

The College District is activated and energized through continued and expanded use of the transit center. Today approximately 8% of the student, faculty and staff at EdCC utilize the transit center as their mode of transportation to and from the college. The Areawide Plan considers the transit center as a key element in providing a linkage between the college and the neighborhood. Development of the mixed-use center immediately adjacent to the transit center and continued increase in multi-family residential dwelling units will both benefit from this significant existing transportation amenity.



College Master Plan

Measuring the success of a college master plan can be determined by evaluating whether or not the physical setting and programmatic relationships among buildings and spaces are consistent with the college's mission. Clear evidence that Edmonds Community College is achieving its mission is apparent due in part to a well organized and functional campus environment. Future campus development including buildings, parking lots, open spaces and infrastructure should reflect on the existing campus organizational principles. These principles include:

Centrally organized buildings and spaces, including a campus center – The master plan builds on the existing framework of buildings and outdoor spaces. New building locations are indicated near and adjacent existing campus buildings, expanding on a centrally organized campus. This provides continued benefits to students, faculty and staff who through the course of a day walk back and forth across campus many times. The campus center or “heart” is enhanced by distributing new building locations equally throughout the campus, thus keeping the center in place.

Locating and developing future parking garages on the edge of campus along 68th Street – The master plan builds on the existing framework of parking lots, vehicular circulation and campus entry points. Future parking garages are to be developed near the existing entry driveways at 200th and 204th in close proximity to existing and future campus buildings. These locations allow students, faculty and staff to enter the campus and immediately park the vehicles without wandering through acres of surface parking lots and traffic. Additionally, parking garages located at the edge of campus allow infill building development to occur adjacent to existing buildings, maintaining and expanding the desired building and open spaces patterns.

Hierarchy of campus open spaces – The areas between buildings are perhaps the most important spaces on any college campus. Campus open spaces are the fabric that weave all college functions together as one place, one setting. In that building placement defines open space systems, the plan uses placement of future buildings to expand on and enhance the existing open space environment. The central campus open space or plaza is maintained and strengthened as the primary outdoor room. Secondary open spaces and courtyards are created between existing and new buildings. Open spaces are connected and linked together with a series of pedestrian walkways developed on an organized grid system related to existing and future building locations.

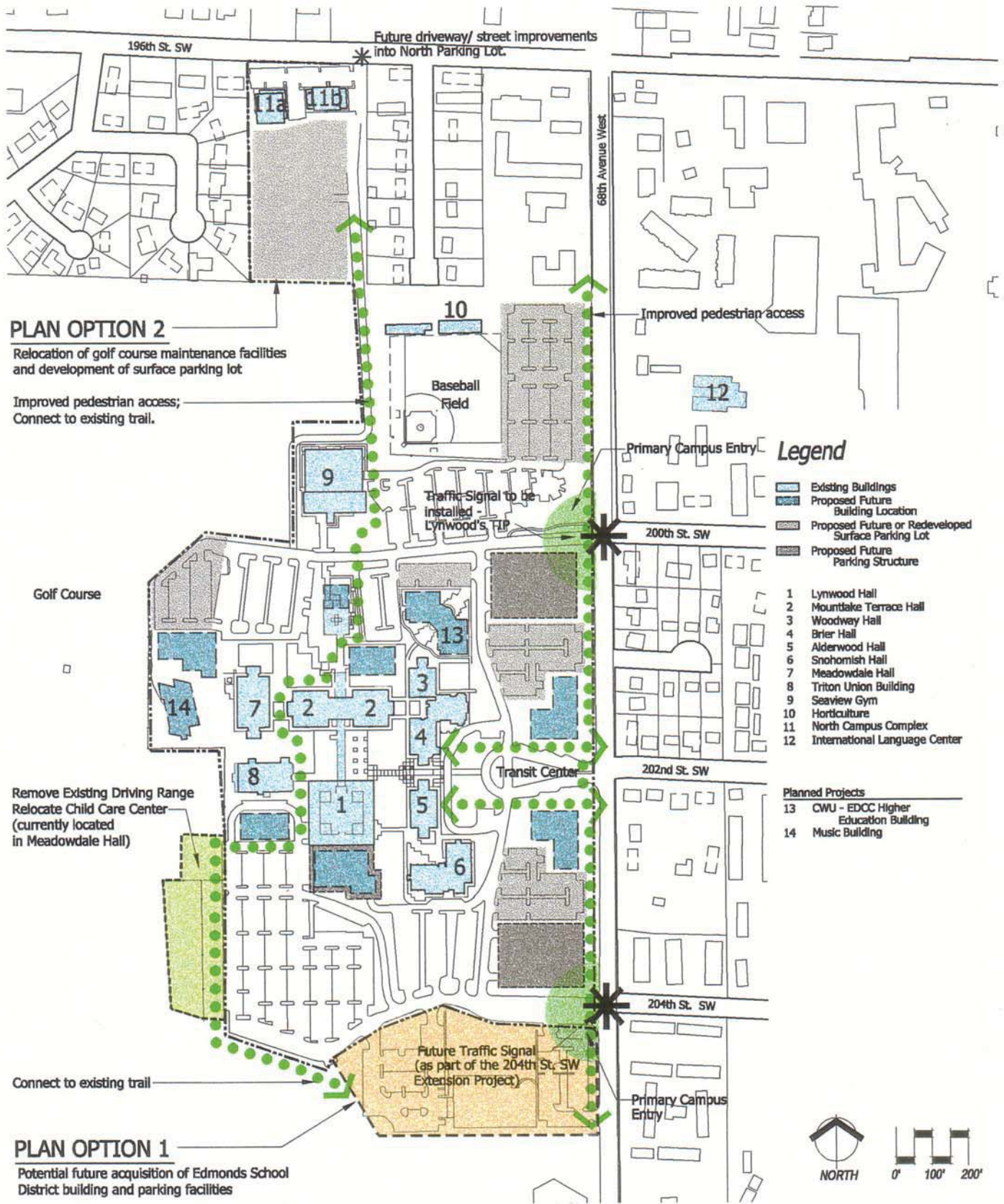
Centralize infrastructure systems – Maximizing both capital and operating dollars is also a key ingredient in developing a successful college campus. The plan maintains and expands on the existing highly centralized infrastructure system. New building locations are considered in relationship to existing utility tunnels and future connections.

Plan Options

The plan is intended to be as flexible as possible while maintaining the integrity of an existing well-organized campus. Two options are included with the plan to provide this flexibility.

Plan Option 1 – The second option would provide the college with additional flexibility by allowing, through successful negotiations, use of the Edmonds School District Educational Service Center. The facility is desirable to the college because of its proximity to the campus and its size.

Plan Option 2 – The first option is intended to give the college multiple opportunities in meeting its long-term parking requirements. The option would allow the college to utilize a property north of the Seaview Gym, currently owned by the City of Lynnwood, as a future surface parking lot. Access to this lot would be achieved via an improved driveway located off 196th Street.



Edmonds Community College Master Plan

Campus Infill Development Opportunities

Significant infill development opportunities abound on the EdCC campus. The structure, orientation and scale of the existing campus buildings provide opportunities for new buildings to be developed within the existing framework of the campus. New campus buildings can be built adjacent to and near existing buildings preserving and enhancing the strong pedestrian nature of the campus. Open space areas and linkages remain intact and are even strengthened by additional development around the core of existing buildings. Parking lots currently located along the perimeter of the campus core provide most of the areas for new buildings except for an area west of the campus adjacent to the golf course.

In considering the most appropriate locations for new campus buildings, the college should seek to grow "out toward the community." As represented on the adjacent graphic illustration, the college maximizes future building locations near the core of existing buildings and in close proximity to the transit center adjacent 68th Avenue. Locating new campus buildings in this area provides many benefits both to the college and neighborhood including:

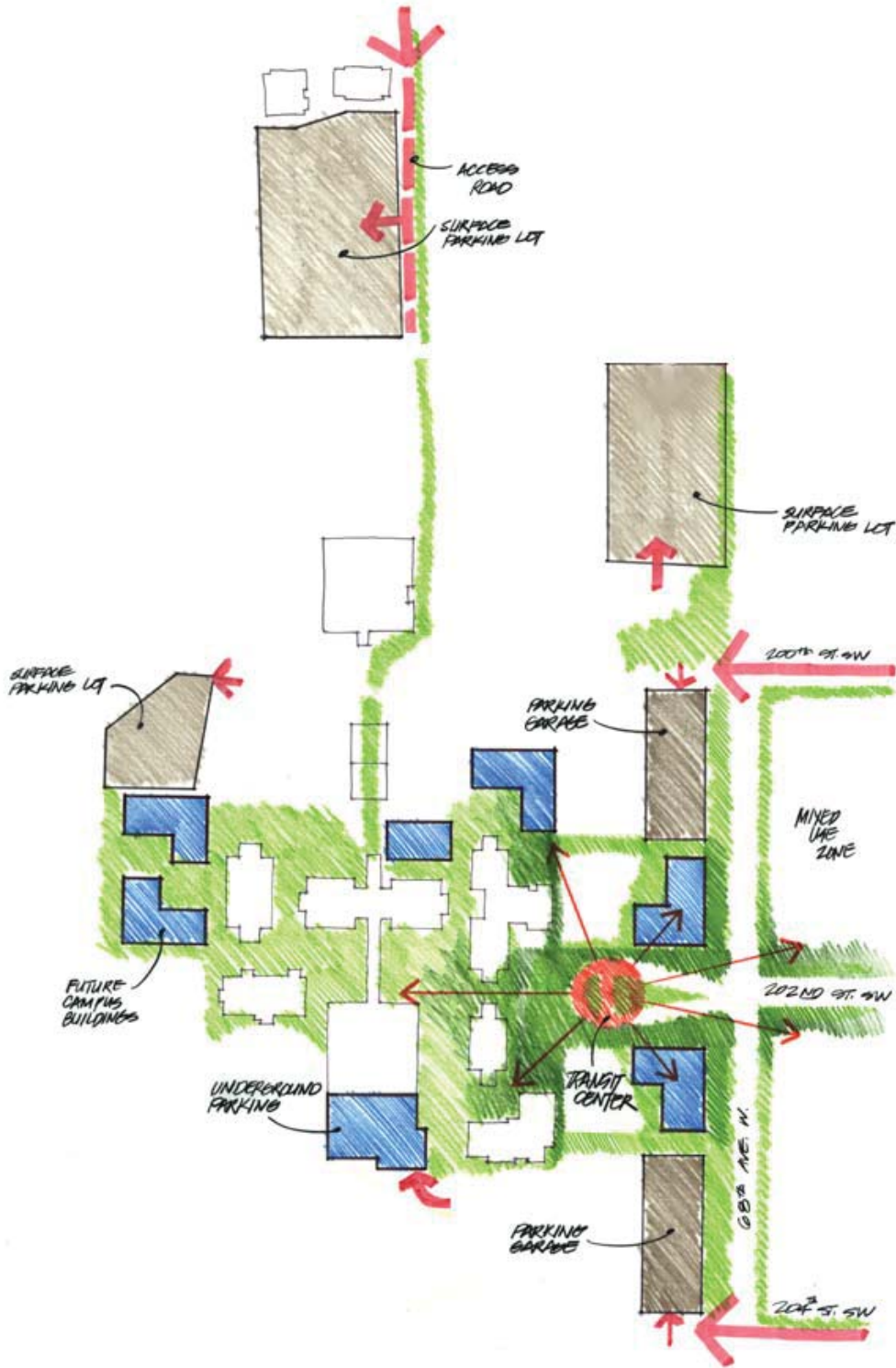
- Enhancing the existing quality of the transit center as the college's front door, which serves as a meaningful portal to the neighborhood
- Bridging the gap between college and neighborhood by breaking down the barriers and "screens" between them
- Emphasizing transit use as a viable and resourceful alternative mode of transportation
- Providing flexibility in the types of uses that could be developed in the area. (Aside from academic spaces such as classrooms and lab, this space could easily support community based programs and activities.)

The areas delineated as potential future buildings and parking work well with the existing fabric of vehicular circulation and campus access points. By keeping the campus in a relatively tight configuration, most campus parking lots and entry points are maintained and enhanced, increasing the existing efficiency and maintaining the desired reduced walking times and distances between parking lots and the campus core.

Campus Parking

Campus parking lots and entry driveways are integrated within the overall College District vehicular access plan. Continued use of existing surface lots including future development of new surface and structured parking facilities include:

- Redevelopment of existing surface parking lots to accommodate additional campus buildings
- Redevelopment of the existing soccer field located west of 68th Avenue to a surface parking lot including a new access driveway from 68th Avenue
- Potential redevelopment of the City warehouse building and property to a surface parking lot including expanding the capacity of the current access driveway located along 196th Street
- Development of a campus driveway/access road connecting the new parking lot along 68th to the new parking lot at the warehouse site
- Development of a surface parking lot adjacent to the golf course
- Development of structured parking garages located at entry points near 200th and 204th Streets



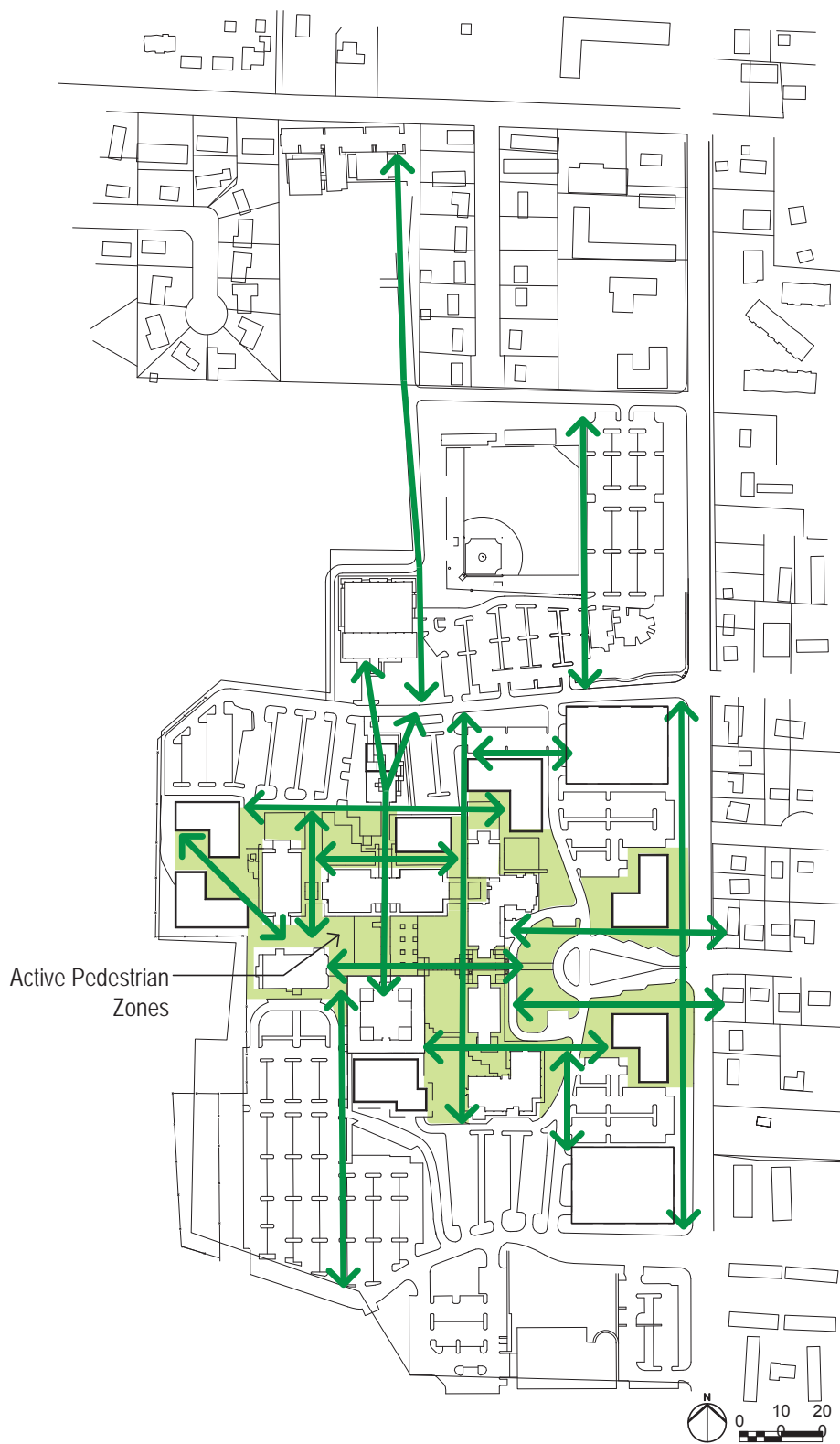
Campus Infill Development Opportunities and Open Space

Campus Pedestrian Systems

The campus master plan recognizes the existing pedestrian circulation patterns as convenient and well organized. New pedestrian routes and environments are integrated within the existing campus circulation system and either extend or add new routes to the system. The pedestrian circulation system is also integrated with campus open spaces and adjacent neighborhood connection points. Key in making the pedestrian system efficient and friendly includes:

- Maintaining clear and visible building entry points
- Utilizing a grid system to ensure easy wayfinding
- Providing first and second level connections between buildings
- Channeling pedestrian flows from large parking areas to a few primary paths
- Providing enclosures and protection from winter winds and rains
- Recognizing and developing pedestrian facilities wherever unintended but desired paths are found
- Providing sufficient security lighting throughout campus





Primary Pedestrian Flows

TRANSPORTATION SYSTEM IMPLEMENTATION PLAN

The December, 1999, *Edmonds Community College and Areawide Plan Traffic Impact Analysis* recommended several mitigation measures to address identified impacts, including:

- the extension of 204th Street east from 68th Avenue to SR-99
- the installation of traffic signals at the 68th Avenue/200th Street/ Edmonds CC main parking lot north driveway intersection and the 68th Avenue/202nd Street/Edmonds CC Transit Center driveway intersection
- the installation of a left turn lane for westbound 196th Street traffic turning into the north parking lot driveway
- pedestrian improvements along and across 68th Avenue and throughout the campus area
- expansion of the Edmonds Community College Transportation Management Program (TMP)

The recommended mitigation measures and their phasing and implementation requirements are described below:

204th Street Extension

The key “mitigation measure” for campus traffic impacts – the extension of 204th Street east from 68th Avenue to SR-99 – actually is an integral part of the campus master plan/activity center plan. The new street connection is needed to complete the study area street network and to provide infrastructure necessary for safe and convenient access and circulation. In addition to providing access to adjacent land uses, the new street connection will more evenly distribute campus access/egress traffic, and by providing additional capacity and better connections between the campus and SR-99, will reduce the traffic load on 68th Avenue. The extended 204th Street will need traffic signals at both ends: at 68th Avenue and at SR-99.

Implementation/Phasing: The 204th Street Extension would immediately improve access to/from the EdCC campus, and it would help relieve existing congestion problems on 68th Avenue and on 200th Street. In addition, the 204th Street Extension is needed to help encourage and facilitate the campus growth and land use changes envisioned by the campus master plan and areawide plan. For these reasons, the 204th Street Extension should be built as soon as practicable. Immediate actions needed include 1) the addition of the project to the City of Lynnwood six-year Transportation Improvement Program (TIP), 2) the identification of funding sources, and 3) the preparation of an alignment/conceptual design plan.

68th Avenue / 200th Street / Edmonds Community College Main Parking Lot North Driveway Intersection

A traffic signal is needed at the 68th Avenue/200th Street/EdCC main parking lot north driveway intersection.

Implementation/Phasing: This signal is programmed in the City of Lynnwood’s TIP, and should be installed as scheduled (or sooner).

68th Avenue / 202nd Street / Edmonds Community College Transit Center Driveway Intersection

A traffic signal is needed at the 68th Avenue/202nd Street/EdCC Transit Center driveway intersection to facilitate smooth uncongested bus operations into and out of the Transit Center, and to provide a safe and convenient pedestrian crossing of 68th Avenue.

Implementation/Phasing: This signal is not currently warranted or needed. However, it will be needed as the campus begins to integrate with the area east of 68th Avenue, as envisioned by the master plan/areawide plan. For now, the signal should be added to the City of Lynnwood TIP, and its design and installation should be coordinated with and incorporated in the comprehensive program of pedestrian improvements discussed in a following section.

Edmonds Community College North Parking Lot Driveway / 196th Street Intersection

A left turn lane is needed for westbound 196th Street traffic turning into the north parking lot driveway. Although left turns out of the driveway (onto westbound 196th Street) will incur excessive delays and operate at LOS F in the p.m. peak hour, driveway volumes do not meet traffic signal warrants; a traffic signal is not recommended for this location. If the left turns out of the lot become too difficult and hazardous in the future, consideration can be given to prohibiting that left turn (i.e., making the driveway exit right turn only).

Implementation/Phasing: This left turn lane would be beneficial today, and the need for it increases with the steadily increasing traffic volumes on 196th Street. The left turn lane should be installed when the north parking lot is improved/expanded, but opportunities for installing it sooner also should be explored.

68th Avenue Pedestrian Improvements

As the EdCC population grows and the campus becomes integrated with the neighborhood on the east side of 68th Avenue – as envisioned by the Master Plan and Areawide Plan – pedestrian improvements will be needed along and across 68th Avenue and throughout the campus area. The pedestrian improvements are needed to provide the safe and convenient pedestrian circulation that is so important to the health and vitality of the area and so crucial to the successful implementation of the Plans. The specific pedestrian improvements may be identified later, as campus development proceeds, and may include such improvements as sidewalks, pedestrian-actuated signals, striped crosswalks, curb extensions (to reduce pedestrian crossing distance), median refuges, etc.

Implementation/Phasing: Like many of the other street and traffic control improvements, the pedestrian improvements would be beneficial today, and the need for them increases as the campus begins to integrate with the area east of 68th. A necessary first step toward the identification and installation of campus-area pedestrian improvements is the preparation of a comprehensive pedestrian improvement program. Development of such a pedestrian improvement plan should begin as soon as practicable so that its various elements can be implemented in a timely and efficient manner, and take advantage of opportunities for joint project development and/or for grant or other funding.

Edmonds Community College Transportation Management Program (TMP)

In order to maximize the use of transit for trips to/from the campus, and to minimize the volume of auto traffic generated by the campus, EdCC should continue to promote and expand its TMP.

Implementation/Phasing: EdCC maintains and expands its TMP on an on-going basis. These efforts/activities can and should be continued in the future as the campus population grows.