

AGENDA

Lynnwood Planning Commission

Thursday, May 28, 2009 — 7:00 pm

City Council Chambers, 19100 – 44th Ave. W., Lynnwood WA

A. CALL TO ORDER

Chair WRIGHT
Commissioner AMBALADA
Commissioner AUBUCHON
Commissioner BRAITHWAITE
Commissioner DAVIES
Commissioner LARSEN, First Vice-chair
Commissioner WOJACK, Second Vice-chair

B. APPROVAL OF MINUTES:

Meeting of May 14, 2009

C. COUNCIL LIAISON REPORT

D. CITIZEN COMMENTS – on matters not on tonight's agenda.

E. PUBLIC HEARINGS:

1. **Permit Timeline Code Amendment (2009-CAM-0002)**. This amendment, if approved, would revise the City's regulations to extend and standardize approval periods for Accessory Dwelling Units, Conditional Use Permits, Project Design Review, Short Subdivisions, and Variances.

F. WORK SESSION:

1. 2009 Comprehensive Plan Amendments – Group 1 (2009-CPL-0002)

A. Parks Element Update. Annual update; no policy revisions.

B. Transportation Element. Incorporate system of determining priorities for non-motorized transportation projects into the Element.

C. Update Introduction and Land Use Elements. Revise Introduction to the Plan and Land Use Element to update text; no policy revisions.

G. OTHER BUSINESS:

1. None

H. DIRECTOR'S REPORT:

1. Update on Annexation Project – BRB Action

2. Other Matters

The public is invited to attend and participate in this public meeting. Parking and meeting rooms are accessible to persons with disabilities. Upon reasonable notice to the City Clerk's office (425) 670-5161, the City will make reasonable effort to accommodate those who need special assistance to attend this meeting.

I. ADJOURNMENT

Lynnwood Planning Commission
Meeting of May 28, 2009

Staff Report

Agenda Item: F 1 A-C
2009 Comprehensive Plan Amendments

- Public Hearing
- Informal Public Meeting
- Work Session
- New Business
- Old Business
- Information
- Miscellaneous

Lynnwood Dept. of Community Development — Staff Contact: Kevin Garrett, Planning Manager

ACTION:

Discussion only at this work session.

Following a public hearing on these proposals, the Planning Commission will be asked to make a separate recommendation on each proposal.

BACKGROUND:

The Municipal Code provides a process for annual consideration of amendments to the City's Comprehensive Plan. Review of these amendments is a major component of the Planning Commission's annual work program.

The Municipal Code provides for two "types" of proposals to amend the Plan: formal amendment applications and suggested amendments. Suggested amendments are ideas or proposals that someone would like the City to consider but, for whatever reason, they do not wish to file a formal application.

This year, no suggested amendments were filed. One "formal" application was received, all other 2009 Amendments have been initiated by staff. Attachment D lists the proposed 2009 Comprehensive Plan Amendments.

The Agenda for this meeting includes work sessions on three staff-initiated Amendments. Work sessions on the other Amendments are scheduled for the Commission meetings in June.

PROPOSALS:

Tonight's work sessions will address the following proposed 2009 Amendments:

A. Parks Element Update

This proposal would update information in the Parks Element regarding park and recreation properties and the status of park projects. It makes not policy or other substantive changes to this Element. All text that includes level of service calculations is updated to reflect 2008 OFM estimated population, including “Table 1 - Demand and Need within the City”. The section “Demand and Needs Assessment, Within Municipal Urban Growth Areas” is revised to reflect current conditions. Project status and completion dates included in “Goals, Objectives and Policies” is updated. See Attachment A.

B. Transportation Element – Non-Motorized Transportation Planning

Most sections within the Transportation Element remain unaltered - the primary changes are to update the non-motorized section, non-motorized projects in the 20-year list and non-motorized system maps. Public Works staff has been working with the Transportation and Traffic Task Force, the City Council and other City departments over the past two years on planning for the City’s non-motorized transportation system. Over this time, staff has been developing a City-wide multi-choice transportation system, known as the skeleton system.

The skeleton system will provide 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 without using their cars. The residents of Lynnwood have consistently stated the importance of such multi-choice transportation systems in City-wide surveys and in the recent visioning process.

The preliminary pedestrian skeleton includes a total of 104 miles of sidewalks, paths, and trails, of which 85 miles or 82% is complete today. The preliminary bicycle skeleton system includes a total of 70 miles of bike lanes/routes, of which 12 miles or 17% is complete today. Ranking criteria were developed to prioritize the “missing links” of the skeleton projects and to help the City determine where investments should be made to more efficiently use available funds. The 20-year list of projects was revised to include the skeleton projects. See Attachment B.

Various pedestrian roadway cross sections and associated costs have been developed including concrete sidewalks (with and without planter strips), and asphalt walkways, as well as bike facility options (dedicated lanes vs. shared lanes) in order to determine how best to complete these skeleton projects. Staff is currently conducting a public involvement process to further refine the skeleton systems. Additional project information can be found on the City’s web site at www.ci.lynnwood.wa.us/nonmotorized.

C. Introduction and Land Use Element –Update

This proposal revises the text of the Introduction to the Plan and the Land Use Element in order to correct information or discussions that are out-of-date or not longer applicable. These changes include moving the discussion of growth projections for the City and our MUGA from the Land Use Element to the Introduction. These changes would not make any substantive changes to the policies in the Element (see Attachment C).

RECOMMENDATION:

Review/discuss proposed Amendments.

ATTACHMENTS:

- A. Parks Element, with proposed changes
- B. Transportation Element, with proposed changes
- C. Introduction and Land Use Element with proposed changes
- D. 2009 Docket – List

PARKS, RECREATION AND OPEN SPACE ELEMENT

| | |
|------------------------------|---|
| Introduction | 1 |
| Planning Context | 1 |
| Summary of Issues | 2 |
| Existing Conditions | 3 |
| Demand & Needs Assessment | 4 |
| Goals, Objectives & Policies | 7 |

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 while maintaining and enhancing the quality of life we have grown to enjoy.

This element of the Comprehensive Plan includes a summary of the existing conditions and issues relevant to the City's parks, recreation and open space system. The element includes a demand and needs assessment and concludes with the goals, objectives and policies for the City's parks, recreation and open space system.

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 Destination 2040s policies related to parks, recreation, and open space. The Plan calls for preservation, acquisition, and development of parks, recreation, and open space facilities, including non-motorized facilities, consistent with the regional vision.

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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.

SUMMARY OF ISSUES

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

- Due to the limited amount of vacant land in the City, the timing of acquisition and the location of park and open space lands are important if the City wants to maintain a balance of land uses and meet the proposed level of service standards, planning standards and goals.
- There is currently a deficit of active park facilities in Lynnwood. Additional acres of Core Parks (mini, neighborhood and community parks) are needed to meet the recommended level of service for Core Parks. It will also be necessary to replace recreation opportunities provided by the Lynnwood Athletic Complex when Lynnwood High School moves to the North Road site in 2009, and to maintain the level of service for community parks within the city.
- The City's primary recreation facility need is renovation and expansion of the existing Recreation Center and construction of a new community center for programming youth/teen and senior activities, performing arts and sports. A new community center would relieve over programming at the existing Recreation Center with complimentary programs. The Recreation Center Renovation/Expansion project began in 2009 and is anticipated to be complete by 2011.
- Preservation of the City's historical resources and interpretation of Lynnwood's past is a priority. Continued renovation of the historic structures, programming of heritage activities, and development of museum displays and interpretive exhibits at Heritage Park will provide the community with a sense of its heritage.
- To provide more walking, bicycling and commuter opportunities, a comprehensive system of trails and bicycle lanes needs to be developed. Additional trails are also needed to meet the recommended level of service. The city is in the process of drafting the "Multi-Choice Transportation System Plan", which proposes a comprehensive city-wide "skeleton system" of sidewalks, walkways, bike paths and trails.
- The acquisition and preservation of open space continues to be a high priority, and is an important consideration when determining funding priorities. Significant environmental impacts have occurred in Lund's Gulch that threaten the gulch and its salmonid stream, and restorative efforts are necessary

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to regain the health of this important resource. Low Impact Development standards should be enforced for all development adjacent to critical areas. Continued coordination with Snohomish County is needed to improve current development standards with the common goal of reducing the cumulative impacts of development on Lund's Gulch.

- The availability of funding to provide new parks and recreation facilities, and improvements to existing facilities, is a critical issue. Alternate funding sources such as user fees, park impact fees, grant funds, bonds, and partnerships with other agencies, non-profit organizations and the private sector, need to be considered for future parks and recreation needs.
- To reduce the demand on existing parks and recreation facilities within the city limits, the acquisition of park land in future MUGA annexation areas is a major consideration. It is necessary to pursue joint acquisition of these sites with Snohomish County.
- To preserve and protect our existing assets, the ongoing maintenance and operations of our parks and recreation facilities need to remain an important budget consideration.
- The City has been recognized as a Tree City USA for 10 years. It is a priority of the Parks and Recreation Board to preserve and enhance the existing tree canopy in Lynnwood.
- Athletic facility users have expressed a need for additional quality athletic facilities. The demand for athletic facilities in the City exceeds the current supply.
- A revised Level of Service policy has been recommended for parks and recreation needs in the City Center that is one half the existing standard. Future characteristics and social patterns for City Center users and residents are expected to be different than that of the rest of the city. Park mitigation fees are also being considered for development in the City Center.
- To provide the park, recreation and open space facilities needed within the City Center, sites must be identified and acquired in accordance with the City Center Parks Master Plan.
- The City of Lynnwood was selected by the Snohomish Health District to participate in its Healthy Community Initiative in June, 2007. Action plan strategies have been created by a 45 member citizen task force. The purpose of this project is to provide a framework in which the City's policy makers can work together to build and support an environment that makes it easier for Lynnwood residents to choose healthy foods and be physically active.

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EXISTING CONDITIONS

The City's current parks, recreation and open space inventory amounts to approximately 376 acres and includes park facilities, within the City and in the MUGA, that offer both active and passive recreational opportunities. The park facilities within the City are categorized into the following functional classifications for planning and programming purposes, according to size and function.

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Core Parks:

Core Parks (mini, neighborhood and community parks) traditionally provide a combination of active and passive uses, including play equipment, picnic areas, athletic fields, and trails. The City currently operates 14 developed parks in the Core Parks category. When funding is available, additional Core Park properties will be developed within the city, and within the City's Municipal Urban Growth Area. Core Park land accounts for 143.30 acres, or about 40% of the total inventory.

Special Use Areas:

Four facilities in Lynnwood are classified as "Special Use Areas" based on their current purpose and/or activity - the Municipal Golf Course, the Recreation Center, the Senior Center and Heritage Park - for a total of 81.45 acres. Because of its primary historical purpose, Heritage Park is included in this category.

Open Space:

The City's Open Space classification includes large natural areas and urban greenbelts. It is the City's policy to preserve natural resources for the conservation of important habitats and for passive recreational use whenever possible. 134.22 acres in and adjacent to Lynnwood are preserved as Parks and Recreation-maintained open space. Scriber Lake Park and Scriber Creek Park are included in this category because they are environmental parks that do not have active recreation elements.

Regional Parks:

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

DEMAND AND NEEDS ASSESSMENT

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

Level of Service: The recommended Parks LOS Standard in Lynnwood is 10 acres per 1,000 population. This standard is expressed as acres of park, recreation and open space needed for each 1,000 persons, using the 2008 OFM estimated population of 35,680. The standard is further delineated as 5 acres per 1,000 population for Core Parks (mini, neighborhood and community parks), and 5 acres per 1,000 population for Other Park Land (open space and special use facilities). The adopted City Center Sub-Area Plan recommends a reduced Parks Level of Service Standard within the City Center area.

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The demand and need for parks, recreation and open space in Lynnwood has been assessed through analyses of existing conditions, potential park sites, available resources and level of service. Trends in recreation were considered and public input was obtained through surveys and community meetings.

The demand and need for parks, recreation and open space within the city limits is reflected on Table 1.

Table 1: Parks, Recreation and Open Space DEMAND AND NEED WITHIN CITY LIMITS

| # | Classification | Existing ^{1, 4} | 2008 – 35,680 OFM Est. Population | | 2025 – 43,910 Est. Population ⁵ | |
|-------------------------|----------------|--------------------------|-----------------------------------|-------------------|--|-------------------|
| | | | Demand ² | Need ³ | Demand ² | Need ³ |
| Core Parks: | | | | | | |
| 5 | Mini | 3.32 ac | 5.35 ac | 2.03 ac | 6.58 ac | 3.26 ac |
| 9 | Neighborhood | 45.21 ac | 53.52 ac | 8.31 ac | 65.87 ac | 20.66 ac |
| 4 | Community | 94.77 ac | 119.53 ac | 24.76 ac | 147.10 ac | 52.33 ac |
| Subtotal: | | 143.30 ac | 178.40 ac | 35.10 ac | 219.55 ac | 76.25 ac |
| Other Park Land: | | | | | | |
| 4 | Special Use | 81.45 ac | 71.36 ac | 0 ac | 87.82 ac | 6.37 ac |
| | Open Space | 134.22 ac | 107.04 ac | 0 ac | 131.73 ac | 18.54 ac |
| Subtotal: | | 215.67 ac | 178.40 ac | 0 ac | 219.55 ac | 24.91 ac |
| TOTAL: | | 358.97 ac | 356.80 ac | 0 ac | 439.10 ac | 101.16 ac |
| 4 | Trails: | 7.10 mi | 8.92 mi | 1.82 mi | 10.98 mi | 3.88 mi |

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Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, revised 4/2009.

Notes:

- 1 Includes both developed and undeveloped park facilities within the city limits only.
- 2 Demand reflects total park acres required to meet adopted level of service standard for each category.
- 3 Need reflects additional park land required to meet adopted level of service standard for each category.
- 4 City park property located outside the city in the UGA is not included in the City's demand and need analysis.
- 5 The 2025 population estimate includes the City Center population, which is projected to be 5,400. The demand and need for 2025 reflects a recommended LOS standard reduction of 5 ac/1000 for the City Center population.

Population projections to 2025 were applied to determine future impacts on the City's existing parks system. In addition to maintaining and improving the City's existing facilities, additional park facilities will be needed to meet current and future demands and the recommended LOS within the City and in the City's urban growth areas.

Within City Boundaries:

The adopted Parks Level of Service Standard is 10 acres per 1000 population. The current level of service for combined park classifications achieved is 10.06 acres per 1000 population. There remains a need for an additional 35.10 acres in the Core Parks category to meet the demand (recommended acres) for 178.40 acres of active park land. The inventory also shows a deficit of 1.82 miles in the Trails category to meet the demand for 8.92 miles of trails outside parks.

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By the year 2025, it is estimated that Lynnwood's population will increase to approximately 43,910. This includes the estimated City Center population of 5,400. The need for park land in the City Center is calculated using a reduced Parks LOS Standard of 5 ac/1000. Continued park acquisition and development will be necessary to meet the demand for parks, open space and recreation facilities in 2025. Table 1 summarizes the existing and future demand and need within the City.

Within Municipal Urban Growth Areas:

New residential and commercial development in Lynnwood's MUGA is generating demand for parks, recreation facilities and open space. In future north annexation areas, approximately 93 acres of open space in the Swamp Creek corridor have been preserved jointly by Snohomish County and the City of Lynnwood. The City has also acquired a 9-acre future park site (Manor Way) adjacent to this annexation area, and a 7.69-acre future park site (Doc Hageman Park) east of Interstate 5. Doc Hageman Park is proposed for construction in 2009-2010. A 21-acre wetland site has been acquired east of Lund's Gulch for preservation of the headwaters of Lund's Creek and future development of an environmental park.

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There are currently no active use park facilities in the City's MUGA, which has an estimated 2008 population of 41,597. As a result, Lynnwood's parks are over-burdened with non-resident use. Applying our current Parks Level of Service Standard to the MUGA population would require approximately 415 acres of parks and open space. To provide park facilities needed by the growing population in the MUGA, the City will continue to seek equitable methods of acquisition and development with Snohomish County and other jurisdictions.

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

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GOALS, OBJECTIVES AND POLICIES

GOAL:

Provide a comprehensive system of parks, open space and recreation facilities that serves the needs of current and future residents, and visitors to Lynnwood.

Subgoal: Park System

Provide a system of mini, neighborhood and community parks to meet the recreational needs of the community.

Objectives:

P-1: Acquire park land in the city for the development of Core Parks to help meet the community's recreational needs.

Policy P-1.1: Provide the minimum adopted level of service of 5 acres/1000 population for Core Parks.

Policy P-1.2: Acquire park land in accordance with the Annual Budget and Capital Facilities Plan.

Policy P-1.3: Annually review vacant and underdeveloped parcels and park service areas to determine underserved neighborhoods in the city.

Policy P-1.4: Plan for the location of parks in the proximity of high-density developments.

Policy P-1.5: Use a variety of methods for funding acquisition of park lands including grants, user fees, City funding, interjurisdictional cost-sharing, land developer contributions and other sources.

Policy P-1.6: Adopt and implement a program to require new residential and commercial development to provide impact mitigation to the City, either by dedication of park land, plazas, park improvements, or payment of "in-lieu-of" fees.

Policy P-1.7: Preserve land for future park development.

P-2: Acquire park land in the Municipal Urban Growth Area for future park development to meet the recreational needs of future annexation areas.

Policy P-2.1: Pursue cooperative planning efforts with Snohomish County and neighboring jurisdictions in urban growth areas and future annexation areas.

Policy P-2.2: Annually review potential parks and open space sites in [the MUGA](#), and related facilities needed to provide the recommended level of service.

Policy P-2.3: Seek methods of acquisition and development of these sites and facilities, which reflect the responsibilities of Snohomish County and the City.

P-4: Plan and develop new parks and renovate existing parks in the city and in the Municipal Urban Growth Area.

Policy P-4.1: Design new parks in accordance with the purpose, size and classification of each.

Policy P-4.2: Design new parks and provide improvements to existing parks to promote public safety and security.

Policy P-4.3: Provide a variety of recreational opportunities to serve a diverse population.

Policy P-4.4: Provide accessibility to all park facilities in accordance with Americans with Disabilities Act standards.

P-5: Begin construction of Doc Hageman Park in Lynnwood's MUGA. Master plan completed in April 2009. Begin first phase of park construction in 2009.

P-6: Begin Scriber Lake Park renovation per master plan completed in 2005. Phase I to include design of new overwater dock in 2009, with construction in 2010.

P-7: Develop new neighborhood park in NE Lynnwood, Stadler Ridge Park, per master plan completed in 2004. Begin construction of park with city and state funding available in 2009.

P-8: Develop new neighborhood park in west Lynnwood, Rowe Park, per master plan completed in 2004, when funding is available.

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Subgoal: Open Space System

Provide a system of open space to preserve and protect the area's remaining native forests, wetlands, streams and wildlife habitats.

Objectives:

OS-1: Continue acquisition of open space properties in the Lund's Gulch, Swamp Creek and Scriber Creek watersheds.

Policy OS-1.1: Provide the minimum adopted level of service of 3 acres/1000 population for Open Space.

Policy OS-1.2: Preserve and protect in public ownership areas with significant environmental features such as view corridors, landforms, steep slopes and plant and animal habitats from the impacts of development.

Policy OS-1.3: Use a variety of methods for funding open space acquisitions including grants, donations, tax abatements, City funding, interjurisdictional cost-sharing, land developer contributions and other sources.

Policy OS-1.4: Support volunteer and interjurisdictional efforts for restoration and preservation of the four major watersheds in South Snohomish County: Scriber Creek, Lund's Gulch, Swamp Creek and Hall Creek.

Policy OS-1.5: Continue to encourage stewardship of open space and natural areas through the Park Stewards program.

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OS-2: Plan conservation and passive development of 21-acre Lund's Creek headwaters property with the Brackett's Landing Foundation. Plan for potential environmental center and interpretive development of uplands.

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OS-3: Develop Master Plan for the preservation of Lund's Gulch in partnership with Snohomish County, the Brackett's Landing Foundation and Friends of Lund's Gulch.

OS-4 Acquire open space within urban areas to buffer and enhance the built environment.

Policy OS-4.1: Continue to review vacant and underdeveloped parcels within the city for potential acquisition of open space.

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Policy OS-4.2: Preserve open space corridors and trail linkages between parks, neighborhoods, schools and commercial centers. Where possible, acquire key linkages between parks and trail segments to create connected trail system.

OS-5: Provide passive recreational opportunities in acquired natural areas.

Policy OS-5.1: Provide neighborhood access to natural areas with trailheads and parking, in accordance with Chapter 17 of the Lynnwood Municipal Code and ESA regulations.

Policy OS-5.2: Provide environmental educational opportunities in natural areas with interpretive signage, nature trails and overlooks.

OS-6: Work with Public Works and community volunteers in the enhancement of City-owned stormwater detention areas for passive community use.

Subgoal: Facilities and Programs

Provide facilities and programs that promote a balance of recreational opportunities.

Objectives:

FP-1: Identify and prioritize the need for new/upgraded facilities and programs on an annual basis.

Policy FP-1.1: Seek adequate funding and timely development of such facilities in accordance with the Annual Budget and Capital Facilities Plan.

Policy FP-1.2: Provide the minimum adopted level of service of 2 acres per 1000 persons for Special Use facilities.

Policy FP-1.3: Provide improvements to facilities that are cost-effective, durable, attractive and energy efficient.

Policy FP-1.4: Provide facilities that meet competitive playing standards and requirements for all age groups and recreational interests.

Policy FP-1.5: Continue to offer specialized programming for diverse community groups such as seniors, youth and teens, and preschool.

FP-2: Complete phased development of Heritage Park, including renovation of all the historic structures, and development of museum programming in the park.

Sub-Objective 1: Provide information that interprets the history of the Lynnwood/Alderwood Manor area, including historical displays, programs, activities, museum programming and interpretive signage.

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Sub-Objective 2: Work with Snohomish County Tourism Bureau to facilitate visitor information services.

Sub-Objective 3: Work with the Alderwood Manor Heritage Association on a park docent program and historical programming within the park.

Sub-Objective 4: Work with the Sno-Isle Genealogical Society to provide a community genealogical library in the Humble House.

Sub-Objective 5: Work with the Car 55 Restoration Committee to complete renovation of Interurban Car 55.

Sub-Objective 6: Work with Snohomish County Master Gardeners to develop demonstration gardens and landscaping within the park.

Sub-Objective 7: Complete Phase II renovation of the historic water tower with support of the Lynnwood Parks Foundation.

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Sub-Objective 8: Work with the Heritage Park Partners Advisory Committee to plan and coordinate heritage programming and activities in the park.

FP-3: ~~Begin Phase I renovation of the existing Recreation Center and aquatics expansion. Design and construct an expanded facility that will provide for recreational, cultural, civic and leisure activities to serve varied age groups and community interests.~~

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FP-4: Develop a master plan for Wilcox Park, Scriber Lake Park and the adjoining School District property, reflecting how these areas can be connected for pedestrian access and related activities.

FP-5: Participate in the planning and design of a regional performing arts facility.

Subgoal: Trail System

Provide a connecting system of trails for recreational, commuter and general circulation purposes to promote Lynnwood as a "walkable city".

Objectives:

T-1: ~~Assist other City departments, in the process of drafting the "Multi-Choice Transportation System Plan", which proposes a comprehensive city-wide "skeleton system" of sidewalks, walkways, bike paths and trails. The Plan would link parks, schools, community facilities, commercial centers, neighborhoods and adjacent regional trail systems.~~

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Policy T-1.1: Work with other jurisdictions to provide a continuous regional trail network.

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T-2: Develop additional trails outside of parks to meet the adopted minimum level of service.

Policy T-2.1: Provide the adopted minimum level of service standard of 0.25 miles/1000 population for trails outside parks.

Policy T-2.2: Design and construct trails to required standards to serve a variety of users at varying skill levels.

Policy T-2.4: Include bicycle lanes when City streets are being reconstructed or built, and add bike routes to existing City streets, where feasible.

Policy T-2.5: Require new subdivisions to provide access to parks, trails and school sites.

Policy T-2.6: Encourage public and private funding for the development of trails.

T-3: Plan and construct the northward extension of the Scriber Creek Trail to generally follow the creek route, from Scriber Lake Park north to the Meadowdale area and Lund’s Gulch.

Policy T-3.1: Promote trail safety through signage and educational activities for pedestrians and bicyclists.

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T-4: Provide improvements to the Interurban Trail to include trailheads, enhanced landscaping, signage and historic markers.

Policy T-4.1: Support interjurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail.

Policy T-4.2: Promote trail safety through signage and educational activities for pedestrians and bicyclists.

T-5: Coordinate with Public Works to provide a seamless trail corridor through Lynnwood by completing “missing links” in the Interurban Trail, specifically segments located at 212th St SW to 63rd Ave W to 211th St SW, 208th St SW and 52nd Ave W, and 208th and 54th Ave W.

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T-5: Coordinate with Public Works to construct Interurban Trail pedestrian bridge at 44th Ave., and to complete the “missing link” in Interurban Trail between 40th Ave. and 44th Ave.

T-6: Coordinate completion of South Lund’s Gulch Trail with Snohomish County, Brackett’s Landing Foundation and volunteers. Trail is planned to begin in north Lynnwood, continue north into Lund’s Gulch, cross Lund’s Creek and connect with existing Meadowdale Beach Park county trail, giving Lynnwood residents access to Lund’s Gulch open space and a walkable connection to Puget Sound.

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Subgoal: Activity Centers

Ensure that parks and open space are included as part of the land use mix in the activity centers' master plans.

Objectives:

- AC-1: Work with Community Development to identify parks and open space sites, related improvements, and implementation strategies for the City Activity Centers and City Center plans, including the City Center Parks Master Plan.**
- AC-2: Establish park and open space guidelines and achieve revised level of service standards for public and private improvements in the City Center.**

Subgoal: Interjurisdictional Coordination

Coordinate parks, open space and facility planning and development with appropriate jurisdictions and agencies for mutually beneficial partnerships.

Objectives:

- IC-1: Partner with Edmonds School District to improve existing school recreation sites for shared school/park use.**
Policy IC-1.1: Work with other agencies to provide adequate recreational facilities for community use.
- IC-2: Work closely with service providers and other local private and non-profit organizations in order to meet the diverse program and special events needs of the community.**
- IC-3: Pursue cooperative planning efforts with Snohomish County in the urban growth area to provide parks and open space in future annexation areas.**

Subgoal: Facilities Management

Manage and maintain parks, open space and recreation facilities to optimize use and protect public investment.

Objectives:

- FM-1: Continue a regular schedule for maintenance of parks, facilities and open space, and revise annually.**
Policy FM-1.1: Maintain and upgrade existing parks and facilities for the safety, comfort and satisfaction of park users.
- Policy FM-1.2:** Ensure that adequate funding and staff are available for management and maintenance of parks, facilities and open space.
- Policy FM-1.3:** Promote interjurisdictional operations of parks and facilities.
- Policy FM-1.4:** Advise the City Council and other City boards and commissions on a regular basis about facility management issues.
- Policy FM-1.5:** Update staff training in playground safety standards and play equipment inspection.

FM-2: Coordinate the operations of Heritage Park with the Heritage Park Partners Advisory Committee, including the Visitor Information Center, Heritage Resource Center, Genealogy Research Library, Interurban Car 55, Water Tower, heritage programming and demonstration gardens.

Policy FM-2.1: Work with non-profit organizations and other community volunteers on parks, trails and open space service projects.

FM-3: Continue to implement City Pesticide and Fertilizer Use Policy within the City on public properties, including posting of areas to be treated in accordance with state and local requirements.

Subgoal: Monitoring and Evaluation

Monitor, evaluate and update parks, recreation facilities and open space to ensure balanced, efficient and cost-effective programs.

Objectives:

ME-1: Update parks, facilities and programs in accordance with public input and survey results.

Policy ME-1.1: Encourage community input by providing opportunities for public involvement in park, recreation and open space planning.

ME-2: Annually update the Parks, Recreation and Open Space Element of the Comprehensive Plan, in accordance with the Recreation and Conservation Office (formerly IAC) guidelines.

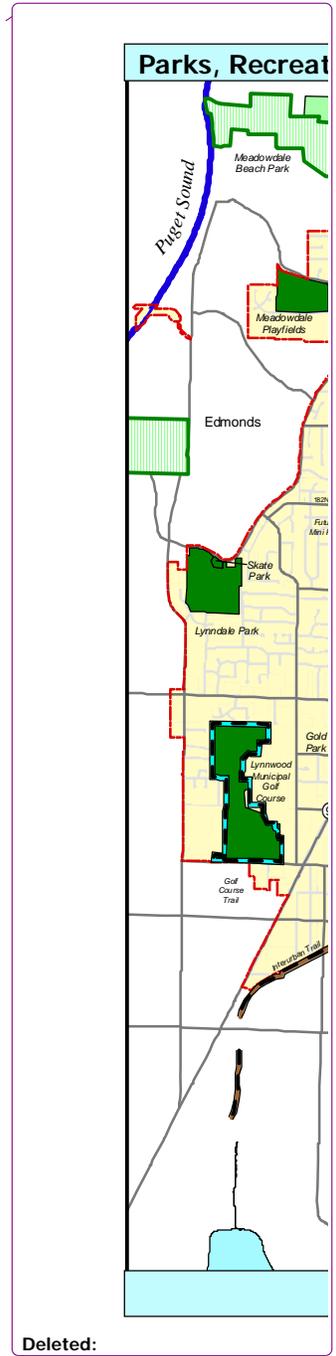
ME-3: Continue public information programs to increase public awareness of the City's parks, recreation and open space system.

ME-4: Develop a separate Lynnwood Parks, Recreation and Open Space Comprehensive Plan to help guide the planning, acquisition and development of parks, facilities, open space and recreation programs.

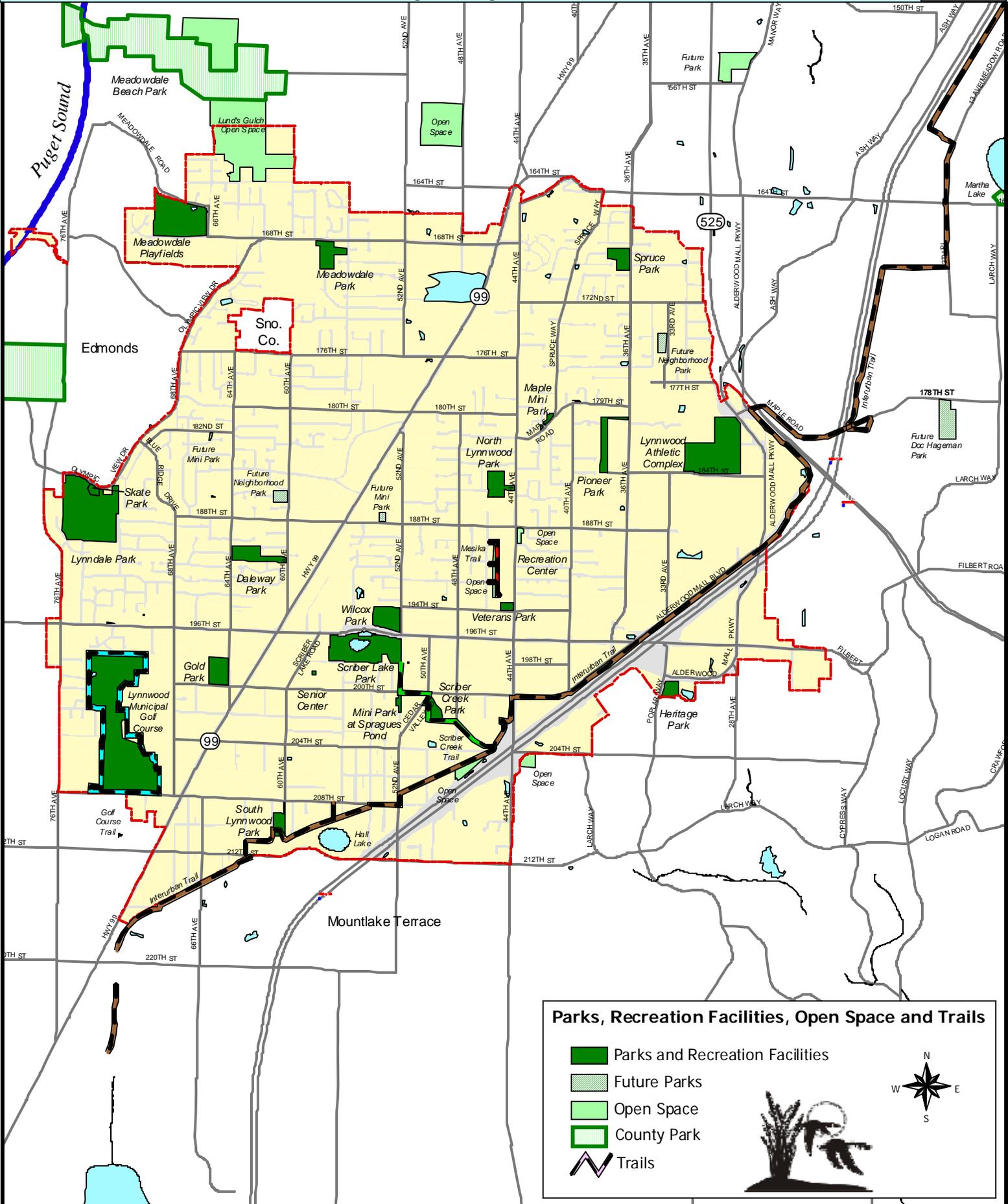
ME-5: Annually update the Capital Facilities Plan with capital projects that reflect the recreational needs of the community.



(replace with new parks map)



Parks, Recreation Facilities, Open Space and Trails



Parks, Recreation Facilities, Open Space and Trails

-  Parks and Recreation Facilities
-  Future Parks
-  Open Space
-  County Park
-  Trails





Map designed by TJF; last updated 5/21/09 by KDM
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TRANSPORTATION ELEMENT

| | |
|---------------------------------|----|
| Introduction | 1 |
| Planning Context | 1 |
| Summary of Issues | 3 |
| Transp. Facilities & Conditions | 4 |
| Travel Demand Forecasts | 12 |
| Concurrency Management | 13 |
| Transportation Facility Plan | 18 |
| Goals, Objectives & Policies | 22 |
| Maps & 20-year List | 29 |

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. 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: 1.) 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 2.) 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.

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

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

Regional Planning Strategy:

The current regional transportation plan, *Destination 2030*, was adopted in May 2001 and responds to federal and state requirements for improving transportation in metropolitan areas. *Destination 2030* serves as the transportation functional plan for implementing transportation goals identified in the VISION and is guided by the multi-county planning policies in the VISION. When *Destination 2030* was adopted, the regional VISION and its underlying assumptions about future population and employment growth remained constant. In the current VISION update, the transportation plan remained constant. In other words, the growth distribution alternatives were being analyzed to see (among other things) which was best served by the existing transportation plan. In 2007, the Regional Council began a major update to *Destination 2030* to extend it to 2040 and align it with VISION 2040.

The Puget Sound Regional Council will adopt VISION 2040, the regional long-range growth management, economic, and transportation strategy for the central Puget Sound region. VISION 2040 contains the region's multi-county planning policies, which are required by the Washington State Growth Management Act. It provides a comprehensive regional approach to manage growth through the year 2040. VISION 2040 covers King, Kitsap, Pierce, and Snohomish counties and their respective cities and towns.

VISION 2040 is long-range and addresses a larger and complex geography than that of a single local jurisdiction. It is not simply a bigger version of a local comprehensive plan. While the relationship of VISION 2040 to local plans is mutually reinforcing, the regional plan plays the role of portraying the larger picture. VISION 2040 provides a benefit to localities by creating a common planning context. In turn, the local plan offers the details and specifics for implementation, including fiscal, infrastructure, and capacity analyses. It is appropriate for local level planning to be more detailed and address specific local issues.

The draft VISION 2040 builds on the 1995 version of VISION 2020. Some of the key elements of the draft VISION 2040 are a numeric regional growth strategy to achieve closer balance between jobs and housing within the counties and regional geographies, more effective guidance for distributing growth to urban growth areas, more explicitly address

focusing growth into cities, minimizing rural development, distinguishing between different roles of regional geographies, and supporting growth in designated regional and subregional centers. For population, the draft VISION 2040 calls for more growth in cities with regional growth centers and in larger cities, and for minimizing rural growth. For employment, the draft VISION 2040 calls for continuing the current locally-adopted policies for employment growth which emphasize a concentrated regional pattern with a focus on centers.

Countywide Planning Policies (CPP):

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

SUMMARY OF ISSUES

Demands on the transportation system continue to grow. Along with population increases and economic growth, come increases in commuter trips, miles traveled, shipment of goods and other traffic demands. As Lynnwood's population increases and more people choose to live in denser developments near the City's core, transportation will become an essential part of the City's economic health. A sound transportation system is essential to support the existing economy, to facilitate desired growth, to minimize the cost of congestion and to preserve mobility.

The following is a summary of major transportation issues facing the City in the future.

1. Transportation issues in the City of Lynnwood are complex and will require a coordinated effort with other jurisdictions to address current and future needs.
2. Major transportation projects will require multiple funding sources to make them financially feasible. The ability to secure grant funding, or other sources of funding, will determine how street and intersection improvements are accomplished.
3. Lynnwood lacks adequate east/west transportation corridors. Several existing streets will be studied for widening to relieve 196th Street SW. Interstate 5 is an impediment to circulation in the vicinity of Alderwood Mall. A new north/south crossing of I-5 in the 33rd Avenue W. corridor will be studied.
4. It is the City's policy to preserve and protect the quality and character of our residential neighborhoods. A comprehensive program for dealing with neighborhood traffic issues will be developed.
5. Transportation improvements must balance the needs of providing access to neighborhoods, access to businesses, and providing an efficient flow of traffic.
6. Increased congestion creates an increase in delay and lowers Lynnwood's quality of life. However, solutions to congestion can have negative impacts on the City's quality as well. Wider roadways are not always the correct response to congestion. Denser development, more transit use and less reliance on single-occupant vehicle travel must be utilized as well.
7. Bicycle and pedestrian improvements should be considered whenever physically and financially feasible to continue the development of bicycle and pedestrian facilities.

8. The City will need to use technology to maximize traffic flow and safety on the City's arterial streets as our region continues to grow.
9. Lynnwood residents comprise a high proportion of the ridership on Community Transit buses that use the Lynnwood Transit Center and the Ash Way Park & Ride Lot. The City will need to work with regional transit service providers to enhance alternate travel mode opportunities for citizens.
10. The City's role as a regional service and transportation center requires the efficient movement of freight and goods.
11. The City of Lynnwood will continue a strong presence and leadership role in the development of transportation strategies within the Puget Sound region.
12. The City will include non-SOV (single occupancy vehicle) alternatives in its multimodal transportation strategy, including:
 - Pedestrian access and amenities
 - Bike lanes and facilities
 - Additional bus linkages
 - Van and car pools
 - Flex-time or altered start times

The land within the existing City limits in the year 2008 is approximately 98% developed. The City is in a period of redevelopment. Lynnwood's future is more toward that of a compact city, with denser mixed use development, than towards a traditional suburb. Projects such as the Convention Center, the new City Center and the redevelopment of the Edmonds School District properties (including the Lynnwood High School site) are expected to contribute to the continuation of that pattern. The transportation system must alter for this redevelopment, focusing more on pedestrian and transit to move people around these new mixed use neighborhoods. Transportation plans must also recognize that traffic will adjust to congestion at some locations by shifting to alternative routes using less congested locations.

Because vehicular access to the significant amount of commercial property in Lynnwood remains a critical function of the transportation system, a continued effort will be directed to improving the City's traffic control equipment thereby optimizing the existing street system.

TRANSPORTATION FACILITIES AND CONDITIONS:

1. Roads:

The City's arterial street network is classified into a hierarchy of four categories: Principal, Minor, and Collector Arterials, and Neighborhood Streets as shown on the [Existing Street System Map](#). In general, a Principal Arterial is the highest street category and has the greatest vehicular capacity. Its function is to connect major regional facilities (such as freeways) to the rest of the street network, and to move people and goods into and out of Lynnwood. The principal arterial system carries most of the trips entering and leaving the city, also travel between central business districts and residential communities or between major inner city destinations.

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

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

| Fig. T-1: Road Mileage | | |
|--|----------------|----------------|
| Class | Mileage | Percent |
| Principal Arterial | 9.7 | 10% |
| Minor Arterial | 18.1 | 18% |
| Collector Arterial | 19.3 | 19% |
| Neighborhood Streets | 54.3 | 54% |
| TOTAL: | 101.4 | 100% |
| Source: Lynnwood Dept. of Public Works, 2008 | | |

Collector Arterials collect traffic from the neighborhood streets and convey it to the Principal and Minor Arterials. Collectors also serve as connections between the smallest areas within the City providing safe and reasonable access between neighborhoods. **Figure T-1** shows the mileage for each type of arterial in Lynnwood. The Existing Arterial Roadway System Plan shows the City's existing arterial street network.

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

Pavement Management System:

The City completed an update of the pavement management system in 2008. On the average, the City's street network was in good condition average rating of 63 goal to 75%. The budget for performing street overlays, chip seals and major repairs is contained in fund 111. The pavement management system recommends an annual overlay program of approximately \$1 million to maintain the current level of pavement conditions.

Neighborhood Traffic Calming:

The City has implemented a Neighborhood Traffic Calming program which will attempt address neighborhood issues related to speeds and intersection controls.

Street Maintenance:

Lynnwood's street maintenance budget is included in fund 111. The street maintenance funds are spent on routine maintenance items such as minor roadway repair, striping, signage, street cleaning, signal maintenance, snow removal, landscaping maintenance, and minor sidewalk repairs.

2. Bridges:

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

3. Parking:

The City of Lynnwood experiences a major demand for parking for both commuter employees and customers of retail stores. The demand for parking convenient to the workplace will continue to be substantial. The following areas within the City have a relatively large supply and demand for parking:

- Lynnwood Transit Center with 985 stalls
- Ash Way and Swamp Creek Park and Ride Lots (unincorporated Lynnwood)
- Alderwood Mall (two new parking structures opened in 2005 increased supply to nearly 5,300 stalls)
- Quadrant Office Complex
- Major retail facilities on:
 - Highway 99
 - 196th St. SW
 - Alderwood Mall Parkway
 - Alderwood Mall Blvd.
- Edmonds Community College

4. Non Motorized Facilities - 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. **Figure T-2** shows the percentage of streets, by classification, that have existing sidewalks.

| Fig. 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 | | | |

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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.

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 designate low income census tracks
- Proximity to bus stops, bus routes.
- Pedestrian usage trends.
- Accident history.
- Neighborhood Connector.
- Presence of existing sidewalk/walkway on one side of street.
- Type of street – Principal, Minor, Collector Arterial, Residential
- Traffic volumes and speeds.
- Size of missing segment of walkway.
- Type of walkway in vicinity - concrete, asphalt, gravel
- Presence of ditches and/or other roadside obstacles.
- Right of way necessary to construct improvements.
- Potential for redevelopment of segment by private developer or capital project.
- Potential for other funding sources.
- Active Neighborhood groups

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

street parking. The Existing and future planned bike facilities are shown on the [Bike Lanes and Routes Map](#).

5. Signal System:

The [Existing Traffic Signals Map](#) shows the locations of signals throughout Lynnwood. The city currently owns and operates 53 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 and monitor traffic flow through the City. As of the end of 2008, the City has installed over 400 video detection cameras and has 48 Pan/Tilt/Zoom cameras for traffic signal monitoring.

The cameras are just one part of the Lynnwood Intelligent Transportation System (ITS) Program. This program is essentially a citywide computer network, using fiber optic cable, linking all of the traffic signals to a central computer in City Hall. All of these components have been recently upgraded with the assistance of federal ITS grants. The Lynnwood ITS system will allow City engineers to monitor traffic, collect data, and reprogram signals all from the Traffic Management Center (TMC). A new, state-of-the-art TMC will be constructed in late 2008. In addition, many signal components can now communicate their status real-time, allowing faster trouble shooting and repairs.

6. Transit:

Community Transit

In 1976, voters in Lynnwood, Edmonds, Mountlake Terrace, Brier, Woodway, Marysville and Snohomish agreed to form their own local transit agency, Community Transit (CT). CT has been providing local transit service in Lynnwood and other communities within Snohomish County for over 30 years. Over this time CT has expanded its operation to provide service to most of Snohomish County, the University of Washington, Seattle and the Eastside. CT currently operates 33 local and 31 commuter routes and carries over 57 percent of all Snohomish County-Seattle commuters to work and back.

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

Local Transit Routes

In-County Commuter Routes (Boeing)

Inter-County Commuter Routes (primarily serving Seattle and the Eastside)

Commuter Service to the University District (University of Washington)

The flexible transit options consist of both Vanpools and DART (Dial-A-Ride Transit). The Vanpool is a small group (5 to 10 people), commuter-organized van service to Snohomish County. The vanpool program is one of the largest fleets in the nation,

with 333 vans. The DART system is primarily for use by seniors and people with special needs and has a fleet of 55 paratransit vehicles.

In 2007, CT reported a total system-wide ridership of 10,011,413 boardings. Of these boardings, 9,058,663 consisted of local and commuter service, which accounts for approximately 90% of total system ridership. According to statistics provided by CT, a total of 4,418,543 annual boardings are from routes that provide service to Lynnwood. This equates to 48.8% of all of CT's annual local and commuter ridership. The average daily ridership totals for routes serving Lynnwood are shown as a percentage of CT's total average daily ridership is shown in Figure T-3.

| Figure T- 3 2007 Community Transit Ridership Average Daily Boardings | | | |
|---|--|--|--|
| | Average Daily Ridership | Average Daily Ridership for routes serving Lynnwood | % of Total Daily Riders |
| Weekday | 31,717 | 15,193 | 47.9% |
| Saturday | 10,917 | 6,248 | 57.2% |
| Sunday | 7,095 | 3,867 | 54.5% |
| All Trips | 5,661 | 3,000 | 53.0% |
| Source: Community Transit Strategic Planning and Grants Division Research & Statistics Section, 2008 | | | |

The CT routes serving the City are shown on the [Existing Transit System Map](#).

Lynnwood Transit Center

In the late 1990's, a Transit Center was completed within the City of Lynnwood. Most of the transit service (both commuter and local) serving Lynnwood has stops at this location. The Lynnwood Transit Center provides service to 21 local and commuter transit routes as follows:

- 13 of 33 Local Service routes including routes 110, 112, 113, 114, 115, 116, 118, 119, 120, 121, 130, 201 and 202. The 2007 annual ridership for these routes total 3,608,393 boardings, or 60.0% of all CT Local Service.
- 3 of 21 Inter-County Commuter routes including routes 401, 402 and 441. The 2007 annual ridership for these routes totaled 559,569 boardings, or 25.4% of all CT Inter-County Commuter Service.
- 3 of 10 University District Commuter Service routes including routes 810, 855 and 885. The 2007 annual ridership for these routes totaled 250,581 boardings, or 36.5% of all CT University District Service.
- 2 Sound Transit Commuter Service Routes including routes 535 and 511.

Edmonds Community College

There are several local service routes that provide transit service to Edmonds Community College. Of these 6 routes, four (routes 112, 115, 116 and 118) also stop at the Lynnwood Transit Center. The remaining two service routes are as follows:

- Route 190 – Provides service between Mukilteo and Edmonds Community College. The 2007 annual ridership for this route totaled 172,004 boardings.
- Route 131 – Provides service between Aurora Village and Edmonds Community College by way of Westgate and Edmonds. The 2007 annual ridership for this route totaled 42,120 boardings.

Park and Rides near City Limits

Additional routes and park and ride locations are located in close proximity to the Lynnwood city limits. While these locations also serve local routes their primary purpose is to support commuter routes. Near the southwest corner of Lynnwood, located on 72nd Ave W south between 212th Street SW and 216th Street SW, is the Edmonds Park and Ride lot. This location offers service to 1 local route and 7 commuter routes. Near the northeast corner of Lynnwood, there are the Swamp Creek and Ash Way Park and Ride lots, which are located along 164th Street SW between 36th Ave W and Interstate 5. Swamp Creek offers service to 4 local routes and 5 commuter routes. The largest of the three is the Ash Way Park and Ride, which offers service to 6 local and 9 commuter routes.

CT Transit Development Plan 2008-2013

On January 3rd, 2008 the board of directors for CT adopted the 2008-2013 Transit Development Plan. The centerpiece of the plan is primarily a Swift Bus Rapid Transit (Swift BRT) that is planned along the Highway 99 corridor through Lynnwood. The Swift BRT project will add 26 new stations between Everett and Shoreline Transit Stations and provide rail-like high speed bus service (10-15 min. between buses) along Highway 99. Swift BRT is planned to be operational in late 2009.

Also planned during this period is a comprehensive route restructure in south Snohomish County. The restructure decisions will be based on data acquired from CT's new Advanced Public Transportation System (APTS) data systems. This effort will be specifically targeting routes between Seattle and Lynnwood, Everett and Lynnwood, and East-West Corridors in South Snohomish County. This new system will be implemented in 2008.

The plan also identifies a list of Unfunded Bus Service Priorities and identifies Transit Emphasis Corridors in which they will be targeting for future transit system improvement studies. Of the Unfunded Bus Service Priorities, the most notable with regard to service to Lynnwood would be the addition new routes between Lynnwood and Stanwood / Smokey Point, Lynnwood and Bothell (via Filbert Rd), and increased service to the University District and Smokey Point. The Transit Emphasis Corridors listed in the plan include both 164th ST SW and SR 524 (196th Street SW) in Lynnwood.

7. Transportation Demand Management:

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

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

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

| Fig. T-4: 2011 Commute Trip Reduction Goals | | | | | | |
|--|--------------------------------|-------------------------------|---------------------|------------------------------|---------------------|------------------------------|
| | Full-time Employees | Affected Employees | SOV Base | 2011 SOV Goal | VMT Base | 2011 VMT Goal |
| City of Lynnwood | 488 | 196 | 89.50% | 80.60% | 8.7 | 7.6 |
| Dept. of Social & Health Services | 175 | 175 | 87.90% | 79.10% | 10.8 | 9.4 |
| Edmonds Community College | 945 | 370 | 78.90% | 72.40% | 8.7 | 7.6 |
| Edmonds School District | 122 | 114 | 80.50% | 58% | 7.6 | 6.6 |
| Harris Ford | 146 | 46 | 79% | 71.10% | 8.7 | 7.6 |
| Verizon Northwest | 122 | 122 | 60.50% | 54.50% | 11.9 | 10.3 |

| Fig. T-4: 2011 Commute Trip Reduction Goals | | | | | | |
|---|--|--|--|--|--|--|
| Cobalt Group* | | | | | | |
| Pemco Mutual Ins. Co.* | | | | | | |
| * Cobalt Group and Pemco Mutual opened Lynnwood offices in 2007. Their base rates and goals will be established by the next bi-annual survey. | | | | | | |

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

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

WSDOT reimburses local jurisdictions for their costs to administer CTR Programs. In 2008, the City of Lynnwood along with every affected city in Snohomish County except Everett and Bothell entered into a contract with Community Transit (CT) under which CT will provide most of the support services to the employers to help them develop, implement and monitor their programs. In return the cities turn over most of their WSDOT funds to CT. However, the city still has final review of employer Commute Trip Reduction programs, and still must adopt and enforce our local CTR Ordinance.

TRAVEL DEMAND FORECASTS

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

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

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

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

CONCURRENCY MANAGEMENT

State Owned Transportation Facilities:

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

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

WSDOT, in coordination with local and regional entities periodically undertake major updates of Washington's Transportation Plan (WTP). The updated WTP will serve as a blueprint of how to support our state's transportation system through strategic investment decisions while working to maintain a balance for a livable sustainable environment, vibrant communities and vital economy. Setting the LOS standard for state facilities are core work elements of the WTP update.

The current adopted level of service standard is LOS "E-mitigated" for non-HSS highways within 3 miles of I-5 and I-405. The City limits currently reside within this 3 mile area.

City Transportation Facilities:

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

The Highway Capacity Manual 2000 Edition defines level of service in terms of delay, rather than volume/capacity ratio, as a more direct measure of the effects of congestion. Figure T-5 gives the criteria for Level of Service grades A-F.

| Fig. T-5: LEVEL OF SERVICE | |
|-------------------------------------|------------------------------|
| LEVEL OF SERVICE (LOS) | INTERSECTON DELAY |
| A | Never Stop |
| B | Only Hesitate |
| C | Short Wait |
| D | 1/4 Signal Cycle Wait |
| E | 1/2 Signal Cycle Wait |
| F | 1 Signal Cycle Wait |

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

The level of service for streets in Lynnwood is generally determined by the intersections that control through travel; however, this presumes compliance with design standards to assure that the full potential of the street is maintained to serve traffic through major intersections, and to provide appropriately for pedestrian, bicycle, and transit modes. Where one or more design features or transportation elements (such as sidewalks, or adequate queue storage length, as examples) are missing, the LOS rating of the street may be lowered as a whole, according to guidelines established by the Director of Public Works.

The Growth Management Act only requires cities to manage level of service on arterials (including collector arterials) and not local streets. The City may however establish additional standards for local streets for its own purposes. In order to minimize traffic disturbance within neighborhoods, the LOS for local streets is established as LOS "C" at all times.

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

The City Center is expected to operate with more congestion. Not only are there more trip ends per acre in the City Center, there are more opportunities to move about without a car. Businesses are closer together, making walking easier, and transit service is more frequent. This plan establishes LOS "E" for the City Center during the PM peak hour.

Concurrency Test:

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

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

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

Concurrency Does Not Apply:

The impacts on LOS of developments generating a total of ten peak hour trips or less are deemed not significant for purposes of concurrency, but such developments shall still be required to comply with SEPA as applicable. The following specific types of development actions are identified as consistent with this rule:

1. Developments exempt from SEPA environmental review and therefore exempt from GMA concurrency requirements as described in WAC 197-11-800.
2. Day-care facilities for children if not operated for profit.
3. Privately operated not for profit social service facilities recognized by the Internal Revenue Service under the IRS code.
4. Low-income housing, which is defined as housing which is affordable to persons whose income is below fifty (50) percent of the median income for the persons residing in the Snohomish County Area. Not more than ten (10) percent of the total number of units shall qualify for this purpose.
5. Public Safety Facilities including Police, Fire and Trauma Centers.
6. Re-developments that do not generate any additional traffic or transportation impacts
7. Single family homes on legal lots of record.
8. Rezones that are not accompanied by a specific site development permit.
9. Boundary line adjustments.
10. Temporary use permits.

11. Variances.
12. Shoreline substantial development permits or variances.
13. Building permits for single-family homes or duplexes.
14. Administrative interpretations.
15. Sign permits
16. Street vacations.
17. Right-of-way use permits
18. Utility permits.

SEPA Review:

All developments generating ten or more peak hour trips will also be evaluated for traffic impacts during the SEPA environmental review process. Such developments shall be asked to study traffic patterns for the immediately surrounding arterial system as well as on any adjacent neighborhood streets. To the extent that their impacts are mitigated by road improvements accounted for by payment of a Traffic Impact Fee (TIF), no additional mitigation is required. For other impacts on un-signalized intersections, non-motorized facilities, transit, traffic safety, physical obsolescence, and design standards, additional analysis for potential mitigation is required. If the development increases the volumes over the established LOS or other standards they will be required to propose and evaluate mitigation to provide alternatives which would reduce or eliminate their impact.

Change of Use:

Any change, redevelopment or modification of use not meeting the exemption criteria in above, shall require an environmental review for changes in traffic impacts. If a change of use shall have a greater impact on the transportation system than previous use, then an environmental review of the net increase in traffic is required. If a change of use results in a traffic impact determined to be less than the previous use, then an environmental review is not required.

Developments to which SEPA Does Not Apply:

If the project is of a small size and is exempt from the SEPA process the project would move directly to the permit review process and make payment of the Transportation Impact Fee.

Concurrency Mitigation:

If a development proposal fails the concurrency test, then mitigation is required to meet the concurrency standard. The developer may choose to: 1.) reduce the size of the development; 2.) delay the development until the City or others provide the required improvement, or 3.) provide the required mitigation. Mitigation must be acceptable in form and amount, to assure compatibility with City plans and policies. Acceptable mitigation must:

1. Be consistent with the City's comprehensive plan and zoning.
2. Contribute to the performance of the transportation system.
3. Not shift traffic to a residential neighborhood.

4. Not shift traffic to other intersections resulting in a violation of the LOS standard without any possible mitigation.
5. Not violate accepted engineering standards and practices.
6. Not create a safety problem.

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

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

1. **Transit Service:** Mitigation projects would include possible bus pullouts, transit stop improvements, better access routes to bus or a TDM program for the project. Projects could be both adjacent to the development and citywide.
2. **Pedestrian and Bicycle Facilities:** Pedestrian and bicycle facilities promote use of alternative modes of transportation thereby reducing trips. Improve sidewalk connections, new sidewalk routes and safer highway crossings could be used to promote pedestrian use. Shoulder pavement and revised channelization could assist bicyclists. On site storage facilities would promote use of bicycles.
3. **Safety:** Safety concerns within the city should be evaluated and projects selected that would reduce accidents and speed traffic. Improvements could reduce drivers concerns at certain locations and encourage possible alternative routes.
4. **Street Circulation:** The overall street circulation would be looked at and projects developed that could change existing traffic patterns. Access points may change, turn lanes can be added or small street segments can be added or modified. If projects can be identified that will improve the transportation system, by reducing overall trips on the system or increasing system capacity, the impact of the development can then be reduced. An agreement with the project proponent as to scope of projects, development review and code compliance for site improvements could mitigate impacts.
5. **Transportation Demand Management:** As a mitigation measure, the developer may establish transportation demand management (TDM) strategies to reduce single occupant vehicle trips generated by the development. The developer shall document the specific measures to be implemented and the number of trips generated by the development to be reduced to each measure. The environmental review may require performance monitoring and remedial measures if the TDM strategies are not successful in obtaining the predicted reduction in peak hour trips.

As a participant in the environmental review process, the Public Works Director shall determine whether mitigation is required and appropriate under this chapter due to a development exceeding the LOS standard, and, if so, whether any mitigation proposed by the developer is appropriate.

Transportation Impact Fee (TrIF):

The Capital Facilities Element of this Plan identifies transportation improvements made necessary by growth forecast to the year 2025, and the Financial Element identifies public revenues likely to be available for those improvements. A Transportation Impact Fee (TrIF) shall be paid by new developments to account for the cost of transportation improvements

reasonably related to the demand created by the development. The TrIF shall provide only for improvements on the Arterial System (including collector arterials) needed for growth, and not including mitigation of existing deficiencies.

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

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

If a development proposal fails the concurrency test and then chooses to construct mitigation in order to pass, the cost of that mitigation shall not be credited against the TrIF that is due, unless the improvement is listed in the 20-Year Improvement List of this Comprehensive Plan, and the effect of the mitigation by the development is merely to accelerate the timing of an improvement already anticipated and provided for in the calculation of the Transportation Impact Fee. If the mitigation provided is to alleviate a deficient condition not accounted for in the basis of the Transportation Impact Fee (TrIF), no credit shall be given.

If a development passes the concurrency test, and pays the established Transportation Impact Fee, the development will be deemed to have mitigated its traffic impacts to the extent covered by the 20-year Improvement List on which the TrIF is based. The development will remain subject to SEPA review and may be required to provide additional mitigation, to address all other transportation issues not covered by the concurrency test or the TrIF. These may include, but are not limited to, impacts on unsignalized intersections, non-motorized facilities, transit, traffic safety, physical obsolescence, and compliance with design standards on and off-site.

TRANSPORTATION FACILITY PLAN

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

RCW 36.70A.070 (6)(c) outlines the requirements relating to the Transportation Element's ability to finance the identified needs in order to meet both the forecasted growth and fix the

deficiencies that were found through this transportation planning effort. The requirements for financing this plan require the City to develop a three-step process, as follows.

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

Step Two: RCW 36.70A.070 (6)(c)(ii) requires the City to develop a multiyear financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which will serve as the basis for 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.

Existing Funding Sources for Transportation:

The following grants 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 Account (TIA): State funds used to support local transportation projects.
4. Urban Arterial Transportation Fund (UATF): State funds used to support arterial improvements especially the state routes.
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. Transportation Efficiency Act for the 21st Century (TEA-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.
16. Sound Transit (ST) - Transit Development Funds: Regional funds dedicated to support transit station development and other land uses related to the Regional Transit plan, Sound Move.
17. Transportation Benefit Districts (TBD): State legislation passed in 2007 allows for the formation of Transportation Benefit Districts to fund arterial improvements. Funds are established by council motion and/or voted tax authority including license tab fees.

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

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

Funding Shortfall Strategy:

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

The selection of projects from the twenty-year planning horizon for the six-year transportation improvement program is also designed to provide policy guidance for the pursuit of transportation grants. A significant portion of the TIP and the twenty year long range transportation plan consists of discretionary grant revenues from state or federal sources. City efforts to obtain grants shall be consistent with the TIP and twenty year long range transportation plan.

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

The following funding shortfall strategy will be used to balance the City's transportation needs and its transportation concurrency requirement under GMA.

1. Reduce transportation funding needs.
 - Reevaluate the need for projects
 - Promote transportation demand management actions to reduce vehicle trips
 - Rescope project needs and downsize where possible
2. Develop new revenue options.
 - Increase revenues by using existing resources
 - Participate in regional funding strategy development
 - Seek new or expanded revenue sources
 - Pursue private/public partnerships
 - Impose Transportation Impact Fee on new developments
3. Change the City's level of service standard. Options include:
 - Adjust the LOS to allow additional development
 - Adjust the LOS to allow limited additional development
 - Adjust the LOS to phase growth
 - Do nothing and allow the LOS standard to determine whether development is allowed..
4. Change the City's land use and zoning.
 - Revise the land use plan to modify growth patterns to reduce traffic growth.
 - Adjust the target forecast for the City's growth.
 - Delay development until facilities are in place to meet the LOS standard.

Six-year Transportation Projects:

Transportation projects scheduled for completion during the upcoming six-year period are included in the Six-Year Transportation Improvement Program (TIP), which is provided under separate cover and updated annually.

Long Range Transportation Projects:

The Six-Year and Long Range Capital Plan include a listing of anticipated projects, including transportation projects, throughout the remainder of the 20-year planning period. That listing contains additional related information such as project schedule, estimated costs, funding sources and priorities.

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.

SUBGOALS, OBJECTIVES & POLICIES:

Subgoal: Roadway System

Provide a City system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.

Objectives:

- T-1:** Monitor traffic patterns and accident histories to formulate solutions that reduce the potential for serious accidents. In cooperation with the Police Department, analyze statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.
- T-2:** Conduct bi-monthly meetings of the traffic safety committee to evaluate proposals for traffic system improvements.
- T-3:** Work with communities to evaluate traffic problems and provide appropriate traffic calming solutions based on available funding and relative need.
- T-4:** Provide for the yearly inspection of City owned bridges as required by Federal and State law.
- T-5:** Recommend an annual overlay program supported by the City's Pavement Management System. Identify the implications of deferred maintenance if funding levels fall below recommended levels.
- T-6:** Complete Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.

Subgoal: Signal System

A traffic signal system that provides safe movement through high volume intersections and a responsive level of service during off peak hours for the residents moving within the City limits.

Objectives:

- T-7:** Review status of all existing traffic signal equipment on yearly basis (i.e. traffic signal rebuild program) and prepare the annual budget with recommended improvements and/or replacements.
- T-8:** Complete Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.

- T-9:** Begin measuring travel time on SR-99 during peak travel periods by the completion of the Lynnwood phase of the SR-99 project.
- T-10:** Establish City measures of effectiveness (MOE's) for traffic.

Subgoal: Public Transit System:

Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.

Objectives:

- 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.
- T-12:** Continue working with Sound Transit on the development of the improvements to the Park and Ride Lot.
- T-13:** Work with the transit providers to develop an operational procedure for the use of transit signal priority during peak travel hours. (ongoing)
- T-14:** On a yearly basis, monitoring public transit operations through the City and the related impacts to east-west mobility and traffic progression during peak travel hours.
- T-15:** Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development.

Subgoal: Non-motorized Transportation Systems

Strive to complete an integrated safety-orientated pedestrian, school walkway and bicycle system to provide mobility choices, reduce reliance on vehicular travel and provide convenient access to schools, recreational facilities, services, transit and businesses.

Objectives:

- T-16:** Develop an integrated non-motorized "skeleton" transportation system of sidewalks and bicycle facilities that link neighborhoods, businesses, parks, schools and activity centers.
- T-17:** Establish clear policies and priorities to guide the planning for and construction of public sidewalks throughout the City.
- Policy T-17.1:** Public sidewalks shall be required of new development, including residential subdivisions.
- Policy T-17.2:** Public sidewalks, walkways shall be included in the design and construction of all future arterial streets.
- Policy T-17.3:** The highest priority for public walkways on non-arterial streets shall be those that connect parks, recreational areas, schools or other public facilities, or that are needed to correct a unique safety concern (see list of criteria previously listed in the Non-Motorized Facilities section).

- Policy T-17.4:** The City shall provide public walkways within residential neighborhoods only when funded through a Local Improvement District (LID), grant, participation program or other private development.
- Policy T-17.5:** Paved pedestrian walkways should be provided on corner development sites from street to building entrances to encourage walking between businesses, especially at signalized intersections, to reduce development traffic impacts.
- Policy T-17.6:** A safe, well lit pedestrian walkway network should be provided throughout commercial development sites.
- Policy T-17.7:** At appropriate locations, walkways should be extended to the edge of development sites to connect to existing walkways on adjacent property or allow for future connections when adjacent property is developed or redeveloped.
- Policy T-17.8:** Street right-of-way adjacent to development sites should be fully improved to current City standards, including the provision of sidewalks, to reduce traffic impacts.
- Policy T-17.9:** Existing streets lacking sidewalks, shoulders, or other features required of new streets shall be upgraded to full standards on a priority basis that considers at least traffic volumes, safety concerns, and non-motorized activity levels.
- Policy T-17.10** The Municipal Code requires installation of public improvements as part of development or redevelopment of property. In some cases, the requirements of Code may not prescribe sufficient improvements to adequately address issues related to traffic, access, connectivity, pedestrian facilities, bike facilities, etc. that may be needed to support, sustain and serve the development and surrounding community and mitigate the impacts of the development. In such cases, the City may require additional improvements and/or other mitigation, provided that such requirements are related to the impact of the proposed development and the costs of the improvements and/or mitigation is generally consistent with the relative scale and potential impact of the development on the existing transportation system and infrastructure.
- Policy T-17.11:** City will develop funding policies that support construction of a minimum, "skeleton system" of non-motorized improvements. Deleted: backbone
- T-18:** Continue the program of linking schools and parks with sidewalks in accordance with a prioritized master plan.
- Policy T-18.1:** Review and update the City's sidewalk program each year prior to budget development.
- T-19:** Continually improve the safety of walkways and cross walks.

Policy T-19.1: Identify safe walk routes for students and work with school district staff to enhance the safety of crosswalks.

Policy T-19.2: Review the routes and the transportation system in the vicinity of each school on a yearly basis prior to the start of the school year to identify safety deficiencies or special maintenance requirements for corrective action.

T-20: City shall evaluate codes with regards to operation and maintenance of sidewalks and develop the appropriate policies to ensure adequate, long-term maintenance of facilities.

Subgoal: Consistency and Concurrency

A transportation plan that is consistent with and supportive of the land use plan, and that assures the provision of transportation facilities and services concurrent with development, which means the improvements or strategies are in place at the time of development, or that a financial commitment is in place within the next six years.

Objectives:

T-21: Review and revise the Level of Service (LOS) standard and methodology.

Policy T-21.1: Develop an approach for inclusion in the yearly Comprehensive Plan Update for the new LOS system based on delay.

Policy T-21.2: The transportation impacts of projects already permitted, under construction or otherwise legally vested prior to adoption of the new LOS system will be evaluated and mitigated in accordance with the City's policies and procedures.

Policy T-21.3: The City shall provide staff training and consultant assistance during the initial set-up of the new LOS system and related model.

Policy T-21.4: Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create adverse traffic impacts should include measures demonstrated to mitigate those impacts.

T-22: Maintain the City's traffic model for various planning purposes. Review land use changes and development patterns on a continuing basis for additions or changes to the assumptions used in the traffic model. Re-calibrate the base year model at least every five years. Maintain a concurrency pipeline model that is regularly updated to account for all development activity on a continuing basis, to give a short-range forecast useful for six-year priority programming. Update the 20-year forecast model at least every five years, to maintain the 20-year improvement list and related plans.

Subgoal: Transportation Functionality and Safety

Maximize the functionality and safety of the local circulation system to guide the design of all transportation facilities, incorporating new materials and technology and responding to the needs of neighborhoods, visitors and businesses.

Objectives:

- 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-23.2:** On-site traffic circulation shall be designed to ensure safe and efficient storage and movement of driveway traffic.
- 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.
- Policy T-23.5:** Access to properties should be oriented away from properties that are used, zoned or shown on the Comprehensive Plan less intensively.
- T-24:** Enhance the safety of residential streets and the livability of neighborhoods.
- Policy T-24.1:** Non-local and bypass traffic on local neighborhood streets shall be discouraged. Discourage through traffic on local access streets.
- Policy T-24.2:** Traffic calming measures and innovative street design features shall be required where traffic analysis indicates that a development will introduce traffic that exceeds the established neighborhood level of service standard.
- Policy T-24.3:** Local street networks shall be linked through subdivisions to provide efficient local circulation, as appropriate.
- Policy T-24.4:** Place high priority on the access needs of public safety vehicles.
- Policy T-24.5:** Encourage directing increased traffic volumes onto streets with sufficient capacity to provide safe and efficient traffic flow or where adequate traffic improvements will be provided in conjunction with the development, require adequate vehicular and pedestrian access to new developments, and minimize pedestrian-vehicular conflict points.
- Policy T-24.6:** Encourage land uses that would generate relatively low volumes of traffic, or complementary peak traffic periods, or would have the potential to increase the use of public transportation systems.
- Policy T-24.7:** Institute a citywide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.
- T-25:** Existing curb cuts and parking areas shall be consolidated during development and redevelopment to the greatest extent possible.
- T-26:** Ensure that all transportation facilities will accommodate the needs of physically challenged persons.

- 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).

Subgoal: Environmental Factors

Minimize the impacts of the transportation system on the City's environment and neighborhood quality of life.

Objectives:

- T-27:** Evaluate projects and programs for consistency with environmental issues such as climate change, conservation and sustainability as required by law and deemed appropriate.
- T-28:** Minimize consumption of natural resources through the efficient coordination of traffic flow, the promotion of non-motorized alternatives, and the use of public transit.
- T-29:** Minimize spillover parking from commercial areas, parks and other facilities encroaching on residential neighborhoods.
- T-30:** Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as residential streets.
- T-31:** Develop a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets.
- T-32:** Design new residential streets to discourage cut-through traffic, while providing for connectivity.

Subgoal: Funding

Develop a Multi-modal Funding Plan and contingency plans for funding needed transportation improvements.

Objectives:

- T-33:** Establish ongoing condition assessments and funding plans for transportation related programs including street overlays, sidewalks, traffic signal rebuild, street maintenance and operations, and other multi-modal transportation options.
- T-34:** Assure adequate funds to provide local match for grant opportunities in order to maximize the benefits to Lynnwood of all funding sources.
- T-35:** Utilize creative funding mechanisms to facilitate development of new transportation infrastructure.
- T-35A:** Adopt a policy to support Traffic Impact Fees (TrIF). Adopt impact fees that charge growth for the cost of transportation improvements reasonably related to the impacts of growth.

Subgoal: Support Implementation of Subarea Plans

Support the implementation of specific subarea plans such as the City Center Subarea Plan.

Objectives:

- T-36:** Develop a schedule and funding plan for City Center infrastructure projects and implement the Plan.
- T-37:** Work with appropriate community stakeholders to develop effective means to support implementation of the Edmonds Community College Master Plan and the plan for the surrounding neighborhood.

Subgoal: Revise Transportation Element

Systematically revise the Transportation Element on a five-year basis.

Objectives:

- T-38:** Review and revise the Arterial Street Map every five years.
- T-39:** Review and revise the 20-Year Project List every five years.
- T-40:** Review and revise the Priority Ranking System every five years.

Subgoal: Facilitate Intergovernmental Coordination

Develop a strategy to coordinate effectively with other local, regional, state and federal agencies.

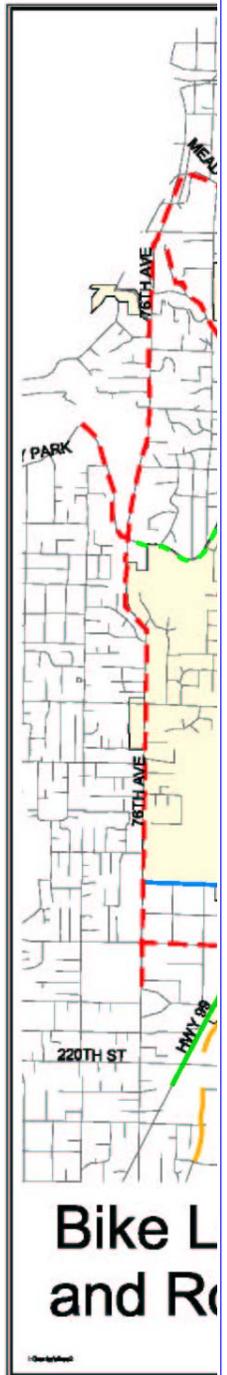
Objectives:

- T-41:** Attend regular meetings of long-standing forums such as Snohomish County Infrastructure Coordinating Committee (ICC), Regional Project Evaluating Committee (RPEC) at PSRC, Snohomish County Committee for Improved Transportation (SCCIT), WSDOT quarterly meetings and Snohomish County Tomorrow (SCT).
- T-42:** Participate in special purpose sub-regional and regional forums convened to deal with specific issues of concern to Lynnwood.

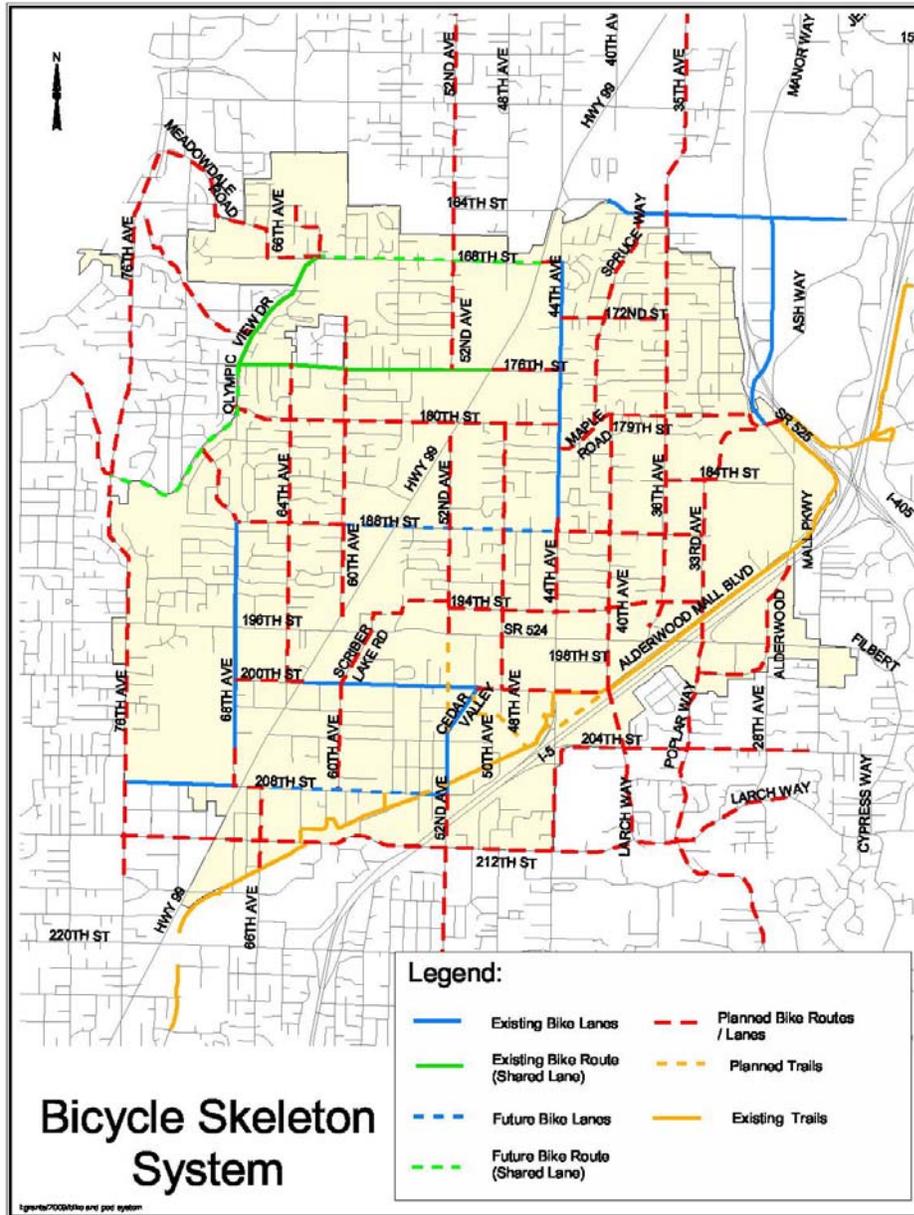
Transportation Element Maps (on following pages):

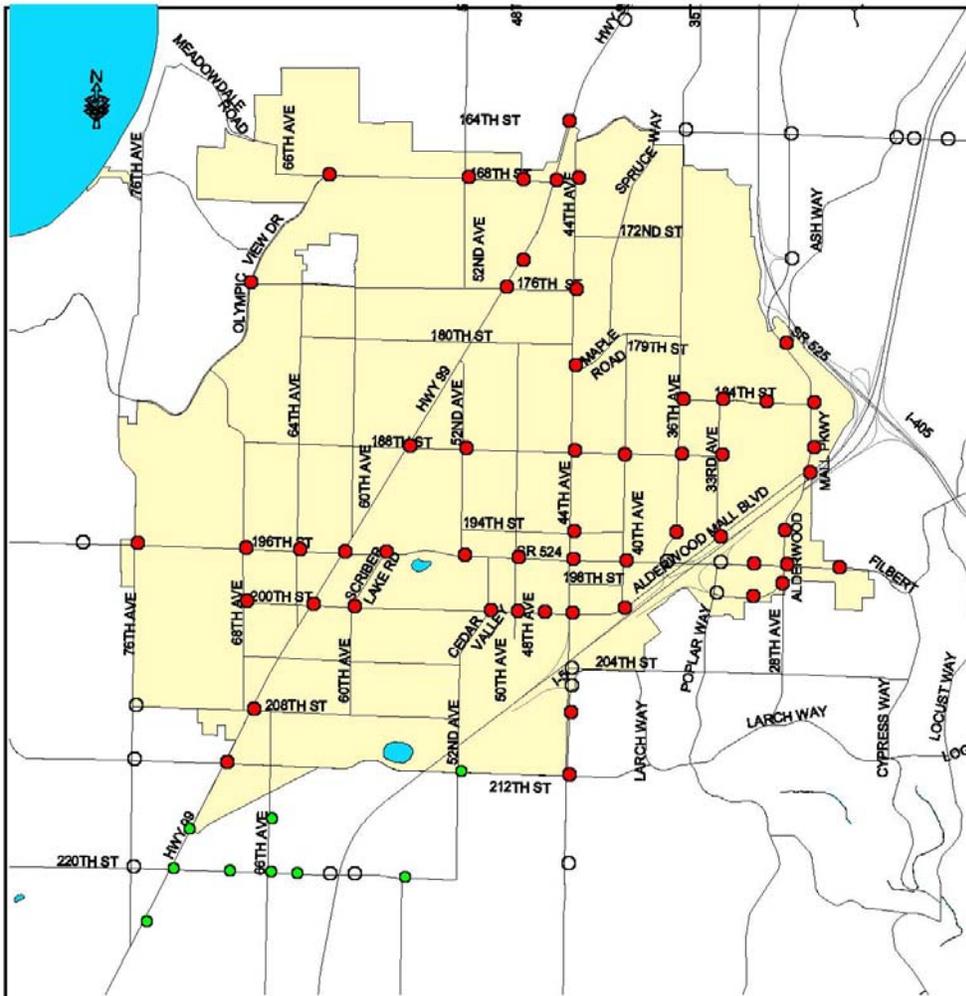
- Existing Street System Map
- Arterial Roadway System Plan
- Bike Lanes and Routes Map
- Existing Traffic Signals Map
- Existing Transit System

20-year List – follows maps.



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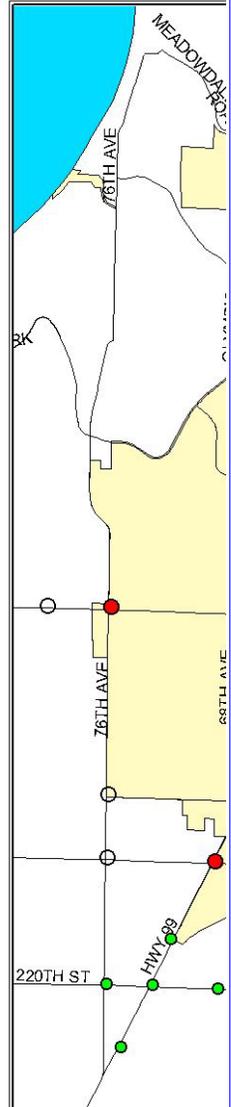




Existing Traffic Signals

- City of Lynnwood Signals
- Signals Outside of Lynnwood Connected to System
- Others (WSDOT, Sno Co, Edmonds, MLT)

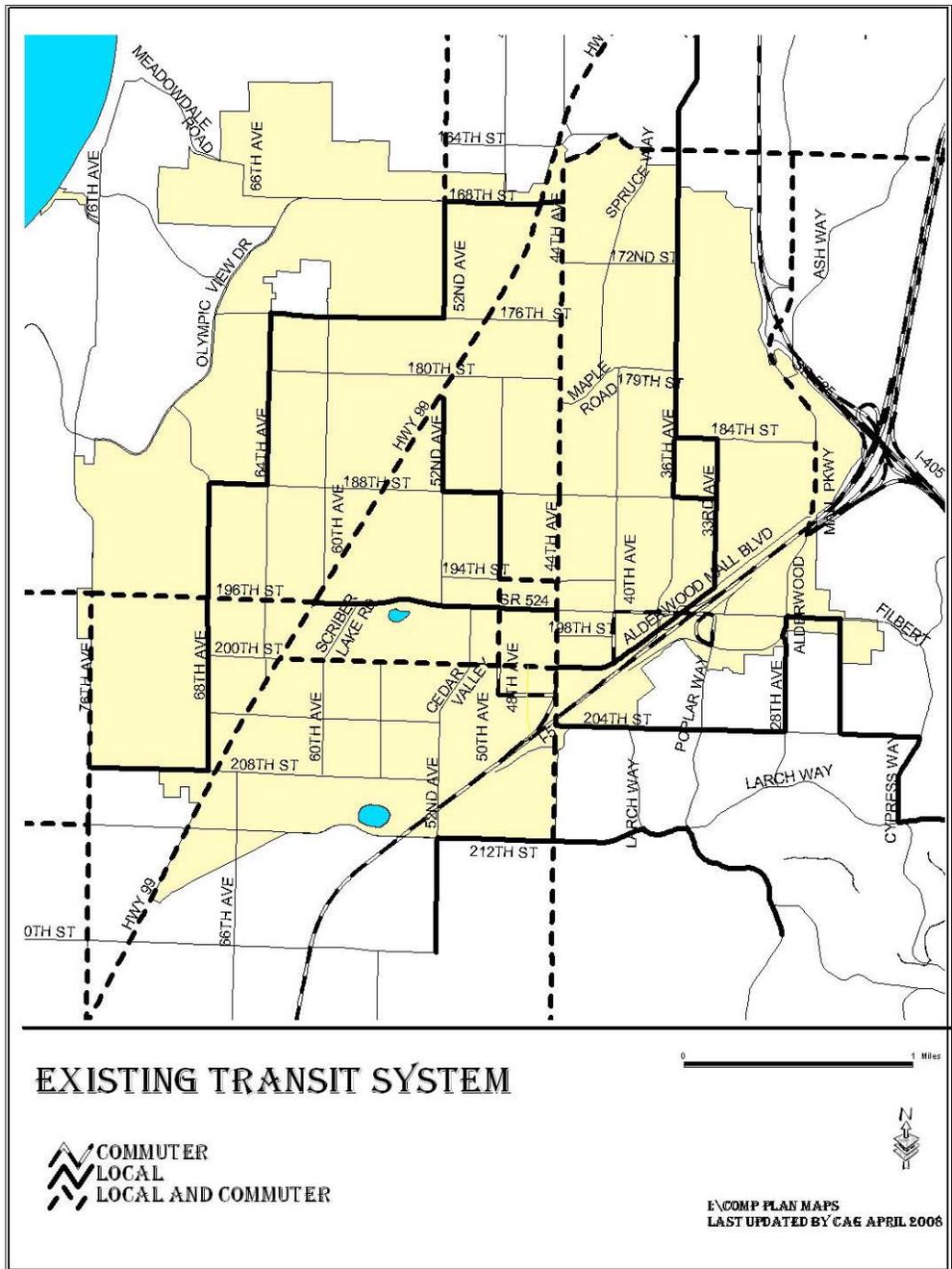
1:1 LONG RANGE PLANNING
 COMP PLANS/Transportation Element
 Maps updated by CAG 4/2009



EXISTING T

- City of Lynnwood Signals
- Signals Outside of Lynnwood Connected to System
- Others (WSDOT, Sno Co, Edmonds, MLT)

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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/66th/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 |

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|--------------------|--|--|--|--------------------------------------|
| 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 |
| 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 | 176th St SW | 200th 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 | |
| Non-Motorized Miscellaneous Improvements | | | | | |
| 78 | I-5/196th St SW Ped Imp. | 36th Ave W | Poplar Way | East/west ped route through interchange | Formatted Table |
| 79 | 44th Interurban Trail & Bridge | 44th Ave W | 40th Ave W | Regional multiuse trail over 44th | |
| 80 | Sidewalk - ADA Ramps | City-Wide | City-Wide | Bring deficient locations into compliance | |
| 81 | Pedestrian Signal | SR 99 | 180th St SW | Pedestrian signal | |
| Intersection Improvements | | | | | |
| 82 | Intersection Improvements | 28th Ave W | AMB | NB Lt turn pocket and traffic signal | Formatted Table |
| 83 | Intersection Improvements | Sears | AMP | SB Rt turn pocket and reconstruct signal | |
| 84 | Intersection Improvements | 48th Ave W | 188th St SW | Traffic signal | |
| 85 | Intersection Improvements | 66th Ave W | 212th St SW | Traffic signal | |
| 86 | Intersection Improvements | 52nd Ave W | 176th St SW | Traffic signal | |
| 87 | Intersection Improvements | AMP | 196th St SW | Add turn pockets and reconstruct signal | |
| 88 | Intersection Improvements | 61st Pl W | 212th St SW | Traffic signal | |
| 89 | Intersection Improvements | 50th Ave W | 196th St SW | Traffic signal | |
| 90 | Intersection Improvements | 44th Ave W | 172nd St SW | Traffic signal | |
| 91 | Intersection Improvements | 44th Ave W | 180th St SW | Traffic signal | |
| 92 | Intersection Improvements | 40th Ave W | 198th St SW | Traffic signal | |
| 93 | Intersection Improvements | AMP | Poplar Way | Traffic signal | |
| 94 | Intersection Improvements | AMP | 182nd St SW | Traffic signal | |
| North/South Capacity Improvements | | | | | |
| 95 | Olympic View Drive | 76th Ave W | 168th St SW | Turn lanes, shared bike lanes, sidewalk | Formatted Table |
| 96 | 36th Ave W Improvements | Maple Road | 164th St SW | Turn lanes, bike lanes, sidewalk | |
| 97 | Poplar Extension Bridge | 196th St SW | AMB | 5/6 lane bridge over I-5 (new connection) | |
| 98 | 33rd Ave W Extension | 184th St SW | AMP | New road through old high school | |
| 99 | 33rd Ave W Extension | 33rd Ave W | 184th St SW | New road through mall or H-Mart | |
| 100 | 33rd Ave W Extension | Maple Road | - | Realign Maple to new 33rd Extension | |
| 101 | 52nd Ave W Improvements | 176th St SW | 168th St SW | Add turn lanes, bike lanes, sidewalk | |
| 102 | Beech Road Extension | AMP | Maple Road | Continuous road behind Kohls and Target | |
| 103 | 40th Undercrossing of I-5 | 204th St/Larch | AMB/40th Ave | New connection across I-5 | |
| East/West Capacity Improvements | | | | | |
| 104 | 204th St SW Extension | 68th Ave W | SR 99 | New road | Formatted Table |
| 105 | Maple Road Extension | 32nd Ave W | AMP | New road | |

| | | | | |
|---------------------------------|---|---|-------------------------------|--|
| 106 | 196th St SW Improvements | SR 99 | Scriber Lk Rd | Add lanes |
| 107 | 196th St SW Improvements | Scriber Lk Rd | 48th Ave W | Add lanes |
| 108 | 188th St SW Improvements | 68th Ave W | 60th Ave W | Add turn lanes, bike lanes, sidewalk |
| City Center Improvements | | | | |
| 109 | 196th St SW Improvements | 48th Ave W | 36th Ave W | Add lanes |
| 110 | 200th St SW Improvements | 64th Ave W | 48th Ave W | Add lanes |
| 111 | 200th St SW Improvements | 48th Ave W | 40th Ave W | Add lanes |
| 112 | 42nd Ave W Improvements | 200th St SW | 194th St SW | New road |
| 113 | 194th St SW Improvements | 40th Ave W | 33rd Ave W | New road |
| 114 | 44th Ave W Improvements | I-5 | 194th St SW | Add lanes |
| 115 | City Center Street Grid | Master Street Plan | | Remainder of grid streets |
| Freeway Improvements | | | | |
| 116 | I-5/196th Braided Ramp | EB 525/NB 405 | SB 5 | WSDOT project |
| 117 | I-5/44th Ave W Interchange | I-5 | 44th Ave W | NB ramps and two braids |
| 118 | NB I-5 Braided Ramps | 196th St SW | I-405 | One braided ramp |
| 119 | New Ramp | SB I-5 | WB SR525 | New Interchange Ramp |
| Maintenance Programs | | | | |
| 120 | Overlay | City-Wide | City-Wide | Pavement overlay |
| 121 | Traffic Signal Rebuild | City-Wide | City-Wide | Periodic repair of signals |
| 122 | Traffic Signal Reconstruction | Scriber Lk Rd | 196th St SW | Fully reconstruct signal |
| 123 | Sidewalk - O & M | City-Wide | City-Wide | Periodic repair of sidewalks |
| Other Projects | | | | |
| 124 | Traffic Management Center | City Hall | City Hall | TMC at City Hall |
| 125 | ITS - Phase 3 | City-Wide | City-Wide | Includes Dynamic Message Signs (DMS) |
| 126 | Neighborhood Traffic Calming | City-Wide | City-Wide | Misc. projects |
| 127 | Lynnwood Link Trolley | ECC, LTC, CC, Alderwood | | Feasibility study |
| 128 | SR 99 Corridor Safety | 164th St SW | 218th St SW | Access management |
| 129 | Tran Element/Tran Bus Plan | City-Wide | City-Wide | Misc. planning documents |

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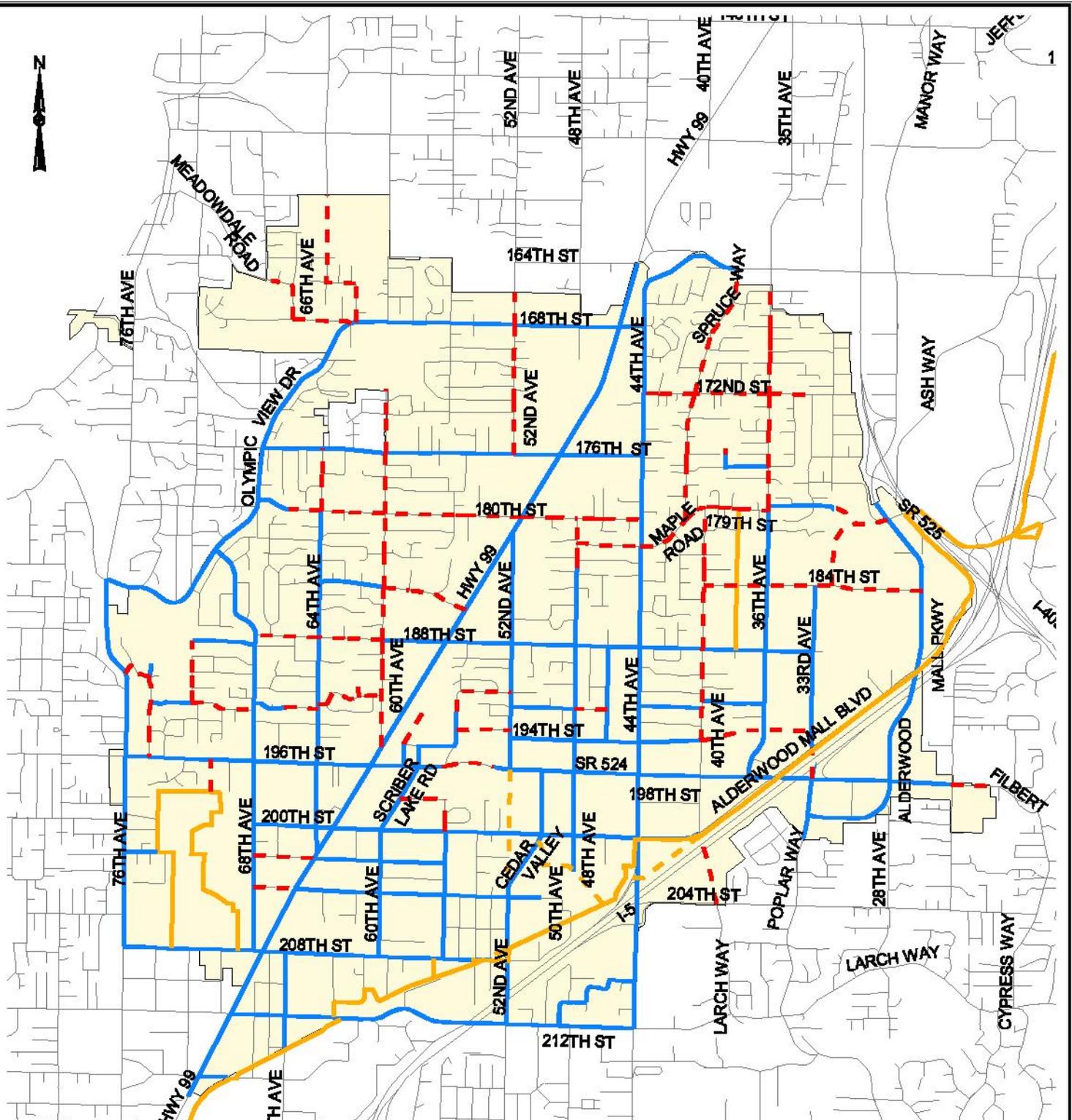
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| | Project Title | Beginning Cross Street | Ending Cross Street |
|----|-----------------------------------|-------------------------------|----------------------------|
| 1 | 212th St SW Corridor - Phase 1 | 52nd Ave W | 44th Ave W |
| 2 | 212th St SW Corridor - Phase 2 | 66th Ave W | 52nd Ave W |
| 3 | 212th St SW Corridor - Phase 3 | 76th Ave W | 66th Ave W |
| 4 | Intersection Improvements | 212 th St. SW | at 66 th Ave W |
| 5 | Interurban Trail Crossing | 212 th St. SW | at 63 rd Ave. W |
| 6 | Poplar Extension Bridge | 196 th St. SW | Alderwood Mall Blvd. |
| 7 | Maple Road Extension | 32nd Ave W | Alderwood Mall Pkwy |
| 8 | 33rd Ave W Extension | 184th St SW | Alderwood Mall Pkwy |
| 9 | 188th St SW Corridor - Phase 1 | 44th Ave W | 33rd Ave W |
| 10 | 188th St SW Corridor - Phase 2 | SR 99 | 44th Ave W |
| 11 | 188th St SW Corridor - Phase 3 | 68th Ave W | 60th Ave W |
| 12 | Maple Road Improvements | 44th Ave W | 36th Ave W |
| 13 | 180th St SW Improvements -Phase 1 | 64th Ave W | SR 99 |
| 14 | 44th Ave W Improvements | I-5 SB Ramp | 209th St SW |
| 15 | Ash Way Underpass Improvements | Ash Way | under SR 525 |
| 16 | Beech Road Extension | Ash Way Underpass | Alderwood Mall Pkwy |
| 18 | Intersection Improvements | 208th St SW | at 54th Ave W |
| 19 | 204 th St SW Extension | 68 th Ave W | SR 99 |
| 21 | Intersection Improvements | 204th St SW | at 60th Ave W |
| 22 | Intersection Improvements | 204th St SW | at 52nd Ave W |
| 23 | 64th Ave W Improvements - Phase 1 | 176th St SW | 180th St SW |
| 24 | 64th Ave W Improvements - Phase 2 | 180th St SW | 188th St SW |
| 25 | 60th Ave W Improvements - Phase 1 | 176th St SW | 180th St SW |

| | Project Title | Beginning Cross Street | Ending Cross Street |
|----|---------------------------------------|-------------------------------------|---------------------------------|
| 26 | 60th Ave W Improvements - Phase 2 | 180th St SW | 188th St SW |
| 27 | Spruce Way Improvements - Phase 1 | 172nd St SW | Maple Road |
| 28 | Spruce Way Improvements - Phase 1 | 164th St SW | 172nd St SW |
| 29 | 52nd Ave W Improvements | 168th St SW | 176th St SW |
| 30 | 196th St SW Improvements - Phase 2 | SR 99 | 48th Ave W |
| 31 | 200th St SW Improvements | 64th Ave W | 48th Ave W |
| 32 | Intersection Improvements | SR 99 | at 196th St SW |
| 33 | 164th St SW Improvements | 164th St SW | at 44th Ave W |
| 34 | Signal Upgrade | 176th St SW | at 44th Ave W |
| 35 | Signal Upgrade | Maple Road | at 44th Ave W |
| 36 | Pedestrian Signal | SR 99 | at 180th St SW |
| 37 | 180th St SW Improvements - Phase 3 | Olympic View Drive | 64th Ave W |
| 38 | 180th St SW Improvements - Phase 2 | 64th Ave W | 60th Ave W |
| 39 | 204 St. Improvements | I-5 | Poplar Way |
| 40 | Lynnwood Link Trolley Feas. Study | ECC, Transit Center, City Center | Convention Center, Alderwood |
| 41 | 48 th Ave. W. Improvements | North of 172 nd St. SW | |
| 42 | 172nd St SW - Phase 1 | 52nd Ave W | 44th Ave W |
| 43 | 172nd St SW - Phase 2 | 44th Ave W | Spruce Way |
| 44 | 172nd St SW - Phase 3 | Spruce Way | 36th Ave W |
| 45 | 172nd St SW - Phase 4 | 36th Ave W | 32nd Ave W |

| | Project Title | Beginning Cross Street | Ending Cross Street |
|----|---|-------------------------------|----------------------------|
| 46 | 32nd Ave W Improvements | 172nd St SW | Maple Road |
| 47 | 30th Place Closure | 177th PI SW | Alderwood Mall Pkwy |
| 48 | SR 99 Corridor Safety Program | 164th St SW | 218th St SW |
| 49 | 60th Ave W Sidewalks - Phase 1 | 202 nd St SW | 200th St SW |
| 50 | 60th Ave W Sidewalks - Phase 2 | SR 99 | 188th St SW |
| 51 | Olympic View Drive | 76 th Ave W | 168 th St SW |
| 52 | I-5/196 th St Interchange Braided Ramp | EB 525/NB 405 | SB 5 |
| 53 | 36 th Ave W | Maple Road | 164 th St SW |
| 54 | 196 th St SW/SR 99 | WB to NB | Right Turn Lane |
| 55 | 196 th St SW/AMP | WB to NB | Right Turn Lane |
| 56 | I-5/196 th St SW Ped Improvements | 37 th Ave W | Poplar Way |
| 57 | 48 th Ave W Sidewalks | 180 th St SW | 182 nd St SW |
| 58 | Traffic Management Center | City Hall | |
| 59 | Variable Message Signs | Various Locations | |
| 60 | Traffic Signal | 28 th Ave W | AMB |
| 61 | Traffic Signal Reconstruction | Scriber Lake Road | 196 th St SW |
| 62 | Roundabout/Traffic Signal | 52 nd Ave W | 176 th St SW |
| 63 | Roundabout/Traffic Signal | 48th Ave W | 188 th St SW |
| 64 | Traffic Signal | 66 th Ave W | 212 th St SW |
| 65 | Traffic Signal | 164 th St SW | 164 th PI SW |

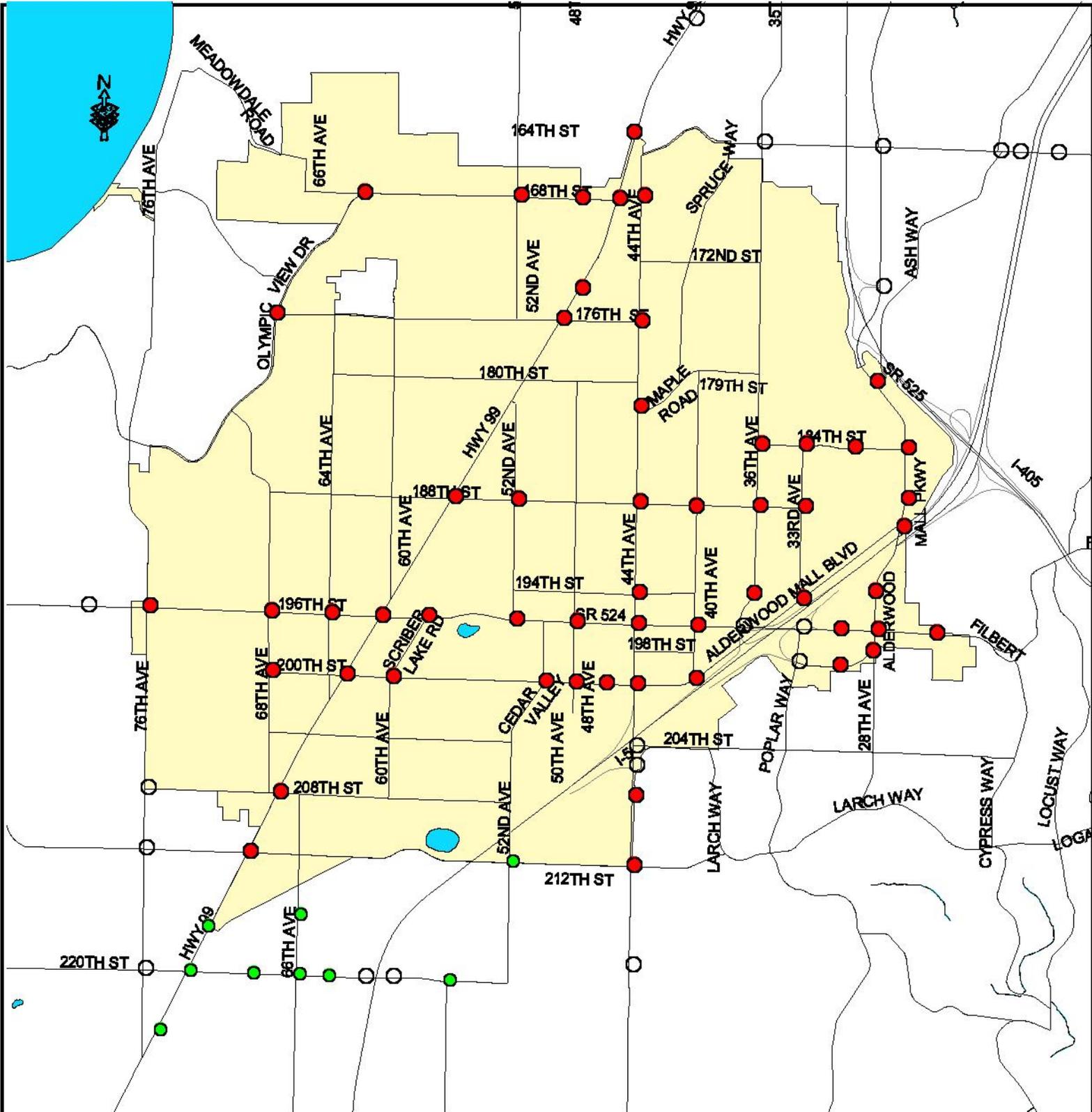
| | Project Title | Beginning Cross Street | Ending Cross Street |
|----|--|-------------------------------|----------------------------|
| 66 | Interurban Trail & Bridge | 44 th Ave W | 40 th Ave W |
| 67 | 196th St SW Improvements - Phase 1 | 37 th Ave W | 48th Ave W |
| 68 | 200th St SW Improvements | 48th Ave W | 40th Ave W |
| 69 | 44th Ave W Improvements | 198 th St SW | 200 th St SW |
| 70 | City Center Street Grid | Master Street Plan | |
| 71 | Traffic Signal | 48 th Ave W | 194 th St SW |
| 72 | Completion of the I-5/44th Ave W Interchange (incl. Braided Ramps) | I-5 | 44 th Ave W |
| 73 | NB I-5 Braided Ramps | 196 th St SW | I-405 |
| 74 | 40th Undercrossing of I-5 | 204 th St SW | AMB/40 th Ave W |
| 75 | New Ramp | SB I-5 | WB SR525 |



Pedestrian Skeleton System

Legend:

- - - Planned Sidewalk / Walkway
- Existing Sidewalk / Walkway
- Existing Trails
- - - Planned Trails

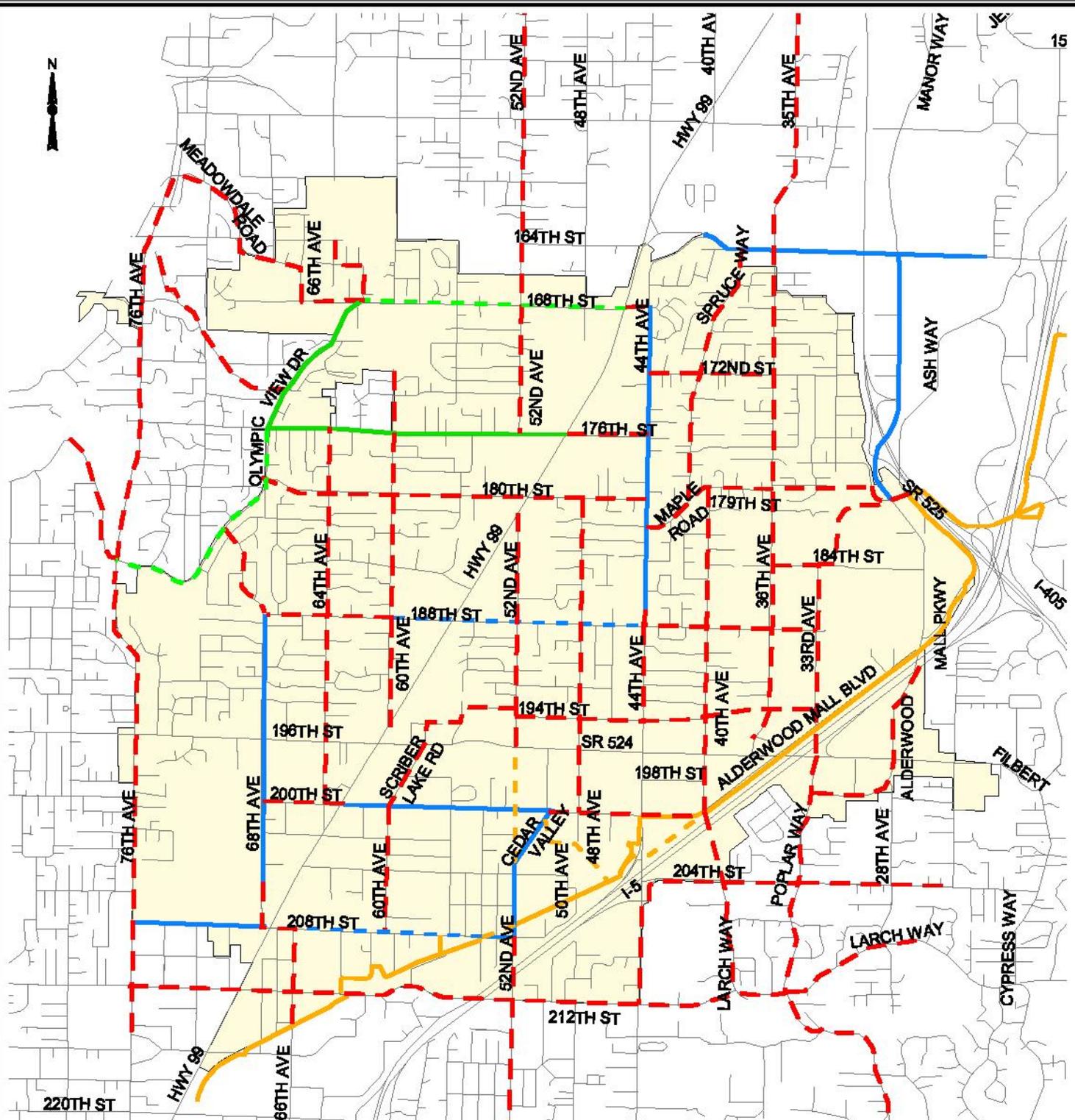


Existing Traffic Signals

- City of Lynnwood Signals
- Signals Outside of Lynnwood Connected to System
- Others (WSDOT, Sno Co, Edmonds, MLT)



I:\LONG RANGE PLANNING\COMP PLANS\Transportation Element Maps updated by CAG 4/2009



Legend:

- | | | | |
|--|-----------------------------------|--|-----------------------------|
| | Existing Bike Lanes | | Planned Bike Routes / Lanes |
| | Existing Bike Route (Shared Lane) | | Planned Trails |
| | Future Bike Lanes | | Existing Trails |
| | Future Bike Route (Shared Lane) | | |

Bicycle Skeleton System

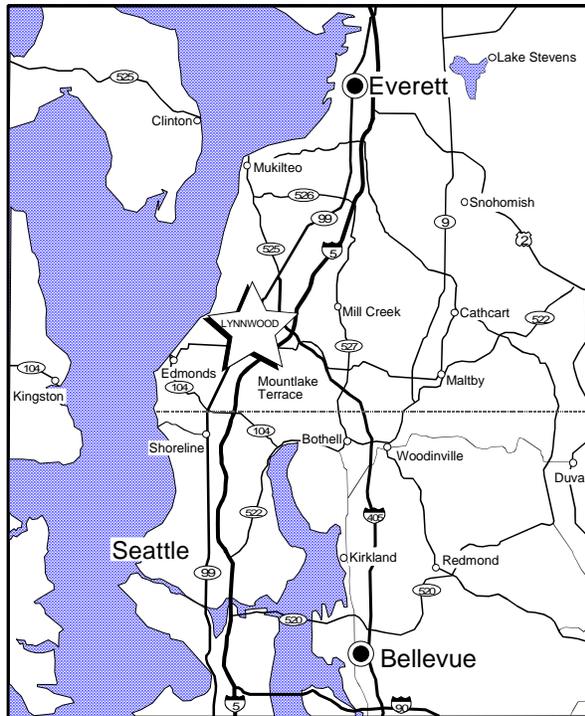
INTRODUCTION

- Introduction to Lynnwood – 1
- Purpose of the Comprehensive Plan – 2
- Organization of the Plan – 3
- Background Reports – 4
- Environmental (SEPA) Review – 4
- Citizen Involvement – 4
- Creating a Vision for Lynnwood in 2020 – 5
- Goals, Objectives and Policies – 6
 - The Goals of GMA – 6
- Concurrent Planning Programs – 7
 - Managing our Growth – 8

INTRODUCTION TO LYNNWOOD

Since Lynnwood's incorporation in 1959, local residents have experienced dramatic changes in the community and throughout our county and region. During its forty-eight years as a city, the Lynnwood area has been transformed from a quiet rural community of farms and forests to a thriving city of 35,230 people.

What was once just a stop along the highway between Seattle and Everett is now a major center of transportation and commerce. Lynnwood has matured into a full service city of stable neighborhoods, attractive parks and recreational facilities, quality educational facilities, professionally-staffed administrative/police/fire/public works facilities, all of which are providing a wide range of opportunities to the residential and business communities at large.



PURPOSE OF THE COMPREHENSIVE PLAN

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 that are available for use by both public and private sectors of our community.

The Plan was developed to comply with the State's Growth Management Act of 1990 and its subsequent revisions. It must also be consistent with the Countywide Planning Policies of Snohomish County and with the plans of our neighboring jurisdictions.

The Comprehensive Plan serves a wide range of purposes and functions, including:

- **Formalize goals and policies:** The City's primary land use and development related goals, objectives and policies are formalized in this document, providing officials with a consistent policy source for making decisions and directing programs and activities.
- **Implement the mandates of GMA:** This Plan was prepared in compliance with the Growth Management Act and is consistent with the goals and requirements of the Act.
- **Promote the public health, safety and welfare:** The Comprehensive Plan establishes development guidelines, levels of service standards, and encourages development that complies with those standards in appropriate locations throughout the community.
- **Encourage coordination:** The Plan anticipates future development, population growth and the needs of our community for all major municipal services. It then helps coordinate the provision of needed services to meet those needs. Such tools as the Zoning Code, City budget, the Capital Facilities Plan, six-year Transportation Improvements Plan and other programs work together to implement the Plan in a coordinated manner.
- **Provide the basis for goals and policies:** The Comprehensive Plan provides a goal-oriented foundation for a variety of regulations, programs and actions.

The Comprehensive Plan has the following four primary characteristics:

- **Comprehensive:** The Plan includes the most important functional components that have bearing on the provision of municipal services and the use and development of land, including land use, transportation, capital facilities, housing, utilities, parks, economics, cultural, historic and environmental.
- **Long-range:** The Plan must evaluate past, present and future conditions in order to define goals, issues and opportunities for the next twenty years.
- **Implementable:** To be effective, the Plan must be realistic and capable of being carried out. The Plan includes policies and programs for regulations, public expenditures and private development that have been analyzed for their implications and consistency. Over time, as the Plan is continually reviewed and revised, objectives and policies will become increasingly measurable and predictable in their pursuit of the City's long-range vision and goals.
- **Flexible:** The Plan provides for periodic reviews and amendments to respond to changing conditions, citizens' concerns, political preferences and new concepts. To be effective, the Plan must continue to reflect the needs and values of the Lynnwood community.

ORGANIZATION OF THE PLAN

The Plan is organized into functional “elements”, or chapters. Each element includes a summary of issues, brief descriptive information, data, maps and text to support its goals, objectives and policies. The following is a brief description of the primary elements of this Plan:

- **Land Use:** This element describes the planned use of all lands within the City, including the type, scale, design, density and intensity of development. The element consists of the text and a citywide Future Land Use Plan map.
- **Transportation:** The current and future motorized and non-motorized transportation needs of the City are addressed in this element, which also includes levels of service (LOS) standards for the street system, public transit, and commute trip reduction programs.
- **Housing:** This element describes the status of the City's housing stock, the ability of our residents to afford housing in Lynnwood, preservation of established neighborhoods and the preferred design, style and density of future housing.
- **Parks, Recreation and Open Space:** This element defines current and future needs for parklands, recreation and active and passive open space. It reflects the Parks Department's Comprehensive Plan for Parks and Recreation.
- **Cultural and Historic Resources:** This new element was intended to separate cultural and historic issues that were previously part of the Parks, Recreation and Open Space Element. This element will grow through subsequent amendments.
- **Environmental Resources:** This “optional” element was adopted in 2002 to efficiently focus the City's environmental information, goals and policies, to include “best available science” policies, and provide a foundation for environment-related regulations and actions.
- **Economic Development:** With several important economic activities in progress in 2000, the need for greater emphasis on economic development planning led to the creation of this element. It later became a state-mandated plan element. This element underwent a major revision in 2005 to coordinate with the Economic Development Action Plan that was adopted the previous year. This element provides economic policy guidance through five overarching “Guiding Themes”, as well as goals, objectives and policies.
- **Capital Facilities & Utilities:** This element combines two mandatory elements of GMA to provide a foundation for needed municipal facilities and services. It includes an assessment of current and future needs, our ability to handle planned growth and development, and levels of service standards for the primary utilities. Closely related to this element are the Six-year and Long-range Capital Facilities Plans (CFP) for all City utilities, facilities, buildings and lands. This element was updated in 2001 to include an Essential Public Facilities Siting process, which was revised in 2006 to comply with state law.
- **Implementation Element:** There are many ways to make the Plan successful over time. This element directs the Plan's implementation in the most appropriate ways and identifies some of the options and implementation procedures, including the annual plan amendments procedures and schedule. A five-year Implementation Program is included.

BACKGROUND REPORTS

The Comprehensive Plan is policy-oriented. To make it lean and easy to read and understand, much of the data, analyses and other supporting documentation is contained in separate "Background Reports". These reports are not intended for adoption so they can be continually updated as new information becomes available.

ENVIRONMENTAL (SEPA) REVIEW

All Comprehensive Plan amendments are subject to SEPA environmental review. The City's 5-year update, completed in 2001, utilized a new SEPA tool called the Non-project Review Form, or NPRF. Lynnwood worked with the State Dept. of Ecology as a pilot project to test the new format and process. The NPRF process worked well for Lynnwood. Unfortunately, the project was dropped by DOE prior to completion and implementation. Subsequent reviews have followed the traditional SEPA process.

CITIZEN INVOLVEMENT

Lynnwood's Citizen Involvement Program is reviewed each year. During the Five-year Plan Update in 2001, the program's structure was adopted as part of this section of the Comprehensive Plan. The Citizen Involvement Program was designed to cover state requirements and the requirements of the Lynnwood Municipal Code, LMC 18.04.060 (Public Participation Process, Review by Planning Commission, and City Council).

Lynnwood exceeds the requirements of both in the amount of advertising that is normally done, the number of public meetings and other involvement opportunities, open discussion, and opportunities to provide comments at any time via regular mail, e-mail or voice mail. Citizen involvement is not only a good idea – it's essential to the planning process and a requirement of the GMA. Lynnwood's Program consists of the following three policies:

1. The City shall exceed the mandates of Washington State in our program to involve the public in the continuing review and periodic update of our Comprehensive Plan.
2. The City shall encourage public participation in all phases of the planning process and offer extensive opportunities for communication and involvement, including, but not limited to, the following:
 - Establish the Planning Commission as the primary public forum where all Comprehensive Plan related discussions are open to public observation and, whenever appropriate, public involvement.
 - Conduct community meetings for discussion and exchange of ideas.
 - Conduct neighborhood meetings in schools or other suitable facilities for the convenience of attendees and to facilitate informal discussion.
 - Conduct "open house" type meetings for discussions with staff, review of maps and proposals, and to disseminate handout information.
 - Publicize early in the process to allow adequate time for response.
 - Seriously consider and respond to all comments received.

- Encourage written and verbal comments.
 - Establish a 24-hour telephone and/or e-mail address "hot-line" for public comments.
3. The City shall use, as appropriate, the following methods to advertise meetings, inform the public and disseminate planning information:
- Newspaper Display Advertisements
 - Newspaper Legal Notices
 - Direct mail lists (of interested or affected people and organizations)
 - Press Releases to local newspapers
 - Cable Access Television station public notices
 - City Web Site – Info on the planning process, schedules and involvement opportunities
 - Bulletin Boards in public places

CREATING A VISION FOR LYNNWOOD IN 2020

The seeds of a community vision were planted in the 1993 Lynnwood Legacy planning process that led to the "key goals" of the 1995 Lynnwood Comprehensive Plan. Those goals were important in describing a "vision" for Lynnwood's future.

To better define and more clearly understand the vision of Lynnwood's future, the ten key goals of the 1995 Plan were transformed into "Vision Statements" for 2020. These statements were adopted in 2001. The following is the 2020 Vision:

In the year 2020 . . .

- Lynnwood is a strong community with a balance of residential, commercial, industrial and public land uses and activities and offering a high level of services to its citizens.
- Lynnwood residents enjoy a high quality of life and strong sense of community pride, in part from their contribution to the community and also from the facilities and services provided by the City.
- Lynnwood continues to develop residential community standards that enhance the quality of life in our neighborhoods.
- Lynnwood residents enjoy a wide range of recreational, social, cultural and entertainment opportunities for all ages, backgrounds and interests.
- Local schools offer access to quality educational opportunities at all levels, including professional/technical training and post-secondary degree programs.
- Lynnwood provides the venue that allows commercial growth and opportunities for new development, redevelopment and employment.
- Lynnwood is a regional transportation hub, offering exceptional multimodal travel opportunities in all directions.
- Lynnwood's environmentally sensitive areas are preserved, protected and enhanced.
- Lynnwood's heritage is being preserved in local parks, museums, family histories, other documentation and historic sites.
- Lynnwood, Snohomish County and neighboring cities have land use plans and annexation programs in place for all Urban Growth Areas and are moving ahead with annexations and other implementation programs.

- Lynnwood continues to experience controlled growth through compatible infill development, the redevelopment of existing areas, and annexation of areas that offer new growth opportunities.
- Lynnwood City government is visionary, responsive and invites community participation.
- Lynnwood continues to provide high quality public services and facilities throughout the city.

GOALS, OBJECTIVES AND POLICIES

Each element of the Plan contains goals, objectives and policies to guide decisions related to City growth and development. To ensure a consistent understanding of these terms, the following definitions were used in formulating the statements in this Plan:

Goal: A statement that describes the desired future. It is an ideal that may be difficult or impossible to achieve, but it describes the community's vision and provides direction for planning objectives, policies and actions. In some cases, the Plan will also include "subgoals" which are more focused goals with shorter terms.

Objective: A statement that describes how the goal will be achieved within the restrictions of time, available information, projections and planning assumptions. It represents the maximum realistic level of attainment within the planning period.

Measurable Objective: An objective statement may include measurements to indicate when the intended result will be achieved, by whom, at what location, at what cost, etc. Many of the objectives in the Comprehensive Plan have been modified to include measurements. This will increase predictability and assist in the scheduling and budgeting of major projects and improvements.

Policy: A specific statement intended to guide actions aimed at achieving the goal and its objectives. Policies imply commitment. They either provide clear guidance for decision-making, or provide clear responsibilities to be implemented. Policy-based activities can often be measured and used to track progress toward achieving the goal and its objective(s).

THE GOALS OF GMA:

The Growth Management Act originally included 13 planning goals. Shoreline Management was later added. The goals are summarized as follow:

1. Encourage development in urban areas with existing or planned facilities and services.
2. Reduce urban sprawl.
3. Make adequate provision of efficient multimodal transportation systems.
4. Make affordable housing available to citizens of all income levels.
5. Promote economic opportunity.
6. Respect private property rights.
7. Ensure predictability and timeliness in permit review processes.

8. Conserve natural resources.
9. Retain open space and provide recreational opportunities.
10. Protect and enhance the environment.
11. Provide opportunities for citizen participation in the planning process.
12. Make adequate provision of necessary public facilities and services.
13. Preserve historic and archaeological resources.
14. Shoreline Management

CONCURRENT PLANNING PROGRAMS

Snohomish County's Vision:

Following a public "visioning" process, Snohomish County adopted the Vision 2020 plan in 1990. This regional vision was intended to guide local planning, particularly transportation planning, within Snohomish County.

Snohomish County Tomorrow Goals:

Since 1989, our local communities have been working together in a collaborative planning process known as "Snohomish County Tomorrow" (SCT). This process brings together the County's vision of its future and the broad goals of GMA. Through this process, the County has developed goals, policies and implementation strategies consistent with the basic GMA goals.

Countywide Planning Policies:

Snohomish County met the GMA requirement for Countywide Planning Policies by using the adopted SCT goals as the framework and attaching policies and supplemental policies to provide local level detail that each jurisdiction could use to comply with GMA through their own plans. The adopted Countywide Planning Policies (CPP) provide a framework for the coordinated development of both county and city comprehensive plans. They address a number of issues, including the orderly provision of urban services, the siting of public capital facilities, countywide transportation facilities, affordable housing and joint city/county planning within UGAs.

General Policy Plan:

Generated from the Countywide Planning Policies and organized around the required Comprehensive Plan elements, this document includes all the goals, objectives and policies that apply to unincorporated areas of the County. The County's Comprehensive Plan underwent its 10-year update in 2005.

Consistency with other Jurisdictions:

Our Comprehensive Plan must be coordinated with, and consistent with, the comprehensive plans of other counties or cities with which we have common borders or related regional issues. [RCW 36.70A.100] This doesn't mean that we can't pursue our own visions or be unique in our own ways. It does mean that we will consider how our Plan proposals might affect our neighbors and will coordinate with them on matters of mutual interest.

Population Forecasting:

The County's General Policy Plan is based on the 20-year population projection provided by the State Office of Financial Management (OFM). Distribution of that population projection is based on Vision 2020, the regional growth and transportation strategy and on the Countywide Planning Policies.

MANAGING OUR GROWTH

Growth may be inevitable – but it is also manageable. The primary purpose of the Growth Management Act, and of our Comprehensive Plan, is to manage our future growth to ensure that it will result in a better and stronger community. Setting "targets" for population and employment growth is a step toward managing our future. Our county's population, housing and employment growth will be directed toward designated "centers" and, more generally, the Urban Growth Areas (UGAs).

Growth Projections and Allocations

RCW 36.70A.215 requires certain counties and their cities to establish a program to evaluate the availability of land for development or redevelopment in relation to projections and allocations of future growth. This program, known as "buildable lands program", is overseen by Snohomish County Tomorrow and produces updated growth allocations and development capacity projections every five years. The last analysis was completed in 2008.

Population Targets:

The State Office of Financial Management (OFM) projects the population growth of counties. Snohomish County Tomorrow then allocates its projected population to areas that can best accommodate it. Growth capacity is becoming increasingly limited in our southwest UGA.

| | |
|---|--------|
| 2006 – City | 35,230 |
| 2025 – City | 43,782 |
| Growth – City | 8,552 |
| 2006 – MUGA | 23,431 |
| 2025 – MUGA | 38,725 |
| Growth – MUGA | 15,294 |
| Source: Final Buildable Lands Report (2007) | |

The most-recent allocation of growth targets occurred in 2006. That update produced the growth of population shown in Table 1-1 to the City of Lynnwood and the Lynnwood Municipal Urban Growth Area.

It is expected that over half of this population growth will locate in the City Center, as the City Center Subarea Plan EIS projects that redevelopment of the City Center could accommodate up to 3,000 new multiple family dwelling units by 2020, representing a population of about 5,400 new residents.

Comment [kg1]: From Land Use Element

Deleted: Our county's population, housing and employment growth will be directed toward designated "diversified centers" and the Urban Growth Areas (UGA). The southwest County UGA, in which Lynnwood is located, is projected to accommodate 59 percent of the county's future growth, with the other UGAs accommodating 26 percent. The remaining 15 percent will occur in rural areas.¶

Deleted: Public opposition to higher densities, planned residential developments and other "infill" development in what were once rural areas is becoming a formidable hurdle. Based on information from each jurisdiction, Snohomish County reallocated about 20,000 population and 5,000 jobs from the southwest UGA to outlying UGAs with greater capacities and willingness to accept the additional growth.

Deleted: Adjustments to the County's 1992-2012 population growth allocations recognized that Lynnwood is nearing its growth limits. We have very little room for new growth within the present City limits. Therefore, a greater proportion of new population growth had to be allocated to the unincorporated areas within the surrounding Urban Growth Area. Lynnwood's 2025 population target is at the low end of the County's estimate at 38,510 (+4,500 or 13% growth). However, it is important to note that these figures do not include the proposed Lynnwood City Center or any other un-adopted plans. The result of the 2025 targets is summarized in Figure 1 below.¶

Fig. 1: POPULATION TARG ... [1]

Comment [kg2]: From Land Use Element

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The remainder of this population growth would be accommodated in the rest of the City by either: A) development of the (limited) undeveloped land in the City; B) redevelopment of sites that were not originally developed at the allowable density, or C) re-designation and development of properties where residential development is not now allowed (such as portions of the Highway 99 corridor and/or portions of the current Lynnwood High School site). The City is scheduled to make decisions on future land use designations for these locations in the next 12-18 months.

Employment Targets:

Nearly all (96%) of job growth will occur in the Urban Growth Areas, which include all the cities. Employment growth projections are not directly linked to population. Instead, they are based on commercial and industrial land availability, zoning, new development potential, etc. Lynnwood has an abundance of commercial zoning and significant potential for job growth. As with population growth, much of the employment growth is expected to locate in the City Center Subarea. The Subarea Plan EIS projects that redevelopment of this area could create about 9,000 new jobs. The rest of this job growth would locate in existing commercial areas through either business growth or redevelopment of low-intensity commercial areas, such as the Highway 99 corridor.

| | |
|---|--------|
| 2006 – City | 27,336 |
| 2025 – City | 38,550 |
| Growth – City | 11,214 |
| 2006 – MUGA | 29,926 |
| 2025 – MUGA | 43,950 |
| Growth – MUGA | 14,036 |
| Source: Final Buildable Lands Report (2007) | |

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In conclusion:

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

Through the efforts of our citizens, community organizations, professional staff and our appointed and elected officials, we intend to manage our future growth in ways that are

Deleted: As described in the Population Target section above, Lynnwood's population allocation was considerably lower than that of the UGA and countywide because we are nearing build-out of residential areas. However, as shown in the following table, Lynnwood's employment target was very similar to the UGA and County figures. The e

Comment [kg3]: From Land Use Element

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1992-2012

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Deleted: 2025 Employment Target

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Deleted: Estimated Growth

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Deleted: 114,496 increase

Deleted: Sources: WA State OFM Forecasting¶
Snohomish County Comprehensive Plan 10-year Update DEIS¶
*Note: 2025 data does not include the City Center Plan or any other un-adopted plans.¶
¶

Deleted: Prior to the population reconciliation, and based on information from local jurisdictions, the County determined that the cities were unable to accommodate the 20-year growth projected by OFM, nor was there sufficient land capacity within the designated UGAs to accommodate the population and employment forecasts.¶
The County's original 1992 population allocations were made prior to the adoption of Lynnwood's 1995 Comprehensive Plan and did not accurately reflect our growth capacity. The adopted Countywide Planning Policies clearly state that population and employment growth targets are intended to reflect the growth preferences expressed in the GMA comprehensive plans of the cities and Snohomish County. Therefore, Lynnwood has attempted to avoid the problems that wer(... [2]

most beneficial to the entire Lynnwood community and its residents. This Comprehensive Plan will provide the needed guidance.



Adjustments to the County's 1992-2012 population growth allocations recognized that Lynnwood is nearing its growth limits. We have very little room for new growth within the present City limits. Therefore, a greater proportion of new population growth had to be allocated to the unincorporated areas within the surrounding Urban Growth Area. Lynnwood's 2025 population target is at the low end of the County's estimate at 38,510 (+4,500 or 13% growth). However, it is important to note that these figures do not include the proposed Lynnwood City Center or any other un-adopted plans. The result of the 2025 targets is summarized in Figure 1 below.

Fig. 1: POPULATION TARGETS

| | Lynnwood | Snohomish County |
|--------------------------|-----------------|-------------------------|
| 2002 Population Estimate | 33,990 | 628,000 |
| 2003 Population Estimate | 34,500 | 637,500 |
| 2004 Population Estimate | 34,540 | 644,800 |
| 2025 Target Population | 38,510* | 862,254 |

Sources: WA State OFM Forecasting
Snohomish County Comp. Plan 10-year Update DEIS

*Note: 2025 Data does not include the City Center Plan or any other un-adopted plans.

Prior to the population reconciliation, and based on information from local jurisdictions, the County determined that the cities were unable to accommodate the 20-year growth projected by OFM, nor was there sufficient land capacity within the designated UGAs to accommodate the population and employment forecasts.

The County's original 1992 population allocations were made prior to the adoption of Lynnwood's 1995 Comprehensive Plan and did not accurately reflect our growth capacity. The adopted Countywide Planning Policies clearly state that population and employment growth targets are intended to reflect the growth preferences expressed in the GMA comprehensive plans of the cities and Snohomish County. Therefore, Lynnwood has attempted to avoid the problems that were encountered with its first 20-year population allocation by clearly describing its preferences in its updated Comprehensive Plan. By doing this in advance, our own land use analysis and our Plan were ready for consideration in the next allocation process.

Based on past experience, the County's revised General Policy Plan anticipates the need for more detailed land use plans for UGAs, growth monitoring, the continued development of centers, and the implementation of minimum density regulations. These and other innovative measures will be increasingly important in finding new ways to accommodate our rapid growth while discouraging urban sprawl.

LAND USE ELEMENT

INTRODUCTION 1
 PLANNING CONTEXT..... 4
 BACKGROUND REPORT SUMMARY and
 CONCLUSIONS 5
 SUMMARY OF LAND USE PLANNING
 ISSUES 8
 GROWTH PROJECTIONS AND
 ALLOCATIONS 9
 LAND USE PLAN CONCEPT.....11
 LAND USE PLAN DESCRIPTION14
 GOALS, OBJECTIVES, POLICIES and
 ACTIONS.....27

INTRODUCTION

Use of land is the predominant concern of the Comprehensive Plan. How the land within a community is used determines many aspects of community life and operation. Given that, the land use element is the keystone element within the Plan. The land use element deals with the future development and redevelopment of the community. What should and what will the community be over the next twenty years? What should remain the same? What should change? All aspects of the Plan involve and relate to use of the land within the Lynnwood urban area.

Preparation of this land use element did not start with a clean sheet of paper. At the time of element preparation (early 2000), there is an existing Comprehensive Plan in place. And, the Lynnwood urban community occupies most of the available land within the City Limits. More than a century of human settlement decisions has resulted in the Lynnwood of 2000. While the Lynnwood of 2000 shares many characteristics with its suburban neighbors, the City's unique geographic location has led to considerable differences too. Lynnwood's location at the intersection of two interstate highways, and other locational advantages, has resulted in the development of a community with a greater concentration of commercial and industrial uses than any of the neighboring communities. This difference will continue. Still, the City shares the characteristic of well-established, quality single-family neighborhoods with its suburban neighbors.

Deleted: The Plan and the land use element deal with the future development and redevelopment of the community. What should and what will the community be over the next twenty years? What should remain the same? What should change?¶

The land use element for the City is a plan of what the City should look like and how it should function in the year 2020. It proposes land use patterns that will create cohesive neighborhoods, provide for good pedestrian and traffic circulation, provide employment opportunities, set aside land for parks and open space, and protect natural resources. The land use element establishes a balance of land uses that reflects the long-range vision of the community.

This land use element of the Comprehensive Plan begins by providing a description of the planning context within which the element has been prepared. This should provide the reader with a basic understanding of the legal and policy framework that guided Plan

preparation. Then there is a brief summary of the planning background document that provides information on the physical characteristics of the Lynnwood area, the existing conditions of the area, analysis and forecasts of future circumstances, and conclusions about the major planning issues that must be addressed by the Plan. The land use plan is presented and described. Land use goals, objectives, and policies are established. And, a land use plan map is included.

PLANNING CONTEXT

Land use planning is authorized by statutes in the Revised Code of Washington. In addition, planning is guided by various regional and local policies. This element of the Comprehensive Plan has been prepared in accordance with the Washington State Growth Management Act (GMA). Upon adoption this Plan element will be in compliance with the GMA requirements, and be consistent with the regional planning policies of the Puget Sound Regional Planning Council and with the County-wide Planning Policies for Snohomish County.

Growth Management Act (GMA)

The Growth Management Act has thirteen planning goals. There are six goals directly related to land use. This land use element is consistent with these six and all other GMA planning goals:

Urban growth – Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

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Reduce sprawl – Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

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.

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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.

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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.

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Environment – Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Regional Planning Policies

The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, Vision 2020, as the regional growth strategy in 1995. Implementation of these policies will create a regional system of central places framed by open space and served by a high capacity transit system. The policies also encourage economic development, the provision of adequate public services, housing diversity, and regional transportation planning. The Comprehensive Plan is consistent with and furthers the regional plan. The PSRC has just adopted Vision 2040; the next major update of this Plan will incorporate the planning framework from Vision 2040 into this Plan.

In 2008, PSRC updated its regional strategy with adoption of VISION 2040. This document re-emphasizes the centers-oriented regional growth strategy for the region by calling for more population and employment growth to locate in centers. Lynnwood will bring our Comprehensive Plan into conformance with VISION 2040 with the next major update of our Plan, which is currently scheduled for 2010-11.

Countywide Planning Policies

The Countywide Planning Policies encourage orderly and efficient development patterns and higher density development in the urban areas of the County. As part of the development process, new growth must be adequately served by public facilities. The policies promote land use, economic, and housing policies to accommodate jobs and housing, and in some cases, transit-supportive densities and land uses. Lynnwood's Plan addresses these main themes and is consistent with the County's planning policies. The City will continue to work closely with the County on GMA planning issues.

With adoption of VISION 2040, Snohomish County Tomorrow is preparing an update of the Countywide Planning Policies. Adoption of new Countywide Planning Policies is scheduled for late 2010. The 2010-11 update of this Comprehensive Plan will bring the Plan into conformance with the new Countywide Planning Policies.

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BACKGROUND REPORT SUMMARY and CONCLUSIONS

The Growth Management Act requires an extensive inventory of information about each planning area (city or county) including the physical, social, environmental, and economic circumstances within the area. The assembled database provides essential information to decision making on future actions. An extensive inventory was prepared as a basis for the Lynnwood Comprehensive Plan adopted in 1995. This earlier inventory has been updated and expanded as a part of the 2000 Comprehensive Plan. Most of the inventory materials are published in a separate report entitled *Lynnwood Comprehensive Plan Background Report*.

In order to provide the reader with enough information to better understand the planning policy set forth in this element, some of the most pertinent facts from the *Background Report* are summarized in the following sections. Not all subject areas included in the *Background Report* are covered in the following summary sections, so the reader is encouraged to review the source document for complete information.

Planning Area

Lynnwood 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 City of Edmonds abuts the City's western edge and Mountlake Terrace abuts the southern boundary. The City occupies a land area of approximately 7.7 square miles.

Lynnwood's planning area consists of the current City Limits and the City's adopted Municipal Urban Growth Area (MUGA) as shown on the map at the end of this element. The primary focus of the Comprehensive Plan is the area within the current City Limits.

Deleted: Comprehensive planning for the urban growth area is currently within the jurisdiction of Snohomish County. With the exception of the North Gateway Area, Lynnwood has not undertaken any extensive land use planning beyond the City limits.

The GMA requires each county to designate an Urban Growth Area (UGA) which allows sufficient land and densities to accommodate the urban population and employment growth and related facilities and services that will be needed within a twenty-year planning time frame. Snohomish County has the authority to establish urban growth areas and has adopted Countywide Planning Policies that pertain to those areas. The policies require coordination of county and municipal planning within the growth areas.

Lynnwood's first GMA Comprehensive Plan included a two phase growth area, extending north and east of the City into unincorporated Snohomish County. The first phase included areas likely to be annexed within the first 5-10 years. The second phase extended to the City limits of Mukilteo on the north and Mill Creek on the east. It included about 17 square miles, or about 2.5 times the land area within the present City limits.

During 2000 and 2001, Lynnwood staff and Planning Commission worked with the County and our seven neighboring cities on a program to coordinate growth areas and establish mutual boundaries. In November 2002, the Lynnwood City Council adopted the City's Municipal Urban Growth Area (MUGA). This new MUGA resulted in an unclaimed "gap" north of Lund's Gulch and south of 148th Street and an overlap of a portion of Mill Creek's adopted growth area east of I-5. In 2007, the City Council expanded the MUGA to incorporate that gap and to extend the eastern boundary to North Road (which action increases the overlap with the Mill Creek MUGA). See map on page LU-33.

Physical Characteristics

Physical features influence development patterns in a community. Land with development constraints such as poor soils, wetlands, or steep slopes will limit or preclude development potential on a site. The delineations of these areas and conditions were analyzed and established in conjunction with the preparation and adoption of the Environmentally Sensitive Areas Ordinance and Map (Note: the Map is included in the *Background Report*). In Lynnwood, the land is generally developable, with major constraints in the Scriber Creek/Scriber Lake areas from flood plains, wetlands, and fish and wildlife habitat areas.

Lynnwood is primarily situated on an upland plateau north and west of I-5. The topography of the area is gently sloping with elevations ranging from about 240 feet to 610 feet above mean sea level. Lund's Gulch, located in the northwest part of the City, is a significant landform. It is a deep ravine with extremely steep slopes.

Existing Conditions

Land Use Patterns

Lynnwood's location along the Interstate 5 corridor, mid-way between Seattle and Everett, has greatly influenced its development as the commercial and retail center of Snohomish County. Approximately one quarter of Lynnwood's land area is currently developed for commercial uses. The remainder of the City is largely devoted to residential development with various institutional uses (e.g., schools, churches, parks, etc.) interspersed. The City's land use pattern is a suburban setting with commercial developments along the arterial roadways, multiple-family residential development adjacent to commercial areas and single-family residences, and neighborhoods with parks and schools and natural areas. Industrial land uses are located primarily south of 196th St. SW and east of Highway 99.

Lynnwood's total land area is 4,943 acres. The three largest land uses are residential which comprises 2,110 acres, or 43 percent of the City's land area, commercial with 811 acres, or 16 percent and rights-of-way which comprises 847 acres, or 17 percent (see Table 0, , page 5). The Generalized Existing Land Use Map is included in the *Background Report*.

- Preserving and enhancing open space, natural resources, and environmentally sensitive areas will be important to assuring a satisfactory balance between the natural and built environments.
- Design review and other enhanced development standards will be important actions in the creation of a more visually appealing City.
- The retail sector currently forms the core of the economic life of Lynnwood. The City needs to maintain and expand this sector while increasing opportunities for other types of business and employment in the City.
- It will be vital to create opportunities for both jobs and housing in the City. The types of future land uses in commercial areas will have a bearing on the type of housing Lynnwood will need to develop. For example, new mixed-use development might include innovative design that allows residences above businesses, in the same building, or in a residential loft/studio environment where residents can both live and work.
- Development of transit-supportive and mixed-use land uses in the Subregional Center Area will be key steps in creating a vibrant new town center.
- Redevelopment of properties along some sections of Highway 99 is important to the economic vitality and aesthetic appeal of this area.
- Land use incompatibility between some adjacent uses and/or between various land use districts needs to be addressed.
- Protection, preservation, and enhancement of single-family neighborhoods are high priorities.
- There is a concern that the residents of multi-family dwellings use a disproportionately high percentage of public services.
- Private property rights are protected under federal and state laws. Land use limitations or permit requirements will need to impose only the minimum burden required to promote the general health, safety and welfare of the community.

Deleted: GROWTH PROJECTIONS AND ALLOCATIONS

RCW 36.70A.215 requires certain counties and their cities to establish a program to evaluate the availability of land for development or redevelopment in relation to projections and allocations of future growth. This program, known as "buildable lands program", is overseen by Snohomish County Tomorrow and produces updated growth allocations and development capacity projections every five years. The last analysis was completed in 2008.

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providing public transit services, and for non-motorized travel. Encouraging high-density residential development within the subregional center, coupled with increasing employment opportunities, could help to reduce development pressures on other areas of the city. The Comprehensive Plan and growth and development projections are consistent with the "urban centers" concept adopted by Puget Sound Regional Council and by Snohomish County.

The City Center (in the Subregional Center) is the key activity center for accommodating a large amount of the projected population and employment growth in the City. The City adopted a separate subarea plan for this area in 2005. That plan describes a vision of and policies "to create, within 20 years, a compact, intense and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation." A second location for growth through redevelopment is the Highway 99 Corridor. Development in this 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 occupied with a broad mix of land uses and businesses, including auto dealerships, shopping centers, free-standing stores and businesses, and Asian businesses and markets. The Highway 99 Corridor Strategies report states that Lynnwood's Highway 99 Corridor appears to include ample opportunity for redevelopment. 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.

In the process of preparing the 2000 Comprehensive Plan Update, the Planning Commission did an extensive review of the existing land use pattern and planned uses within the city. The analysis was segmented into five geographic sectors of the city. Information on the sector analysis process is contained in the *Background Report*. The Planning Commission then considered different Land Use Plan alternatives. Four alternatives were proposed and analyzed. Information on each of the alternatives is contained in the *Background Report*. After thorough consideration of the alternatives and listening to and weighing public comment on the alternatives, the Planning Commission selected a preferred alternative. The selected alternative is a composite of two of the considered alternatives and is very similar to the 1995 adopted land use plan. Because the selected plan is very little changed from the 1995 plan it confirms the basic correctness of the 1995 plan. It says that no major changes are necessary. This contributes to policy stability and gives predictability for private property owners.

The land uses delineated by the Comprehensive Plan map are generally distributed consistent with existing land use and zoning. Neighborhoods are characterized as low-density single-family residential areas. Medium density multiple-family is generally located near arterial roadways and as a transitional use between commercial and lower density residential uses. High-density multiple-family development is allowed in the Subregional Center and College District. Commercial land uses are primarily located along the regional transportation corridors such as I-5, Highway 99 and 196th Street. The City Center is planned for increased development and diversification of land uses that includes office buildings, housing, transit facilities, and mixed use developments. Business/Technical and industrial land uses are located in areas that are currently utilized for similar uses. Existing park, open space, school and public facilities are

designated on the Comprehensive Plan. Potential future parks and other public facilities are identified in the Parks and Capital Facilities elements.

A description of the various land use categories is contained in the following section. Table 5 lists acreage and percent of total land by use category, according to the Comprehensive Plan.

The relationship between the Comprehensive Plan and zoning (zoning regulations, zoning map and zoning designations) and other land development related municipal codes under the new Comprehensive Plan is more definitive and connected than past plans and practices. Prior to adoption of GMA, Comprehensive Plans were regarded as a "guide" or "blueprint" which suggests zoning measures that should be taken rather than requiring them. Now under GMA, the Comprehensive Plan is given a much more significant role in land use planning and regulation. The GMA Comprehensive Plan is in effect the City's pre-eminent land use planning document along with the zoning code and map.

The Comprehensive Plan provides the policy direction and basis for land use decisions. Development regulations such as zoning, subdivision, planning and environmental codes must be consistent with and implement the Comprehensive Plan.

The Comprehensive Plan Map designates the appropriate land use for all properties in the City. The land use categories provide a broad description of land use, building and site design standards. Other related objectives and policies in the Comprehensive Plan provide additional direction for the use and development of land. The zoning code and zoning map define in greater detail the development regulations and permitted uses for each property within the range (density, intensity and land uses) defined by the Land Use Categories. The land use planning choices made in this Plan will serve as the basis for any property rezoning and for development project review.

The Zoning Code and the Official Zoning Map will be amended and properties rezoned to bring the zoning classifications into consistency with the Comprehensive Plan Map and land use categories.

**Table LU-1: Comprehensive Plan:
Future Land Use by Category**

| Land Use Category | Acreage | Percent |
|---------------------------------------|---------|---------|
| Low-density Single-family (SF-1) | 1,848.2 | 37.2 |
| Medium-density Single-family (SF-2) | 62.4 | 1.2 |
| High-density Single-family (SF-3) | 10.9 | 0 |
| Low Density Multiple Family (MF-1) | 74.7 | 1.5 |
| Medium Density Multiple Family (MF-2) | 286.8 | 5.8 |
| High Density Multiple Family (MF-3) | 40.9 | 0.8 |
| Local Commercial (LC) | 85.4 | 1.7 |
| Mixed Use (MU) | 37.1 | 0.8 |
| Community Commercial (CC) | 84.4 | 1.7 |

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**Table LU-1: Comprehensive Plan:
Future Land Use by Category**

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|---|--------------|----------------|
| Regional Commercial (RC) | 784.7 | 15.8 |
| City Center | | |
| Alderwood – City Center Transition Area | | |
| Business/Technical Park (BTP) | 69.3 | 1.4 |
| Industrial (I) | 83.9 | 1.7 |
| Public Facilities (PF) | 325.6 | 6.6 |
| Parks, Recreation & Open Space (PRO) | 325.7 | 6.6 |
| Rights-of-way (est.) | 854.0 | 17.2 |
| TOTAL | 4,974 | 100.0 % |

Source: City of Lynnwood Planning Division, 2004

LAND USE PLAN DESCRIPTION

The following section provides a description of each of the land use categories included on the Comprehensive Plan. Categories may in several cases be implemented by more than one zoning district. The Plan is more general and provides guidance to these implementing decisions on specific zones. In some cases, there will need to be zoning text amendments to implement the Plan.

Low Density Single-Family Residential (SF-1):

Purpose: This Plan category is intended to provide for standard suburban style housing and will be the majority of residential land use in the city.

Principal Use: Detached single-family residences at a minimum density of four dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: Areas designated for this category of use should be well separated or buffered from incompatible or disruptive land uses and should not be subjected to higher volumes of vehicular traffic.

Site Design: Lot sizes within subdivisions shall comply with the City's minimum development code requirements and, in no case, shall cause the overall density to be less than four dwelling units per net acre. Some lots smaller than 8,400 square feet may be allowed through lot-size averaging within subdivisions, and through the planned unit development process. Lot coverage by structures shall be limited so as to provide substantial yard space around the residence.

Building Design: Either one or two stories high with an additional story permitted if located partially below ground level in a basement.

Other Provisions: One accessory dwelling unit may be added to a lot in this category, provided that the single family character of the property and the neighborhood is not impaired. An accessory unit shall not be included in the calculation of allowable density.

Medium Density Single-Family Residential (SF-2):

Purpose: This Plan category is intended to provide for an alternative to the standard suburban style of housing.

Principal Use: Single family detached and attached residences in a density range of 5.1 to 8.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Minimum Lot Size - 7,200 square feet. Smaller lots shall only be allowed as an approved planned unit development. Lot coverage by structures shall be limited to provide private open space on each lot; the amount of open space will generally be less than in the SF-1 category.

Building Design: Residences on these lots shall be either one or two stories high, with an added story located partially below ground level in a basement. Attached residences shall only be allowed as an approved planned unit development, and shall have no more than two residences connected by a common wall.

High Density Single-Family Residential (SF-3):

Purpose: This Plan category is intended to provide for a higher density alternative to current mobile home housing. It shall only serve as a feasible alternative for mobile home parks which are in need of redevelopment.

Principal Use: Single family detached and attached residences in a density range of seven to twelve dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences in a negative way.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets, and within on-quarter mile distance from SR99. The SF-3 Plan designation shall only be applied to mobile home parks existing at the time of adoption of Ordinance No. 2472 (January 12, 2004).

Site Design: Minimum lot size – 4,000 square feet. Smaller lots shall only be allowed as an approved planned unit development. Lot coverage by structures

shall be limited to provide open space on each lot; the amount of open space will generally be less than in the SF-1 and SF-2 categories.

Building Design: Residences on these lots shall be either one or two stories high, with an added story located partially below ground level in a basement. Attached residences shall only be allowed as an approved planned unit development, and shall have no more than four residences connected by common walls.

Low Density Multi-Family Residential (MF-1):

Purpose: This Plan category is intended to provide for multi-family housing in a low-density living environment.

Principal Use: Multi-family residences in a density range of 8.1 to 12.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Most of the parking for residents shall be provided in garages or carports; additional parking (for residents or guests) may be uncovered, provided that such parking does not detract from the appearance of the development or any adjoining public streets. Lot coverage should be limited in order to provide substantial usable private recreation space and landscaping.

Building Design: Residences in this category may be built as attached residences with a maximum of four units in a single building; freestanding single-family residences are not permitted in this category. Buildings in this category shall be no more than two stories high.

Medium Density Multi-Family Residential (MF-2):

Purpose: This Plan category is intended to provide for multi-family housing in a medium density living environment.

Principal Use: Multi-family residences in a density range of 12.1 to 20.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Parking for residents and guests shall be provided in garages, carports or in uncovered parking areas. Lot coverage shall be limited in order to provide usable private recreation space and landscaping; in general, the amount

of open space and landscaping will be less than that in the MF-1 category but shall still provide a reasonable opportunity for on-site recreation.

Building Design: Residences in this category may be built as townhouses or apartments/condominiums; freestanding single-family residences are not permitted in this category. Buildings containing these residences shall be no more than four stories high and typically will be two or three stories high.

High Density Multi-Family Residential (MF-3):

Purpose: This Plan category is intended to provide for multi-family housing in a high-density living environment.

Principal Use: Multi-family residences in a density range of 20.1 to 43 units per net acre.

Subordinate Uses: Institutional, educational, cultural, office, and related accessory and supportive retail and service uses, provided such uses are compatible with the residential environment.

Locational Criteria: High-density residential development should be located on sites with convenient arterial street access, in close proximity to transit facilities/routes, and close to shopping, employment and/or educational opportunities. It is anticipated that this density of housing will only be located within or adjacent to the subregional center, and within the College District.

Site Design: Locational advantages may be maximized through such means as incorporating structured on-site parking, using multi-story and high-rise design, and taking advantage of opportunities for mixed use development. On-site open space, landscaping, and recreational amenities should be emphasized in the design of all high-density residential developments.

Building Design: Residences within this category may be constructed and owned as apartments, condominiums, townhouses, or similar arrangement. Such housing styles as manufactured homes, single-family conventional homes, duplexes and others that are not suitable for development at densities of 20 units per acre or more should not be permitted in MF-3 areas.

Mobile and/or Manufactured Home Park Residential (MH-1):

Purpose: This Plan category is to provide a land use plan designation for existing and future Mobile and/or Manufactured Home Parks (MHP) in the City of Lynnwood. The difference in terminology used to describe these housing units relates to whether the units were built to the HUD Code adopted on June 15, 1976. Manufactured home units all meet the HUD Code. Mobile homes do not fully meet the Code. For a complete definition of the terms, read the Background Report to the Comprehensive Plan.

Application: This Plan designation shall be utilized as an overlay designation. Initial application/mapping will include the following existing parks:

1. Bearden's Park

2. Candlewood Estates
3. Center Mobile Home Park
4. J&L Mobile Home Park
5. Kingsbury East
6. Kingsbury West
7. Kingsbury West Annex
8. Lynnwood
9. Meadowdale
10. Royalwood
11. Squire
12. Spacette Mobile Home Community

If a property owner wishes to establish a new park in the future, the owner may apply to map the MH-1 land use designation to a property in the annual amendment process. In addition to other criteria, a location for the development of a new park must demonstrate good access to arterial and collector streets and reasonable proximity to services including transit.

Principal Use: Single-family mobile and/or manufactured homes in a density range of four to fourteen dwelling units per acre.

Subordinate Uses: Institutional, educational, or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences in a negative way.

Site Design: Minimum site size – one (1) acre. On each lot, four (4) to fourteen (14) mobile/manufactured homes per net acre may be located. Mobile and/or manufactured home parks may be reconfigured and upgraded in accordance with LMC 21.70.

Building Design: Residences within the mobile and/or manufactured home park shall be as they currently exist and/or meet current manufactured home requirements. Nothing shall prevent park ownership and/or management from upgrading the park to residences meeting current manufactured home standards. Units shall not be connected by any common wall(s).

Implementation Process: Preservation of mobile home parks will be accomplished through Development Agreements where the owner voluntarily agrees to maintain the park for a minimum of five years in exchange for financial incentives as described below. The Development Agreements should renew automatically per the terms of the Agreement, unless the owner informs the City and residents of the park of termination of the Agreement at least one year in advance of end of the term.

Incentives: The City has a valid interest in insuring the preservation and creation of housing opportunities for households of limited means. Existing

mobile home parks, and ones that may be developed in the future, fulfill this role. Market forces, rising costs and rising property values are creating an environment that makes it difficult for owners to economically justify maintaining their properties as mobile home parks. The City Council should consider adoption of the following incentives to keep mobile home parks in operation:

- Water - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Sewer - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Storm - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Waiver of application and other fees for processing a development agreement pursuant to this program;
- Waiver of building permit and other processing and inspection fees for maintaining or improving a mobile home park participating in this program;
- Such other incentives as the City Council may from time to time approve by ordinance;
- Potential property tax reductions based upon expectation of lower assessed value from income-based approach that considers the effect of the development agreement on property value. Longer terms could be expected to result in greater reductions in assessed value. Any changes in assessed value would come from independent action by the County Assessor, and be subject to all applicable State and County laws concerning commercial property appraisal.

Mixed Use (MU):

Purpose: This Plan category is intended to provide the opportunity for a high intensity development of mixed uses that will result in a pedestrian friendly environment and support transit development and usage.

Principal Uses: Residential, office, or retail uses will be permitted within the same building or on the same site(s).

Locational Criteria: This category of use is suitable for location only within the subregional center and the college district.

Site Design: A combination of surface and structured on-site parking is anticipated. On-site open space, landscaping, and recreational amenities should be emphasized when residential use is included in the mix of uses.

Building Design: Most buildings will be multi-story. Residential uses will typically be located on the upper floors above commercial uses.

Highway 99 Corridor:

Purpose: This plan category is intended to identify the area where the City will encourage redevelopment of properties, consistent with the strategies in the Highway 99 Corridor economic study, by allowing a wide range of commercial

uses AND allowing mixed use, transit supportive development at major intersections (“nodes”) in the corridor.

Principle Uses: Throughout the corridor, principle land uses will include retail, office (all types), service, and eating and entertainment uses. Existing light industrial uses will be allowed to remain, but no new uses of this type will be allowed. At major intersections (designated by zoning), mixed use development (including multiple family residential) will be strongly encouraged. At properties not designated for mixed use, auto dealerships and other retail uses that require large parking lots will be permitted.

Locational Criteria: The corridor crosses the City in the north-south direction, from 216th St. SW to 164th St. SW, and continues north in the City’s MUGA to 148th St. SW. Except at major intersections, properties either with frontage on the highway or that can be accessed through properties-with-frontage (or directly from an intersecting street) will be designated to this land use category.

Properties at major intersections along the corridor will be designated for mixed used development, with densities and design requirements that will support transit-supportive development. In select locations (particularly at major intersections), this land use category may extend east or west of properties with highway-frontage in order to create areas that will encourage redevelopment consistent with the intent on this designation and the economic development strategies.

Site Design: Development of “corridor” properties will often be at higher intensity and densities and greater lot coverage than is currently found along the Highway 99 Corridor. This will be particularly likely at major intersection “nodes” having high levels of transit service, where development could one day be dense enough to warrant structured parking. The appropriate relationship of buildings to Highway 99 will be defined.

Building Design: All new development will be required to comply with design guidelines specifically developed to support Corridor strategies.

Performance Standards: On site activities shall not significantly affect adjoining properties outside the corridor.

Local Commercial (LC):

Purpose: This Plan category is intended to provide areas for development of a limited range of commercial services at a low level of development.

Principal Uses: Personal, professional and public services and offices, sale of convenience and comparison goods for the local community.

Locational Criteria: These commercial areas should have direct access to either a collector or arterial street and should be situated to have minimal impact on surrounding residential areas.

Site Design: Substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots. Shared parking between adjacent uses will be encouraged. The overall design of the site should closely follow the principles of good modern urban design.

Building Design: Buildings in this category will generally be low-rise structures facing public streets and parking areas.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

Community Commercial (CC):

Purpose: This Plan category is intended to provide the opportunity for the development of a moderate range of commercial services at a medium level of development intensity.

Principal Uses: Personal, professional and public services and offices, retail sales of goods for the community, hotels, motels and entertainment businesses.

Locational Criteria: Commercial areas of this type must be located in areas having arterial street access and transit services.

Site Design: Substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees is typically provided in surface parking lots. Shared parking between adjacent uses and sites will be encouraged. The overall design of the site should closely follow the principles of good modern urban design.

Building Design: Retail uses in this category will generally be low-rise structures, with other uses occupying multi-story structures.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

Regional Commercial (RC):

Purpose: This Plan category is intended to provide the opportunity for the development of a wide range of commercial services at a high level of development intensity (more than Community Commercial but less than City Center intensity).

Principal Uses: Personal, professional and public services and offices, retail sales of goods for the region, including the local community and surrounding communities, hotels, motels and entertainment businesses.

Locational Criteria: Commercial areas of this type must be located in areas having arterial street access and transit service.

Site Design: Substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees may be located in either in open parking lots or well-designed parking garages. Shared parking between adjacent uses and sites will be encouraged. The overall design of the site should closely follow the principles of good modern urban design.

Building Design: Retail uses in this category will generally be low-rise structures, with other uses occupying multi-story structures.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

City Center Subarea Plan (CCP):

Purpose: This Plan category provides a link to the subarea plan for the City Center district.

Principal Uses: See adopted City Center Subarea Plan.

Locational Criteria: As outlined on the Lynnwood Comprehensive Plan map. For further information see the subarea plan.

Site Design: See adopted City Center Subarea Plan.

Building Design: See adopted City Center Subarea Plan.

Performance Standards: See adopted City Center Subarea Plan."

Urban Mixed Use Centers (MUctr)

Purpose: This Plan category is intended to provide for a high density development pattern that contains a mix of residential and non-residential land uses in a compact, pedestrian-oriented environment. These Centers are supportive of and will be supported by major regional high capacity transit systems and other transportation facilities and services.

Principle Uses: Offices, retail, restaurants, entertainment and cultural uses, services and multiple family residences (as part of a mixed use development), and light industrial and other employment uses.

Locational Criteria: This category should be designated at properties/locations with direct access to and service by the region's high capacity transit system. Initially, this land use category will be applied to the properties in annexation areas that have been designated as "urban centers" and/or "transit pedestrian villages" by Snohomish County prior to annexation by Lynnwood. Over time, it may be applied to properties adjoining these centers as may be appropriate for encouraging the successful development of the center.

Site Design: Buildings will typically cover a substantial portion of a site; often lot coverage may be more than is typical for existing development in Lynnwood. In some cases, the entire site may be occupied by structures. Parking will be located either in open parking areas or in parking structures (either as separate

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structures or under buildings with other land uses). Well-designed direct pedestrian connections between properties and to transit facilities are a required component of new development.

Building Design: Buildings will be architecturally pleasing in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by design guidelines.

Performance Standards: On-site activities shall not substantially adversely impact adjoining lower density properties.

Alderwood – City Center Transition Area:

Purpose: This Plan category is intended to provide for a transitional area between the Alderwood Mall and the City Center. The Mall is the retail center of south Snohomish County and experiences a high level of activity, consistent with its retail character. The City Center is intended to be the business center of Snohomish County, with the character and intensity of an urban, mixed use downtown area. This Transition Area will contain a mix of land uses that complements these two areas but at a lower intensity so as to minimize impacts on the residential area to the west (across 36th Ave. W.).

Principle Uses: Offices, retail (excluding big-box stores), restaurants, services and multiple family residences (as part of a mixed use development).

Locational Criteria: This land use category will be applied to the properties between the Alderwood Mall and the City Center and east of 36th Ave. W.

Site Design: Buildings will typically cover up to 50 percent of a site, with open parking or parking structures, landscaping, and open space occupying the rest of a site. Usually parking will be located in open parking areas, although some parking may be located in parking structures (either as separate structures or under buildings with other land uses). Pedestrian connections between properties and through the area to both the City Center and Alderwood will be required.

Building Design: Buildings will be architecturally interesting in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by the Citywide Design Guidelines. Building height and location will be managed so as to minimize shading and view blockage for the residential area west of 36th Ave. W.

Performance Standards: On-site activities shall not substantially impact adjoining properties. Traffic flow from this area shall be managed so as to minimize impacts to the residential area west of 36th Ave. W.

Business/Technical Park (BTP):

Purpose: This plan category is intended to provide areas where there is a mixture of professional/business office use with some industrial uses that have low intensity characteristics.

Principal Uses: Offices for business, personal, professional and public services and facilities; research and development, small scale light manufacturing and fabrication; and related storage, wholesale and retail.

Locational Criteria: This plan category is best located within or near the subregional center, or within the Highway 99 corridor.

Site Design: Buildings will typically cover up to 50 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted. The quality of building and site design, building materials and the extent of site improvements will be greater than those in the Industrial category.

Building Design: Buildings at properties in this category will generally be low-rise structures. Access into these buildings will be through a combination of doors designed for persons and roll-up doors of vehicles.

Performance Standards: On-site activities shall not significantly affect adjoining properties.

Industrial (I):

Purpose: This plan category is intended to provide areas for industrial use.

Principal Uses: Light manufacturing and fabrication; warehouses, public facilities and retail uses that may locate only in limited portions of retail areas due to potential off-site or secondary adverse effects (with controls to reduce and mitigate adverse secondary impacts).

Subordinate Uses: Retail or wholesale sales of products produced on site may be permitted, provided that such sales activity is clearly accessory to the production of goods and it does not impair the industrial character or use of the site or the surrounding area.

Locational Criteria: This plan category is best located within the southwestern sector of the city.

Site Design: Buildings will typically cover up to 30 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas.

Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted.

Building Design: Buildings in this category generally will be low-rise structures. Access to interior space will be through a combination of doors designed for persons and roll-up doors for vehicles.

Performance Standards: On-site activities shall not substantially impact adjoining properties.

Public Facilities (PF):

Purpose: This plan category is intended to provide land area for public and semi-public uses and facilities.

Principal Uses: Public and semi-public uses and facilities.

Locational Criteria: Location of these facilities will be influenced by the appropriateness of the site and location to the type of service being provided, land availability, and compatibility with surrounding land uses.

Site Design: Buildings will typically cover up to 30 percent of the parcel. Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted.

Building Design: Buildings in this category may be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.

Park/Recreation/Open Space (PRO):

Purpose: This plan category is intended to provide land area for the active and passive park and recreational needs of the city; and, to set aside areas for natural conservation.

Principal Uses: Public parks, designated open space and public recreational or educational facilities. Structures at properties in this category shall be limited to facilities needed to support the designated or planned park or open space use of the properties.

Locational Criteria: Location of these facilities will be influenced by multiple factors, including but not limited to: proximity to the population served, land availability, and amenity value of the site.

Building Design: Buildings shall be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.

GOALS, OBJECTIVES, POLICIES and ACTIONS

GOAL:

A balanced land use pattern that prevents urban sprawl, preserves and enhances residential neighborhoods, protects environmentally sensitive areas, protects people and property from environmental hazards, promotes economic development, and encourages community redevelopment at appropriate locations, resulting in a high quality physical environment for residents, workers, and visitors.

SUBGOALS & OBJECTIVES:

Subgoal: Compatibility

Assure that the Future Land Use Plan properly separates and buffers those land uses which are incompatible while permitting the mixing of compatible uses in appropriate ways and in appropriate areas.

Objectives:

- LU-1:** The Community Development Department will identify and map areas in Lynnwood appropriate for mixed residential and commercial use by June 22, 2000.
- LU-2:** The Community Development Department will prepare updated land use regulations that will guide the appropriate type, density, and design of land uses in mixed-use districts.

Subgoal: Density

Assure that the density of development is consistent with the local and regional development patterns, with available and planned infrastructure, with Growth Management Act requirements, and with surrounding land uses.

Subgoal: Development Balance

Assure that the ratio of land areas for various developed uses accommodates regional market needs while maintaining a good balance between urban developed and natural, or open, land allocations.

Subgoal: Single-Family Housing Retention

Assure retention of existing single-family housing, and areas of such housing, through protection from conflict with or encroachment of incompatible land uses or activities, and attempt to reach 60% single-family and 40% multi-family units in the area of the City outside of the City Center Study Area.

Subgoal: Specific Subarea Plans

Develop and implement specific subarea plans that provide more detailed guidance on development and redevelopment than contained in the Comprehensive Plan.

Objectives:

- LU-11:** Review the status of the Park Central (Scriber Lake-Wilcox Park area) subarea plan and schedule, by the end of 2009, any additional work that needs to be done, including zoning adjustments.
- LU-14:** By September 1, 2009, conduct a review of development and aesthetic qualities within the Highway 99 Corridor and propose a course of action to improve the corridor.
- LU-15:** By April 1, 2011, submit a proposal for an improvement plan and project for the 196th Street Corridor.
- LU-32:** Adopt a land use designation and land use policies, zoning regulations and design guidelines for the transitional area between the City Center and Alderwood Mall.

Subgoal: Urban Design

Establish and administer plans, policies, and regulations to improve the function and appearance of existing and new development and thereby enhance the livability and image of Lynnwood.

Objectives:

- LU-16:** Subarea specific plans will provide detailed urban design plans and guidelines that will be followed in the implementation of public and private improvements within the planning unit.

Subgoal: Neighborhood Preservation and Renewal

Establish and administer plans, policies, regulations, and programs to assure the preservation and renewal of residential neighborhoods within Lynnwood.

Objectives:

- LU-18:** Establish the purpose and functioning of neighborhood planning areas.
- LU-19:** With citizen and Planning Commission input, and City Council approval, establish neighborhood planning boundaries.
- LU-20:** Establish sample bylaws and organizing procedures for neighborhood planning organizations.
- LU-21:** Establish two pilot neighborhood planning organizations, with Commission and Council approval.

- LU-22:** Prepare a socio-economic profile and a survey of housing conditions, infrastructure conditions, and level of public services completed within the two pilot neighborhoods.
- LU-23:** Prepare a neighborhood renewal plan and program for the two pilot neighborhoods with the approval of the two pilot neighborhoods and the Planning Commission and City Council.

Subgoal: Environment

Assure that developed uses of land avoid and protect environmentally sensitive areas and that such uses avoid and are protected from environmental hazard areas.

Subgoal: Consistency

Assure that the interrelatedness of all other plan elements with the land use element has been well considered and that consistency between the elements has been achieved, and is maintained as the Comprehensive Plan maybe amended. And, assure continuing consistency between the Plan and implementing regulations.

Objectives:

- LU-26:** Before adoption of the Lynnwood 2000 Comprehensive Plan the Community Development Department will assure that there has been a thorough analysis of the consistency among the various elements of the Plan and that consistency has been achieved.
- LU-27:** Revise the Zoning Districts Map, as necessary, to be consistent with the Land Use Plan Map and adopt at the same time the amended Comprehensive Plan is adopted.

Subgoal: Growth Area

Assure that the Future Land Use Plan provides sufficient land within the Lynnwood urban growth area to meet the growth needs of the community in all categories of land use over the next twenty years while maintaining a compact land use pattern and being well coordinated with the development of surrounding cities and unincorporated county areas.

Objectives:

- LU-29:** Continue to participate with Snohomish County and our neighboring cities to achieve agreement in the delineation of Municipal Urban Growth Areas.
- LU-30:** Establish a growth management system that will regulate the development of land so that proper mitigation of related impacts occurs, and adequate public facilities and services are provided.
- LU-31:** Monitor, evaluate, and update land use regulations, standards, and programs to ensure effective performance.

LU-32: Include mixed-use development and other density-promoting measures in Lynnwood's Comprehensive Plan.

LU-33: Plan and fund a network of streets, pathways and trails that support walking and biking within and between Lynnwood's neighborhoods, retail, Senior Center, schools, parks and city centers.

POLICIES

The following policies will be used in the decisions made and the actions taken to implement the land use element of the Comprehensive Plan.

1. General Land Use

Policy LU-1.1: The Land Use Plan Map shall be consistent with the goals, objectives, and policies of the Comprehensive Plan, and it shall serve as the basis for future zoning categories and designations.

Policy LU-1.2: Land development regulations adopted to implement the adopted Comprehensive Plan shall, at a minimum, address the following issues:

- a) Regulation of the use and development of land;
- b) Regulation of the subdivision of land;
- c) Protection of designated environmentally sensitive areas and historical property;
- d) Ensuring safe and adequate vehicular access, on-site parking and traffic flow;
- e) Regulation of signs;
- f) Minimizing adverse impacts between adjacent land uses;
- g) Providing incentives and methods to encourage specific land uses;
- h) Including urban amenities and architectural design standards;
- i) Evaluating the related impacts of proposed development to determine consistency with adopted plans and programs, level of service standards, pertinent regulations and appropriate mitigation measures;
- j) Establishing development review processes and procedures that are timely and responsive;
- k) Complying with legal limitations on the regulation of land use and development and allow constitutionally protected forms of expression.

Policy LU-1.3: Land Use Plan designations shall be periodically re-evaluated to ensure consistency and coordination among the land use, capital facilities and transportation plans.

Policy LU-1.4: The regulation of the use and development of private property shall be consistent with federal and state laws, including the Growth Management Act.

- Policy LU-1.5:** Procedures, standards, and criteria shall be established to provide for a clearly understandable, fair, and expeditious process for the evaluation and decision on land use and development applications such as Comprehensive Plan amendments, rezones, subdivisions, conditional use permits and other related permits.
- Policy LU-1.6:** Proposals for rezoning shall be evaluated utilizing the following criteria:
- a) The proposal must be consistent with and implement the Comprehensive Plan.
 - b) The proposal must be consistent with and implement the purpose of the zone.
 - c) The proposal must be compatible with the zones and uses of surrounding properties.
 - d) There must be significant changes in the circumstances of the subject property or surrounding properties to warrant consideration of the proposed rezone.
 - e) There must be infrastructure capacity to adequately serve the proposed uses of the subject property.
 - f) The property must be practically and physically suited to the uses allowed in the proposed zone.
 - g) The benefit to the public health, safety, and welfare is sufficient to warrant the change in zoning.
 - h) The proposal must be consistent with other adopted plans, program goals, and policies of the City.
- Policy LU-1.7:** Applications for planned unit developments, which may allow relaxation of City development regulations, shall be evaluated to ensure that the design and development of the development will further the goals, objectives and policies of this Comprehensive Plan.
- Policy LU-1.8:** Whenever possible, boundaries between uses should occur along physical features such as water or slopes. Streets as boundaries should be avoided except in the case of arterials of such a scale that any use, which can tolerate the street, would be unlikely to be adversely impacted by any uses located across the street.
- Policy LU-1.9:** Fill-in development of vacant parcels which were passed over by earlier development, but which are served by utilities and streets that meet current standards should be encouraged in order to maximize efficiency of existing capital improvements.
- Policy LU-1.10:** Encourage development at an intensity that is related to the adequacy of public services (such as fire protection, police protection and public safety, courts, health care, schools, libraries and others).

2. Residential Uses

- Policy LU-2.1:** Land use regulations shall encourage infill housing and redevelopment of underutilized housing sites.

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- Policy LU-2.2:** Innovative-housing techniques shall be utilized to provide for housing infill diversity and affordability. These techniques will include small-lot subdivisions, zero lot line housing, duplexes, and accessory dwelling units.
- Policy LU-2.3:** Customary non-residential uses such as home occupations, and public and semi-public uses shall be allowed on residentially designated property. These uses must directly support the residential use of and shall not impair the residential character of the surrounding area. Allowable public and semi-public uses shall include (but not be limited to) churches, childcare, schools, libraries, museums, other cultural facilities, agricultural and horticultural activities, transit facilities and public utility facilities.
- Policy LU-2.4:** Performance related regulations shall be established and used to allow multi-family residential densities and building height to exceed designated zoning densities and building height in the subregional center, in order to promote the provision of housing and to support commercial activities in the center. A density increase may be allowed for a residential development that provides affordable housing or that locates new residences above the ground floor in mixed-use buildings. In general, this density increase should not exceed the allowable density by more than 40 percent. A greater density increase beyond 40 percent may be allowed for a development that would provide an exceptional design and that would minimize or eliminate the development's impact on surrounding properties. Building height may be increased so as to allow development of the increased density while providing substantial ground level landscaping.
- Policy LU-2.5:** Land use regulations shall recognize that existing mobile home and manufactured home parks offer a unique and important form of housing, and shall allow for the continued viability, maintenance and upgrading of these parks.
- Policy LU-2.6:** Regulations and guidelines shall be established to improve the appearance, function and livability of multi-family developments with high quality design and improvements for open space, landscaping, buffers, lighting, parking, on-site traffic circulation, trails and pedestrian facilities, solid waste facilities, recreation, streetscape, building scale and architectural features.
- Policy LU-2.7:** Regulations that allow a diversity of housing types and densities in new developments shall be based upon design and performance related standards such as the size, shape, location and natural features of the site, adjacent land uses, proposed amenities and mitigation of development related impacts.
- Policy LU-2.8:** Determine the appropriate zone and density for properties designated multi-family on the Future Land Use Plan using, as a framework, the following characteristics.
- a) The site is located along an arterial roadway and transit corridor.
 - b) The site is located near commercial, service, community or employment centers.
 - c) The development proposed for the site would include a site plan that exhibits a well-designed arrangement of on-site structures and

improvements (including buffering and landscaping) and which includes one or more of the following design elements:

- i) Recreational amenities (indoor or outdoor) that substantially exceed code requirements;
 - ii) Proposed building locations and separation and screening between buildings so that residents will enjoy privacy in their living units;
 - iii) Preservation of natural areas, substantial stands of trees and other on-site features that are identified by the City as appropriate for preservation.
 - iv) Substantial on-site usable open space.
- d) Site creates a transition between lower densities residential and non-residential uses.
- e) Site is located in an area already developed with significant amounts of multi-family developments or non-residential uses.
- f) Multi-family development of the site will not disrupt or negatively impact adjacent single-family property.
- g) Site will be developed with the infrastructure improvements to properly mitigate development-related impacts.
- h) Site will be developed so that building heights, noise, lights traffic and other development related impacts are adequately mitigated to protect adjacent residential development.
- i) The development proposed for the site exhibits a high quality exterior design, including:
- i) Exterior architecture that creates a visually pleasing appearance using a balance between horizontal and vertical design elements and coordinating colors;
 - ii) A site plan that creates a varied and pleasing streetscape and environment for residents;
 - iii) Landscaping that forms a substantial element of the total exterior appearance of the development, that creates an interesting and inviting environment for residents, and that softens the appearance of parking areas;
 - iv) Treatment of the perimeter of the site that minimizes impact on adjoining development.
- j) The development proposed for the site provides on-site amenities in addition to those required by the Zoning Code that will improve the livability and function of the development.
- k) The site and proposed development comply with or promote other goals, objectives or policies in the Comprehensive Plan.

If a property proposed for rezoning substantially complies with these characteristics, then the property should be rezoned to permit a density within the upper half of the density range allowed in the applicable land use designation. If a property proposed for rezoning does not substantially comply with most of the characteristics, then the property

should be rezoned to the lower half of the density range allowed by the applicable land use designation. Approval of a rezone based on these characteristics shall include a binding agreement to insure that the property will develop as approved.

Policy LU-2.9:

Establish regulations and determine the appropriate design and density for Single Family 2 (SF-2) planned unit developments using, as a framework, the following characteristics.

- a) The site has easy access to retail and other commercial services, particularly stores selling groceries.
- b) The site is adjacent to or has easy access to community facilities.
- c) The development potential of the site is not adversely affected by wetlands, streams, steep slopes or other development constraints.
- d) Site provides a transition between lower density single-family development and other uses.
- e) Roads that connect the site to arterials and local shopping areas are fully developed to City standards.
- f) The surrounding street network provides alternative access routes to/from the development and major employment and commercial areas in the City.
- g) The development proposed for the site would include a site plan that exhibits a well-designed arrangement of dwelling units and improvements and which may include:
 - i. Recreational amenities;
 - ii. Proposed building locations and separation and screening between buildings so that residents will enjoy privacy in their living units;
 - iii. Preservation or enhancement of natural areas, substantial stands of trees and/or other natural features;
 - iv. On-site common and usable open space.
- h) The development proposed for the site exhibits a high quality exterior design, including:
 - i. Exterior architecture that creates a visually pleasing appearance using a balance between horizontal and vertical design elements and coordinated colors;
 - ii. A site plan that creates a varied and pleasing streetscape and environment for residents;
 - iii. Landscaping that forms a substantial element of the total appearance of the development, that creates an interesting and inviting environment for residents;
 - iv. Treatment of the perimeter of the site that minimizes impacts on adjoining development and enhances the neighborhood;
 - v. Improvements that provide non-motorized and pedestrian circulation, access and facilities.
- i) The site adjoins property designated for uses other than single-family residences.

j) The site will be developed with the infrastructure improvements to properly mitigate development-related impacts.

k) The site is located in an area that is already developed to a density in the upper half of the allowed density range.

l) The site and proposed development comply with or promote other goals, objectives or policies in the Comprehensive Plan.

If a property proposed for a planned unit development rezoning substantially complies with these characteristics, then the planned unit development should allow a density within the upper half of the density range allowed in the SF-2 land use category. If a property proposed for a planned unit development rezoning does not substantially comply with most of these characteristics, then the density of the planned unit development should be limited to the lower half of the density range allowed in the SF-2 land use category. Approval of a planned unit development rezoning based on these characteristics shall include a binding agreement to insure that the property will develop as approved.

Policy LU-2.10: Residential development shall be allowed at less than the plan designated density range on properties where the development potential is constrained by environmental or infrastructure factors.

Policy LU-2.11: Subdivision regulations and standards shall promote public health, safety, aesthetics, and general welfare. Such regulations and standards shall allow for efficient use of land, minimize adverse impacts on surrounding development, provide adequate public utilities, proper access and traffic circulation, streets, sidewalks, and other public facilities.

Policy LU-2.12: No single-family residential property (SF) shall be rezoned to any form of multi-family (MF) use; except in rare instances, and then only upon a showing of clear and convincing evidence of need.

3. Non-Residential Uses

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-3.2: Accessory or customary uses such as churches, child care, group homes, schools, and transit, utility and public facilities shall be allowed in commercial areas provided that such uses can be properly accommodated and support the needs of the area.

Policy LU-3.3: Adult entertainment uses shall be allowed in specified portions of the Industrial land use categories, subject to restrictions (such as locational, signage, landscaping and operational controls) designed to reduce and mitigate the adverse secondary impacts of such uses while allowing constitutionally protected forms of expression.

Policy LU-3.4: Regional commercial (RC) land uses shall be delineated in the land development regulations to specify the appropriate desired uses and

developments in accordance with the Comprehensive Plan, subarea specific plans, and other planning efforts.

- Policy LU-3.5:** When reviewing nonresidential proposals that involve discretion, the extent to which nonresidential development would reduce existing housing stock, or reduce land available for residential development, should be weighed.

4. Mixed Use

- Policy LU-4.1:** Zoning districts and regulations shall be established to implement the Mixed-Use land use category shown on the Future Land Use Plan map.
- Policy LU-4.2:** Incentives shall be provided to encourage mixed-use developments in the Subregional Center.
- Policy LU-4.3:** Areas in the Subregional Center appropriate for mixed-use development shall be identified and the appropriate density of such development shall be established.
- 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.

5. Industrial Uses

- Policy LU-5.1:** Industrial and business zoning performance standards shall be established to ensure that the location of such uses will be in close proximity to major transportation facilities and that the scale will not adversely affect adjacent or nearby residential uses.
- Policy LU-5.2:** Development standards that require building and site design shall be established in order to ensure quality and harmonious industrial and business development, and to minimize adverse impacts on surrounding properties.

6. Public Facilities

- Policy LU-6.1:** The siting of public facilities shall follow these guidelines:
- a) Public facilities should be centrally located in their service area.
 - b) Facilities that serve a single neighborhood should be located in such neighborhoods.
 - c) Facilities that serve two or more neighborhoods should, where possible, be located near the common boundary(ies) of the neighborhoods.
 - d) Facilities that serve the entire City shall be easily accessible from all parts of the City and should minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.
 - e) Facilities that serve regional needs shall be located in close proximity to regional transportation systems (freeways, arterials, or major public transit lines); such facilities shall minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.

f) Regional facilities shall also be located in close proximity to supporting services.

g) Public facilities serving regional needs should also be located near supporting or complementary uses and away from residential areas.

7. Neighborhoods

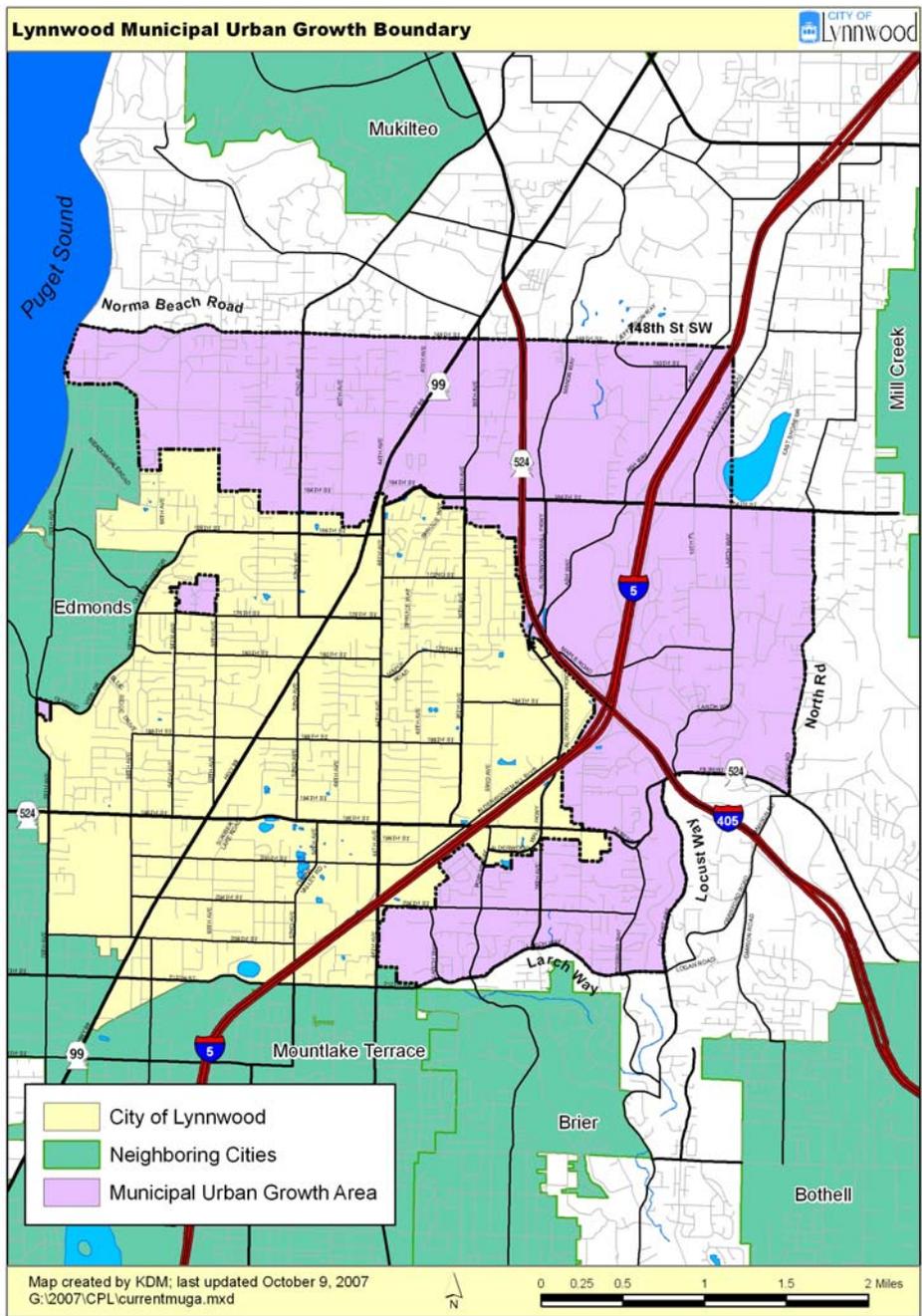
- Policy LU-7.1:** Work with affected persons and groups to develop plans and strategies that will improve and stabilize neighborhoods.
- Policy LU-7.2:** Allow a range of complementary residential and limited neighborhood commercial land uses in existing and developing neighborhoods. Complementary uses include places of worship, child day care, adult day care, and similar institutional uses that provide a residential service and do not cause a substantial impact to adjoining residences. Limited commercial land uses may be allowed where residences are more than convenient walking distance (about one-half mile) from other shopping areas, and may include small retail stores providing convenience goods for residents of the immediate area.
- Policy LU-7.3:** Facilitate neighborhood identity through public improvement and activities.
- Policy LU-7.4:** Provide for a rental housing inspection program to promote the long-term viability of neighborhoods.
- Policy LU-7.5:** Encourage the creation of pedestrian-friendly developments and neighborhoods.
- Policy LU-7.6:** In all categories, non-residential developments that adjoin residential properties shall provide transitional screening so that commercial activities do not significantly affect the livability of the residential properties.
- Policy LU-7.7:** Residential areas shall be protected from encroachment by developments that would influence available residential land towards nonresidential use.

8. Urban Design

- Policy LU-8.1:** Complete an urban design plan that describes concepts, principles and methods for strengthening the City's image and "sense of place" and enhance the City's livability.
- Policy LU-8.2:** Develop design guidelines and standards, and a design review process for development that improves the quality of residential, commercial, industrial, mixed use, and public development and supports the urban design plan.
- Policy LU-8.3:** Establish a program to preserve historically and culturally significant sites, buildings, structures, landscapes, trees and artifacts.
- Policy LU-8.4:** Provide adequate setbacks, buffers, landscaping, visual screens, and appropriate building scale and architecture to make development compatible with nearby residential and other land uses.

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- Policy LU-8.5:** Develop specific design guidelines and development standards for the Activity Centers and areas with special or unique characteristics.
- Policy LU-8.6:** Establish signage standards that provide for business visibility while enhancing the visual character and image of the City.
- Policy LU-8.7:** Provide incentives and recognition to those property owners that rehabilitate, restore, retain or reproduce historical elements of their properties.
- Policy LU-8.8:** Provide a program for the early identification and resolution of conflicts between the preservation of cultural and historic resources and future land uses.
- Policy LU-8.9:** Establish development programs and regulations for the preservation of a major tree stands and canopies and other native vegetation on development sites. Emphasis should be given to retaining masses of trees rather than isolated freestanding trees.
- Policy LU-8.10:** Guidelines and regulations to improve and increase the use of trees and landscaping, as an important feature of land development and the community shall be established.
- Policy LU-8.11:** A comprehensive street and landscaping tree plan that will enhance streetscape, provide identity and continuity, soften the appearance of pavement and separate pedestrians from vehicular traffic shall be prepared and implemented.
- 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-8.14:** Special design features and standards shall be employed to strengthen the individual character of planned activity centers.
- 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.





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The recent program update also produced growth allocations for employment; see Table 3. As with population growth, much of the employment growth is expected to locate in the City Center Subarea. The Subarea Plan EIS projects that redevelopment of this area could create about 9,000 new jobs. The rest of this job growth would locate in existing commercial areas through either business growth or redevelopment of low-intensity commercial areas, such as the Highway 99 corridor.

Page 8: [19] Deleted

Kevin Garrett

05/19/2009 10:37:00 AM

and the Civic Center (surrounding City Hall). A regional park and recreation activity center is located in the Scriber Lake High School area, and is known as the Park Central activity center.