

## AGENDA

Special Meeting

**Lynnwood Planning Commission**

**Thursday, October 23, 2014 — 7:00 pm**

**Permit Center Conference Room**

**4114 198<sup>th</sup> St., Suite 7, Lynnwood WA**

Note special  
meeting location

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**A. CALL TO ORDER – ROLL CALL**

**B. APPROVAL OF MINUTES**

1. Minutes of the August 28, 2014 meeting
2. Minutes of the September 11, 2014 meeting

**C. CITIZEN COMMENTS** – (on matters not scheduled for discussion or public hearing on tonight's agenda) Note: Citizens wishing to offer a comment on a non-hearing agenda item, at the discretion of the Chair, may be invited to speak later in the agenda, during the Commission's discussion of the matter. Citizens wishing to comment on the record on matters scheduled for a public hearing will be invited to do so during the hearing.

**D. PUBLIC HEARINGS**

1. None

**E. WORK SESSION TOPICS**

1. Draft Introduction Element of the Comprehensive Plan (first review)
2. Draft Community Character Element of the Comprehensive Plan (first review)

**F. OTHER BUSINESS**

**G. COUNCIL LIAISON REPORT**

**H. DIRECTOR'S REPORT**

**I. COMMISSIONERS' COMMENTS**

**J. ADJOURNMENT**

*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.*

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**CITY OF LYNNWOOD  
PLANNING COMMISSION MINUTES  
August 28, 2014 Meeting**

|                                     |  |
|-------------------------------------|--|
| <b>Commissioners Present:</b>       | <b>Staff Present:</b>                                      |
| Robert Larsen, First Vice Chair     | Corbitt Loch, Dep. Director Comm. Dev.                     |
| Chad Braithwaite, Second Vice Chair | Jared Bond, Environmental & Stormwater Services Supervisor |
| Maria Ambalada                      | Todd Hall, Senior Planner                                  |
| George Hurst                        |  |
| Michael Wojack                      |  |
|                                     |  |
| <b>Commissioners Absent:</b> None   |  |
| Richard Wright, Chair               | <b>Other:</b>  |
| Doug Jones                          | Councilmember Van AuBuchon                                 |

**Call to Order**

The meeting was called to order by Vice Chair Larsen at 7:00 p.m.

**Approval of Minutes**

**1. Approval of minutes of the July 24, 2014 Meeting**

**Motion** made by Commissioner Braithwaite, seconded by Commissioner Wojack, to approve the July 24, 2014 minutes as presented. **Motion** passed unanimously (5-0).

**Citizen Comments**

None.

**Public Hearing**

None.

**Work Session**

**1. Draft Environmental Resources Element of the Comprehensive Plan**

Community Development Deputy Director Corbitt Loch introduced Environmental and Stormwater Services Supervisor Jared Bond who presented the draft Environmental Resources Element. He responded to questions from an earlier Planning Commission meeting. One question related to policy ER-8.2.8 where the target of 40% electric or biofuel for city fleet vehicles by 2018 was stated.

The question was if this was a state mandate or a local target. Mr. Bond said he spoke with the Fleet Management group who informed him it is a local target. There was also a question about why the City is a category 4 seismic hazard area. A category 4 as determined by the USGS is the highest risk for an earthquake based on what they currently know about past faults and earthquakes, the behavior of seismic waves as they travel through different parts of the US, and the near surface site conditions at specific locations of interest. This hazard rating affects the construction of buildings, roadways, bridges, utilities, etc. and is usually adopted by the International Building Code who reviews them about every 10-12 years.

Mr. Bond stated that most of the changes involve updating the information with current information and best available science, removing redundancy to make it a more readable document, and making factual corrections. The future work planned over the next 1-3 years includes updates to the Critical Areas Regulations which will likely include an aquifer recharge protection portion, inclusion of a variance procedure, review of geologically hazardous areas protections, updating wetland categorization methodology to be consistent with recent changes by the Department of Ecology, updating critical areas maps, adoption of low impact development stormwater standards and methodologies, and implementation of changes to the Clean Water Act compliance program.

Commissioner Ambalada spoke to the importance of addressing the hazardous conditions area and doing public outreach.

Commissioner Braithwaite asked if the hazardous conditions areas assessment is based on the most current USGS map which puts all of western Washington and a lot more of Washington state into the higher zones. Mr. Bond replied that it was based on information updated in 2012. He noted that everything in western Washington needs to be built to a certain protection standard to withstand a seismic event. He stated that the data and identification of fault lines is ever growing.

Commissioner Braithwaite discussed a personal experience he had with the Tree Preservation Program and recommended reevaluation of it to distinguish between residential landscaping and native species. Mr. Bond explained that there are two different classifications of tree permitting requirements. The situation described by Commissioner Braithwaite would be a Category 1 which is written for developed single-family homes and has an allowance of the removal of two trees or 40% per year. There was discussion about specifics of the Tree Preservation Program. Regarding the draft Element, Commissioner Braithwaite stated he liked the comments, the red-lining, and the overall philosophy of reducing the wordiness of the document. He hopes this philosophy continues throughout the other elements.

Commissioner Wojack also said he liked the conciseness of the document and the underlining. Regarding trees, he referred to Policy ER-3.4 on page 75 which states the following goal: "Avoid clearing of native vegetation that maintains the slope stability, reduces erosion, shades shorelines . . ." He asked if it was more important to have the vegetation there or stabilizing the slope. Mr. Bond replied there is not an easy answer to that. When it comes to slope stability, native and non-native characterizations are secondary to keeping the slope together. There have been instances on single-family homes that because it is a steep slope and a landslide hazard that the City has controlled what they can and can't remove. Commissioner Wojack asked if staff was comfortable with the language regarding native vegetation from a regulatory perspective. Mr. Bond commented that the goal of ER-3 is natural landscape and vegetation, but policy 3.4 deals more with slope stability and erosion control. He suggested this might be better placed under one of the other goals.

Commissioner Wojack then asked what NPDES stands for. Mr. Bond explained that it is the National Pollution Discharge Elimination System and is a provision under the Federal Clean Water Act. He indicated that staff would make sure this is clarified in the document.

Commissioner Hurst noted that the first page of the draft refers to 49% of the City's land being covered with impervious surfaces. He asked if there is a tipping point where they get concerned about that number. Mr. Bond replied that the tipping point is down in the teens so the City has long surpassed that point. With respect to the aquifer recharge areas what they are looking at is infiltration to avoid tainting the aquifer.

[7:30 p.m. – inaudible comments – no microphone] Mr. Bond replied by discussing the difference between goals, policies, and objectives. Vice Chair Larsen recommended including sub-goals. He thought that the more passive language should be included in the introduction statements and recommended consistency throughout the document. Deputy Director Loch commented that that was an important point because the document is going to have many authors and will need a common voice.

Vice Chair Larsen commented there are places where it is stated that, "This is a goal, not a policy." He noted that some of the crossed out goals are actually pretty good. He hopes those are preserved someplace.

Vice Chair Larsen had the following specific recommendations, but indicated he could forward more to staff:

- Objective ER-7.1 - Remove the words, "Continue to".
- Subgoal ER-9 – Rephrase this as a subgoal (ie. "Lynnwood will engage in view protection . . .") Corbitt Loch stated that this is an important policy question that needs to get some airing. It means a lot when it comes to land use regulation.

Commissioner Wojack discussed the subjective nature of the view issue as it relates to the Transition Area. Deputy Director Loch suggested that this topic might be best for a new element staff is creating called Community Character which relates more to the aesthetics of the City.

Commissioner Braithwaite referred to the last paragraph on page 43 regarding efficient vehicles. He asked if the City really wants to identify specific technologies, such as electricity and biofuel vehicles, which may change over time. Mr. Bond explained this was mostly based off of what the Fleet Management Department was doing, but indicated it could be stricken. Commissioner Braithwaite suggested just leaving it at “efficient vehicles”. He recommended continuing this approach of using more general wording as they go through the other elements.

Commissioner Wojack asked about including a glossary in the back for easier readability. Deputy Director Loch indicated they could provide a glossary or a list of acronyms to add clarity if desired by the Planning Commission.

Commissioner Ambalada recommended incorporating principles of being grandfathered or vested with regard to the use of best available science to protect property owners.

Commissioner Braithwaite commented [inaudible – microphone off] Deputy Director Loch stated that the state law has been amended to include greenhouse gases as a topic for SEPA (State Environmental Policy Act) but it doesn't say what the local jurisdictions can or should do about it. Most of the things that generate greenhouse gases are regulated already by car emissions. Local jurisdictions have no authority over car emissions or miles per gallon or those kinds of things. The City is obligated to consider it, but there haven't been any instances where there was anything the City could actually do. Mr. Bond commented that there are some jurisdictions, such as King County, that have attempted to evaluate the impacts of a project based its impacts on greenhouse emissions. He wasn't sure if they were still using this method.

Commissioner Wojack commented regarding view protection and light pollution. He referred to Policy ER-9.3 regarding night lighting and asked if this is the policy that would dictate a tighter lighting code. Deputy Director Loch replied that it was. Commissioner Wojack expressed concern that this might not be strong enough to get the desired dark skies effect. Deputy Director Loch thought it was strong enough to point in the direction they want to go without getting too specific. He commented that, for example, they wouldn't want to put in the numeric standard here; that belongs in the Development Regulations in the Zoning Code. This is the policy guidance. Mr. Bond commented that views themselves are not just natural; there can be views of the built environment as well. He thinks it is important that this be considered.

Vice Chair Larsen asked if the Planning Commission would see this one more time before it goes to City Council or if the City Council would get the whole Comprehensive Plan as a package. Deputy Director Loch replied that staff is still deciding that. He commented on the importance of understanding all of the changes before they make any. All of the elements will continue to be a draft until such time that they are all ready for adoption. This will give staff many opportunities to do cross checking of information. Vice Chair Larsen indicated he'd like to see the Environmental Element one more time.

Commissioner Hurst asked Commissioner Wojack if he would like to have some sort of recognition or phrase about dark skies in 9.3. Commissioner Wojack pointed out that ER-9 refers to *dark night skies* which could be interpreted as dark skies.

Vice Chair Larsen indicated he would send some minor edits to staff. Mr. Bond stated those would be incorporated into the next draft. In the next draft any new edits would be differentiated somehow from the first-round edits.

## 2. Draft Land Use Element of the Comprehensive Plan

Deputy Director Loch introduced the draft Land Use Element. He noted that the majority of the changes in this draft are purely stylistic and technical, not substantial. The overarching goal was also rewritten, and while he didn't intend to make any substantive changes, he solicited feedback on the revisions.

Commissioner Wojack commented Deputy Director Loch on his work on this, noting he had double-checked all of the items that were moved. He appreciates the tables and the way this was cleaned up. He referred to the tables (Land Use Element 3.27) regarding design on SF-1 and asked if emergency aid response is designated by the fire department. Deputy Director Loch noted it is, but could include police as well. Commissioner Wojack referred to Multi-family Residential Land Use Designation and asked if lofts would be included in this designation. Deputy Director Loch was not sure, but thought that a loft would just be an apartment. Commissioner Wojack referred to 3.29, Mixed Use Land Use Designation regarding the Alderwood City Transition Area and asked if the new plan would be included in here. Councilmember AuBuchon replied that the Transition Area rezoning was completed by Council with a few modifications. Deputy Director Loch commented that those modifications would be incorporated.

Commissioner Braithwaite noted he would email comments to staff because he had misplaced his notes. He referred to the population targets and noted that the County and State want Lynnwood to take more numbers than we think is realistic. Deputy Director Loch concurred. He stated that five years ago the City agreed to take 10,000 additional people than what we have today in the existing

city boundaries. The new target is another 10,000 which will be a challenge. Commissioner Braithwaite asked if the City can decide on a policy that is different from what the County and the State say. Deputy Director Loch replied that the City is free to have alternative versions in the Comprehensive Plan that are studied in the draft stage. The targets that have been assigned are preliminary targets. Each of the jurisdictions in Snohomish County has to figure out if it can meet them or not. Then the County Council will consider all of those efforts and see where we are. Some jurisdictions may want to take more than their target while others may want to take less. Ultimately the County can assign a number to the City that we don't prefer, but at this stage we are free to do our work and show how we have attempted to meet the growth targets using reasonable measures.

Commissioner Ambalada asked about the City's annexation efforts in north Lynnwood. Deputy Director Loch noted that the Council would probably look at that during the upcoming budget discussions. There may be an effort to take another shot at it, but it still wouldn't satisfy the growth target because that is based on the City's current boundaries. The land in the MUGA has its own target.

Vice Chair Larsen noted that cities all over the world are having discussions about whether to go up or out with their population. He asked what the City wants as a policy regarding this. He thought it might be helpful to get an accounting on the planning they have done already with Highway 99, the mall, etc. and where that puts us in terms of that 10,000. He commented that a spreadsheet showing the numbers would be helpful. He remarked that sooner or later there is going to be pressure to start converting larger lots to accommodate accessory units. He thought this would be an excellent topic for a joint meeting or a retreat with the Council and possibly other groups where they could talk about housing in Lynnwood.

Commissioner Ambalada agreed that there should be more guidance and direction for the Planning Commission regarding this. She spoke in support of having a joint meeting with the Council. She noted that the Planning Commission has good leadership and wants to work hard.

### **Other Business**

None

### **Council Liaison Report**

Councilmember AuBuchon had the following comments:

- He echoed the concerns voiced regarding the joint meeting, but noted that he doesn't schedule the meetings. He stated that there is a requirement that the Council get input from the boards and commissions

- as part of the budget process. He has raised that issue to the Council, to the administration, and to the City Attorney, but has yet to get an answer.
- The Council is currently on recess so nothing has been going on for the last week or so.
  - He expressed his huge support for the work being done by staff on the Comprehensive Plan. He reminded the Planning Commission to keep in the back of their mind that what they are dealing with is the future of the City.
  - He thanked everyone for all of their hard work.

### **Director's Report**

None

### **Commissioners' Comments**

Commissioner Ambalada referred to the Planning Commission's desire to have a joint meeting with the Council and suggested taking some formal action in writing such as a resolution to give to the Council via the Council Liaison with a request for a response. Vice Chair Larson suggested trying to keep it informal at first to give the Council every opportunity to respond. He indicated he would contact Deputy Director Loch in the next week or so to try to determine the next step.

Councilmember AuBuchon recommended a top-down approach since he has already raised this several times with the Council.

### **Adjournment**

The meeting was adjourned at 8:39 p.m.

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Richard Wright, Chair

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**CITY OF LYNNWOOD  
PLANNING COMMISSION MINUTES  
September 11, 2014 Meeting**

|                                     |  |
|-------------------------------------|--|
| <b>Commissioners Present:</b>       | <b>Staff Present:</b>                  |
| Richard Wright, Chair               | Corbitt Loch, Dep. Director Comm. Dev. |
| Robert Larsen, First Vice Chair     | Gloria Rivera, Senior Planner          |
| Chad Braithwaite, Second Vice Chair | Todd Hall, Associate Planner           |
| Maria Ambalada                      | Shay Davidson Admin. Asst.             |
| George Hurst                        |  |
| Michael Wojack                      |  |
|                                     |  |
| <b>Commissioners Absent:</b>        | <b>Other:</b>                          |
| Doug Jones                          | Councilmember Van AuBuchon             |

**Call to Order**

The meeting was called to order by Vice Chair Larsen at 7:00 p.m.

**Approval of Minutes**

**1. Approval of Minutes of the August 28, 2014 Meeting**

This item was continued to a future meeting.

**Citizen Comments**

Ted Hikel, 3820 – 191<sup>st</sup> Place SW, Lynnwood, WA, commented that while many staff members have great knowledge regarding planning matters, most of them do not live in the City, but the Planning Commission members do. He expressed concerns about plans being proposed for mixed use development in many areas of the City. He urged the Planning Commission to carefully consider the impacts of this on the future and to be bold, to speak out, and challenge the staff, Council and Commission members, and themselves.

**Public Hearing**

**1. 2014 Comprehensive Plan Amendments – Highway 99 Consistency**

Senior Planner Todd Hall introduced this item noting that one of the two proposed amendments had been withdrawn because it was not recommended to move forward. The Highway 99 Consistency amendment is the only one

remaining. This seeks to clear up some inconsistencies between the Highway 99 Subarea Plan and the Development Regulations. Staff has analyzed the proposal thoroughly with respect to the decision criteria as contained on pages 7-8.

Senior Planner Gloria Rivera reviewed Text Amendment #1 which would remove the height limit from the Comprehensive Plan in the Highway 99 Mixed Use zone. Language would be added that would allow a maximum of height of 90 feet (not to exceed six stories) for buildings incorporating residential development. This would be consistent with the Development Regulations. Text Amendment #2 would remove the five acre minimum requirement for planned unit developments (PUD) in the Highway 99 Mixed Use Zone. Ms. Rivera explained that the City Council chose to eliminate the five-acre minimum requirement when they adopted the Zoning Code. She reviewed the rationale for these amendments and their consistency with decision criteria as contained in the Commission's packet. She stressed that while there would not be a requirement for the size of the parcels involved in the PUD process the City would still encourage consolidation of lots. Staff is recommending that both of the amendments be recommended for approval to the City Council by the Planning Commission.

Mr. Hall pointed out that the Ordinance distributed to the Planning Commission was just provided by the City Attorney. It was presented in a different format, but the content is the same as the one in the packet.

Public Comment:

The public testimony portion of the public hearing was opened at 7:17 p.m.

Ted Hikel, 3820 – 191<sup>st</sup> Place SW, Lynnwood, WA, pointed out that two of Lynnwood's neighbors, Brier and Woodway, have both refused to change their zoning to incorporate more residents. He encouraged the Planning Commission to take into account the financial impacts to the City of bringing more and more people into the City. He pointed out that for every 1,000 increase in population, the City's standards are to hire two more police officers, 1.5 new firefighters, and come up with 10 more acres of park or open space. The City does not have any money to do that. He encouraged the Commission to consider and communicate to the Council the financial ramifications of allowing higher and higher density. He referred to page two, lines 54-55 of the Ordinance which states: "Design standards and guidelines will be established to ensure new development does not negatively impact adjacent residential neighborhoods." He encouraged the Planning Commission to make sure that the design standards and guidelines ensure that they don't impact the single-family neighborhoods which are very close. Mr. Hikel also expressed concern about the way building heights are measured when lots are on a slope. If measured from the middle of the lot and the lot is on a slope, buildings could potentially be greater than 90-feet.

Seeing no further public comments, the public testimony portion of the public hearing was closed at 7:25 p.m.

#### Commissioner Comments and Questions:

Commissioner Braithwaite asked staff about the size of parcels along Highway 99 that developers are considering. Senior Planner Rivera replied that one of the developers did not indicate a specific lot size, but had informed staff that it was very difficult for him to consolidate the five acres.

Commissioner Larsen asked if the most cost-effective building method right now is one story of concrete with five framed stories of construction over that. Ms. Rivera affirmed that it is. Commissioner Larsen asked if 90 feet is the typical outcome of that type of construction. Ms. Rivera replied that 90 feet is a little high. Recent proposals have been closer to 60 feet.

Commissioner Ambalada thought that the City was asking for trouble with the unlimited height and acreage. She thought that it sounds a bit chaotic. She urged the Commission to be factual and intelligent. She spoke against making amendments just because it is inconvenient to one individual developer. Ms. Rivera replied that staff has made a lot of plans for the City Center over the years, but it is hard to specifically say how property is going to develop because it is economy-driven and developer-driven. The development as being proposed in those areas isn't even getting close to the maximum height that would have been allowed in those zones. With regards to the height and the five acres, these are zoning codes that have already been approved by the City Council. Staff is coming forward to simply make things consistent. Commissioner Ambalada spoke in support of evaluating each development application to assess financial and zoning impacts, but stated there should be a uniform standard for everybody.

Chair Wright asked how many five-acre size parcels there are. Ms. Rivera replied that there were two, the Costco parcel and another one. Chair Wright added that someone could come in and purchase smaller parcels to make a larger parcel if they wanted to. Regarding concerns about building heights, he pointed out that right now the height is listed as unlimited. What staff is proposing is actually reducing the height and instituting a consistent design standard along Highway 99 which would be one particular type of construction. Ms. Rivera concurred.

Commissioner Larsen asked staff if these changes would be done under an addendum to the EIS since it would change the outcome resulting from the EIS. Senior Planner Rivera stated that they would not need to do that, but individual parcels would still have to do a SEPA if they trigger the threshold. Commissioner Larsen spoke in support of limiting heights and proposed a limit of 80 feet. Regarding the smaller lot size outside nodes, he recalled that they had this discussion during the EIS/Highway 99 discussions. He thought they had purposely held the standard high between nodes because the City wanted a

phased and focused approach to developing the nodes. He would rather keep that standard in place.

Chair Wright commented that just by penciling out the potential heights necessary for a six-story building he came to 86 feet or higher. He would hesitate reducing the height limit any further unless they are going to reduce the number of stories.

Commissioner Wojack commented that mechanicals are not included in the 90-foot height restriction. Ms. Rivera concurred, but noted they would still have to be screened.

Commissioner Braithwaite concurred with Commissioner Larsen about reducing the minimum lot size for developments between the nodes. Overall, he supports making these amendments in order to make everything internally consistent. He proposed two different approaches. One would be to recommend leaving the 90-foot height limit as it is, but on the second amendment changing the verbiage to allow “larger” parcels without specifying five-acres. He didn’t think they could eliminate residential outside the nodes altogether since the City Council has already taken action. Another idea he had was to approve it as it is, but add some language expressing reservations about the way this is structured.

Commissioner Larsen commented that they could also propose no change.

Commissioner Ambalada pointed out that the City Council has approved it already. She stated that the Council is going through a lot of political pressure right now, and she refuses to submit to that. The Planning Commission invited the Council to a meeting, and this would have been an excellent topic for that meeting. She expressed concern about political pressure, especially from people from the Rotary, most of whom are business people that are not from Lynnwood. She stated that the residents of Lynnwood don’t want to be like Bellevue. They don’t want too much development. She encouraged the Planning Commission to persevere and do the right thing.

The public hearing was closed again at 7:46 p.m. (previously closed at 7:25 p.m.)

*Motion made by Commissioner Braithwaite, seconded by Commissioner Larsen, to approve the 2014 Comprehensive Plan Amendments Highway 99 Consistency attaching an additional statement to the approval to read:*

*“The Planning Commission has significant reservations concerning potential negative impacts of smaller residential development and developments away from the transportation nodes along Highway 99 on the City relative to the benefits and efficiencies that come from larger developments and developments at the nodes.”*

Commissioner Braithwaite commented that the first change seems like a no brainer. Changing the unlimited height to 90 feet reduces the overall potential for residential to develop along Highway 99. The second amendment is already inconsistent; he is in favor of larger developments and having a fixed number is helpful. Larger developments would reduce the number of curb cuts, and therefore the number of accidents. Even so, it is good to have the internal consistency of the document.

*Motion passed (5-1).*

## **Work Session**

### **1. Draft Land Use Element of the Comprehensive Plan (continued)**

Deputy Director Loch stated that this is a continuation of the Commission's work at the last meeting where they began review of the Draft Land Use Element of the Comprehensive Plan. This would be part of the amendment ultimately packaged together for the 2015 Update of the Comprehensive Plan. He stated there was no new information, but solicited any comments or questions.

Commissioner Braithwaite referred to Policy LU-51 on page 3.21 of the Draft Land Use Element and commented that it didn't read well. Deputy Director Loch concurred and noted that he would double-check that. The intent of that was to protect the residential areas however the population growth targets are accomplished.

Commissioner Braithwaite commented that overall some of the loss of narrative would mean loss of some of the knowledge that has accumulated over time in the City. He commented that the Land Use Element seems more focused on the Growth Management Act and less on the citizens' vision for what Lynnwood's land use policy should be. Deputy Director Loch agreed that when the Land Use Element (or any of the elements) is read in isolation it doesn't communicate the community's vision. The way staff was attempting to remedy that in the long run is with the Introduction chapter of the Comprehensive Plan and with the Community Character Element which will be a new element to address the cultural, social, and aesthetic aspects of the community.

Commissioner Braithwaite referred to Policy LU-6 which states that land use policies and regulations should provide for, among other things, recreation areas, open space, and natural resources. He noted that the City is already below the standards they have set for themselves, and with each new person the ratios get worse. He would like to see how the City can have a larger population along with a realistic plan for achieving its open space goals.

Commissioner Wojack suggested that it might be helpful to have some of the overall guiding policies on a white board while they are reviewing all of these

individual elements in isolation. Deputy Director Loch noted that would be a good idea. He also suggested possibly working on the Community Vision and Introduction Chapters first in order to guide the rest of the process. There was unanimous consent that that would be helpful.

Commissioner Larsen asked if the Planning Commission would be reviewing all of the individual elements before the City Council looks at it. Deputy Director Loch said he envisioned that the Commission would take the first stab at these elements and get them retooled. At the point where the Planning Commission is comfortable with its work, it would be appropriate to review the work with the City Council and get feedback. Commissioner Larsen said he would love to see the Introduction since it would set the tone. He could see addressing Housing and Community Character simultaneously. He is willing to go forward with this, but he would really appreciate the opportunity to meet with Council and get feedback on this. Deputy Director Loch noted that the Council is currently very busy with the budget, but it is staff's expectation that there will be a high level of collaboration between the Council and the Commission at some point in the future.

Commissioner Hurst asked about the timeline for looking at the Community Vision section. Deputy Director Loch stated that if desired by the Commission, staff could begin working on that immediately so that it could be ready in some form at one of the October meetings.

Commissioner Braithwaite referred to Policy LU-26 and asked if this was an addition or just a renumbering. He commented that he couldn't find those policies in the redlined version. Deputy Director Loch noted it is not new substance, but indicated he would follow up on that. Commissioner Braithwaite suggested that staff could email a searchable version of the document to the Commission.

Commissioner Ambalada referred to the Community Vision and stressed that the community cannot stomach any more taxes.

### **Council Liaison Report**

Councilmember AuBuchon had the following comments:

- He stated that the idea of a meeting with the Council was brought up again by him during Council Comments at the last meeting. He had commented that in light of the budget, the Council has a statutory responsibility to meet with all boards and commissions, not just the Planning Commission. He stated that this statutory requirement has not been fulfilled in the time that he has been on the Council.
- He agreed with Councilmember Ambalada that there are political issues going on with the Council right now that aren't being addressed by the Council as a whole.
- He thanked the Planning Commission and the staff for their hard work. He thanked staff for the line numbers.

- He commented on the importance of getting the Comprehensive Plan right because it is the City's future.

### **Director's Report**

Deputy Director Loch stated that Director Krauss is away at training and he had no report on his behalf.

### **Commissioners' Comments**

None.

### **Adjournment**

The meeting was adjourned at 8:15 p.m.

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Richard Wright, Chair

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**Introduction Element and  
Community Character Element**

Agenda Item: E.1 and E.2

**Staff Report**

- Public Hearing
- Work Session
- Other Business
- Information
- Miscellaneous

Staff Contacts: Corbitt Loch, Todd Hall &amp; Gloria Rivera, Community Development

**Summary**

The purpose of this agenda item is to receive input from the Planning Commission regarding the first iterations of the Introduction Element and the Community Character Element for the 2015 Comprehensive Plan. The Introduction Element is an update of an existing document, while the Community Character Element is a new addition to the Comprehensive Plan.

The Community Character Element is a compendium of issues and topics, and replaces the Historic and Cultural Resources and the Energy and Sustainability Elements.

**Action**

Provide direction to staff regarding the initial drafts of the two Elements.

**Background**

At the direction of the Planning Commission, staff has provided a “clean copy” with comments on the changes incorporated as comment blocks within the text rather than as bubbles the side. Also, a “track changes” version has been provided.

**Previous Planning Commission / City Council Action**

None.

**Funding**

None. The majority of work on the Comprehensive Plan will be completed using in-house resources.

**Adm. Recommendation**

Provide guidance and feedback to staff as desired.

**Attachments**

1. History of Review of the Comprehensive Plan
2. Draft Introduction Element (track changes)
3. Draft Introduction Element (clean version)
4. Draft Community Character Element

## Comprehensive Plan Review History

As of 10/23/14

|     | Element/Topic                    | Planning Commission                      |   | City Council |                             |
|-----|----------------------------------|--|---|--------------|-----------------------------|
|     |                                  | Date                                     | Description   | Date         | Description                 |
|     | Cover & Title Pages              |  |   |              |                             |
| 1.  | Introduction                     | 10/23/14                                 |   |              |                             |
| 2.  | Implementation                   |  |   |              |                             |
| 3.  | Land Use                         | 6/26/14<br>7/24/14<br>8/28/14<br>9/11/14 | Deferred to future meeting.<br>Deferred to future meeting.<br>First review.<br>Second review. |              |                             |
| 4.  | Community Character              | 10/23/14                                 |   |              |                             |
| 5.  | Economic Development             |  |   |              |                             |
| 6.  | Transportation                   |  |   |              |                             |
| 7.  | Parks, Recreation & Open Space   |  |   |              |                             |
| 8.  | Housing                          |  |   |              |                             |
| 9.  | Environment                      | 2/27/14<br>8/28/14                       | First review.<br>Second review. One additional review requested.                              |              |                             |
| 10. | Capital Facilities and Utilities |  |   |              |                             |
|     | General                          | 12/19/13<br>1/23/14                      | Project scope and overview.<br>Public participation plan                                      | 2/3/14       | Project scope and overview. |

# INTRODUCTION

|  |       |
|--|-------|
| Introduction to Lynnwood   | – 1.1 |
| Purpose of the Comprehensive Plan  | – 1.2 |
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## INTRODUCTION TO LYNNWOOD



Explanation of proposed change: Section rewritten to maintain an informative and factual voice, rather than a narrative voice. In recognition that this Element serves as the introduction to all Comprehensive Plan Elements, the edits attempt to provide factual information on a broader range of topics.

~~Since Lynnwood's incorporation in 1959, local residents have experienced dramatic changes in the community and throughout our county and region. During its fifty 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.~~



Regional map here

Lynnwood, WA is an ethnically-diverse community with a 2014 resident population of ~~35,800~~36,275, located midway between Seattle and Everett.

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

Prior to the construction of the region's interstate freeways, Highway 99 (Pacific Highway or SR-9) served as the principal north-south travel route. Lynnwood properties along SR-9 were improved with automobile-oriented buildings and businesses such as motels, diners, and automobile service stations. Lying at the intersection of I-5 and I-405, Lynnwood was the logical site for a regional shopping mall in the 1970's. After the construction of Alderwood Mall, Lynnwood's regional presence grew as more and more retail stores and service businesses chose to locate near Adlerwood Mall. Today, Lynnwood is known for its wealth of shopping and services.

In the 1990's, the Puget Sound Regional Council (PSRC) designated the area that includes Alderwood Mall and City Center as a Subregional Growth Center (now known as a Regional Growth Center). This designation included guidelines and policies to enable relatively-dense population and employment growth in an area where capital facilities, utilities, and transit service exists or is planned. Vision 2020 and Vision 2040 envision a network of centers linked by robust transportation/transit infrastructure. The City of Lynnwood has adopted numerous policies and regulations that support the Regional Growth Center concept.

Most importantly, the City Council has adopted the City Center Subarea Plan, which puts forth bold strategies to create a dense, downtown environment. The Subarea Plan has been followed by numerous plans, reports, and environmental studies to make City Center a reality. Other initiatives include planning for significant road system improvements (i.e., Poplar Way Bridge over I-5) and the land use rules for redevelopment of the Alderwood-City Center Transition Area (ACCTA).

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

Voters approved the extension of light rail service from Northgate (Seattle) to the Lynnwood Transit Center. Planning was begun to guide redevelopment of properties along Highway 99, the former Lynnwood High School site (immediately north of Alderwood Mall), and the commercial area lying between the Mall and City Center (Alderwood-City Center Transition Area). A community visioning initiative was undertaken to forge a common vision for Lynnwood. The resulting 2009 Community Vision is described further below, and serves as the basis for the policies and strategies contained within this Comprehensive Plan.



Explanation of proposed change: Revised for clarity and brevity. This section moved forward in document to better emphasize the adopted community vision.

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

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

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

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

Lynnwood Moving Forward – Our Community Vision.

The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.

Our vision is...

- To be a welcoming city that builds a healthy and sustainable environment.
- To encourage a broad business base in sector, size and related employment, and promote high quality development.
- To invest in preserving and expanding parks, recreation, and community programs.
- To be a cohesive community that respects all citizens.
- To invest in efficient, integrated, local and regional transportation systems.
- To ensure a safe environment through rigorous criminal and property law enforcement.
- To be a city that is responsive to the wants and needs of our citizens.

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

## **PURPOSE OF THE COMPREHENSIVE PLAN**



Explanation of proposed change: Revised for clarity.

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~~ all sectors of our community.

A fundamental purpose of this Plan is to satisfy the planning requirements mandated by the Washington State ~~The Plan was developed to comply with the State's~~ Growth Management Act (primarily contained in Chapters 36.70A-C RCW) and related provisions. For instance, Lynnwood must adopt a comprehensive plan that is consistent with and implements PSRC's Vision 2040 and the ~~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:** This Comprehensive Plan can serve as a central compendium of the City's ~~primary land use and development related~~ adopted goals, objectives and policies, ~~reflective of community visioning and strategic planning~~ ~~are formalized in this document~~, providing ~~officials with a~~ ~~consistent~~ central source of policy and guidance ~~source~~ for ~~decision-making,~~ adoption of rules and regulations, ~~decisions and~~ directing programs and activities, ~~and the allocation of resources.~~
- **Expression of community values and preferences:** The contents of this Comprehensive Plan reflect citizen participation and input gathered during a multitude of individual initiatives and also the public participation related to the preparation and adoption of the Plan itself.



Explanation of proposed change: Text added to reinforce significance of related planning work, such as the preparation of the vision statement adopted in 2009 (Lynnwood Moving Forward – Our Community Vision).

- **Implement the ~~mandates~~ goals and requirements of GMA:** As mentioned above, ~~t~~This Plan was prepared in compliance with the Growth Management Act and is consistent with the goals and requirements of the Act. ~~This includes ensuring consistency with the multi-county and countywide planning policies called for by GMA, and consistency with the plans of affected jurisdictions and agencies.~~
- **Promote the public health, safety and welfare:** The Comprehensive Plan establishes ~~policies for land~~ development ~~guidelines~~, levels of service standards ~~for public infrastructure and services~~, and encourages ~~development that complies with those standards in appropriate locations throughout the community~~ ~~coordination between land use and public infrastructure and services.~~
- **Encourage regional and local coordination:** The Plan anticipates future development, population growth and the needs of our community for all major municipal services. ~~The draft Plan was prepared with consideration of the plans and programs of other agencies and organizations, and the draft Plan was made available for review and comment. For example, this Plan reflects the provisions of plans adopted by agencies such as: WA Department of Commerce; PSRC; Snohomish County; nearby municipalities; special purpose districts; the Lynnwood Public Facility District; utility providers; Tribes; and all City Departments.~~
- **Coordinated implementation:** This Comprehensive Plan ~~It then~~ helps coordinate the provision of needed services, ~~resources, and legislation~~ to ~~meet those needs~~ best accomplish the City objectives as influenced by the regional and local coordination described above. 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.
- **Environmental protection and avoidance of adverse impacts:** Within this Plan are policies and strategies that support protection of natural and built environments, the conservation of resources, avoidance of adverse environmental impacts, and the intent of the community to preclude unmitigated significant adverse impacts.

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Explanation of proposed change: Text added to acknowledge that the Comprehensive Plan promotes environmental protection and stewardship, and therefore provides mitigation for adverse environmental impacts that might otherwise occur.

## **CHARACTERISTICS**

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~~ Achievable:** 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~~ Responsive:** 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.



Explanation of proposed change: Text added to acknowledge that other adopted plans, studies, or regulations augment the contents of this Comprehensive Plan.

- **Incorporation by Reference:** This Plan incorporates by reference several policy documents and strategic plans adopted by the City with broad participation. This approach provides both clarity and economy. Readers will find articulate references to topic-specific plans, reports and studies that might otherwise need to be contained herein to satisfy GMA provisions.

## **ORGANIZATION OF THE PLAN AND ELEMENTS**

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



Explanation of proposed change: The descriptions below seem to offer little value and therefore deletion is suggested.

- ~~**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.~~

| <b>Element</b>                      | <b>Page</b> |
|-------------------------------------|-------------|
| 1. Introduction                     | 1.1         |
| 2. Land Use                         | 2.1         |
| 3. Transportation                   | 3.1         |
| 4. Housing                          | 4.1         |
| 5. Parks, Recreation and Open Space | 5.1         |
| 6. Cultural and Historic Resources  | 6.1         |
| 7. Environment                      | 7.1         |
| 8. Economic Development             | 8.1         |
| 9. Capital Facilities and Utilities | 9.1         |
| <del>10.</del> 10. Implementation   | 10.1        |



Explanation of proposed change: Explanation of the organization of the Elements is moved here to coincide with the preceding summary of the organization of the Comprehensive Plan. See edits further below regarding the proposed change from the existing organization of the Elements.

The Comprehensive Plan Elements are generally organized as follows:

**Introduction:** (optional) Some Elements utilize a narrative format to provide background information for the Element.

**Finding:** Statement of fact that establish context and background relevant to that Element's Goals, Policies and Strategies.

**Goal:** Statement of aspiration for a future condition or outcome. A Goal describes a future circumstance that the City intends to realize. Accordingly, it is expected that the City of Lynnwood will assign some level of resource or influence to accomplish the Goal. It is expected that future decisions and actions by the City will promote realization of the Goal.

**Policy:** Statement of community preference or intent regarding a particular issue or topic. The Policy provides direction to City officials and the general public when more than one approach or option is feasible. Policies guide decision-making toward realization of a Goal.

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



Explanation of proposed change: Rewritten to broaden the topic to all related plans, studies, reports, etc. that work in concert with this Comprehensive Plan. Staff has not continued the practice of preparing the "Background Reports", as the existing report provides little useful information. However, many important documents do exist that implement this Comprehensive Plan—and can be incorporated herein by reference.

## **RELATION OF THIS COMPREHENSIVE PLAN TO OTHER PLANS, ~~BACKGROUND~~ REPORTS, TECHNICAL STUDIES AND LEGISLATION**

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

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

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

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



Explanation of proposed change: Rewritten to provide updated information regarding environmental review.

## **ENVIRONMENTAL ~~(SEPA)~~ REVIEW (SEPA)**

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

~~All-Comprehensive Plan plans and related development regulations amendments are subject to SEPA environmental review (State Environmental Policy Act). 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.~~ SEPA checklists that identify potential adverse impacts and proposed mitigation measures are prepared by City staff for proposed amendments to Lynnwood's Comprehensive Plan and development regulations. The Community Development Director, acting as the City's SEPA Responsible Official, issues a threshold determination following review of the SEPA checklist and the consideration of related information.

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

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

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

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



Explanation of proposed change: Rewritten to reflect current conditions, and to acknowledge public participation conducted for related matters.

## **CITIZEN INVOLVEMENT PUBLIC PARTICIPATION**

Lynnwood's public participation program is an essential component of community planning and this Comprehensive Plan. Public outreach and input associated with other City projects and programs is equally relevant here. ~~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 Public Participation Program for the Comprehensive Plan is guided by the following objectives/ ~~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~~preparation 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~~take proactive measures to facilitate public awareness and involvement, including, but not limited to, the following:
  - ~~Establish~~Utilize 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 open and inclusive community meetings for presentation of substantive information, data, and concepts, public review and comment, discussion and a constructive exchange of ideas and opinions.
  - For issues unique to a specific area(s), cConduct ~~neighborhood community~~ meetings in neighborhood schools or other suitable ~~facilities~~facility for the convenience of attendees and to facilitate ~~informal~~attendance and discussion.
  - Conduct "open house" type meetings for discussions will staff, review of maps and proposals, and to disseminate handout information.
  - Publicize early in the planning process to allow adequate time for response.
  - ~~Seriously consider and respond to~~Carefully consider all comments received. When appropriate, provide written analysis/response.
  - 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 to property owners, tenants, businesses, etc.
  - Direct mail/email to affected agencies and organizations ~~(of interested or affected people and organizations)~~
  - Press Releases to local newspapers
  - Publication in newsletters of the City and other organizations
  - Announcement via City email broadcasts
  - Cable Access Television station public notices
  - City Web Site – Info on the planning process, schedules and involvement opportunities
  - Public posting of announcements~~Bulletin Boards in public places~~



~~Explanation of proposed change: Revised for clarity and brevity.~~

## A VISION FOR LYNNWOOD

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What is a vision for a community?

~~A 'vision' is a realistic, credible, attractive future for our city. It articulates a destination toward which our city should aim. A future that in important ways is better, more successful, or more desirable, for our city than is the present.~~

~~In early 2009, the City Council approved a new Vision Statement for Lynnwood. A 'vision' is a realistic, credible, attractive future for our city. It articulates a destination toward which our city should aim. A future that in important ways is better, more successful, or more desirable, for our city than is the present. This Statement, along with a set of Actions to begin to realize the Vision, was produced by a public visioning process. Starting with a Listening Phase, the city hosted 29 face-to-face brainstorming sessions between late 2007 and early Spring of 2008, involving approximately 400 residents, business people, civic groups and city staff. People also submitted ideas through written answers to four visioning questions in the visioning guide pamphlet. Some preferred to share their ideas online through the portion of the city website dedicated to the visioning process. This Phase produced over 4,000 ideas, comments, suggestions and constructive criticisms. The second Phase of the Project "envisioned" the future for Lynnwood embodied in these 4,000 items. A committee of residents who had attended the Phase I meetings worked through the summer and fall of 2008 to distill those 4,000+ items into a concise vision statement. That work produced the following Vision Statement:~~

*The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.*

*Our vision is...*

- To be a welcoming city that builds a healthy and sustainable environment.*
- To encourage a broad business base in sector, size and related employment, and promote high quality development.*
- To invest in preserving and expanding parks, recreation, and community programs.*
- To be a cohesive community that respects all citizens.*
- To invest in efficient, integrated, local and regional transportation systems.*
- To ensure a safe environment through rigorous criminal and property law enforcement.*
- To be a city that is responsive to the wants and needs of our citizens.*



Explanation of proposed change: Text moved up in document, and revised for brevity.

## **GOALS, OBJECTIVES AND POLICIES**

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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:** An objective statement may include measurements

**Objective:** 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~~ GROWTH MANAGEMENT ACT GOALS

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

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 Act (SMA) goals specified by RCW 90.58.020.



Explanation of proposed change: The section below is deleted as there is little substantive information and much of the information below is provided elsewhere.

## ~~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.



Explanation of proposed change: Revised for clarity, and for better alignment with the contents of Land Use Element.

**~~MANAGING OUR GROWTH POPULATION AND EMPLOYMENT~~  
~~GROWTH—PROJECTIONS AND ALLOCATIONS PLANNED~~  
GROWTH IN POPULATION, EMPLOYMENT AND LAND AREA**

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.~~

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

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

Vision 2040 also designates 763 acres of Lynnwood (including Alderwood Mall, the Transition Area, and the City Center) as one of the 20 Regional Growth Centers in the four-county planning area. Growth Centers are expected to be areas of high-density/high-intensity land development served by robust transit service.

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

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

[Countywide Planning Policies for additional information regarding population and employment growth.](#)

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

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

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

**Table IN-2. Lynnwood Unincorporated MUGA<sup>1</sup> - Population, Employment and Housing Targets**

(Except as noted, based upon Boundary as of December 13, 2012)

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

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

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

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

**Table LU-3. Lynnwood City and MUGA<sup>1</sup> - Population, Employment and Housing Targets**  
(Based upon Boundaries as of December 13, 2012)

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

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

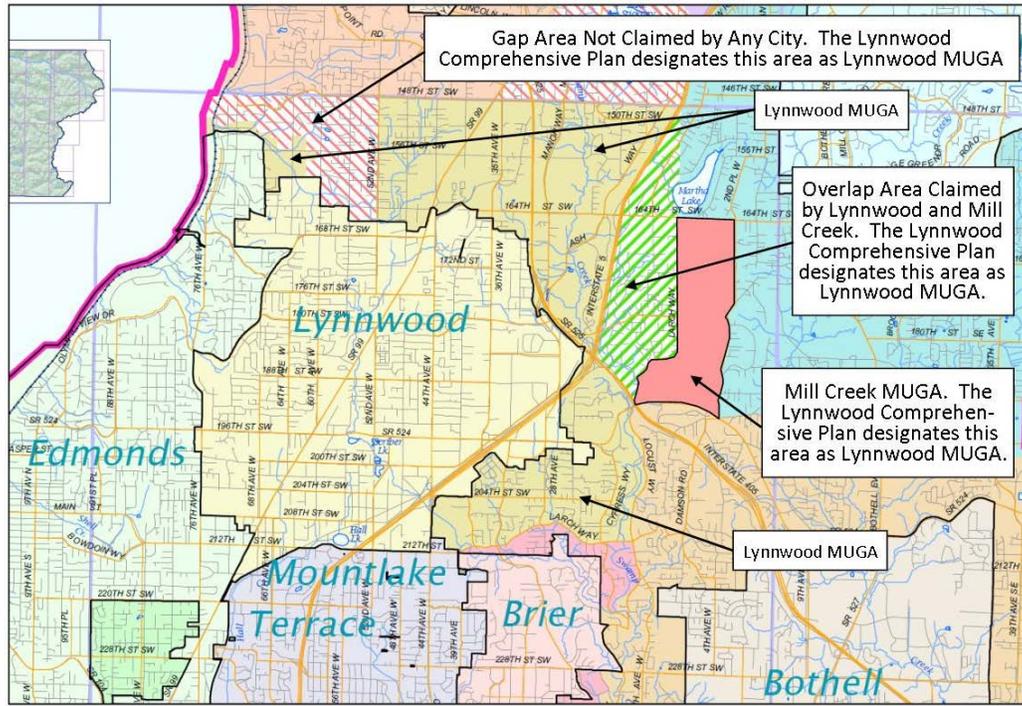
Source: Countywide Planning Policies for Snohomish County, Appendix B, June 8, 2008 (Sno. Co. Amended Ord. 08-054) and June 30, 2013 (Sno. Co. Amended Ord. 13-032).

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

This Comprehensive Plan's Land Use Element designates a larger Lynnwood MUGA than the Lynnwood MUGA established Snohomish County. In particular,

[Lynnwood's preferred MUGA includes the "Gap Area" south of 148<sup>th</sup> Street SW, and the "Overlap Area to the east to the Mill Creek MUGA boundary.](#)

**[Figure IN-1. Snohomish County MUGA Map \(Excerpt, with Annotation\)](#)**



Source: [Appendix A, Countywide Planning Policies, September 2, 2013. Annotation by City of Lynnwood.](#)

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

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

### **Population Allocations:**

~~Under the Growth Management Act, the Office of Financial Management (OFM) forecasts state population growth at the county level. Snohomish County Tomorrow, working in cooperation with the Puget Sound Regional Council and individual cities, then allocates the forecast population to cities, the unincorporated urban growth area, and rural areas of the county. Jurisdictions are responsible for providing sufficient capacity to accommodate forecast growth~~

**Table Int-1: Population Growth Allocations**

|                             |        |
|-----------------------------|--------|
| 2006 -- City                | 35,230 |
| 2025 -- City                | 43,782 |
| Growth -- City              | 8,552  |
| 2006 -- MUGA <sub>1</sub>   | 30,568 |
| 2025 -- MUGA <sub>1</sub>   | 48,967 |
| Growth -- MUGA <sub>1</sub> | 18,399 |
| 2006 -- MUGA <sub>2</sub>   | 23,241 |
| 2025 -- MUGA <sub>2</sub>   | 38,725 |
| Growth -- MUGA <sub>2</sub> | 15,294 |

Source: SCT Final Buildable Lands Report (2007) See text for definitions of MUGA<sub>1</sub> and MUGA<sub>2</sub>

smaller area currently recognized by the County, does not include the Norma Beach Gap or the area east of Larch Way, west of North Road and south of 164<sup>th</sup> St SW.

It is expected that over half of this population growth will be located in the City Center, as the City Center Subarea Plan EIS states 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. The remainder of this population growth would be accommodated in the rest of the City by a combination of: A) development of most of the remaining undeveloped land in the City; B) redevelopment of some sites that are not currently developed at the allowable density, and 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 former Lynnwood High School site).

The most recent growth allocation occurred in 2006. Table Int-1 shows growth allocated to the City of Lynnwood and the Lynnwood Municipal Urban Growth Area (MUGA). Two alternate definitions are provided for the MUGA. Definition 1 includes all of those

areas included by the City by Council action; Definition 2, a

**Table Int-2: Employment Growth Allocations**

|                             |        |
|-----------------------------|--------|
| 2006 -- City                | 27,336 |
| 2025 -- City                | 38,550 |
| Growth -- City              | 11,214 |
| 2006 -- MUGA <sub>1</sub>   | 4,693  |
| 2025 -- MUGA <sub>1</sub>   | 7,864  |
| Growth -- MUGA <sub>1</sub> | 3,171  |
| 2006 -- MUGA <sub>2</sub>   | 4,331  |
| 2025 -- MUGA <sub>2</sub>   | 7,355  |
| Growth -- MUGA <sub>2</sub> | 3,024  |

Source: SCT Final Buildable Lands Report (2007) See text for definitions of MUGA<sub>1</sub>

## Employment Allocations:

and MUGA2

Employment growth projections are not directly linked to population. Instead, they are based on commercial and industrial land availability, zoning, and development potential. Lynnwood has an abundance of commercially zoned properties 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 states that redevelopment of this area could create about 9,000 new jobs by 2020. 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.

## 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~~ [Lynnwood will plan for and manage our future community growth and change in ways that are most beneficial to the entire Lynnwood community and its residents.](#) This Comprehensive Plan [and Lynnwood Moving Forward – Our Community Vision](#) will provide the needed guidance.



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# INTRODUCTION

## INTRODUCTION TO LYNNWOOD

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

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

Prior to the construction of the region's interstate freeways, Highway 99 (Pacific Highway or SR-9) served as the principal north-south travel route. Lynnwood properties along SR-9 were improved with automobile-oriented buildings and businesses such as motels, diners, and automobile service stations. Lying at the intersection of I-5 and I-405, Lynnwood was the logical site for a regional shopping mall. After the construction of Alderwood Mall, Lynnwood's regional presence grew as more and more retail stores and service businesses chose to locate near Alderwood Mall. Today, Lynnwood is known for its wealth of shopping and services.

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

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



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

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

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

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

### **Lynnwood Moving Forward – Our Community Vision**

The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.

Our vision is...

- To be a welcoming city that builds a healthy and sustainable environment.
- To encourage a broad business base in sector, size and related employment, and promote high quality development.
- To invest in preserving and expanding parks, recreation, and community programs.
- To be a cohesive community that respects all citizens.
- To invest in efficient, integrated, local and regional transportation systems.
- To ensure a safe environment through rigorous criminal and property law enforcement.

To be a city that is responsive to the wants and needs of our citizens.

*Adopted by the City Council on January 26, 2009*

## **PLANNED GROWTH: POPULATION, EMPLOYMENT & LAND AREA**

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As specified by the GMA, Snohomish County has the authority to determine and specify Lynnwood’s land use capacity for (and acceptance of) future population and employment. Washington counties planning pursuant to the GMA have the responsibility and authority to: delineate urban growth areas, rural areas and resource areas; and to allocate levels of future growth to those areas. For Snohomish County, these decisions by the County Council follow fairly-complex processes of technical analysis,

with input from other agencies and entities including Snohomish County Tomorrow, PSRC, and local governments. In allocating population and employment growth targets, Snohomish County follows the provisions of GMA, Vision 2040, and the Countywide Planning Policies.

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

Vision 2040 also designates 763 acres of Lynnwood (including Alderwood Mall, the Transition Area, and the City Center) as one of the 20 Regional Growth Centers in the four-county planning area. Growth Centers are expected to be areas of high-density/high-intensity land development served by robust transit service.

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

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

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

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

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

**Table IN-2. Lynnwood Unincorporated MUGA<sup>1</sup> - Population, Employment and Housing Targets**  
(Except as noted, based upon MUGA Boundary as of December 13, 2012)

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

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

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

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

**Table IN-3. Lynnwood City and MUGA<sup>1</sup> - Population, Employment and Housing Targets**  
(Based upon Boundaries as of December 13, 2012)

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

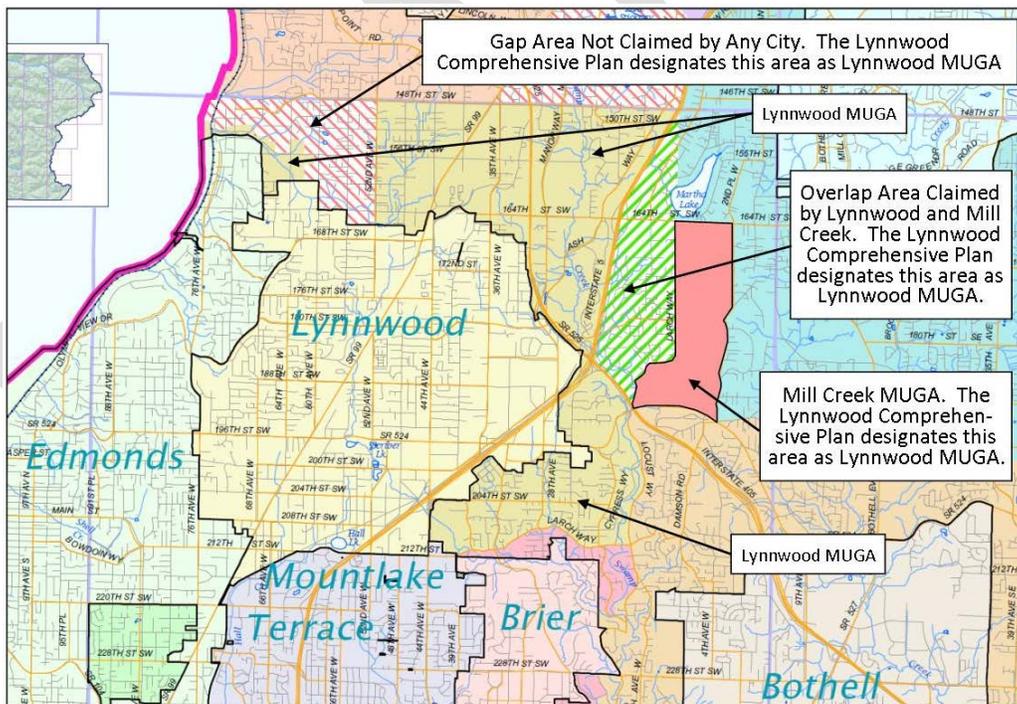
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The geographic size of Lynnwood is expected to increase over time to the full extent of the Lynnwood Municipal Urban Growth Area (MUGA). The Lynnwood MUGA, designated by Appendix A of the CPPs, includes lands to the northwest and to the southeast.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

This Comprehensive Plan’s Land Use Element designates a larger Lynnwood MUGA than the Lynnwood MUGA established Snohomish County. In particular, Lynnwood’s preferred MUGA includes the “Gap Area” south of 148<sup>th</sup> Street SW, and the “Overlap Area” to the east to the Mill Creek MUGA boundary.

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



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

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

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

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

## **PURPOSE OF THE COMPREHENSIVE PLAN**

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

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

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

- **Formalize goals and policies:** This Comprehensive Plan can serve as a central compendium of the City's adopted goals, objectives and policies, reflective of community visioning and strategic planning, providing a central source of policy and guidance for decision-making, adoption of rules and regulations, directing programs and activities, and the allocation of resources.
- **Expression of community values and preferences:** The contents of this Comprehensive Plan reflect citizen participation and input gathered during a multitude of individual initiatives and also the public participation related to the preparation and adoption of the Plan itself.
- **Implement the goals and requirements of GMA:** As mentioned above, this Plan was prepared in compliance with the Growth Management Act and is consistent with the goals and requirements of the Act. This includes ensuring consistency with the multi-county and countywide planning policies called for by GMA, and consistency with the plans of affected jurisdictions and agencies.
- **Promote the public health, safety and welfare:** The Comprehensive Plan establishes policies for land development, level of service standards for public infrastructure and services, and encourages coordination between land use and public infrastructure and services.
- **Encourage regional and local coordination:** The Plan anticipates future development, population growth and the needs of our community for all major municipal services. The draft Plan was prepared with consideration of the plans and programs of other agencies and organizations, and the draft Plan was made available for review and comment. For example, this Plan reflects the provisions of plans adopted by agencies such as: WA Department of Commerce; PSRC; Snohomish County; nearby municipalities; special purpose districts; the Lynnwood Public Facility District; utility providers; Tribes; and all City Departments.
- **Coordinated implementation:** This Comprehensive Plan helps coordinate the provision of needed services, resources, and legislation to best accomplish the City objectives as influenced by the regional and local coordination described above. 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.
- **Environmental protection and avoidance of adverse impacts:** Within this Plan are policies and strategies that support protection of natural and built environments, the conservation of resources, avoidance of adverse environmental impacts, and the intent of the community to preclude unmitigated significant adverse impacts.

## CHARACTERISTICS

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The Comprehensive Plan has the following five 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.
- **Achievable:** 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.
- **Responsive:** The Plan provides for periodic review and amendment 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.
- **Incorporation by Reference:** This Plan incorporates by reference several policy documents and strategic plans adopted by the City with broad participation. This approach provides both clarity and economy. Readers will find articulate references to topic-specific plans, reports and studies that might otherwise need to be contained herein to satisfy GMA provisions.

## ORGANIZATION OF THE PLAN AND ELEMENTS

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

| <b>Element</b>                      | <b>Page</b> |
|-------------------------------------|-------------|
| 1. Introduction                     | 1.1         |
| 2. Land Use                         | 2.1         |
| 3. Community Character              | 3.1         |
| 4. Economic Development             | 4.1         |
| 5. Transportation                   | 5.1         |
| 6. Parks, Recreation and Open Space | 6.1         |
| 7. Housing                          | 7.1         |
| 8. Environment                      | 8.1         |
| 9. Capital Facilities and Utilities | 9.1         |
| 10. Implementation                  | 10.1        |

The Comprehensive Plan Elements are organized as follows:

- Introduction:** *(optional)* Some Elements utilize a narrative format to provide background information for the Element.
- Finding:** Statement of fact that establish context and background relevant to that Element’s Goals, Policies and Strategies.
- Goal:** Statement of aspiration for a future condition or outcome. A Goal describes a future circumstance that the City intends to realize. Accordingly, it is expected that the City of Lynnwood will assign some level of resource or influence to accomplish the Goal. It is expected that future decisions and actions by the City will promote realization of the Goal.
- Policy:** Statement of community preference or intent regarding a particular issue or topic. The Policy provides direction to City officials and the general public when more than one approach or option is feasible. Policies guide decision-making toward realization of a Goal.
- Strategy:** Statement of specific actions to be taken by the City and/or community. Strategies may include activities, programs, projects, or services of with measurable or recognizable outcomes. Strategies provide guidance to Departments regarding desired initiatives and endeavors desired by the community. Implementation of a Strategy promotes realization of a Goal.

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

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

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

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

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

Most City programs, services, and initiatives are intended to improve environmental conditions, respond to socio-economic issues, or to improve the delivery of municipal services or the functionality of municipal infrastructure. The GMA requires that comprehensive plans and development regulations protect critical areas. The State Environmental Policy Act (SEPA) requires that new land use policies and

regulations undergo environmental review to assess the potential for adverse impacts. As a result, the provisions of the Lynnwood Comprehensive Plan and corresponding development regulations typically improve environmental conditions.

## **ENVIRONMENTAL REVIEW (SEPA)**

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Comprehensive plans and related development regulations are subject to SEPA environmental review (State Environmental Policy Act). SEPA checklists that identify potential adverse impacts and proposed mitigation measures are prepared by City staff for proposed amendments to Lynnwood's Comprehensive Plan and development regulations. The Community Development Director, acting as the City's SEPA Responsible Official, issues a threshold determination following review of the SEPA checklist and the consideration of related information.

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

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

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

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

## **PUBLIC PARTICIPATION**

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Lynnwood's public participation program is an essential component of community planning and of this Comprehensive Plan. Public outreach and input associated with other City projects and programs is relevant here. 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. Lynnwood's Public Participation Program for the Comprehensive Plan is guided by the following objectives/policies:

1. The City shall exceed the mandates of Washington State in our program to involve the public in the preparation and periodic update of our Comprehensive Plan.
2. The City shall encourage public participation in all phases of the planning process and take proactive measures to facilitate public awareness and involvement, including, but not limited to, the following:

- Utilize 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 open and inclusive community meetings for presentation of substantive information, data, and concepts, public review and comment, and a constructive exchange of ideas and opinions.
  - For issues unique to a specific area(s), conduct community meetings in neighborhood schools or other suitable facility to facilitate attendance and discussion.
  - Conduct "open house" type meetings for discussions with staff, review of maps and proposals, and to disseminate handout information.
  - Publicize early in the planning process to allow adequate time for response.
  - Carefully consider all comments received. When appropriate, provide written analysis/response.
  - 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 to property owners, tenants, businesses, etc.
  - Direct mail/email to affected agencies and organizations
  - Press Releases to local newspapers
  - Publication in newsletters of the City and other organizations
  - Announcement via City email broadcasts
  - Cable Access Television station public notices
  - City Web Site – Info on the planning process, schedules and involvement opportunities
  - Public posting of announcements

## **GROWTH MANAGEMENT ACT GOALS**

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

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 Act (SMA) goals specified by RCW 90.58.020.

## CONCLUSION

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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, conduct 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, Lynnwood will plan for and manage community growth and change. This Comprehensive Plan and *Lynnwood Moving Forward – Our Community Vision* will provide the needed guidance.



# COMMUNITY CHARACTER



This element is a combination of new material and edited information from the Energy & Sustainability Element and the Cultural & Historical Resources Element. Those two Elements have been integrated into this Community Character Element.

The Introduction, Background, Urban Design, Public Spaces & Identity, Signage & Wayfinding, Healthy Communities, Views and Lighting are new additions to the Comprehensive Plan.

## INTRODUCTION

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

## BACKGROUND

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

The City of Lynnwood strives to welcome diversity and is working to raise awareness and understanding of its peoples, hoping to nurture the ethnic and cultural traditions of our citizenry. The City also is working toward becoming a sustainable community. This may be accomplished by not only supporting the efforts of its residential and business community, but also by changing its own operational practices by making environmentally-beneficial and cost saving measures.

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



New section.

## URBAN DESIGN

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

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

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

### **GOAL 1: Form and Identity**

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

- Policy CC-1.1** Recognize the basic elements of urban form – neighborhoods, centers, corridors, employment centers and open spaces – all of which help define Lynnwood’s sense of place.
- Policy CC-1.2** Ensure that land use and transportation decisions are consistent with zoning and design guidelines in order to improve the visual and functional character of the city.
- Policy CC-1.3** 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 CC-1.4** Special design features and standards shall be employed to strengthen the urban character and identity of the community.
- Policy CC-1.5** Attractive gateways shall be established at principal entry points to the City.
- Policy CC-1.6** Reconstruction of streets located within principal gateways shall incorporate high quality landscape and streetscape design and features.

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

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

**GOAL 2:  
Design  
Quality**

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

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

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

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

**Policy CC-2.4** The Project Design Review (PDR) process should continue to be utilized to confirm development proposals’ consistency with adopted Design Guidelines, with the dual objectives of: Improving land use compatibility and community appearance; and 2) facilitating predictable and expeditious permit review.

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

**GOAL 3:  
Neighborhoods**

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

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

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

- Policy CC-3.3** Identify barriers that create physical divides within or between neighborhoods, such as freeways, large arterials or other physical constraints. Explore ways to unify neighborhoods such as trails, greenways or pedestrian bridges.
- Policy CC-3.4** Improve connectivity within and between neighborhoods through capital improvements such as sidewalks, bike lanes, and paths.
- Policy CC-3.5** Establish development programs and regulations for 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 CC-3.6** A comprehensive street and landscaping tree plan that will enhance neighborhood streetscape, provide identity and continuity, soften the appearance of pavement and separate pedestrians from vehicular traffic shall be prepared and implemented.
- Policy CC-3.7** Encourage landscaped edges along residential corridors on collector streets, improving neighborhood character and providing a more livable environment.
- Policy CC-3.8** Maintain the appearance and safety of neighborhoods through frequent and effective code enforcement.
- Policy CC-3.9** Limit the intrusion of non-residential uses and activities within single-family neighborhoods through effective design and landscaping.



New section.

## **PUBLIC SPACES & IDENTITY**

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

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

**GOAL 4:  
Gathering  
Spaces**

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

- Policy CC-4.1** Develop a variety of gathering spaces, including parks, public plazas and other informal open spaces that are inviting to both residents and visitors of Lynnwood and which offer places for recreation and interaction.

- Policy CC-4.2** Gathering spaces, especially in the City Center, shall be designed and oriented where the impacts of surrounding buildings is minimized to the extent possible.
- Policy CC-4.3** Each space shall be designed with safety in mind, orienting buildings around spaces to provide security and enhance liveliness.
- Policy CC-4.4** Each gathering space shall provide amenities specific to its primary use, such as benches and play structures within parks; benches, sculptures or other forms of art within urban plazas; or trails within open spaces or greenbelts.
- Policy CC-4.5** Begin exploring opportunities to move City Hall and the Lynnwood Public Library to a new location within the City Center as recommended in the City Center Sub-Area Plan.

**GOAL 5:  
Streetscape**

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

- Policy CC-5.1** Where appropriate and where space allows along the public rights-of-way, promote the active use of public space, such as outdoor seating areas, dining areas or hardscaped plazas, to help activate the street.
- Policy CC-5.2** Encourage streetscape design that enhances intersections and corridors within and between neighborhoods.
- Policy CC-5.3** Streetscape improvements should improve all areas of public streets, especially for pedestrians, by incorporating appropriately-scaled lighting, sidewalks, bike lanes, and other amenities such as benches and trash receptacles.
- Policy CC-5.4** Encourage organized public events that utilize public streets such as farmers markets, fairs, concerts or other seasonal outdoor performances.

**GOAL 6:  
Visual  
Character**

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

- Policy CC-6.1** Use visual buffers or screening between incompatible uses, such as residential and industrial uses, to lessen the impact and provide for a more aesthetically pleasing site.
- Policy CC-6.2** Implement guidelines and regulations to improve and increase the use of trees and landscaping as an important feature of land development.
- Policy CC-6.3** Where feasible, work with utility companies to underground overhead utility lines upon redevelopment.
- Policy CC-6.4** Recognize the value of tree canopy by preserving trees within neighborhoods and within new development sites.
- Policy CC-6.5** Utilize public art in civic spaces and private developments that enhance and strengthen the visual appeal of the city.

- Policy CC-6.6** Encourage private developers to incorporate artwork into projects, especially within the City Center and at the identified Prominent and Gateway intersections.
- Policy CC-6.7** Encourage art displays throughout the city, such as building murals, window art or other tangible pieces that may be displayed at public parks and open spaces.
- Policy CC-6.8** Make code enforcement a top priority in the city in order to maintain and improve visual quality of the community.
- Policy CC-6.9** Educate home and business owners regarding the importance of keeping their property well-maintained.
- Policy CC-6.10** Preserve, encourage and enhance open space as a key element of the community’s character through parks, trails, water features, and other significant properties that provide public benefit.

**GOAL 7:  
Entrances and  
Gateways**

**Establish identifiable Entrances and Gateways to the City**

- Policy CC-7.1** Identify and support the establishment of gateways at key entry points into the City, and emphasize these entrances with distinctive design elements such as symbolic markers, wider sidewalks, signage, improved lighting, decorative paving patterns, monuments, landscaping, public art or other design features.



New section.

**SIGNAGE & WAYFINDING**

Signage within a community not only serves as a navigational tool to residents and visitors, and also helps create a sense of identity. Signage should help the community get to where they need to be, help identify and define centers, corridors and neighborhoods. Signage can serve as a marketing tool that directs visitors to shopping and major points of interest within the city, as well as presenting the city’s brand. Finally, signage is critical for identifying the city’s businesses. Policies that help businesses provide for signage while following design character and themes of the community are provided in this section.

**GOAL 8:  
Street,  
Wayfinding &  
Business  
Signage**

**Enhance the visual appeal of the city by creating signage that identifies Lynnwood, is consistent throughout the city, and links the community’s resources to its citizens. Allow Lynnwood’s commercial sector to promote their business through flexible design guidelines and regulations.**

- Policy CC-8.1** Utilize wayfinding, gateway and neighborhood signs as mechanisms to help identify and market the city.

- Policy CC-8.2**      Develop a public signage and wayfinding system throughout the city that reinforces the identity of Lynnwood.
- Policy CC-8.3**      Continue to support signage standards that provide for business visibility while enhancing the visual character and image of the City.
- Policy CC-8.4**      The number, size and height of signs shall provide business and product identification while creating an aesthetically pleasing visual environment.
- Policy CC-8.5**      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 CC-8.6**      Encourage master sign plans for multi-tenant buildings for commercial, office and industrial projects with multiple buildings (i.e. shopping centers or business parks).



Sustainability section is combination of revised text from Energy & Sustainability Element and newly added text. The goal was to briefly summarize sustainability concepts and efforts by the State, while mostly focusing on sustainability at the local level. Changes to existing Comprehensive Plan language are shown by ~~strikeouts~~ and underlining.

## **SUSTAINABILITY**

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

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

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

The Sustainability section of the Community Character Element establishes the basis to promote, strive for, and commit to the goal of becoming a sustainable community. It is the goal

of the City to collaborate with the community and its partners to create a “Sustainable Lynnwood.”

## **PLANNING CONTEXT**

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

## **WASHINGTON STATE GOVERNMENT RESPONSE**

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

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

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

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

### The Western Climate Initiative

The Western Climate Initiative (WCI) is a collaborative effort between seven western states and four Canadian provinces to establish regional strategies to address climate change. The primary efforts of WCI have been directed toward the creation of a framework for a regional cap-and-trade system for reducing GHG emissions. Cap and trade is an environmental policy tool that delivers results with a mandatory cap on emissions while providing sources flexibility in how they comply. Successful cap and trade programs reward innovation, efficiency, and early action and provide strict environmental accountability without inhibiting economic growth.<sup>1</sup> While simple in concept, realization of a workable

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<sup>1</sup> Environmental Protection Agency; [www.epa.gov/captrade/](http://www.epa.gov/captrade/)

cap-and-trade system deals with a very complex set of relationships required for allocation of emissions among the region's impacted industries, determination of available offsets, standardizing emissions measurement, and working with the complexities of the regional electrical generation and supply system.

### Washington's Growth Management Act (GMA)

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

### Washington State Department of Ecology Green Building

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

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

## **LYNNWOOD'S ROLE IN ENERGY & SUSTAINABILITY**

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

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

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

- Replace incandescent lighting in street lights and city building exterior lamps ~~traffic signals~~ with LEDs (2015-16)
- ~~Modify motors and pumps in the wastewater treatment plant~~ Replace dewatering centrifuges with a low-power screw press at the Wastewater Treatment Plant (2014)
- Update pumps at the three wastewater lift stations with more energy efficient models (2015-16)
- Update lighting and HVAC systems in the library and civic center complex (2015-16)

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

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

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

**GOAL 9:  
Sustainable  
City**

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

**Subgoal S-1: The City will seek to establish practices through responsible community leadership and government.**

- Policy CC-9.1** As long term goals, the City should consider establishing a Sustainability Commission whose main purpose would be to foster the development of a Sustainable City Action Plan which focuses on tangible goals and policies that will help guide the City to establish green buildings, infrastructure and programs while fostering a sense of community.
- Policy CC-9.2** Partner with Edmonds Community College and other organizations to facilitate the identification, evaluation, and implementation of sustainable measures by the City.
- Policy CC-9.3** Consider Smart Growth principles as adopted by the Smart Growth Network for design and development of Lynnwood. Principles may include mixing land uses, compact building design, creating walkable neighborhoods, preservation of open spaces and critical areas, facilitating a variety of transportation choices, and collaborating with the community stakeholders in community planning and development decisions.

**Subgoal S-2: Incorporate Sustainability principles into City operations and capital projects.**

- Policy CC-9.4** Operational plans should incorporate sustainability principles through the implementation of best management practices and energy-saving policies. Examples of such operational plans include:
  - Stormwater management
  - Water and wastewater utility infrastructure

- Transportation infrastructure and traffic management
- Parks and recreation facilities
- Other capital facilities

- Policy CC-9.5** The City should consider requiring all new vehicles to be replaced with fuel-efficient vehicles, utilizing alternative fuels such as compressed natural gas (CNG), electric, hybrid, biodiesel and propane.
- Policy CC-9.6** Consider future replacement of all street sweeping vehicles from diesel fuel sources to alternative fuels, such as electric-powered or liquefied natural gas (LNG).
- Policy CC-9.7** Update lighting and HVAC systems in all City operated facilities.
- Policy CC-9.8** Utilize sustainable principles and practices at the City’s parks, golf course, and open spaces, such as water conservation, grasscycling, recycling and pest and weed management.
- Policy CC-9.9** The City should consider implementing an Environmentally Preferable Purchasing Policy, designed to encourage purchasing of products and services which reduce toxicity, conserve natural resources, materials, and energy, and maximize recyclability.
- Policy CC-9.10** Consider implementation of a sustainable office and supply program, substituting non-green office furniture and products for green products.
- Policy CC-9.11** The City should develop a Shop Green program to educate consumers about green products and where to purchase them.
- Policy CC-9.12** Establish City purchasing guidelines that require the purchase of reusable and/or recycled products and require City operations to participate in take-back programs where available.

**GOAL 10:  
Sustainable  
Community**

**Support a healthy community and environment through citizen involvement and fostering partnerships with local business, community groups and agencies.**

**Subgoal S-3: Support local food programs and healthy-living initiatives.**

- Policy CC-10.1** Promote the farmers market program in Lynnwood to support local, healthy food within the community.
- Policy CC-10.2** Support the development of a community garden (“pea patch”) program throughout the City, which helps foster a green community and serves as small scale, sustainable farming in an urban setting.
- Policy CC-10.3** Continue to support sustainable food production methods, such as the allowance of chickens and goats.
- Policy CC-10.4** Along with community-based partners, establish a “Shop Local” campaign, designed to educate and encourage residents to spend their money locally, which in turn supports City services and programs and creates and supports local jobs. In addition to financial benefits, shopping locally reduces vehicle miles travelled, reducing emissions and the carbon footprint.

**Policy CC-10.5** Encourage residents to make exercise a priority and participate in recreational and outdoor activities.

**Subgoal S-4: Protect environmental resources and reduce environmental impacts through community education and partnerships with local agencies.**

**Policy CC-10.6** Continue to maintain the City’s designation as a “Tree City USA” community to protect and support sustainable urban forests.

**Policy CC-10.7** Actively promote tree planting in parks, open spaces and private properties to further enhance and support Lynnwood as a “Tree City.”

**Policy CC-10.8** Advocate native planting demonstration programs that teach residents and property owners the value of planting vegetation native to the Northwest.

**Policy CC-10.9** For vacant city-owned lots, consider implementing interim green uses such as community gardens.

**Policy CC-10.10** Support green neighborhood initiatives and education, such as tree plantings, neighborhood cleanup days and educational seminars.

**Policy CC-10.11** Encourage residents to install landscaping that is less water dependent and drought tolerant to reduce the consumption of water.

**Policy CC-10.12** Work with Edmonds School District and Edmonds Community College students to establish and maintain community gardens.

**Policy CC-10.13** Through educational efforts sponsored by the Edmonds Community College, encourage the removal of water intensive landscaping and replace with native, drought-tolerant and/or edible landscapes on private properties. For City properties, including City road widening projects where medians and or additional right-of-way will need to be landscaped, encourage low water/low maintenance landscaping.

**Policy CC-10.14** Work with Snohomish PUD and other utilities that own surplus land to plant native vegetation and help green rights-of-way.

**Policy CC-10.15** Support efforts by Puget SoundCorps, whose crews work on critical projects to help restore and protect Puget Sound through a variety of work activities, including restoring habitat areas at toxic cleanup sites, repairing stream and streamside habitat damaged by unlawful uses of public lands, removing invasive species and conducting educational activities that help support the Puget Sound Partnership.

**Policy CC-10.16** Promote green business practices that include goals and strategies for waste reduction, energy efficiency, water conservation, green purchasing, etc. Also encourage the formation of a local green business network to share information and promote green business practices.

**GOAL 11:  
Sustainable  
Built  
Environment**

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

**Subgoal S-5: Provide a safe, efficient and sustainable transportation system which provides a multi-modal network for all residents, respects the environment, and is consistent with land use policies that promotes economic vitality.**

- Policy CC-11.1** Along with transit agency goals for alternative transportation options, support carpool programs and car-sharing companies to reduce single-occupant vehicles and limit the number of vehicles on local and regional roadways.
- Policy CC-11.2** Encourage alternative modes of transportation, such as biking, walking or electric vehicles to reduce the City’s carbon emissions footprint.
- Policy CC-11.3** Continue to promote, expand and sustain the Pedestrian and Bicycle Skeleton System to reduce vehicular use and promote a sustainable community.
- Policy CC-11.4** In collaboration with local biking groups, develop biking programs that educate and inform residents about the benefits of biking in communities, such as Bike to Work promotions.
- Policy CC-11.5** For neighborhoods adjacent to or along the Pedestrian and Bicycle Skeleton System, incorporate traffic calming measures to promote pedestrian and bicyclist safety.
- Policy CC-11.6** Work with Community Transit to promote the Commute Trip Reduction program to effectively reduce vehicle miles traveled and peak-period congestion..
- Policy CC-11.7** Support Community Transit’s implementation of its Long Range Transit Plan which encourages bus ridership, expansion of Bus Rapid Transit (BRT) Swift Line and the Commute Trip Reduction (CTR) program to continue the reduction of single-occupant vehicle trips.
- Policy CC-11.8** New residential developments should be required to provide pedestrian connections through blocks, where feasible, to improve connectivity and increase walkability of the community.
- Policy CC-11.9** Consider a pilot “green streets” project that showcases low-impact development techniques that emphasize sustainability through stormwater collection, drought tolerant landscaping, pervious paving, and recycled materials. If successful, consider expanded application of green streets measures.

**Subgoal S-6: Promote green development standards and seek ways to preserve and rehabilitate existing structures to meet green standards.**

- Policy CC-11.10** At a minimum, City buildings should be built or renovated to Leadership in Energy and Environmental Design (LEED) Silver criteria (or equivalent). LEED certification will only be required for those buildings specified by City Council.
- Policy CC-11.11** Historic buildings and structures within the City should be saved whenever feasible and economically viable in order to encourage adaptive reuse of these facilities. In

cases when structures are no longer usable, materials should be reused for new construction.

- Policy CC-11.12** Continue to concentrate compact, mixed-use, walkable transit-oriented centers, specifically within the Regional Growth Center (which includes City Center), along Highway 99, around Alderwood Mall and within the College Mixed-Use District.
- Policy CC-11.13** Work with green-building organizations such as “Built Green Washington” to promote environmentally responsible building and construction.
- Policy CC-11.14** Encourage Lynnwood residents and business owners to invest in efficient building practices, energy retrofits, weatherization and renewable energy systems for homes and businesses.
- Policy CC-11.15** Where appropriate and feasible, install or replace non-pervious surfaces with pervious materials (i.e. sidewalks, driveways, parking lots).
- Policy CC-11.16** Continue to update development standards to allow or require low impact development standards such as infiltration of stormwater, bioswales, green roofs, rain gardens or other established Best Management Practices (BMPs).
- Policy CC-11.17** Explore the use of sustainability rating systems to evaluate performance for land development projects within the City, such as public buildings and parks, private office buildings, office and industrial parks, streetscapes and plazas, roadway and transportation infrastructure projects, residential and commercial developments and public and private school campuses.

**GOAL 12:  
Energy and  
Waste  
Reduction**

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

**Subgoal S-7: Ensure all of the City of Lynnwood’s operational needs are met through energy efficiency, conservation and renewable energy resources.**

- Policy CC-12.1** The City should establish achievable energy conservation targets for all City-owned facilities. The City should find ways to reduce energy consumption in all existing buildings owned by the City.
- Policy CC-12.2** The City should support Snohomish County PUD’s “Planet Power” and “Solar Express” programs, voluntary programs which help fund the development of green and renewable energy sources such as solar.
- Policy CC-12.3** Energy saving measures for City streets should be implemented, such as the conversion of street lighting to LED or other efficient technologies.
- Policy CC-12.4** Support local alternative fueling stations for both City and public use.
- Policy CC-12.5** City should consider implementing an energy audit incentive program, which encourages and educates home and business owners as a way to increase energy efficiency in buildings.

- Policy CC-12.6** Support a renewable energy program which encourages the use of renewable energy technologies, such as solar electricity, solar hot water, biogas, and geothermal heating and encourage replacement of inefficient home or commercial heating systems.
- Policy CC-12.7** New City buildings or additions over 10,000 square feet will require placement of electric vehicle infrastructure (Level 1).

**Subgoal S-8: Reduce waste and increase recycling in the city through increased awareness and promoting concepts such as reduce, reuse, and recycle.**

- Policy CC-12.8** Implement Citywide program to educate home and business owners of the importance of waste and recycling collection. Encourage businesses to implement practices to reduce waste and highly encourage reusable or recyclable products when feasible.
- Policy CC-12.9** Increase awareness and promote the U.S. Environmental Protection Agency’s Reduce, Reuse, Recycle campaign, both in schools and in the community.
- Policy CC-12.10** Develop a Citywide public education campaign to reduce litter and waste by promoting the use of reusable products rather than disposable products (grocery bags, water bottles, utensils, etc.).
- Policy CC-12.11** Continue to support Citywide cleanup events, such as hazardous waste and yard cleanup events.
- Policy CC-12.12** A City-wide waste reduction and recycling program should be implemented for all City facilities. This may include but not limited to recycling, composting, reduction of paper, or banning the use of disposable (single-use) items at City facilities and sponsored functions.

**GOAL 13:  
Climate  
Change**

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

**Subgoal CC-1: Develop a Lynnwood Climate Action Plan (CAP), a comprehensive, community-wide plan that identifies programs and actions to reduce greenhouse gas emissions and supports the State’s efforts in addressing climate change.**

- Policy CC-13.1** The CAP shall be developed through the leadership of the Executive and Community Development Departments, in collaboration with other City departments.
- Policy CC-13.2** The CAP shall identify programs and actions to reduce environmental impacts and create a sustainable community. Measurable goals and actions shall address sectors such as buildings, transportation, energy, green economy, environment, water and waste reduction.
- Policy CC-13.3** The Mayor shall establish a “Green Team” consisting of at least one representative from each department. Members of the Green Team, working with their

departments, shall be responsible for the development and review of measures for incorporation into the CAP.

- Policy CC-13.4** The Mayor shall appoint a Green Ribbon Task Force to guide the development of the CAP. This effort will be jointly coordinated by the Community Development and Economic Development departments.



New section.

## HEALTHY COMMUNITIES

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Healthy Communities is about health equity. Its efforts rely on a combination of policy and programming to help make the healthy choice the easy choice. Healthy Communities works to identify and advocate for policies and environmental changes that make healthy food more available and affordable, increase access to safe opportunities for physical activity, and provide residents with information they can use to find their own ways to practice healthy living with a long term goal of impacting obesity rates and preventing chronic disease. Lynnwood Healthy Communities is working towards safer sidewalks, trails, and bicycle lanes making it easier for people to move about and leave their car at home. Healthier food choices in school cafeterias and restaurants well supported food banks, and neighborhood farmers markets offer options for healthier food.

### **GOAL 14: Active Living**

**Increase physical activity by making it easy and safe to be physically active daily. Safe sidewalks, trails and bicycle lanes make it easier to move about and leave their car at home.**

- Policy CC-14.1** Continue the Healthy Communities program, which includes but is not limited to the Farmers Market, Walking Routes, Safe Routes to School, and Community Garden.
- Policy CC-14.2** Ensure continuous and ample sidewalks along principal, minor, and collector arterials are integrated with abutting land uses. Sidewalk design may include separation from streets, connections to walkways and trail systems, landscaping, and other amenities that enhance the community.
- Policy CC-14.3** Where appropriate and feasible, provide lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, and other amenities for sidewalks, walkways and trails without interfering with pedestrian circulation.

### **GOAL 15: Healthy Food**

**Support daily consumption of and easy access to healthy foods. Healthy food choice in school cafeterias and restaurants, well supported food banks, and neighborhood community gardens offer options for healthier food.**

- Policy CC-15.1** Support and continue to expand the Farmers Market, which provides access to fresh, healthy produce.

- Policy CC-15.2** Support school cafeterias and local food banks to provide healthy food choices to all citizens, especially to those who are most at risk.
- Policy CC-15.3** Continue to support the community garden at the Lynnwood Senior Center, which provides opportunity for healthy food for all ages.
- Policy CC-15.4** Expand the community “pea-patch” program to serve all areas of the community, especially those areas that are underserved.



All text in this section is transferred from the previous Cultural & Historical Resources Element.

## **HISTORIC PRESERVATION**

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Lynnwood has a long and diverse heritage that began with logging in the late 1800's. Preservation and recognition of historical resources will help give residents a stronger "sense of place." Protection and recognition of sites and educational programs will be the focus of preservation efforts in the City over the next 20 years, since many of its remaining historical resources are under development pressures. In order to achieve these ideas, the City will need to do the following:

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

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

**GOAL 16:  
Historical  
Resources**

**To give residents a better understanding and awareness of the historic sites within the community.**

**Subgoal HR-1: To identify, preserve and protect historically and culturally significant facilities, sites, buildings, structures, natural features and landscapes, trees and artifacts.**

- Policy CC-16.1** Develop a program to protect and preserve significant historical resources and resolve conflicts between the preservation of cultural and historical resources and future land uses.

- Policy CC-16.2** The historical preservation program should include incentives such as utilization of the state special property tax valuation, partial income tax write-off for restoration and relaxation of Zoning Code standards to encourage property owners to rehabilitate, restore, retain or reproduce historical elements of their properties.
- Policy CC-16.3** Identify culturally and historically significant resources within the City of Lynnwood.
- Policy CC-16.4** Historical resource evaluation criteria should be established to determine which historical resources to include on the inventory.
- Policy CC-16.5** A City historical resources inventory should be established and updated on a regular basis.
- Policy CC-16.6** Work with the community to provide information to interpret the history of the Lynnwood/Alderwood Manor area, including historical displays, programs, and interpretive signage.
- Policy CC-16.7** Recognize historic resources and sites that are of historic significance within Lynnwood.
- Policy CC-16.8** Provide space to store and display cultural and historical resources.
- Policy CC-16.9** Provide space in the restored Wickers Store for the proper storage, preservation and display of significant cultural and historical artifacts.
- Policy CC-16.10** Provide ways to recognize property owners, including an annual event, who rehabilitate, restore, retain or reproduce historical elements of their properties.
- Policy CC-16.11** Provide landmark plaques to recognize property owners who rehabilitate, restore, retain or reproduce historical elements of their properties.

**Subgoal HR-2: To educate the community about the value of historical resources.**

- Policy CC-16.12** Provide a variety of approaches for educating the community about the value of historical resources.
- Policy CC-16.13** Prepare an informational and educational brochure describing the Historical Commission and local historic sites and structures for general distribution.
- Policy CC-16.14** Participate with other local, county, state and national historical organizations to educate the community about the value of local cultural and historical resources.
- Policy CC-16.15** Work closely with the League of Snohomish County Heritage Organizations and other heritage organizations in south Snohomish County to foster knowledge and appreciation of our historical resources.

**Subgoal HR-3: To encourage the development of City historical projects using public and private resources.**

**Policy CC-16.16** Develop a program for non-profit organization, community volunteer and business support of City historical projects.

**Policy CC-16.17** Establish a volunteer program (similar to the “City Stewards” program) so non-profit organizations and community volunteers can work on City historical projects.

**Policy CC-16.18** Commemorate Lynnwood’s history with signage and plaques.

**Subgoal HR-4: To evaluate impacts of other proposals on historical resources through environmental review.**

**Policy CC-16.19** Utilize State Environmental Policy Act (SEPA) requirements to evaluate the impacts of proposals on historical resources.

**Policy CC-16.20** Evaluate transportation improvement projects and plans, through SEPA to determine their impact on significant cultural and historical resources of the City.

**Policy CC-16.21** Evaluate capital projects, plans and programs through SEPA to determine their impact to significant cultural and historical resources of the City.

**Policy CC-16.22** Evaluate utility system expansion and reconstruction through SEPA to determine impacts to culturally and historically significant resources in the City.

**Policy CC-16.23** A register of historically significant structures and sites should be established so SEPA review of such structures would be required before redevelopment could occur per WAC 197-11-800(2)(f).



All text in this section is transferred from the previous Cultural & Historical Resources Element.

## **CULTURE & DIVERSITY**

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Lynnwood has a very diverse community consisting of many different cultures, ethnicities, and races. With this diversity, there are varying levels of lifestyle and backgrounds, all of which contribute to the richness of the community. The City of Lynnwood encourages the engagement of all citizens to help understand and explore the diverse backgrounds that make up the community. This is accomplished through city-wide and neighborhood events, heritage and cultural events, and civic engagement opportunities such as the Neighborhoods and Demographic Diversity Commission.

In addition to ethnic and cultural diversity, the City also strives to become a cultural arts community by advocating for cultural arts through performing, visual and literary arts. The City is fortunate to have many thriving arts programs for the community to enjoy, including Shakespeare in the Park, arts classes at the Lynnwood Recreation Center, an extensive public art collection at a variety of parks and public buildings, and an art gallery at the Lynnwood Public Library. All of these cultural opportunities are provided by the efforts of community members, the arts community, and the City’s Arts Commission, which is actively involved in supporting the arts to enrich the quality of life in Lynnwood.

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

The following list includes priority issues that need to be addressed in order to achieve the further advancement of the cultural arts in Lynnwood.

- A community center has been identified as one of Lynnwood’s primary facility needs. Such a facility could be used for citizen art displays, performing arts and a wide variety of other community activities and functions.
- There is a community interest in additional outdoor performances in areas such as the amphitheater in Lynndale Park, as well as additional indoor performances for the entertainment of the community.
- Hosting more festivals and community events for the cultural enhancement of the citizens.
- Promoting art in the form of education for our youth in schools.
- Organizing special art events for youth to display their talents learned in school.
- Cultural tourism has been identified by the Lynnwood Arts Commission as a way to increase outside interest in the community.

**GOAL 17:  
Cultural  
Resources**

**Bring cultural arts in all its forms and expressions to the citizens of Lynnwood. The Arts Commission supports the arts to enrich the quality of life in Lynnwood.**

**Subgoal HR-5: Create and enrich a strong sense of community identity through cultural arts.**

- Policy CC-17.1** Celebrate cultural heritage, develop a “sense of place,” and provide social gathering spaces that are stabilizing and strengthening elements in creating a strong sense of community identity. As cultural voices, the arts play an important role in defining who we are.
- Policy CC-17.2** Provide opportunities for educating residents about different ethnic arts and cultural traditions, and for building multicultural understanding.
- Policy CC-17.3** Advocate for visual and performing arts facilities.
- Policy CC-17.4** Increase public awareness of the role and work of the Arts Commission.

**Policy CC-17.5** Increase public awareness of cultural arts programs and services through the media, use of new technology, City publications, community partnerships, and through increased accessibility to public artwork.

**Subgoal HR-6: Expand partnerships and collaborations for cultural opportunities. Collaborations promote creative use of existing potential resources and facilities, providing mutual benefits for audiences and artists.**

**Policy CC-17.6** Strengthening our partnerships with Edmonds Community College, Edmonds School District, neighboring cities, Lynnwood Library, artists, local businesses, arts, and civic organizations.

**Policy CC-17.7** Collaborate with Edmonds Community College, Edmonds School District, other jurisdictions, and Sno-Isle Library to present quality arts programs and performances to the community.

**Policy CC-17.8** Encourage City planning that provides sufficient opportunities and facilities to support local artists in developing and presenting their work.

**Policy CC-17.9** Encourage participation from the private and business sectors to provide art for display in public places.

**Policy CC-17.10** The Arts Commission will collaborate with the Historic Commission to enhance the preservation of Lynnwood's history.

**Policy CC-17.11** Improve the quality of life in our City by promoting, preserving and sustaining the cultural arts. The arts are a catalyst for social interaction and creativity. By promoting and preserving the arts, and by identifying the resources needed to create and sustain a vibrant cultural community, we seek to enhance the quality of life for residents and visitors of Lynnwood and the South Snohomish County region.

**Policy CC-17.12** Advocate for and participate in the planning and design of a possible regional performing arts and/or convention center facility.

**Policy CC-17.13** Support, enhance and/or maintain community events through the inclusion of arts related events.

**Policy CC-17.14** Maintain and expand the public arts program, including the number of art pieces displayed.

**Policy CC-17.15** Maintain an awareness of County and State funding opportunities, programs and information to circulate to the local community.

**Policy CC-17.16** Review the Cultural Arts Plan annually for appropriateness and implementation.

**Policy CC-17.17** Develop strategies to ensure continued stability of quality programs, staffing and funding of the arts on the City planning process.

**Policy CC-17.18** Provide quality performances, programs and exhibitions.

## **GOAL 18: Diversity & Cultural Heritage**

**Create opportunities that celebrate and preserve the diversity and cultural heritage of Lynnwood.**

- Policy CC-18.1** Connect and partner with neighborhood, community, educational, business and social services groups and organizations.
- Policy CC-18.2** Sponsor city-wide, neighborhood and community events, which include opportunities for heritage and cultural events.
- Policy CC-18.3** Support programs which engage citizens and community leaders in a holistic approach including dialogue, education, and training about diversity issues.
- Policy CC-18.4** Along with the Diversity Commission, provide additional opportunities for citizens to become involved in city programs and events.

## **GOAL 19: Diverse City**

**Develop, implement and assess City department goals, objectives, policies and procedures that improve diversity in City operations.**

- Policy CC-19.1** Support the development of a City of Lynnwood Diversity Action Plan.
- Policy CC-19.2** Increase awareness of City operations to all backgrounds and cultures within the city.
- Policy CC-19.3** City elected officials and City employees shall take an active role in ongoing diversity efforts in the community.
- Policy CC-19.4** Develop internal policies that reflect a value for diversity and the diverse needs of citizens.
- Policy CC-19.5** Develop a City-wide diversity recognition award program.



New and edited text from Environmental Resources Element. View protection section removed, as this is difficult to protect and regulate.

## **~~VIEW PROTECTION &~~ LIGHT POLLUTION**

~~Views may be protected through height restrictions, sign controls, view corridor requirements and landscaping regulations. View corridors are openings in the urban landscape that allow views of important features such as historical buildings, mountains, shorelines and parks. Lynnwood's topography provides limited views of the Olympic and Cascade Ranges and Mount Rainier.~~

~~View protection is often linked with the natural environment. Lynnwood's Tree Protection ordinance plays a major role in both aesthetic value and natural resource protection. Trees provide beautification while helping to clean the air and stabilize the soil, but trees also block views if not carefully placed.~~

~~Roadway protection programs are also common, and usually restrict sign size, lighting (no neon or excessive bright light), and have minimum landscaping requirements. Lynnwood could select streets that have the best views to become street view corridors. Burying power lines could be a first step in improving the aesthetics of the chosen streets. Strict enforcement of sign codes, the prevention of cell towers in view corridors, and appropriate landscaping would also improve local views.~~

Excessive, poorly designed outdoor lighting wastes electricity, disturbs natural habitats, and significantly limits views of the night-time sky. Night lighting is an important safety feature. However, lighting should be designed and directed to minimize upward lighting. Night lighting is a necessity but, through good design and code enforcement, it's possible to maintain darker skies in the residential neighborhoods of Lynnwood and to enhance our views of stars and planets. The City of Lynnwood seeks to minimize light pollution, glare, light trespass, and conserve energy and resources while maintaining night time safety and security.

**GOAL 20:**  
**Light Pollution**

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

**Subgoal VP-1: Light Pollution: Maintain dark night skies in Lynnwood's residential neighborhoods.**

- Policy CC-20.1**      Reduce light pollution and promote dark skies by limiting brightness of exterior fixtures and shielding adjacent uses from light sources, while maintaining public safety.
- Policy CC-20.2**      Light sources, including signs, shall be shielded or shaded to prevent light spillover on surrounding areas or cast excessive light on any residential use or street.
- Policy CC-20.3**      Materials with high light reflective qualities should not be used in construction of buildings where reflected sunlight or artificial light would throw intense glare on adjacent areas or streets.
- Policy CC-20.4**      Promote the use of efficient, full cut-off lighting which emits no light above the horizontal plane.
- Policy CC-20.5**      Prohibit unshielded exterior lamps and limit lighting of trees and vegetation through the use of shielded fixtures and foot-candle limits.
- Policy CC-20.6**      Promote outdoor lighting which either dims significantly or completely turns off during night-time hours.



New and edited text from Environmental Resources Element.

## **NOISE POLLUTION**

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

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

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

Residential areas that are directly adjacent to commercial uses, industrial uses, I-5 or Highway 99 should have the benefit of more protection measures. Fences and concrete noise walls can greatly reduce sound, but the aesthetics of the community also need to be preserved. When they are not designed with aesthetics in mind, concrete walls can produce a negative feeling of enclosure. Where the city abuts freeways, we can work with the Department of Transportation to mitigate freeway noise while addressing aesthetic concerns. In addition, building standards can be modified to require noise attenuating walls and windows to decrease noise impacts on adjacent residents.

### **GOAL 21:** **Noise Pollution**

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

- Policy CC-21.1** Protect residents from excessive roadway noise by requiring appropriate mitigation measures, such as landscaped buffers or noise walls.
- Policy CC-21.2** Mitigate potential noise pollution from new development on adjoining properties.
- Policy CC-21.3** Maintain and enforce building codes, regulations, and other applicable standards that mitigate noise impacts.
- Policy CC-21.4** Enforce the City's noise emission standards.
- Policy CC-21.5** Limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes through noise regulations.
- Policy CC-21.6** In city operations, reduce where possible, the use of noise-polluting equipment.
- Policy CC-21.7** Support the use of technologies and engineering practices to lessen noise produced by traffic, aircraft, construction, and commercial and industrial facilities located near residential areas.
- Policy CC-21.8** Promote actions, such as equipment modifications and operational limits, that reduce noise from transportation modes, construction sites, industrial uses, and commercial business establishments.

**Policy CC-21.9**

Require buffering or other noise reduction and mitigation measures to reduce noise impacts from commercial and industrial areas on residential areas. Doors and windows, and any exterior mechanical equipment should be located or buffered to minimize noise impacts to surrounding properties.

**Policy CC-21.10**

Work with businesses and the community to provide education about the impacts of noise pollution on health and our quality of life.



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