

AGENDA

Lynnwood Planning Commission

Meeting

Thursday, February 26, 2015 — 7:00 pm

Council Chambers, Lynnwood City Hall
19100 44th Ave. W, Lynnwood, WA 98026

A. CALL TO ORDER – ROLL CALL

B. APPROVAL OF MINUTES

1. February 12, 2015 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. Code Amendment: Shipping Containers as Accessory Structures within Residential Zones (CAM-002289-2014).

E. WORK SESSION TOPICS

1. Comprehensive Plan: Draft Transportation Element
2. Comprehensive Plan: Draft Parks Element
3. Comprehensive Plan: Schedule for 2105 Update

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
February 12, 2015 Meeting**

Commissioners Present:	Staff Present:
Richard Wright, Chair	Paul Krauss, Comm. Devt. Director
Chad Braithwaite, First Vice Chair	Corbitt Loch, Dep. Director Comm. Devt.
George Hurst, Second Vice Chair	Gloria Rivera, Senior Planner
Maria Ambalada	Todd Hall, Senior Planner
Robert Larsen	Jeff Elekes, Public Works Dep. Director
Michael Wojack	
Commissioners Absent:	Other:
Doug Jones	

Call to Order / Roll Call

The meeting was called to order by Chair Wright at 7:00 p.m. Todd Hall gave the roll call noting that Commissioner Jones had informed staff he would be absent.

Approval of Minutes

1. Approval of the Minutes of the January 8, 2015 Meeting

Motion made by Commissioner Braithwaite, seconded by Commissioner Ambalada, to approve the minutes as presented. **Motion** passed unanimously (6-0).

2. Approval of the Minutes of the January 22, 2015 Meeting

Motion made by Chair Wright, seconded by Commissioner Hurst, to approve the minutes as presented. **Motion** passed unanimously (6-0).

Chair Wright stated he has reviewed the Public Hearing testimony from the January 22 meeting.

Citizen Comments

None.

Public Hearing

1. Code Amendment: Siting process for Essential Public Facilities (EPF) (CAM-002370-2014)

1 Chair Wright restated he had reviewed the minutes and the Public Hearing
2 testimony from the January 22 meeting.

3
4 Community Development Director Krauss explained that this hearing
5 started at the previous Planning Commission meeting. Staff had
6 recommended that it be continued to tonight primarily because the City
7 received substantial written comments during the hearing from the
8 Alderwood Water and Sewer District. He explained that there is a slightly
9 modified version of the Essential Public Facility Code in the Commission's
10 packet with an annotated copy of the letter received from Alderwood
11 Water and Sewer District. Staff continues to recommend that the Planning
12 Commission recommend the City Council adopt the draft ordinance.

13
14 Director Krauss mentioned that at the January 22 meeting Mr. Ted Hikel
15 voiced concern over the lack of a formal "script" being read prior to the
16 meeting. He claimed that this invalidated the process. Mr. Krauss
17 mentioned that the City Attorney was asked to comment. In a written
18 response handed out to the Commission it was indicated that neither
19 Commission Rules of Procedure nor code require that a script be read nor
20 was it warranted given the Commission's role.

21
22 Director Krauss pointed out that there were comments in writing received
23 tonight from Mr. Ted Hikel who seems to be raising a point about
24 sponsored and unsponsored Essential Public Facilities. Director Krauss
25 confirmed that governmental agencies can come forward with Essential
26 Public Facilities as well as for-profit or non-profit companies. State Law
27 specifically says that rehab facilities are an EPF and must be considered
28 regardless of who the sponsor or owner is. Regarding Mr. Hikel's
29 comment that hearings are better noticed in front of the City Council
30 instead of the Hearing Examiner, Director Krauss disagreed. He noted that
31 the same level of notice would be provided for either hearing. If there is a
32 site-specific proposal, written notice would be mailed to property owners
33 and tenants within a 600-foot radius and a sign would be posted onsite.

34
35 Public Testimony:

36
37 Lauren Balisky, Utility Planner, Alderwood Water and Waste Water District
38 (District), 3626 – 156th Street SW, Lynnwood, WA 98087, stated the
39 District submitted a letter dated January 22, 2015 with its concerns about
40 the Draft EPF Ordinance. The District also testified at the January 22
41 Planning Commission Public Hearing. By that time the Community
42 Development Department had made some changes to the Draft
43 Ordinance which resolved some, but not all of their issues. She
44 summarized some of the District's concerns, namely that the ordinance
45 covers a broad range of facilities and does not provide specificity for each
46 type of facility. She agreed that many utility facilities are already allowed

1 by the City's zoning code, often as conditional uses, but it is still unclear
2 whether the EPF regulations are intended to be placed on top of the
3 existing zoning code regulations for such facilities. Director Krauss's
4 memo appears to indicate that they are not, but the code appears to apply
5 to all EPFs whether they are permitted elsewhere or not.
6

7 Director Krauss stated that the City would only be using the EPF code to
8 address major utility facilities, but that is not reflected in the code itself.
9

10 Ms. Balisky suggested that making clear what constitutes a major facility
11 might alleviate much of the District's concern. Ms. Balisky noted that
12 Director Krauss also stated the District believes locational decisions
13 should be largely dictated by engineering decisions made by the
14 proponent. What the District tried to explain is that water reservoirs are
15 nearly always placed on or near topographic high points in order to
16 provide adequate water pressure while most wastewater treatment plants
17 are at low points to minimize how much pumping is needed. This
18 minimizes maintenance and replacement costs and helps keep rates
19 affordable.
20

21 She stated that the District recognizes that the primary decision tool will
22 not be the same for all applicants; however, having the Hearing Examiner
23 order a utility to find an alternate site without strong concerns about
24 impacts on the proponent's ability to serve the community is problematic.
25 The EPF regulations as drafted place the burden on the applicant to prove
26 that there is no feasible location for the facility other than a site in a
27 residential zone. If the EPF rules do not apply to facilities permitted
28 elsewhere by the code as conditional uses in the residential zone and
29 reservoirs are clearly included in the definition of a public utility facility then
30 the District has no concerns about this item. However, if the EPF rules
31 apply on top of the existing regulations, they are concerned that a Hearing
32 Examiner would force them out of residential zones if there is any feasible
33 alternative. Doing so would have significant financial and operational
34 impacts on the ratepayers, including Lynnwood citizens. She hopes the
35 final code will provide the clarity they are looking for. The District is looking
36 forward to working closely with the City as a partner when they are ready
37 to come forward with a proposal to continue to provide high quality, cost
38 effective water and sewer service to the Lynnwood community.
39

40 Commission Questions and Comments:
41

42 Commissioner Wojack noted that the majority of time, the City will not
43 want to put an EPF in a residential zone. He asked how far away notices
44 are sent when the Hearing Examiner hears a hearing. Director Krauss
45 replied that it is generally 600 feet. Commissioner Wojack expressed
46 concern about that limited notification area. He also expressed concern

1 about the reliability of putting the burden of proof on the applicant to say
2 that there are no other sites available. If the City is only going to send out
3 a notice to a 600-foot area, an EPF could quietly slip in the neighborhood
4 with the majority of the neighborhood not knowing about it until it is too
5 late.

6
7 Director Krauss explained that Lynnwood Place had exactly the same
8 notice as is being proposed here. The City has an incentive to keep its
9 citizens in the loop. He referred to the Sound Transit rail yard which the
10 City managed to defeat before it was even proposed as an EPF. The City
11 fought this through the political process and the environmental review
12 process. He pointed out that Sound Transit did a huge analysis with the
13 rail yard and the light rail alignment of the different options they looked at.
14 The City would ask that a proponent to make similar analyses available.
15 He commented that the proposed EPF draft is simple compared to what
16 has been in use for years with other jurisdictions. Other codes are often
17 more cumbersome and result in a very difficult review process for the
18 proponent and leave cities in a position where they are more likely to get
19 sued. He emphasized that essentially, the City can't say no to the idea of
20 an EPF, but they may be able to modify it somewhat. Regarding keeping
21 them out of single-family neighborhoods, he noted that the rail yard was in
22 an industrial zone, but it was directly across the street from hundreds of
23 single-family homes. Regarding the notification process, he commented
24 that the City often notifies larger areas than they are required by Code if
25 they think the issue warrants it.

26
27 Commissioner Wojack referred to a situation where the City might enter
28 into a development agreement with an EPF applicant and asked if this
29 could make the City liable for any costs or legal actions. Director Krauss
30 clarified that there are two ways of processing EPF's. One would be
31 through the Hearing Examiner and processed as a Conditional Use
32 Permit. The bigger ones would be processed through the City Council
33 using the Development Agreement process. A Development Agreement is
34 a contractual agreement between the parties which defines what the
35 proponent's obligations are to the City and what the City's obligations are
36 (if applicable). This is what the City did with Lynnwood Place. There is no
37 expectation that the City would become co-liable or co-responsible for
38 costs associated with the EPF.

39
40 Commissioner Braithwaite asked who decides if it goes to the Hearing
41 Examiner or the City Council. Director Krauss said there is a definition of
42 state and regional EPF's. Hopefully, those give enough guidance to make
43 that interpretation. If all else fails, the Community Development Director
44 makes an interpretation, and that interpretation is subject to review by the
45 Hearing Examiner.

1 Commissioner Braithwaite referred to the last paragraph of 21.73.020 on
2 page 26 and asked if there is ever a basis for a city saying no. Director
3 Krauss explained that a city does have some latitude. The proponent may
4 not get to site their EPF in their desired location if there are other more
5 realistic locations. Commissioner Braithwaite thought the paragraph he
6 referred to states that the City “may not preclude siting.” Director Krauss
7 noted that under state law the City cannot preclude, but it does give
8 latitude. He acknowledged that this is not the most clearly written state law
9 that the City is trying to follow.

10
11 Commissioner Braithwaite then referred to the changes that were made in
12 section 21.73.030 and noted that it seems like the rules for locating EPFs
13 in residential zones were less clear since specific mitigation measures
14 were stricken. Director Krauss explained that there are catch-all
15 statements in the preceding section which states that the EPF has to meet
16 all provisions of the code for development in the zoning district in which it
17 is located. Elsewhere it talks about mitigation of all impacts and not just
18 singling out certain types of impacts. He commented that not all impacts
19 can be mitigated. For example, an airport would not be able to mitigate all
20 impacts, but they still must be dealt with. Commissioner Braithwaite
21 commented that it seems like it gives residents fewer tools with which to
22 argue against the impact that a proposed EPF might have. Director
23 Krauss stated that it refers back to all the provisions of the code which
24 would apply. Director Krauss stated that he would be resubmitting this to
25 the City Attorney to make sure it is enforceable.

26
27 Commissioner Larsen referred to page 25, section 21.73.010, and asked
28 about listing water and sewer as major public facilities. Director Krauss
29 commented that the issue for the District is not to be defined as an EPF; in
30 fact, they would prefer more often than not to be minor. He referred to the
31 table within the packet that showed where public facilities are already
32 allowed in Lynnwood as permitted uses or conditional uses. Ms. Balisky
33 had asked if the EPF code overlays the other sections of the code making
34 them irrelevant. That is not staff’s intention. Director Krauss commented
35 that they could add language indicating that an Essential Public Facility
36 Local means an EPF not already permitted by LMC. That would clarify that
37 if it is already permitted by the code then the EPF section would have no
38 bearing on the siting process.

39
40 Commissioner Hurst referred to page 27 where the language saying that
41 “the necessary infrastructure is or will be made available to ensure safe
42 transportation access and concurrency” has been struck and asked staff if
43 they feel that is covered by paragraph 4. Director Krauss confirmed that it
44 does, but noted they could ask the City Attorney to make sure that
45 sections 3 and 4 cover adequate mitigation. He commented that there is a

1 presumption that the EPF creates an increase in traffic or something else
2 which would need to be mitigated, but often that is not the case.
3

4 Commissioner Ambalada expressed concern about the impact of EPFs on
5 affordable housing. She believes that the existing EPFs should be studied
6 before moving forward to create more. She expressed concern that more
7 citizens are not attending public hearings. She noted that in more than
8 50% of families, both mother and father are working. Additionally, many
9 single-family rental homes are owned by business people. She thinks the
10 other reason they are not attending public meetings is the perception that
11 the City will do what it wants to do anyway. She commented that in King
12 County in four areas they are asking for a moratorium on rezoning of
13 single family zones. She urged the City to protect single-family homes.
14 She expressed concern about losing the desired ratio of single-family to
15 multi-family homes.
16

17 Commissioner Braithwaite pointed out that most of the language that
18 Commissioner Hurst was referring to was actually moved over to the prior
19 page in the more general section on page 26, section 2.
20

21 Commissioner Wojack referred to page 26, line 172, and asked if there is
22 any minimum-sized consideration for applications. Director Krauss replied
23 that EPF's refers to larger facilities.
24

25 *Motion made by Commissioner Braithwaite, seconded by Commissioner*
26 *Larsen, to approve the Code Amendment: Siting Process for Essential*
27 *Public Facilities and forward to Council with a recommendation for*
28 *approval.*
29

30 Commissioner Braithwaite stated it is important to get this in place so they
31 have a process for dealing with these types of facilities. He encouraged
32 staff to have the City Attorney look at the last sentence in section 4 on
33 page 27 and how it relates to the approval within residential zones to
34 make sure it doesn't weaken it substantially.
35

36 *Motion passed unanimously (6-0).*
37

38 *Commissioner Larsen moved to add a section that says that, "Public*
39 *Facilities currently permitted in the Lynnwood Municipal Code are*
40 *exempted from this ordinance." The motion was seconded by*
41 *Commissioner Braithwaite. Motion passed unanimously (6-0).*
42

43 Commissioner Wojack requested that staff give a report back to the
44 Commission after consulting with the City Attorney.
45

1 **Work Session**

2
3 **1. Comprehensive Plan: Draft Capital Facilities Element**

4
5 Senior Planner Todd Hall presented the first reading of the Draft Capital
6 Facilities Element which contains a summary of all the capital facilities and
7 utilities that provide service within the City of Lynnwood. This refers to
8 both city utilities and outside agencies that provide services within city
9 limits. Some text has been removed for clarity and readability. Instead, an
10 inventory has been provided that refers to other facility infrastructure
11 plans. The goals and policies have also been updated to be more relevant
12 to today's language.

13
14 Commissioner Larsen asked about the "CC" before the policy number.
15 Senior Planner Hall noted that it should be corrected to "CF" for Capital
16 Facilities.

17
18 Commissioner Braithwaite commended the editing.

19
20 Commissioner Wojack referred to the first line on page 60 of the Track
21 Change version and noted that some parts of the transportation system
22 are controlled by the state. He wondered if this should be clarified.

23
24 Commissioner Hurst then referred to page 62 where it talks about
25 extensions of utilities outside of city limits. He asked for an example of
26 when that would be allowed. Senior Planner Hall noted that the City's
27 partnership with Alderwood Water District is a good example because
28 there are fringe properties outside the City where it makes sense for
29 Lynnwood to be the service provider because of topography and access.

30
31 Commissioner Larsen stated that this is a good draft, but recommended
32 adding an overarching objective to the beginning of this and every section
33 of the Comprehensive Plan for clarity.

34
35 Commissioner Braithwaite referred to the section on Essential Public
36 Facilities that might need to be edited and updated as this moves along.
37 Senior Planner Hall said he would work together with staff to make sure it
38 is consistent. Deputy Director Corbitt Loch commented that they are
39 planning to move most of the Essential Public Facility language into the
40 Land Use Element.

41
42 There were no further comments or questions on this item.

43

1 **2. Comprehensive Plan: College District land use regulations**

2
3 Senior Planner Gloria Rivera commented that this matter involves the area
4 surrounding the community college. She reviewed maps of the area
5 including an overlay showing an extension of the mixed use around the
6 college. The proposal is to extend the mixed use zoning further to the
7 north and the east. She explained that the College District Master Plan
8 gives interesting insight into the area around the campus. It was hoped
9 that the Plan would see increased growth opportunities for the campus
10 and for the neighborhoods in the area. She discussed increased activity
11 around the college. Also this year the City will be constructing an
12 extension of 204th Street from Highway 99 into the campus. The college
13 population continues to grow; right now it is at about 12,000 students.
14 There has been quite a bit of growth in and around the college area.
15

16 There are a number of zones involved in the current College District
17 Master Plan. She discussed issues associated with the current plan. Staff
18 is proposing to eliminate the overlay zone entirely and extend the mixed
19 use north to 196th and east to 68th and properties adjacent to the General
20 Commercial zone on Highway 99. Ms. Rivera reviewed some of the
21 changes to Land Uses on pages 111-113.
22

23 Staff is recommending that:

- 24 1. The College District Overlay Zone be eliminated from the
- 25 Comprehensive Plan, Future Land Use Map and the Zoning Map.
- 26 2. The zoning regulations and standards for the College District Mixed
- 27 Use Zone be updated and that the zone be amended to incorporate
- 28 more of the uses currently allowed in the Overlay Zone.
- 29 3. The Comprehensive Plan Map be amended to apply the Mixed Use
- 30 designation to additional properties to the north and east.
- 31 4. The Zoning Map be amended to apply the College District Mixed
- 32 Use Zone to these additional properties.
33

34 Chair Wright referred to the legend at the bottom of the Future Land Use
35 Map and Zoning Map and asked why there is a Jolly Roger near the
36 directional arrow. Staff was not sure. Chair Wright then asked about
37 impacts on single-family neighborhoods. Ms. Rivera replied that the
38 proposed amendments would benefit the single family property owners
39 because under the current Overlay Zone, single-family uses were not
40 allowed. This revision would allow people to continue to use their property
41 and gives them more protection. Deputy Director Loch added that since
42 this is just a first discussion working toward a draft, the City has not yet
43 notified property owners about proposed changes.
44

45 Chair Wright asked what was happening at the corner of 68th and 196th.
46 Senior Planner Rivera stated that it is going to be a sign that says

1 "Edmonds Community College". The college owns that property and is
2 hoping to call more attention to the area. Chair Wright asked how much of
3 the property in the College District is owned by Edmonds Community
4 College. Senior Planner Rivera pointed out which properties the College
5 owns.

6
7 Commissioner Braithwaite asked why 4,000 square feet was used for
8 retail uses. Senior Planner Rivera stated that it was in the current code for
9 retail uses. Staff is recommending increasing restaurants and eating
10 establishments from 2,000 to 4,000 square feet. Commissioner
11 Braithwaite thought they should even consider increasing the number.
12 Director Krauss said they could consider that. Commissioner Braithwaite
13 recommended 5,000 or even higher.

14
15 Commissioner Wojack referred to page 2 of 6 under Land Uses, under
16 Principal Uses Permitted and asked why there was the limit of 13 children
17 for child care centers. Deputy Director Loch thought that this was an
18 existing standard and is intended to have day care centers of a
19 neighborhood scale, not larger facilities that typically are associated with
20 high volumes of drive-by traffic. Commissioner Wojack referred to the new
21 zoning map on the west side of 68th and asked about the Planned Unit
22 Development (PUD). Director Krauss explained that these were in areas
23 where the zoning was less flexible and the only way they could do what
24 they wanted to do was through a PUD.

25
26 Commissioner Ambalada asked if Gold Park is owned by the college.
27 Director Krauss replied it is owned by the City.

28
29 Commissioner Larsen said he likes the way this is written. It brings things
30 together and looks like it will work out well. He commented that an Overlay
31 District sends a powerful message on the part of a city. While the College
32 is in its planning process for the College's Master Plan Update, he has
33 concerns about giving up the notion of an overlay. He commented that
34 there are a lot of little properties on the east side of 68th that over time will
35 probably coalesce into bigger properties. A driving force in that would be a
36 change in the parking standards. He asked what the City can do to
37 encourage that change to happen. He commented that there are a lot of
38 pedestrians in that area. This has a way of slowing traffic down. He spoke
39 against having any kind of drinking establishment in an area where young
40 people accumulate and where there will be residential uses. He spoke in
41 support of having smaller business establishments (2,000 square feet) as
42 well as allowing larger ones to go along with the neighborhood feel. He
43 asked if the City has been in contact with the City of Edmonds about the
44 area south of the college to see if Edmonds has any plans for that area.
45 Director Krauss replied staff has not talked to the City of Edmonds
46 specifically about that area. He explained that the Seattle Heights Mobile

1 Home Park, south of 208th St SW, is in terrible shape and staff has looked
2 at dropping the College District over that corner to see if that would
3 promote its redevelopment. Senior Planner Rivera discussed
4 conversations she has had with the College. She is hopeful about this
5 area becoming a nice area not only for the College, but also the residents
6 in the area with mixed use and shops.

7
8 Commissioner Braithwaite expressed concern about pedestrian traffic in
9 the area. He recommended looking at how they can better manage
10 pedestrian traffic at intersections along Highway 99. This is something that
11 needs to be considered when developing and redeveloping the area.
12 Director Krauss concurred. He commented that one of the things staff
13 hoped would happen in the Highway 99 Plan was connections across
14 Highway 99. He commented that the City is planning a widening of 196th
15 St SW with medians that have landscaping and a “refuge island” for
16 pedestrians. This might be a possibility for Highway 99 as well. He noted
17 that Highway 99 was designed by engineers to move cars and not
18 necessarily sensitive to the community it went through. He commented
19 that the area will change dramatically this summer when 204th St SW is
20 improved. Community Transit will install a new SWIFT stop at 204th St
21 SW, southbound, but the northbound stop requires that pedestrians go
22 across Highway 99 and up a block so pedestrian traffic across Highway 99
23 will happen even more.

24
25 Commissioner Wojack said he thinks having a theater in that area is a
26 really good idea. A lot of performing arts groups in the area go to
27 Edmonds, Everett, and Shoreline because there are not small theaters
28 here. He referred to the neighborhoods at 202nd and 68th which are
29 currently zoned single-family. He asked for confirmation that they will still
30 be single-family residences after the College District Mixed Use zoning is
31 applied, and that market forces will dictate the growth of the area. Staff
32 affirmed this. Senior Planner Rivera commented that the City has had
33 many inquiries about new construction in this area. The overlay requires
34 that developers have at least an acre which has been very difficult for
35 developers. The way the proposed amendment is written, there isn’t a
36 minimum. It would also allow single-family residences to make additions or
37 modifications.

38
39 Commissioner Larsen asked if zero setbacks are a problem. Director
40 Krauss noted that even if a code allows for zero setbacks, the Building
41 Code has requirements that are different. For example, the Building Code
42 requires at least a ten foot separation between structures.

43
44 There were no further comments or questions.
45

1 **Other Business**

2
3 **Council Liaison Report**

4
5 Chair Wright commented that Councilmember AuBuchon had notified him that he
6 was ill tonight.

7
8 **Director's Report**

9
10 Director Krauss had the following comments:

- 11 • He sent the Planning Commission notice earlier in the week about permits
12 that had been issued. He commented that the City typically does about
13 \$50-55 million of new construction on average per year. The City did that
14 much on just Tuesday, and the year is still very young. He commented
15 that it is quite likely that they will see two or three construction cranes in
16 City Center this summer.
- 17 • Chair Wright asked whether over-the-counter permitting will be restored
18 and staffing levels increased. Director Krauss agreed that this is a big
19 issue. Staff is extraordinarily short-handed. The Council and Mayor
20 understand that. He has been given authorization to open the hiring
21 process for another plan reviewer, but it is unclear exactly where the funds
22 will come from to pay for that. The Council is going to be considering an
23 Economic Development Fund where funds received from large
24 development projects, construction sales tax, and permit fees are put into
25 an investment fund. The City would then be in a position to do things like
26 start building the City Center Park, make shared payments on road
27 projects, or acquire necessary property. This could potentially generate a
28 couple million dollars a year for a while.

29
30 **Commissioners' Comments**

31
32 Chair Larsen said he has noticed a hawk in the alley behind his house and thinks
33 it is due to chickens in the neighborhood. He expressed concern about hawks
34 potentially going after other small animals in the neighborhood.

35
36 Commissioner Ambalada commented on a pizza restaurant at the corner of 64th
37 and 200th which has delicious pizza. They close at 3:00 and if there is any
38 leftover it goes for \$1 apiece.

39
40 Commissioner Wojack recalled when the first applicants came in and combined
41 two properties to put in a restaurant. He hopes the College District redevelops in
42 a manner that is nice and conscientious.

43
44 Commissioner Hurst thanked Deputy Director Loch for adding the Planning
45 Commission meeting to the City Calendar. He then asked staff if there was a way
46 to fund another employee out of an Economic Development Fund. Director

1 Krauss explained that was one of the purposes of the Fund. They also plan to put
2 in some contracting provisions with consulting firms so that when additional
3 bodies are needed for inspections or plan reviews they have the ability to hire
4 them.

5

6 **Adjournment**

7

8 The meeting was adjourned at 8:52 p.m.

9

10

11

12 _____
Richard Wright, Chair

Shipping Containers in Residential Zones

Agenda Item: D.1

Staff Report

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

Staff Contacts: Michele Szafran, Community Development

Summary

The purpose of this agenda item is to hold a public hearing of draft legislation that would prohibit the use of shipping containers as accessory structures in residentially-zoned properties. Currently, shipping containers may be used as accessory structures as long as minimum building code requirements are satisfied; however, the real issue remains whether their bulky, industrial appearance is consistent with a visual character of residential properties.

Staff has researched how and if nearby jurisdictions address the issue and has summarized Ordinance provisions for Edmonds, Bothell, Mukilteo, Shoreline Mountlake Terrace and Everett in the Table 1 below.

On November 17, 2014, the City Council authorized the preparation of draft legislation for shipping containers within residential areas. On December 11, 2014 staff presented a draft ordinance to Planning Commission to prohibit those structures upon residentially-zoned properties. Per the direction of the Planning Commission, staff considered both the City of Mountlake Terrace and the City of Edmonds' regulations of shipping containers and presented a revised ordinance on January 22, 2015. On January 22, 2015 Planning Commission directed staff to move forward with a public hearing to ban the use of shipping containers in residentially-zoned properties.

Action

Conduct the public hearing and make a recommendation to the City Council.

Background

Staff previously provided two versions of draft legislation: one to ban the use of shipping containers and one to limit the size and appearance of the shipping containers. The Planning Commission indicated a majority preference for a ban on the use of shipping containers as accessory structures in residential areas.

Previous Planning Commission / City Council Action

City Council authorization to prepare draft ordinance banning the structures.

Planning Commission discussion on December 11, 2014.

Planning Commission discussion on January 22, 2015.

Adm. Recommendation

Provide guidance and feedback to staff as desired. Make a recommendation to move forward with an ordinance to City Council.

Attachments

1. Comparison Chart
2. Draft Ordinance
3. Minutes from January 22, 2015 and December 11, 2014

Table 1. Summary of Selected Cities' Regulation of Shipping Containers in Residential Areas

Jurisdiction	Permitted Use	Notes	Code Citation
City of Edmonds	No	Cargo or shipping container regardless of structural modifications not allowed without design review process.	17.70.035(B) Temp. Storage Units
City of Mukilteo	No	Recognizes them as temp. structure and therefore does not permit them unless with a CUP good for 1 yr. Requires Architectural consistency with primary bldg.	17.16 Temporary Structures. Does not require permanent attachment to the ground. 17.20.025 – Accessory buildings shall be designed with a pitched roof.
City of Bothell	No	Accessory structures shall have similar siding, roofing and detailing as primary structure. Metal buildings that are clearly of different style than the primary shall not be allowed for accessory building over 120 sq. ft.	12.14.130
City of Everett	No	Shipping containers or other similar storage units do not qualify as accessory buildings under this section and shall be prohibited in residential zones.	EMC 19.7.020
City of Mountlake Terrace	Maybe	If less than 250 sq.ft. and less than 12' in height shall meet setbacks and requires standard building permit application. If over 12 feet in height or 200 sq.ft. shall have architectural consistency.	19.30.030(B)(7): Residential Character means appearance and use that are similar to typical residential use, scale, building form, and building materials. Does not include uses or exterior appearances that are industrial or commercial in nature. 19.120.130
City of Shoreline	Yes	Does not address compatibility of accessory structures and regulates based on setback standards.	20.50.100

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CITY OF LYNNWOOD

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF LYNNWOOD,
WASHINGTON, RELATING TO SHIPPING CONTAINER'S
AS ACCESSORY STRUCTURES IN RESIDENTIAL
ZONES, AMENDING CHAPTER 21.02 LYNNWOOD
MUNICIPAL CODE (LMC), LMC 21.42.400, AND LMC
21.43.400, AND PROVIDING FOR SEVERABILITY, AN
EFFECTIVE DATE AND SUMMARY PUBLICATION.

WHEREAS, under Chapters 35A.11 and 35A.63 RCW, the City Council of the City of Lynnwood has the authority to adopt ordinances relating to the use of real property located within the City; and

WHEREAS, from time to time, it is in the public's interest to amend the City's land use and development regulations to ensure those provisions are consistent with and implement the comprehensive plan and support the public's general health, safety, and welfare; and

WHEREAS, the City Council finds these provisions are in the best interest of the health, safety and welfare of the community; and

WHEREAS, the City Council finds that the use of shipping containers as accessory structures in residential zones is inconsistent with City policies and regulations that promote compatibility between and amongst residential properties; and

WHEREAS, on the ___th day of November, 2014, the City of Lynnwood SEPA Responsible Official issued a Determination of Non-Significance (DNS) on the proposal; and

WHEREAS, on the ___th day of November, 2014, notice of the proposed code amendment was sent to the Washington State Department of Commerce in accordance with RCW 36.70A.106; and

WHEREAS, on the ___ day of January, 2015, the Lynnwood Planning Commission held a public hearing on proposed amendments to the Lynnwood Municipal Code provided by this ordinance, and all persons wishing to be heard were heard; and

WHEREAS, following the public testimony portion of the public hearing, the Planning Commission deliberated on the draft legislation and by regular motion voted to

46 recommend that the Lynnwood City Council adopt the amendments to the Lynnwood
47 Municipal Code as provided herein; and

48
49 WHEREAS, on the ___th day of _____, 2015, the Lynnwood City Council held
50 a public hearing on proposed amendments to the Lynnwood Municipal Code provided
51 by this ordinance, and all persons wishing to be heard were heard; now, therefore:

52
53 THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, DO
54 ORDAIN AS FOLLOWS:

55
56 **Section 1. Findings.** Upon consideration of the provisions of this Ordinance in light of
57 the decision criteria specified by LMC 21.20.500, the City Council finds that the
58 amendments contained herein are: a) consistent with the comprehensive plan; and b)
59 substantially related to the public health, safety, or welfare; and c) not contrary to the
60 best interest of the citizens and property owners of the city of Lynnwood.

61
62 **Section 2. Amendment.** Chapter 21.02 LMC is hereby amended by adding the
63 following definition for “Shipping Container”, and codifying such definition in a manner
64 that maintains alphabetical order and with a subsequent renumbering of LMC 21.02.664
65 – 830.

66 **21.02.664 Shipping Container.**
67 “Shipping Container” means an item of equipment designed for repeated use to store
68 goods during shipping or hauling, such as by vessel, rail car, semi-truck, etc.

69
70 **Section 3. Amendment.** LMC 21.42.400 is hereby amended as follows:

71
72 **21.42.400 Accessory Structures and uses.**

73 A. Solar Energy Systems. The use of solar energy systems (for example, attached
74 solar greenhouses, attached solar sunspaces, and solar collectors) can be an effective
75 and efficient method for producing energy and reducing energy consumption. The
76 majority of residential structures within Lynnwood were constructed before solar energy
77 systems became a viable means for producing energy, thus lot yard setbacks and
78 height restrictions do not take such systems into account. The city of Lynnwood finds
79 that it is in the best public interest to encourage solar energy systems. If it is found that
80 a solar energy system would have a positive impact on energy production and
81 conservation while not having an adverse environmental impact on the community, but
82 the placement of such system requires violation of city setback or maximum height
83 limitations, allowance of such systems may be permitted through the variance process
84 and shall be encouraged. In viewing such variance request, the following shall be
85 considered in making a determination:

- 86 1. That the solar energy system has a net energy gain;
87 2. That the solar energy system is designed to minimize glare towards vehicular
88 traffic and adjacent properties;
89 3. That the solar energy system not adversely affect solar access to adjacent
90 properties;

91 4. That the solar energy system comply with all other city zoning, engineering,
92 building, and fire regulations; and

93 5. That the solar energy system is found to not have any adverse impacts on the
94 area, which impacts shall include, but not be limited to, the effects of such system upon
95 the views from neighboring properties and public ways.

96 In order to show that the proposed energy system will conform to the above, the
97 applicant shall be required to submit a site plan and elevations showing the location,
98 size, and dimensions of the solar energy system and its relation to all adjacent
99 properties. Care shall be taken to ensure that the design, materials used and colors
100 architecturally blend in with the existing structure. The city may require that the site plan
101 and elevations and/or energy-saving calculations be prepared by an engineer, architect
102 or builder specializing in solar energy construction.

103 B. Family Child Care Homes. Family child care homes are permitted as an accessory
104 use to a dwelling.

105 C. Keeping Small Animals as Pets.

106 1. The keeping of small animals as pets shall be permitted as an accessory use.

107 2. Livestock, Except Chickens and Miniature Goats. The keeping of livestock
108 (except chickens and miniature goats; see subsections (C)(3) and (C)(4) of this section)
109 shall not be permitted except that an occupant shall be able to keep one animal, i.e.,
110 horse, cow or sheep, on a lot having a minimum of 20,000 square feet and an additional
111 animal for each 20,000 square feet additional lot area. The entire square footage of
112 roaming area shall be fenced. Fences must be of such a type and size as to prevent
113 encroachment on adjacent property. Encroachment shall be defined as reaching over,
114 under or through, as well as trespassing or intruding upon, the property of another.
115 Accessory buildings used for housing animals shall be provided, and shall be a
116 minimum of 200 square feet and a maximum of 250 square feet in area per animal,
117 except as allowed by variance, and shall not be closer than 25 feet to a property line,
118 except for those provisions provided for chickens and goats, below. An accessory
119 building for the housing of small animals or fowl (except chickens, see below) shall not
120 exceed 36 square feet in floor area when located on a residential lot and neither the
121 building nor the fenced area for their roaming shall be closer than 25 feet to a property.

122 3. Chickens. The keeping of chickens for personal use of the household (eggs
123 shall not be sold) shall be permitted subject to the following:

124 a. A maximum of five chickens may be kept per lot associated with a single-
125 family residential dwelling unit.

126 b. A suitable structure to provide shelter from the elements and an outdoor
127 pen shall be provided. The shelter and pen shall be built and maintained to prevent the
128 chickens from breaking through, out, over, or under the same. The shelter and pen shall
129 be kept in good working condition, shall not cause odor or noise nuisances, and must
130 be kept in a clean and well maintained condition at all times.

131 i. The enclosed shelter shall provide a floor, walls, and roof and shall
132 be a minimum of four square feet per chicken.

133 ii. The outdoor pen (a ground level roaming area) shall be a minimum
134 of eight square feet per chicken.

135 iii. Pens and shelters shall be constructed so as to discourage
136 predators.

137 iv. The outer edge of the shelter or pen shall be set back a minimum of
138 15 feet from side and rear property lines. Pens and shelters are not permitted in the
139 area between the primary dwelling unit and the front property line. The side of the pen
140 facing an adjacent residence shall be sight obscuring through the use of a solid fence.

141 v. Electricity provided to the shelter will require an electrical building
142 permit.

143 c. Bedding/manure shall be composted or bagged and tied and placed
144 within garbage dumpsters.

145 d. Roosters shall be prohibited.

146 e. Chickens shall not be processed on premises. Infected chickens with
147 diseases harmful to humans shall be removed.

148 4. Goats. The keeping of miniature goats for personal use of the household (no
149 commercial uses) shall be permitted subject to the following:

150 a. Miniature breeds of goats include the following: pygmy, Nigerian dwarf
151 and pygora or similar breeds (based on height and weight). Adult goats shall not exceed
152 30 inches measured from the withers or weigh more than 100 pounds. The wither is the
153 ridge between the shoulder blades of the goat.

154 b. A maximum of three miniature goats may be kept per lot associated with
155 a minimum of 7,200 square foot lot area of a single-family residential dwelling unit.
156 Nursing offspring may be kept until weaned, no longer than 12 weeks after birth.

157 c. Male goats must be neutered.

158 d. All goats must be dehorned.

159 e. A suitable structure to provide shelter from the elements and an outdoor
160 pen shall be provided. The shelter and pen shall be built and maintained to prevent the
161 goats from breaking through, out, over, or under the same. The shelter and pen shall be
162 kept in good working condition, shall not cause odor nuisances, and must be kept in a
163 clean and well maintained condition at all times.

164 i. The shelter shall provide walls, a roof and a door.

165 ii. The outer edge of the shelter or pen shall be set back a minimum of
166 15 feet from side and rear property lines. Pens and shelters are not permitted in the
167 area between the primary dwelling unit and the front property line. The side of the pen
168 facing an adjacent residence shall be sight obscuring through the use of a solid fence.

169 iii. Electricity provided to the shelter will require an electrical building
170 permit.

171 iv. No confinement area shall be located within a critical (sensitive)
172 area or their buffers.

173 f. Goats shall not be slaughtered on premises.

174 g. Goats over 12 weeks old shall be annually licensed per the current fee
175 schedules adopted for dogs in the city of Lynnwood.

176 5. The keeping of mink, goats (with the exception of miniature breeds permitted
177 under subsection (C)(4) of this section), foxes, or hogs is prohibited.

178 D. Carnivals, Circuses, and Other Temporary Special Events. These uses are
179 permitted if accessory to a school, church, park, or other facility of a similar nature.
180 Such activities shall not be subject to regulation by Chapter [5.30](#) LMC.

181 E. Electric Vehicle Charging Stations. Level 1 and Level 2 electric vehicle charging
182 stations are allowed as an accessory use but shall be privately owned with restricted

183 access (e.g., occupants of a single-family home, employees and members of the
184 congregation in the case of a religious institution). The electric vehicle charging station
185 shall not be open for use to the general public.

186 F. Shipping Container or other similar storage units as defined in Chapter 21.02 LMC
187 are not permitted as accessory structures in residential zones.

188

189 **Section 4. Amendment.** LMC 21.43.400 is hereby amended as follows:

190

191 **21.43.400 Accessory Structures and uses.**

192 A. Private Garages and Carports. Private garages and carports are allowed in the
193 RML, RMM, and RMH zones as long as they adhere to the side yard, rear yard and
194 front yard setbacks as required herein for the applicable zone. In the RML zone, where
195 more than one dwelling unit is involved, private garages shall be limited to
196 accommodating not more than two cars for each dwelling.

197 B. Solar Energy Systems. The use of solar energy systems (for example, attached
198 solar greenhouses, attached solar sunspaces, and solar collectors) can be an effective
199 and efficient method for producing energy and reducing energy consumption. The
200 majority of residential structures within Lynnwood were constructed before solar energy
201 systems became a viable means for producing energy, thus lot yard setbacks and
202 height restrictions do not take such systems into account. The city of Lynnwood finds
203 that it is in the best public interest to encourage solar energy systems. If it is found that
204 a solar energy system would have a positive impact on energy production and
205 conservation while not having an adverse environmental impact on the community, but
206 the placement of such system requires violation of city setback or maximum height
207 limitations, allowance of such systems may be permitted through the variance process
208 and shall be encouraged. In viewing such variance request, the following shall be
209 considered in making a determination:

210 1. That the solar energy system has a net energy gain;

211 2. That the solar energy system is designed to minimize glare towards vehicular
212 traffic and adjacent properties;

213 3. That the solar energy system not adversely affect solar access to adjacent
214 properties;

215 4. That the solar energy system comply with all other city zoning, engineering,
216 building, and fire regulations; and

217 5. That the solar energy system is found to not have any adverse impacts on the
218 area, which impacts shall include, but not be limited to, the effects of such system upon
219 the views from neighboring properties and public ways.

220 In order to show that the proposed energy system will conform to the above, the
221 applicant shall be required to submit a site plan and elevations showing the location,
222 size, and dimensions of the solar energy system and its relation to all adjacent
223 properties. Care shall be taken to ensure that the design, materials used and colors
224 architecturally blend in with the existing structure. The city may require that the site plan
225 and elevations and/or energy-saving calculations be prepared by an engineer, architect
226 or builder specializing in solar energy construction.

227 C. Family Child Care Homes. Family child care homes are permitted as an accessory
228 use to a dwelling.

229 D. Keeping Small Animals as Pets. The keeping of small animals as pets shall be
230 permitted as an accessory use; the keeping of livestock shall not be permitted.

231 E. Carnivals, Circuses, and Other Temporary Special Events. These uses are
232 permitted if accessory to a school, church, park, or other facility of a similar nature.
233 Such activities shall not be subject to regulation by Chapter [5.30](#) LMC.

234 F. Electric Vehicle Charging Stations. Level 1 and Level 2 electric vehicle charging
235 stations are allowed as an accessory use but shall be privately owned with restricted
236 access (e.g., renters of a multiple-family dwelling complex, employees and members of
237 the congregation in the case of a religious institution). The electric vehicle charging
238 station shall not be open for use to the general public.

239 G. Shipping Container or other similar storage units as defined in Chapter 21.02 LMC
240 are not permitted as accessory structures in residential zones.

241
242 **Section 5. Severability.** If any section, sentence, clause or phrase of this ordinance
243 should be held to be invalid or unconstitutional by a court of competent jurisdiction, such
244 invalidity or unconstitutionality shall not affect the validity or constitutionality of any other
245 section, sentence, clause or phrase of this ordinance.

246
247 **Section 6. Effective Date.** This ordinance or a summary thereof consisting of the title
248 shall be published in the official newspaper of the City, and shall take effect and be in
249 full force five (5) days after publication.

250
251 PASSED BY THE CITY COUNCIL, the _____ day of _____, 2015.

252
253 APPROVED:

254
255
256 _____
257 Nicola Smith, Mayor

258
259 ATTEST/AUTHENTICATED:

260
261
262
263 _____
264 _____
265 Finance Director

266
267 APPROVED AS TO FORM:

268
269
270 _____
271 Rosemary Larson
272 City Attorney

273
274 FILED WITH ADMINISTRATIVE SERVICES: _____

275 PASSED BY THE CITY COUNCIL: _____
276 PUBLISHED: _____
277 EFFECTIVE DATE: _____
278 ORDINANCE NUMBER: _____
279
280
281

282 On the _____ day of _____, 2015, the City Council of the City of
283 Lynnwood, Washington, passed Ordinance No. _____. A summary of the content of
284 said ordinance, consisting of the title, provides as follows:
285

286 AN ORDINANCE OF THE CITY OF LYNNWOOD,
287 WASHINGTON, RELATING TO SHIPPING CONTAINER'S
288 AS ACCESSORY STRUCTURES IN RESIDENTIAL
289 ZONES, AMENDING CHAPTER 21.02 LYNNWOOD
290 MUNICIPAL CODE (LMC), LMC 21.42.400, AND LMC
291 21.43.400, AND PROVIDING FOR SEVERABILITY, AN
292 EFFECTIVE DATE AND SUMMARY PUBLICATION.
293 .
294

295 The full text of this Ordinance will be mailed upon request.
296

297 DATED this _____ day of _____, 2015.
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300
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Shipping Containers in Residential Zones - Meeting Minutes Compendium

Excerpt – Planning Commission Meeting Minutes, January 22, 2015

Work Session 1. Code Amendment: Shipping Containers in Residential Zones (CAM-002289-2014)

Associate Planner Michelle Szafran reviewed the background on this ordinance. Per the direction of the Planning Commission, staff has considered both the City of Mountlake Terrace and the City of Edmonds' regulations for shipping containers. The City of Edmonds requires a design review process. Mountlake Terrace does not require design review, but requires that any structure in excess of 12 feet in height or 200 square feet in area shall feature exterior siding similar in appearance to and compatible with the building materials of the primary structure. The primary issue remains whether the bulky, industrial appearance of shipping containers will be consistent with the visual character of residential properties. The revised proposal allows the use of containers, but restricts them by size, location, appearance and number. Staff feels that the revised draft Ordinance would be more restrictive than the City of Mountlake Terrace and less restrictive than the City of Edmonds. Staff feels that the current proposal achieves a reasonable balance regarding the use of shipping containers upon residential property.

Commissioner Jones spoke in support of the Ordinance, but expressed several concerns. Starting on line 211 of page 51 it doesn't state the height restrictions of 12 feet which are listed in the staff report. He recommended clarifying that. He spoke against the architectural consistency requirement because he feels this basically says they need to have a shed. Additionally, he expressed concern that on lots that are a half-acre or more only one of these would be allowed, but someone who builds a shed could have as many as they want.

Commissioner Ambalada asked about safety precautions for children (such as locking mechanisms) with shipping containers. Associate Planner Michelle Szafran was not sure if that would be part of the Building Code. She noted there would still be a building permit approval required.

Commissioner Hurst asked if they are concerned at all about where these containers come from. He wondered if the age of the containers or the type of paint used on them would be factors to consider. He also asked if they should be fumigated and if any type of footing or foundation would be required. Director Krauss replied that the Building Code requires that the structures have an appropriate connection with the ground. Staff has no idea where the containers come from or the condition they are in, but they are definitely an industrial structure that would be used as an accessory structure on residential properties.

Commissioner Wojack stated that none of his neighbors want shipping containers allowed in residential areas. He asserted that they are not reusable. Based on his research, the average shipping container is made in Malaysia and costs \$3,000 for a 40-foot container. It is coated with a preservative that when removed by sandblasting gives you about 1,000 pounds of hazardous waste. The wood used in the base is a hard wood from Malaysia and is impregnated with chemicals to protect the wood. He commented that putting a roof and siding on them could not cover up the fact that it is a shipping container. He reviewed some of the historical uses of shipping containers as houses and noted that most banks will not finance these for use as houses. He spoke against allowing these at all in residential areas.

Commissioner Hurst asked where Commissioner Wojack got his information. Commissioner Wojack replied it was from two companies that build homes from shipping containers. He commented that the initial cost of materials is 40% cheaper, but installation costs a lot more because the work requires skilled tradespeople with experience working with shipping containers.

Commissioner Larsen asked what size accessory structures the City allows now. Staff replied that it is 120 square feet without a permit. Director Krauss replied that there is also a lot coverage requirement.

Commissioner Jones asked if houses built out of shipping containers are currently allowed. Staff replied they could be allowed. Commissioner Jones noted that there are companies out there that are manufacturing and selling new shipping containers as sheds. He wondered if those would be covered under this code. Associate Planner Szafran thought the definition would clarify that. Director Krauss commented that it is very difficult to write a code that deals with people determined to work around it. There are a number of cities that just outlaw these outright which was staff's initial recommendation to the Planning Commission based on what they thought the Council was asking for. He noted that it is still early in the evolution of alternative uses of shipping containers. He reviewed some of the ways these are being used elsewhere and that in Seattle's Wallingford neighborhood there are several new homes that appear to have used shipping containers or something similar. He reiterated that the reason staff brought this to the Planning Commission was the result of concerns heard at a Council meeting that the example in the City was an abusive one. It was intrusive in the neighborhood and didn't look good regardless of whether or not it was being used for legal purposes.

Commissioner Jones referred to the existing 40-foot shipping containers in the City and asked if those would be grandfathered in. Director Krauss confirmed that they would be, but the code would prevent new ones. Commissioner Jones asked if there is any way of getting those out legally. Director Krauss replied that there is not. They are privately owned; they have a building permit, they are now properly secured and wired. There is nothing from a code standpoint that the City can do to cause the removal of permitted containers already in the City.

Commissioner Larsen said he wouldn't want to just focus on the looks. He doesn't like how they are being used in Wallingford, but he thinks people have a right to freedom of expression. In terms of the way the City operates, he commented on the difficulty and possible toxicity of removing these containers by future homeowners. These structures are very difficult to deal with once they are installed.

Commissioner Hurst commented that a 10' x 20' container is 5,000 pounds. This would be an issue to get out of your backyard. He spoke against using these in residential areas. Vice Chair Braithwaite spoke in support of modern architecture, but commented on the importance of preventing eyesores in people's backyards and impacting neighbors. He spoke in support of a very restrictive ordinance like what Edmonds has.

Director Krauss pointed out that staff initially brought forward an ordinance that prohibited shipping containers in residential areas. Tonight they brought forward an ordinance as requested by the Planning Commission that allows shipping containers with some mitigation. He requested direction from the Planning Commission about where to go now.

Commissioner Larsen said that after further review of the issue he was not in favor of allowing these in residential zones. Commissioner Ambalada said she was supportive of allowing them in residential zones as a less expensive alternative form of housing with architectural design such as in San Francisco. Director Krauss commented that they are only talking about whether or not to allow these as accessory structures in residential areas. Commissioner Hurst spoke against allowing shipping containers to be used as accessory structures.

Commissioner Jones spoke in favor of allowing shipping containers to be used as accessory structures. He likes the City of Edmonds' ordinance which allows them, but requires design review. However, since this would create more work for staff he recommended allowing them as the ordinance suggests. Commissioner Wojack spoke against allowing these since most of his neighbors are against them, but recommended reviewing this again in a few years to see how the industry may have evolved. Vice Chair Braithwaite concurred with Commissioner Wojack. Director Krauss summarized that based on those comments, they would revert to the original ordinance, which prohibits shipping containers to be used as accessory structures in residential areas, and proceed to a public hearing.

Excerpt – Planning Commission Meeting Minutes, December 11, 2014

Work Session 2. Code Amendment: Shipping Containers in Residential Zones (CAM-002289-2014)

Associate Planner Michelle Szafran introduced the proposed code amendment which would prohibit the use of shipping containers in residentially-zoned properties as accessory structures. She explained this amendment is in response to complaints by Lynnwood residents regarding the use of these structures in their neighborhood. Staff feels these structures are not compatible with the residential character as they are more industrial in nature, and amending the current code to prohibit their use would be in the best interest of the residents.

Commissioner Jones asked about creating design guidelines for shipping containers rather than banning them outright. Associate Planner Szafran stated that currently there are no design guidelines for single family residential structures. This would require creating a new design review process. Commissioner Jones commented that he sees these as economical and he would be supportive of design guidelines such as no visible rust, not allowed in the front yard, etc. In addition to being more affordable than a shed, he feels these are “greener” because they are sturdy and reusable. Director Krauss commented that they did review some design codes, but essentially what they are doing is making it not look like a shipping container. He commented that the only known instance of a shipping container in Lynnwood’s residential areas is two 40-foot containers in the backyard of one property. He added that the use of containers is permitted in commercial zones--with the proper life-safety features addressed. Containers can be approved in commercial areas as part of the existing project design review (PDR) process for commercial development.

Commissioner Jones asked if aesthetics is the only issue. He thinks they look better than some sheds. Director Krauss noted it is possible to allow them, but they would have to institute a design review function for sheds. That is currently not part of the PDR process.

Commissioner Ambalada asked how many of these there are around Lynnwood. Associate Planner Szafran said they weren’t aware of many, but the ones they are aware of have generated enough citizen concern that staff felt it was important to address the issue. Director Krauss said they were just aware of the one lot with two containers, but there may be others. He explained that they are only dealing with storage containers being used as accessory buildings. If someone wished to build a house with storage containers and properly engineer it, it could be done. Commissioner Ambalada stated that some people use these for environmental purposes by culturing their waste products to create fertilizers. Director Krauss noted this would be okay on commercial property, but not in somebody’s backyard. Commissioner Ambalada spoke in support of regulating these for safety reasons, but didn’t think they could completely prohibit them. She recommended that permits be required. Director Krauss explained that the known ones, which were used to grow marijuana, were fully permitted. There is still a question about the legality of the marijuana grow operation, but that is a separate issue.

Commissioner Hurst asked if the dimensional data should be included in the code. Director Krauss stated that the definition being proposed is modeled after one that is fairly common among other jurisdictions. Commissioner Hurst said he didn’t think these belonged in residential areas.

Chair Wright spoke to the importance of not limiting the ability to have a sustainable resource used for a building material in the future. He reiterated that the intent of the ordinance is to prohibit the use of these as accessory buildings.

Commissioner Braithwaite spoke in support of the proposed ordinance as most often shipping containers are an eyesore. He commented that the definition might need to be tightened up since technically a cardboard box could fit the definition. He also referred to the Pod shipping containers which he has seen used as extra storage space by some people. He wondered if those would be encompassed by the

ordinance. Director Krauss thought those would be covered under the Nuisance code. There was discussion about when a temporary structure becomes an accessory accessory.

Commissioner Larsen said he likes how Mountlake Terrace handles this issue. If containers are allowed in the future, he is in support of limiting these to the backyard and limiting the height, but expressed concern about rodents living under them.

Commissioner Jones asked about a hypothetical use of a redesigned shipping container as a storage shed. There was discussion about when a shipping container ceases to be a shipping container and becomes a storage shed. Commissioner Hurst noted that this particular neighborhood referred to by staff has been trying to deal with this issue for months. He spoke to the need for a code in order to prevent this situation from happening again.

Commissioner Ambalada spoke against prohibiting storage containers in residential areas, but recommended creating regulations in order to allow them. Chair Wright expressed concern that someone could build a whole house out of these, but not a shed. Commissioner Braithwaite clarified that this ordinance is attempting to eliminate eyesores in neighborhoods. Director Krauss replied that it is actually to prevent similar situations from happening in the City. Commissioner Braithwaite recommended putting a maximum height on storage containers in backyards rather than prohibiting them.

Commissioner Ambalada expressed concern about these being prohibited because they are an eyesore. She related it to the mobile home issue and how people were vulnerable to losing their homes because others considered them eyesores. She stated that an eyesore is only an eyesore in the eye of the beholder. Director Krauss noted that Lynnwood determined it wasn't acceptable to stop mowing your lawn or to have cars parked on your front lawn. There are neighborhood standards that the City has decided to uphold. Where that line is is for the Council to ultimately determine. Ms. Szafran reiterated that this ordinance is only focusing on accessory structures, not residential structures.

Commissioner Jones commented on the restrictions they had for chicken coops and recommended something similar in terms of maximum size and setbacks. Commissioner Larsen spoke to the importance of preserving home values. He said he would like to see some level of architectural consistency. Commissioner Wojack recommended approving the ordinance as it is and bringing it back in two to three years for reconsideration. He doesn't think that either the shipping container modification industry or Lynnwood is ready to allow these yet. Commissioner Hurst said he liked how Everett or Edmonds handled this. He agrees that residential values need to be protected.

There was consensus to have staff go back and look at the codes for Edmonds, Everett, and Mountlake Terrace as examples of limited use with less than 120 square feet and less than 9 feet in height. Director Krauss recommended that staff rework this and come back in January.

Transportation Element Update

Agenda Item: E.1

Staff Report

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

Staff Contacts: Todd Hall, Community Development; David Mach / Jeff Elekes, Public Works

Summary

The purpose of this agenda item is to introduce the draft Transportation Element of the Comprehensive Plan for the Commission's initial review. This project is part of the 2015 Update of the Comprehensive Plan.

Action

Review the draft Element and provide direction to staff.

Background

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

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

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

GMA requires each jurisdiction to determine whether it can provide adequate transportation facilities and services, timed to serve the growth that it is required to accommodate.

Staff has provided an annotated, "track changes" version that readily identifies all edits proposed. Also provided is a "clean" version with changes incorporated and new formatting applied.

Previous Planning Commission / City Council Action

None specific to the Transportation Element.

Adm. Recommendation

Review the draft Element and provide direction.

Attachments

1. Summary of changes
2. Draft Transportation Element (clean version)
3. Draft Transportation Element (track-change and annotated version)

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DATE: February 19, 2014

AGENDA ITEM E.1

TO: Planning Commission

FROM: David Mach, Public Works
Victor Salemann, Transportation Solutions Inc.

RE: TRANSPORTATION ELEMENT – SUMMARY OF CHANGES

The table below provides a summary of the primary (i.e., more substantive) edits made to the Transportation Element for the 2015 Comprehensive Plan Update:

SECTION	AMENDMENT
Introduction	Minor Clarification of Facts. Added a list of specific GMA requirements related to the Transportation Element.
Goal	Updated the wording of the goal to better reflect the broad nature of this chapter.
Planning Context	Added list of specific GMA requirements related to the Transportation Element Updated to reflect Vision 2040 and Destination 2040, current Multi-County, and County wide Planning Policies.
Summary of Issues	Removed
Organization of the Element	The entire element was reorganized to follow the specific GMA requirements related to the Transportation Element <ul style="list-style-type: none">• An inventory• Adopted levels of service (LOS) standards for all arterials, transit routes and highways.• Identification of specific actions to bring locally-owned transportation facilities and services to established LOS.• A forecast of traffic for at least 10 years, including land use assumptions used in estimating travel• A projection of state and local system needs to meet current and future demand• A pedestrian and bicycle component.• A description of any existing and planned transportation demand management (TDM) strategies• An analysis of future funding capability to judge needs against probable funding resources• A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program.• If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met.• A description of intergovernmental coordination efforts
Inventory	<ul style="list-style-type: none">• Updated to reflect current City, State and Community and Sound Transit facilities• Removed programs not required for inclusion in the element
Level of Service	Retitled for consistency and minor edits to clarify Level of Service
Concurrency/SEPA	Text related to the administration of concurrency procedures

	removed for inclusion in a concurrency ordinance to be adopted concurrently with the update.
Travel Demand Forecasts	Clarified land use assumptions used in travel forecasting for: <ul style="list-style-type: none"> • 2014, • Pipeline (pending development) and • 2035
Actions Necessary to Meet LOS Standards	New section to summarize LOS and transportation improvements needed for: <ul style="list-style-type: none"> • 2014, • Pipeline, and • 2035 land use conditions.
Non-Motorized Transportation	<ul style="list-style-type: none"> • Maintained reference to the City’s Bicycle and Pedestrian Skeleton Systems.
Strategies for Reducing Travel Demand	<ul style="list-style-type: none"> • Expanded Commute Trip Reduction section • Added sections on TOD in the City Center and Alderwood Mall area
Multi-Year Financing Strategy	Renamed from Transportation Facility Plan for GMA consistency
Analysis of Future Funding Capability	Renamed from Existing Funding Sources for Transportation and updated to reflect current sources of transportation funding
Funding Shortfall Strategy	Clarified precedence of actions to address a shortfall
Intergovernmental Coordination And Impact Assessment	Added list of agencies that the city should continue to coordinate with

TRANSPORTATION ELEMENT

INTRODUCTION

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

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

The City's goal for the transportation system is:

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

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

PLANNING CONTEXT

GROWTH MANAGEMENT ACT

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

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

GMA sets forth the requirements for this element, including goals, inventories, levels of service standards, etc. This element has been developed to fully comply with those requirements, including

the "concurrency" requirement that requires a financial commitment in place to provide necessary transportation system improvements within six years for a new development.

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

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

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

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

REGIONAL PLANNING STRATEGY

VISION 2040's transportation section is structured around three broad areas: (1) Maintenance, Management, and Safety, (2) Supporting the Growth Strategy, and (3) Greater Options and Mobility. These policy areas address getting more out of current systems and past investments, the critical link

between transportation and land use, and an approach to improving mobility through a variety of viable travel choices.

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

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

VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From the materials we use in our jobs to the food we eat, the goods we transport use a complex system of roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and a major entry point into North America, the freight system in the Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private ownership.

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

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

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

VISION 2040 and the Metropolitan Transportation Plan are designed to address the region's transportation challenges in compliance with federal and state transportation, air quality, and growth management legislation.

VISION 2040 provides the policy framework and long-range direction for the region's functional transportation plan. That plan identifies priorities and action steps for the region's major investment decisions. Together, these long-range policy and action documents provide the mechanism through which the region coordinates its approach to transportation planning and makes challenging, fiscally constrained decisions about priorities and trade-offs.

Maintenance, Management, and Safety

VISION 2040 emphasizes efficient maintenance and management of the transportation system. Efficient management of existing transportation facilities and services can affect how well the region's transportation system performs. Federal transportation law and state transportation policy emphasize making maintenance, preservation, safety, and optimization of existing transportation infrastructure and services a high priority. These types of projects and programs are often the most cost-effective and help to ensure that current assets continue to function properly, in order to sustain regional mobility into the future.

System management strategies influence how different travel modes operate. They can increase the capacity of transportation facilities without adding major new infrastructure. Transportation system management activities include ramp-metering, priority lane access for transit and other high-occupancy vehicles, traveler information, incident management, traffic signal optimization, road or lane pricing, and advanced system technology. The Regional Council's Congestion Management

Process, developed in response to federal requirements, looks at where the region plans to grow, identifies congested and other problem areas, evaluates different approaches to providing relief, and provides input for developing solutions.

Transportation demand management is the term for strategies that influence how and when we travel. Specifically, demand management strategies aim to increase transit ridership, vehicle occupancy, walking, and bicycling, and reduce the duration of some trips — often by moving them to off-peak periods or eliminating them altogether. Demand management reduces the rate of growth — as well as the overall number — of people driving alone. This results in less traffic congestion, fewer vehicle emissions, and less fuel consumption.

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

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

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

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

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

Multicounty Planning Policies (MCP)

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Countywide Planning Policies (CPP)

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

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

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

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

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

TRANSPORTATION INVENTORY

LYNNWOOD STREETS

The City's arterial street network is classified into a hierarchy of four categories: Principal, Minor, and Collector Arterials, and Neighborhood Streets as shown on the Existing Street System Map (Figure x). There are approximately 9.7 miles of Principal Arterials, 18.1 miles of Minor Arterials, 19.3 miles of Collector Arterials and 54.3 miles of Neighborhood Streets located within the City.

Table x. Miles of Road by Type

Classification	Mileage	Percent
Principal Arterial	9.7	10%
Minor Arterial	18.1	18%
Collector Arterial	19.3	19%
Neighborhood Streets	54.3	54%
TOTAL:	101.4	100%

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

Source: Lynnwood Dept. of Public Works, 2008

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

Collector Arterials collect traffic from the neighborhood streets and convey it to the Principal and Minor Arterials. Collectors also serve as connections between the smallest areas within the City providing safe and reasonable access between neighborhoods. Table x shows the mileage for each type of arterial in Lynnwood. The Arterial Roadway System Plan (Figure x) shows the City's existing arterial street network.

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

STATE HIGHWAYS

Lynnwood has three Principal Arterials that are also state highways:

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

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

BRIDGES

The City is currently responsible for the maintenance and inspection of two bridges. They are the Scriber Creek Bridge at Wilcox Park, which has been closed to vehicular traffic since 1995, and the north bridge of the three bridges completed in 1999 that make up the Alderwood Mall Blvd. crossing

over 196th Street SW. All other bridges within the City are maintained by the Washington State Department of Transportation.

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

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

Table x: Sidewalk Mileage

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

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

INTERURBAN REGIONAL TRAIL

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

SIGNAL SYSTEM

The Existing Traffic Signals Map (Figure x) shows the locations of signals throughout Lynnwood. The City currently owns and operates 53 traffic signals. Eleven additional signals are operated through interlocal agreements with Mountlake Terrace and Edmonds.

The City has aggressively pursued new technologies to improve signal operation and to monitor traffic flow through the City. As of the end of 2008, the City has installed over 400 video detection cameras and has 48 Pan/Tilt/Zoom cameras for traffic signal monitoring.

The cameras are just one part of the Lynnwood Intelligent Transportation System (ITS) Program. This program is essentially a citywide computer network, using fiber optic cable, linking all of the traffic

signals to a central computer in City Hall. All of these components have been recently upgraded with the assistance of federal ITS grants. The Lynnwood ITS system will allow City engineers to monitor traffic, collect data, and reprogram signals all from the Traffic Management Center (TMC). In addition, many signal components can communicate their functioning status, allowing faster trouble shooting and repairs.

Since 2008, the city has accomplished the following technology projects to improve signal operation, respond to increasing demand at intersections, help with incident management, and provide information for management of regional emergencies and disasters:

- Fiber to 55 of 56 signals.
- PTZ Cameras at all 56 signals.
- Fiber to 5 of 5 WSDOT signals.
- Fiber to neighbor agencies Edmonds and Mountlake Terrace. Several signals in each jurisdiction and workstations in offices of traffic engineers were connected to Lynnwood's central traffic operations system.
- Fiber to Emergency Services Coordinating Agency (ESCA) in Brier and a shared fiber connection to Washington State Department of Emergency Management- Paine Field office.
- Constructed a Traffic Operations Center with office space for engineers and technicians, a console with video wall for incident management, technical space for testing signal cabinets, and an electronics laboratory for troubleshooting/repairing equipment and inventing new equipment.
- Battery backup and power conditioning with text message alerting for all Lynnwood signals.
- Began upgrading MMU's (conflict monitors) for all signals to accommodate Flashing Yellow Arrow and monitor LED failure.
- Began replacing visible spectrum detection cameras with infrared to detect vehicles in low visibility conditions.
- Central integration of video detection system to monitor status, provide reports, and send alerts of detection problems.
- Upgraded all server hardware, all network equipment, and all fiber transceivers at central and field locations.
- Upgraded all emergency vehicle pre-emption cards in signals to accommodate ID lockout and support GPS pre-emption/priority requests.
- Central integration of EVP field device programming, status monitoring, and reporting.
- Installed in-pavement wireless advanced detection at five locations where video detection was not feasible.
- Built two interactive public kiosks for live traffic information including video at all Lynnwood signals, selected WSDOT signals, and selected signals in Edmonds and Mountlake Terrace.
- Installed two speed feedback signs.
- Equipped all public school speed zones with beacons programmable through cell phone network and Internet.

- Various in-house projects to integrate disparate systems of field devices to achieve new or enhanced function, exchange data, or sense and report a condition.

TRANSIT

Community Transit

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

Local Transit Routes

SWIFT BRT Service on SR 99

In-County Commuter Routes (Boeing)

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

Commuter Service to the University District (University of Washington)

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

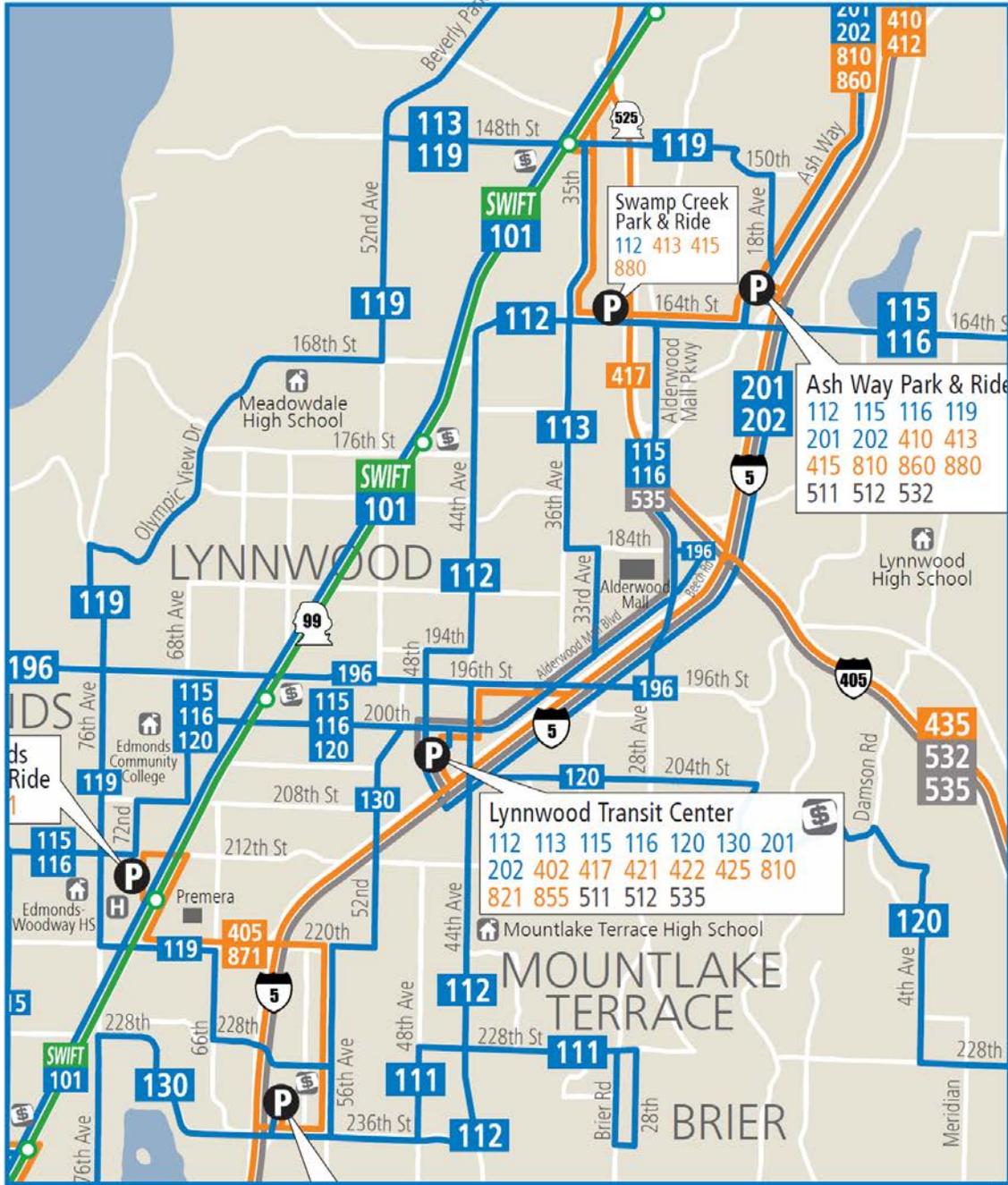
Community Transit routes in effect as of February 2015 are shown in the following figure.

Community Transit System Map

Lynnwood detail



For a complete Community Transit system map, go to www.communitytransit.org/busservice/systemmaps



Lynnwood Transit Center

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

Routes serving the site include:

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

Amenities on the site include:

- 1,368 parking spaces
- Bicycle racks and lockers
- Restrooms
- Pay phones
- Public art
- Ride store

Park and Rides near City Limits

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

Sound Transit

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

LEVEL OF SERVICE STANDARDS

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

LEVEL OF SERVICE FOR STATE OWNED TRANSPORTATION FACILITIES

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

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

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

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

LEVEL OF SERVICE FOR CITY ARTERIALS

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

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

Table x. Level of Service Criteria

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

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

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

The level of service for streets in Lynnwood is generally determined by the intersections that control through travel; however, this presumes compliance with design standards to assure that the full

potential of the street between intersections is maintained to serve traffic through major intersections, and to provide appropriately for pedestrian, bicycle, and transit modes.

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

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

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

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

LEVEL OF SERVICE FOR TRANSIT FACILITIES

Community Transit

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

Sound Transit

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

CONCURRENCY MANAGEMENT

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

When a significant development is proposed, the number of new trips generated is simply added to the Transportation Model for the concurrency pipeline case including all previous development proposals

under review. If the model shows that the development does not bring the percentage of remedial intersections above 20%, the development is considered to have passed Concurrency. The development would pay its calculated mitigation fee (traffic impact fee) and the model is then updated to add the new trips into the background for future tests.

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

SEPA REVIEW

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

Concurrency Mitigation

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

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

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

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

1. **Transit Service:** Mitigation projects would include possible bus pullouts, transit stop improvements, better access routes to bus or a TDM program for the project. Projects could be both adjacent to the development and citywide.
2. **Pedestrian and Bicycle Facilities:** Pedestrian and bicycle facilities promote use of alternative modes of transportation thereby reducing vehicular trips. Improve sidewalk connections, new sidewalk routes and safer highway crossings could be used to promote

pedestrian use. Shoulder pavement and revised channelization could assist bicyclists. Onsite storage facilities would promote use of bicycles.

3. **Safety:** Safety concerns within the city should be evaluated and projects selected that would reduce accidents and speed traffic. Improvements could reduce drivers' concerns at certain locations and encourage possible alternative routes.
4. **Street Circulation:** The overall street circulation would be looked at and projects developed that could change existing traffic patterns. Access points may change, turn lanes can be added or small street segments can be added or modified. If projects can be identified that will improve the transportation system, by reducing overall trips on the system or increasing system capacity, the impact of the development can then be reduced. An agreement with the project proponent as to scope of projects, development review and code compliance for site improvements could mitigate impacts.
5. **Transportation Demand Management:** As a mitigation measure, the developer may establish transportation demand management (TDM) strategies to reduce single occupant vehicle (SOV) trips generated by the development. The developer shall document the specific measures to be implemented and the number of trips generated by the development to be reduced by each measure. The environmental review may require performance monitoring and remedial measures if the TDM strategies are not successful in obtaining the predicted reduction in peak hour trips.

TRAVEL DEMAND FORECASTS

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

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

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

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

LAND USE ASSUMPTIONS

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

1. The City of Lynnwood has the largest concentration of employment and housing in Southwest Snohomish County, including a designated Regional Growth Center.

2. High-density development, including increased densities in the City Center and Alderwood Mall areas, will influence the need for improved transit, vehicular and non-motorized transportation options.
3. The Highway 99 Mixed Use nodes will create higher density urban centers and will support expanded services by transit providers, especially near Sound Transit’s SWIFT stations.
4. The future light rail stations developed by Sound Transit will create both opportunities and challenges. Development opportunities will be created by the increased land values and non-motorized accessibility near the urban stations, while traffic and parking challenges will be created by those commuters living outside the city and parking at the transit facilities served by park and rides.
5. While growth will be primarily focused within urban centers, non-motorized routes including bicycle and pedestrian links connecting existing neighborhoods to urban centers and transit facilities, will be important to create a connected community.

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

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

Table x. Citywide Dwelling Units and Employment in Pipeline Conditions

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

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

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

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

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

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

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

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

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

Table x. Citywide Dwelling Units and Employment in 2035

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

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

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

ACTIONS NECESSARY TO MEET LOS STANDARDS

SIX-YEAR TRANSPORTATION PROJECTS

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

TRANSPORTATION SYSTEM NEEDS TO ACCOMMODATE EXISTING TRAVEL DEMAND

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

Table x shows the intersections that have LOS below the City's LOS standard for the existing condition in the PM peak hour. Most stop-controlled deficient intersections will be improved by future TIP projects. Some of the deficient signals could be improved by re-optimizing the signal timing and splits.

Table x. Citywide Intersection LOS Deficiencies in Existing PM

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

TRANSPORTATION SYSTEM NEEDS TO ACCOMMODATE NEAR TERM “PIPELINE” TRAVEL DEMAND

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

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

Those improvement projects are listed in Table x and shown in Figure x.

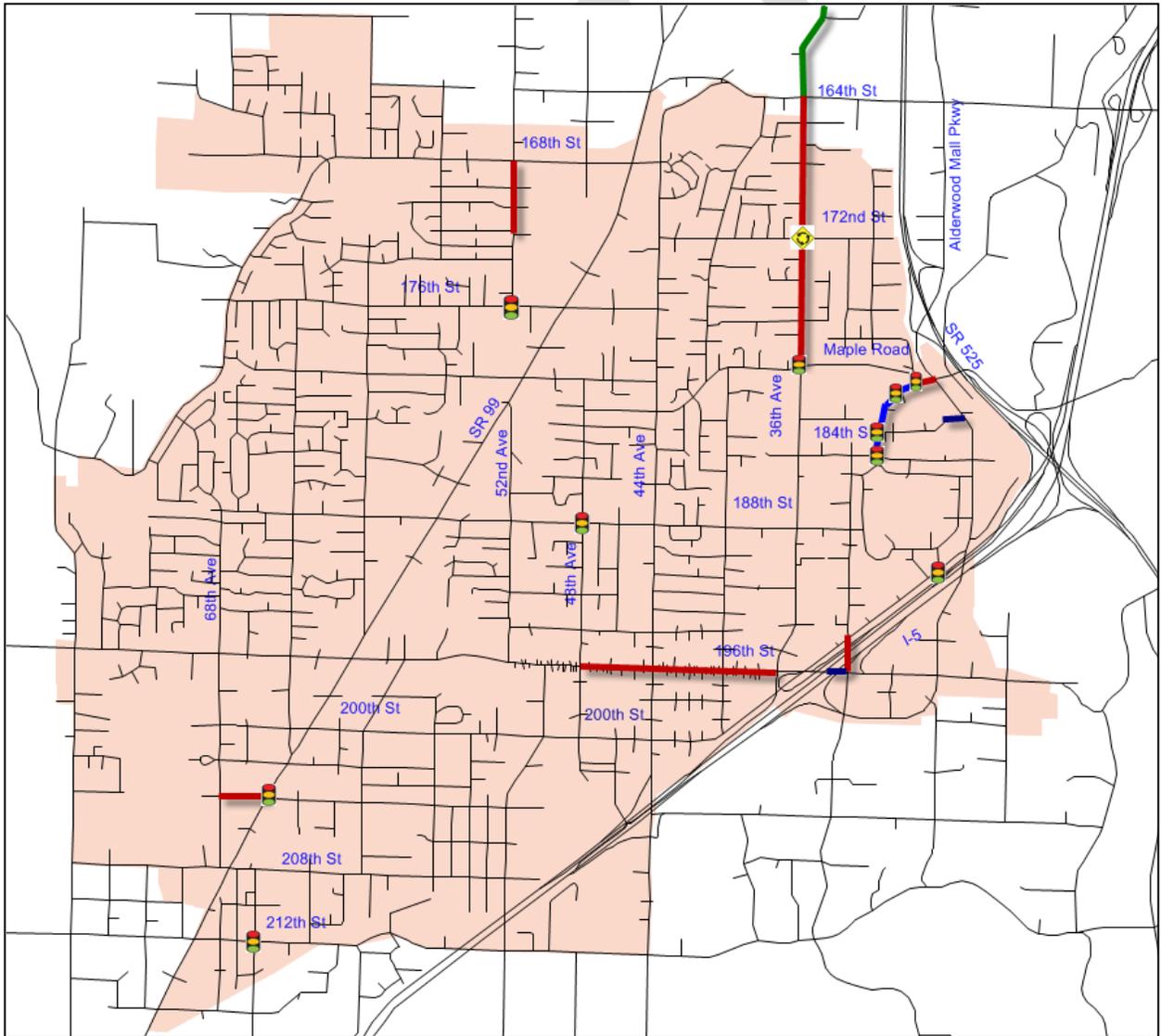
Table x. Short-Term Improvement Projects Added in Pipeline Demand Model

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

Project Type	No.	TIP#	Project Title
			Bypass
	17		EB left-turn movement at Poplar Way Ext./196th Street SW prohibited
	18	52	A new traffic signal installed at 52nd Avenue W/176th Street SW
	19	14	A new traffic signal installed at 48th Avenue W/188th Street SW
	20		A new traffic signal installed at SR 99/204th Street SW
	21	15	A new traffic signal installed at 66th Avenue W/ 212th Street SW

¹Alderwood Mall Parkway (AMP)

²Alderwood Mall Boulevard (AMB)



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

Table x. Citywide Intersection LOS Deficiencies in Pipeline PM

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

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

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

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

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

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

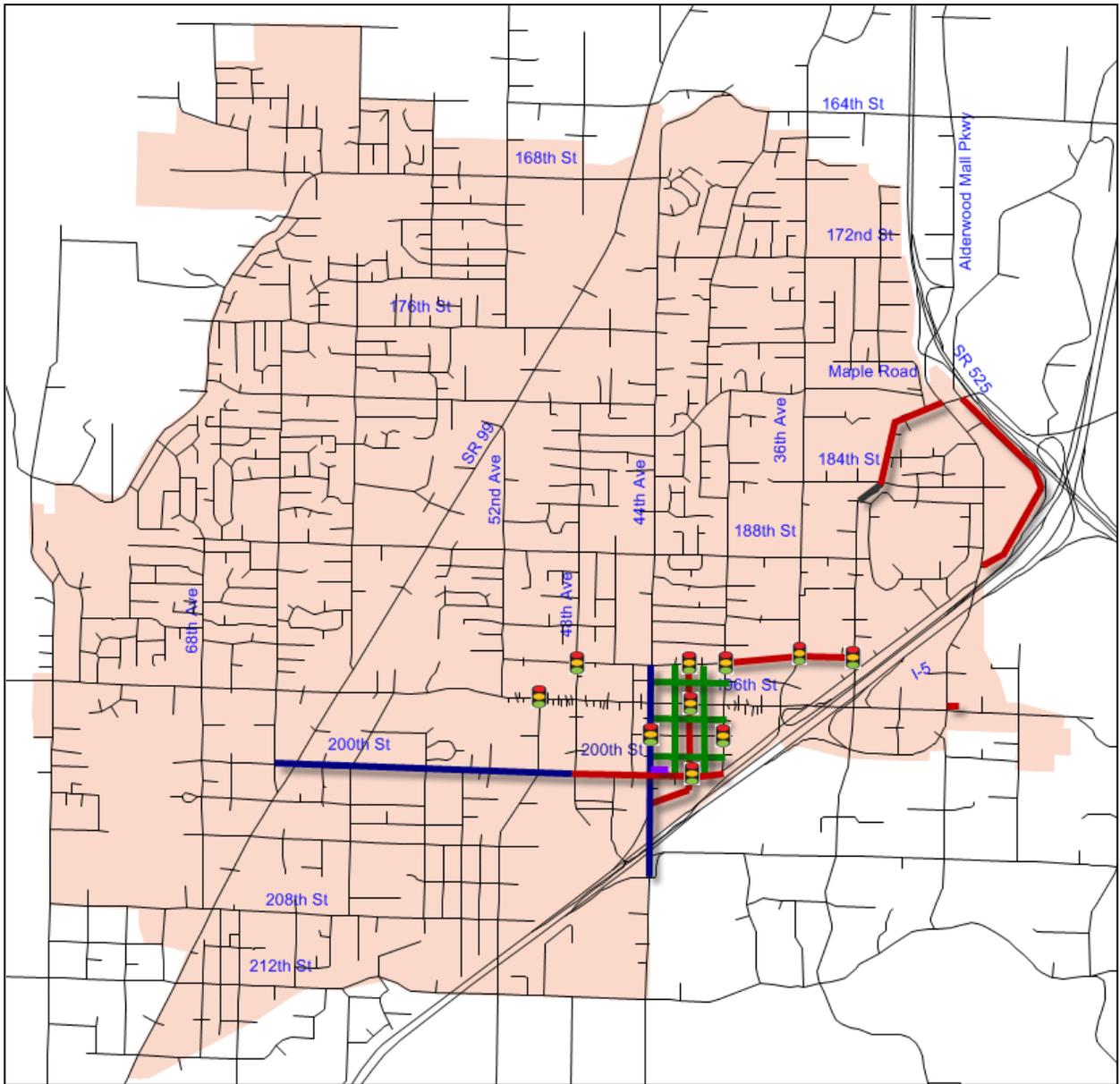
The additional improvements beyond the pipeline condition assumed to be completed by 2035 are shown in Figure x.

Table x. Long-Range Transportation Improvement Projects Included in 2035 Demand Model

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

¹Alderwood Mall Boulevard (AMB)

²Alderwood Mall Parkway (AMP)



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

Table x. Citywide Intersection LOS Deficiencies in 2035 PM

Int. #	Intersection	LOS Standard	Traffic Control	LOS	Delay (sec/veh)	Potential Mitigation
14	196th St SW& 76th Ave W	D	Signal	F	135.6	Tolerate
72	Maple Rd/Alderwood Mall Pkwy	D	Signal	F	84.1	Tolerate
53	188th St SW/33rd Ave W	D	Signal	E	77.1	Tolerate
56	188th St/44th Ave	D	Signal	E	66.8	Tolerate
15	188th St SW/SR 99	D	Signal	E	76.0	Tolerate
74	Alderwood Mall Blvd/33rd Ave W	D	Signal	E	76.7	Tolerate
29	196th St/40th Ave W	E	Signal	F	83.4	Tolerate
2011	196th St/42nd Ave W	E	Signal	F	82.3	Tolerate
4	196th St/44th Ave W	E	Signal	F	105.3	Tolerate
16	196th St SW& SR 99	D	Signal	F	90.5	Tolerate
17	200th St SW/SR 99	D	Signal	E	70.1	Tolerate
61	212th St SW/44th Ave W	D	Signal	E	67.9	Tolerate
64	212th St SW/52nd Ave W	D	Signal	F	148.1	Tolerate
19	212th St SW/SR 99	D	Signal	E	64.8	Tolerate
95	196th St/56th Ave W	D	Two-Way Stop	E	36.6	Tolerate
63	208th St SW/52nd Ave W	D	Two-Way Stop	E	41.9	Tolerate
839	212th St SW/61st PL	D	Two-Way Stop	F	140.5	Tolerate
891	Maple Rd/Ash Way	D	Two-Way Stop	F	9999.0*	Tolerate or signalize

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

PROJECTED STATE NEEDS

Lynnwood has three Principal Arterials that are also state highways:

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

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

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

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

NON-MOTORIZED TRANSPORTATION

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

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

PEDESTRIAN AND BICYCLE SKELETON SYSTEMS

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

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

- Proximity to schools, designated school walk routes.
- Proximity to Senior Services.
- Proximity to stores, businesses, etc.
- Proximity to parks, trails and open space.
- Roadside safety elements/obstacles.
- Mid-block crossing safety.
- Proximity to federally designated low income census tracts
- Proximity to bus stops, bus routes.
- Pedestrian usage trends.
- Accident history.
- Neighborhood Connector.
- Presence of existing sidewalk/walkway on one side of street.
- Type of street – Principal, Minor, Collector Arterial, Residential
- Traffic volumes and speeds.
- Size of missing segment of walkway.
- Type of walkway in vicinity - concrete, asphalt, gravel

- Presence of ditches and/or other roadside obstacles.
- Right of way necessary to construct improvements.
- Potential for redevelopment of segment by private developer or capital project.
- Potential for other funding sources.
- Active Neighborhood groups

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

STRATEGIES FOR REDUCING TRAVEL DEMAND

Commute Trip Reduction

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

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

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

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

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

1. Developed Commute Trip Reduction programs by the completion of employee surveys, and assigning and training Employee Transportation Coordinators (ETC).
2. Conducted on-site employee educational efforts, e.g., CTR fairs, newsletters, voice mail reminders, to name only a few educational activities.
3. Placed "Commuter Option Boards" (information boards with bus schedules, carpool and vanpool information and other materials) in highly visible locations on-site.

4. Offered incentives to employees to not drive their cars by themselves to work, e.g., subsidized bus passes, vanpool subsidy.
5. Reviewed the feasibility of offering work schedule modifications.

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

Transit Oriented Development (TOD) City Center Subarea

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

Transit Oriented Development (TOD) Alderwood Mall Subarea

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

MULTI-YEAR FINANCING STRATEGY

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

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

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

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

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

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

ANALYSIS OF FUTURE FUNDING CAPABILITY

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

1. HUD Block Grants: Federal funds used for sidewalks and compliance with Americans with Disabilities Act.
2. Hazardous Elimination and Safety Program (HES): Federal gas tax funds used to eliminate hazards on the transportation network.
3. Transportation Improvement Board Urban Sidewalk Program provides funding for projects that address safety, access to generators, and system connectivity. All projects must be transportation related on a federally classified route and be consistent with the American with Disabilities Act (ADA).
4. Transportation Improvement Board Urban Arterial Program funds projects in the areas of Safety, Growth and Development, Mobility, and Physical Condition.
5. Public Works Trust Fund (PWTF): A State sponsored loan program requiring repayment using local funds for a specific project.
6. General Obligation Bonds: Bonds supported by the City's general fund for repayment.
7. Revenue Bonds: Bond financing requiring a dedicated source of tax revenue.
8. Developer Contribution: TrIF funds supplied by the developer.
9. Local Improvement District (LID): Special taxing district of established by those parties most affected by the improvement.
10. Washington State Department of Transportation (WSDOT): WSDOT is responsible for the maintenance of State facilities within the City limits. They may also be a funding partner for major improvements to state facilities.
11. Moving Ahead for Progress in the 21st Century (MAP-21) Federal gas tax grants for transportation projects.
12. Arterial Street Funds: State gas tax funds distributed to cities on a per capita basis restricted to the construction and improvement of designated arterial roads.
13. Interlocal Agreement: Agreements between government agencies.
14. Commute Trip Reduction planning funds: State funding to support the planning in meeting the state Commute Trip Reduction Act.
15. DCTED Community Development Grant: State funding to support community improvements that link transportation with land uses.
16. Sound Transit (ST) - Transit Development Funds: Regional funds dedicated to support transit station development and other land uses related to the Regional Transit plan, Sound Move.
17. The City TBD Board adopted TBD Ordinance #2 enacting a \$20 vehicle registration fee (for each eligible vehicle registered in Lynnwood). The \$20 vehicle registration fee went into effect on July 1st 2011 and generates approximately \$500,000 annually for transportation projects. This fee could be increased with voter approval

TRAFFIC IMPACT FEES

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

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

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

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

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

FUNDING SHORTFALL STRATEGY

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

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

As development proceeds, it is expected that the City will continue to identify and secure the financial resources needed to implement the transportation plan in support of the adopted land use plan.

However, many factors related to facility planning and funding are beyond the City's immediate control, such as the growth in traffic from areas outside the City, general availability of grant revenues at the regional and state level, fluctuations in local revenue, and broad changes in society's travel patterns.

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

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

INTERGOVERNMENTAL COORDINATION AND IMPACT ASSESSMENT

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

- WSDOT
- Snohomish County
- Neighboring Cities
- Snohomish County Infrastructure Coordinating Committee (ICC)
- Regional Project Evaluating Committee (RPEC) at PSRC
- Snohomish County Committee for Improved Transportation (SCCIT)
- WSDOT quarterly meetings
- Snohomish County Tomorrow (SCT).
- Sound Transit

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

GOAL

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

STREET SYSTEM

- Policy T-1** Provide a City system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.
- Strategy T-1.1** Monitor traffic patterns and accident histories to formulate solutions that reduce the potential for serious accidents. In cooperation with the Police Department, analyze statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.
- Strategy T-1.2** Conduct bi-monthly meetings of the traffic safety committee to evaluate proposals for traffic system improvements.
- Strategy T-1.3** Work with communities to evaluate traffic problems and provide appropriate traffic calming solutions based on available funding and relative need.
- Strategy T-1.4** Provide for the inspections of City owned bridges as required by Federal and State law.
- Strategy T-1.5** Recommend an annual overlay program supported by the City's Pavement Management System. Identify the implications of deferred maintenance if funding levels fall below recommended levels.

TRAFFIC SIGNAL SYSTEM

- Policy T-2** Operate and maintain a traffic signal system that provides safe movement through intersections and a responsive level of service during off peak hours for the residents moving within the City limits.
- Strategy T-2.1** Review status of all existing traffic signal equipment on regular basis (i.e. traffic signal rebuild program) and prepare the annual budget with recommended improvements and/or replacements.
- Strategy T-2.2** Operate, maintain and enhance the Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.

PUBLIC TRANSIT SYSTEM

- Policy T-3** Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.
- Strategy T-3.1** Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.

- Strategy T-3.2** Continue working with Sound Transit on the development of the improvements to the Park and Ride Lot and future urban stations in City Center and the mall subarea.
- Strategy T-3.3** Work with the transit providers to develop an operational procedure for the use of transit signal priority during peak travel hours. (ongoing)
- Strategy T-3.4** Monitor public transit operations through the City and the related impacts to east-west mobility and traffic progression during peak travel hours.
- Strategy T-3.5** Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development.
- Strategy T-3.6** Insure that Sound Transit’s approved light rail service under ST 2 to Lynnwood includes one light rail station in the Core District of the City Center, serving the City Center, and a separate station at the Lynnwood Transit Center, serving commuters. Lynnwood will partner with Sound Transit to implement and secure funding for this extension. Construction of the City Center station should be completed within the original 2023 timeframe.
- Strategy T-3.7** The City will work with ST, Snohomish County and SW Cities to select a route and station locations for completing the line to Everett. The City will also work with these parties to advance funding for this project by bringing “ST3” to the voters as soon as feasible. An urban station near the Alderwood Mall should be included in the route to support additional residential densities and mixed use around the mall.

NON-MOTORIZED TRANSPORTATION SYSTEMS

- Policy T-4.1** The City will strive to complete an integrated safety-orientated pedestrian, school walkway and bicycle system to provide mobility choices, reduce reliance on vehicular travel and provide convenient access from residential areas to schools, recreational facilities, services, transit and businesses.

- Strategy T-4.1** Develop an integrated non-motorized “skeleton” transportation system of sidewalks and bicycle facilities that link neighborhoods, businesses, parks, schools and activity centers.
- Strategy T-4.2** Establish clear policies and priorities to guide the planning for and construction of public sidewalks throughout the City.
- Strategy T-4.3** Public sidewalks on project frontages shall be required of all new development, including residential subdivisions.
- Strategy T-4.4** Non-motorized facilities shall be included in the design and construction of all future arterial streets.
- Strategy T-4.5** The highest priority for public walkways on non-arterial streets shall be those that connect parks, recreational areas, schools or other public facilities, or that are needed to correct a unique safety concern(see list of criteria previously listed in the Non-Motorized Facilities section).

- Strategy T-4.6** The City shall provide public walkways within residential neighborhoods only when funded through a Local Improvement District (LID), grant, participation program or other private funding sources.
- Strategy T-4.7** Paved pedestrian walkways should be provided on corner development sites from street to building entrances to encourage walking between businesses, especially at signalized intersections, to reduce development traffic impacts.
- Strategy T-4.8** A safe, well lit pedestrian walkway network should be provided throughout commercial development sites.
- Strategy T-4.9** At appropriate locations, walkways should be extended to the edge of development sites to connect to existing walkways on adjacent property or allow for future connections when adjacent property is developed or redeveloped.
- Strategy T-4.10** Street right-of-way adjacent to development sites should be fully improved to current City standards, including the provision of sidewalks, to reduce traffic impacts.
- Strategy T-4.11** Existing streets lacking sidewalks, shoulders, or other features required of new streets shall be upgraded to full standards on a priority basis that considers at least traffic volumes, safety concerns, and non-motorized activity levels.
- Strategy T-4.12** The Municipal Code requires installation of public improvements as part of development or redevelopment of property. In some cases, the requirements of Code may not prescribe sufficient improvements to adequately address issues related to traffic, access, connectivity, pedestrian facilities, bike facilities, etc. that may be needed to support, sustain and serve the development and surrounding community and mitigate the impacts of the development. In such cases, the City may require additional improvements and/or other mitigation, provided that such requirements are related to the impact of the proposed development and the costs of the improvements and/or mitigation is generally consistent with the relative scale and potential impact of the development on the existing transportation system and infrastructure.
- Strategy T-4.13** The City will develop funding policies that support construction of a minimum, “skeleton system” of non-motorized improvements.
-
- Strategy T-4.14** Continue the program of linking schools and parks with sidewalks in accordance with a prioritized master plan.
- Strategy T-4.15** Review and update the City's sidewalk program each year prior to budget development.
- Strategy T-4.18** City shall evaluate codes with regards to operation and maintenance of sidewalks and develop the appropriate policies to ensure adequate, long-term maintenance of facilities.
- Strategy T-4.19** City should continue its public outreach program to educate residents about the benefits of walking, biking, and physical exercise.

CONSISTENCY AND CONCURRENCY

- Policy T-5** The City will have a transportation plan that is consistent with and supportive of the land use plan, and that assures the provision of transportation facilities and

services concurrent with development, which means the improvements or strategies are in place at the time of development, or that a financial commitment is in place to provide the needed facilities within the next six years.

-
- Strategy T-5.1** Adopt a concurrency ordinance meeting the requirements of RCW **XX.XX.XX**
- Strategy T-5.2** The level of service for non-City Center arterials and non-State Highways is established as LOS “D” during the PM peak hour. The City Center is expected to operate with more congestion. Not only are there more trip ends per acre in the City Center, there are more opportunities to move about without a car. Businesses are closer together, making walking easier, and transit service is more frequent. The level of service for the City Center is established as LOS “E” during the PM peak hour.
- Strategy T-5.3** The transportation impacts of projects already permitted, under construction or otherwise legally vested prior to adoption of the new concurrency ordinance will be evaluated and mitigated in accordance with the City's policies and procedures.
- Strategy T-5.4** The LOS for City arterials takes into consideration the need to protect neighborhoods from excessive pass through traffic.
- Strategy T-5.5** Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create ^{adverse} traffic impacts should include measures demonstrated to mitigate those impacts.
- Strategy T-5.6** Maintain the City’s traffic model for various planning purposes. Review land use changes and development patterns on a continuing basis for additions or changes to the assumptions used in the traffic model. Re-calibrate the base year model at least every five years. Maintain a concurrency pipeline model that is regularly updated to account for all development activity on a continuing basis, to give a short-range forecast useful for six-year priority programming. Update the 20-year forecast model at least every five years, to maintain the 20-year improvement list and related plans.

SYSTEM MANAGEMENT AND SAFETY

- Policy T-6** Maximize the functionality and safety of the local circulation system to guide the design of all transportation facilities, incorporating new materials and technology and responding to the needs of neighborhoods, visitors and businesses.
-
- Strategy T-6.1** Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.
- Strategy T-6.2** Driveways shall be located to provide adequate sight distance for all traffic movements and not interfere with traffic operations at intersections.
- Strategy T-6.3** On-site traffic circulation shall be designed to ensure safe and efficient storage and movement of driveway traffic.
- Strategy T-6.4** **This is not always the right answer. May want to revise to.** Driveway access onto all classifications of arterial streets should be located to minimize impacts on the adjacent street system.

- Strategy T-6.5** Shared vehicle access between adjacent commercial and industrial development sites should be provided where feasible or provisions made to allow for future shared access to reduce development traffic impacts on adjacent streets.
- Strategy T-6.6** Access to properties should be oriented away from properties that are used, zoned or shown on the Comprehensive Plan less intensively.
- Strategy T-6.7** Enhance the safety of residential streets and the livability of neighborhoods.
- Strategy T-6.8** Non-local and bypass traffic on local neighborhood streets shall be discouraged. Discourage through traffic on local access streets.
- Strategy T-6.9** Traffic calming measures and innovative street design features shall be required where traffic analysis indicates that a development will introduce traffic on local streets that exceeds the design volume of the local street.
- Strategy T-6.10** Local street networks shall be linked through subdivisions to provide efficient local circulation, as appropriate.
- Strategy T-6.11** Place high priority on the access needs of public safety vehicles.
- Strategy T-6.12** Encourage directing increased traffic volumes onto streets with sufficient capacity to provide safe and efficient traffic flow or where adequate traffic improvements will be provided in conjunction with the development, require adequate vehicular and non-motorized access to new developments, and minimize non-motorized - vehicular conflict points.
- Strategy T-6.13** Encourage land uses (in designated areas) that would generate relatively low volumes of traffic, or complementary peak traffic periods, or would have the potential to increase the use of public transportation systems.
- Strategy T-6.14** Institute **DONE?** a citywide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.
- Strategy T-6.15** Existing curb cuts and parking areas shall be consolidated during development and redevelopment to the greatest extent possible.
- Strategy T-6.16** Ensure that all transportation facilities will accommodate the needs of physically challenged persons. **DUPLICATED BELOW**
- Strategy T-6.17** Require the construction and operation of transportation facilities and services to meet the standards of the Americans with Disabilities Act (ADA). Reference transition plan for the City

ENVIRONMENTAL FACTORS

- Policy T-7** Minimize the impacts of the transportation system on the City's environment and neighborhood quality of life.
-
- Strategy T-7.1** Minimize consumption of natural resources and reduce carbon emissions through the efficient coordination of traffic flow, the promotion of non-motorized alternatives, and the use of public transit.
- Strategy T-7.2** Minimize spillover parking from commercial areas, parks and other facilities encroaching on residential neighborhoods.

- Strategy T-7.3** Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as residential streets.
- Strategy T-7.4** Develop a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets.
- Strategy T-7.5** Design new residential streets to discourage cut-through traffic, while providing for connectivity.

FUNDING

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

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

SUPPORT IMPLEMENTATION OF SUBAREA PLANS

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

- Strategy T-9.1** Develop a schedule and funding plan for City Center infrastructure projects and implement the Plan.
- Strategy T-9.2** Work with appropriate community stakeholders to develop effective means to support implementation of the Edmonds Community College Master Plan and the plan for the surrounding neighborhood.

FACILITATE INTERGOVERNMENTAL COORDINATION

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

- Strategy T-10.1** Attend regular meetings of long-standing forums such as Snohomish County Infrastructure Coordinating Committee (ICC), Regional Project Evaluating Committee (RPEC) at PSRC, and Snohomish County Committee for Improved Transportation (SCCIT), WSDOT quarterly meetings and Snohomish County Tomorrow (SCT).
- Strategy T-10.2** Participate in special purpose sub-regional and regional forums convened to deal with specific issues of concern to Lynnwood.

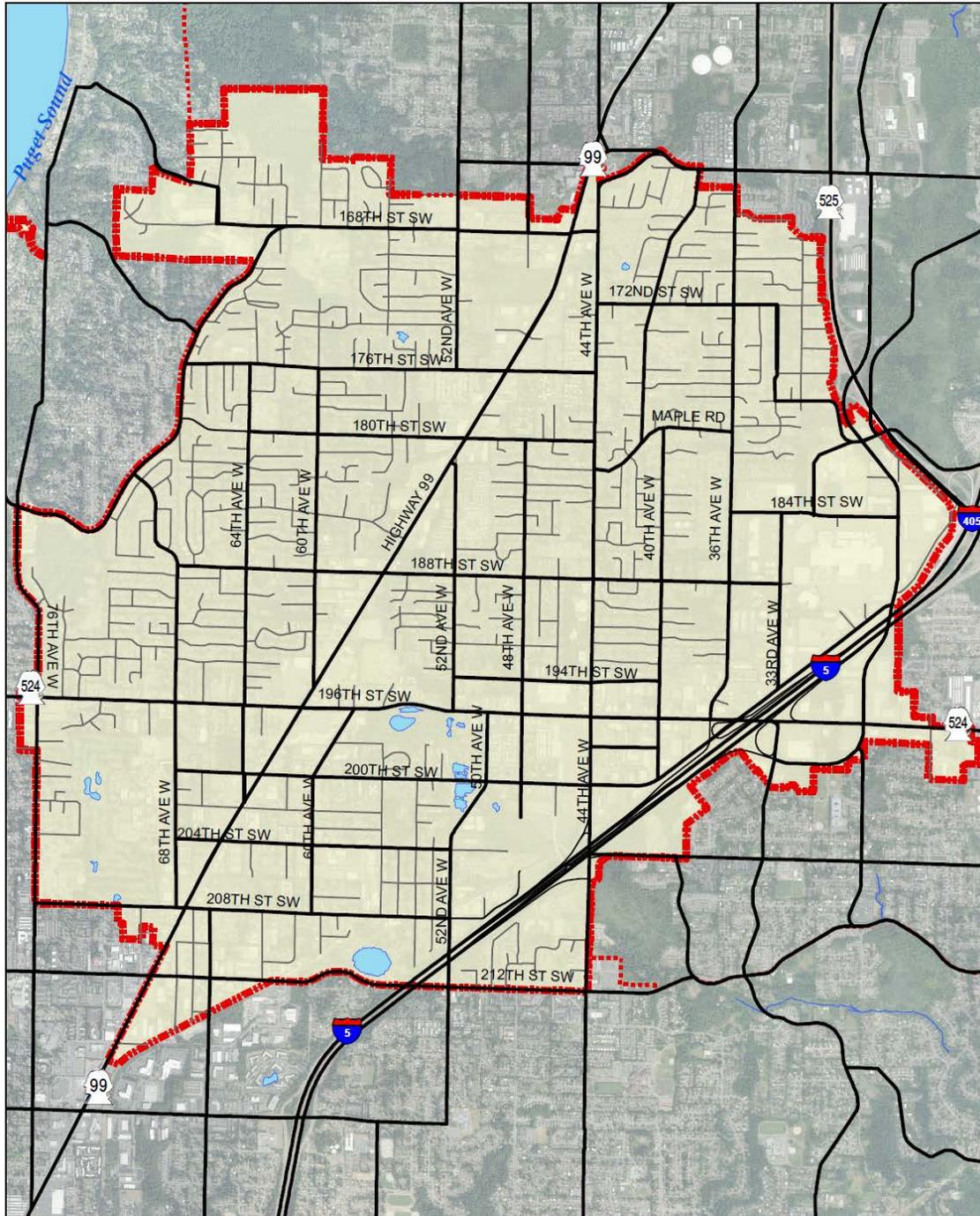
SUSTAINABLE TRANSPORTATION

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

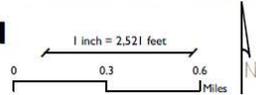
Transportation Element Maps (on following pages):

- Existing Street System Map
- Arterial Roadway System Plan
- Pedestrian Skeleton System
- Bicycle Skeleton System
- Existing Traffic Signals Map
- Existing Transit System
- Locations of Future LRT Stations (conceptual)

20-year List – follows maps.



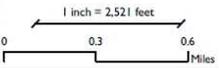
**2015 COMPREHENSIVE PLAN
EXISTING STREET SYSTEM**

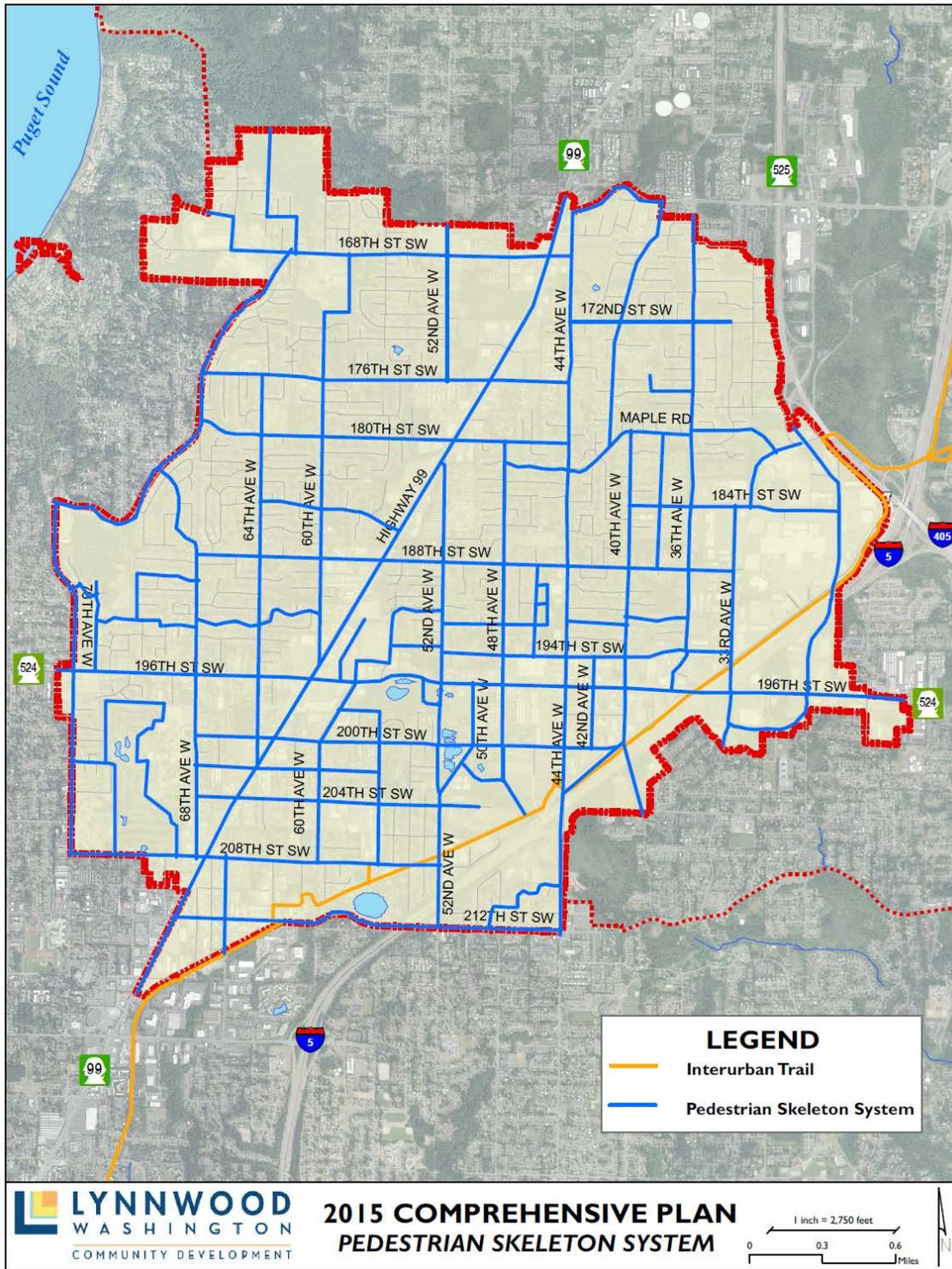


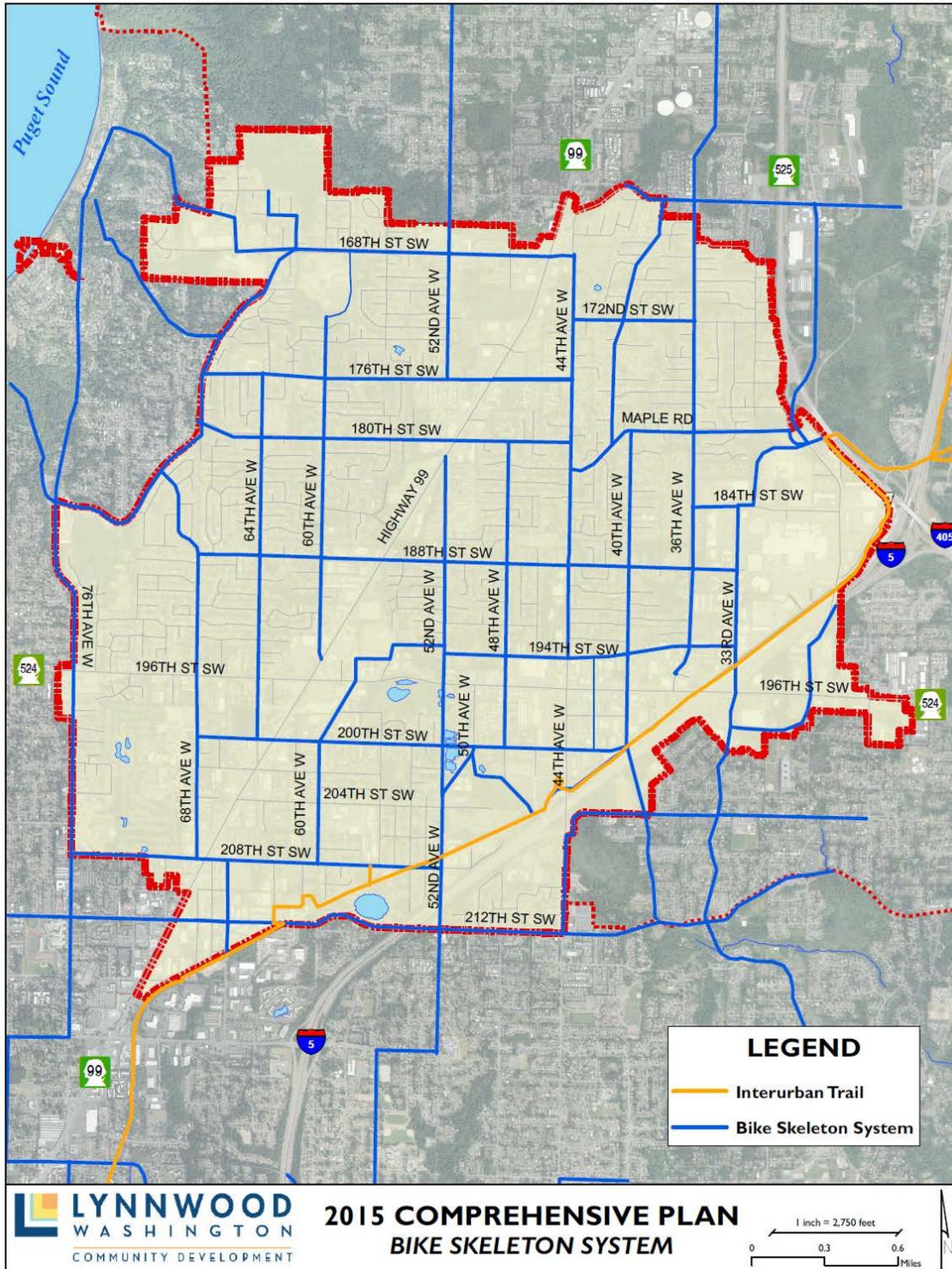


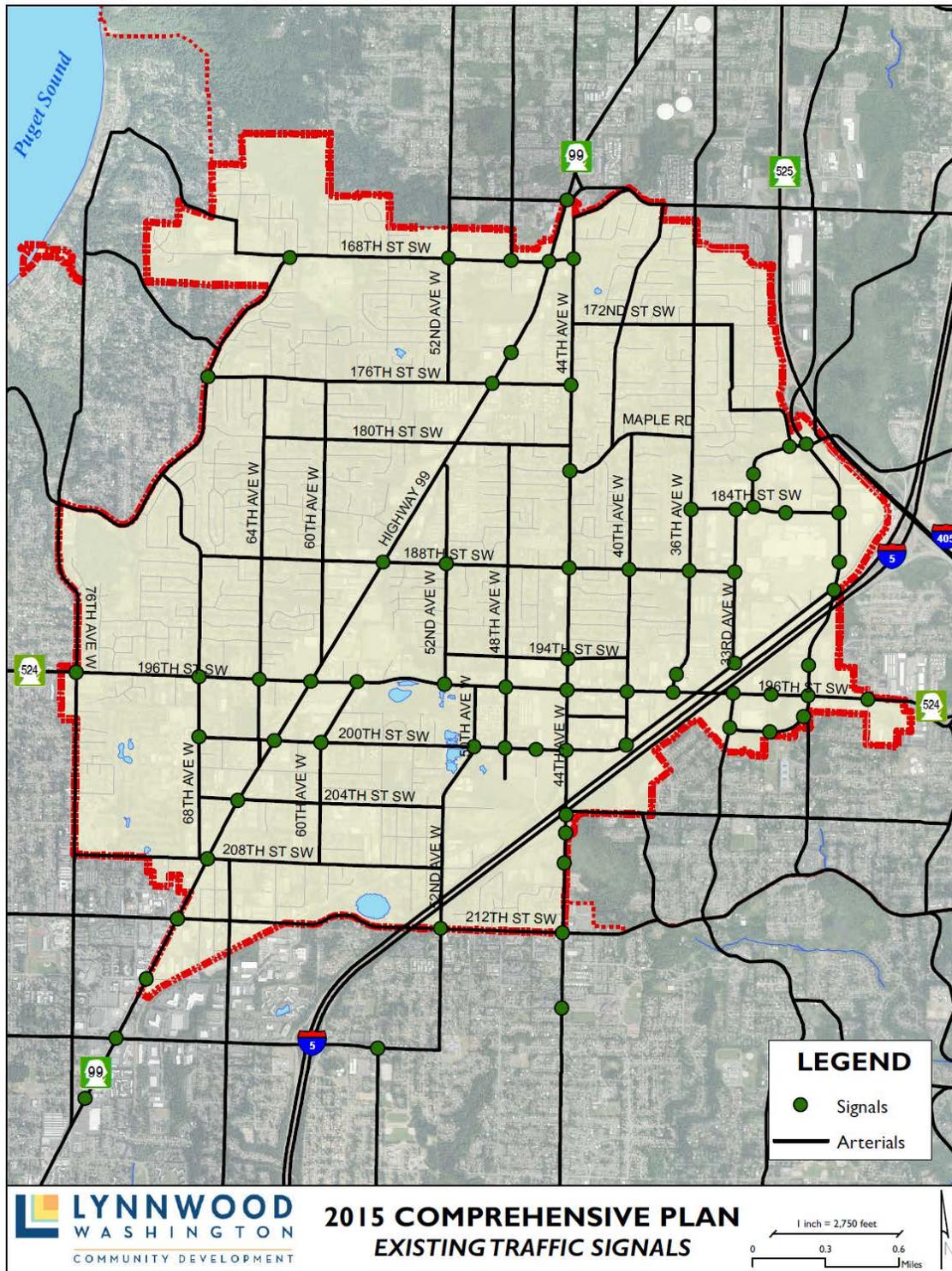
LYNNWOOD
WASHINGTON
COMMUNITY DEVELOPMENT

**2015 COMPREHENSIVE PLAN
ARTERIAL ROADWAY SYSTEM PLAN**









To be revised.



20 Year List

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

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
36	52nd Ave W	204th St. SW	S city limit	Bicycle project B32
37	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39
38	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63
39	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83
40	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89
41	200th St SW	Edmonds CC	SR 99	Bicycle project B97
42	52nd Ave W	N City limit	176th St. SW	Bicycle project B36
43	44th Ave W	Maple Rd	194th St SW	Bicycle project B44
44	176th St SW	54th Ave W	44th Ave W	Bicycle project B70
45	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96
46	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108
47	216th St SW	SR 99	Interurban Trail	Bicycle project B110
48	66th Ave W	S City limit	208th St. SW	Bicycle project B12
49	60th Ave W/Scriber Lk Rd	196th St SW	208th St. SW	Bicycle project B21
50	62nd Ave/165th Pl /64th	Lunds Gulch	168th St. SW	Bicycle project B25
51	44th Ave W	204th St. SW	212th St SW	Bicycle project B43
52	36th Ave W	Maple Rd	194th St SW	Bicycle project B52
53	204th St SW	44th Ave W	E City Limit	Bicycle project B104
54	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17
55	33rd Ave W	184th St SW	194th St SW	Bicycle project B55
56	180th St SW	56th Ave W	44th Ave W	Bicycle project B74
57	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79
58	188th St SW	68th Ave W	SR 99	Bicycle project B81
59	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Bicycle project B88
60	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90
61	68th Ave W/Blue Ridge Dr	196th St SW	OVD	Bicycle project B10
62	60th Ave W	188th St SW	SR 99	Bicycle project B22
63	60th Ave W	176th St SW	188th St SW	Bicycle project B23
64	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Bicycle project B38
65	Maple Road	44th Ave W	36th Ave W	Bicycle project B77
66	40th Ave W	188th St. SW	194th St SW	Bicycle project B48
67	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50
68	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58
69	180th St SW	Olympic View	56th Ave W	Bicycle project B73
70	168th /66th Ave/Meadowdale	Meadowd. Rd	OVD	Bicycle project B112
71	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2
72	60th Ave W	168th St SW	176th St. SW	Bicycle project B24
73	48th Ave W	180th St. SW	192nd Pl SW	Bicycle project B40

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
74	172nd St SW	44th Ave W	36th St SW	Bicycle project B67
75	76th Ave W	OVD	196th St SW	Bicycle project B1
76	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51
77	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49
Non-Motorized Miscellaneous Improvements				
78	I-5/196th St SW Ped Imp.	36th Ave W	Poplar Way	East/west ped route through interchange
79	44th Interurban Trail & Bridge	44th Ave W	40th Ave W	Regional multiuse trail over 44th
80	Sidewalk - ADA Ramps	City-Wide	City-Wide	Bring deficient locations into compliance
81	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal
Intersection Improvements				
82	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal
83	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct signal
84	Intersection Improvements	48th Ave W	188th St SW	Traffic signal
85	Intersection Improvements	66th Ave W	212th St SW	Traffic signal
86	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal
87	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct signal
88	Intersection Improvements	61st Pl W	212th St SW	Traffic signal
89	Intersection Improvements	50th Ave W	196th St SW	Traffic signal
90	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal
91	Intersection Improvements	44th Ave W	180th St SW	Traffic signal
92	Intersection Improvements	40th Ave W	198th St SW	Traffic signal
93	Intersection Improvements	AMP	Poplar Way	Traffic signal
94	Intersection Improvements	AMP	182nd St SW	Traffic signal
North/South Capacity Improvements				
95	Olympic View Drive	76th Ave W	168th St SW	Turn lanes, shared bike lanes, sidewalk
96	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk
97	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connection)
98	33rd Ave W Extension	184th St SW	AMP	New road through old high school
99	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart
100	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension
101	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes,

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
				sidewalk
102	Beech Road Extension	AMP	Maple Road	Continuous road behind Kohls and Target
103	40th Undercrossing of I-5	204th St/Larch	AMB/40th Ave	New connection across I-5
East/West Capacity Improvements				
104	204th St SW Extension	68th Ave W	SR 99	New road
105	Maple Road Extension	32nd Ave W	AMP	New road
106	196th St SW Improvements	SR 99	Scriber Lk Rd	Add lanes
107	196th St SW Improvements	Scriber Lk Rd	48th Ave W	Add lanes
108	188th St SW Improvements	68th Ave W	60th Ave W	Add turn lanes, bike lanes, sidewalk
City Center Improvements				
109	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes
110	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes
111	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes
112	42nd Ave W Improvements	200th St SW	194th St SW	New road
113	194th St SW Improvements	40th Ave W	33rd Ave W	New road
114	44th Ave W Improvements	I-5	194th St SW	Add lanes
115	City Center Street Grid	Master Street Plan		Remainder of grid streets
Freeway Improvements				
116	I-5/196th Braided Ramp	EB 525/NB 405	SB 5	WSDOT project
117	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids
118	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp
119	New Ramp	SB I-5	WB SR525	New Interchange Ramp
Maintenance Programs				
120	Overlay	City-Wide	City-Wide	Pavement overlay
121	Traffic Signal Rebuild	City-Wide	City-Wide	Periodic repair of signals
122	Traffic Signal Reconstruction	Scriber Lk Rd	196th St SW	Fully reconstruct signal
123	Sidewalk - O & M	City-Wide	City-Wide	Periodic repair of sidewalks
Other Projects				
124	Traffic Management Center	City Hall	City Hall	TMC at City Hall
125	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)
126	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. projects
127	Lynnwood Link Trolley	ECC, LTC, CC, Alderwood		Feasibility study
128	SR 99 Corridor Safety	164th St SW	218th St SW	Access management
129	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents

To be revised. **Transportation Demand Management:**

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

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

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

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

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

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

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

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

Subgoal: Revise Transportation Element

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

Objectives:

T-38: Review and revise the Arterial Street Map every five years.

T-39: Review and revise the 20-Year Project List every five years.

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TRANSPORTATION ELEMENT

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INTRODUCTION

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

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

The City's goal for the transportation system is:

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

This element contains details of actions that the City should take in order to meet the Transportation Element requirements outlined in the Growth Management Act and Revised Code of Washington. In describing these actions, this element includes both: 1-) statements of actions to be taken ("policies") for the City of Lynnwood to support management of the existing transportation system, development of a multi-modal transportation options, and meet system concurrency requirements; and 2-) background discussions of those actions and the standards, rules, requirements and strategies needed to guide the implementation of the goals, objectives and policies stated in this element. These two components should be read together, and considered one whole. The policies are the action-oriented statements of initiatives that the City (or others) should take, and the background discussions state the context and procedures needed to support those actions. Together they describe the approach to be taken to achieve the goals and objectives of the City's Transportation policy.

PLANNING CONTEXT

GROWTH MANAGEMENT ACT

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

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

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

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

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

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

- An inventory of air, water, and ground transportation facilities and services, including transit alignments, state-owned transportation facilities, and general aviation airports. [RCW 36.70A.070(6)(a)(iii)(A)]
- Adopted levels of service (LOS) standards for all arterials, transit routes and highways. [RCW 36.70A.070(6)(a)(iii)(B), New in 1997]
- Identification of specific actions to bring locally-owned transportation facilities and services to established LOS. [RCW 36.70A.070(6)(a)(iii)(D), Amended in 2005]
- A forecast of traffic for at least 10 years, including land use assumptions used in estimating travel. [RCW 36.70A.070(6)(a)(i)] [RCW 36.70A.070(6)(a)(iii)(E)]
- A projection of state and local system needs to meet current and future demand. [RCW 36.70A.070(6)(a)(iii)(F)]
- A pedestrian and bicycle component. [RCW 36.70A.070(6)(a)(vii), Amended 2005]
- A description of any existing and planned transportation demand management (TDM) strategies, such as HOV lanes or subsidy programs, parking policies, etc. [RCW 36.70A.070(6)(a)(vi)]
- An analysis of future funding capability to judge needs against probable funding resources. [RCW 36.70A.070(6)(a)(iv)(A)].
- A multiyear financing plan based on needs identified in the comprehensive plan, the appropriate parts of which serve as the basis for the 6-year street, road or transit program. [RCW 36.70A.070(6)(a)(iv)(B) and RCW 35.77.010]
- If probable funding falls short of meeting identified needs: a discussion of how additional funds will be raised, or how land use assumptions will be reassessed to ensure that LOS standards will be met. [RCW 36.70A.070(6)(a)(iv)(C)]

- A description of intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions and how it is consistent with the regional transportation plan. [RCW 36.70A.070(6)(a)(v)]

REGIONAL PLANNING STRATEGY

VISION 2040, adopted in April 2008 by the Puget Sound Regional Council, provides a long range growth management, environmental, economic, and transportation strategy for the central Puget Sound region. VISION 2040 contains the region's multi-county planning policies, which are required by the Washington State Growth Management Act. It provides a comprehensive regional approach to manage growth through the year 2040. VISION 2040 covers King, Kitsap, Pierce, and Snohomish counties and their respective cities and towns.

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

Some of the key elements of VISION 2040 are a numeric regional growth strategy to achieve closer balance between jobs and housing within the counties and regional geographies, more effective guidance for distributing growth to urban growth areas, more explicitly address focusing growth into cities, minimizing rural development, distinguishing between different roles of regional geographies, and supporting growth in designated regional and subregional centers. For population, VISION 2040 calls for more growth in cities with regional growth centers and in larger cities, and for minimizing rural growth. For employment, VISION 2040 calls for continuing the current locally adopted policies for employment growth which emphasize a concentrated regional pattern with a focus on centers.

The current regional transportation plan, *Destination 2030*, was adopted in May 2001 by the Puget Sound Regional Council and responds to federal and state requirements for improving transportation in metropolitan areas. *Destination 2030* is to be superseded by its successor, *Transportation 2040*, in May 2010.

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

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

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

VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From the materials we use in our jobs to the food we eat, the goods we transport use a complex system of roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and a major entry point into North America, the freight system in the Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private ownership.

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

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

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

VISION 2040 and the Metropolitan Transportation Plan are designed to address the region's transportation challenges in compliance with federal and state transportation, air quality, and growth management legislation.

VISION 2040 provides the policy framework and long-range direction for the region's functional transportation plan. That plan identifies priorities and action steps for the region's major investment decisions. Together, these long-range policy and action documents provide the mechanism through which the region coordinates its approach to transportation planning and makes challenging, fiscally constrained decisions about priorities and trade-offs.

Maintenance, Management, and Safety

VISION 2040 emphasizes efficient maintenance and management of the transportation system. Efficient management of existing transportation facilities and services can affect how well the region's transportation system performs. Federal transportation law and state transportation policy emphasize making maintenance, preservation, safety, and optimization of existing transportation infrastructure and services a high priority. These types of projects and programs are often the most cost-effective — and help to ensure that current assets continue to function properly, in order to sustain regional mobility into the future.

System management strategies influence how different travel modes operate. They can increase the capacity of transportation facilities without adding major new infrastructure. Transportation system management activities include ramp-metering, priority lane access for transit and other high-occupancy vehicles, traveler information, incident management, traffic signal optimization, road or lane pricing, and advanced system technology. The Regional Council's Congestion Management Process, developed in response to federal requirements, looks at where the region plans to grow, identifies congested and other problem areas, evaluates different approaches to providing relief, and provides input for developing solutions.

Transportation demand management is the term for strategies that influence how and when we travel. Specifically, demand management strategies aim to increase transit ridership, vehicle occupancy, walking, and bicycling, and reduce the duration of some trips — often by moving them to off-peak periods or eliminating them altogether. Demand management reduces the rate of growth — as well as

the overall number — of people driving alone. This results in less traffic congestion, fewer vehicle emissions, and less fuel consumption.

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

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

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

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

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

Multicounty Planning Policies (MCP)

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

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

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

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

in the Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private ownership.

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

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

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

Countywide Planning Policies (CPP)

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

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

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

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

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

Summary of Issues

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

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

1. Transportation issues in the City of Lynnwood are complex and will require a coordinated effort with other jurisdictions to address current and future needs.
2. Major transportation projects will require multiple funding sources to make them financially feasible. The ability to secure grant funding, or other sources of funding, will determine how street and intersection improvements are accomplished.
3. Lynnwood lacks adequate east/west transportation corridors. Several existing streets will be studied for widening to relieve 196th Street SW. Interstate 5 is an impediment to circulation in the vicinity of Alderwood Mall. A new north/south crossing of I-5 in the 33rd Avenue W. corridor will be studied.
4. It is the City's policy to preserve and protect the quality and character of our residential neighborhoods. A comprehensive program for dealing with neighborhood traffic issues will be developed.
5. Transportation improvements must balance the needs of providing access to neighborhoods, access to businesses, and providing an efficient flow of traffic.
6. Increased congestion creates an increase in delay and lowers Lynnwood's quality of life. However, solutions to congestion can have negative impacts on the City's quality as well. Wider roadways are not always the correct response to congestion. Denser development, more transit use and less reliance on single occupant vehicle travel must be utilized as well.
7. Bicycle and pedestrian improvements should be considered whenever physically and financially feasible to continue the development of bicycle and pedestrian facilities.
8. The City will need to use technology to maximize traffic flow and safety on the City's arterial streets as our region continues to grow.
9. Lynnwood residents comprise a high proportion of the ridership on Community Transit buses that use the Lynnwood Transit Center and the Ash Way Park & Ride Lot. The City will need to work with regional transit service providers to enhance alternate travel mode opportunities for citizens.
10. The City's role as a regional service and transportation center requires the efficient movement of freight and goods.
11. The City of Lynnwood will continue a strong presence and leadership role in the development of transportation strategies within the Puget Sound region.
12. The City will include non-SOV (single occupancy vehicle) alternatives in its multimodal transportation strategy, including:
 - Pedestrian access and amenities
 - Bike lanes and facilities
 - Additional bus linkages
 - Van and car pools
 - Flex time or altered start times

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

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

TRANSPORTATION INVENTORY FACILITIES AND CONDITIONS

ROADS LYNNWOOD STREETS

The City's arterial street network is classified into a hierarchy of four categories: Principal, Minor, and Collector Arterials, and Neighborhood Streets as shown on the [Existing Street System Map](#). There are approximately 9.7 miles of Principal Arterials, 18.1 miles of Minor Arterials, 19.3 miles of Collector Arterials and 54.3 miles of Neighborhood Streets located within the City.

Fig. T-1: Road Mileage

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

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

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

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

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

STATE HIGHWAYS

Lynnwood has three Principal Arterials that are also state highways:

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

- SR-99

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

Pavement Management System:

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

Neighborhood Traffic Calming:

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

Street Maintenance:

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

BRIDGES

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

PARKING

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

- Lynnwood Transit Center with 1260 stalls
- Ash Way and Swamp Creek Park and Ride Lots (unincorporated Lynnwood)
- Alderwood Mall (two new parking structures opened in 2005 increased supply to nearly 5,300 stalls)
- Quadrant Office Complex
- Major retail facilities on:
 - Highway 99
 - 196th St. SW

- Alderwood Mall Parkway
- Alderwood Mall Blvd.
- ◆ Edmonds Community College

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

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

Fig. T-2: Sidewalk Mileage

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

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

INTERURBAN REGIONAL TRAIL

As the backbone of the skeleton systems, the Interurban Regional Trail is an important non-motorized transportation facility for both the City of Lynnwood and the region. Classified as a class 1 multi-use regional trail, it begins in Everett and heads south through Lynnwood, Mountlake Terrace, Edmonds, Shoreline, and north Seattle, for a total of approximately 24 miles. The entire length of the trail through the City of Lynnwood is paved and is generally 12-foot wide. The trail is mostly continuous and separated from roadways except for a few isolated locations, primarily south of 52nd Avenue W. These “missing links” are a confusing impediment that discourage trail use and should be completed. The trail should be continuous, uninterrupted by major roads and road crossings and include lighting and other amenities in order to provide a safe and comfortable pedestrian environment.

SIGNAL SYSTEM

The Existing Traffic Signals Map shows the locations of signals throughout Lynnwood. The city currently owns and operates 53 traffic signals. Eleven additional signals are operated through interlocal agreements with Mountlake Terrace and Edmonds.

The City has aggressively pursued new technologies to improve signal operation and monitor traffic flow through the City. As of the end of 2008, the City has installed over 400 video detection cameras and has 48 Pan/Tilt/Zoom cameras for traffic signal monitoring.

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

Since 2008, the city has accomplished the following technology projects to improve signal operation, respond to increasing demand at intersections, help with incident management, and provide information for management of regional emergencies and disasters:

- Fiber to 55 of 56 signals.
- PTZ Cameras at all 56 signals.
- Fiber to 5 of 5 WSDOT signals.
- Fiber to neighbor agencies Edmonds and Mountlake Terrace. Several signals in each jurisdiction and workstations in offices of traffic engineers were connected to Lynnwood's central traffic operations system.
- Fiber to Emergency Services Coordinating Agency (ESCA) in Brier and a shared fiber connection to Washington State Department of Emergency Management- Paine Field office.
- Constructed a Traffic Operations Center with office space for engineers and technicians, a console with video wall for incident management, technical space for testing signal cabinets, and an electronics laboratory for troubleshooting/repairing equipment and inventing new equipment.
- Battery backup and power conditioning with text message alerting for all Lynnwood signals.
- Began upgrading MMU's (conflict monitors) for all signals to accommodate Flashing Yellow Arrow and monitor LED failure.
- Began replacing visible spectrum detection cameras with infrared to detect vehicles in low visibility conditions.
- Central integration of video detection system to monitor status, provide reports, and send alerts of detection problems.
- Upgraded all server hardware, all network equipment, and all fiber transceivers at central and field locations.
- Upgraded all emergency vehicle pre-emption cards in signals to accommodate ID lockout and support GPS pre-emption/priority requests.
- Central integration of EVP field device programming, status monitoring, and reporting.
- Installed in-pavement wireless advanced detection at 5 locations where video detection was not feasible.

- Built two interactive public kiosks for live traffic information including video at all Lynnwood signals, selected WSDOT signals, and selected signals in Edmonds and Mountlake Terrace.
- Installed two speed feedback signs.
- Equipped all public school speed zones with beacons programmable through cell phone network and Internet.
- Various in-house projects to integrate disparate systems of field devices to achieve new or enhanced function, exchange data, or sense then report a condition.

TRANSIT

Community Transit

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

Local Transit Routes

SWIFT BRT Service on SR 99

In-County Commuter Routes (Boeing)

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

Commuter Service to the University District (University of Washington)

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

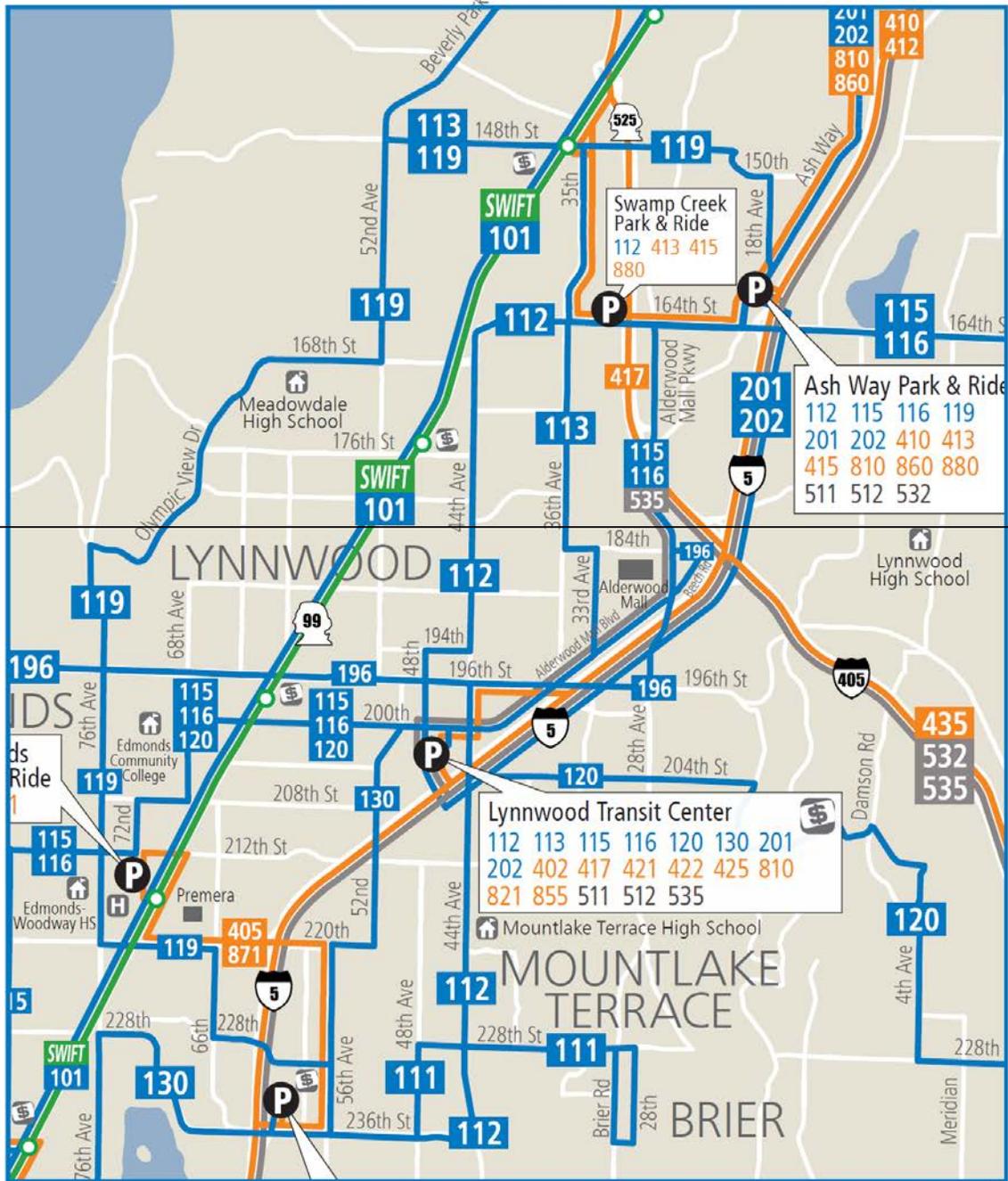
Community Transit routes in effect as of February 2015 are shown in the following figure.

Community Transit System Map

Lynnwood detail



For a complete Community Transit system map, go to www.communitytransit.org/busservice/systemmaps



In 1976, voters in Lynnwood, Edmonds, Mountlake Terrace, Brier, Woodway, Marysville and Snohomish agreed to form their own local transit agency, Community Transit (CT). CT has been

providing local transit service in Lynnwood and other communities within Snohomish County for over 30 years. Over this time CT has expanded its operation to provide service to most of Snohomish County, the University of Washington, Seattle and the Eastside. CT currently operates 33 local and 31 commuter routes and carries over 57 percent of all Snohomish County Seattle commuters to work and back.

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

Figure T-3			
2007 Community Transit Ridership			
Average Daily Boardings			
	Average Daily Ridership	Average Daily Ridership for routes serving Lynnwood	% of Total Daily Riders
Weekday	31,717	15,193	47.9%
Saturday	10,917	6,248	57.2%
Sunday	7,095	3,867	54.5%
All Trips	5,661	3,000	53.0%

Source: Community Transit, Strategic Planning and Grants Division, Research & Statistics Section, 2008

The CT routes serving the City are shown on the Existing Transit System Map.

Lynnwood Transit Center

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

Routes serving the site include:

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

Amenities on the site include:

- 1,368 parking spaces

- [Bicycle racks and lockers](#)
- [Restrooms](#)
- [Pay phones](#)
- [Public art](#)
- [Ride store](#)

provides service to 21 local and commuter transit routes as follows:

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

Edmonds Community College

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

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

Park and Rides near City Limits

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

CT Transit Development Plan 2008-2013

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

Also planned during this period is a comprehensive route restructure in south Snohomish County. The restructure decisions will be based on data acquired from CT's new Advanced Public Transportation

System (APTS) data systems. This effort will be specifically targeting routes between Seattle and Lynnwood, Everett and Lynnwood, and East West Corridors in South Snohomish County. This new system will be implemented in 2008.—

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

Sound Transit

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

In 2008, the voters approved a plan to extend ST services throughout its service area over the next 15 years. Known as ST2, the extension plan calls for extending the light rail line north from Seattle to Lynnwood by 2023. As part of planning for redevelopment in the City Center, City staff has been developing a program to support transit use in the City Center. The “Mode Split for City Center Master Street Plan” (prepared by Perteet Engineering, September, 2009) found that a single light rail station (planned for the Lynnwood Transit Center) cannot adequately provide transit service for both commuters traveling from Lynnwood to Seattle or points south and riders coming to new employment in the City Center. As the end of the line station (for the foreseeable future), commuters from throughout Snohomish County will use the Lynnwood light rail station to access the service. This rider group is most easily accommodated by locating the station at the Transit Center. However, that location is too far from the Core of the City Center (across 44th Ave. W.) to encourage transit use by employees working in that area. Providing optimal transit service for both rider groups will require developing two separate stations—one at the Transit Center and one in the Core District of the City Center. The plan for a single station at the Transit Center fails to take advantage of the potential ridership from new employment and residential development in the City Center. Options for a station located midway between City Center and the Transit Center were explored and found lacking in merit.

LEVEL OF SERVICE STANDARDS CONCURRENCY MANAGEMENT
GMA requires local jurisdictions to include level-of-service (LOS) standards for all arterials, public transit routes, and highways

LEVEL OF SERVICE FOR STATE OWNED TRANSPORTATION FACILITIES:

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

Level of service standards for state owned transportation facilities are to be set by WSDOT, Regional Transportation Planning Organizations and local jurisdictions through a collaborative process that

process started in 2000. The intent of the new legislation is to recognize the importance of specific transportation facilities that are of statewide importance, from a state planning and programming perspective. These facilities are to be reflected within the local plan and measures for monitoring consistency are required to promote local, regional and state plan integration and financial plan consistency.

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

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

LEVEL OF SERVICE FOR CITY ARTERIALS TRANSPORTATION FACILITIES

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

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

Fig. T-5: LEVEL OF SERVICE

LEVEL OF SERVICE (LOS)	INTERSECTON DELAY
A	Never Stop
B	Only Hesitate
C	Short Wait
D	1/4 Signal Cycle Wait
E	1/2 Signal Cycle Wait
F	1 Signal Cycle Wait

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

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

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

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

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

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

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

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

LEVEL OF SERVICE FOR TRANSIT FACILITIES

Community Transit

Community Transit has adopted LOS guidelines describing appropriate level of service as it relates to population and employment density, infrastructure and travel demand. ~~The following pages describe LOS guidelines for the fixed route service provided or proposed for the Lynnwood UGA.~~

Sound Transit

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

CONCURRENCY TEST-MANAGEMENT

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

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

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

~~Concurrency Does Not Apply:~~

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

- ~~1- Developments exempt from SEPA environmental review and therefore exempt from GMA concurrency requirements as described in WAC 197-11-800.~~
- ~~2- Day care facilities for children if not operated for profit.~~
- ~~3- Privately operated not for profit social service facilities recognized by the Internal Revenue Service under the IRS code.~~

4. ~~Low income housing, which is defined as housing which is affordable to persons whose income is below fifty (50) percent of the median income for the persons residing in the Snohomish County Area. Not more than ten (10) percent of the total number of units shall qualify for this purpose.~~
5. ~~Public Safety Facilities including Police, Fire and Trauma Centers.~~
6. ~~Re-developments that do not generate any additional traffic or transportation impacts~~
7. ~~Single family homes on legal lots of record.~~
8. ~~Rezoning that are not accompanied by a specific site development permit.~~
9. ~~Boundary line adjustments.~~
10. ~~Temporary use permits.~~
11. ~~Variances.~~
12. ~~Shoreline substantial development permits or variances.~~
13. ~~Building permits for single family homes or duplexes.~~
14. ~~Administrative interpretations.~~
15. ~~Sign permits~~
16. ~~Street vacations.~~
17. ~~Right of way use permits~~
18. ~~Utility permits.~~

SEPA REVIEW

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

CHANGE OF USE

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

DEVELOPMENTS TO WHICH SEPA DOES NOT APPLY

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

Concurrency Mitigation

If a development proposal fails the concurrency test, then mitigation is required to meet the concurrency standard. The developer may choose to: 1.) reduce the size of the development; 2.) delay

the development until the City or others provide the required improvement, or 3-) provide the required mitigation. Mitigation must be acceptable in form and amount, to assure compatibility with City plans and policies. Acceptable mitigation must:

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

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

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

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

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

TRAVEL DEMAND FORECASTS

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

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

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

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

LAND USE ASSUMPTIONS

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

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

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

Pipeline land use assumption include developments that have been issued a development permit based upon a passing concurrency evaluation and are either in design, under construction, but not yet generating actual traffic on the street system. The total housing dwelling units and employment in jobs for the pipeline condition within the city limits are shown in **Table 2**. A total growth of 1,520 housing units and 1,492 jobs is expected within the city limits in the pipeline condition in the next 6 to 10 years.

Table 2. Citywide Dwelling Units and Employment in Pipeline Conditions

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

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

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

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

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

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

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

For other Lynnwood areas outside the City Center, the household dwelling units and employment data from the City’s 2032 travel demand model plus the City’s pipeline projects was used to develop the

2035 land use scenario. In addition, an additional 3,020 residential multi-family units were added to the Alderwood Mall Area in the 2035 demand model.

The total dwelling units and employment for the 2035 land use scenario are summarized in **Table 4**. A total growth of 7,674 housing units and 15,406 jobs is expected to occur by 2035 within the city limits, which meets the planned PSRC residential and job growth target for the City.

Table 4. Citywide Dwelling Units and Employment in 2035

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

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

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

ACTIONS NECESSARY TO MEET LOS STANDARDS

SIX-YEAR TRANSPORTATION PROJECTS

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

TRANSPORTATION SYSTEM NEEDS TO ACCOMMODATE EXISTING TRAVEL DEMAND

For the existing condition in the PM peak hour period, there are nine (9) intersections that operate below the City’s LOS standard, of which five (5) are signalized intersections, one (1) is a four-way stop-controlled intersection, and three (3) are two-way stop-controlled intersections. The signalized intersections that do not meet the City’s LOS criteria represent 8.1 percent (or 5 out of 62) of the

signalized intersections within the city. This percentage meets the City’s citywide intersection LOS standard that allows up to 20 percent of the signalized intersections to operate below its LOS standard in the PM peak hour. *Lynnwood Roadway System Capacity Report, (DEA 2015)*

Table x shows the intersections that have LOS below the City’s LOS standard for the existing condition in the PM peak hour. Most stop-controlled deficient intersections will be improved by future TIP projects. Some of the deficient signals could be improved by re-optimizing the signal timing and splits.

Table x. Citywide Intersection LOS Deficiencies in Existing PM

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

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

TRANSPORTATION SYSTEM NEEDS TO ACCOMMODATE NEAR TERM “PIPELINE” TRAVEL DEMAND

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

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

Those improvement projects are listed in **Table x** and shown in **Figure x**.

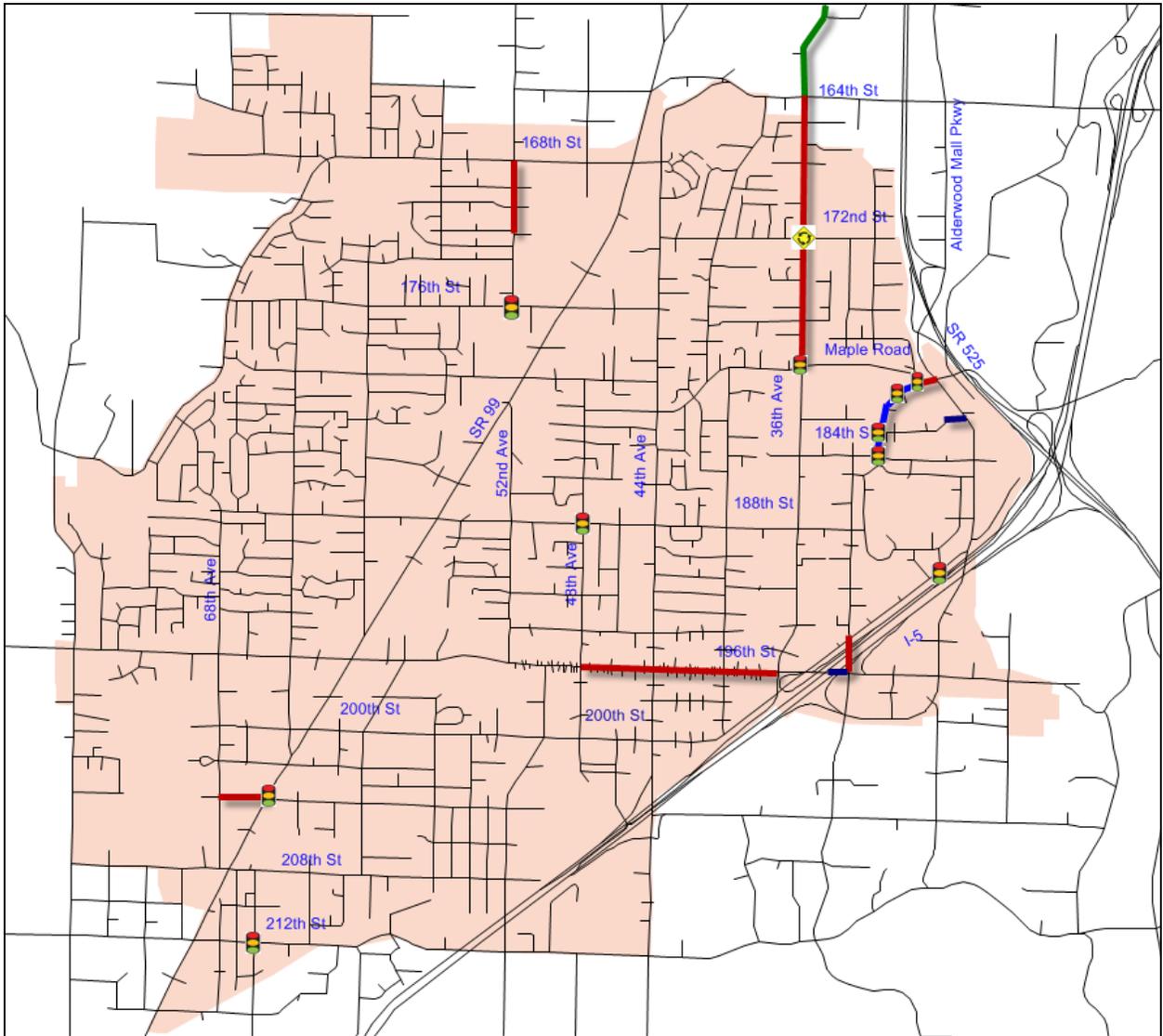
Table x. Short-Term Improvement Projects Added in Pipeline Demand Model

<u>Project Type</u>	<u>No.</u>	<u>TIP#</u>	<u>Project Title</u>
<u>New/Expanded Roads</u>	<u>1</u>	<u>57</u>	<u>36th Avenue W widening from 164th Street SW to SR 99</u>
	<u>2</u>	<u>56</u>	<u>36th Avenue W widening from Maple Road to 164th Street SW</u>
	<u>3</u>	<u>E</u>	<u>33rd Avenue W new extension connecting Maple Road</u>
	<u>4</u>	<u>C</u>	<u>33rd Avenue W new extension from 184th Street SW to 30th Place W</u>
	<u>5</u>	<u>D</u>	<u>Poplar Way new extension bridge from 196th Street SW to AMB²</u>
	<u>6</u>	<u>41</u>	<u>52nd Avenue W widening from 168th Street SW to 172nd Street SW</u>
	<u>7</u>	<u>43</u>	<u>204th Street SW new extension from 68th Avenue W to SR 99</u>
<u>City Center New/Expanded Roads</u>	<u>8</u>	<u>68</u>	<u>196th Street SW (SR 524) widening from 36th Avenue W to 48th Avenue W</u>
<u>Intersection Improvements</u>	<u>9</u>		<u>Access control placed with EB left turn allowed at AMP¹/182nd Street SW</u>
	<u>10</u>	<u>59</u>	<u>A new traffic signal installed at 28th Avenue W and AMB¹</u>
	<u>11</u>		<u>A new roundabout installed at 36th Avenue W/172nd Street SW</u>
	<u>12</u>		<u>A new traffic signal installed at 36th Avenue W/Maple Road</u>
	<u>13</u>		<u>A new traffic signal installed at 30th Place/33rd Avenue W Bypass</u>
	<u>14</u>		<u>A new traffic signal installed at Costco North Access/33rd Avenue W Bypass</u>
	<u>15</u>		<u>A new traffic signal installed at Costco E-W Access/33rd Avenue W Bypass</u>
	<u>16</u>		<u>A new traffic signal installed at 184th St SW/33rd Avenue W Bypass</u>
	<u>17</u>		<u>EB left-turn movement at Poplar Way Ext./196th Street SW prohibited</u>
	<u>18</u>	<u>52</u>	<u>A new traffic signal installed at 52nd Avenue W/176th Street SW</u>
	<u>19</u>	<u>14</u>	<u>A new traffic signal installed at 48th Avenue W/188th Street SW</u>
	<u>20</u>		<u>A new traffic signal installed at SR 99/204th Street SW</u>

<u>Project Type</u>	<u>No.</u>	<u>TIP#</u>	<u>Project Title</u>
	<u>21</u>	<u>15</u>	<u>A new traffic signal installed at 66th Avenue W/ 212th Street SW</u>

¹Alderwood Mall Parkway (AMP)

²Alderwood Mall Boulevard (AMB)



For the pipeline condition in the PM peak hour period, there are seven (7) intersections that operate below the City's LOS standard, of which six (6) are signalized intersections and one (1) is a two-way stop-controlled intersection. The signalized intersections that do not meet the City's LOS criteria represent 8.3 percent (or 6 out of 72) of the signalized intersections within the city. This percentage meets the City's citywide intersection LOS standard that allows up to 20 percent of the signalized

intersections to operate below its LOS standard in the PM peak hour. *Lynnwood Roadway System Capacity Report*, (DEA 2015)

Table x. Citywide Intersection LOS Deficiencies in Pipeline PM

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

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

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

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

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

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

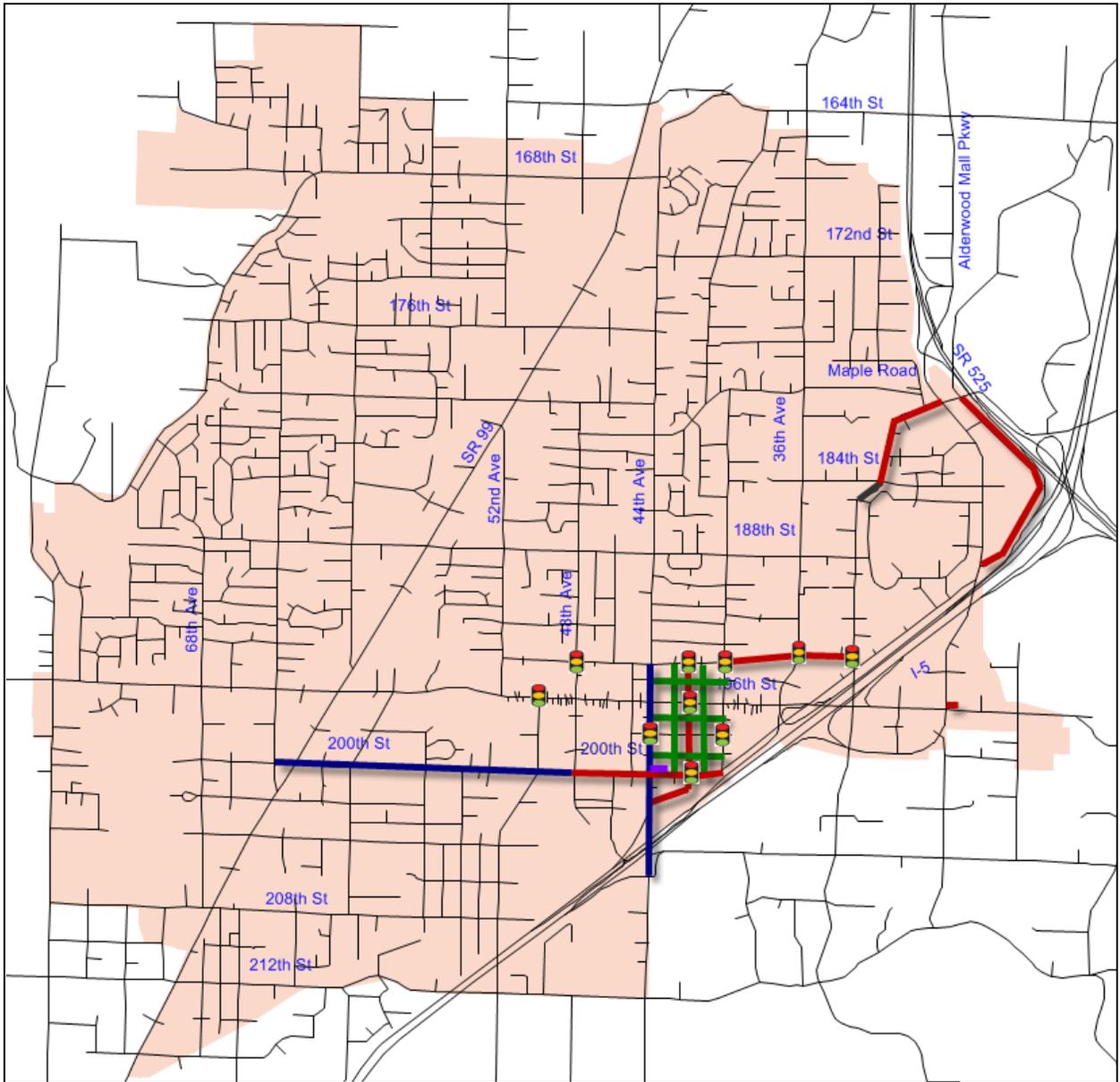
The additional improvements beyond the pipeline condition assumed to be completed by 2035 are shown in **Figure x**.

Table x. Long-Range Transportation Improvement Projects Included in 2035 Demand Model

<u>Project Type</u>	<u>No.</u>	<u>TIP#</u>	<u>Project Title</u>
<u>New/Expanded Roads</u>	<u>1</u>	<u>92</u>	<u>Beech Road new extension from AMP to Ash Way</u>
	<u>2</u>		<u>33rd Avenue W extension widening to a 5-lane roadway between AMP² and 184th Street SW</u>
	<u>3</u>	<u>A</u>	<u>33rd Avenue W new extension from 33rd Avenue W to 184th Street SW</u>
	<u>4</u>	<u>69</u>	<u>200th St SW widening from 64th Avenue W to 48th Avenue W</u>
<u>City Center New/Expanded Roads</u>	<u>5</u>	<u>71</u>	<u>194th Street SW new extension from 33rd Avenue W to 40th Avenue W</u>
	<u>6</u>	<u>2</u>	<u>42nd Avenue W new street from 44th Avenue W to 194th Street SW</u>
	<u>7</u>		<u>New City Center Private Grids</u>
	<u>8</u>	<u>67</u>	<u>44th Avenue W widening from I-5 to 194th Street SW</u>
	<u>9</u>	<u>76</u>	<u>200th Street SW widening from 40th Avenue W to 48th Avenue W</u>
<u>Intersection Improvements</u>	<u>10</u>	<u>B</u>	<u>A new turn lane constructed at 196th St SW/AMP²</u>
	<u>11</u>		<u>Re-channelized at 33rd Avenue W Bypass/184th Street SW</u>
	<u>12</u>		<u>A new traffic signal installed at 33rd Avenue W/194th Street SW</u>
	<u>13</u>		<u>A new traffic signal installed at 36th Avenue W/194th Street SW</u>
	<u>14</u>		<u>A new traffic signal installed at 40th Avenue W/194th Street SW</u>
	<u>15</u>		<u>A new traffic signal installed at 42nd Avenue/194th Street SW</u>
	<u>16</u>		<u>A new traffic signal installed at 48th Avenue W/194th Street SW</u>
	<u>17</u>		<u>A new traffic signal installed at 42nd Avenue W/196th Street SW</u>
	<u>18</u>		<u>A new traffic signal installed at 50th Avenue W/196th Street SW</u>
	<u>19</u>		<u>A new traffic signal installed at 40th Avenue W/198th Street SW</u>
	<u>20</u>		<u>A new traffic signal installed at 44th Avenue W/198th Street SW</u>
	<u>21</u>		<u>A new traffic signal installed at 42nd Avenue/200th Street SW</u>
	<u>22</u>		<u>An additional left-turn-only lane added to the westbound approach and the signal phasing at 200th Street SW/44th Avenue W optimized</u>
	<u>23</u>		<u>Right-In/Right-Out control at the following intersections:</u> <ul style="list-style-type: none"> • <u>44th Avenue W/195th Street SW</u> • <u>44th Avenue W/197th Street SW</u> • <u>44th Avenue W/199th Street SW</u> • <u>44th Avenue W/200th Street SW Connector</u> • <u>43rd Avenue W/200th Street SW</u> • <u>43rd Avenue W/196th Street SW</u> • <u>41st Avenue W/200th Street SW</u> • <u>41st Avenue W/196th Street SW</u> • <u>45th Avenue W/196th Street SW</u> • <u>45th Avenue W/200th Street SW</u>

¹[Alderwood Mall Boulevard \(AMB\)](#)

²[Alderwood Mall Parkway \(AMP\)](#)



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

Table 10. Citywide Intersection LOS Deficiencies in 2035 PM

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

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

PROJECTED STATE NEEDS

Lynnwood has three Principal Arterials that are also state highways:

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

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

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

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

NON-MOTORIZED TRANSPORTATION

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

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

PEDESTRIAN AND BICYCLE SKELETON SYSTEMS

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

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

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

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

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

STRATEGIES FOR REDUCING TRAVEL DEMAND

Transportation Demand Management-Commute Trip Reduction

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

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

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

There are currently eight Lynnwood employers who meet the criteria set forth by the new state law. The following table shows the affected employers, the number of affected employees, and their SOV and VMT reduction goals for 2011. ~~As of 2013, the State has not adopted new targets beyond 2011.~~

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

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

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

Transit Oriented Development (TOD) City Center Subarea

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

Transit Oriented Development (TOD) Alderwood Mall Subarea

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

MULTI-YEAR FINANCING STRATEGY

Transportation Facility Plan

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

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

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

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

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

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

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

EXISTING FUNDING SOURCES FOR TRANSPORTATION ANALYSIS OF FUTURE FUNDING CAPABILITY

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

1. HUD Block Grants: Federal funds used for sidewalks and compliance with Americans with Disabilities Act.
2. Hazardous Elimination and Safety Program (HES): Federal gas tax funds used to eliminate hazards on the transportation network.
3. ~~Transportation Improvement Account (TIA): State funds used to support local transportation projects.~~ Transportation Improvement Board Urban Sidewalk Program provides funding for projects that address safety, access to generators, and system connectivity. All projects must be transportation related on a federally classified route and be consistent with the American with Disabilities Act (ADA).
4. ~~Urban Arterial Transportation Fund (UATF): State funds used to support arterial improvements especially the state routes.~~ Transportation Improvement Board Urban Arterial Program funds projects in the areas of Safety, Growth and Development, Mobility, and Physical Condition
5. Public Works Trust Fund (PWTF): A State sponsored loan program requiring repayment using local funds for a specific project.
6. General Obligation Bonds: Bonds supported by the City's general fund for repayment.
7. Revenue Bonds: Bond financing requiring a dedicated source of tax revenue.
8. Developer Contribution: TrIF funds supplied by the developer.
9. Local Improvement District (LID): Special taxing district of established by those parties most affected by the improvement.

10. Washington State Department of Transportation (WSDOT): WSDOT is responsible for the maintenance of State facilities within the City limits. They may also be a funding partner for major improvements to state facilities.
11. ~~Transportation Efficiency Act for the 21st Century (TEA 21):~~ [Moving Ahead for Progress in the 21st Century \(MAP-21\)](#) Federal gas tax grants for transportation projects.
12. Arterial Street Funds: State gas tax funds distributed to cities on a per capita basis restricted to the construction and improvement of designated arterial roads.
13. Interlocal Agreement: Agreements between government agencies.
14. Commute Trip Reduction planning funds: State funding to support the planning in meeting the state Commute Trip Reduction Act.
15. DCTED Community Development Grant: State funding to support community improvements that link transportation with land uses.
16. Sound Transit (ST) - Transit Development Funds: Regional funds dedicated to support transit station development and other land uses related to the Regional Transit plan, Sound Move.
17. ~~Transportation Benefit Districts (TBD): State legislation passed in 2007 allows for the formation of Transportation Benefit Districts to fund arterial improvements. Funds are established by council motion and/or voted tax authority including license tab fees.~~ [The city TBD Board adopted TBD Ordinance #2 enacting a \\$20 vehicle registration fee \(for each eligible vehicle registered in Lynnwood\). The \\$20 vehicle registration fee went into effect on July 1st 2011 and generates approximately \\$500,000 annually for transportation projects. This fee could be increased with voter approval](#)

17. ~~Traffic Impact Fees~~ **TRANSPORTATION IMPACT FEE (TrIF)**

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

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

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

~~If a development proposal fails the concurrency test and then chooses to construct mitigation in order to pass, the cost of that mitigation shall not be credited against the TrIF that is due, unless the improvement is listed in the 20-Year Improvement List of this Comprehensive Plan, and the effect of the mitigation by the development is merely to accelerate the timing of an~~

improvement already anticipated and provided for in the calculation of the Transportation Impact Fee. If the mitigation provided is to alleviate a deficient condition not accounted for in the basis of the Transportation Impact Fee (TrIF), no credit shall be given.

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

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

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

FUNDING SHORTFALL STRATEGY

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

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

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

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

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

INTERGOVERNMENTAL COORDINATION AND IMPACT ASSESSMENT

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

- WSDOT
- Snohomish County
- Neighboring Cities
- Snohomish County Infrastructure Coordinating Committee (ICC)
- Regional Project Evaluating Committee (RPEC) at PSRC
- Snohomish County Committee for Improved Transportation (SCCIT)
- WSDOT quarterly meetings
- Snohomish County Tomorrow (SCT).
- Sound Transit

TRANSPORTATION GOALS, OBJECTIVES AND POLICIES

GOAL

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

ROADWAY STREET SYSTEM

- Policy T-1** Provide a City system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.
- Strategy T-1.1** Monitor traffic patterns and accident histories to formulate solutions that reduce the potential for serious accidents. In cooperation with the Police Department, analyze statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.
- Strategy T-1.2** Conduct bi-monthly meetings of the traffic safety committee to evaluate proposals for traffic system improvements.
- Strategy T-1.3** Work with communities to evaluate traffic problems and provide appropriate traffic calming solutions based on available funding and relative need.
- Strategy T-1.4** Provide for the ~~yearly~~ inspections of City owned bridges as required by Federal and State law.
- Strategy T-1.5** Recommend an annual overlay program supported by the City's Pavement Management System. Identify the implications of deferred maintenance if funding levels fall below recommended levels.
- Strategy T-1.6** ~~Complete Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.~~

TRAFFIC SIGNAL SYSTEM

- Policy T-2** ~~Operate and maintain a~~ **Operate and maintain a** A traffic signal system that provides safe movement through ~~high volume~~ intersections and a responsive level of service during off peak hours for the residents moving within the City limits.
-
- Strategy T-2.1** Review status of all existing traffic signal equipment on ~~yearly~~ **regular** basis (i.e. traffic signal rebuild program) and prepare the annual budget with recommended improvements and/or replacements.
- Strategy T-2.2** ~~Operate, maintain and enhance the~~ **Operate, maintain and enhance the** Complete Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.
- Strategy T-2.3** ~~Begin measuring travel time on SR 99 during peak travel periods by the completion of the Lynnwood phase of the SR 99 project.~~
- Strategy T-2.4** ~~Establish City measures of effectiveness (MOE's) for traffic.~~

PUBLIC TRANSIT SYSTEM

- Policy T-3** Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.
-
- Strategy T-3.1** Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.
- Strategy T-3.2** Continue working with Sound Transit on the development of the improvements to the Park and Ride Lot and future urban stations in City Center and the mall subarea
- Strategy T-3.3** Work with the transit providers to develop an operational procedure for the use of transit signal priority during peak travel hours. (ongoing)
- Strategy T-3.4** ~~On a yearly basis, monitoring~~ Monitor public transit operations through the City and the related impacts to east-west mobility and traffic progression during peak travel hours.
- Strategy T-3.5** Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development.
- Strategy T-3.6** Insure that Sound Transit’s approved light rail service under ST 2 to Lynnwood includes one light rail station in the Core District of the City Center, serving the City Center, and a separate station at the Lynnwood Transit Center, serving commuters. Lynnwood will partner with Sound Transit to implement and secure funding for this extension. Construction of the City Center station should be completed within the original 2023 timeframe.
- Strategy T-3.7** The City will work with ST, Snohomish County and SW Cities to select a route and station locations for completing the line to Everett. The City will also work with these parties to advance funding for this project by bringing “ST3” to the voters as soon as feasible. An urban station near the Alderwood Mall should be included in the route to support additional residential densities and mixed use around the mall.

NON-MOTORIZED TRANSPORTATION SYSTEMS

- Policy T-4.1** ~~The City will strive~~ ~~Strive~~ to complete an integrated safety-orientated pedestrian, school walkway and bicycle system to provide mobility choices, reduce reliance on vehicular travel and provide convenient access from residential areas to schools, recreational facilities, services, transit and businesses.
-
- Strategy T-4.1** Develop an integrated non-motorized “skeleton” transportation system of sidewalks and bicycle facilities that link neighborhoods, businesses, parks, schools and activity centers.
- Strategy T-4.2** Establish clear policies and priorities to guide the planning for and construction of public sidewalks throughout the City.

- Strategy T-4.3** Public sidewalks on project frontages shall be required of all new development, including residential subdivisions.
- Strategy T-4.4** Non-motorized facilities ~~Public sidewalks, walkways~~ shall be included in the design and construction of all future arterial streets.
- Strategy T-4.5** The highest priority for public walkways on non-arterial streets shall be those that connect parks, recreational areas, schools or other public facilities, or that are needed to correct a unique safety concern(see list of criteria previously listed in the Non-Motorized Facilities section).
- Strategy T-4.6** The City shall provide public walkways within residential neighborhoods only when funded through a Local Improvement District (LID), grant, participation program or other private development funding sources.
- Strategy T-4.7** Paved pedestrian walkways should be provided on corner development sites from street to building entrances to encourage walking between businesses, especially at signalized intersections, to reduce development traffic impacts.
- Strategy T-4.8** A safe, well lit pedestrian walkway network should be provided throughout commercial development sites.
- Strategy T-4.9** At appropriate locations, walkways should be extended to the edge of development sites to connect to existing walkways on adjacent property or allow for future connections when adjacent property is developed or redeveloped.
- Strategy T-4.10** Street right-of-way adjacent to development sites should be fully improved to current City standards, including the provision of sidewalks, to reduce traffic impacts.
- Strategy T-4.11** Existing streets lacking sidewalks, shoulders, or other features required of new streets shall be upgraded to full standards on a priority basis that considers at least traffic volumes, safety concerns, and non-motorized activity levels.
- Strategy T-4.12** The Municipal Code requires installation of public improvements as part of development or redevelopment of property. In some cases, the requirements of Code may not prescribe sufficient improvements to adequately address issues related to traffic, access, connectivity, pedestrian facilities, bike facilities, etc. that may be needed to support, sustain and serve the development and surrounding community and mitigate the impacts of the development. In such cases, the City may require additional improvements and/or other mitigation, provided that such requirements are related to the impact of the proposed development and the costs of the improvements and/or mitigation is generally consistent with the relative scale and potential impact of the development on the existing transportation system and infrastructure.
- Strategy T-4.13** The City will develop funding policies that support construction of a minimum, “skeleton system” of non-motorized improvements.
-

- Strategy T-4.14** Continue the program of linking schools and parks with sidewalks in accordance with a prioritized master plan.
- Strategy T-4.15** Review and update the City's sidewalk program each year prior to budget development.
- Strategy T-4.16** Identify safe walk routes for students and work with school district staff to enhance the safety of crosswalks.
- Strategy T-4.17** Review the routes and the transportation system in the vicinity of each school on a yearly basis prior to the start of the school year to identify safety deficiencies or special maintenance requirements for corrective action.
- Strategy T-4.18** City shall evaluate codes with regards to operation and maintenance of sidewalks and develop the appropriate policies to ensure adequate, long-term maintenance of facilities.
- Strategy T-4.19** City should continue its public outreach program to educate residents about the benefits of walking, biking, and physical exercise.

CONSISTENCY AND CONCURRENCY

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

~~Strategy T-5.1~~ ~~Review and revise the Level of Service (LOS) standard and methodology.~~ Adopt a concurrency ordinance meeting the requirements of RCW XX.XX.XX

~~Strategy T-5.2~~ ~~Develop an approach for inclusion in the yearly Comprehensive Plan Update for the new LOS system based on delay.~~ The level of service for non-City Center arterials and non-State Highways is established as LOS "D" during the PM peak hour. The City Center is expected to operate with more congestion. Not only are there more trip ends per acre in the City Center, there are more opportunities to move about without a car. Businesses are closer together, making walking easier, and transit service is more frequent. The level of service for the City Center is established as LOS "E" during the PM peak hour

Strategy T-5.3 The transportation impacts of projects already permitted, under construction or otherwise legally vested prior to adoption of the new LOS system concurrency ordinance will be evaluated and mitigated in accordance with the City's policies and procedures.

Strategy T-5.4 ~~The City shall provide staff training and consultant assistance during the intimal set up of the new LOS system and related model.~~ The LOS for City arterials takes into consideration the need to protect neighborhoods from excessive pass through traffic.

- Strategy T-5.5** Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create adverse traffic impacts should include measures demonstrated to mitigate those impacts.
- Strategy T-5.6** Maintain the City’s traffic model for various planning purposes. Review land use changes and development patterns on a continuing basis for additions or changes to the assumptions used in the traffic model. Re-calibrate the base year model at least every five years. Maintain a concurrency pipeline model that is regularly updated to account for all development activity on a continuing basis, to give a short-range forecast useful for six-year priority programming. Update the 20-year forecast model at least every five years, to maintain the 20-year improvement list and related plans.

TRANSPORTATION FUNCTIONALITY SYSTEM MANAGEMENT AND SAFETY

Policy T-6 Maximize the functionality and safety of the local circulation system to guide the design of all transportation facilities, incorporating new materials and technology and responding to the needs of neighborhoods, visitors and businesses.

-
- Strategy T-6.1** Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.
- Strategy T-6.2** Driveways shall be located to provide adequate sight distance for all traffic movements and not interfere with traffic operations at intersections.
- Strategy T-6.3** On-site traffic circulation shall be designed to ensure safe and efficient storage and movement of driveway traffic.
- Strategy T-6.4** ~~Driveway access onto all classifications of arterial streets shall be avoided whenever possible. Require property access to streets with lower classifications.~~ **This is not always the right answer. May want to revise to.** Driveway access onto all classifications of arterial streets should be located to minimize impacts on the adjacent street system
- Strategy T-6.5** Shared vehicle access between adjacent commercial and industrial development sites should be provided where feasible or provisions made to allow for future shared access to reduce development traffic impacts on adjacent streets.
- Strategy T-6.6** Access to properties should be oriented away from properties that are used, zoned or shown on the Comprehensive Plan less intensively.
- Strategy T-6.7** Enhance the safety of residential streets and the livability of neighborhoods.
- Strategy T-6.8** Non-local and bypass traffic on local neighborhood streets shall be discouraged. Discourage through traffic on local access streets.
- Strategy T-6.9** Traffic calming measures and innovative street design features shall be required where traffic analysis indicates that a development will introduce traffic on local streets that exceeds the design volume of the local street ~~established neighborhood level of service standard.~~

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

ENVIRONMENTAL FACTORS

- Policy T-7** Minimize the impacts of the transportation system on the City’s environment and neighborhood quality of life.

- Strategy T-7.1** Minimize consumption of natural resources and reduce carbon emissions through the efficient coordination of traffic flow, the promotion of non-motorized alternatives, and the use of public transit.
- Strategy T-7.2** Minimize spillover parking from commercial areas, parks and other facilities encroaching on residential neighborhoods.
- Strategy T-7.3** Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as residential streets.
- Strategy T-7.4** Develop a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets.
- Strategy T-7.5** Design new residential streets to discourage cut-through traffic, while providing for connectivity.

FUNDING

Policy T-8 Develop a Multi-modal Funding Plan and contingency plans for funding needed transportation improvements.

Strategy T-8.1 Establish ongoing condition assessments and funding plans for transportation related programs including street overlays, sidewalks, traffic signal rebuild, street maintenance and operations, and other multi-modal transportation options.

Strategy T-8.2 Assure adequate funds to provide local match for grant opportunities in order to maximize the benefits to Lynnwood of all funding sources.

Strategy T-8.3 Utilize creative funding mechanisms to facilitate development of new transportation infrastructure.

Strategy T-8.4 ~~Adopt a policy to support Traffic Impact Fees (TrIF). Adopt impact fees that charge growth for the cost of transportation improvements reasonably related to the impacts of growth.~~ Charge Traffic impact fees to fund growth related transportation system improvements.

SUPPORT IMPLEMENTATION OF SUBAREA PLANS

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

Strategy T-9.1 Develop a schedule and funding plan for City Center infrastructure projects and implement the Plan.

Strategy T-9.2 Work with appropriate community stakeholders to develop effective means to support implementation of the Edmonds Community College Master Plan and the plan for the surrounding neighborhood.

FACILITATE INTERGOVERNMENTAL COORDINATION

Policy T-10 Develop a strategy to coordinate effectively with other local, regional, state and federal agencies.

Strategy T-10.1 Attend regular meetings of long-standing forums such as Snohomish County Infrastructure Coordinating Committee (ICC), Regional Project Evaluating Committee (RPEC) at PSRC, and Snohomish County Committee for Improved Transportation (SCCIT), WSDOT quarterly meetings and Snohomish County Tomorrow (SCT).

Strategy T-10.2 Participate in special purpose sub-regional and regional forums convened to deal with specific issues of concern to Lynnwood.

SUSTAINABLE TRANSPORTATION

Policy T-11 The City should implement programs that help to reduce the negative effects of transportation on the environment and human health.

Strategy T-11.1 Post a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

Strategy T-11.2 Support programs and projects that help to achieve reduce Greenhouse Gas emissions reductions to achieve compliance consistent with state goals established in RCW 70.235.050 and RCW 70.235.060 RCW 80.80.02 and RCW 70.35 RCW

Strategy T-11.3 Seek the development and implementation of transportation modes and technologies that are energy-efficient, and improve system performance, and minimize negative impacts to human health.

Strategy T-11.4 Develop a transportation system that minimizes negative impacts to human health.

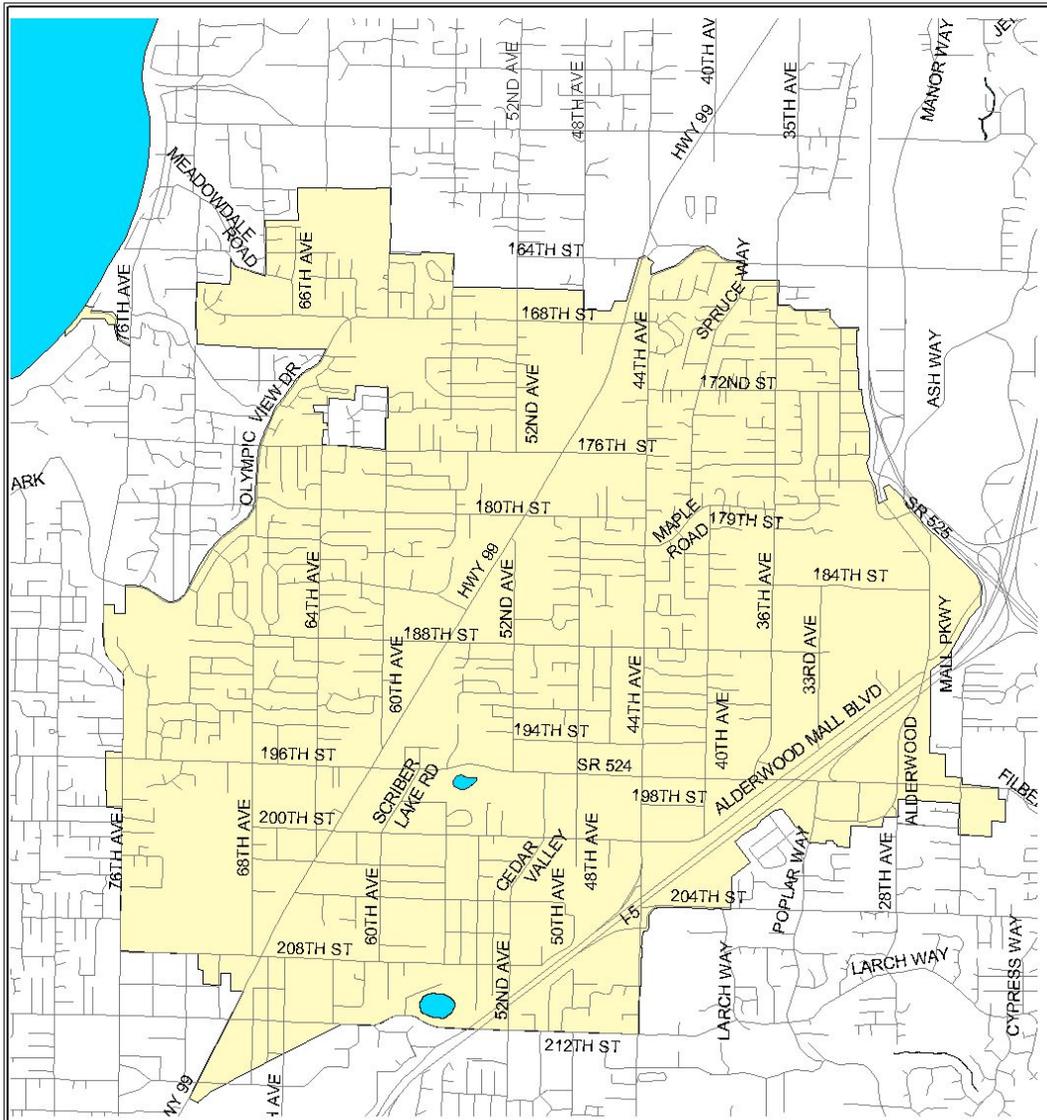
Strategy T-11.5 Protect the transportation system against natural and manmade disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in the emergency management plans and hazard mitigation plans of the County and as well as the Washington State Comprehensive Emergency Management Plan.

Transportation Element Maps (on following pages):

- Existing Street System Map
- Arterial Roadway System Plan
- Pedestrian Skeleton System
- Bicycle Skeleton System
- Existing Traffic Signals Map
- Existing Transit System
- Locations of Future LRT Stations (conceptual)

20-year List – follows maps.

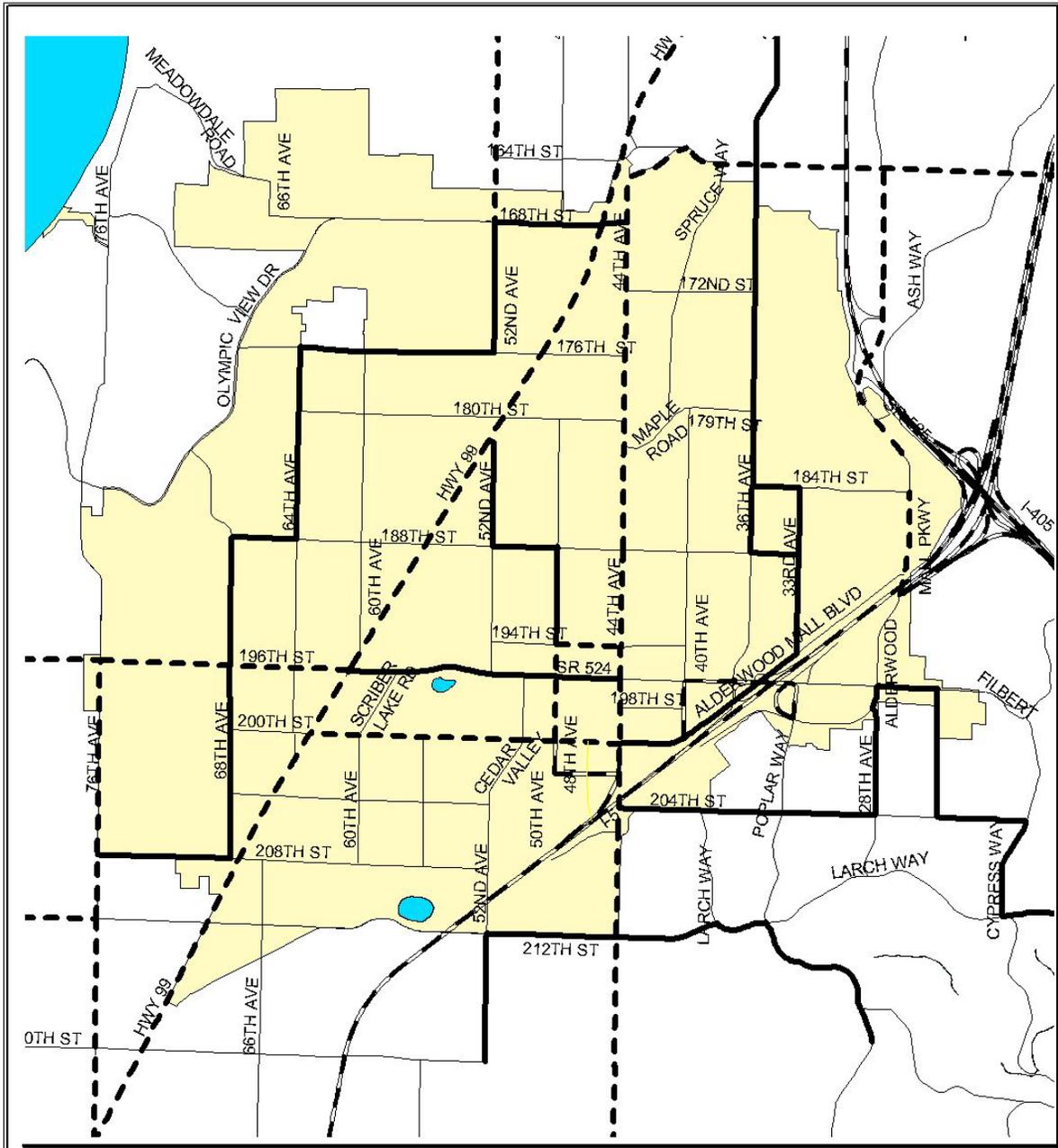
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EXISTING STREET SYSTEM



INCOMP PLAN MAPS
 LAST UPDATED BY CA6 4/2008



EXISTING TRANSIT SYSTEM



INCOMP PLAN MAPS
 LAST UPDATED BY CAG APRIL 2008

20 Year List

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

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
35	212th St SW	SR 99	52nd Ave W	Bicycle project B107
36	52nd Ave W	204th St. SW	S city limit	Bicycle project B32
37	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39
38	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63
39	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83
40	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89
41	200th St SW	Edmonds CC	SR 99	Bicycle project B97
42	52nd Ave W	N City limit	176th St. SW	Bicycle project B36
43	44th Ave W	Maple Rd	194th St SW	Bicycle project B44
44	176th St SW	54th Ave W	44th Ave W	Bicycle project B70
45	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96
46	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108
47	216th St SW	SR 99	Interurban Trail	Bicycle project B110
48	66th Ave W	S City limit	208th St. SW	Bicycle project B12
49	60th Ave W/Scriber Lk Rd	196th St SW	208th St. SW	Bicycle project B21
50	62nd Ave/165th Pl /64th	Lunds Gulch	168th St. SW	Bicycle project B25
51	44th Ave W	204th St. SW	212th St SW	Bicycle project B43
52	36th Ave W	Maple Rd	194th St SW	Bicycle project B52
53	204th St SW	44th Ave W	E City Limit	Bicycle project B104
54	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17
55	33rd Ave W	184th St SW	194th St SW	Bicycle project B55
56	180th St SW	56th Ave W	44th Ave W	Bicycle project B74
57	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79
58	188th St SW	68th Ave W	SR 99	Bicycle project B81
59	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Bicycle project B88
60	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90
61	68th Ave W/Blue Ridge Dr	196th St SW	OVD	Bicycle project B10
62	60th Ave W	188th St SW	SR 99	Bicycle project B22
63	60th Ave W	176th St SW	188th St SW	Bicycle project B23
64	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Bicycle project B38
65	Maple Road	44th Ave W	36th Ave W	Bicycle project B77
66	40th Ave W	188th St. SW	194th St SW	Bicycle project B48
67	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50
68	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58
69	180th St SW	Olympic View	56th Ave W	Bicycle project B73
70	168th /66th Ave/Meadowdale	Meadowd. Rd	OVD	Bicycle project B112
71	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2
72	60th Ave W	168th St SW	176th St. SW	Bicycle project B24

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
73	48th Ave W	180th St. SW	192nd PI SW	Bicycle project B40
74	172nd St SW	44th Ave W	36th St SW	Bicycle project B67
75	76th Ave W	OVD	196th St SW	Bicycle project B1
76	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51
77	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49
Non-Motorized Miscellaneous Improvements				
78	I-5/196th St SW Ped Imp.	36th Ave W	Poplar Way	East/west ped route through interchange
79	44th Interurban Trail & Bridge	44th Ave W	40th Ave W	Regional multiuse trail over 44th
80	Sidewalk - ADA Ramps	City-Wide	City-Wide	Bring deficient locations into compliance
81	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal
Intersection Improvements				
82	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal
83	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct signal
84	Intersection Improvements	48th Ave W	188th St SW	Traffic signal
85	Intersection Improvements	66th Ave W	212th St SW	Traffic signal
86	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal
87	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct signal
88	Intersection Improvements	61st PI W	212th St SW	Traffic signal
89	Intersection Improvements	50th Ave W	196th St SW	Traffic signal
90	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal
91	Intersection Improvements	44th Ave W	180th St SW	Traffic signal
92	Intersection Improvements	40th Ave W	198th St SW	Traffic signal
93	Intersection Improvements	AMP	Poplar Way	Traffic signal
94	Intersection Improvements	AMP	182nd St SW	Traffic signal
North/South Capacity Improvements				
95	Olympic View Drive	76th Ave W	168th St SW	Turn lanes, shared bike lanes, sidewalk
96	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk
97	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connection)
98	33rd Ave W Extension	184th St SW	AMP	New road through old high school
99	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart
100	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
				Extension
101	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk
102	Beech Road Extension	AMP	Maple Road	Continuous road behind Kohls and Target
103	40th Undercrossing of I-5	204th St/Larch	AMB/40th Ave	New connection across I-5
East/West Capacity Improvements				
104	204th St SW Extension	68th Ave W	SR 99	New road
105	Maple Road Extension	32nd Ave W	AMP	New road
106	196th St SW Improvements	SR 99	Scriber Lk Rd	Add lanes
107	196th St SW Improvements	Scriber Lk Rd	48th Ave W	Add lanes
108	188th St SW Improvements	68th Ave W	60th Ave W	Add turn lanes, bike lanes, sidewalk
City Center Improvements				
109	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes
110	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes
111	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes
112	42nd Ave W Improvements	200th St SW	194th St SW	New road
113	194th St SW Improvements	40th Ave W	33rd Ave W	New road
114	44th Ave W Improvements	I-5	194th St SW	Add lanes
115	City Center Street Grid	Master Street Plan		Remainder of grid streets
Freeway Improvements				
116	I-5/196th Braided Ramp	EB 525/NB 405	SB 5	WSDOT project
117	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids
118	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp
119	New Ramp	SB I-5	WB SR525	New Interchange Ramp
Maintenance Programs				
120	Overlay	City-Wide	City-Wide	Pavement overlay
121	Traffic Signal Rebuild	City-Wide	City-Wide	Periodic repair of signals
122	Traffic Signal Reconstruction	Scriber Lk Rd	196th St SW	Fully reconstruct signal
123	Sidewalk - O & M	City-Wide	City-Wide	Periodic repair of sidewalks
Other Projects				
124	Traffic Management Center	City Hall	City Hall	TMC at City Hall
125	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)
126	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. projects
127	Lynnwood Link Trolley	ECC, LTC, CC, Alderwood		Feasibility study
128	SR 99 Corridor Safety	164th St SW	218th St SW	Access management

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
129	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents

Transportation Demand Management:

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

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

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

Fig. T-4: 2011 Commute Trip Reduction Goals						
	Full-time Employees	Affected Employees	SOV Base	2011 SOV Goal	VMT Base	2011 VMT Goal
City of Lynnwood	488	196	89.50%	80.60%	8.7	7.6

Fig. T-4: 2011 Commute Trip Reduction Goals

Dept. of Social & Health Services	175	175	87.90%	79.10%	10.8	9.4
Edmonds Community College	945	370	78.90%	72.40%	8.7	7.6
Edmonds School District	122	114	80.50%	58%	7.6	6.6
Harris Ford	146	46	79%	71.10%	8.7	7.6
Verizon Northwest	122	122	60.50%	54.50%	11.9	10.3
Cobalt Group*						
Pemco Mutual Ins. Co.*						
* Cobalt Group and Pemco Mutual opened Lynnwood offices in 2007. Their base rates and goals will be established by the next bi-annual survey.						

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

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

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

Subgoal: Revise Transportation Element

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

Objectives:

T-38: Review and revise the Arterial Street Map every five years.

T-39: Review and revise the 20-Year Project List every five years.

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Parks Element

Agenda Item: E.2

Staff Report

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

Staff Contacts: Lynn Sordel, Parks, Recreation & Cultural Arts Department
Michele Szafran, Community Development

Summary

The purpose of this agenda item is to receive input from the Planning Commission regarding the second iteration of the Park Element for the 2015 Comprehensive Plan update. The draft Park Element is an update of the existing Element of the Comprehensive Plan. The Commission's first review of an updated Parks Element occurred on November 13, 2014, but was limited to formatting changes at that time.

The Parks Department is currently preparing a new master plan for Lynnwood's park system [Parks, Arts, Recreation and Conservation Plan (PARC)]. When complete, that master plan would be incorporated by reference as part of the Comprehensive Plan. However the PARC Plan is not scheduled for adoption prior to the completion of the 2015 Comprehensive Plan Update. In the meantime; Parks staff has made updates to the existing Element in order to accurately reflect major issues for the department and at a later date the PARC Plan will supplement the Parks Element.

The changes made to the existing Parks Element are summarized in the attached "summary of changes" sheet. Specific changes are shown in the "track changes" version.

The goal of this element remains to reference the PARC plan once that has been adopted.

Action

Provide direction to staff regarding the draft Park Element.

Background

Staff has provided a "clean" version of the revised Element, a "track changes" version (with annotations).

Previous Planning Commission / City Council Action

Planning Commission discussion on November 13, 2014.

Adm. Recommendation

Provide guidance and feedback to staff as desired.

Attachments

1. Summary of Changes
2. Draft Park Element (clean version)
3. Draft Park Element (track changes version, with annotation)

DATE: February 13, 2015

TO: Planning Commission

FROM: Lynn D. Sordel, Parks, Recreation & Cultural Arts
Michele Szafran, Community Development

RE: SUMMARY OF CHANGES: PARKS, RECREATION AND OPEN SPACE ELEMENT

The table below provides a summary of the primary (i.e., more substantive) edits made to the Parks, Recreation and Open Space Element for the 2015 Comprehensive Plan Update:

SECTION	AMENDMENT
Introduction	No changes
Planning Context	Updated to reference City vision
Summary of Issues	Updated to accurately reflect major issues for department: <ul style="list-style-type: none"> • Meeting department mission to create a healthy community • Identifying level of service needs • Resource options to meet level of service needs
Existing Conditions	No substantive changes
Demand and Needs Assessment	No substantive changes
GOALS, POLICIES AND STRATEGIES	
Goal	<ul style="list-style-type: none"> • Added discussion public safety and security, accessibility and consideration of diverse populations in park development and improvements • Added discussion of funding feasibility
Park Development	Updated to include specific projects: <ul style="list-style-type: none"> • Rowe Park development • Off-Leash Dog Park development • Meadowdale Neighborhood Park improvements • 188th Street SW Mini Park development • Town Center Park (City Center) acquisition and development • Scriber Lake Park improvements • Gold Park improvements
Activity Centers	Updated to accurately address the term “Activity Centers”
Municipal Urban Growth Areas	<ul style="list-style-type: none"> • Removed reference to projects not within MUGA (moved to other sections) • Reworded discussion of Doc Hageman Park to more accurately reflect near-term plans at the site
Open Space System	Rewording and reordering – No substantive changes
Facilities and Programs	<ul style="list-style-type: none"> • Reworded with more accurate descriptions • Added discussion of community gardens • Added discussion of maintain staff certifications • Added discussion of Heritage Park programming • Moved section to Historical section of the Community Character chapter
Trail System	<ul style="list-style-type: none"> • Reworded with more accurate descriptions

	<ul style="list-style-type: none"> • Added discussion of a “walkable” Lynnwood • Added discussion of Scriber Creek Trail improvements • Added discussion of Interurban Trail master plan and updated missing link segment left to be completed • Added discussion of Wilcox Park, Scriber Lake Park and adjoining School District property and connections for pedestrian access • Added discussion of the BikeLink project in coordination with Public Works
Interjurisdictional Coordination	Updated to accurately reflect current projects
Facilities Management	Moved to Park Development section higher in document
Monitoring and Evaluation	No substantive changes

PARKS, RECREATION AND OPEN SPACE ELEMENT

INTRODUCTION

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

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

PLANNING CONTEXT

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

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

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

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

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

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

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

SUMMARY OF ISSUES

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

Mission: Creating a Healthy Community

Lynnwood is not immune to the obesity epidemic and other health issues. In 2005, 31 percent of Lynnwood residents were overweight, and an additional 26 percent were obese. Only 37 percent of Lynnwood residents meet national recommendations for moderate physical activity. Eighty-one percent of Lynnwood adults consume less than five servings of fruits and vegetables daily. These statistics can be discouraging, but there is hope.

Healthy Communities is about health equity. A healthy community promotes well-being and offers a high quality of life. Its efforts rely on a combination of policy, infrastructure improvements and programming to help make the healthy choice the easy choice. The Healthy Communities Program 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, safer and more convenient for people to move about. Healthier food choices in school cafeterias and restaurants, well-supported food banks, and local farmers markets offer options for healthier food. A healthy community is one where people have good physical and emotional health. A healthy community has strong social networks and provides individual community members with opportunities for personal growth and improvement.

Policies and environments that shape and define a community will also affect the health outcomes of its citizens. Policy and infrastructure improvements have some of the greatest impact on the health of our community as opportunities to “level the playing field” for all members of a community including disproportionately-impacted populations. Local policies and the physical environment influence daily choices that affect our health. *A Healthy Community makes the healthy choice the easy choice.*

Level of Service Need

Other services provided by the City of Lynnwood, such as transportation and utilities are able to quantify performance through counts, calculations and future-oriented modeling. The nature and variety of services provided by Parks, Recreation and Cultural Arts makes quantification and performance measurement rather difficult.

In 1983, level of service guidelines were published by the National Recreation and Parks Association (NRPA) based upon providing a set number of park acres and park facilities per thousand persons. Yet, these guidelines go to great lengths to distance themselves from becoming “standards.” Rather, the guidelines are a suggested model and local adjustments are encouraged.

As to service measure, communities have the flexibility to use any system that is perceived to be of value to the community. Historically, the City has used 10 acres/1,000 population as its standard. In 2014, the City retained a consultant to create revisions to the adopted LOS. Specifically, there will be an emphasis on acquisition needs, capital development, preservation, connectivity/mobility needs as well as indoor facility needs. The current Level of Service need will be outlined in the updated Parks, Arts, Recreation & Conservation (PARC) Comprehensive Plan due to be completed in 2015.

As the City of Lynnwood continues to evolve, there will very likely be greater pressure to provide services that will not only meet the needs of our residents, but those that reside in the MUGA. If

annexation is successful, there will be considerable pressure to provide additional parks in the MUGA. Additional population growth within existing boundaries is also a real concern. Examples include the proposed population increases in the City Center, near Alderwood Mall, and along the Highway 99 corridor. Additional planning will be needed to develop recreation facilities needed to meet the expected service demand.

Ability to Meet Level of Service Need

Perhaps the most significant component of the Department's new PARC plan will focus on funding strategies needed to meet the LOS, the long-standing list of deferred maintenance and capital renewal needs. The Department will retain a consultant in 2015 to create a comprehensive list of funding sources for capital improvements and deferred maintenance. It will be critical for the Department to find funding sources to support maintenance and operations of the parks system.

When the study is complete, the Department will have the ability to create implementation and strategic plans that will focus on addressing these critical issues: funding strategies and sources, deferred maintenance demands, capital renewal needs, and future capital facilities development demands.

Refer to the Community Character Chapter for needs and priorities that address demographic changes, arts, culture and historic preservation.

Social and demographic trends that affect service delivery are being regularly reviewed to identify and address new recreational needs and to reposition those facilities and programs that are no longer relevant. To anticipate and respond to the cultural diversity of the City's population, new communication strategies are being implemented to provide timely, accurate information to Lynnwood residents and visitors, and non-English speaking populations.

As the City explores possible Municipal Urban Growth Area annexation both north and east of its existing borders, the future need and demand for facilities and conservation will grow substantially. Currently, there are no developed parks or recreation facilities within the MUGA area.

EXISTING CONDITIONS

The City's current parks, recreation and open space inventory amounts to approximately 353 acres and includes park facilities within the City and in the MUGA, that offer both active and passive recreational opportunities. The park facilities within the City are categorized into the following functional classifications for planning and programming purposes, according to size and function.

Core Parks: Core Parks (mini, neighborhood and community parks) traditionally provide a combination of active and passive uses, including play equipment, picnic areas, athletic fields, and trails. The City currently operates 13 developed parks in the Core Parks category, with 2 park properties undeveloped. With the loss of the Lynnwood Athletic Complex, the Community Parks category shows a need for 45.7 additional acres to meet the minimum level of service. In the Core Parks category 62.7 acres need to be acquired and developed within the City. Currently Core Parks account for 116.3 acres of park land, or about 35% of the total park, recreation and open space inventory within the City.

Special Use Areas: Four facilities in Lynnwood are classified as "Special Use Areas" based on their current purpose and/or activity - the Municipal Golf Course, the Recreation Center, the Senior Center and Heritage Park - for a total of 81.8 acres. Because of its primary historical purpose, Heritage Park is included in this category.

Open Space: The City's Open Space classification includes large natural areas, environmental parks and urban greenbelts. It is the City's policy to preserve natural resources for the conservation of important habitats and for passive recreational use whenever possible. 138.5 acres in and adjacent to Lynnwood are preserved as Parks and Recreation-maintained open space. Scriber Lake Park, Scriber Creek Park and

Gold Park are included in this category because they are environmental parks that do not have active recreation elements.

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

DEMAND AND NEEDS ASSESSMENT

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

Level of Service: The adopted Parks LOS Standard in Lynnwood is 10 acres/1000 population. This standard is expressed as minimum acres of park, recreation and open space recommended for each 1,000 persons, using the 2010 Census population of 35,836. The standard is further delineated as 5 acres/1000 population for Core Parks (mini, neighborhood and community parks), and 5 acres/1000 population for Other Park Land (open space and special use facilities). The City Center Sub-Area Plan recommends a separate Parks Level of Service Standard within the City Center area.

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

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

Table 1: Parks, Recreation and Open Space						
DEMAND AND NEED WITHIN CITY LIMITS						
#	Classification	Existing ^{1,4}	2010 – 35,836 Census Population		2025 – 86,000 Est. Population ⁵	
			Demand ²	Need ³	Demand ²	Need ³
Core Parks:						
5	Mini	3.32 ac	5.38 ac	2.06 ac	12.90 ac	9.58 ac
8	Neighborhood	38.77 ac	53.76 ac	14.99 ac	129.00 ac	90.23 ac
2	Community	74.37 ac	120.06 ac	45.69 ac	288.10 ac	213.73 ac
Subtotal:		116.26 ac	179.20 ac	62.74 ac	430.00 ac	313.54 ac
Other Park Land:						
4	Special Use	81.45 ac	71.68 ac	0 ac	172.00 ac	90.55 ac
	Open Space	138.46 ac	107.52 ac	0 ac	258.00 ac	119.54 ac
Subtotal:		219.91 ac	179.20 ac	0 ac	430.00 ac	210.09 ac
TOTAL:		336.37 ac	358.40 ac	22.03 ac	860.00 ac	523.63 ac
4	Trails:	7.10 mi	9.04 mi	1.94 mi	21.50 mi	14.40 mi

Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, revised 3/2013.

Notes:

- 1 Includes both developed and undeveloped park facilities within the City limits only.
- 2 Demand reflects total park acres required to meet minimum level of service standard for each category.
- 3 Need reflects additional park land required to meet minimum level of service standard for each category.
- 4 City park property located outside the City in the MUGA is not included in the City's demand and need analysis.
- 5 The 2025 population shown is an estimate that includes annexation of MUGA population and the new City Center population.

Population projections to 2025 were applied to determine future impacts on the City's existing parks system. Both potential annexation of the MUGA population and the new City Center population are reflected in the 2025 population estimate. In addition to maintaining and improving the City's existing facilities, additional park facilities will be needed to meet current and future demands and the adopted LOS within the City, and in the City's urban growth areas.

Within City Boundaries: The adopted Parks Level of Service Standard is a minimum of 10 acres/1000 population. The current level of service for combined park classifications achieved is 9.4 acres/1000 population. There remains a need for an additional 62.7 acres in the Core Parks category to meet the demand for 179.2 acres of active park land. The inventory also shows a deficit of 1.9 miles in the Trails category to meet the demand for 9 miles of trails outside of parks.

By the year 2025, it is estimated that Lynnwood's population will increase to approximately 86,000. This includes potential annexation of the MUGA population and also the estimated City Center population of 5,400. Continued park acquisition and development will be necessary to meet the demand for parks, open space and recreation facilities in 2025. Table 1 summarizes the existing and future demand and need within the City.

Within Municipal Urban Growth Areas: New residential and commercial development in Lynnwood's MUGA is generating demand for parks, recreation facilities and open space. In future north annexation areas, approximately 93 acres of open space in the Swamp Creek corridor have been preserved jointly by Snohomish County and the City of Lynnwood. The City has also acquired a 9-acre future park site (Manor Way) adjacent to this annexation area, and a 7.7-acre future park site (Doc Hageman Park) east of Interstate 5. 77 acres of wetlands has been acquired adjacent to Lund's Gulch for preservation of the headwaters of Lund's Creek. The City currently is in negotiations to acquire an additional 13 acres

north of the Lund’s Gulch. If acquisition of this site is successful, the total wetlands preservation area around Lund’s Gulch will total over 90 acres.

There are currently no active use park facilities in the City’s MUGA, which had an estimated 2011 population of 24,772. As a result, Lynnwood’s parks are over-burdened with non-resident use. Applying our current Parks Level of Service Standard to today’s MUGA population would require approximately 248 acres of parks and open space. To provide park facilities needed by the growing population in the MUGA, the City will continue to seek equitable methods of acquisition and development with Snohomish County and other jurisdictions.

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

GOALS, POLICIES AND STRATEGIES

GOAL

Provide a comprehensive system of parks, open space and recreation facilities that serves the needs of current and future residents, and visitors to Lynnwood. To meet the recreational needs of the community, provide a park system that includes mini, neighborhood and community parks.

- Policy P-1.** Acquire park land in accordance with the Budget and Capital Facilities Plan for the development of parks at the adopted level of service of 10 acres/1,000 population.
 - Policy P-2.** Plan for the location of parks in the proximity of underserved neighborhood and/or high-density developments.
 - Policy P-3.** Design new parks and provide improvements to existing parks to promote public safety and security, and provide accessibility to all in accordance with Americans with Disabilities Act standards.
 - Policy P-4.** Provide a variety of recreational opportunities to serve a diverse population.
 - Policy P-5.** Manage and maintain parks, open space and recreation, through a regular schedule of maintenance and capital renewal efforts, to optimize use and protect public investment.
- Strategy P-A.** Conduct study, adopt and implement feasible funding method(s) for acquisition of park lands including park impact fees, metropolitan park district, partnerships, grants, user fees, City funding, interjurisdictional cost-sharing, land developer contributions and other sources.

PARK DEVELOPMENT

- Strategy P-B.** Develop new neighborhood park, Rowe Park, in west Lynnwood, per master plan completed in 2004, when funding is available.
- Strategy P-C.** Develop an off-leash dog park in an existing City park or an acquired site in the City.
- Strategy P-D.** Continue development at Meadowdale Neighborhood Park per the 2001 Master Plan with expanded parking and picnic shelters. Explore partnership for development and management of a pocket farm.
- Strategy P-E.** Develop the 188th St SW mini park in an underserved neighborhood.

- Strategy P-F.** Acquire site and develop Town Center Park in City Center area.
- Strategy P-G.** Continue Scriber Lake Park renovation per master plan completed in 2005. Seek funding for additional phases to fully develop the park as a safe and active community park.
- Strategy P-H.** Provide improvements to Gold Park including trail development, ethnobotanical garden and invasive plant removal to increase use and public safety in park. Support continuing volunteer efforts by Edmonds Community College and other volunteer groups.

ACTIVITY CENTERS

- Policy P-6.** Work with Community Development to identify parks and open space sites, related improvements, and implementation strategies for the City Activity Centers, City Center plans, including the City Center Parks Master Plan, the City Center Streetscape Plan, the Highway 99 Subarea Plan, and Alderwood Transition Area.

MUNICIPAL URBAN GROWTH AREAS (MUGA)

- Policy P-7.** Pursue cooperative planning efforts with Snohomish County to fund acquisition of open space for conservation and future park development in the Municipal Urban Growth Area to meet the recreational needs of future annexation areas.
- Policy P-8.** Partner with Snohomish County to provide frontage and parking improvements to Doc Hageman Park.

OPEN SPACE SYSTEM

- Policy P-9.** Provide a system of open space to preserve and protect the area's remaining native forests, wetlands, streams and wildlife habitats, and to provide natural buffers to the built environment at the minimum adopted level of service of 3 acres/1000 population for Open Space.
- Policy P-10.** Preserve and protect in public ownership areas with significant environmental features such as view corridors, landforms, steep slopes and plant and animal habitats from the impacts of development.
- Policy P-11.** Support volunteer and interjurisdictional efforts for restoration and preservation of the four major watersheds in South Snohomish County: Scriber Creek, Lund's Gulch, Swamp Creek and Hall Creek.
- Policy P-12.** Continue acquisition of open space properties in the Swamp Creek, Scriber Creek and watersheds.
- Policy P-13.** Continue to encourage stewardship of open space and natural areas through the Park Stewards program.
- Policy P-14.** Preserve open space corridors and trail linkages between parks, neighborhoods, schools and commercial centers. Where possible, acquire key linkages between parks and trail segments to create connected trail system.
- Policy P-15.** Provide neighborhood access to natural areas with trailheads and parking, in accordance with Title 17 LMC and ESA regulations.
- Policy P-16.** Provide environmental educational opportunities in natural areas with interpretive signage, nature trails and overlooks.

- Policy P-17.** Acquire open space within urban areas to buffer and enhance the built environment.
- Policy P-18.** Provide passive recreational opportunities in acquired natural areas.
- Policy P-19.** Work with Public Works and community volunteers in the enhancement of City-owned stormwater detention areas for passive community appreciation.
- Strategy P-I.** Develop Master Plan for the preservation of Lund’s Gulch in partnership with Snohomish County, the Brackett’s Landing Foundation and Friends of Lund’s Gulch.

FACILITIES AND PROGRAMS

- Policy P-20.** Provide the minimum adopted level of service of 2 acres/1000 population for Special Use facilities.
- Policy P-21.** Provide facilities and programs that promote a balance of recreational opportunities all age groups.
- Policy P-22.** Provide improvements to facilities that meet sustainability goals.
- Policy P-23.** Improve access to Community Gardens through acquisition, development and management of urban gardens for community use.
- Policy P-24.** Maintain staff development and certifications (e.g. CPR/First Aid, lifeguard certification, playground safety, etc.) to retain high safety standards in facilities and on play equipment.
- Policy P-25.** Coordinate the operation of Heritage Park facilities with the Heritage Park Partners Advisory Committee, including the Visitor Information Center, Heritage Resource Center, Genealogy Research Library, Interurban Car 55, Water Tower, heritage programming and demonstration gardens.
- Strategy P-J.** Plan for Recreation Center Phase II construction of a new community center that will provide programming space for youth/teen and senior activities, performing arts and sports. Develop a master plan for improvements to the Meadowdale Playfields athletic complex, including renovation of the soccer and softball fields, to meet the community’s demand for athletic fields, allow for year-round use, and provide a competitive athletic facility.
- Strategy P-K.** Complete phased development of Heritage Park, including renovation of all the historic structures including Water Tower, development of the Interurban Car 55 track and pulley mechanism, play area, trail, demonstration gardens, and development of museum programming in the park.
- Strategy P-L.** Work with the Lynnwood Parks and Recreation Foundation and community volunteers to complete Phase II renovation of the historic water tower.

TRAIL SYSTEM

- Policy P-26.** Design and construct trails to required standards to serve a variety of users at varying skill levels to the adopted minimum level of service standard of 0.25 miles/1000 population for trails outside parks.
- Policy P-27.** Support other City departments in the implementation of the “Multi-Choice Transportation System Plan,” which proposes a comprehensive City-wide “skeleton

system” of sidewalks, walkways, bike paths and trails. The Plan would link parks, schools, community facilities, transit centers, commercial centers, neighborhoods and adjacent regional trail systems.

- Policy P-28.** Develop additional non-motorized pedestrian trails outside of parks to meet the adopted minimum level of service to promote Lynnwood as a “walkable City.”
- Strategy P-M.** Plan and construct the northward extension of the Scriber Creek Trail to generally follow the creek route, from Scriber Lake Park north to the Meadowdale area and Lund’s Gulch (also known as Center to Sound Trail).
- Strategy P-N.** Coordinate development of the South Lund’s Gulch Trail with Snohomish County, Brackett’s Landing Foundation and volunteers. The trail is planned to begin in north Lynnwood, continue north into Lund’s Gulch, cross Lund’s Creek and connect with the existing Meadowdale Beach Park county trail, giving Lynnwood residents access to Lund’s Gulch open space and a walkable connection to Puget Sound.
- Strategy P-O.** Coordinate with Public Works to provide a seamless Interurban Trail corridor through Lynnwood by completing “missing links” in the Interurban Trail, specifically segments located at 212th St SW to 63rd Ave W to 211th St SW.. The objective is to remove trail users from automobile traffic where possible, providing a continuous trail route through the City.
- Strategy P-P.** Master plan Interurban Trail corridor upgrades and improvements including landscape and beautification, additional bench and picnic table amenities, improved directional signage, and upgraded trailheads. Provide improvements to the Interurban Trail to include trailheads, enhanced landscaping, signage and historic markers. Support interjurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail.
- Strategy P-Q.** Develop a master plan for Wilcox Park, Scriber Lake Park and the adjoining School District property, reflecting how these facilities can be connected for pedestrian access and related activities. With Public Works, coordinate a feasibility assessment of sidewalk and crosswalk needs (safe routes to schools) for schools that have been impacted by the reduction of Edmonds School District busing.
- Strategy P-R.** Partner with Public Works on the implementation of the BikeLink Project which will provide 10 new miles of connected bicycle facilities and promote trail/bike safety through signage and educational activities for pedestrians and bicyclists.

INTERJURISDICTIONAL COORDINATION

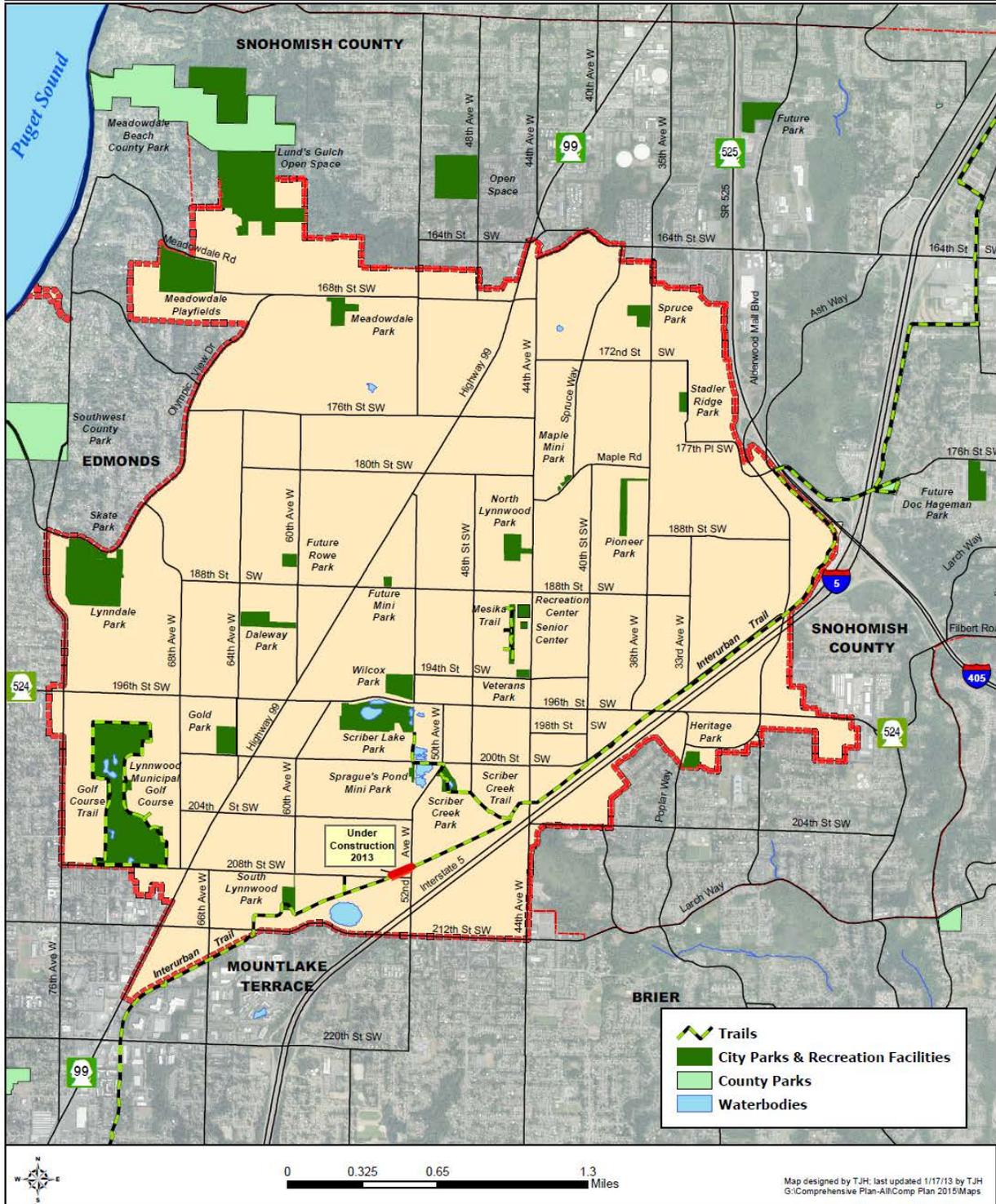
- Policy P-29.** Coordinate parks, open space and facility planning and development with appropriate jurisdictions and agencies for mutually beneficial partnerships.
- Policy P-30.** Work with other agencies or service providers to provide adequate recreational programs, facilities and special events for community use.
- Policy P-31.** Work with non-profit organizations and other community volunteers on parks, trails and open space service projects.
- Policy P-32.** Create sponsorship opportunities for entrepreneurs, both non-profit and for-profit, to enrich the park experience and implement innovative approaches to revenue generation for parks and recreation facilities, events and programs.

- Policy P-33.** Partner with Edmonds School District to improve access to existing school recreation sites for shared school/park use. Partner with ESD, the City of Edmonds and other potential funding partners to improve Meadowdale Playfields.
- Policy P-34.** Pursue cooperative planning efforts with Snohomish County to provide parks and open space in future annexation areas.
- Policy P-35.** Work with local businesses, land owners and other agencies, to enhance and further strengthen the Farmers Market in Lynnwood.
- Policy P-36.** Work with Edmonds Community College and support volunteer efforts to make improvements to Gold Park.

MONITORING AND EVALUATION

- Policy P-37.** Monitor, evaluate and update parks, recreation facilities and open space to ensure balanced, efficient and cost-effective programs.
- Policy P-38.** Encourage community input by providing opportunities for public involvement in park, recreation and open space planning.
- Policy P-39.** Annually update the Parks, Recreation and Open Space Element of the Comprehensive Plan, in accordance with the Recreation and Conservation Office guidelines.
- Policy P-40.** Continue public information programs to increase public awareness of the City's parks, recreation and open space system.
- Policy P-41.** Develop the 2015-2025 Lynnwood Parks, Arts, Recreation and Conservation (PARC) Comprehensive Plan to help guide the planning, acquisition and development of parks, facilities, open space and recreation programs.
- Policy P-42.** Annually update the Capital Facilities Plan with capital projects that reflect the recreational needs of the community.

Parks, Recreation Facilities, Open Space and Trails



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PARKS, RECREATION AND OPEN SPACE ELEMENT

INTRODUCTION

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

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

PLANNING CONTEXT

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

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

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

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

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

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



Explanation of proposed change: Updated reference to City Vision (Lynnwood Moving Forward: Our Community Vision, 2009). This text was moved here from elsewhere in the Element.

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

SUMMARY OF ISSUES

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



Explanation of proposed change: Narrative added to reflect the Parks Department's mission to create a healthy community. Note: See the Community Character Element for additional provisions relating to healthy communities.

Mission: Creating a Healthy Community

Lynnwood is not immune to the obesity epidemic and other health issues. In 2005, 31 percent of Lynnwood residents were overweight, and an additional 26 percent were obese. Only 37 percent of Lynnwood residents meet national recommendations for moderate physical activity. Eighty-one percent of Lynnwood adults consume less than five servings of fruits and vegetables daily. These statistics can be discouraging, but there is hope.

Healthy Communities is about health equity. A healthy community promotes well-being and offers a high quality of life. Its efforts rely on a combination of policy, infrastructure improvements and programming to help make the healthy choice the easy choice. The Healthy Communities Program 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, safer and more convenient for people to move about. Healthier food choices in school cafeterias and restaurants well supported food banks, and neighborhood farmers markets offer options for healthier food. A healthy community is one where people have good physical and emotional health. A healthy community has strong social networks and provides individual community members with opportunities for personal growth and improvement.

Policies and environments that shape and define a community will also affect the health outcomes of its citizens. Policy and infrastructure improvements have some of the greatest impact on the health of our community as opportunities to "level the playing field" for all members of a community including disproportionately impacted populations. Local policies and the physical environment influence daily choices that affect our health. A *Healthy Community makes the healthy choice the easy choice.*



Explanation of proposed change: Revised to reflect current conditions and practices. The amendments below include updated information regarding funding opportunities and resource options.

Level of Service Need

Other services provided by the City of Lynnwood, such as transportation and utilities are able to quantify performance through counts, calculations and future-oriented modeling. The nature and variety of

services provided by Parks, Recreation and Cultural Arts makes quantification and performance measurement rather difficult.

In 1983, level of service guidelines were published by the National Recreation and Parks Association (NRPA) based upon providing a set number of park acres and park facilities per thousand population. Yet, these guidelines go to great lengths to distance themselves from becoming “standards.” Rather, the guidelines are a suggested model and local adjustments are encouraged.

As to service measure, communities have the flexibility to use any system that is perceived to be of value to the community. Historically, the City has used a 10 acres/~~per~~ 1000 population as its standard. In 2014, the City has retained a consultant to create revisions to the adopted LOS. Specifically, there will be an emphasis on acquisition needs, capital development, preservation, connectivity/mobility needs as well as indoor facility needs. The current Level of Service need will be outlined in the updated Parks, Arts, Recreation & Conservation (PARC) Comprehensive Plan due to be completed in 2015.

As the City of Lynnwood continues to evolve, there will very likely be greater pressure to provide services that will not only meet the needs of our residents, but those that reside in the MUGA. If annexation is successful, there will be considerable pressure to provide additional parks in the MUGA areas. Additional population growth within existing boundaries is also a real concern. Examples would include the proposed population increases in the City Center, near Alderwood Mall, and along the Highway 99 corridor. Additional planning will be needed to develop recreation facilities needed to meet the expected service demand.

- ~~— Service Gap \ Acquisition need~~
- ~~— Capital development and maintenance (deferred maintenance)~~
- ~~— MUGA~~
- ~~— Open Space preservation~~
- ~~— Connectivity & multi modal transportation~~
- ~~— Indoor facility need~~

Ability to Meet Level of Service Need

Perhaps the most significant component of the Department’s new PARC plan will focus on funding strategies needed to meet the LOS, the long-standing list of deferred maintenance and capital renewal needs. The Department will retain a consultant in 2015 to create a comprehensive list of funding sources for capital improvements and deferred maintenance. It will be critical for the Department to find funding sources to support maintenance and operations of the parks system.

When the study is complete, the Department will have the ability to create implementation and strategic plans that will focus on addressing these critical issues: funding strategies and sources, deferred maintenance demands, capital renewal needs, and future capital facilities development demands.

Refer to the Community Character Chapter for needs and priorities that address demographic changes, arts, culture and historic preservation.

- ~~— Funding strategies~~
- ~~— Explore County impact fees~~
- ~~— Partnerships~~
- ~~— Upgrade facilities to meet current needs~~
- ~~— Sponsors & naming rights~~

- Due to the limited amount of vacant land in the City, the timing of acquisition and the location of park and open space lands are important to maintain a balance of land uses and meet the minimum level of service standards, planning standards and goals.
- Acquisition of park land in future annexation areas within Lynnwood's MUGA is recommended to provide recreation facilities for future Lynnwood residents and to reduce the demand on existing recreation facilities within the city limits.
- There is currently a deficit of active park facilities to serve Lynnwood's population. Additional acres of Core Parks (mini, neighborhood and community parks) are needed to meet the minimum level of service for active parks. It is necessary to replace the active recreation opportunities previously provided by the Lynnwood Athletic Complex, and to increase the level of service for community parks within the city.
- The demand for athletic facilities in the City exceeds the current supply. Loss of the Lynnwood Athletic Complex (LAC) had a significant impact on the need for athletic facilities in Lynnwood. The District has agreed to extend the City's contractual rights for use of the Meadowdale Playfields through June 5, 2065. However there are restrictions on the City's use of the facility. Through an Interlocal Agreement the City of Edmonds has use of the facility three days/week, and the District has use during school hours. Meadowdale Playfields, in its current condition, cannot accommodate the amount of use previously provided by LAC. In order to meet the demand for athletic facilities in Lynnwood, athletic fields in the city need to be improved. This could include upgrades at Meadowdale Playfields to accommodate the increased use of this facility caused by the loss of the LAC, and allow for year round use.
- Following the renovation/expansion of the Recreation Center in 2011, Phase II development of a new Community Center is planned to provide for programming youth/teen and senior activities, performing arts and sports. The new community center would relieve over-programming at the Recreation Center with complimentary programs.
- Preservation of the City's historical resources and interpretation of Lynnwood's past is important. Continued renovation of the historic structures, programming of heritage activities, and development of museum displays and interpretive exhibits at Heritage Park provide the community with a sense of its heritage.
- Implementation of the City's Multichoice Transportation System, the "skeleton system" of sidewalks, walkways, paths, promenades, trails and bikeways is important to meet the minimum level of service for trails in Lynnwood. Through the ACHIEVE/Healthy Communities program, a grant received in 2010 to provide a 'safe routes to school' with improved sidewalks at Lynnwood Elementary School.
- The acquisition and preservation of open space continues to be an important consideration when determining funding priorities. Significant environmental impacts have occurred in Lund's Gulch that threaten the gulch and its salmonid stream, and restorative efforts are necessary to regain the health of this important resource. Low Impact Development standards should be enforced for all proposed development adjacent to critical areas. Continued coordination with Snohomish County is needed to improve current development standards with the common goal of reducing the cumulative impacts of development on Lund's Gulch.

The availability of funding to provide new parks and recreation facilities, and to provide improvements to existing facilities, is a critical issue. Alternate funding sources such as user fees, park impact fees, grant funds, bonds, partnerships with other agencies, non-profit organizations and the private sector, or formation of a metropolitan park district need to be considered to ensure that new city development is adequately served with parks and recreation facilities.

~~Opportunities for entrepreneurs, both non-profit and for-profit, should be created to enrich the park experience and implement innovative approaches to revenue generation for parks and recreation facilities, events and programs.~~

Social and demographic trends that affect service delivery ~~should be~~ being regularly reviewed to identify and address new recreational needs and to reposition those facilities and programs that are no longer relevant.

To anticipate and respond to the cultural diversity of the City's population, new communication strategies ~~should be~~ being implemented to provide timely, accurate information to Lynnwood residents and visitors, and non-English speaking populations.

As the City explores possible Municipal Urban Growth Area annexation both north and east of its existing borders, the future need and demand for facilities and conservation will grow substantially. Currently, there are no developed parks or recreation facilities within the MUGA area.

~~To preserve and protect our existing assets, the ongoing maintenance and operations of our parks and recreation facilities needs to remain an important budget consideration. To maintain and expand our park system, it is necessary to sustain a park maintenance and acquisition fund.~~

~~The City has been recognized as a Tree City USA for 14 years. The Parks and Recreation Advisory Board supports reforestation and tree preservation activities to preserve and enhance the existing tree canopy in Lynnwood.~~

~~To provide the park, recreation and open space facilities needed within the City Center, sites must be identified, acquired and developed in accordance with the City Center Parks Master Plan and City Center SubArea Plan.~~

~~Proposed alignments of the Lynnwood Link/Light Rail extension are currently under review by the City and Sound Transit. It is important that the Parks, Recreation and Cultural Arts Department and the Parks and Recreation Board evaluate the alignment proposals and make recommendations to ensure minimal impacts to Lynnwood's parks and recreation facilities. Any negative impacts to the Interurban Trail, Scriber Creek Trail, Scriber Creek Park, and any associated wetlands, incurred by development of the Lynnwood Link/Light Rail extension must be mitigated with measures approved and accepted by the City.~~

~~The City of Lynnwood was selected by the Snohomish Health District to participate in its Healthy Community Initiative in June, 2007. Action plan strategies created by a citizen task force provide a framework in which the City's policy makers can work together to build and support an environment that makes it easier for Lynnwood residents to choose healthy foods and be physically active.~~

~~The Parks, Recreation and Cultural Arts Department supports the City's Vision to invest in preserving and expanding parks, recreation, and community programs, by developing a network of pedestrian and bike trails; encouraging partnerships and participation in community events; creating civic pride; promoting healthy lifestyles; providing senior services; and promoting parks and cultural arts for economic growth.~~

EXISTING CONDITIONS

The City's current parks, recreation and open space inventory amounts to approximately 353 acres and includes park facilities within the City and in the MUGA, that offer both active and passive recreational opportunities. The park facilities within the City are categorized into the following functional classifications for planning and programming purposes, according to size and function.

Core Parks: Core Parks (mini, neighborhood and community parks) traditionally provide a combination of active and passive uses, including play equipment, picnic areas, athletic fields, and trails. The City currently operates 13 developed parks in the Core Parks category, with 2 park properties undeveloped. With the loss of the Lynnwood Athletic Complex, the Community Parks category shows a need for 45.7 additional acres to meet the minimum level of service. In the Core Parks category 62.7 acres need to be acquired and developed within the City. Currently Core Parks account for 116.3 acres of park land, or about 35% of the total park, recreation and open space inventory within the City.

Special Use Areas: Four facilities in Lynnwood are classified as “Special Use Areas” based on their current purpose and/or activity - the Municipal Golf Course, the Recreation Center, the Senior Center and Heritage Park - for a total of 81.9 acres. Because of its primary historical purpose, Heritage Park is included in this category.

Open Space: The City’s Open Space classification includes large natural areas, environmental parks and urban greenbelts. It is the City’s policy to preserve natural resources for the conservation of important habitats and for passive recreational use whenever possible. 138.5 acres in and adjacent to Lynnwood are preserved as Parks and Recreation-maintained open space. Scriber Lake Park, Scriber Creek Park and Gold Park are included in this category because they are environmental parks that do not have active recreation elements.

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

DEMAND AND NEEDS ASSESSMENT

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

Level of Service: The adopted Parks LOS Standard in Lynnwood is 10 acres/1,000 population. This standard is expressed as minimum acres of park, recreation and open space recommended for each 1,000 persons, using the 2010 Census population of 35,836. The standard is further delineated as 5 acres/1,000 population for Core Parks (mini, neighborhood and community parks), and 5 acres/1,000 population for Other Park Land (open space and special use facilities). The City Center Sub-Area Plan recommends a separate Parks Level of Service Standard within the City Center area.

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

| The existing and future demand and need for parks, recreation and open space within the cityCity limits is reflected on Table 1.

Table 1: Parks, Recreation and Open Space						
DEMAND AND NEED WITHIN CITY LIMITS						
#	Classification	Existing ^{1,4}	2010 – 35,836 Census Population		2025 – 86,000 Est. Population ⁵	
			Demand ²	Need ³	Demand ²	Need ³
Core Parks:						
5	Mini	3.32 ac	5.38 ac	2.06 ac	12.90 ac	9.58 ac
8	Neighborhood	38.77 ac	53.76 ac	14.99 ac	129.00 ac	90.23 ac
2	Community	74.37 ac	120.06 ac	45.69 ac	288.10 ac	213.73 ac
Subtotal:		116.26 ac	179.20 ac	62.74 ac	430.00 ac	313.54 ac
Other Park Land:						
4	Special Use	81.45 ac	71.68 ac	0 ac	172.00 ac	90.55 ac
	Open Space	138.46 ac	107.52 ac	0 ac	258.00 ac	119.54 ac
Subtotal:		219.91 ac	179.20 ac	0 ac	430.00 ac	210.09 ac
TOTAL:		336.37 ac	358.40 ac	22.03 ac	860.00 ac	523.63 ac
4	Trails:	7.10 mi	9.04 mi	1.94 mi	21.50 mi	14.40 mi

Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, revised 3/2013.

Notes:

- 1 Includes both developed and undeveloped park facilities within the City limits only.
- 2 Demand reflects total park acres required to meet minimum level of service standard for each category.
- 3 Need reflects additional park land required to meet minimum level of service standard for each category.
- 4 City park property located outside the City in the MUGA is not included in the City's demand and need analysis.
- 5 The 2025 population shown is an estimate that includes annexation of MUGA population and the new City Center population.

Population projections to 2025 were applied to determine future impacts on the City's existing parks system. Both potential annexation of the MUGA population and the new City Center population are reflected in the 2025 population estimate. In addition to maintaining and improving the City's existing facilities, additional park facilities will be needed to meet current and future demands and the adopted LOS within the City, and in the City's urban growth areas.

Within City Boundaries: The adopted Parks Level of Service Standard is a minimum of 10 acres/1000 population. The current level of service for combined park classifications achieved is 9.4 acres/1000 population. There remains a need for an additional 62.7 acres in the Core Parks category to meet the demand for 179.2 acres of active park land. The inventory also shows a deficit of 1.9 miles in the Trails category to meet the demand for 9.0 miles of trails outside of parks.

By the year 2025, it is estimated that Lynnwood's population will increase to approximately 86,000. This includes potential annexation of the MUGA population and also the estimated City Center population of 5,400. Continued park acquisition and development will be necessary to meet the demand for parks, open space and recreation facilities in 2025. Table 1 summarizes the existing and future demand and need within the City.



Explanation of proposed change: Updated to reflect current information and conditions.

Within Municipal Urban Growth Areas: New residential and commercial development in Lynnwood's MUGA is generating demand for parks, recreation facilities and open space. In future north annexation areas, approximately 93 acres of open space in the Swamp Creek corridor have been preserved

jointly by Snohomish County and the City of Lynnwood. -The City has also acquired a 9-acre future park site (Manor Way) adjacent to this annexation area, and a 7.7-acre future park site (Doc Hageman Park) east of Interstate 5. ~~A 7721-acres of -wetlands site~~ has been acquired ~~adjacent to east of~~ Lund's Gulch for preservation of the headwaters of Lund's Creek, ~~and potential future development of an environmental park~~ The City currently is in negotiations to acquire an additional 13 acres north of the Lund's Gulch (Seabrook). If acquisition of this site is successful, the total wetlands preservation area around Lund's Gulch will total over 90 acres.

There are currently no active use park facilities in the City's MUGA, which had an estimated ~~2008-2011~~ population of ~~41,597~~24,772. -As a result, Lynnwood's parks are over-burdened with non-resident use. Applying our current Parks Level of Service Standard to today's MUGA population would require approximately ~~415-248~~ acres of parks and open space. To provide park facilities needed by the growing population in the MUGA, the City will continue to seek equitable methods of acquisition and development with Snohomish County and other jurisdictions.

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

GOALS, POLICIES AND STRATEGIES

GOAL

Provide a comprehensive system of parks, open space and recreation facilities that serves the needs of current and future residents, and visitors to Lynnwood. To meet the recreational needs of the community, provide a park system that includes mini, neighborhood and community parks.



Explanation of proposed change: Added Policies regarding consideration of public safety and security, accessibility and consideration of diverse populations in park development and improvements. Added discussion of funding feasibility.

~~Policy P-1. Provide the minimum adopted level of service of 5 acres/1000 population for Core Parks.~~

~~Policy P-2.~~ Policy P-1. Acquire park land in accordance with the ~~Annual~~ Budget and Capital Facilities Plan for the development of parks at the adopted level of service of 10 acres/1,000 population.

~~Policy P-3. Annually review vacant and underdeveloped parcels and park service areas to determine underserved neighborhoods in the city.~~

~~Policy P-4.~~ Policy P-2. Plan for the location of parks in the proximity of underserved neighborhood and/or of high-density developments.

~~Conduct study, adopt and implement feasible funding Use a variety of method(s) for funding acquisition of park lands including park impact fees, metropolitan park district, partnerships, grants, user fees, City funding, interjurisdictional cost sharing, land developer contributions and other sources.~~

~~Policy P-5.~~ Policy P-3. Design new parks and provide improvements to existing parks to promote public safety and security, and provide accessibility to all in accordance with Americans with Disabilities Act standards.

Policy P-4. Provide a variety of recreational opportunities to serve a diverse population.

Policy P-5. Manage and maintain parks, open space and recreation, through a regular schedule of maintenance and capital renewal efforts, to optimize use and protect public investment.

Strategy P-A. Conduct study, adopt and implement feasible funding method(s) for acquisition of park lands including park impact fees, metropolitan park district, partnerships, grants, user fees, City funding, interjurisdictional cost-sharing, land developer contributions and other sources.-

Strategy P-A.

PARK DEVELOPMENT



Explanation of proposed change: Information on specific projects added (Rowe Park, off-leash dog park, Meadowdale Neighborhood Park, 188th St SW Mini Park, Town Center Park, Scriber Lake Park, and Gold Park).

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

Strategy P-C. Develop an off-leash dog park in an existing City park or an acquired site in the City.

Strategy P-D. Continue development at Meadowdale Neighborhood Park per the 2001 Master Plan with expanded parking and picnic shelters. Explore partnership for development and management of a pocket farm.

Strategy P-B. Develop the 188th St SW mini park in an underserved neighborhood.

Strategy P-E.

Strategy P-C. Acquire site and develop Town Center Park in City Center area.

Strategy P-F.

Strategy P-D. Continue Scriber Lake Park renovation per master plan completed in 2005. Seek funding for additional phases to fully develop park as a safe and active community park.

Strategy P-G.

Strategy P-H. Provide improvements to Gold Park including trail development, ethnobotanical garden and invasive plant removal to increase use and public safety in park. Support continuing volunteer efforts by Edmonds Community College and other volunteer groups.

Provide improvements to South Lynnwood Neighborhood Park including

ACTIVITY CENTERS



Explanation of proposed change: Updated language to accurately address "Activity Centers." Removed references to recreation facilities outside of the MUGA (moved to other sections).

Updated description of near-term improvement plans for Doc Hageman Park.

Work with Community Development to identify parks and open space sites, related improvements, and implementation strategies for the City Activity Centers, City Center plans, including the City Center Parks Master Plan, the City Center Streetscape Plan, the Highway 99 Subarea Plan, and Alderwood Transition Area.

~~Policy P-6. Provide accessibility to all park facilities in accordance with Americans with Disabilities Act standards.~~

~~Policy P-7, Policy P-6.~~

~~Policy P-8. Adopt and implement a program to require new residential and commercial development to provide impact mitigation to the City, either by dedication of park land, plazas, park improvements, or payment of park impact fees.~~

~~Policy P-9. Preserve land for future park development.~~

MUNICIPAL URBAN GROWTH AREAS (MUGA)



Explanation of proposed change: Removed reference to projects not within MUGA (moved to other sections). Reworded discussion of Doc Hageman Park to more accurately reflect near-term improvement plans.

~~Policy P-10. Pursue cooperative planning efforts with Snohomish County to fund acquisition of open space for conservation and future park development. Acquire park land in the Municipal Urban Growth Area for future park development to meet the recreational needs of future annexation areas.~~

Policy P-7.

Partner with Snohomish County to provide frontage and parking improvements to Doc Hageman Park.

~~Strategy P-B. Pursue cooperative planning efforts with Snohomish County and neighboring jurisdictions in urban growth areas and future annexation areas.~~

~~Strategy P-C. Annually review potential parks and open space sites in the MUGA, and related facilities needed to provide the recommended level of service.~~

~~Strategy P-D. Seek methods of acquisition and development of these sites and facilities, which reflect the responsibilities of Snohomish County and the City.~~

~~Strategy P-E. Plan and Develop new parks and renovate existing parks in the city and in the Municipal Urban Growth Area (MUGA).~~

~~Strategy P-F. Design new parks in accordance with the purpose, size and classification of each.~~

~~Begin construction of Doc Hageman Park in Lynnwood's MUGA. Master plan completed in April 2009. Seek state funding and equal matching funds for first phase of park construction.~~

~~Policy P-1. Develop new neighborhood park in west Lynnwood, Rowe Park, per master plan completed in 2004, when funding is available.~~

- ~~Policy P-2. — Develop an off-leash dog park in an existing city park or an acquired site in the city or in the MUGA.~~
- ~~Policy P-3. — Renovate the existing amphitheater at Lynndale Park to expand seating capacity, improve access, improve lighting, and preserve and protect existing slopes and trees.~~
- ~~Policy P-4. — Continue development at Meadowdale Park per the 2001 Master Plan with expanded parking and picnic shelters.~~
- ~~Policy P-5. — Develop the 188th St SW mini park in an underserved neighborhood.~~

OPEN SPACE SYSTEM



Explanation of proposed change: Revisions for clarity and readability. No substantive changes.

- ~~Policy P-11.~~ Policy P-8. Provide a system of open space to preserve and protect the area’s remaining native forests, wetlands, streams and wildlife habitats, and to provide natural buffers to the built environment at the minimum adopted level of service of 3 acres/1000 population for Open Space.
- ~~Policy P-12. — Continue acquisition of open space properties in the Lund’s Gulch, Swamp Creek and Scriber Creek watersheds.~~
- ~~Policy P-13. — Provide the minimum adopted level of service of 3 acres/1000 population for Open Space.~~
- ~~Policy P-14.~~ Policy P-9. Preserve and protect in public ownership areas with significant environmental features such as view corridors, landforms, steep slopes and plant and animal habitats from the impacts of development.
- Policy P-10. — Support volunteer and interjurisdictional efforts for restoration and preservation of the four major watersheds in South Snohomish County: Scriber Creek, Lund’s Gulch, Swamp Creek and Hall Creek.
- Policy P-11. — Continue acquisition of open space properties in the Swamp Creek, Scriber Creek and watersheds.
- ~~Policy P-15. — Use a variety of methods for funding open space acquisitions including grants, donations, tax abatements, City funding, interjurisdictional cost sharing, land developer contributions and other sources.~~
- ~~Policy P-16. — Support volunteer and interjurisdictional efforts for restoration and preservation of the four major watersheds in South Snohomish County: Scriber Creek, Lund’s Gulch, Swamp Creek and Hall Creek.~~
- ~~Policy P-17.~~ Policy P-12. — Continue to encourage stewardship of open space and natural areas through the Park Stewards program.
- ~~Policy P-18. — Continue to review vacant and underdeveloped parcels within the city for potential acquisition of open space.~~
- ~~Policy P-19.~~ Policy P-13. — Preserve open space corridors and trail linkages between parks, neighborhoods, schools and commercial centers. Where possible, acquire key linkages between parks and trail segments to create connected trail system.

~~Policy P-20.~~Policy P-14. Provide neighborhood access to natural areas with trailheads and parking, in accordance with Chapter 17 of the Lynnwood Municipal Code and ESA regulations.

~~Policy P-21.~~ Provide environmental educational opportunities in natural areas with interpretive signage, nature trails and overlooks.

Policy P-15.

~~Policy P-22.~~ Plan conservation and passive development of 21-acre Lund's Creek Open Space with the Brackett's Landing Foundation. Plan for potential environmental center and interpretive development of uplands.

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

~~Policy P-23.~~ Acquire open space within urban areas to buffer and enhance the built environment.

Policy P-16.

~~Policy P-24.~~ Provide passive recreational opportunities in acquired natural areas.

Policy P-17.

~~Policy P-25.~~ Work with Public Works and community volunteers in the enhancement of City-owned stormwater detention areas for passive community appreciation.

Policy P-18.

~~Strategy P-G.~~Strategy P-I. [Develop Master Plan for the preservation of Lund's Gulch in partnership with Snohomish County, the Brackett's Landing Foundation and Friends of Lund's Gulch.](#)

~~Policy P-1.~~ Continue Scriber Lake Park renovation per master plan completed in 2005. Phase I design and construction of a new overwater dock, completed in 2012. Seek funding for additional phases to fully develop park as a safe and active community park.

~~Policy P-2.~~ Provide improvements to Gold Park including trail development and invasive plant removal to increase use and public safety in park. Support continuing volunteer efforts by Edmonds Community College and other volunteer groups.

FACILITIES AND PROGRAMS.



Explanation of proposed change: Revised for clarity and accuracy. New language added regarding: a) community gardens; b) maintaining staff certifications; and Heritage Park programming. Language regarding historic resources moved to the Community Character Element.

~~Policy P-19.~~ Provide the minimum adopted level of service of 2 acres/~~per 1,000 population~~persons for Special Use facilities.

~~Policy P-26.~~Policy P-20. Provide facilities and programs that promote a balance of recreational opportunities all age groups.

Policy P-27. Identify and prioritize the need for new/upgraded facilities and programs on an annual basis.

Policy P-28. Seek adequate funding and timely development of such facilities in accordance with the Annual Budget and Capital Facilities Plan.

Policy P-29. Provide the minimum adopted level of service of 2 acres per 1000 persons for Special Use facilities.

Policy P-30. Provide improvements to facilities that meet sustainability goals.

Policy P-21.

Policy P-22. Improve access to Community Gardens through acquisition, development and management of urban gardens for community use.

Policy P-31. Maintain staff development and certifications (e.g. CPR/First Aid, lifeguard certification, playground safety, etc.) to retain high safety standards in facilities and on and play equipment.

Policy P-23.

Policy P-32. Coordinate the operations of Heritage Park facilities with the Heritage Park Partners Advisory Committee, including the Visitor Information Center, Heritage Resource Center, Genealogy Research Library, Interurban Car 55, Water Tower, heritage programming and demonstration gardens.

Policy P-24.

~~Strategy P-H.~~ are cost effective, durable, attractive and energy efficient.

~~Strategy P-I.~~ Provide facilities that meet competitive playing standards and requirements for all age groups and recreational interests.

~~Strategy P-J.~~ Continue to offer specialized programming for diverse community groups such as seniors, youth and teens, and preschool.

~~Strategy P-K.~~ Plan for Recreation Center Phase II construction of a new community center that will provide programming space for youth/teen and senior activities, performing arts and sports.

~~Strategy P-L.~~ Develop a master plan for Wilcox Park, Scriber Lake Park and the adjoining School District property, reflecting how these facilities can be connected for pedestrian access and related activities.

Strategy P-J.

~~Strategy P-M.~~ Participate in the planning and design of a regional performing arts facility.

~~Strategy P-N.~~ Develop a master plan for improvements to the Meadowdale Playfields athletic complex, including renovation of the soccer and softball fields, to meet the community's demand for athletic fields, allow for year-round use, and provide a competitive athletic facility.

Strategy P-K.

~~Strategy P-O.~~ Complete phased development of Heritage Park, including renovation of all the historic structures including Water Tower, development of the Interurban Car 55

track and pulley mechanism, play area, trail, demonstration gardens, and development of museum programming in the park.

Strategy P-L.

~~**Strategy P-P.** Provide information that interprets the history of the Lynnwood/Alderwood Manor area, including historical displays, programs, activities, museum programming and interpretive signage.~~

~~**Strategy P-Q.** Work with Snohomish County Tourism Bureau to facilitate visitor information services.~~

~~**Strategy P-R.** Work with the Alderwood Manor Heritage Association to provide historical programming within the park and the management of heritage collections.~~

~~**Strategy P-S.** Work with the Sno Isle Genealogical Society to provide a community genealogical library in the Humble House.~~

~~**Strategy P-T.** Work with the Car 55 Restoration Committee to complete renovation of Interurban Car 55. Work with docents to provide tours of the trolley.~~

~~**Strategy P-U.** Work with local gardening groups to develop demonstration gardens and landscaping within the park.~~

Strategy P-M. Work with the Lynnwood Parks and Recreation Foundation and community volunteers to complete Phase II renovation of the historic water tower.

~~**Policy P-1.**~~

~~**Policy P-2.** Work with the Heritage Park Partners Advisory Committee to plan and coordinate heritage programming in the park, and provide museum development in the Wickers Building.~~

~~**Policy P-3.** Develop and manage the Heritage Park Docent Program to provide guided tours of the park's historical buildings, the Wickers Museum and Interurban Car No. 55.~~

TRAIL SYSTEM



Explanation of proposed change: Revised for clarity and accuracy. New language added regarding: a) a "walkable" Lynnwood; b) Scriber Creek Trail improvements; c) Interurban Trail master plan and unimproved segments; d) Wilcox Park, Scriber Lake Park and adjoining Edmonds School District property, and pedestrian access improvements; and e) the BikeLink project.

Policy P-25. Design and construct trails to required standards to serve a variety of users at varying skill levels to the adopted minimum level of service standard of 0.25 miles/1,000 population for trails outside parks.

~~**Policy P-33.**~~**Policy P-26.** Support other City departments in the implementation of the "Multi-Choice Transportation System Plan," which proposes a comprehensive ~~city~~**City**-wide "skeleton system" of sidewalks, walkways, bike paths and trails. The Plan would link parks, schools, community facilities, transit centers, commercial centers, neighborhoods and adjacent regional trail systems.

~~Policy P-34.~~Policy P-27. Develop additional non-motorized pedestrian trails outside of parks to meet the adopted minimum level of service to promote Lynnwood as a “walkable cityCity.”

Strategy P-N. Plan and construct the northward extension of the Scriber Creek Trail to generally follow the creek route, from Scriber Lake Park north to the Meadowdale area and Lund’s Gulch (also known as Center to Sound trail).

~~Strategy P-V.~~Coordinate development of the South Lund’s Gulch Trail with Snohomish County, Brackett’s Landing Foundation and volunteers. The trail is planned to begin in north Lynnwood, continue north into Lund’s Gulch, cross Lund’s Creek and connect with the existing Meadowdale Beach Park county trail, giving Lynnwood residents access to Lund’s Gulch open space and a walkable connection to Puget Sound.

~~Strategy P-W.~~

~~Strategy P-X.~~Strategy P-O. ~~Provide improvements to the Interurban Trail to include trailheads, enhanced landscaping, signage and historic markers.~~

~~Strategy P-Y.~~Strategy P-P. Coordinate with Public Works to provide a seamless Interurban Trail corridor through Lynnwood by completing “missing links” in the Interurban Trail, specifically segments located at 212th St SW to 63rd Ave W to 211th St SW, ~~208th St SW and 52nd Ave W, and 208th and 54th Ave W.~~ The objective is to remove trail users from traffic where possible, providing a continuous trail route through the cityCity.

~~Strategy P-Z.~~Master plan Interurban Trail corridor upgrades and improvements including landscape and beautification, additional bench and picnic table amenities, improved directional signage, and upgraded trailheads Provide improvements to the Interurban Trail to include trailheads, enhanced landscaping, signage and historic markers. Support interjurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail.

~~Strategy P-Q.~~

~~Strategy P-AA.~~

~~Strategy P-BB.~~Develop a master plan for Wilcox Park, Scriber Lake Park and the adjoining School District property, reflecting how these facilities can be connected for pedestrian access and related activities.

~~Strategy P-CC.~~Strategy P-R. ~~Coordinate development of the South Lund’s Gulch Trail with Snohomish County, Brackett’s Landing Foundation and volunteers. The trail is planned to begin in north Lynnwood, continue north into Lund’s Gulch, cross Lund’s Creek and connect with the existing Meadowdale Beach Park county trail, giving Lynnwood residents access to Lund’s Gulch open space and a walkable connection to Puget Sound.~~

~~Strategy P-DD.~~Strategy P-S. With Public Works, coordinate a feasibility assessment of sidewalk and crosswalk needs (safe routes to schools) for schools that have been impacted by the reduction of Edmonds School District busing.

~~Strategy P-EE. Partner with Public Works on the implementation of the Provide a connecting system of non-motorized trails for recreational, commuter and general circulation purposes to promote Lynnwood as a “walkable city”.~~

~~Strategy P-FF. Work with other jurisdictions to provide a continuous regional trail network.~~

~~Strategy P-GG. Provide the adopted minimum level of service standard of 0.25 miles/1000 population for trails outside parks.~~

~~Strategy P-HH. Design and construct trails to required standards to serve a variety of users at varying skill levels.~~

~~Strategy P-II. Include bicycle lanes when City streets are being reconstructed or built, and add bike routes to existing City streets, where feasible. BikeLink Project which will provide 10 new miles of connected bicycle facilities and signage, education and outreach~~

~~Strategy P-JJ. Require new development to provide access and connections to parks, trails and school sites.~~

~~Strategy P-KK. Encourage public and private funding for the development of trails.~~

~~Strategy P-LL. Strategy P-T. Promote trail/bike safety through signage and educational activities for pedestrians and bicyclists.~~

~~Policy P-35. Support interjurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail.~~

~~Policy P-36. Promote trail safety through signage and educational activities for pedestrians and bicyclists.~~



Explanation of proposed change: Moved to a preceding section of the Element.

ACTIVITY CENTERS

~~Policy P-37. Ensure that parks and open space are included as part of the land use mix in the activity centers’ master plans.~~

~~Policy P-38. Work with Community Development to identify parks and open space sites, related improvements, and implementation strategies for the City Activity Centers, City Center plans, including the City Center Parks Master Plan, the City Center Streetscape Plan, and the Highway 99 Subarea Plan.~~

~~Policy P-39. Establish park and open space guidelines and achieve level of service standards for public and private improvements in the City Center and the Highway 99 corridor.~~



Explanation of proposed change: Revised for clarity and accuracy.

INTERJURISDICTIONAL COORDINATION

~~Policy P-40. Coordinate parks, open space and facility planning and development with appropriate jurisdictions and agencies for mutually beneficial partnerships.~~

Policy P-28.

Policy P-41. — Work with other agencies or service providers to provide adequate recreational programs, facilities and special events for community use.

Policy P-29.

Policy P-42. — Work with non-profit organizations and other community volunteers on parks, trails and open space service projects.

Policy P-30.

Policy P-43. — Create sponsorship opportunities for entrepreneurs, both non-profit and for-profit, to enrich the park experience and implement innovative approaches to revenue generation for parks and recreation facilities, events and programs.

Policy P-44.

Policy P-31.

Policy P-45. — Partner with Edmonds School District to improve access to existing school recreation sites for shared school/park use. Partner with ESD, ~~and~~ the City of Edmonds and other potential funding partners to improve Meadowdale Playfields ~~to compensate for the loss of athletic facilities at the Lynnwood Athletic Complex.~~

~~**Policy P-46.**~~**Policy P-32.** — ~~Work closely with service providers and other local private and non-profit organizations in order to meet the diverse program and special events needs of the community.~~

————— Pursue cooperative planning efforts with Snohomish

~~**Policy P-47.**~~**Policy P-33.** — County to provide parks and open space in future annexation areas.

~~**Policy P-48.**~~**Policy P-34.** — Work with local businesses, land owners and other agencies, to ~~pursue the feasibility of creating a~~ enhance and further strengthen the Farmers Market in Lynnwood, ~~through the ACHIEVE/Healthy Communities grant obtained in 2009.~~

Policy P-35. — Work with Edmonds Community College and support volunteer efforts to make improvements to Gold Park.

Strategy P-A.

~~**Strategy P-B.** — Create sponsorship opportunities for entrepreneurs, both non-profit and for-profit, to enrich the park experience and implement innovative approaches to revenue generation for parks and recreation facilities, events and programs.~~

~~**Strategy P-C.** — Work with Sound Transit, other departments and other jurisdictions on planning of the alignment of the Lynnwood Link/Light Rail Extension, to ensure minimal impact to parks and recreation facilities, and proposed mitigation measures.~~



Explanation of proposed change: Moved to preceding, Park Development section of the Element.

FACILITIES MANAGEMENT

Policy P-49. — Manage and maintain parks, open space and recreation facilities, ~~through a regular schedule of maintenance,~~ to optimize use and protect public investment.

Policy P-50. — ~~Something about staff development and certifications (CPR/First Aid?) up higher in the document and remove this.~~ Continue a regular schedule for maintenance of parks, facilities and open space, and ~~revise annually.~~

~~Policy P-51.~~ Maintain and upgrade existing parks and facilities for the safety, comfort and satisfaction of park users.

~~Policy P-52.~~ Ensure that adequate funding and staff are available for management and maintenance of parks, facilities and open space.

Promote interjurisdictional operations of parks and facilities.

~~Policy P-53.~~ Advise the City Council and other City boards and commissions on a regular basis about facility management issues.

~~Policy P-54.~~ Update staff training in playground safety standards and play equipment inspection.

~~Policy P-55.~~ Work with non-profit organizations and other community volunteers on parks, trails and open space service projects.

~~Policy P-1.~~ Coordinate the operations of Heritage Park facilities with the Heritage Park Partners Advisory Committee, including the Visitor Information Center, Heritage Resource Center, Genealogy Research Library, Interurban Car 55, Water Tower, heritage programming and demonstration gardens. Move to Historical Element??

~~Policy P-2.~~ Continue to implement City Pesticide and Fertilizer Use Policy within the City on public properties, including posting of areas to be treated in accordance with state and local requirements.

MONITORING AND EVALUATION

~~Policy P-56.~~Policy P-36. Monitor, evaluate and update parks, recreation facilities and open space to ensure balanced, efficient and cost-effective programs.

~~Policy P-57.~~Policy P-37. Encourage community input by providing opportunities for public involvement in park, recreation and open space planning.

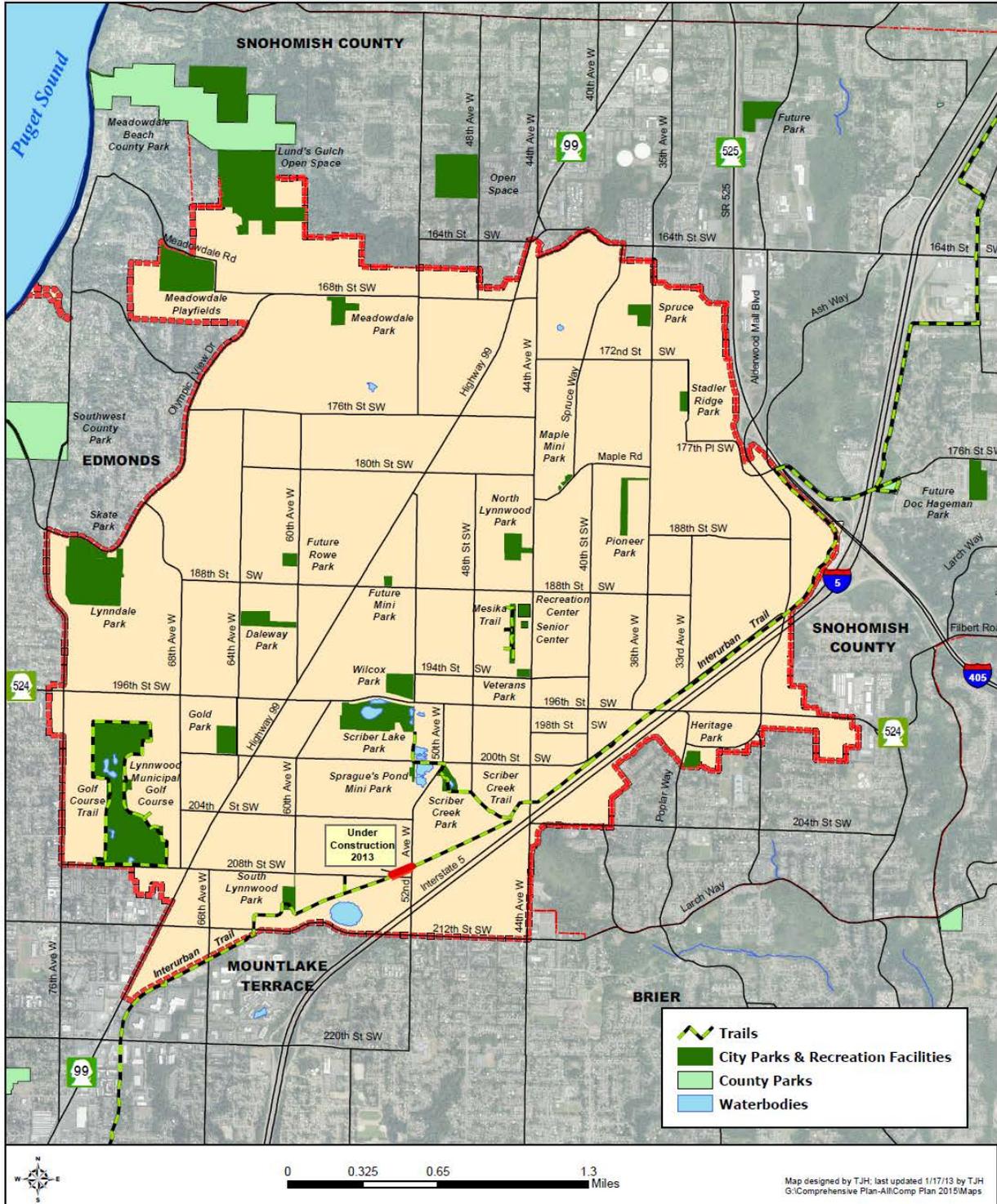
~~Policy P-58.~~Policy P-38. Annually update the Parks, Recreation and Open Space Element of the Comprehensive Plan, in accordance with the Recreation and Conservation Office guidelines.

~~Policy P-59.~~Policy P-39. Continue public information programs to increase public awareness of the City's parks, recreation and open space system.

~~Policy P-60.~~Policy P-40. Develop the 2015-2025 Lynnwood Parks, [Arts](#), Recreation and ~~Open Space~~[Conservation \(PARC\)](#) Comprehensive Plan to help guide the planning, acquisition and development of parks, facilities, open space and recreation programs.

~~Policy P-61.~~Policy P-41. Annually update the Capital Facilities Plan with capital projects that reflect the recreational needs of the community.

Parks, Recreation Facilities, Open Space and Trails



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Schedule: Comprehensive Plan Update

Agenda Item: E.3

Staff Report

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

Staff Contacts: Corbitt Loch, Community Development

Summary

The purpose of this agenda item is to review the Commission’s remaining work on the 2015 Update of the Comprehensive Plan.

Action

None required.

Background

As shown by Attachment 1, the Commission has been working for some time to update the Lynnwood Comprehensive Plan. Attachment 2 summarizes the steps and measures to be undertaken during the upcoming 2-3 months (Comprehensive Plan Update and miscellaneous code amendments). The joint meeting of the Planning Commission and City Council, tentatively scheduled for April 20, 2015, should culminate the Commission’s work on the 2015 Update of the Comprehensive Plan.

Comprehensive Plan Element	Review Complete	Final Review needed
Introduction	●	
Land Use		●
Community Character		●
Economic Development	3/12/15	3/12/15
Transportation	2/26/15	2/26/15
Parks	2/26/15	2/26/15
Housing	●	
Environment		●
Capital Facilities	●	
Implementation	●	

Previous Planning Commission / City Council Action

NA.

Adm. Recommendation

Confirm the proposed meeting schedule provided in Attachment 2.

Attachments

1. Comprehensive Plan Update – accomplishments to date
2. Comprehensive Plan Update – upcoming meetings

Attachment 1

2015 Comprehensive Plan Update – Review History

As of 2/26/15

	Element/Topic	Planning Commission		City Council	
		Date	Description	Date	Description
	Cover & Title Pages				
1.	Introduction	10/23/14	First review. Review complete.		
2.	Land Use	6/26/14 7/24/14 8/28/14 9/11/14	Deferred to future meeting. Deferred to future meeting. First review. Second review.		
3.	Community Character	10/23/14	First review.		
4.	Economic Development	3/12/15			
5.	Transportation	2/26/15	First review.		
6.	Parks, Recreation & Open Space	11/13/14 2/26/15	First review-formatting only. Second review.		
7.	Housing	11/13/14 1/8/15	Review of Housing Profile. First review.		
8.	Environment	2/27/14 8/28/14	First review. Second review. One additional review requested.		
9.	Capital Facilities and Utilities	2/12/15	First review. Review complete.		
10.	Implementation	1/22/15	First review. Review complete.		
Appendices					
A.1	City Center Subarea Plan, 2007		NA		
A.2	College District Subarea Plan, 2002	2/12/15	Reviewed with College District Overlay and College District Mixed Use Zone		
A.3	Highway 99 Subarea Plan, 2011		NA		
A.4	ACCTA Subarea Plan, 2014		NA		
	General/Other	12/19/13 1/23/14	Project scope and overview. Public participation plan	2/3/14	Project scope and overview.

Attachment 2

Planning Commission – Upcoming Meetings

Tentative – Subject to Change

Date	Agenda	Notes
2/26/15	Hearing: Shipping containers Discussion: Transportation Element Discussion: Parks Element (new) Discussion: Remaining schedule for Comp. Plan	Packet due 2/18
3/12/15	Discussion: Econ. Dev. Element Discussion: Joint meeting with CC Discussion: College District Discussion: Branding (if time allows) Discussion: Mixed Use Zoning Change Old Business: EPF (if needed) Old Business: Shipping containers (if needed)	Issue MDNS for Comp. Plan ~ 3/6/15 Packet due 3/4/15
3/26/15	Discussion: Final draft of Comp. Plan Discussion:	Packet due 3/18
4/9/15	Hearing: Final draft of Comp. Plan Other:	Packet due 4/1
4/20/15	Joint mtg. with City Council re: comp. plan	Council work session
4/23/15	Old business: Comp. Plan or related code amendments (if needed) Other:	Packet due 4/15

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