LYNNWOOD
WASHINGTON

CITY OF LYNNWOOD

RESOLUTION NO. 2013 - 10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON MAKING A RECOMMENDATION FOR A PREFERRED ALIGNMENT & STATION LOCATION FOR THE SOUND TRANSIT LYNNWOOD LINK LIGHT RAIL EXTENSION TO LYNNWOOD AND FORWARDING CITY COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT

WHEREAS, In 2008, the voters authorized Sound Transit to proceed with an expansion of their Light Rail Transit system to include service to Lynnwood (Lynnwood Link) under ST2; and

WHEREAS, ST2 supports the policies of the Puget Sound Regional Council Vision 2040, which identifies Lynnwood as a Regional Growth Center, including the City Center, serving as a primary framework for regional transportation and economic development planning; and

WHEREAS, ST2 will provide Light Rail Transit service connections as an alternative transportation system between Lynnwood and Seattle, University of Washington, Bellevue and SeaTac Airport regardless of weather or traffic conditions; and

WHEREAS, if the voters approve the third phase of light rail expansion (ST3), Light Rail Transit would be extended from Lynnwood to Everett thereby further tying the region together and furthering the importance of the Lynnwood Regional Growth Center including the Lynnwood City Center; and

WHEREAS, ST2 Light Rail Transit will benefit Lynnwood residents and businesses and will serve as a catalyst for economic development in the Lynnwood City Center area; and

WHEREAS, Sound Transit has developed three alternative alignments and station locations for bringing light rail into the Lynnwood Transit Center and has analyzed their impacts in a Draft Environmental Impact Statement; and

WHEREAS, the City of Lynnwood held three, well attended public information meetings on the Lynnwood Link alignment and station location alternatives and received significant input from residents and businesses; and

WHEREAS, the proposed C1 alignment is located directly across 52nd Ave. from a single family neighborhood containing hundreds of affordable homes, requires the removal of a condominium development and numerous businesses along 200th St., is across 200th St. from several affordable apartment and condominium complexes, all of which would be adversely impacted by noise, vibration, decline in property value, and other impacts from the elevated tracks; and

WHEREAS, the proposed C1 alignment is routed through a significant recreational resource in the form of the City's Scriber Creek Park that provides a place to experience nature in close proximity to Lynnwood's City Center; and

WHEREAS, Scriber Creek Park was acquired using Conservation Futures funding from Snohomish County, and WHEREAS, the proposed C2 alignment results in impacts similar to C1 to homes along 52nd Ave, impacts businesses along Cedar Valley Road, while not located within Scriber Creek Park and trail they are impacted due proximity, impacts Scriber Creek wetlands adjacent to the Park, and results in noise, vibration, and visual issues to these sensitive areas, and

WHEREAS, the proposed C3 alignment would result in significant property damage and loss of development potential on the City Center block located east of 44th and adjacent to I-5, would result in a station location remote from the bus transit center, existing residential development, public streets and City Center, would require reconstruction of the existing bus loading areas at great additional expense, would impact the City's ability to maintain and expand Sanitary Sewer Lift Station 10, and fails to address flooding and odor issues in the immediate area; and

WHEREAS, the City has developed a "C3 Modified" alignment and station location that offers the benefits of C3 in terms of avoiding impacts of C1 and C2 while also addressing the issues associated with C3; and

WHEREAS, the City of Lynnwood wishes to make Sound Transit aware of the City's preferences on potential alignments and station locations to insure they will be considered by the Sound Transit Board for their determination of a "Preferred Alternative".

THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, RESOLVES AS FOLLOWS:

1. That based upon a detailed analysis of the alternatives, review of the Draft Environmental Impact Statement and extensive public outreach efforts by the City, the Council is hereby expressing its preference for:

- "C3 Modified" that minimizes impacts to Lynnwood residents, businesses, development potential, parks and environment, while still offering the transportation benefits of Light Rail Transit service and the implementation of economic development planning policies.

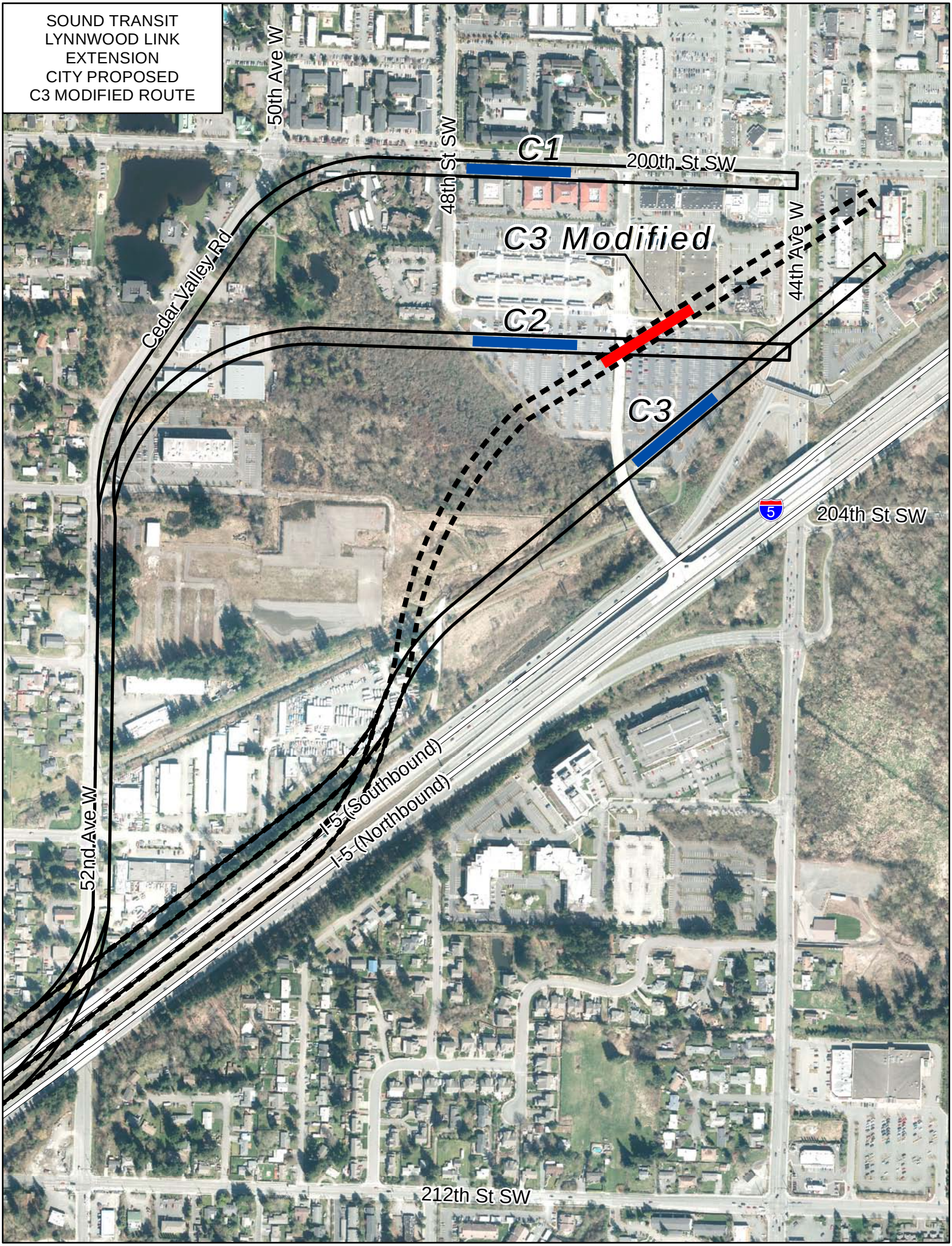
2. That the City and Sound Transit will work directly together on "C3 Modified" as the preferred alternative Lynnwood Link Final Environmental Impact Statement to address mutual and respective goals for Sound Transit ST2 and the City of Lynnwood City Center Plan as part of the PSRC Regional Growth Center Strategy.

PASSED BY THE CITY COUNCIL the 23rd day of September, ~~2011.~~ 2013

Don Gough
Mayor

ATTEST/AUTHENTICATE:

Lorenzo Hines
Finance Director, City Clerk
Resolution Number: 2013-10
Approved by Council: 6-0
Vote:


SOUND TRANSIT
LYNNWOOD LINK
EXTENSION
CITY PROPOSED
C3 MODIFIED ROUTE
50th Ave W
48th St SW
200th St SW
C1
C3 Modified
44th Ave W
Cedar Valley Rd
C2
C3
5
204th St SW
I-5 (Southbound)
I-5 (Northbound)
52nd Ave W
212th St SW