

June 22, 2015

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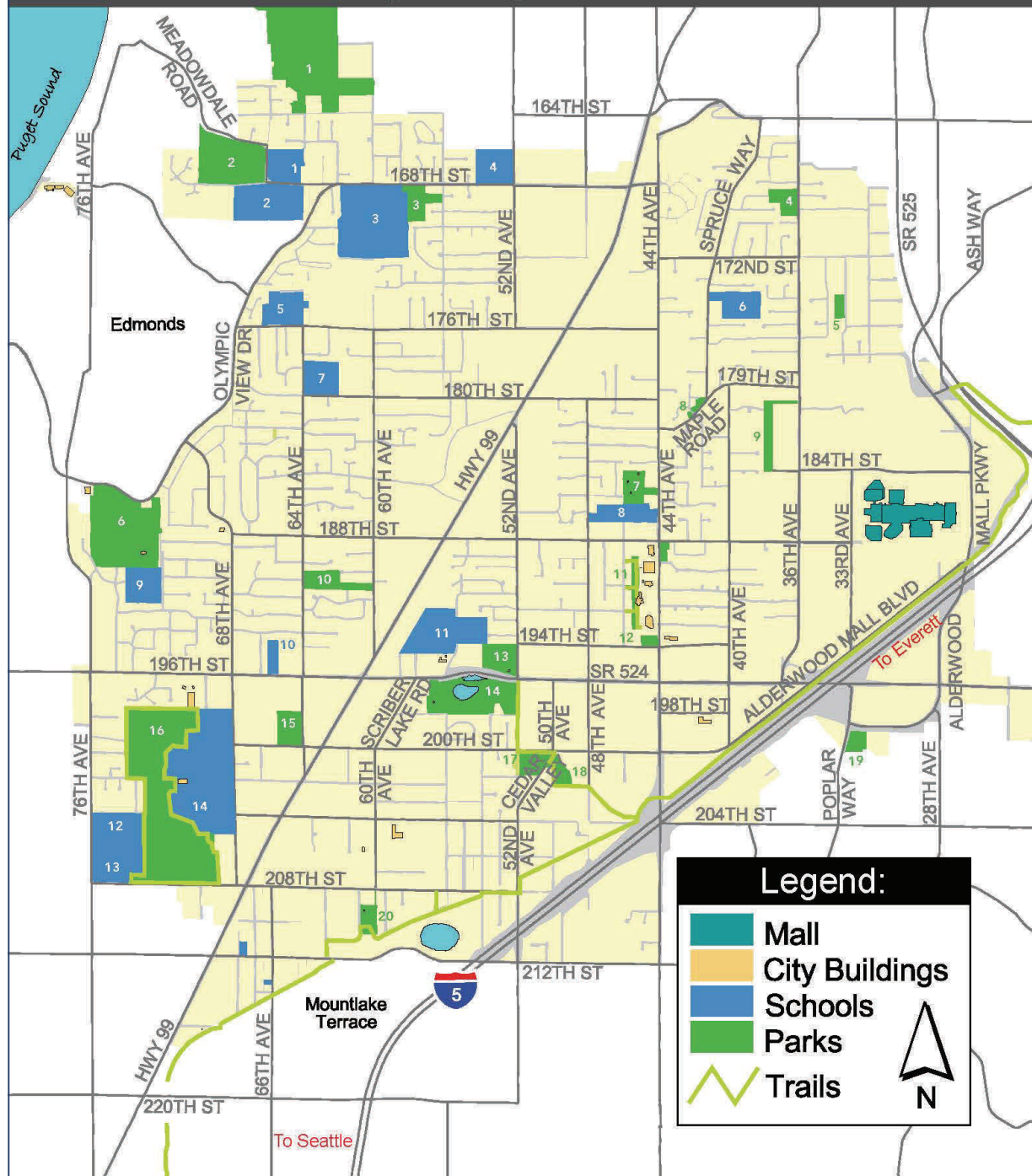
CITY OF LYNNWOOD
WASHINGTON

Comprehensive Plan





City of Lynnwood



- | | | |
|----------------------------------|------------------------------|-----------------------------------|
| 1 Meadowdale Elementary | 12 College Place Elementary | 9 Pioneer Park |
| 2 Meadowdale Middle School | 13 Terrace Park School | 10 Daleway Park |
| 3 Meadowdale High School | 14 Edmonds Community College | 11 Mesika Trail & open space |
| 4 Beverly Elementary | 1 Meadowdale Beach Park | 12 Veterans Park |
| 5 St Thomas More | 2 Meadowdale Playfields | 13 Wilcox Park |
| 6 Spruce Elementary | 3 Meadowdale Park | 14 Scriber Lake Park |
| 7 Snohomish Co. Christian | 4 Spruce Park | 15 Gold Park |
| 8 Lynnwood Elementary | 5 Stadler Ridge Park | 16 Lynnwood Municipal Golf Course |
| 9 Lyndale Elementary | 6 Lynndale Park & Skate Park | 17 Sprague Pond Mini Park |
| 10 Soundview School | 7 North Lynnwood Park | 18 Scriber Creek Park |
| 11 Cedar Valley Community School | 8 Maple Mini Park | 19 Heritage Park |
| | | 20 South Lynnwood Park |

CITY OF LYNNWOOD
WASHINGTON

Comprehensive Plan

Current through Ordinance 3405, December 13, 2021

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ELECTED AND APPOINTED OFFICIALS

Mayor	
Nicola Smith	
Lynnwood City Council	
Loren Simmonds, President	Sid Roberts
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Ian Cotton, Vice President	Benjamin Goodwin
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Lynnwood Planning Commission	
Richard Wright, Chair	Bob Larsen
Chad Braithwaite, Vice Chair	Maria Ambalada
George Hurst, 2 nd Vice Chair	Doug Jones
Michael Wojack	

COMPREHENSIVE PLAN LEGISLATIVE HISTORY, 1995-PRESENT

Action	Year	Ordinance	Date
Adoption	1995	2033	Apr. 10, 1995
Amendment	1995	2058	Dec. 6, 1995
Amendment	1996	2117	Dec. 6, 1996
Amendment	1997	2162	Dec. 8, 1997
Amendment	1998	2221	Dec. 14, 1998
Amendment	1999	2277	Nov. 23, 1999
Amendment	2000	2343	Dec. 11, 2000
Amendment/Update	2001	2389	Oct. 8, 2001
Amendment	2002	2432	Nov. 12, 2002
Amendment	2003	2472	Jan. 12, 2004
Amendment	2004	2534	Nov. 22, 2004
Amendment	2005	2594	Nov. 28, 2005
Amendment	2006	2637	Sept. 11, 2006
Amendment	2007	2695	Sept. 24, 2007
Amendment	2008	2747	Nov. 24, 2008
Amendment	2009	2798	Sept. 14, 2009
Amendment	2010	2870	Dec. 13, 2010
Amendment	2011	2899	July 11, 2011
Amendment	2011	2910	Sept. 12, 2011
Amendment	2013	3027	Oct. 29, 2013
Amendment	2014	3087	Oct. 27, 2014
Adoption	2015	3142	June 22, 2015
Amendment	2016	3229	Nov. 28, 2016
Amendment	2016	3231	Nov. 28, 2016
Amendment	2021	3403	Nov. 22, 2021
Amendment	2021	3405	Dec. 13, 2021

Lynnwood's 2015 Comprehensive Plan was prepared with the guidance of numerous groups and individuals. A small sampling of contributors includes:

CONTRIBUTING GROUPS AND INDIVIDUALS

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1 INTRODUCTION

INTRODUCTION TO LYNNWOOD

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

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

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

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

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



1 LYNNWOOD MOVING FORWARD – OUR COMMUNITY VISION

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

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

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

Lynnwood Moving Forward – Our Community Vision

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

Our vision is...

To be a welcoming city that builds a healthy and sustainable environment.

- Safe and walk-able interconnecting residential and commercial neighborhoods
- Vibrant City Center
- Promote Lynnwood as an affordable place to live, work, and play
- Aesthetic neighborhood quality through code enforcement
- Preserve and expand natural spaces, parks and cultural diversity and heritage
- Integrate the built environment to support the natural environment
- Encourage economic development

To encourage a broad business base in sector, size and related employment, and promote high quality development.

- Promote high quality, sustainable development and design (LEED)
- Balanced commercial development
- Convention center as an engine of economic growth and community events

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

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

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

To be a cohesive community that respects all citizens.

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

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

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

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

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

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

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

PLANNED GROWTH: POPULATION, EMPLOYMENT & LAND AREA

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

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

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

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

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

Table IN-1. Lynnwood City Boundary - Population, Employment and Housing Targets

(Based upon City Boundary as of December 13, 2012)

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

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

Table IN-2. Lynnwood Unincorporated MUGA¹ - Population, Employment and Housing Targets

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

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

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

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

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

Table IN-3. Lynnwood City and MUGA¹ - Population, Employment and Housing Targets

(Based upon Boundaries as of December 13, 2012)

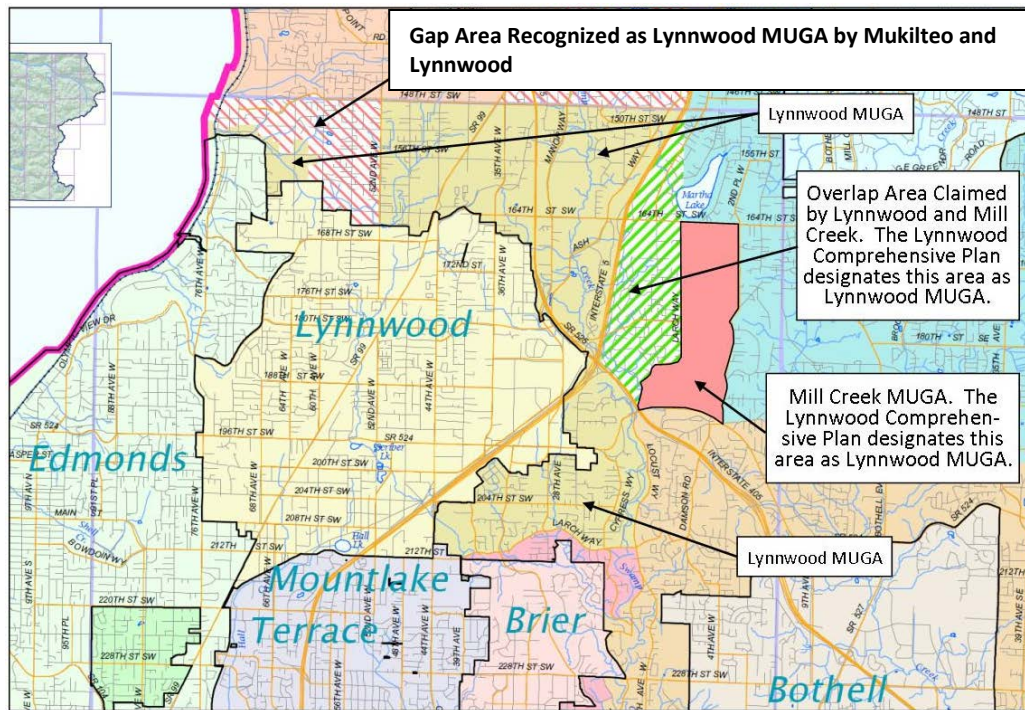
	2011 actual	2025	2035 (Initial)	2011-2035 Change	2011-2035 Change
Population	60,632	-	88,584	27,952	46.1%
Employment	27,772	-	48,110	20,338	73.2%
Housing Units	25,249	-	38,186	12,938	51.2%

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

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

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

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

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

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

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

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

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

PURPOSE OF THE COMPREHENSIVE PLAN

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

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

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

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

CHARACTERISTICS

The Comprehensive Plan has the following five primary characteristics:

- **Comprehensive:** The Plan includes the most important functional components that have bearing on the provision of municipal services and the use and development of land, including land use, transportation, capital facilities, housing, utilities, parks, economics, cultural, historic and environmental.

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

ORGANIZATION OF THE PLAN AND ELEMENTS

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

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

The Comprehensive Plan Elements are generally organized as follows:

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

Strategy:

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

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

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

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

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

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

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

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

ENVIRONMENTAL REVIEW (SEPA)

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

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

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

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

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

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

PUBLIC PARTICIPATION

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

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

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

GROWTH MANAGEMENT ACT GOALS

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

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

CONCLUSION

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

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



2 LAND USE

INTRODUCTION

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

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

LAND USE FINDINGS

Finding LU-1. Six of the Growth Management Act's (GMA) 13 goals directly relate to land use, as summarized below:

RCW 36.70A.020(1) **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

RCW 36.70A.020(2) **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

RCW 36.70A.020(4) **Housing.** Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock.

RCW 36.70A.020(5) **Economic Development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

RCW 36.70A.020(6) **Property Rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

RCW 36.70A.020(9) **Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- Finding LU-8.** With regard to accommodating the 2035 population and employment growth targets, the City has determined that ample land capacity for population and employment growth exists in and around Alderwood Mall. Properties in this area, predominantly zoned either PRC or PCD, are adequate in size to accommodate new construction. Most properties are improved with one-story buildings and surface parking. The Mall area is within the Lynnwood Regional Growth Center designated by VISION 2040. Currently, any properties in this area have an improvement value to land value ratio of approximately 1:1. With approval of Ordinance 3090 in 2014, the City Council repealed certain regulatory barriers to mixed-use development in the PRC and PCD zones. The City has determined that the vicinity of the Mall can accommodate the population and employment target increases (from 2025 to 2035 targets)—without changes to adopted policies or the Future Land Use Map.
- Finding LU-9.** The topography of the Lynnwood area is gently sloping with elevations ranging from 0 to 610 feet above mean sea level. Lund's Gulch, a stream channel for Lund's Gulch Stream, is a deep ravine with steep sidewalls. Environmentally-sensitive areas in Lynnwood include wetlands, streams, steep slopes, and some Puget Sound shoreline at the City's Waste Water Treatment Plant.
- Finding LU-10.** Lynnwood is essentially a fully-developed community but a significant amount of new construction is expected to occur through redevelopment. Due to Lynnwood's strategic location at the juncture of I-5, I-405, SR-525 and (future) Lynnwood Link, the community is a principal retail and service center. Approximately one quarter of Lynnwood's land area is designated for commercial use.
- Finding LU-11.** As calculated by the Washington State Office of Financial Management, Lynnwood's existing housing stock is as follows:

Table LU-5. Lynnwood Housing Stock - 2013

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

Source: Office of Financial Management, April 1, 2013

- Finding LU-12.** Edmonds Community College (ECC) is located within Lynnwood and is an important community asset.
- Finding LU-13.** Sound Transit's development of the Lynnwood Link Extension and Community Transit's continued deployment of the Swift Bus service will expand mobility options within and to/from Lynnwood. Voter approval of Sound Transit 3 (ST3) is expected to include an extension of light rail northward through Lynnwood to Everett.
- Finding LU-14.** Natural hazards posing some threat to Lynnwood properties include: earthquake; flooding; landslide; severe weather; and wildfire. Natural hazards that pose an indirect threat to Lynnwood include: avalanche, dam failure, volcano, and Tsunami.

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

Finding LU-15. Fundamental objectives of the Lynnwood Comprehensive Plan include:

- A. To create a strong and vibrant City Center and Highway 99 Corridor where transit service and other essential infrastructure is readily available.
- B. To provide room and opportunities for new commercial and industrial uses.
- C. To accommodate a full range of housing types and values.
- D. To protect and enhance single-family neighborhoods.
- E. To provide for efficient and compatible infill development.
- F. To coordinate and manage growth in the City's municipal urban growth area (MUGA) and in particular the Lynnwood Regional Growth Center.
- G. To enable the Edmonds Community College and Edmonds School District to achieve organizational goals.

LAND USE GOALS, POLICIES AND STRATEGIES

GOAL

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

LAND USE, GENERAL

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

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

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

Table LU-6. Land Use Designations

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

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

1

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

2

C. Mobile Home Park (MF) Land Use Designations				
Abbr.	Designation	Primary Land Use	Locations	Design
MH-1	Mobile home park (overlay designation for any SF or MF designation)	Mobile home park (recreational vehicles and travel trailers not permitted)	Initial application of this overlay designation included the following existing parks: <ol style="list-style-type: none"> 1. <u>Bearden's Park</u>, 6020 202nd St. SW 2. <u>Candlewood Estates</u>, 3832 164th St. SW 3. <u>Center Mobile Home Park</u>, 5920 200th St. SW 4. <u>J&L Mobile Home Park</u>, 5907 202nd St. SW 5. <u>Kingsbury East</u>, 17408 44th Ave. W 6. <u>Kingsbury West</u>, 5220 176th St. SW 7. <u>Kingsbury West Annex</u>, 5220 176th St. SW 8. <u>Lynnwood Mobile Park</u>, 5717 186th Pl. SW 9. <u>Meadowdale</u>, 17410 44th Ave. W 10. <u>Royalwood Mobile Estates</u>, 18501 52nd Ave. W 11. <u>The Squire</u>, 4515 176th St. SW 12. <u>Spacette Mobile Home Community</u>, 7028 208th St. SW 	Minimum lot size is 1 acre, with typical density of 4-14 dwellings per acre. Onsite open space and recreation area provided.

1

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

D. Mixed Use Land Use Designations

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

1

E. Commercial and Industrial Land Use Designations

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

2

F. Other Land Use Designations

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

Policy LU-4. Land use policies and regulations should:

- A. Provide separation and/or buffering between incompatible land uses; and
- B. Facilitate the co-location of dissimilar uses where desired and where compatibility can be achieved.

Policy LU-5. Decisions regarding land use designations should include consideration of potential impacts related to critical areas and natural hazard areas.

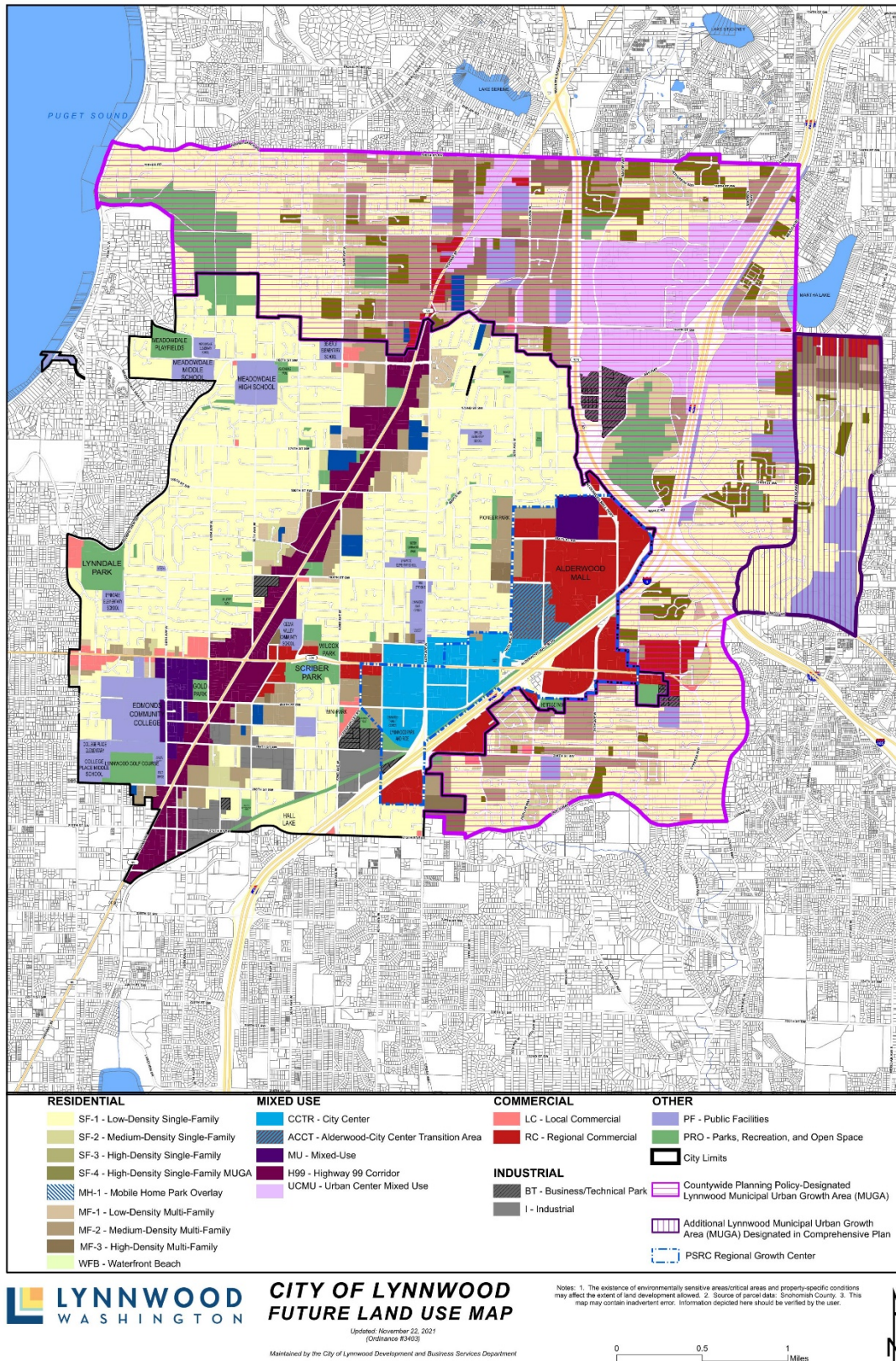


Figure LU-1. Future Land Use Map

Policy LU-6.

Land use policies and regulations should:

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

Policy LU-7.

The Future Land Use Plan Map (Figure LU-1) should implement the goals, objectives, and policies of the Comprehensive Plan, and serve as the basis for zoning decisions. As drawn, the amount of land area per land use designation is as depicted by Table LU-4 below:

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

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

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

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

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

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

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

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

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

CONSISTENCY

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

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

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

LYNNWOOD MUGA AND PLANNING AREA

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

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

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

POPULATION AND EMPLOYMENT GROWTH

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

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



Strategy LU-A. The Land Use Element, including the Future Land Use Map, should anticipate and accommodate the population and employment growth targets specified by the Countywide Planning Policies and Table LU-1 above.

Strategy LU-B. Population and employment growth as called for by the Countywide Planning Policies should occur primarily within the Lynnwood Regional Growth Center and along Highway 99.

Strategy LU-C. The City should monitor population and employment growth within the Regional Growth Center, which may reach 16,700 and 22,200, respectively, by 2035. These figures are based upon the 2025 growth projections, (6,100 population and 18,500 employment), combined with the net increase associated with the 2035 growth targets (10,600 population and 3,680 employment).

NEIGHBORHOODS AND SUBAREAS

Policy LU-20. Subarea plans should be prepared for areas of the City where: a) a more-detailed examination of issues is desired; and b) citywide land use policies/regulations will not achieve desired outcomes.

Policy LU-21. Where applicable, land use designations should support and reinforce neighborhood identity, as generally depicted by Figure LU-3.



Strategy LU-D. Support neighborhood improvement and preservation projects and programs as identified within Departmental work programs and budgets.

Strategy LU-E. Utilize demographic and public opinion survey results to promote understanding of the population of Lynnwood and its neighborhoods, and public service priorities throughout the community.

LAND USE NEAR TRANSIT ROUTES AND STATIONS

Policy LU-22. In addition to the light rail station planned as the northern terminus of Lynnwood Link, Lynnwood and other public agencies should plan for light-rail stations within the City Center, near Alderwood Mall, and near the 164th St SW MUCTR.

Policy LU-23. Subarea plans should be prepared for light rail and BRT transit stations to advance transit-oriented development (TOD) principles.

RESIDENTIAL USES

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

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

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

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

NON-RESIDENTIAL USES

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

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

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

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

MIXED USE

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

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

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

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

INDUSTRIAL USES

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

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

PUBLIC FACILITIES

Policy LU-43. The siting and design of public facilities should follow these guidelines:

- A. Public facilities should be located in their service area.
- B. Facilities that serve a single neighborhood should be located in such neighborhoods. Siting and design decisions should support efficient and effective operations and maximize compatibility with the surrounding area.
- C. Facilities that serve two or more neighborhoods should, where possible, be located near the common boundary(ies) of the neighborhoods.
- D. Facilities that serve the entire City shall be easily accessible from all parts of the City and should minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.
- E. Facilities that serve regional needs shall be located in close proximity to regional transportation systems (freeways, arterials, or major public transit lines); such facilities shall minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.
- F. Regional facilities shall also be located in close proximity to supporting services.
- G. Public facilities serving regional needs should also be located near supporting or complementary uses and away from residential areas.

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

NEIGHBORHOODS

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



3 COMMUNITY CHARACTER

INTRODUCTION

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

BACKGROUND

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

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

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

URBAN DESIGN

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

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

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

GOAL 1: Form and Identity

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

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

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

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

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

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

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

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

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

GOAL 2: Design Quality

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

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

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

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

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

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

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

GOAL 3: Neighborhoods

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

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

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

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

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

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

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

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

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

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

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

LIGHT POLLUTION

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

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

GOAL 4: Light Pollution

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

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

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

NOISE POLLUTION

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

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

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

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

GOAL 5: Noise Pollution

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

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

PUBLIC SPACES & IDENTITY

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

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

GOAL 6: Gathering Spaces

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

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

GOAL 7: Streetscape

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

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

GOAL 8: Visual Character

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

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

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

GOAL 9: Entrances and Gateways

Establish identifiable Entrances, Gateways and Nodes to the City (i.e. 44th Ave. W. / 196th St. SW).

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

SIGNAGE & WAYFINDING

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

GOAL 10: Street, Wayfinding & Business Signage

Enhance the visual appeal of the city by creating signage that identifies Lynnwood, is consistent throughout the city, and links the community's resources to its citizens.

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

transportation, and promote awareness of, and access to, public parks and other public facilities.

Policy CC-10.4 Continue to support signage standards that provide for business visibility while enhancing the visual character and image of the City.

Policy CC-10.5 The number, size and height of signs shall provide business and product identification while creating an aesthetically pleasing visual environment.

Policy CC-10.6 Signs shall be designed and placed on a site in a way that provides an integrated development appearance and is aesthetically pleasing as viewed from the street and surrounding properties.

Policy CC-10.7 Encourage master sign plans for multi-tenant buildings for commercial, office and industrial projects with multiple buildings (i.e. shopping centers or business parks).

HEALTHY COMMUNITIES

A healthy community is one where people have good physical and emotional health and is about health equity. A healthy community has strong social networks and provides individual community members with opportunities for personal growth and improvement. It 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 City's Healthy Communities Initiative's 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 creates and supports strong, vibrant, social networks. Healthy Communities provides 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. Efforts which promote social interaction and community cohesiveness through civic engagement, events, culture, arts, and heritage programming are essential to improving community health.

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

GOAL 11: Active Living

Make it easy and safe for Lynnwood residents to be physically active daily.

BUILT ENVIRONMENT

Policy CC-11.1 Improve Lynnwood's built environment to support and promote walking, biking and participation in other physical activities by improving the built environment to make Lynnwood a safe, attractive, and accessible place to walk and bike.



Strategy CC-11.1 Update and implement the Multi-Choice Transportation Plan.

- Strategy CC-11.2** Establish ongoing, dedicated, capital funding to complete pedestrian and bicycle infrastructure.
- Strategy CC-11.3** Update City land use, zoning, design codes, and development review guidelines to reinforce and support multi-choice transportation options.
- Strategy CC-11.4** Establish safe pedestrian and bicycle friendly corridors through Walking School Buses, Safe Routes to School, and improved sidewalks, bicycle lanes, trails and connected corridors.
- Strategy CC-11.5** Ensure continuous and ample sidewalks along principal, minor, and collector arterials are integrated with abutting land uses. Sidewalk design may include separation from streets, connections to walkways and trail systems, landscaping, and other amenities that enhance the community.
- Strategy CC-11.6** Implement multi-choice transportation system improvements to fill in missing links, create better connectivity to key destinations, focus on generator needs, and enhance the overall walkability and bikeability of the City.
- ■ ■
- Policy CC-11.2** Identify opportunities to install new amenities and features along multi-choice corridors that serve as attractions, improve aesthetics and serve to increase utilization of the non-motorized infrastructure
- ■ ■
- Strategy CC-11.7** Develop and implement an adopt-a-trail program to ensure maintenance and upkeep of existing trails in Lynnwood.
- Strategy CC-11.8** Partner with neighborhoods to inventory and prioritize neighborhood infrastructure needs and desired community amenities.
- Strategy CC-11.9** Where appropriate and feasible, provide lighting, seating, landscaping, street trees, trash receptacles, public art, bike racks, railings, handicap access, and other amenities for sidewalks, walkways and trails without interfering with pedestrian circulation.
- Strategy CC-11.10** Develop and implement wayfinding signage and monumentation standards that will prominently identify trails, multi-use corridors and recreational areas and highlight local destinations and amenities accessible from corridors.
- Strategy CC-11.11** Update the Tree Fund Ordinance to allow use of and incorporate trees and landscape material for aesthetic enhancements.
- Strategy CC-11.12** Create street tree care policy with certified arborists/pruners and incentives for property owners to manage and care for their street trees.

Policy CC-11.3 Improve or expand the number of active spaces available for community use.



Strategy CC-11.13 Partner with school district to enhance community use of facilities for physical activity.

Strategy CC-11.14 Identify and address gaps or needs in the park system and increase the number of park amenities that improve access to physical activity.

Strategy CC-11.15 Identify dedicated funding sources such as impact fees, bonds or grant funding for infrastructure improvements that improve access to physical activity.

Strategy CC-11.16 Promote and enhance developer incentives to incorporate open space and/or recreation facilities in future development projects.

ACTIVE PROGRAMMING

Policy CC-11.4 Develop and/or promote programs that encourage all residents to walk, bike and be active daily.



Strategy CC-11.17 Evaluate and address service gaps to improve access and better support equitable opportunities to be physically active.

Strategy CC-11.18 Explore and expand partnerships to increase program opportunities, especially for diverse populations.

Strategy CC-11.19 Enhance promotion and communication of program opportunities that are accessible to the full community.

GOAL 12: Healthy Eating

Increase and support access to healthy, affordable, local foods for all Lynnwood residents.

FOOD CHOICE

Policy CC-12.1 Identify and support policies and programs that increase access to food and promote healthy food choice.



Strategy CC-12.1 Encourage restaurants and public service venues to offer healthier menu items.

Strategy CC-12.2 Develop a voluntary, healthy-restaurant certification program.

Strategy CC-12.3 Explore menu labeling policy for chain restaurants.

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

FOOD PRODUCTION

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

GOAL 13: Social Connectivity

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

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

- Strategy CC-13.1** Identify opportunities to create public gathering spaces that enable residents of all ages to connect with each other on public and private lands.
- Strategy CC-13.2** Acquire land and develop future Town Square Park in Lynnwood's City Center.
- □ □
- Policy CC-13.2** Build neighborhood identity and improve communication between residents and the City.
- □ □
- Strategy CC-13.3** Support the formation of neighborhood advisory groups to create a localized identity with an emphasis on making sure all communities have active representation with the City.
- Strategy CC-13.4** Coordinate interdepartmentally with community partners to examine opportunities to support and improve the city's neighborhoods.
- Strategy CC-13.5** Initiate a citywide Neighborhood Improvement Project that will encourage residents to improve the visual appearance and uniquely identify their neighborhood through public investments such as streetscape improvements, unique signage, and neighborhood green spaces.
- Strategy CC-13.6** Support residential efforts to work and problem-solve neighborhood issues with the City in positive and proactive ways.
- Strategy CC-13.7** Partner with neighborhoods and artists to incorporate art and interactive amenities which serve to build and strengthen connections between residents, the City, and with each other.
- □ □
- Policy CC-13.3** Bring community members, organizations and neighborhoods together to partner and support community events and activities and improve communication of community resources.
- □ □
- Strategy CC-13.8** Update policies to encourage neighborhood events and activities to enhance community image/pride and create a sense of place.
- Strategy CC-13.9** Support and promote art and cultural events, cross-cultural activities, and other programs that network community members.
- Strategy CC-13.10** Expand intergenerational programs that support aging residents.
- Strategy CC-13.11** Support communications of community resources, services and events that expand the reach to diverse communications.
- Strategy CC-13.12** Identify and support target groups and populations that grow out of community need.

ARTS, CULTURE & EQUITY

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

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

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

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

GOAL 14: Arts & Cultural Resources

Support universal access to diverse arts to enrich our community's quality of life and economic vitality.

BUILDING COMMUNITY

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

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

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

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



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

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

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

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

OPENNESS & INCLUSION

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

ARTS OPPORTUNITIES

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

Strategy CC-14.15 Increase public awareness of cultural arts programs and services through media, use of new technology, City publications, community partnerships, and increased accessibility to public art.

Strategy CC-14.16 Encourage planning, review and oversight to provide sufficient opportunities and facilities which encourage and support local artists in developing and presenting their work.

Strategy CC-14.17 Increase access and exposure to a variety of cultural arts by activating used spaces and encouraging businesses to host art programs.

Strategy CC-14.18 Provide free art activities for all ages at public events.

ARTS EDUCATION

Policy CC-14.12 A key role of the Arts Commission is to advocate for lifelong learning in creativity and the arts.

Policy CC-14.13 Expand partnerships and collaborations for cultural opportunities (i.e. Edmonds Community College, Edmonds School District, other jurisdictions, and Sno-Isle Library) to present quality arts programs and performances to the community.

Policy CC-14.14 Provide opportunities for citizens of all ages to participate in a variety of creative and artistic endeavors such as afterschool programs, recreational classes, popup drawing jams or senior programs.



Strategy CC-14.19 Encourage artists to engage with the community through lecture series, receptions and residency programs.

Strategy CC-14.20 Create family-orientated art projects, performances and exhibits.

Strategy CC-14.21 Advocate for arts opportunities in existing and proposed facilities.

Strategy CC-14.22 Create a partnership or platform similar to the creative advantage model in Seattle.

CULTURAL HERITAGE

Policy CC-14.15 Create opportunities that create and preserve the diversity and cultural heritage of Lynnwood.



Strategy CC-14.23 Connect and partner with neighborhood, community, educational, business and social services groups and organizations.

Strategy CC-14.24 Help facilitate city-wide, neighborhood and community events, which include opportunities for heritage and cultural events.

Strategy CC-14.25 Support programs which engage citizens and community leaders in a holistic approach including dialogue, education, and training about diversity issues.

Strategy CC-14.26 Provide additional opportunities for citizens to become involved in city programs and events through promotions and advisory body advocacy.

EQUITY & INCLUSION

Policy CC-14.16 Develop, implement and assess City Department goals, objectives, policies and procedures that improve equity in City operations and develops a workforce more representative of the diversity of the community.

Policy CC-14.17 Support the development of a City of Lynnwood Equity & Inclusion Plan.

Policy CC-14.18 Increase awareness of City operations to all backgrounds and cultures within the city.

Policy CC-14.19 City elected officials and City employees shall take an active role in ongoing equity and inclusion efforts in the community.

Policy CC-14.20 Develop internal policies that reflect a value for equity and the diverse needs of citizens.

HISTORIC PRESERVATION

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

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

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

GOAL 15: Heritage Resources

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

PARTNERSHIP

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

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



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

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

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

Strategy CC-15.4 Develop Interurban Trail interpretive signs & markers

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

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

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

HISTORIC RECOGNITION

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

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

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

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



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

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

PRESERVATION

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



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

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

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

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

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

Strategy CC-15.15 Enhance and create green belts and parks

Strategy CC-15.16 Protect creeks and watershed areas



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



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

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



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



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

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

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

Evaluate utility system expansion and reconstruction through SEPA to determine impacts to culturally and historically significant resources in the City.

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

SUSTAINABILITY

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



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

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

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

PLANNING CONTEXT

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

WASHINGTON STATE GOVERNMENT RESPONSE

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

Governor’s Climate Legislative and Executive Workgroup (CLEW)

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

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

Carbon Emissions Reduction Taskforce (CERT)

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

Washington’s Growth Management Act (GMA)

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

Washington State Department of Ecology Green Building

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

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

Washington State Department of Ecology Climate Change

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

LYNNWOOD'S ROLE IN ENERGY & SUSTAINABILITY

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

WHAT HAS LYNNWOOD DONE WITH REGARD TO SUSTAINABILITY?

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

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

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

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

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

GOAL 16: Sustainable City

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 17: Sustainable Community

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

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

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

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

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

- 1 **Policy CC-17.9** For vacant city-owned lots, consider implementing interim green uses such as
2 community gardens.
- 3 **Policy CC-17.10** Support green neighborhood initiatives and education, such as tree plantings,
4 neighborhood cleanup days, community gardens, native meadow / field ground cover
5 plantings and educational seminars.
- 6 **Policy CC-17.11** Encourage residents to install landscaping that is less water dependent and drought
7 tolerant to reduce the consumption of water.
- 8 **Policy CC-17.12** Work with Edmonds School District and Edmonds Community College students to
9 establish and maintain community gardens.
- 10 **Policy CC-17.13** Through educational efforts sponsored by the Edmonds Community College,
11 encourage the removal of water intensive landscaping and replace with native,
12 drought-tolerant and/or edible landscapes on private properties. For City properties,
13 including City road widening projects where medians and or additional right-of-way
14 will need to be landscaped, encourage low water/low maintenance landscaping.
- 15 **Policy CC-17.14** Work with Snohomish PUD and other utilities that own surplus land to plant native
16 vegetation and help green rights-of-way.
- 17 **Policy CC-17.15** Support efforts by Puget SoundCorps, whose crews work on critical projects to help
18 restore and protect Puget Sound through a variety of work activities, including
19 restoring habitat areas at toxic cleanup sites, repairing stream and streamside habitat
20 damaged by unlawful uses of public lands, removing invasive species and conducting
21 educational activities that help support the Puget Sound Partnership.
- 22 **Policy CC-17.16** Promote green business practices that include goals and strategies for waste
23 reduction, energy efficiency, water conservation, green purchasing, etc. Also
24 encourage the formation of a local green business network to share information and
25 promote green business practices.
- 26
- 27

GOAL 18: Sustainable Built Environment

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

28

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

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

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

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

GOAL 19: Energy and Waste Reduction

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

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

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

Policy CC-19.2 The City should support Snohomish County PUD's "Planet Power" and "Solar Express" programs, voluntary programs which help fund the development of green and renewable energy sources such as solar.

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

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

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

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

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

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

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

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

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

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

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

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

GOAL 20: Climate Change

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

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

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

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

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

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





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4 ECONOMIC DEVELOPMENT

INTRODUCTION

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

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

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

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

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

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

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

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

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

ECONOMIC DEVELOPMENT ACTION PLAN

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

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

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

STRATEGIC THEMES

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

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

INVENTORY AND EXISTING CONDITIONS

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

POPULATION & DENSITY

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

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

AGE & EDUCATION

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

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

INCOME & DIVERSITY

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

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

WORKFORCE

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

EMPLOYMENT AND WAGES

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

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

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

FISCAL IMPACTS

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

RETAIL TRADE ANALYSIS

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

FORECASTS & TRENDS

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

HOUSING

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

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

TRANSPORTATION

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

MARKET ANALYSIS

After slowing during the recent recession, real estate developers in Puget Sound are once again actively developing new projects and Lynnwood is capturing a share of those projects. Over 2,200 housing units are currently in the pipeline for the City and its Municipal Urban Growth Area (MUGA), with the majority of the development occurring within the MUGA (rather than inside City limits).

City Center is intended to anchor new commercial and residential development. While the market for retail development is stronger in Lynnwood than in Snohomish County as a whole, the market for office development suffers from higher vacancy rates. However, these office vacancy rates are declining, suggesting opportunities for growth in the office market.

GOALS, STRATEGIES & ACTIONS

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

GOAL 1

Support and grow new and existing businesses in Lynnwood.

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

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

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

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

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

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



Action 1.1.5 Maintain Lynnwood's retail prominence and seek new opportunities for high-quality retail development.

Action 1.1.6 Recruit arts and culture businesses to Lynnwood's growing City Center.

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



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

- 1 **Action 1.2.1** Develop a “dashboard tool” that incorporates demographic, economic and real estate
2 data to quickly assess trends, challenges and opportunities for prospective
3 entrepreneurs, business owners and real estate developers.
- 4 **Action 1.1.2** Utilize assets like the Small Business Development Center (SBDC) for coaching,
5 professional development and support for existing businesses and entrepreneurs.
- 6 **Action 1.2.3** Periodically conduct small business forums or distribute surveys to connect
7 with stakeholders and determine the challenges and opportunities facing
8 Lynnwood’s business community; partner with business organizations on
9 programs that meet this objective.
- 10 **Action 1.2.4** Reinstate the new business welcome program in partnership with Edmonds
11 Community College, Work Source Snohomish County and the Lynnwood
12 Chamber of Commerce.
- 13 **Action 1.2.5** Work with Edmonds Community College and Economic Alliance of Snohomish
14 County to convene a volunteer- based technical assistance panel to aid entrepreneurs
15 in Lynnwood and connect small business owners with outside resources (e.g. E.C.C.
16 educators, lenders, legal professionals).
- 17 **Action 1.2.6** Identify the unique needs of ethnic businesses and coordinate City policy with
18 business associations and other stakeholders in the community.
- 19 **Action 1.2.7** Continue to facilitate permitting for new & expanding businesses, and facilitate
20 property acquisitions where possible to achieve economic development strategies.
- 21 
- 22 **Strategy 1.3** **Business Services: Facilitate business success by connecting Lynnwood**
23 **businesses with available resources to aid in their growth and development.**
- 24 **Action 1.3.1** Develop and implement a business outreach program to engage and support
25 businesses and entrepreneurship.
- 26 **Action 1.3.2** Create branded online and print materials to market business resources, potentially
27 including a small business resource directory, a “how to do business in Lynnwood”
28 guide and a handbook on licensing and permitting.
- 29 **Action 1.3.3** Appoint and train a designated coordinator to assist new business owners navigating
30 local development regulations and obtain access to federal, state and county-based
31 financial incentives.
- 32 **Action 1.3.4** Identify and catalogue sources for federal, state and county business incentives,
33 including low-interest loans, industrial revenue bonds, sales tax deferrals, New
34 Market and other tax credits, and Community Empowerment Zones, SBA HUB
35 Zone.
- 36 **Action 1.3.5** Translate resource materials into Spanish, Chinese, Korean and Vietnamese to
37 support broad access among Lynnwood’s business community to encourage diversity
38 and expansion of small businesses.
- 39 
- 40 **Strategy 1.4** **Space Needs: Coordinate the space needs of targeted sectors with space**
41 **inventory in Lynnwood.**
- 42 **Action 1.4.1** Within sector by sector “need profiles,” maintain a list of property needs of both
43 existing and target businesses.

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

GOAL 2

Strengthen and communicate Lynnwood's positive business climate.

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

Strategy 2.1 **Permitting and Code Enforcement: Continue to improve and enhance permitting and code enforcement functions at City of Lynnwood.**

Action 2.1.1 Continue to review and improve transparency, efficiency and consistency in City permitting & code enforcement.

Action 2.1.2 Review and amend existing codes for ease of enforcement and understanding.

Action 2.1.3 Identify permitting and code enforcement best practices and prioritize their implementation in Lynnwood.

- Action 2.1.4** Develop and implement a process improvement plan based on: 1) auditing of current processes; 2) upgrades & best practice implementation; 3) ongoing feedback loop (such as exit surveys).
- Action 2.1.5** Review existing check lists and fact sheets designed to aid customers in understanding and compliance with permitting and code enforcement procedures; clarify and update as necessary.
- Action 2.1.6** Assess the feasibility of developing an online permitting & licensing platform.
- Action 2.1.7** Review the internal permitting process; identify and implement permitting & licensing efficiency measures.
- ■ ■
- Strategy 2.2** **Culture of Customer Service: Develop a culture of customer satisfaction by providing the customer with results in a timely fashion and in a friendly environment.**
- Action 2.2.1** Establish customer satisfaction as a strategic objective to improve customer outcomes and reduce inefficiencies.
- Action 2.2.2** Identify improvements underway to City permitting, licensing, code enforcement and other front line functions; establish goals and provide the means to track and achieve them.
- Action 2.2.3** Provide comprehensive customer engagement training for front line staff and tie customer satisfaction ratings to incentives for staff.
- Action 2.2.4** Develop a project manager approach that allows for appropriate discretion by staff to encourage and facilitate desired development; assign a project manager to key development projects to act as the contact/point person for the customer and to facilitate coordination with different departments, stages of the project.
- Action 2.2.5** Conduct a survey of recent customers to set customer satisfaction benchmarks and identify specific issues within permitting, business licensing and inspection offices.
- Action 2.2.6** Instill a problem-solver approach to projects, licensing and permitting.
- ■ ■
- Strategy 2.3** **Communication: Enhance communication between the City and local businesses.**
- Action 2.3.1** Communicate with business owners to illustrate the value proposition inherent in operating a business in Lynnwood.
- Action 2.3.2** Outreach to Community Business organizations on Lynnwood's proactive approach to business development, regulatory simplicity and low-cost business environment.
- Action 2.3.3** Offer guided tours and visits to showcase Lynnwood's economic development initiatives and disseminate information about the City's business environment to interested businesses and brokers.
- Action 2.3.4** Cultivate a presence in Lynnwood's business community with periodic check-ins with businesses and attendance of significant ribbon-cuttings and grand openings.
- Action 2.3.5** Connect local businesses with neighborhoods to involve them in planning projects aimed at revitalization.

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

GOAL 3

Prioritize high-quality development & infrastructure projects.

- 9 Investment in quality development and efficient infrastructure can unlock economic potential. A major
10 goal for Lynnwood is to foster high quality development and infrastructure that can open up and leverage
11 new possibilities for private sector investment, a key driver to economic success. The Lynnwood
12 Regional Growth Center - encompassing the City Center Sub-Area, the Alderwood Mall / City Center
13 Transition Area, Alderwood Mall, Lynnwood Place, and proposed Sound Transit Light Rail Station -
14 represents Lynnwood’s best opportunity for such a strategy. Significant transportation, transit, and
15 multimodal improvements already serve this area, and other infrastructure investments are proposed.
- 16 **Strategy 3.1** **Major Projects: Focus efforts on economic revitalization and redevelopment in**
17 **key areas:**
- 18 **Strategy 3.1a** **City Center.**
- 19 **Action 3.1a.1** Continue to implement the City Center Plan.
- 20 **Action 3.1a.2** Identify funding options to pay for critical infrastructure projects with a focus on City
21 Center project prioritization.
- 22 **Action 3.1a.3** Strongly promote development incentives including the Planned Action
23 Ordinance with regional developers to spur interest in City Center projects.
- 24 **Action 3.1a.4** Explore methods for integrating Lynnwood’s municipal facilities into the
25 design framework of City Center to establish it as a focus for government
26 activities.
- 27 **Action 3.1a.5** Develop phased program for consolidation of City offices and facilities into City
28 Center.
- 29 **Action 3.1a.6** Create a “first mover’s advantage” by offering time- delimited incentives that improve
30 project feasibility such as targeted exceptions to development regulations.
- 31 **Action 3.1a.7** Target incentives for catalytic projects that meet criteria related to project size,
32 density, mix of uses, orientation toward the street, multi-modal connectivity and
33 aesthetics.
- 34 **Action 3.1a.8** Identify and plan for the integration of Transit- Oriented-Development opportunities
35 into and surrounding the future Lynnwood Sound Transit station.
- 36 **Action 3.1a.9** Build upon successful partnerships to assemble property for catalytic development
37 projects.
- 38 **Action 3.1a.10** Prepare legislative strategies and lobbying to support the development and growth of
39 City Center and infrastructure funding.

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



Strategy 3.1b Major Projects: College District.

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

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

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



Strategy 3.1c Major Projects: Highway 99.

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

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

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



Strategy 3.1d Major Projects: South Lynnwood.

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

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

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

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

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



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

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

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

- Action 3.2.3** Partner with Neighborhoods to organize property owners to foster enhancements and facilitate code compliance, housing and amenities.
- Action 3.2.4** Continue to support and publicize Lynnwood's 8-12 year tax abatement program for high-quality and innovative mixed- use and residential development in City Center; expand the program to other areas in the City such as Highway 99 and the Transition Area.
- Action 3.2.5** Assess and implement methods of requiring new residential development to incorporate specific amenities and to designate specific amounts of open space for common neighborhood use.
- Action 3.2.6** Identify options and help facilitate redevelopment of surplus Edmonds School District properties elsewhere in Lynnwood.
- □ □
- Strategy 3.3** **Promote Infrastructure as a necessity for increasing productivity, providing amenities and enhancing the quality of life in Lynnwood.**
- Action 3.3.1** Use funds from the Economic Development Infrastructure Policy (EDIP) to make targeted investments in infrastructure projects that will incentivize private development.
- Action 3.3.2** Continue to grow the EDIP fund for public participation in infrastructure development related to economic development.
- Action 3.3.3** Capitalize on momentum from the forthcoming light rail station to advocate for improvements to regional public transit.
- Action 3.3.4** Engage with the Economic Alliance of Snohomish County to support infrastructure improvements that benefit the North Puget Sound Manufacturing Corridor.
- Action 3.3.5** Work with suppliers to upgrade telecommunications infrastructure, such as fiber optic networks, to improve capacity and attract targeted sectors.
- Action 3.3.6** Support programs & funding toward maintenance & upkeep of the City of Lynnwood's key infrastructure.
- □ □
- Strategy 3.4** **Open Space: Foster the importance of quality open space in attracting businesses and residents to Lynnwood.**
- Action 3.4.1** Review Lynnwood City Center planning documents and determine if existing parks requirements should be amended to focus resources on a single City Center Park.
- Action 3.4.2** Investigate the development of urban wetlands as a community open space amenity in partnership with Snohomish County.
- Action 3.4.3** Leverage City investment with user fees and volunteer contributions to improve City Parks and Recreation facilities adjacent to planned and existing trail networks.
- Action 3.4.4** Explore the viability of a Parks Impact Fee for new development to help fund capacity enhancements and maintenance to Lynnwood's system of parks and open space.
- Action 3.4.5** In coordination with other City departments, identify and acquire land for park development.
- □ □

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

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

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

GOAL 4

Strengthen Lynnwood's image and identity in the region.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

- Action 4.2.7** Partner with the Snohomish County Tourism Bureau, the Lynnwood Convention Center and the hospitality industry to expand tourism and visitor services and to coordinate marketing efforts.
- □ □
- Strategy 4.3** **Events & Venues: Work to grow high-profile events to draw new visitors, energy and attention to Lynnwood and to create community involvement and identity.**
- Action 4.3.1** To support this growth, develop a “play book” outlining City requirements & codes, available & appropriate venues and associated costs, and volunteer organizations able to assist with event management.
- Action 4.3.2** Promote and expand existing regional athletic events held in Lynnwood, including tournaments, 5k runs and bike races.
- Action 4.3.3** Inventory Lynnwood’s existing trails, parks, playfields, gyms and other venues and prioritize capacity improvements for athletic tournaments, fairs, concerts and other events.
- Action 4.3.4** Seek grant and sponsor funding to help fund priority improvements to Lynnwood’s primary event facilities.
- Action 4.3.5** Partner with Snohomish County Sports Commission (SCSC) to attract sporting events and help raise additional funding for events, promotion and capacity improvements.
- Action 4.3.6** Continue to work with the Lynnwood Convention Center to recruit major events and conventions.
- □ □
- Strategy 4.4** **Marketing & Advertising: Promote Lynnwood throughout the region as a welcoming City offering residents and businesses a great deal more.**
- Action 4.4.1** Build a social media presence and update frequently with content highlighting positive growth and changes underway related to both economic development and quality of life in Lynnwood.
- Action 4.4.2** Plan and execute a coordinated regional marketing campaign focused on Lynnwood’s competitive business environment and quality of life.
- Action 4.4.3** Communicate successes frequently to regional media outlets, including new developments in City Center and Light Rail updates.
- Action 4.4.4** Utilize newsletters, authored articles and press releases to promote Lynnwood’s assets and attractions.
- Action 4.4.5** Promote Lynnwood to tour operators, meeting planners and associations, and produce, update and distribute information for trip planners, tourists and visitors.
- Action 4.4.6** Partner with Lynnwood Public Facilities District (LPFD) to coordinate marketing efforts; expand tourism and visitors services in partnership with the Snohomish County Tourism Bureau (SCTB).
- Action 4.4.7** Create and implement an ongoing marketing program for the City Center.

GOAL 5

Enhance Lynnwood's livability and unique sense of place.

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

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

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

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

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

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

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



Strategy 5.2 Connectivity: Work to ensure multi-modal connectivity throughout the City.

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

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

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



Strategy 5.3 Enhance the City's connectivity with branded wayfinding and signage.

Action 5.3.1 Enhance the City's connectivity with branded wayfinding and signage.

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

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

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

- Action 5.3.6** Identify major nexuses of pedestrian connectivity and install wayfinding maps branded with neighborhood and district identities.
- □ □
- Strategy 5.4** **Better Neighborhoods: Make identifying and improving neighborhoods a priority.**
- Action 5.4.1** Coordinate with other City departments and community partners to determine appropriate roles and responsibilities to support and improve the city's neighborhoods.
- Action 5.4.2** Invest in neighborhood infrastructure, public spaces and amenities; prioritize infrastructure improvements according to project feasibility and quality of life enhancement.
- Action 5.4.3** Identify potential sources of funding and assistance for neighborhood-led projects that beautify and brand individual neighborhoods.
- Action 5.4.4** Partner with neighborhoods to inventory and prioritize neighborhood infrastructure needs and desired community amenities.
- Action 5.4.5** Partner with neighborhoods to facilitate design charrettes aimed at identifying Lynnwood's unique neighborhood and district identities.
- Action 5.4.6** Develop graphics and messaging that celebrate Lynnwood's unique neighborhood and district identities.
- Action 5.4.7** Develop a City neighborhood work plan identifying resources and establishing priorities, and determine the placement of this function within the City organization.
- Action 5.4.8** Orchestrate the creation of a neighborhood advisory group to keep neighborhoods engaged and informed on key issues.
- Action 5.4.9** Engage with Edmonds Community College students to encourage them to live and work in Lynnwood.
- Action 5.4.10** Develop a program for new City residents in partnership with local businesses and community organizations to foster neighborhood identity and sense of place and to promote local businesses and services.
- □ □
- Strategy 5.5** **Community Services: Enhance community services as an important element in resident satisfaction with their community and their sense of belonging.**
- Action 5.5.1** Continue to operate a summer farmers market and develop and implement a plan to recruit an organization to operate a permanent, year-round farmer's market and food hub.
- Action 5.5.2** Partner with a local bank on a "live where you work" homebuyer program offering favorable mortgage terms for workers considering housing in Lynnwood.
- Action 5.5.3** Connect neighborhoods with crowdsourcing and crowd funding platforms to fund services and amenities.
- Action 5.5.4** Monitor residents' satisfaction with the quality of life in Lynnwood and track progress over time.



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5 TRANSPORTATION

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)

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.

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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.

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 in Table T-1 and on the Arterial Roadway System Plan (Figure T-5).

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.

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.

Table T-1. Miles of Road by Type

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

Source: Lynnwood Dept. of Public Works, 2015

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
- Highway 99 (SR-99)

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

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 T-2 shows the percentage of streets, by classification, that have existing sidewalks.

Table T-2: Sidewalk Mileage

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

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

INTERURBAN REGIONAL TRAIL

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

SIGNAL SYSTEM

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

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

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

Since the first federal ITS grant in 2001, 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 from City Hall to all Lynnwood traffic signals.
- PTZ Cameras at all except four 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.
- Replaced incandescent Green, Yellow, Red bulbs with longer lasting, more efficient LED "bulbs."
- Upgraded 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.

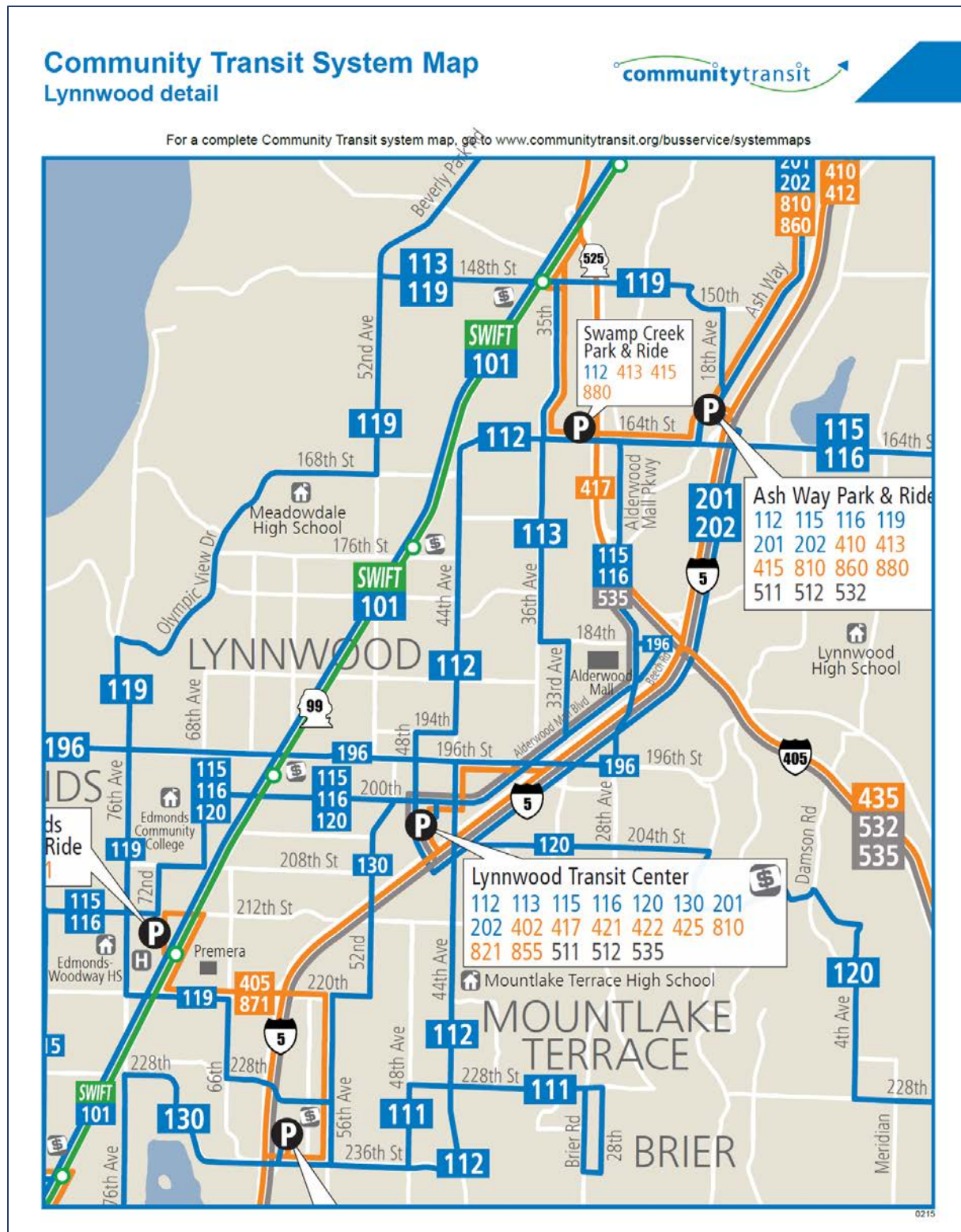


Figure T-1: Community Transit System Map

Lynnwood Transit Center

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

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 State law. 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 costs to administer CTR Programs. In 2008, the City of Lynnwood along with other affected cities in Snohomish County except Everett and Bothell entered into a contract with Community Transit (CT) under which the transit agency provides support services to the 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.

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 T-3 gives the criteria for Level of Service grades A-F.

Table T-3. Level of Service Criteria

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

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 mitigation 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 T-4. A total growth of 1,520 housing units and 1,492 jobs is expected within the city limits in the pipeline condition in the next 6 to 10 years.

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

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

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

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

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

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

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

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

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

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

1

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

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

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

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

8 **ACTIONS NECESSARY TO MEET LOS STANDARDS**

9 **SIX-YEAR TRANSPORTATION PROJECTS**

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

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

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

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

1

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

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

2

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

3

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

4

5

The pipeline forecast demand model was built upon the City’s re-calibrated 2013 base demand model.

6

The improvement projects listed in the City’s Six-Year Transportation Improvement Plan (TIP) were

7

obtained from the City’s website.

8

The TIP projects and other short-term improvement projects, including eight (8) roadway segments and

9

13 intersection improvements projects expected to be completed in the next six (6) years, were included

10

in the pipeline demand model.

11

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

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

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

¹Alderwood Mall Parkway (AMP)

²Alderwood Mall Boulevard (AMB)

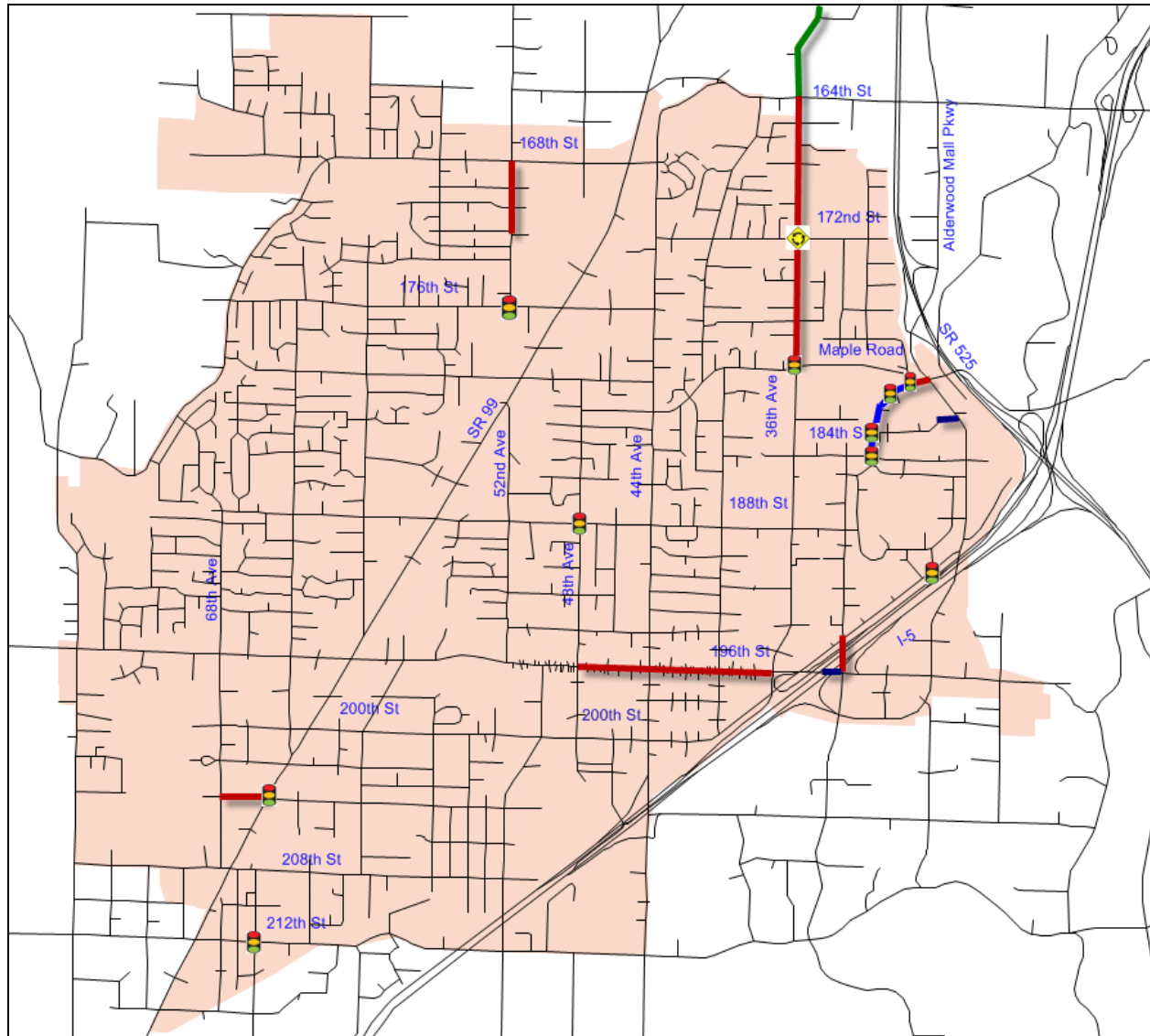


Figure T-2: Short-Term Transportation Improvement Projects

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 T-8. Citywide Intersection LOS Deficiencies in Pipeline PM

Int. #	Intersection	LOS Standard	Traffic Control	LOS	Delay (sec/veh)	Potential Mitigation
14	196th St SW/76th Ave W	D	Signal	E	67.7	Monitor
58	184th 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* (Pertee 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 T-9 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 T-3.

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

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

¹Alderwood Mall Boulevard (AMB)²Alderwood Mall Parkway (AMP)

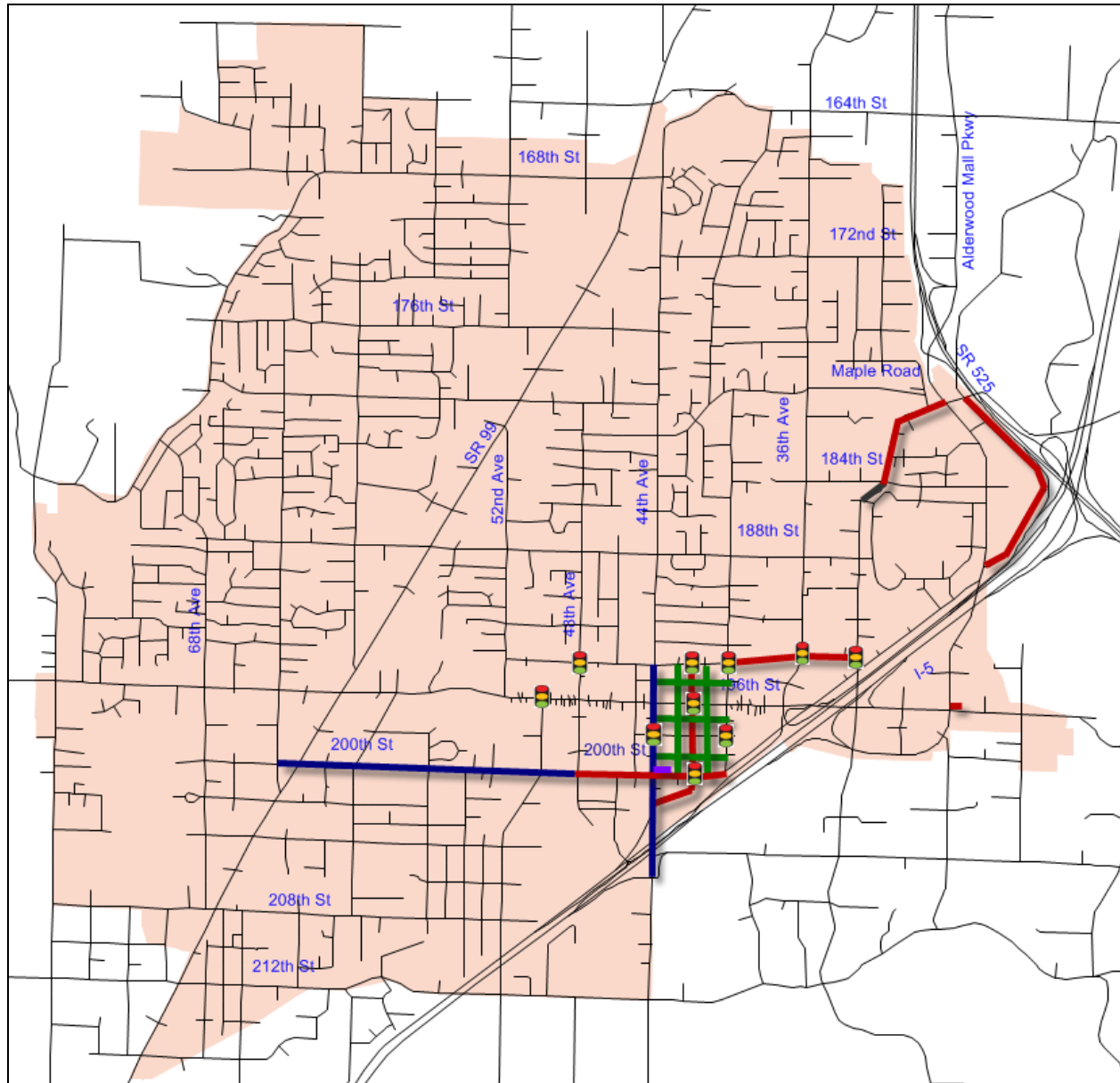


Figure T-3: Long-Range Transportation Improvement Projects

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

1

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

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

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

2
3
4

PROJECTED STATE NEEDS

Lynnwood has three Principal Arterials that are also state highways:

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

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

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

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

NON-MOTORIZED TRANSPORTATION

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

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

PEDESTRIAN AND BICYCLE SKELETON SYSTEMS

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

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

- Proximity to schools, designated school walk routes.
- Proximity to Senior Services.
- Proximity to stores, businesses, etc.
- Proximity to parks, trails and open space.
- Roadside safety elements/obstacles.
- Mid-block crossing safety.
- Proximity to federally designated low income census 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
- Community 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.
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- 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 36.70A.
- 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 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 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** Require the construction and operation of transportation facilities and services to meet the standards of the Americans with Disabilities Act (ADA).
- Strategy T-6.17** Ensure that all transportation facilities will accommodate the needs of physically challenged persons.

ENVIRONMENTAL FACTORS

- Policy T-7** Minimize the impacts of the transportation system on the City's environment and neighborhood quality of life.
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- 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.
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- 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** Prioritize funding for transportation investments that support and incentivize the development of the City Center Subarea. Do this by investing in pre-design studies for City Center infrastructure projects to build public support and improve the ability to secure grant funds for project development.

- 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.

- Strategy T-9.3** Strive to achieve by 2035 a non-single-occupancy vehicle (transit, bicycling, walking, car/vanpooling, telecommuting, or other “virtual” commute) mode split of 35 percent for peak period trips in the City Center Subarea. Do this by providing a pedestrian- and transit-supportive environment, developing supportive land uses, working with regional transit agencies to provide expanded transit options, including light rail and bus rapid transit, enhancing transportation demand management strategies, and implementing a parking development and management plan.

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** Poster 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.

REVISE TRANSPORTATION ELEMENT

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



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

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

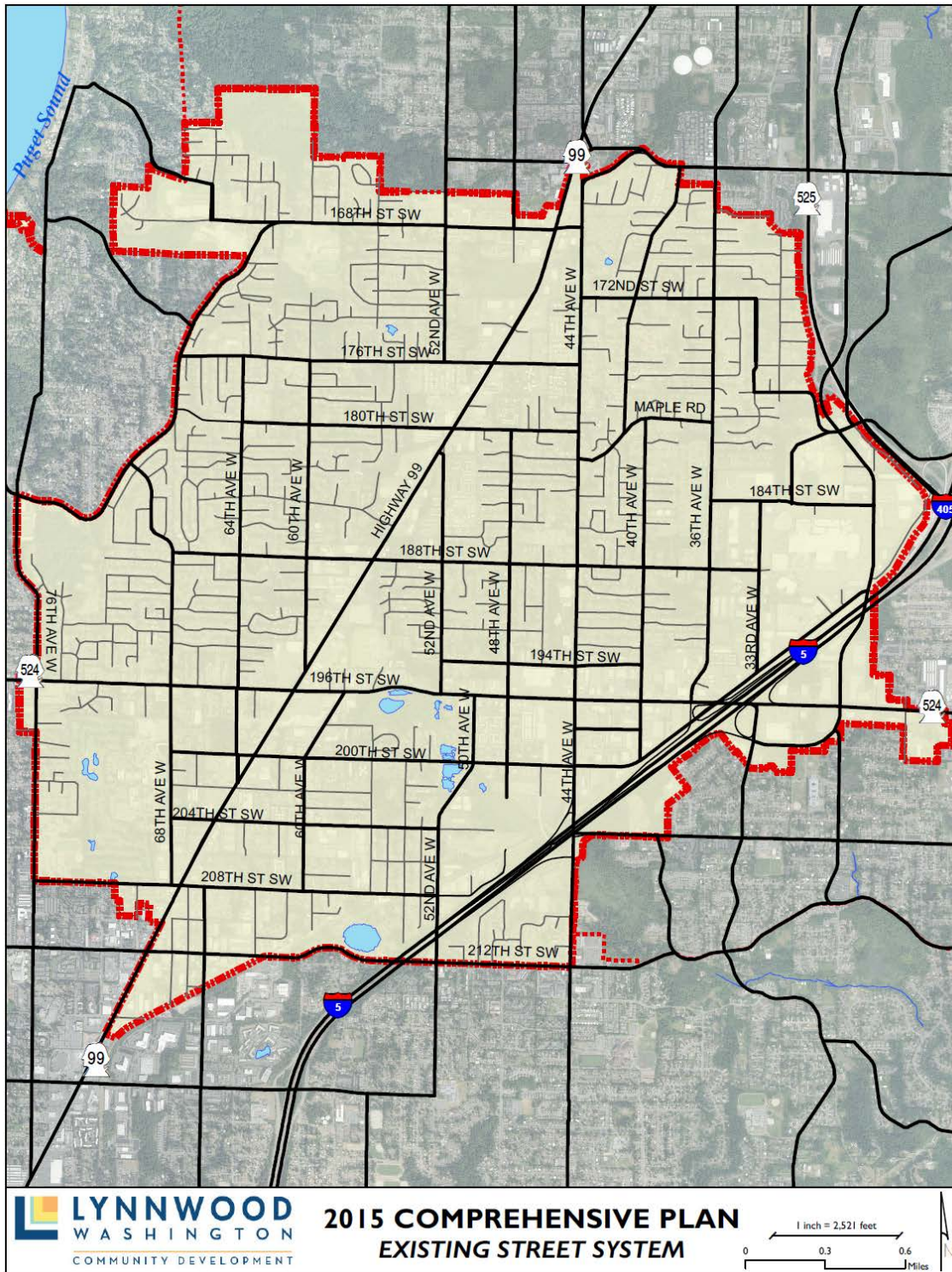


Figure T-4: Existing Street System



Figure T-5: Arterial Roadway System Plan

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2
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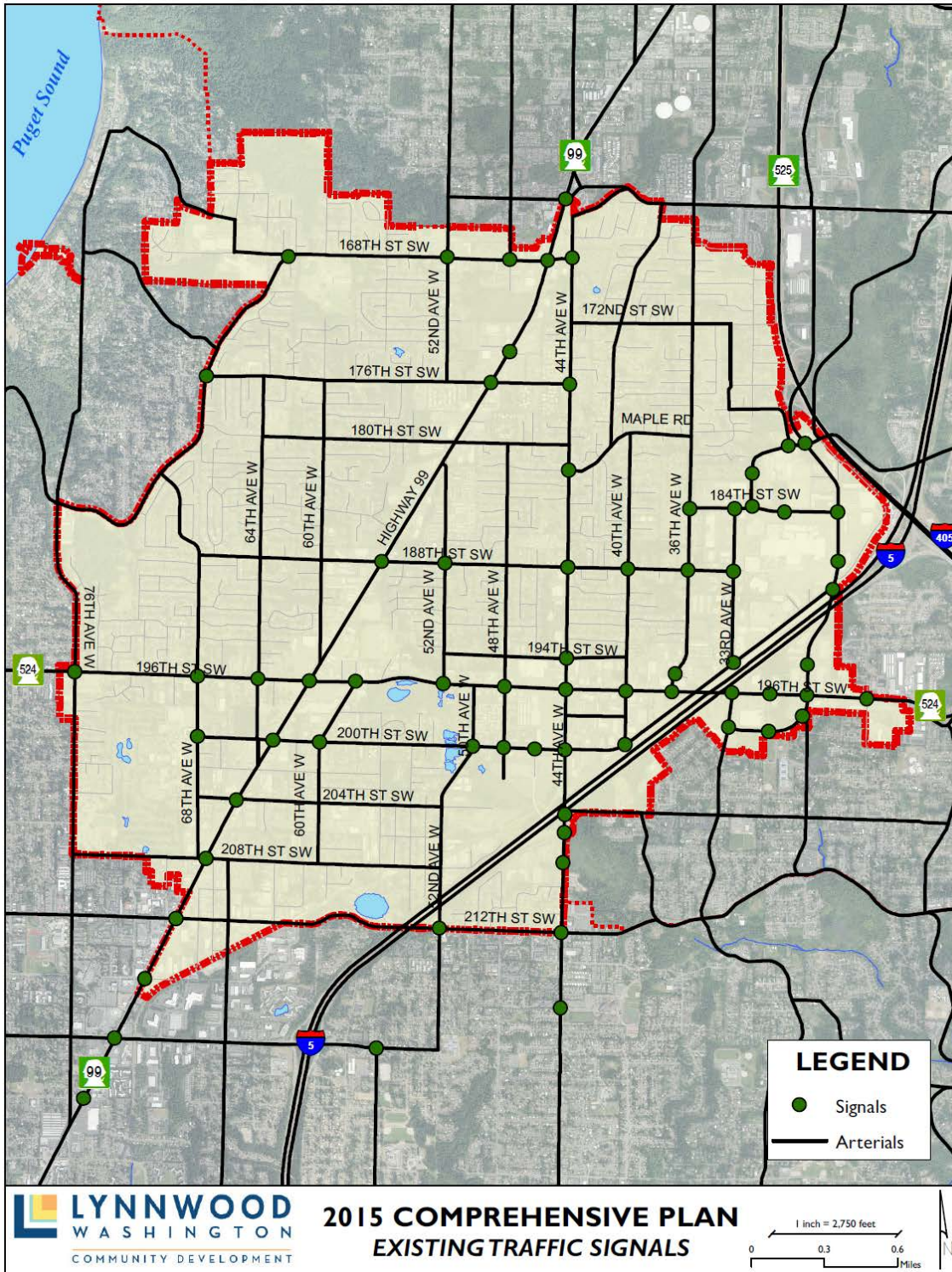


Figure T-6: Existing Traffic Signals

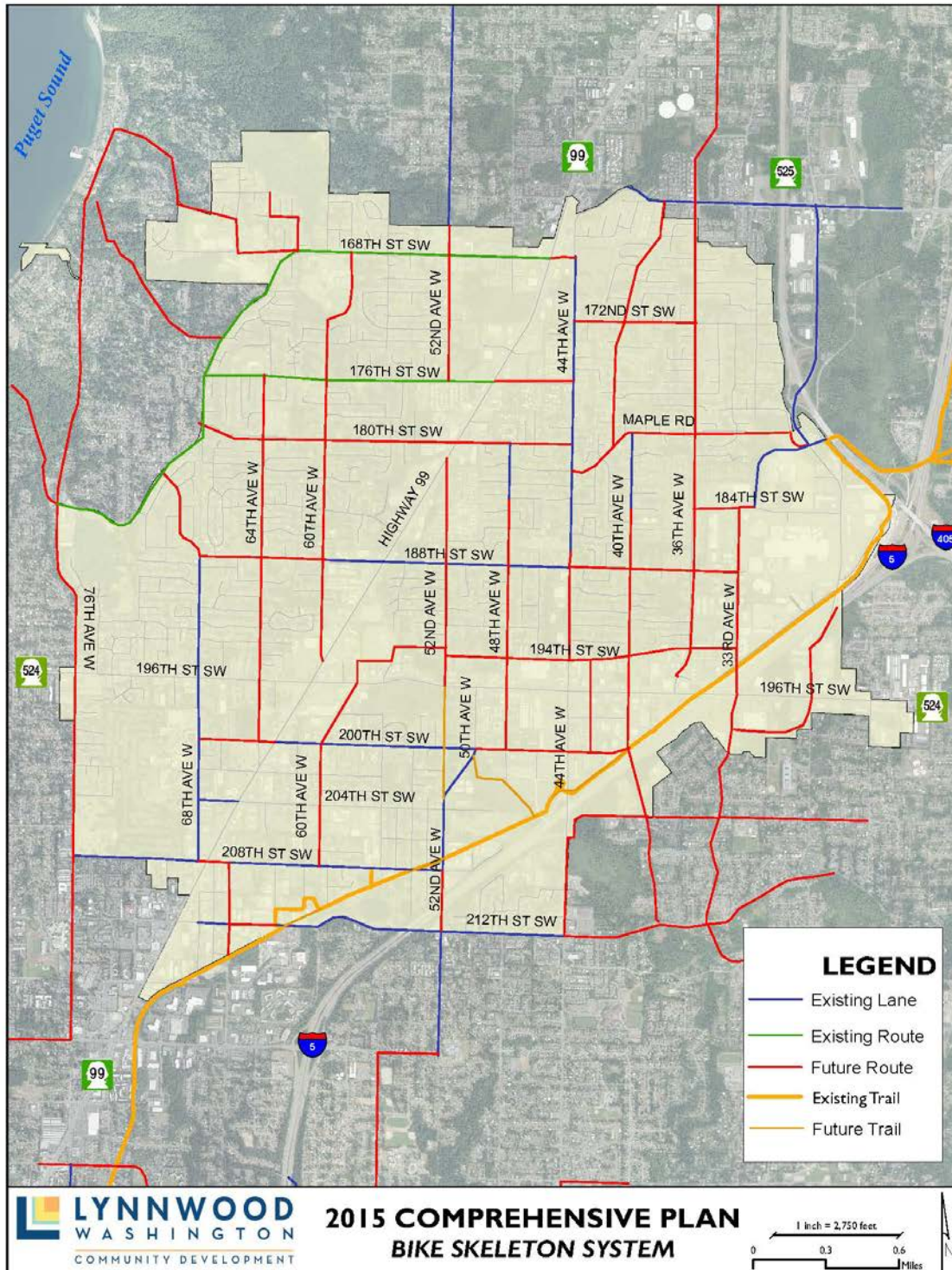
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Figure T-7: Bike Skeleton System

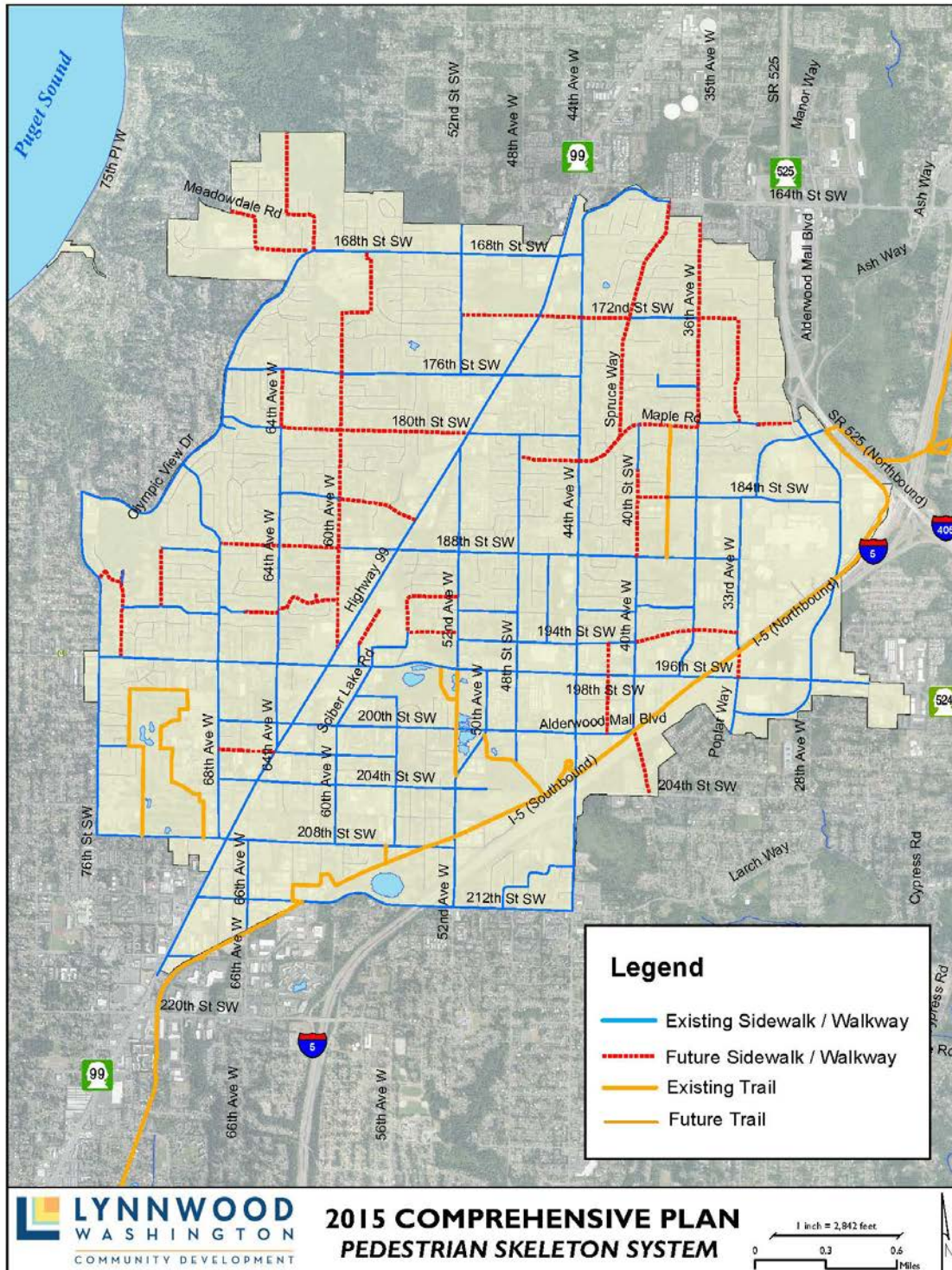


Figure T-8: Pedestrian Skeleton System

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

1

20 Year List

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

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

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

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



6 PARKS, RECREATION & OPEN SPACE

INTRODUCTION

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

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

PLANNING CONTEXT

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

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

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

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

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

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

City Vision: The Parks, Recreation and Cultural Arts (PRCA) 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.

Obesity Epidemic

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

Creating A Sense of Community

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

Social Equity

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

Increased Capitalization of a Creative Class

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

Embracing New Technology & Business Practices

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

Aging Population

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

Park Facilities & Park Conditions

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

Responding to Homelessness

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

Level of Service Revised

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

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

EXISTING CONDITIONS

The City's current parks, recreation and open space inventory amounts to approximately 389 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 a service level of 3.5 acres per 1,000 residents, the Core Parks category shows a surplus of 5.9 developed acres but a need for 25.3 additional acres to be acquired and developed by 2026 to meet the minimum level of service within the City. Currently Core Parks account for 140.68 acres of park land, or about 36% of the total park, recreation and open space inventory within the City.

Special Use Areas: Five 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, Heritage Park, and Veterans Park - for a total of 98.28 acres.

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. 132.97 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).

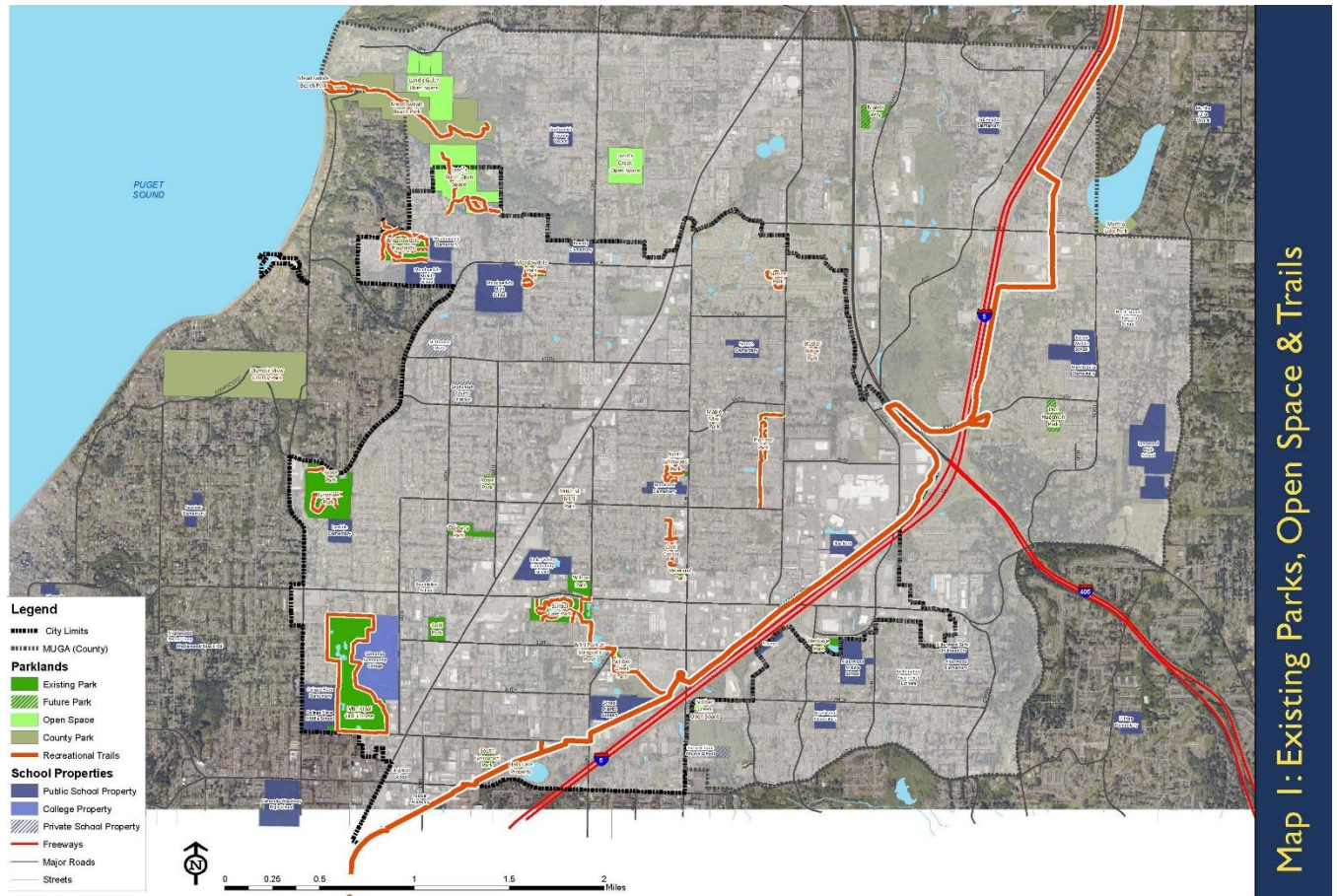


Figure P-1: Existing Parks, Open Space & Trails

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

Table P-1: Existing Inventory		Acreage	
Classification	In-City	MUGA	
Core Parks			
Mini Parks	6.71		
Neighborhood Parks	37.48	17.00	
Community Parks	96.49		
Subtotal	140.68	17.00	
Open Space	71.91	61.06	
Special Use	98.28		
Total Acreage		388.93	

Level of Service: 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 adopted Parks LOS Standard in Lynnwood is being revised to 3.5 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 2015 population of 36,420. The formerly-adopted standard of 10 acres/1,000 persons (5 acres/1,000 of core parks and 5 acres/1,000 for other park land) resulted in a 2015 deficit of more than 49 acres of developed parks and 12 acres of other park land, each growing to a deficit of 93 acres and 56 acres respectively by 2026.

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

Table P-2: Level of Service Standard

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

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

The 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 successfully acquired an additional 13 acres north of the Lund's Gulch in 2015 bringing the total Lund's Gulch preservation area to over 90 acres.

There are currently no active use park facilities in the City's MUGA, which had an estimated 2015 population of 37,493. 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 131 acres of developed parks. 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 1

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

RECREATION & HEALTHY CHOICES

- Policy P-1.1** Provide a variety of recreational services and programs that promote the health and well-being of residents of all ages and abilities.
- Policy P-1.2** Provide facilities and programs that promote a balance of recreational opportunities all age groups.
- Policy P-1.3** Maintain and enhance Lynnwood's recreation and senior centers to provide recreational opportunities, community services and opportunities for residents to connect, learn and play.
- Policy P-1.4** Examine program accessibility, barriers and opportunities to adjust or add services that meet the needs of inequitably served areas or populations.
- Policy P-1.5** Establish a language translation and interpretation plan to enhance promotion of and service delivery to linguistically isolated users and community members.
- Policy P-1.6** Identify opportunities to create public gathering spaces that enable residents of all ages to connect with each other.
- Policy P-1.7** Participate in neighborhood outreach for engagement, improvement, and creating neighborhood identities.
- ■ ■
- Strategy P-1.1** Continue to expand and diversify popular youth and teens programs to meet the growing need for engaging, affordable, safe options for children.
- Strategy P-1.2** Design programming and services to meet the needs of diverse users, including at-risk communities or those with special needs.
- Strategy P-1.3** Maintain and enhance program scholarships and other mechanisms to support recreation access for low-income residents.
- Strategy P-1.4** Continue to provide and expand opportunities for seniors to engage in social, recreational, educational, nutritional, and health programs designed to encourage independence, in partnership with community agencies.
- Strategy P-1.5** Evaluate and improve recreational services and programs to meet identified cost recovery goals. 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.
- Strategy P-1.6** Plan the provision of indoor programming space for youth/teen and senior activities, performing arts and sports.

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

ARTS, CULTURE & HERITAGE

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

GOAL 2

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

PARK DESIGN & DEVELOPMENT

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

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

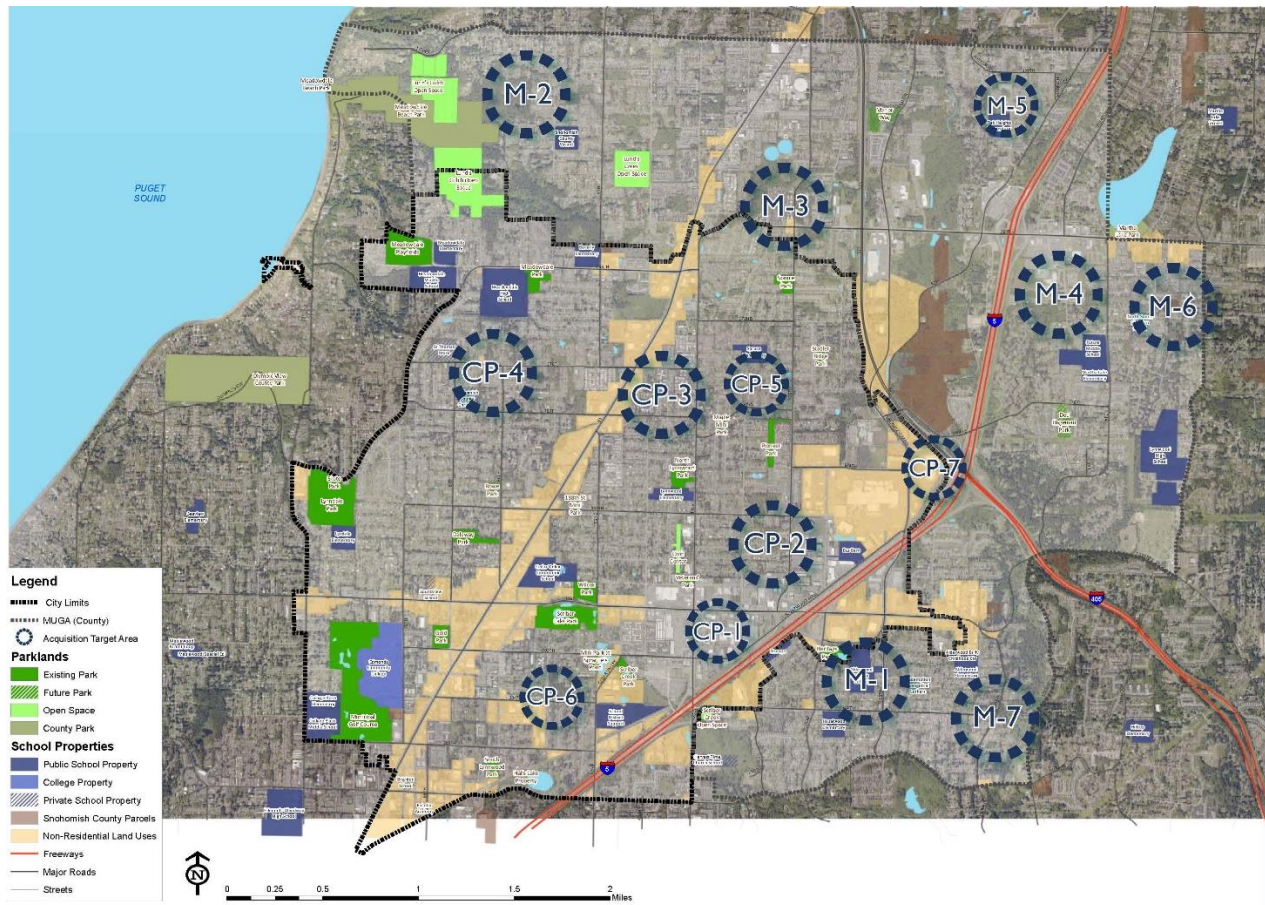


Figure P-2: Proposed Parkland Acquisition Target Areas

SPECIAL USE FACILITIES

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

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



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

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

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

OPEN SPACE & NATURAL AREA CONSERVATION

- Policy P-2.5** 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 based on a regional conservation plan that identifies the strategic lands valued for future conservation.
- Policy P-2.6** 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-2.7** Conserve significant natural areas to meet habitat protection needs and to provide opportunities for residents to recreate and connect with nature, as appropriate.
- ■ ■
- Strategy P-2.23** Pursue opportunities to provide appropriate public access (e.g. trails, viewpoints and wildlife viewing areas) within natural areas to support passive recreation and environmental education.
- Strategy P-2.24** Encourage conservation easements for open space within urban areas to buffer and enhance the built environment.
- Strategy P-2.25** 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 Halls Creek.
- Strategy P-2.26** Actively work to improve the condition of City-owned natural areas through invasive species removal; planting of native species; restoration of urban forests, creeks, wetlands and other habitat; and improvement of hydrological conditions.
- Strategy P-2.27** Continue and encourage stewardship of open space and natural areas through the Adopt-A-Trail and Park Service programs.
- Strategy P-2.28** Consider the preparation of an Urban Forestry Management Plan to articulate a long-term strategy for tree protection, urban forestry management and public education and outreach.
- Strategy P-2.29** Provide environmental educational opportunities in natural areas with interpretive signage, nature trails and overlooks.

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

GOAL 3

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

ADMINISTRATION

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

MAINTENANCE & ASSET MANAGEMENT

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

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

PARTNERSHIPS

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



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

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

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

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

FUNDING

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



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

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

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

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

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

GOAL 4

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

PARK & OPEN SPACE ACQUISITION

- Policy P-4.1** Acquire additional parklands necessary to adequately serve the City's current and future population based on adopted service levels (CFP PK1998031A).
- Policy P-4.2** Plan for the location of parks in the proximity of underserved neighborhood and/or high-density developments.
- ■ ■
- Strategy P-4.1** Provide core parks to a service standard of 3.5 acres per 1,000 persons.
- Strategy P-4.2** Provide equitable park distribution and prioritize park acquisition in under-served areas where households are more than ½ mile from a developed park.
- Strategy P-4.3** Prioritize park acquisition in areas of the City facing population growth, and residential and commercial development.
- Strategy P-4.4** Pursue acquisition of park-adjacent parcels to provide for needed parking expansion or valuable natural area/open space conservation.
- Strategy P-4.5** Evaluate opportunities to acquire lands declared surplus by other public agencies for park and recreation use.
- Strategy P-4.6** Proactively seek parklands identified within this Plan, in both developed and undeveloped areas, to secure suitable locations for new parks to serve future residents. Evaluate acquisition opportunities based on criteria such as improvement to existing level of service, connectivity, preservation and scenic or recreational opportunities for residents.
- Strategy P-4.7** Continue acquisition of open space properties in the Swamp Creek and Scriber Creek watersheds.
- Strategy P-4.8** Identify, acquire and preserve historically significant properties.

MUGA PLANNING

- Policy P-4.3** Pursue cooperative planning efforts with Snohomish County to fund acquisition of open space for conservation and future park development in the MUGA to meet the recreational needs of Lynnwood's annexation areas.
- Policy P-4.4** Pursue an interlocal agreement with Snohomish County to facilitate joint management of park impact fees collected within the MUGA to facilitate timely expenditure of funds and strategic acquisitions.
- ■ ■
- Strategy P-4.9** Establish or improve urban public services in newly annexed areas, as funds are available, to meet established levels of service.
- Strategy P-4.10** Acquire the Alderwood Middle School for future conversion to park use (CFP 201500108).

- Strategy P-4.11** Acquire identified conservation lands along Scriber Creek, Swamp Creek and Lund's Gulch.
- Strategy P-4.12** Acquire additional sites for future MUGA parks as noted in this Plan.
- Strategy P-4.13** Partner with Snohomish County to provide frontage and parking improvements to Doc Hageman Park.
- Strategy P-4.14** Develop Doc Hageman Park (phase I and II) as a potential annexation project (CFP PK2002041C).
- Strategy P-4.15** Develop Manor Way Park as a potential annexation project (CFP PK1997002B).
- Strategy P-4.16** Acquire a site for the future parks operations and maintenance satellite location as a centrally-located equipment storage facility in the MUGA.
- Strategy P-4.17** Conduct a feasibility study for an environmental education center public/private partnership located in Lund's Gulch.
- Strategy P-4.18** Renew and maintain conversations with Snohomish County staff regarding the collection and management of MUGA park impact fees and joint planning for targeted acquisitions.

GOAL 5

Lynnwood's PRCA Department fosters and expands the physical and social connections linking the City together and bridging to its neighbors.

TRAILS & LINKAGES

- Policy P-5.1** Develop a network of shared-use recreational, pedestrian and bicycle trails to enable connections within parks and between parks, neighborhoods, public amenities and regional trail corridors.
- Policy P-5.2** Design and construct trails to serve a variety of users at varying skill levels.
- Policy P-5.3** Support other City departments in the implementation of the Multi-Choice Transportation System Plan.
- Policy P-5.4** Develop additional nonmotorized trails outside of parks to meet a targeted walkability score and promote Lynnwood as a "walkable city."
- □ □
- Strategy P-5.1** Integrate the siting of proposed trail segments into the development review process; require development projects along designated trail routes to be designed to incorporate trail segments as part of the project.
- Strategy P-5.2** Provide trailhead accommodations, as appropriate, to include parking, signage, restrooms and other amenities.
- Strategy P-5.3** Implement trail signage standards, route and wayfinding signage for trails and associated facilities and informational maps and materials identifying existing and planned trail facilities.
- Strategy P-5.4** Master plan and implement Interurban Trail corridor upgrades and improvements; support interjurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail (CFP PK1998025C).

- Strategy P-5.5** Partner with Public Works on the implementation of the Bike2Health Project and for an assessment of sidewalk and crosswalk needs for schools (safe-routes-to-schools).
- Strategy P-5.6** Partner with utilities, agencies and private landowners to secure trail easements and access to open space for planned trail connections such as Tunnel Creek Trail at Lynnwood Place (CFP 201500106).
- Strategy P-5.7** Conduct a master plan and alignment study for the Center to Sound Trail which will link City Center, Scriber Lake and Lund's Gulch. Design and construct the northward extension of the Scriber Creek Trail from Scriber Lake Park north to the Meadowdale area and Lund's Gulch (CFP PK1998025C).
- Strategy P-5.8** Coordinate with Snohomish County, Brackett's Landing Foundation and volunteers on the development of the South Lund's Gulch Trail.
- Strategy P-5.9** Coordinate with Snohomish County for the development of recreational trails within the MUGA to enhance linkages between future parks and the Interurban Trail.
- Strategy P-5.10** Work with Sound Transit to provide transit service to trailheads, parks, and recreation facilities such as redevelopment of the Scriber Creek Trail (CFP 201500107).

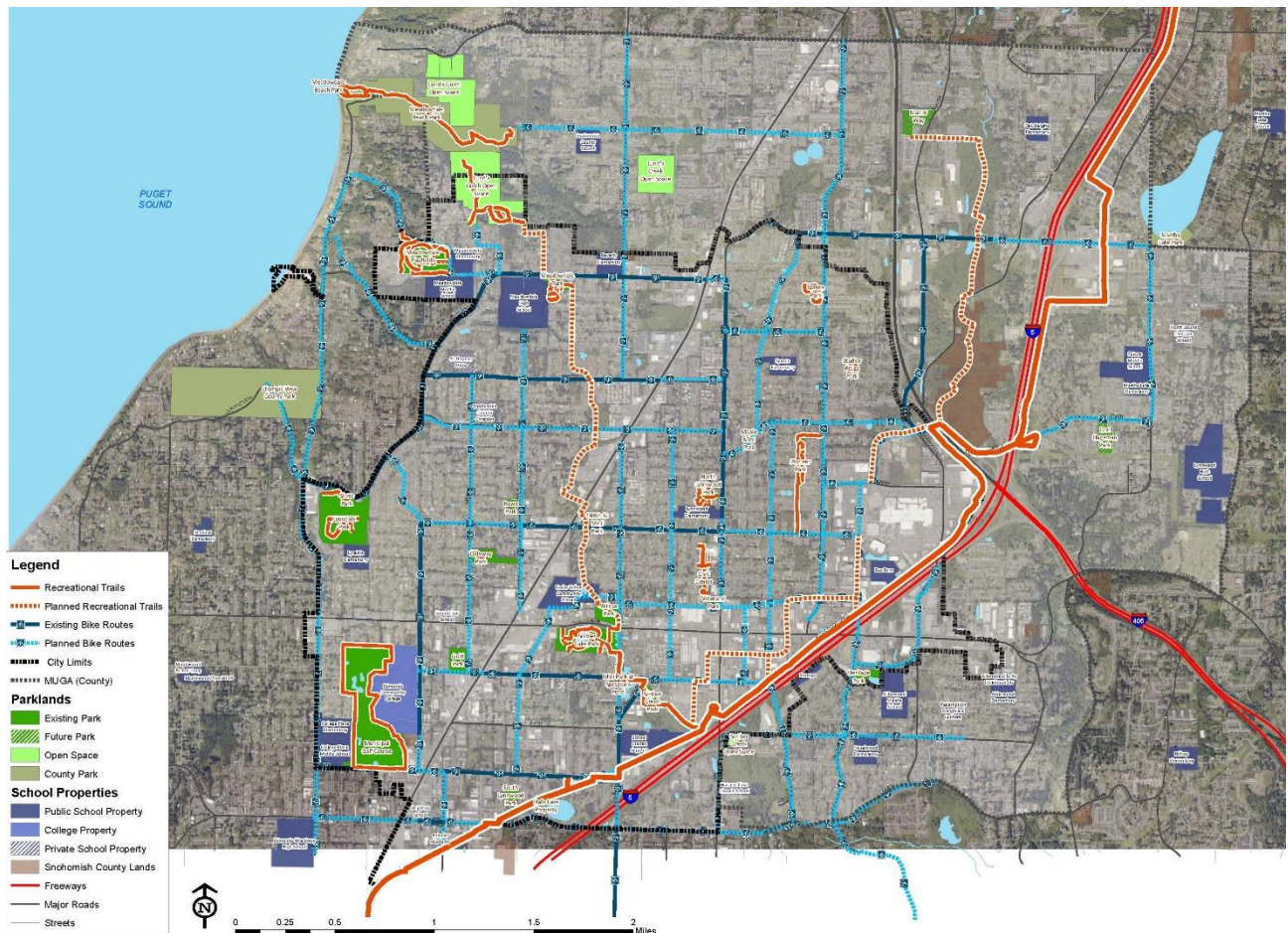


Figure P-3: Proposed Recreation Trails & Bike Routes

COMMUNITY INVOLVEMENT

- Policy P-5.5** Encourage and support active and ongoing participation by diverse community members in the planning and decision-making for parks and recreation.
- □ □
- Strategy P-5.11** Involve residents and stakeholders in system-wide planning, park site facility design and recreation program development. Use a diverse set of communication and informational materials to solicit community input, facilitate project understanding and build public support.
- Strategy P-5.12** Employ innovative strategies to improve community involvement in park and recreation planning efforts.
- Strategy P-5.13** Identify under-represented segments of the community and work to improve their capacity to participate in park planning and decision-making.
- Strategy P-5.14** Pursue opportunities to partner with residents and neighborhood groups to improve, maintain and monitor local parks, natural areas and trails.
- Strategy P-5.15** Provide clear maps of City parks, trails and recreation facilities online, in the parks and recreation catalog, at trailheads and public counters, and in newspaper articles or notices.
- Strategy P-5.16** Survey, review and publish local park and recreation preferences, needs and trends at least once every six years.

INTERAGENCY COORDINATION

- Policy P-5.6** Coordinate parks, open space and facility planning and development with neighboring jurisdictions and agencies for mutually-beneficial partnerships.
- □ □
- Strategy P-5.17** Work with other agencies or service providers to provide adequate recreational programs, facilities and special events for community use.
- Strategy P-5.18** Partner with Edmonds School District, the City of Edmonds and other potential funding partners to improve Meadowdale Playfields (CFP PK2003048A).
- Strategy P-5.19** Pursue cooperative planning efforts with Snohomish County to provide parks and open space in future annexation areas.
- Strategy P-5.20** Work with Edmonds Community College and support volunteer efforts for improvements to Gold Park.
- Strategy P-5.21** Consider sponsorship opportunities for entrepreneurs, both nonprofit 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-5.22** Continue partnership development with Verdant Health Commission to provide public health and safety programs which meet community needs.
- Strategy P-5.23** Continue to explore additional facility partnerships and/or joint-use operating agreements with Edmonds School District for use of sports fields and/or indoor gymnasiums.

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7 HOUSING

INTRODUCTION

Lynnwood is fortunate to have a variety of housing types and housing stock affordable to most economic segments of the community. As is common in the Puget Sound region, the supply of housing for lower-income households is insufficient relative to actual demand, and as a result some households must allocate a significant percentage of their income to housing. However on a comparative basis, a greater percentage of Lynnwood's housing is affordable to lower-income households than other nearby communities. For some, even the least-expensive housing is unaffordable or unavailable and homelessness is often the result.

Dwelling types in Lynnwood include:

- Detached single family homes
- Duplexes, triplexes and fourplexes
- Mobile homes in mobile home parks
- Midrise apartments and condominiums
- Assisted living facilities
- Dormitories
- Group homes
- Property manager residence
- Townhouses
- Accessory dwellings (attached)
- Garden-style apartments and condominiums
- Active retirement
- Nursing homes
- Dormitories
- Shared housing

The City of Lynnwood does not directly own or provide housing. As a Community Development Block Grant (CDBG) Urban County Consortium member, Snohomish County coordinates the use of CDBG funds on behalf of Lynnwood and 17 other cities and towns. CDBG funds are used to fund housing and social services County-wide. This status may change due to annexation and/or growth when city population exceeds the 50,000 resident threshold required to become an "entitlement" city. At that point the City will be in a position to administer its own CDBG program.

With regards to housing, Lynnwood's responsibility is the administration of land use and construction policies/regulations. Those policies and regulations influence the quantity, mix, and nature of housing in Lynnwood, but do not directly dictate housing cost. In an effort to keep costs for development down, Lynnwood has adopted flexibility into its code and eliminated certain local requirements.

HOUSING FINDINGS

Finding H-1. The Growth Management Act (GMA) requires a housing element in all comprehensive plans, based on the following requirements of RCW 36.70A.070(2):

"A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster

- care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.”
- Finding H-2.** PSRC’s Vision 2040 provides additional guidance for housing planning in the Puget Sound region, with the following overarching goal:
- “The region will preserve, improve and expand its housing stock to provide a range of affordable, healthy and safe housing choices to every resident. The region will continue to promote fair and equal access to housing for all people.”
- Finding H-3.** Five of the Growth Management Act’s (GMA) 13 goals directly relate to housing, as summarized below:
- RCW 36.70A.020(1) **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- RCW 36.70A.020(2) **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- RCW 36.70A.020(4) **Housing.** Encourage availability of affordable housing to all economic segments of the jurisdiction.
- RCW 36.70A.020(3) **Transportation.** Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- RCW 36.70A.020(12) **Public Facilities and Services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
- Finding H-4.** On behalf of Snohomish County Tomorrow (SCT), Snohomish County issued the Housing Characteristics and Needs in Snohomish County Report (HO-5 Report). Issued in January 2014, this report contains considerable data regarding housing conditions throughout Snohomish County.
- Finding H-5.** The City of Lynnwood is a founding member of the Alliance for Housing Affordability (AHA). AHA has prepared and issued the Lynnwood Housing Profile (December 2014). AHA has prepared a similar Profile for each AHA jurisdiction member.
- The HO-5 Report and the AHA Profile contain detailed, quantitative information regarding Lynnwood’s housing stock--and are incorporated herein by reference as satisfaction of GMA requirements for inventory and analysis of housing conditions in Lynnwood.
- Finding H-6.** As a built-out community, there is a limited amount of vacant land in the City on which to develop new housing. Since most of Lynnwood is already developed, new housing will be created mostly through redevelopment.
- Finding H-7.** Relatively small numbers of new single family homes are being added to Lynnwood’s housing stock through short subdivisions and smaller subdivisions. In areas zoned Single Family Residential, large single family lots are being subdivided where access for vehicles and utilities can be achieved in a cost-effective manner. Many of the new home sites do not have frontage upon a public street, and instead are accessible by private road/easement.

- Finding H-8.** The Land Use Element calls for the protection and preservation of properties zoned for single family residences, and this Housing Element is consistent with that long-standing objective. Accordingly, it is unlikely that existing single family areas would be converted to other uses. This Housing Element also contains policies regarding preservation of some of Lynnwood's existing mobile home parks. The City encourages regular maintenance and upkeep of existing housing of all types. Preservation and improvement of the existing housing stock is one of the keys to meeting future housing needs and affordability targets.
- Finding H-9.** Higher density and mixed-use projects in activity centers will contribute to the City's projected housing needs as well as the realization of redevelopment strategies for areas such as the Highway 99 Corridor, City Center, and the Regional Growth Center focused around the Alderwood Mall.
- Finding H-10.** Infill development (i.e., building on vacant and underdeveloped lots) is a means to respond to housing demand, achieve population growth targets, focus new development in areas where infrastructure is present, and equitably distribute the cost of infrastructure. However, some of these properties are vacant/underdeveloped because of environmental or physical constraints that make development difficult or uneconomic.
- Finding H-11.** As noted above, Lynnwood does not directly own or develop housing. The City will need to seek outside investment and new sources of dedicated funds if it wants to assist in the creation of new housing opportunities. Lynnwood will need to continue to work closely with the Snohomish County Housing Authority (HASCO), the Alliance for Housing Affordability (AHA), and other housing partners to ensure there is an equitable distribution of affordable housing and contribution toward affordable housing amongst all jurisdictions in the County.
- Finding H-12.** Design standards and guidelines are important, particularly for higher-density housing, to ensure compatibility between different types of land uses and housing. Usable private open spaces, generous landscaping, and buffering of potentially incompatible land uses will help to minimize conflicts.
- Finding H-13.** The demand for "special needs" housing, including housing for senior citizens and persons with disabilities, is likely to increase substantially in the foreseeable future as the "baby boom" generation increases in age.
- Finding H-14.** Mobile home parks remain an important housing resource for many Lynnwood residents. The City has policies that established a subset of mobile home parks (those consistent with underlying zoning) where reasonable efforts should be expended to preserve them into the future. Some of the issues associated with mobile home parks include: long-term park maintenance and replacement of aging infrastructure, upgrading homes to meet current building and life-safety codes, replacement of obsolete mobile homes, and displacement of residents when parks do close.
- Finding H-15.** Available housing opportunities for people who work in Lynnwood is an ongoing concern. The City's abundance of lower-paying retail and service jobs raises issues of affordability and convenience in discussions of housing/jobs balance.
- Finding H-16.** Public education about housing availability and housing improvement opportunities in Lynnwood can help promote awareness and stability.
- Finding H-17.** The protection and improvement of residential neighborhoods is essential to the City's overall quality, character and image. The preservation of established single-

family neighborhoods will continue to be a high priority of the City's Comprehensive Plan while it strives to satisfy a variety of housing needs.

HOUSING CONDITIONS AND CONTEXT

Lynnwood experienced a population boom in the 1960's that tapered over the following decades, stabilizing in the late 1990's. The City's population has been stable over the past 15 years, with low, steady growth, as shown in Table H-1. The average Lynnwood household is 2.47 people in size, compared to 2.62 across the County. This represents a slight drop from the City's average 2000 household size of 2.5, and may be indicative of the higher percentage of multi-family units found in Lynnwood as compared with some other cities and/or the aging of households.

Table H-1. Population and Population Change, Lynnwood and Snohomish County

Year	Lynnwood		Snohomish Co.	
	Pop.	Change	Pop.	Change
1960	7,207	~	172,199	~
1970	16,495	+ 129%	265,236	+ 54%
1980	22,600	+ 37%	337,720	+ 27%
1990	28,695	+ 27%	465,628	+ 38%
1996	29,110	+ 2%	538,100	+ 13%
1997	33,070	+ 12%	551,200	+ 2%
1998	33,110	+ <1%	568,100	+ 3%
1999	33,140	+ <1%	583,300	+ 3%
2000	33,847	+ 2%	606,024	+ 4%
2001	33,949	+ 1%	617,864	+ 2%
2002	33,924	- <1%	629,287	+ 2%
2003	34,479	+ 2%	639,942	+ 2%

Year	Lynnwood		Snohomish Co.	
	Pop.	Change	Pop.	Change
2004	34,478	+ <1%	648,778	+ 1%
2005	34,718	+ <1%	661,346	+ 2%
2006	35,062	+ 1%	676,126	+ 2%
2007	35,279	+ 1%	689,314	+ 2%
2008	35,411	+ <1%	699,300	+ 1%
2009	35,430	+ <1%	705,894	+ 1%
2010	35,836	+ 1%	713,335	+ 1%
2011	35,860	+ <1%	717,000	+ 1%
2012	35,900	+ <1%	722,900	+ 1%
2013	35,960	+ <1%	730,500	+ 1%
2014	36,030	+ <1%	741,000	+ 1%
2015				

Source: OFM and City of Lynnwood

Lynnwood's existing housing stock is divided nearly evenly between single family and multi-family units. In 2012, 54% of dwellings were single family and 43% multi-family. 3% were manufactured (mobile) homes.¹

The City saw strong residential growth in the 1960's and 1970's. As of 2012, 46% of all dwellings were built during this period. As a result, a significant portion of the City's housing stock is 40-50 years old. This raises potential issues with homes requiring major renovation, maintenance and investment.

The 1980's saw a moderate increase in multi-family construction followed by a slight increase in single-family units during the 1990s.

As the City grew during its first four decades, and more multifamily housing was built, its home ownership rate declined. The most dramatic decline was during the 1960's when the percentage of owner-occupied dwellings dropped from 90% in 1960 to 57% in 1970. Since 1970, owner-occupancy continued to decline but at a much slower rate until the rate reversed itself during the 1990's. Through the 2000's, more than half of newly-constructed units were single family dwellings. In 2012, 53% of dwellings were owner-occupied.

¹ 2012 American Community Survey 5-year estimates used as, at time of writing, 2012 estimates were the most recent available

Table H-2: Housing Tenure, All Housing Types 1960-2000

	1960	1970	1980	1990	2000	2010
Owner Occupied	1,588	2,963	4,688	5,607	7,062	7,411
Percent	90%	57%	54%	49%	53%	53%
Renter Occupied	184	2,192	4,040	5,724	6,266	6,696
Percent	10%	43%	46%	51%	47%	47%

Source: U.S. Census, 1960-2010

In 2012, the median home sale price in Lynnwood was \$269,775.² This represents a 24% drop from the 2008 median, \$354,950. 57% of homes sold from 2008-2012 were three bedrooms in size and 31% were four bedrooms in size. The estimated 2012 median value for all homes in Lynnwood was \$300,800, compared to \$311,600 across Snohomish County. Assessor's data suggests that home values are recovering from the recession – from 2013 to 2014, the average assessed value rose by 10.9%, the third-highest increase among Snohomish County cities.

Housing is considered affordable if households spend no more than 30% of their income on housing costs, per HUD standards. This is particularly important for households with lower incomes, who may have to sacrifice other needs to afford their housing. Those that spend more than 30% are considered “cost burdened”. Assuming a 20% down payment and using average rates of interest, property taxes, utilities, and insurance, the estimated monthly cost for the 2012 median home would be \$1,547. A family would require an annual household income of at least \$61,880 to afford this home, higher than the City's median income but below Snohomish County median income. In 2012, 37.4% of Lynnwood's homeowners were estimated to be cost burdened, compared to 38.1% across Snohomish County.

The data concerning “cost burdened” ownership is somewhat suspect due to the huge impacts of the recession on property values, household incomes and debt burden. Prior to the recession it was a common practice to buy as much house as could be afforded. People counted on continuing increases in salaries due to career growth and inflation to gradually decrease the “cost burden” of ownership while most people had a fixed rate, long-term mortgage. This is reflected in the 2012 ACS estimate for Lynnwood's median monthly homeowner costs which, at \$1,890, translates to a minimum required income of \$75,600, well above City and County median income. This scenario has failed to play out since the recession. The problems for many were compounded by their taking on variable rate mortgages and by the financial industries abuses in decreasing standards required to qualify for loans. At the time of writing the resulting increase in “cost burden” statistics appears to be slowly reverting to norm. The process has been painful for many households who lost their homes and whose incomes decreased or stagnated. The City believes it will be several more years before this improvement is fully reflected in the data.

Maximum affordable rents by income level are compared against Lynnwood's average rents by unit size, including utilities, in Table H-3.³ Lynnwood's average rental units two bedrooms or less in size are affordable to households earning at least 50% Area Median Income (AMI), with rents on the lower end of the range affordable to households earning between 30 and 50% AMI. For units three bedrooms in size or larger, an income of at least 80% AMI is generally required. There is a limited supply of three bedroom units affordable to households between 30 and 80% AMI and four bedroom units affordable to 50 to 80% AMI. There is no evidence of traditional market rate units affordable to households earning less than 30% AMI. Informal internet research suggests that shared housing in Lynnwood (living with roommates) is often affordable to individuals earning between 30 and 50% AMI, and possibly some

² Includes single family homes, both detached and attached, condominiums, and manufactured homes

³ Utilities estimated using HUD utility allowances

below 30% AMI. Sharing housing is an excellent affordable option for those it suits, though it may not be a suitable option for families, individuals with disabilities, and others. Accessory Dwelling Units (ADUs) are permitted in Lynnwood, and are also likely to be more affordable than traditional housing. Data is not currently available for Lynnwood ADU rents, though this is an area of high interest for future research.

Table H-3: Affordable Rents by Dwelling Size (Including the Cost of Utilities)

Dwelling Size	Extremely Low Income (<30% AMI)	Very Low Income (30-50% AMI)	Low Income (51-80% AMI)	Average Lynnwood Rent, 2014	Min. Hourly Wage Needed for Average Rent	Rent Range
Studio	\$455	\$758	\$1,127	\$778	\$14.96	\$546-\$1,057
1 Bedroom	\$487	\$813	\$1,208	\$907	\$17.44	\$625-\$1,325
2 Bedroom	\$585	\$976	\$1,450	\$1,129	\$21.71	\$697-\$1,642
3 Bedroom	\$676	\$1,127	\$1,675	\$1,672	\$32.15	\$969-\$2,415
4 Bedroom	\$755	\$1,257	\$1,868	\$1,975	\$37.98	\$1,442-\$2,447
5 Bedroom	\$781	\$1,301	\$1,933	\$2,404	\$46.23	\$2,271-\$2,526

Source: Dupre and Scott, 2013; Housing Authority of Snohomish County, 2014.

Note: Rent limits based on 2013 income limits for Seattle-Bellevue HUD Metro Fair Market Rent Area, which includes Snohomish and King Counties.

To complement data on current market rents, Table H-4 below shows the estimated distribution of rents by bedroom size for the City's existing renters. As shown, these estimates indicate that a number of households currently pay rents well below current market rates, as referenced in Table 3. This could have a number of explanations, including that these estimates may include households living in assisted housing, or who are renting from family or other less formal arrangements. Cost burden should also be considered in assessing affordability for the existing rental stock, discussed in further detail below.

Table H-4: Existing Market Rent Distribution by Dwelling Size

Monthly Rent	Studios	1 Bedroom Dwellings	2 Bedroom Dwellings	3+ Bedroom Dwellings
Less than \$200	0	58	34	13
\$200 to \$299	0	126	48	40
\$300 to \$499	0	104	52	0
\$500 to \$749	12	408	147	41
\$750 to \$999	26	950	1294	60
\$1,000 or more	48	365	1503	1165

Source: US Census Bureau; American Community Survey, 2008-2012

Mobile home parks are another source of market rate affordable housing for many City residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase more traditional types of housing. Mobile home parks can also provide a transition between single family neighborhoods and higher-density/intensity land uses. Preservation of mobile home parks is an important goal Lynnwood and many other communities. However, preservation requires a careful balance between the rights of park owners and the rights of the tenants living within in them.

Overall, in 2012, 59.1% of Lynnwood's renters were estimated to be cost burdened, compared to 50.5% across Snohomish County. Cost burden is most challenging for households with low incomes, and households with the lowest incomes are also more likely to be cost burdened. While 82% of the City's

renters earning less than 30% AMI and 88% between 30 and 50% AMI are cost burdened, only 21% of renters earning between 50 and 80% AMI are cost burdened. This portion continues to drop as income rises. There is a similar pattern for homeowners, though it is not as dramatic. A comparison of cost burden by housing tenure and income level between Lynnwood and Snohomish County is shown in Table H-5, below.

Table H-5: Cost Burden by Housing Tenure and Income Level

Household Income Level	Rent		Own		Rent and Own	
	Lynnwood	Snohomish County	Lynnwood	Snohomish County	Lynnwood	Snohomish County
Extremely low income (<30% AMI)	82%	80%	63%	73%	77%	78%
Very low income (30-50% AMI)	88%	85%	74%	80%	65%	64%
Low income (51-80% AMI)	21%	27%	40%	59%	36%	54%
Moderate income (81-95% AMI)	12%	15%	35%	44%	28%	37%
(95-120% AMI)	8%	5%	25%	32%	20%	25%

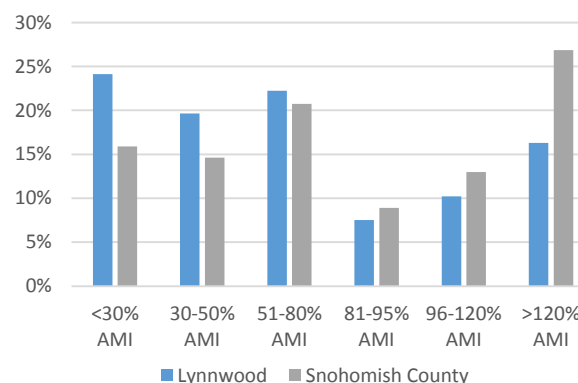
Source: US Census Bureau; American Community Survey, 2008-2012

With 1.73 jobs per occupied housing unit and 1.26 employed people per occupied housing unit, Lynnwood is one of Snohomish County's major employment centers. Despite this job surplus, only 26% of employed Lynnwood residents work inside the city, meaning that roughly 20,000 people commute into Lynnwood to work. The average commute time for residents is 27.7 minutes, compared to a 29.2 minutes across the county. According to the Puget Sound Regional Council, Lynnwood is home to 24,767 jobs. Most of these are in the services sector, with 11,148 jobs, followed by retail with 6,971 jobs. However, as retail is not divided into sub industries, it is the largest local industry employer. Within the service sector, 3,490 jobs are in the accommodation and food service industry. Health care and social assistance is the second largest industry employer within the service sector with 2,789 jobs. Education is also a significant local employer, with 1,926 jobs. Lynnwood's abundance of local jobs, combined with strong local access to transit and other services, helps account for its high housing growth projections. Planning to accommodate these increases can help support affordability by ensuring housing supply barriers are minimized.

Assisted Housing

The 1990 median household income in Lynnwood was \$30,512, which was slightly lower than Snohomish County's median of \$36,847. Similarly, the 2000 Census reported the 1999 median income of Lynnwood households to be \$42,814, which was lower than the County's median of \$53,060. In 2012, Lynnwood's median household income was \$49,839, compared to \$68,338 across the County. The allocation of households in the City and County by HUD income level is shown in Figure H-1. As shown, Lynnwood has a higher share of households below 80% AMI compared to

Figure H-1: Household Share by Income Level, City of Lynnwood and Snohomish County



Source: US Census Bureau; American Community Survey, 2008-2012

Snohomish County as a whole.

In today's real estate market, a subsidy is typically required to reach rent levels affordable to households with the lowest incomes. Lynnwood currently has 2,848 units of assisted housing, with a range of funding sources and populations served. 491 of these are reserved for seniors or people with disabilities. Table H-6 shows the allocation of Lynnwood's assisted housing units by income level served, including Section 8 Housing Choice Vouchers used in the City administered by both the Housing Authority of Snohomish County and Everett Housing Authority.

The Lynnwood Housing Profile (2014) assesses the need for housing assistance within Lynnwood and describes some of the housing assistance programs available to local residents. In 2012, 13.2% of Lynnwood's population was age 65 or older, compared to 10.5% across Snohomish County. This population cohort is expected to continue to increase as the baby boom generation ages. Many homes lack universal design features to support seniors as they age in place or people with disabilities. Such features include single floor living, wide doors and hallways, no-step entry, and lever handles. Other aspects of the built environment can limit the ability to travel independently, like unsuitable transportation infrastructure or inadequate transit service. For those who would still require additional assistance to live independently, housing costs rise as the level of assistance increases. For those unable to care for themselves, or who are in recovery from an accident or illness, a more expensive form of housing, senior citizen care (nursing home), is available to those in need of the 24-hour care supplied by such a facility.

**Table H-6: Number of Existing Assisted Dwellings by Income Level Served,
Within in the City of Lynnwood**

Household Income	No. of Assisted Dwellings
Extremely Low (<30% AMI)	1,097
Very Low (30-50% AMI)	716
Low (51-80% AMI)	1,035

Source: Everett Housing Authority, 2014; HASCO, 2014

Support services and shelters also support a benefit to those who need individual services in addition to assistance with housing costs, including the homeless and victims of domestic violence. A number of public and nonprofit organizations administer programs and facilities for these individuals in Lynnwood, including motel vouchers, emergency shelter beds, and transitional housing for homeless individuals.

Future Needs

Lynnwood's housing stock is reasonably diverse, well-maintained and of good quality. Compared to Snohomish County as a whole, Lynnwood has a high share of older homes, with a median year built of 1976, compared to 1985 across the County, so housing maintenance and repair is an ongoing concern.

Homebuyers and renters typically look at a number of criteria when selecting a home. Most would like to live in a comfortable neighborhood that is relatively quiet, safe, has easy access to shopping and services, and that provides a sense of community. Such a place results from a combination of qualities, including convenience to the places people need to go, availability of good traffic circulation patterns, the least possible congestion, a minimum of commercial vehicles and bypass traffic, attractive trees and landscaping, availability of parks and recreational facilities, good schools and, of course, the availability of affordable housing. As traffic congestion increases, access to employment has also become a fundamental concern. Lynnwood already has excellent access to the regions bus and express bus system. The opening of Lynnwood Link LRT service in 2013 is anticipated to have a major positive impact on a decision to locate in Lynnwood. With over a projected 20,000 boardings, Lynnwood Link service means that residents will be able to quickly reach the major employment centers of Northgate, University of Washington, downtown Seattle, downtown Bellevue and SeaTac airport regardless of traffic congestion on the regions road network.

As described in greater detail in the Introduction and Land Use Elements, Snohomish County adopted a 2035 population target for Lynnwood of 54,404 people. It is expected that the 2035 population target would reside within 22,840 housing units, which is 7,893 more dwellings than existed in Lynnwood in 2012.

Most of this population growth (93%) is expected to be housed in multifamily dwellings, and most of the new dwellings (83%) will be constructed upon properties identified as “redevelopable” or “underdeveloped” rather than “undeveloped” or “vacant”. In order to create a theoretical capacity for 54,404 people (using Lynnwood’s land area as of 2012), the community will need to allow and achieve population growth through redevelopment. Of course, some of the underdeveloped properties have physical or environmental conditions that can make new construction more difficult. The other Elements of this Comprehensive Plan contain Lynnwood’s policies regarding where and how new construction is desired.

Snohomish County Tomorrow’s Housing Needs and Characteristics Report (HO-5 Report) estimates low-moderate income housing needs on a county-wide basis. According to the HO-5 Report, in order that the County’s future population will be able to secure housing that is affordable, 10.7% of all new housing throughout Snohomish County should be affordable to households below 30% AMI (extremely low income), 11.2% of new housing should be affordable to households at 30-50% AMI (very low income), and 16.9% at 51-80% AMI (low income). Applying these percentages to Lynnwood’s 7,893 additional new households (extrapolated from the 2035 population growth target) provides a metric for estimating future affordability needs, with results as summarized below:

Table H-7. Future, Theoretical Need for Affordable Housing, Per HO-5 Report

Additional Lynnwood Dwellings Per 2035 Population Growth Target	Affordable to Household Income	Percent of New Dwellings, Countywide	Theoretical Target For Lynnwood, Based Upon Forecasted Need County-wide
7,893	Extremely low income (>30% AMI)	10.7	844
7,893	Very low income (30-50% AMI)	11.2	844
7,893	Low income (51-80% AMI)	16.9	1,334

It must be emphasized that the tabulation above is based upon County-wide demographics and may not be an accurate target for any particular jurisdiction. The HO-5 Report does not provide community-specific targets, which would include consideration of local conditions and a reasoned distribution of new affordable housing.

Lynnwood’s development regulations contain and embody strategies and techniques intended to encourage and foster new development, and to minimize the cost of land entitlement for new construction [see Appendix E of the Housing Needs and Characteristics Report (online version)]. Lynnwood does not determine or regulate the cost of housing and is not financially capable of funding or subsidizing housing construction in a manner that would allow the City to pre-determine housing affordability. At the same time, new housing development planned for construction in 2015 includes no less than 339 new units of “workforce” housing and 309 new units of senior housing at or below market rates.

Lynnwood recognizes that its nearly 600 mobile & manufactured homes play an important role in housing diversity and affordability. Many of these dwellings are older, pre-1976 mobile homes that do not conform to today’s HUD Code requirements for such structures. As these parks continue to age, they become more vulnerable to redevelopment pressures. In an effort to reduce those pressures and ensure the continuing presence of manufactured and mobile homes within our community, the City Council has

studied our existing mobile home parks, and adopted regulations and incentives to encourage preservation of several of the existing parks. While the Zoning Code contains definitions for both “manufactured home” and “mobile home”, this Element uses these terms interchangeably. Recreation vehicles, such as motor homes, travel trailers and campers are not structurally suitable for permanent occupancy and are not dwellings.

Land use regulations allow one manufactured home to be sited upon a conventional single family parcel (subject to Building Code requirements), but the placement of two or more mobile/manufactured homes on a parcel can only occur as part of a manufactured home development or mobile home park (see Title 21 LMC).

The Land Use Element contains policies calling for protection and preservation of existing single-family neighborhoods, and this Housing Element is consistent with that long-standing community objective. However, not everyone has the desire, financial ability or need to live in a single-family home. Lynnwood recognizes the importance of continuing to provide housing opportunities for diverse income and interest groups and will continue to be a community in which housing of virtually all sizes, types and costs can be found.

HOUSING GOALS, POLICIES AND STRATEGIES

GOAL

Provide for sufficient availability and a variety of opportunities for safe, decent, and affordable housing in strong, cohesive neighborhoods to meet the needs of present and future residents of Lynnwood.

HOUSING, GENERAL

- Policy H-1.** Preserve, protect, and enhance the quality, stability and character of established neighborhoods in Lynnwood.
- Policy H-2.** Provide programs and services for neighborhood preservation, safety and improvement.
- Policy H-3.** Recognize the efforts of neighborhood groups and associations and coordinate their efforts with appropriate city functions and programs.
- Policy H-4.** Develop an education program to inform residents and homeowners about housing and neighborhood improvement programs.
- Policy H-5.** Provide information regarding organizations that assist low-income households in the maintenance and rehabilitation of their homes.
- Policy H-6.** Allow uses that will be compatible with the existing (or most desirable) character of surrounding properties, or that can be effectively buffered or screened.
- Policy H-7.** Establish a street, trails, and sidewalk improvement program that promotes an effective and safe neighborhood circulation and transportation system.
- Policy H-8.** Adopt and apply code enforcement regulations and strategies that will promote neighborhood protection, quality redevelopment, preservation, property maintenance, public safety and welfare.
- Policy H-9.** Recognize the role of mobile and manufactured housing as an important component of Lynnwood’s housing stock by creating a more stable planning and zoning environment for their continuation and by providing flexible and effective development regulations that will allow the upgrading and modernizing of older mobile home parks.

- Policy H-10.** Provide opportunities for housing that is responsive to market needs within our region, including both ownership and rental opportunities.
- Policy H-11.** Encourage amenities that enhance neighborhood safety.
- Policy H-12.** Encourage and support community service projects such as painting, landscaping, spring clean-up, and tree planting programs.
- Policy H-13.** Review for effectiveness and enforce regulations intended to reduce or mitigate such negative impacts as traffic, noise, lights, glare, etc., on residential sites and neighborhoods.

HOUSING OPPORTUNITIES

- Policy H-14.** Provide for diverse, safe, and decent housing opportunities that meet local housing needs without encroachment into established single-family neighborhoods.
- Policy H-15.** Within the College District and areas where Transit-Oriented Development (TOD) is desired, apply development regulations that allow alternative housing types and mixed-use development.
- Policy H-16.** In collaboration with Edmonds Community College and other stakeholders, update and implement the College District Subarea Plan, related zoning development regulations, transportation system improvements, and other measures.
- Policy H-17.** At appropriate locations within the College District, utilize development regulations and redevelopment incentives to promote multifamily and mixed-use development.
- Policy H-18.** Allow developers the use of the most efficient state-of-the-art design and development tools to produce new homes and neighborhoods that are consistent with regional housing market trends and sustainable building practices.
- Policy H-19.** Continue to update the Zoning Code (Title 21 LMC) to remove unnecessary development obstacles and allow greater innovation in design and construction.
- Policy H-20.** As state law and finances permit, consider limited use of incentives to encourage construction or preservation of certain housing types in specified locations, such as areas with good access to transit and other public services.

AFFORDABLE HOUSING

- Policy H-21.** Encourage the development of affordable housing for all income levels.
- Policy H-22.** Consider the use of grants, private lenders, and other available funding sources to establish and carry out a housing subsidies program, as necessary.
- Policy H-23.** Consider the creation of new affordable housing development opportunities and/or a home maintenance and rehabilitation program through inter-jurisdictional programs/initiatives, or other cooperative effort, consistent with Countywide Planning Policy HO-4.
- Policy H-24.** In collaboration with other agencies/organizations, develop public education and information materials to enhance awareness of available housing programs and related resources.
- Policy H-25.** Work closely with the Snohomish County Housing Authority (HASCO), the Alliance for Housing Affordability (AHA), and other agencies to provide affordable housing and related information on the availability of housing and housing assistance programs.

- Policy H-26.** Encourage the development of affordable housing for senior citizens to include, as a viable alternative, mobile and/or manufactured home parks.
- Policy H-27.** Encourage the preservation mobile home parks within residential areas. When closure of an existing park is unavoidable, encourage mitigation of adverse impacts such as displacement of low-income residents.
- Policy H-28.** The City shall create development regulations to encourage the preservation of mobile home parks. Development regulations shall allow a variety of uses while fulfilling this policy.
- Policy H-29.** Whether to allow the rezoning of mobile home parks to other zones should involve a balancing of the property rights of mobile home parks owners and the rights of owners of mobile homes who are renting space in mobile home parks. Some of the factors to consider are:
- A. The cost to the mobile home park owner of maintaining the property as a mobile home park or related use;
 - B. The cost to the mobile home park tenant of the closure of a mobile home park;
 - C. Whether the uses allowed under the proposed rezone are compatible with the existing neighborhood;
 - D. Whether there are available spaces in other mobile home parks in the vicinity that can accommodate relocating the mobile home park tenants that would be displaced by the closure of the mobile home park; and
 - E. Whether there is relocation or financial assistance for the parks' tenants.
- Policy H-30.** The City shall facilitate affordable home ownership and rental opportunities by promoting an increased supply of lower-cost housing types, such as small lots, townhouses, multiplexes, and mixed-use housing.
- Policy H-31.** The City shall support the development and preservation of mobile and manufactured home parks by:
- A. Utilizing a comprehensive plan designation and development regulations that will encourage the long-term preservation of mobile and manufactured parks.
 - B. Investigating the development of site size and buffering standards for mobile and manufactured parks that permit development in all medium and high density residential zones and conditional development in low density residential zones.
- Policy H-32.** The City shall investigate methods of ensuring that redevelopment will not result in a net loss of affordable housing; i.e. every unit of affordable housing lost to redevelopment is replaced with like, affordable housing, suitable for and in a location beneficial to the same demographics as those displaced by redevelopment. To this end, the City shall consider requirements for the inclusion of low-income housing or fees in lieu of providing low-income housing.



8 HUMAN SERVICES

INTRODUCTION

Human services are those efforts targeted directly to individuals and families to meet basic needs and can be represented on a continuum of services including intervention, prevention, and enhancement. In order to address these needs, the City of Lynnwood uses the following objectives which hold that all people should have as human beings:

- ✓ Food to eat and a roof overhead
- ✓ Supportive relationships within families and communities
- ✓ A safe haven from all forms of violence and abuse
- ✓ Health care to be as physically and mentally fit as possible
- ✓ Education and job skills to lead to self-sufficiency
- ✓ Equal access to public services

The City of Lynnwood's Human Services Commission works closely with its community partners, including other public and nonprofit funders and service providers, to understand current and emerging human service needs, and to create and invest in a comprehensive and integrated regional human services system. Lynnwood is a place where the richness of our diversity is valued, all of our communities thrive, and people grow up and grow old with opportunity and dignity.

Lynnwood is a partner with the Edmonds School District, Verdant Health Commission, local businesses, faith communities, service providers, and other organizations and jurisdictions to help strengthen a human services network that provides vulnerable persons the food, shelter, job training, child care, and other services that residents in our community may need to become self-sufficient. The Human Services Element describes how the City's efforts in planning, funding, coordinating, and improving human services' delivery contribute to reach community goals and enrich the quality of life in Lynnwood. It defines the City's roles and describes many tools used to understand and address Lynnwood residents' needs for human services. A few related tools are part of other Comprehensive Plan elements, such as Housing.

When people think about the kinds of services their city offers, they often think of roads, sidewalks, water, police and fire protection but perhaps not human services – services provided directly to persons having difficulty meeting their basic needs for survival, employment, social support, such as counseling and access to services. But building and supporting an infrastructure for meeting a continuum of human services needs is as important as the physical infrastructure of roads and bridges. A city's vitality depends on the degree to which individuals' potential is developed. An effective human services delivery system is a crucial component of any healthy community. It is difficult to imagine a city being in a financial position to meet the varied human service needs of its residents. This is particularly true in a city like Lynnwood where the need is larger than other cities may confront. However, many cities have become willing to bring organizational and financial resources to the table to work with agencies to meet those needs. It is only through joint venturing with organizations adept at leveraging funding resources that we can expect to make good progress and permanent change in meeting those needs.

The City of Lynnwood's primary role is as a catalyst to help build and sustain a comprehensive and affordable safety net of human services for residents whose income or current circumstances does not permit them to buy services in the marketplace. The City's Human Services Commission has been empowered by the City Council to provide the public with opportunities to be involved, review all requests for funding, develop recommendations on priorities, and conduct studies on emerging issues and advise the City Council on how best to meet the needs of our residents. Lynnwood takes one of the following three roles in human services, depending on the need:

- **Planner:** assess and anticipate needs and develop appropriate policy and program responses
- **Facilitator:** convene and engage others in community problem-solving to develop and improve services
- **Funder:** disburse City grants to support a network of services which respond to community needs

HUMAN SERVICES GOALS AND POLICIES

GOAL

To connect residents with resources and solutions in times of need with the goal of achieving self-sufficiency and a quality of life deserved by all

HUMAN SERVICES

- Policy HS-1.** Support the provision of a continuum of human services to help Lynnwood residents achieve the greatest possible level of self-sufficiency and to prevent further or more serious problems in the future.
- Policy HS-2.** Monitor changes in local human services needs and priorities in an ongoing way and change the City's response as appropriate.
- Policy HS-3.** Collaborate and partner with nonprofit agencies, churches, employers, businesses and schools to support human services.
- Policy HS-4.** Encourage cooperation and collaboration with Edmonds School District, Edmonds Community College and the Foundation for Edmonds School District in the development and utilization of schools as a focal point for the identification of needs and delivery of services to homeless children and families.
- Policy HS-5.** Support and actively coordinate with local, regional, state, and federal efforts that address Lynnwood human services needs and ensure that local programs complement programs provided at the county, state and federal level.
- Policy HS-6.** Continue the City's active participation in the Alliance for Affordable Housing (AHA), Snohomish County Homelessness Task Force, Snohomish County Human Services, nonprofit groups, such as United Way of Snohomish County and Volunteers of America of Western Washington, the faith based community in Lynnwood, and other regional groups.
- Policy HS-7.** Make Lynnwood a welcoming, safe and just community marked by fairness and equity provided to those disproportionately affected by poverty, discrimination and victimization.
- Policy HS-8.** Build support for and awareness of human services to create a community that values diversity, responds to the needs of individuals and families, and shares the responsibilities and benefits of living in this City and region.

Intro.	Land Use	Com. Char.	Econ. Dev.	Transportation	Parks	Housing	Human Services	Environment	Cap. Fac.	Implementation
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- Policy HS-9.** Allocate City general funds for services that address the full spectrum of community needs. The Human Services Commission shall utilize adopted funding guidelines and evaluation criteria such as United Way's collective impact reports and recent studies when making funding decisions for human services. In general, the Commission shall fund service providers with a proven track record of outstanding performance and impacts to the Lynnwood community.
- Policy HS-10.** Improve access to services throughout the City by removing physical and systemic barriers and empowering individuals to overcome other barriers that may exist.
- Policy HS-11.** Support the development and operation of facilities for human services, and where appropriate, seek opportunities to achieve efficiencies through agency colocation and coordination.
- Policy HS-12.** Coordinate with public and private community organizations and local media to inform residents of available services and resources.
- Policy HS-13.** The Human Services Commission shall refer to the City of Lynnwood Human Services Needs Assessment for programmatic responses in determining and prioritizing funding allocations for human services.

GOAL

To provide funding to meet the full spectrum of human service needs.

- Policy HS-14.** The City will strive to allocate 1% of its annual General Fund to meet the service needs of our residents.
- Policy HS-15.** The City will actively seek grant funding from private foundations and external funders in addition to monies allocated from the General Fund.
- Policy HS-16.** When Lynnwood's population exceeds 50,000 through growth and/or annexation the City will apply to become a Community Development Block Grant (CDBG) entitlement City. Until that time the City will be pre-actively represented on Snohomish County's CDBG and HOME funding process through representation by the Community Development Department.



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<i>Intro.</i>	<i>Land Use</i>	<i>Com. Char.</i>	<i>Econ. Dev.</i>	<i>Transportation</i>	<i>Parks</i>	<i>Housing</i>	<i>Human Services</i>	<i>Environment</i>	<i>Cap. Fac.</i>	<i>Implementation</i>
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9 ENVIRONMENT

INTRODUCTION

Lynnwood is located on terrain characterized by gently rolling hills and valleys. Lund's Gulch is a prominent natural feature at the northwestern corner of the city and connects to the marine shoreline of Puget Sound.

The city is extensively developed and has few remaining "natural" or forested areas. Approximately 49% of the city's land area is covered with impervious surfaces. Because of the large amount of commercial and multiple-family development, Lynnwood's proportion of impervious surface is higher than would be found in a community having less commercial development and mostly single-family homes.

Lynnwood is located within at least five watersheds: Swamp Creek, Lund's Gulch, Hall/McAleer Creek, Perrinville Creek, and Puget Sound. Much of the environmentally sensitive land in Lynnwood is located along Scriber Creek, which is the largest tributary in the Swamp Creek Watershed. Protecting our remaining natural environment is an increasing concern as our community continues to grow and develop.

The quality of the environment that surrounds us is essential to maintaining a high quality of life for the citizens of Lynnwood. It is important to find new and innovative ways to preserve as much of the remaining natural environment as possible as new development occurs. Creative design with sensitivity to the natural environment will help reduce flooding, pollution and erosion; create habitat for plants and animals; and preserve the natural aesthetic values that often get lost in the urban landscape.

GOAL

The goal for the Environment Element of the Comprehensive Plan is:

To protect the public health, safety and welfare by effectively protecting and managing the natural environment, by mitigating unavoidable impacts, and integrating the nonhuman natural environment with the urban environment.

PLANNING CONTEXT

Growth Management Act (GMA)

RCW 36.70A.070 requires at least the following mandatory elements:

- Land Use
- Housing
- Capital Facilities
- Utilities
- Transportation

The GMA does not require that cities prepare an Environment Element. However, state planning goals do require the protection of the environment and the enhancement of the state's high quality of life, including air and water quality. In addition, the GMA requires that we protect sensitive areas, which include wetlands, aquifer recharge areas, fish and wildlife habitat areas, frequently flooded areas and geologically hazardous areas.

Each of the thirteen GMA planning goals was considered in the development of the City's Comprehensive Plan and this element of the Plan. Of those, the following goals were found to have the greatest and/or most direct influence on environmental matters and on the Environment Element:

GMA Goal 2. Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

GMA Goal 6. Property Rights: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

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

GMA Goal 9. Open space and recreation: Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

GMA Goal 10. Environment: Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

GMA Goal 11. Citizen participation and coordination: Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Regional Planning Policies

The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, *Vision 2040*, as the regional growth strategy. Implementation of these policies will create a regional system of central places served by transit.

Environmentally healthy communities adjacent to open space represent the environmental piece of the vision. Important objectives of *Vision 2040* are to conserve farmlands, forests and other natural resources when possible. Other policies are intended to conserve and enhance natural resources, to retain open space, to conserve fish and wildlife habitat, to increase access to natural resource lands and water, and to provide recreational opportunities. The *Comprehensive Plan* of the City of Lynnwood is consistent with and furthers the regional plan.

SUMMARY OF ISSUES

The environmental concerns, hazards, and resource-related issues in Lynnwood fall into the following categories: environmental protection and enhancement, conservation and recycling, natural landscape and vegetation, geologic hazard areas, water resources, tree preservation, fish and wildlife, and air quality.

Each aspect of the Environment Element is interconnected with various aspects of other Comprehensive Plan elements. For example, trees cannot survive without the proper care of the soil. Fish cannot survive without proper care of water and stream habitat. Surface water and ground water are closely interconnected. Certain types of wildlife cannot survive without a network of open spaces and connecting corridors.

ENVIRONMENTAL PROTECTION AND ENHANCEMENT

Since the actions of local governments can have a direct effect on wellbeing of their residents, they must consider the totality of the circumstances affecting the community. The City provides public facilities and services and encourages development in appropriate locations consistent with the Growth Management Act, Lynnwood's Comprehensive Plan and local development regulations.

Part of our responsibility is the protection and enhancement of the natural environment. We know that trees help filter and improve air quality. Accordingly, the City has implemented a comprehensive tree preservation and protection program beginning in 2004, and has been an active Tree City USA for over 10 years.

The city plays many different roles in preserving, protecting and enhancing the environment. It is responsible for complying with certain state and federal regulations that apply within the community, such as the Clean Water Act. These regulations may require Lynnwood to undertake certain activities and manage its operations in ways that protect the environment.

The City is a regulator, effectively implementing and enforcing appropriate requirements through land use and building codes. The City is also an educator that can teach by example. We show through our decisions, capital project and daily operations how to protect the environment. The City can promote educated personal choices and decisions that positively impact the environment.

Finally, the City can provide technical assistance and incentives to businesses and individuals to promote effective environmental stewardship furthering our environmental goals.

Best Available Science

The Growth Management Act, RCW 36.70A.172, requires the City to consider best available science in developing policies and development regulations to protect the functions and values of critical areas. The best available science requirement will help ensure that reliable scientific information is considered when cities and counties adopt policies and regulations related to the protection of critical areas. Science can play a central role in:

- Understanding the functions of critical areas and determining their value,
- Recommending strategies to protect their functions and values, and
- Identifying the risks associated with alternative approaches to their protection.

To be considered “best available science”, valid scientific processes must be consistent with criteria set out in WAC 365-195-900 through WAC 365-195-925. Characteristics of a valid scientific process include *peer review*, *documented methodology* that is clearly stated and able to be replicated, *logical conclusions and reasonable inferences*, *quantitative analysis*, information that is placed in proper *context*, and *references*.

CONSERVATION AND RECYCLING

As an employer and as a provider of services, the City of Lynnwood has many opportunities to conduct its operations in a manner reflecting resource conservation and minimization. The City can make effective choices that reduce consumption of disposable goods, reuse materials when appropriate, install high-efficiency fixtures, and conserve resources.

One of the best ways to meet these goals is to implement conservation policies into the City’s daily routines and purchasing guidelines. For example, allowing for electronic plan review, encouraging double-sided copying of reports, agenda, minutes, etc., will help to reduce paper consumption. The City also purchases recycled products, and actively recycles materials.

Lynnwood cooperates regionally in actively encouraging residents and businesses to reduce waste, separate recyclables, and properly handle yard waste by engaging the services of a part time Recycle Coordinator.

As the population of the City and region grows, we will face increasing demands on water, energy and other resources. The City should continue water conservation measures, encourage energy audits, and

support more efficient use of resources. Benefits from these efforts include reductions in greenhouse gas emissions, additional water in rivers for wildlife and other uses, and reduction in other types of pollution.

The Sustainability section of the Community Character Element will focus on conservation measures as well how the City can implement sustainability measures to guide future operational and purchasing decisions, as well as how residents and other agencies doing business in Lynnwood can live and operate in a sustainable manner.

NATURAL LANDSCAPE AND VEGETATION

Existing ordinances administered by the Community Development and Public Works departments provide standards for safe development with respect to slope stability and the suitability of soil-bearing capacity for placement of structures. Development may comply with engineering standards yet fail to minimize the disturbance of existing vegetation, soils and natural landscape, thereby affecting the use and amenities of nearby properties and the community in general (for example, by use of retaining structures, a project may be “safe” even though the natural landscape and vegetation are greatly disturbed).

Retention of the natural landscape, vegetation, and topsoil is a key element of Low Impact Development (LID). The benefits of LIDs include: reducing total impervious surface coverage, providing infiltration areas for overland flows, and maintaining or more closely mimicking the natural hydrologic function of a site. The City should encourage the use of LID techniques where feasible, and adopt regulations that do not preclude its implementation.

The geology of the Lynnwood area consists mostly of glacial material derived from repeated glacial advances and retreats over the past two million years. Each advance erased and remodeled the deposits produced since the last advance, resulting in layers of discontinuous lenses of gravel, sand, silty sand, and silt. The Frasier Glaciation was the most recent glacial advance and occurred approximately 12,000 to 16,000 years ago.

GEOLOGIC HAZARD AREAS

The City regulates development on geologically hazardous areas through its Critical Areas Regulations. These are identified as naturally occurring slopes of 40 percent or more, or other areas which the City believes to be unstable due to factors such as landslide, erosion, or seismic hazards.

Landslide Hazard Areas

Landslides occur as a result of slope conditions, instability of the soil, and loading. Lynnwood is located in the Puget Sound Lowlands, which generally are characterized by glacial soils on steep slopes. Glacial soils are prone to debris flows and shallow landslides. Lynnwood, however, contains few landslide hazard areas. Most areas of concern are located adjacent to Lund’s Gulch.

Erosion Hazard Areas

Erosion involves the transport of soil by wind, water and other natural agents. Erosion hazard areas are generally identified as particular soil types that are likely to experience severe to very severe erosion hazards. These areas are generally associated with susceptible soil types, exposure to wind and water or steep slopes.

Erosion and sedimentation can result in clogging streams, flooding nearby properties, smothering salmon eggs and other aquatic plants and animals. Sediment in streams also promotes the growth of algae that reduces water clarity and available oxygen.

The City of Lynnwood ensures the minimization of erosion primarily through plan review and the development of erosion control plans, as well as follow-up inspection of construction sites ensuring proper installation and maintenance of control measures.

Seismic Hazard Areas

Earthquakes occur with great frequency within the Puget Sound lowlands. Since 1840, over two hundred earthquakes have been strong enough to be felt in the Puget Sound Region. Most are small enough that we cannot feel them, but each is strong enough to weaken unstable and “fill” soils.

The United States is divided into seismic hazard zones based upon historic documents. These zones range from 1 to 4, with 4 representing the highest risk. Until 1994, the Puget Sound area fell into category 3. Since 1994, the United States Geologic Survey has done extensive research on the lowland area and found that the risks are greater than they had first expected. This moved us into category 4, which means that the Lynnwood building code must have the highest standards.

Considering earthquake hazards in land-use decisions can often reduce future earthquake damage. The use of appropriate engineering and construction design reduces the hazard, as well as involving communities in earthquake preparedness programs. The consequences of building in areas exposed to earthquake hazards should be a consideration in land use decision-making. Developers must meet all building codes related to seismic events.

WATER RESOURCES

Lynnwood’s water resources include all lakes, streams, wetlands, and marine shorelines within the City. All of the City’s water resources are impacted by urbanization. The City should actively protect, preserve and restore, where feasible, these areas in order to have them function in the most beneficial manner possible in an urban environment.

Human activity in the City of Lynnwood affects the quality of its water. Non-point source pollution is defined as pollution that enters a waterbody from diffuse origins and does not result from discernible, confined, or discrete conveyances. Sources of non-point source water pollution include: automobile emissions; animal waste; rooftops; parking lots, streets, chemicals and sediment from landscaping and lawns; construction and industrial site run-off; and smaller discharges into storm drains, including their use for improper disposal of used oil and chemicals.

Historically, the modification and use of our water resources has contributed to flooding, erosion, degradation of water quality, loss of fish and wildlife habitat and a loss of aesthetic beauty. We can avoid repeating past mistakes through good responsible planning and implementation of effective regulations.

In 1972, Congress enacted the first comprehensive national clean water legislation in response to growing public concern for serious and widespread water pollution. The Clean Water Act’s primary objective is to restore and maintain the integrity of the nation’s waters.

The City is regulated under the Clean Water Act as a National Pollutant Discharge Elimination System (NPDES) Phase II municipality. Generally speaking, updated NPDES regulations are issued every five years, and include a phased-in implementation timeline for the new standards. In meeting its compliance obligations, the City has developed a comprehensive stormwater program which includes public education, public involvement and participation, illicit discharge detection and elimination, construction site stormwater runoff control, post-construction stormwater management, and pollution prevention for municipal operations.



Lynnwood covers nearly 20 percent of the Swamp Creek Watershed, making it the largest City within the watershed. The waters of Swamp Creek have been found to have high levels of bacteria, and in 2006 a water quality improvement plan (Swamp Creek TMDL) was developed. Compliance with this plan is mandatory under the NPDES program.

The City also has adopted a “Surface Water Management Comprehensive Plan (September 2009) that describes the City’s water resources, proposes recommendations to identified problems, and establishes maintenance and operations needs and frequencies.

CRITICAL AQUIFER RECHARGE AREA

There is one known Critical Aquifer Recharge Area (CARA) within the City of Lynnwood, which lies in the City’s northern-eastern portion. The well-head itself is just outside of the City along 164th Street Southwest within the city’s Municipal Urban Growth Area (MUGA).

This well, known alternatively as Well No.5 or the 164th Street Artesian Well (the well) is in excess of 400 feet in depth and is cased to approximately 120 feet. The well flows at a rate of about 10 gallons per minute. The source of water at the well is an underground aquifer (water-bearing layer of permeable rock, sand or gravel). The well taps the Intercity Aquifer at approximately 200 feet.

As a courtesy to residents, Alderwood Water & Wastewater District maintains this flowing artesian well as a community source of water for those who prefer untreated water.

WATERSHEDS/STREAMS

Lynnwood has 18 identified drainage areas, which feed several small creeks and lakes within the city. The tributaries of Swamp Creek (Scriber, Poplar and Golde Creeks) cover the largest portion of the city. Other large drainage areas include Hall Creek, Perrinville Creek, Lund’s Gulch Creek, and Meadowdale Glen Basin.

Lynnwood regulates development near creek through its Critical Areas Regulations (LMC 17.10). In the Lynnwood stream rating system, Scriber Creek, Swamp Creek, Hall Creek and Lund’s Creek are all Category I streams. Category II streams are smaller watercourses which flow year-round and / or are used by salmonids. Category III streams are ephemeral and not used by salmonids. All streams are required to have protective buffers, and were developed using best available science at the time of adoption.

Additional information on the watersheds within the City of Lynnwood can be found in the *Surface Water Management Comprehensive Plan (2009)* on the City’s website.

Impaired and Threatened Water Bodies

The state is required to identify its polluted water bodies and submit the list to the Environmental Protection Agency (EPA). These water bodies are those that do not meet state surface water quality standards. These standards were established so water in our state can be used for fishing, swimming, boating, drinking, fish habitat and agricultural uses. Lynnwood has two water bodies identified by the Washington Department of Ecology as impaired: Scriber Lake and Swamp Creek.

Scriber Lake was listed in the Department of Ecology’s 2008 Washington State Water Quality Assessment, the 303(d) list for failing to meet water quality standards in regard to total phosphorous. The City studied Scriber Lake in 2012, and developed a 5-year strategy to improve water quality in the lake. Implementation will begin when approvals are received from the various oversight agencies.

Lynnwood covers nearly 20 percent of the Swamp Creek Watershed, making it the largest City within the watershed. The waters of Swamp Creek have been found to have high levels of bacteria, and in 2006 a water quality improvement plan (Swamp Creek TMDL) was developed. Compliance with this plan is mandatory under the NPDES program. The City is currently implementing the required and recommended actions included in this report.

Wetlands

Wetlands perform a number of functions of value to society. They help clean and improve the water quality of surface water. They allow for flood attenuation and stream-bank overflow, keeping the

developed land from costly flooding. And they provide habitat for many animal and plant species, and recreational (and educational) opportunities for humans.

In 1989 there were approximately 107 acres of wetlands in Lynnwood. Approximately 15 percent was open water, 3 percent palustrine emergent, 40 percent palustrine scrub/shrub, and 42 percent forested. Much of the wetland areas in Lynnwood are showing signs of degradation.

Urbanization has affected both water quality and the functionality of our water resources. Preserving more wetlands could reduce flooding problems in and around Lynnwood while improving water quality and wildlife habitat areas.

Lynnwood's Critical Areas Regulations requires that existing wetlands be identified and protected during the planning and development process. These regulations were developed using the best available science.

The City should continue to educate the public on the importance of wetlands, and encourage stewardship and understanding of the role wetlands play in the community.

Wetland Retention

The City shall ensure that no net-loss of wetlands occurs within the City. If impacts are unavoidable, those impacts are the least amount practicable, and that an area equal to or larger be provided as compensation for the loss.

Buffers

The Critical Areas Regulations establishes protective buffer widths adjacent to wetlands. These buffer widths were developed using best available science.

Ground Water

Ground water is the water present underground in the tiny spaces in rocks and soil. Underground areas where ground water accumulates in large amounts are called aquifers. Aquifers can store and supply water to wells and springs.

Most ground water moves slowly — usually no more than a few feet a day. Ground water in aquifers will eventually discharge to or be replenished by springs, rivers, wells, precipitation, lakes, wetlands, and the oceans as part of the Earth's water cycle.

Ground water accounts for over 95 percent of the nation's available fresh water resources, and is the drinking water source for half the people in this country. Many households, towns, cities, farms, and industries use ground water every day, or depend on lakes and rivers that receive part of their water supplies from ground water. In Lynnwood, though, groundwater is not the source of our public water supply.

Stormwater

Stormwater is defined as "that portion of precipitation that does not naturally percolate into the ground or evaporate, but flows via overland flow, interflow, pipes and other features of a stormwater drainage system into a defined surface waterbody, or a constructed infiltration facility."

Lynnwood is relatively rich in commercial and business development. Alderwood Mall, strip commercial areas and other business areas consist of large buildings served by expansive areas of paved parking. The result is a high percentage of impervious surface and excessive stormwater runoff in some areas of Lynnwood. Flooding, water quality degradation, and erosion of streambanks from increased flows are all attributed to unregulated stormwater flows.

Engineered stormwater conveyance, treatment, and detention systems required of new and redevelopment projects can reduce impacts to water quality and hydrology. But they cannot replicate the natural hydrologic functions of the natural watershed that existed before development, nor can they remove

sufficient pollutants to replicate the water quality of pre-development conditions. Adopting regulations allowing for the use of Low Impact Development techniques will help in retaining the benefits of the pre-developed conditions.

The City will continue to comply with the ever changing requirements of the NPDES Phase II program, and as required, will adopt regulations requiring new and re-development to meet the applicable stormwater requirements.

Frequently Flooded Areas

Flooding is a naturally occurring activity, the severity of which depends on the amount of rain received, elapsed time of the event, and the capacity of the drainage system. Flooding can damage buildings and other infrastructure, and also destroy aquatic and riparian habitat. Persons living or working within a floodplain are at risk of injury from floods and from the diseases spread by floodwaters.

Construction within a floodplain also may harm neighboring properties. Buildings and embankments can backup water behind them, flooding neighboring properties. If floodwaters destroy a building or wash away materials stored on site, these materials can strike against other buildings or bridges within the flood plain and damage them.

Lynnwood has identified the 100-year flood plain located around Scriber Creek. The City participates in the National Flood Insurance Program which includes adoption and enforcement of an ordinance which regulates development within the 100-year floodplain.



FISH AND WILDLIFE

Wildlife diversity is often an indicator of the environmental health of the area. Protecting wildlife requires the protection of habitat and the creation and protection of wildlife corridors between habitat areas.

Through urbanization we have lost certain types of habitat that are critical for some species. This type of habitat is referred to as critical wildlife habitat, which the state and federal government has designated as endangered, threatened, sensitive, candidate or other priority species.

Wildlife habitat is judged to be fair to poor in Lynnwood, which is typically in urban areas. Extensive wildlife corridors no longer exist. This creates a loss of biodiversity by generating areas too small for many species, which leads to interbreeding and disappearance of plants and animals. The Lynnwood Parks and Recreation Department has been working on a project to acquire lands surrounding Lund's Gulch Creek to create a habitat corridor. The City also has a Critical Areas Ordinance which requires fish and wildlife priority habitat to be protected and preserved when adjacent development occurs.



Use of Lynnwood's streams by anadromous fish species was studied by Jones and Stokes Biologists in the Stream Habitat Analysis dated October 2000. The analysis concluded that Lynnwood's streams do not contain anadromous fish, but resident salmonids and other fish species are present. There are no known endangered fish species present in Lynnwood.

Priority Habitat and Species of Concern

The Washington State Department of Fish and Wildlife (WDFW) publishes lists of priority habitat species (PHS) and species of concern (SOC). The PHS list includes habitats and species that need special consideration for conservation. Priority Species include all State Endangered, Threatened, Sensitive and Candidate species that are listed in the Washington Administrative Codes (WAC). Additionally, the PHS list includes vulnerable species that are susceptible to decline and those species that are of recreational, commercial or tribal importance. Priority Habitat includes habitats that harbor diverse or unique animal species or unique vegetation.

Lynnwood provides (or likely provides) habitat for the following species listed by the WDFW: *Great Blue Heron*, *Wood Duck*, *Columbian Black-tailed Deer*, and *Bald Eagle*. Additional information about these species is available in the Comprehensive Plan's *Background Report*. Other species that may occur in the Lynnwood area that are listed as Candidate or Threatened species include the following: *Little Willow Flycatcher*, *Northern Red-legged Frog* and *Spotted Frog*.

Other species of animals that have been seen by residents and biologists include raccoon, opossum, coyote, rabbit, squirrel, geese, muskrats, red winged blackbird, red tailed hawk, woodpeckers, numerous rodent species and passerine birds. Passerines include such bird species as finches, warblers, tanagers, wrens, swallows, nightingales, crows, vireos and flycatchers.

Only species that can tolerate an extensive amount of human disturbance and considerable noise will be unaffected by further loss of forests, wetlands and riparian areas. Wildlife habitat has been found to be poor to fair within the study area (Lynnwood) (RW Beck, 1998) (Salmonid Habitat Assessment, Jones and Stokes, 2000). Extensive development has eliminated most of the suitable habitat. Extensive wildlife corridors no longer exist. Habitat is isolated and available to a very small number of wildlife.

TREE PRESERVATION

Preservation and Enhancement of Trees & Soils

Trees play a valuable role in the urban environment. They help moderate temperature, wind speed and reduce air pollution. They help to stabilize soil and prevent erosion and provide habitat for birds and animals. Trees clean the air and water, slow global warming, and increase aesthetics.

Numerous studies have also linked higher home prices with the presence of trees on the site (Planning Advisory Service report 489-90).

Trees that live next to streams, lakes and wetlands provide important habitat. The trees shade the water and reduce temperatures. Trees also help slow stormwater and flooding during storms, therefore reducing erosion. Tree roots stabilize stream bank soils, and the leaves and insects falling off trees into the waterways provide food for fish and other creatures.

Preservation of a stand of trees instead of a few lone trees on a new development site significantly improves the trees' chances of survival. It has been proven that leaving lone trees where there once were many can cause more harm than good. When the trees are suddenly subjected to higher winds and root damage from the removal of surrounding trees they will be more likely to blow down in windstorms.

The City has adopted tree regulations, and tree preservation and protection guidelines that incorporate many of the ideas outlined above. The ordinance emphasizes that trees saved during development should be appropriate trees for long-term survival in an urban setting. The ordinance also requires replanting of appropriate tree species at a minimum ratio of 1:1, to provide no net loss of trees and protection of significant trees during and after construction.



Replacement of trees removed from a site is another common form of urban forestry conservation. Additionally, the City created a “tree voucher” program for its residents. This program encourages tree planting by paying for trees to be planted on private property. The trees are paid for by development fees associated with tree removal.

AIR QUALITY

Lynnwood’s air quality is monitored and regulated by the Puget Sound Clean Air Agency (PSCAA), Puget Sound Regional Council, and the Washington State Department of Commerce. Good air quality refers to clean, clear and unpolluted air. The quality of the air depends on the amount of pollutants, the rate at which they are released from various sources, and how quickly pollutants disperse.

The amounts of ozone, particulate matter and carbon monoxide (CO) are increasing in our environment. Population growth leads to higher traffic volumes which impact Lynnwood’s air quality more than any other factor. To measure existing air quality, PSCAA maintains a network of monitoring stations throughout the Puget Sound region. Based on monitoring information, regions are designated as “attainment” or “non-attainment” areas for air pollutants. Once an area has been designated as a non-attainment area it is considered as an air quality “maintenance area” until attainment has been reached for 10 consecutive years. The City of Lynnwood is within a carbon monoxide and ozone “maintenance” area, both established in 1996 by PSCAA.

Considering Lynnwood's high volumes of traffic, congestion and close proximity to major freeways, air quality is a concern, particularly at congestion points. Gasoline and diesel-powered vehicles and equipment are a large source of air pollution in Lynnwood. Air pollution also contributes to water pollution when rainwater picks up air pollutants and runs off into water bodies.

The City will take a lead role in encouraging other modes of transportation by using more efficient vehicles, electricity and biofuel vehicles in its own fleet and by promoting transit use among its employees with transit subsidies and restrictive parking policies. While the City is not the regulator of automobile emissions, the City can encourage alternatives to gasoline powered automobile transportation by promoting improvements to the public transit system, increasing incentives for car-pooling, bicycling and walking, and by limiting the amount of parking that may be included in some new developments. The City can advocate with Community Transit and Sound Transit in designing public transportation systems and stations that help maximize the use of such systems.

Ozone

Ozone is a highly reactive form of oxygen that is created by sunlight activated chemical transformations of hydrocarbons and nitrogen oxides in the air. Lynnwood is included in the PSCAA ozone “maintenance area.”

Particulate Matter

Particulate matter is made up of a number of components, including acids (such as nitrates and sulfates), organic chemicals, metals, and dust particles. There are two categories for measuring the amount of particulate matter in the air: particulate matter less than or equal to 10 micrometers in diameter (PM10) and fine particulate matter less than or equal to 2.5 micrometers in diameter (PM 2.5). Industrial activities, motor vehicles and wood burning most commonly produce particulate matter. Lynnwood is included in a PM10 “maintenance area.”

Carbon Monoxide

Carbon monoxide (CO) is a by-product of incomplete combustion, largely generated by motor vehicles and wood burning. CO is the pollutant of greatest concern because it is being emitted in the largest measurable quantity.

There are two air quality standards for CO, a 1-hour average of 35 parts per million (ppm) and an 8-hour average of 9 ppm. If these levels are exceeded more than once a year the attainment standard will be violated. This requires PSCAA to develop a work plan to comply with the standards.

Greenhouse Gas Emissions

The Environmental Protection Agency is now required to consider carbon dioxide (CO₂) to be an air pollutant under the Clean Air Act, putting control of this most prevalent greenhouse gas on an equal footing with the traditional criteria pollutants. In accordance with this finding, the City will evaluate the greenhouse gas emissions of proposed public and private actions as part of the State Environmental Policy Act (SEPA) review.

GOALS, POLICIES & STRATEGIES

GOAL

To protect the public health, safety and welfare by effectively managing the natural environment, by mitigating unavoidable impacts, and integrating the nonhuman natural environment with the urban environment.

Goal ER-1: Environmental Protection and Enhancement: Be a city government that strives to improve, protect, or when unavoidable, reduce impact to the natural environment, consider impacts of policies on the natural environment, and lead educational programs about the natural environment.

Policy ER-1.1 Meet all state and federal mandates regarding stormwater and critical areas.



Strategy ER-1.1 Ensure City government operations comply with applicable regulations.

Strategy ER-1.2 Evaluate the environmental impacts of proposed regulations.

Strategy ER-1.3 Consider and integrate best available science in development regulations that are concerned with critical areas.

Strategy ER-1.4 Promote and coordinate educational programs to raise public awareness of environmental issues, encourage respect for the environment and show how individual actions and the cumulative effects of a community's actions can have significant effects on the environment.

Strategy ER-1.5 Cooperate with other local governments, state, and federal agencies tribal entities, and nonprofit organizations to protect and enhance the environment.

Goal ER-2: Conservation of Resources and Recycling: Be a city government that strives to reduce consumption of resources, minimizes waste, reduces pollution, and promotes conservation.

Policy ER-2.1 Recycle and conserve resources.



Strategy ER-2.1 Design, construct, and operate City facilities to maximize efficiency and conservation opportunities, limit waste, and prevent unnecessary pollution.

Strategy ER-2.2 Minimize the materials used and waste generated from City facilities .

Strategy ER-2.3 Use, where feasible, new technologies that demonstrate ways to reduce environmental impacts.

Strategy ER-2.4 Promote energy and water conservation.

Goal ER-3: Natural Landscape and Vegetation: Retain existing vegetation, soils and natural landscape to the maximum extent feasible.

Policy ER-3.1 Preserve trees, topsoil, and native vegetation.



Strategy ER-3.1 Encourage land development practices that minimize disturbance to vegetation, retains native soils, and the natural landscape. Avoid disturbance of steep slopes where the erosion potential and opportunity for landslides meets protection guidelines.

Strategy ER-3.2 Ensure prompt stabilization of soil after grading and vegetation removal.

Strategy ER-3.3 Retain trees through application and enforcement of the City's Tree Regulations.

Strategy ER-3.4 Avoid clearing of native vegetation that contributes to slope stability, reduces erosion, shades shorelines, buffers wetlands and stream corridors, and provides aquatic habitat.

Strategy ER-3.5 Encourage the incorporation of open space into development through setbacks, view corridors and recreation areas. Preserve areas with natural or scenic value within development sites to achieve open space amenities.

Strategy ER-3.6 Encourage the use of Low Impact Development Techniques where feasible.

Goal ER-4: Geologic Hazard Areas: Protect geologic hazard areas including steep slopes with significant landslide or erosion potential, soils unsuited to development, and areas of significant seismic hazard.

Policy ER-4.1 Enforce the Geologically Hazardous Areas provisions of the Critical Areas Regulations.



Strategy ER-4.1 Manage development in geologic hazard areas to minimize erosion and landslide probabilities during both construction and use.

Goal ER-5: Water Resources: Improve water quality and protect wetlands, natural streams and lakes, riparian vegetation, and buffers, reduce point and non-point source pollution.

Policy ER-5.1 Review and update, as necessary and as required by state and federal mandate, the City's Critical Areas Ordinance to ensure protection of known critical areas using the best available science.



Strategy ER-5.1.1 Enforce and apply the City's Critical Areas Regulations.

Strategy ER-5.1.2 Seek to preserve wetlands and stream corridors as open space.

Strategy ER-5.1.3 Ensure that no net-loss of wetlands occurs within the City. If impacts are unavoidable, those impacts are the least amount practicable, and that an area equal to or larger be provided as compensation for the loss.

Strategy ER-5.1.4 Enhance and / or encourage restoration of degraded wetlands where possible.

Strategy ER-5.1.5 Adopt and enforce regulations to protect identified Critical Aquifer Recharge Areas.

Strategy ER-5.2 Implement provisions of the NPDES Phase II Municipal Permit

Strategy ER-5.2.1 Implement practices to minimize stormwater impacts associated with the use of pesticides on City-owned property, and provide education for other landowners to do the same.

Strategy ER-5.2.2 Protect and enhance surface water quality through development regulations, education and outreach, and effective maintenance and operations.

Strategy ER-5.2.3 Encourage Low Impact Development stormwater treatment technologies in the development of roadways, parking lots, public plazas, sidewalks, and pathways where practicable.

Strategy ER-5.2.4 Support and promote public education to protect and improve surface and ground water resources by: Increasing the public's awareness of potential impacts on water bodies and water quality; Encouraging proper use of fertilizers and chemicals on landscaping and gardens; Encouraging proper disposal of materials; Educating businesses on surface and ground water protection best management practices in cooperation with other government agencies and other organizations; Educating the public and businesses on how to substitute materials and practices with a low risk of surface and ground water contamination for materials and practices with a high risk of contamination.

Strategy ER-5.2.5 Encourage development practices that integrate and preserve the city's watercourses and wetlands.

Goal ER-6: Fish and Wildlife: Protect urban forests and wildlife habitats, including salmon habitat as feasible, and in balance with the requirements of an urban area.

Policy ER-6.1 Maximize, as feasible, fish and wildlife habitat.



Strategy ER-6.1 Where suitable habitat potential exists, work to maintain and enhance that habitat.

Strategy ER-6.2 Comply with the Endangered Species Act.

Strategy ER-6.3 On city property, both on-land and in-water, cultivate native ecosystems that encourage native wildlife and encourage removal of invasive, non-native vegetation.

Strategy ER-6.4 Assist private property owners in maintaining the health of natural habitats on their property through a combination of education, incentives and development review practices.

Strategy ER-6.5 Encourage environmental protection and enhancement practices among Lynnwood's residents and City personnel through education, training, and continued volunteer participation in the care of Lynnwood's plant and wildlife habitats. Involve citizens, community groups, and nonprofit organizations in the care and enhancement of the urban forests and wildlife habitat.

Strategy ER-6.6 Consider best available science in making decisions regarding habitat preservation and restoration efforts.

Goal ER-7: Urban Forestry: Support a robust and healthy, appropriate tree canopy including sizable tree clusters, as well as native trees.

Policy ER-7.1 Implement the City's tree protection and preservation regulations and monitor and update these regulations as necessary.



Strategy ER-7.1 Strive to achieve a net increase of healthy, diverse tree cover throughout the city by requiring developers to save trees worthy of retention and to replant appropriate species for the urban environment at a ratio of at least one tree planted for every tree removed.

Strategy ER-7.2 To help preserve the natural environment and Lynnwood's remaining forested lands, Lynnwood shall promote the retention of sizable tree clusters, forested slopes, treed gullies and specimen

trees that are of species that are long-lived, not dangerous, well-shaped to shed wind and located so that they can survive within a development without other nearby trees.

Strategy ER-7.3 Street trees within street right-of-way shall be encouraged along appropriate arterial streets and local streets.

Strategy ER-7.4 Street trees shall be allowed to be planted in planter strips or tree wells located between the curb and sidewalk, where feasible. Tree species and planting techniques shall be appropriate for the street.

Strategy ER-7.5 On City property, protect selected trees, utilize proper pruning and tree care, and improve conditions in order to achieve long-term benefits from the urban forest – and encourage private landowners to do the same.

Strategy ER-7.6 Lynnwood should provide information to community residents and property owners to encourage them to plant appropriate trees on their properties and to care for the trees properly.

Strategy ER-7.7 Continue to encourage planting trees through the distribution of the Tree Voucher program.

Goal ER-8: Air Quality: Raise Lynnwood’s level of livability by supporting efforts to reduce urban environmental air pollution. Increase usage of electricity and biofuel in City fleet vehicles and construction equipment to reduce associated air pollution.

Policy ER-8.1 Support the reduction of urban environmental air pollution.



Strategy ER-8.1.1 Ensure regulations allow for necessary infrastructure to support charging of electric vehicles, at both public and private facilities.

Strategy ER-8.1.2 Cooperate with regional transit authorities (Sound Transit, Community Transit, etc...) to encourage the use of various transit options, including carpools, busses, and light rail.

Strategy ER-8.1.3 Implement provision of the City’s Non-Motorized Plan to encourage reduction in vehicle trips and associated air pollution.

Strategy ER-8.1.4 Comply with federal and state air pollution control laws in cooperation with the Puget Sound Clean Air Agency, the Puget Sound Regional Council, and Washington State Department of Commerce.

Strategy ER-8.1.5 Investigate and work to mitigate the emissions of any odors which are not otherwise prohibited by law, but which are detrimental or disturbing to surrounding property or individuals.

Strategy ER-8.1.6 The City shall evaluate the greenhouse gas emissions of proposed public and private actions as part of the State Environmental Policy Act (SEPA) review. The City may exercise its substantive authority under SEPA to condition or deny proposed actions in order to mitigate associated individual or cumulative impacts to global warming.

Policy ER-8.2 Develop a plan supporting electricity and biofuel usages for City fleet vehicles and construction equipment.



Strategy ER-8.2.1 Target forty percent electricity or biofuel usage for operating City fleet vehicles and construction equipment by 2018.

Strategy ER-8.2.2 Install outlets capable of charging electric vehicles in all City fleet parking and maintenance facilities.



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10 CAPITAL FACILITIES & UTILITIES

INTRODUCTION

The Capital Facilities and Utilities Element is used to demonstrate that all capital facilities serving Lynnwood support the current and future population and economy. Capital facilities, also referred to as public facilities, include the transportation system (roadways, sidewalks, street lights, and traffic signals), domestic water, sanitary sewer and stormwater systems, park and recreational facilities, and other community buildings. This Element consists of two components: the twenty-year plan and the six-year plan. The twenty-year plan, which is this chapter, contains capital facilities related goals and policies that are consistent with other goals and policies of the Comprehensive Plan. The Capital Facilities Plan is a six-year plan that contains an inventory of existing and proposed capital facilities, forecasts the future needs of facilities for six years, identifies deficiencies in capital facilities and the actions necessary to meet such deficiencies, and contains a six-year finance plan. The Capital Facilities Plan is a separate document which is reviewed and updated by the City annually to coincide with the City Council budgeting process. The Utilities portion of this Element includes a summary of the privately owned utilities, such as electrical, telecommunication, and cable lines, and natural gas facilities.

ECONOMIC CONSIDERATIONS

Lynnwood's development policy is that new development will pay for the portion of facility improvements related to its demand on the system. These improvements to the City's utility systems allow for a more equitable distribution of costs and help to keep rates lower.

In cases where one development occurs prior to another and is not adjacent to existing infrastructure, the new development may have to extend utilities across the frontage of another undeveloped site and incur the cost of such extensions. Lynnwood has some mechanisms of reimbursement, such as a latecomers agreement, to provide a mechanism for fair share financing in such cases. The original developer would be reimbursed for costs associated with the portion of the extension that is later used by another developer.

In limited cases, and with City Council approval, the City allows extensions of utilities outside of the city limits. Because general rates should not be used to fund and operate systems outside of the City boundaries, differential rates and/or connections fees are established to ensure that City residents are not subsidizing service outside of City boundaries.

OBJECTIVE

The objective of the Capital Facilities and Utilities Element is to coordinate improvement necessary to accommodate orderly growth, set policies direction for capital improvements and ensure they are provided in an effective and timely manner.

The following is a summary of the capital facilities and utilities providing service within the City of Lynnwood. Separate documents containing the detailed inventory are listed in the right-hand column of the table. For outside agencies that provide services within Lynnwood, document names (if available) are listed in the right-hand column.

Facilities	Inventory Description	Related Document
City of Lynnwood		
Transportation	The Transportation Element contains a generalized inventory of Lynnwood's transportation system. A detailed inventory is kept by the Public Works Department. Lynnwood annually prepares and adopts the Six-Year Transportation Improvement Program (TIP). This plan lists street and non-motorized projects and revenue sources. This plan is prepared for transportation project scheduling, prioritization and grant eligibility purposes.	Transportation Element of the Comprehensive Plan; Asset Management Systems Incorporated (AMSI); Six-Year TIP; Transportation Business Plan, City Center Street Master Plan; Non-Motorized Multimodal Plan
Water	Lynnwood's water system includes approximately 168 miles of water mains, two pressure reducing stations, two reservoirs, one booster pump station and other related appurtenances.	City of Lynnwood Water Comprehensive Plan, Section 1.4; Comprehensive Water, Sewer and Storm Utility Rate Study
Sewer (Wastewater)	Lynnwood's wastewater system is comprised of approximately 100 miles of gravity pipe. These gravity lines are fed into six existing sewer lift stations which then pump into gravity interceptors, and eventually to the Waste Water Treatment Plant (WWTP) which is located on the Puget Sound.	City of Lynnwood Wastewater Comprehensive Plan, Sections 6.1 and 6.2; Comprehensive Water, Sewer and Storm Utility Rate Study
Stormwater (Surface Water)	Lynnwood has 18 different drainage basins throughout the City, and maintains all associated drainage infrastructure. Operation, maintenance and management of the stormwater system is funded through the City's Surface Water Utility.	City of Lynnwood Surface Water Management Comprehensive Plan; Comprehensive Water, Sewer and Storm Utility Rate Study
Parks & Recreation		Parks and Recreation Plan; Parks, Recreation and Open Space Element of the Comprehensive Plan; Asset Management Systems Incorporated (AMSI)
City Buildings	Buildings owned by the City of Lynnwood	Facilities Condition Assessment Plan
Other Community (Public) Buildings	The AMSI System contains a complete inventory of all other City owned buildings. These include facilities such as the Police Station, Fire Station, the library, administration buildings, and Public	Asset Management Systems Incorporated (AMSI); Sno-Isle Libraries Capital Facility Plan

Facilities	Inventory Description	Related Document
	Works buildings. The Lynnwood Library is operated by the Sno-Isle Libraries Foundation.	
Outside Agencies / Privately Owned Utilities		
Schools	Lynnwood residents are served by the Edmonds School District (ESD). ESD operates seven elementary schools, two middle schools, and one high school within the City.	Edmonds School District Capital Facilities Plan
Water and Sewer	Alderwood Water & Wastewater District (AWWD) services portions of Lynnwood in the northeast and southeast.	AWWD Capital Improvement Program (CIP)
Electrical Power	Provided by Snohomish County Public Utility District No. 1 (SNOPUD).	SNOPUD Electric System Capital Plan
Natural Gas	Provided by Puget Sound Energy (PSE).	PSE Integrated Resources Plan
Telecommunications (Cable, Internet & Phone)	Several companies provide telecommunication services within Lynnwood, including AT&T, Comcast, DirecTV, Dish Network, Frontier FiOS, among others. Most major wireless service carriers are available within Lynnwood and are governed by the Washington Utilities and Transportation Commission (WUTC).	
Solid Waste	Garbage and recycling services are provided by Waste Management NW for residents east of Highway 99, and by Republic Services for residents west of Highway 99. Snohomish County is the solid waste management planning authority for all jurisdictions within the County.	Snohomish County Comprehensive Solid and Hazardous Waste Management Plan

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GOAL 1: Planning

Planning that considers both changes in regulations, requirements, and best available science, studies existing and future conditions and specifies non-structural and structural solutions including system upgrades, maintenance and replacements based on established Level of Service (LOS) standards for the purpose of meeting future challenges as they arise.

SURFACE WATER MANAGEMENT

- Policy CF-1.1** Implement the requirements of the National Pollution Discharge and Elimination System (NPDES) and assess the areas in stormwater runoff management that require the City to make appropriate planning, regulatory, procedural or policy changes.
- Policy CF-1.2** Update and adopt ordinances that meet the requirements of NPDES and Endangered Species Act (ESA) for water quality and quantity control from development and redevelopment.
- Policy CF-1.3** Review and update the City's Comprehensive Flood and Drainage Management Plan approximately every five years, depending on changes in best available science and the regulatory climate.
- Policy CF-1.4** Study and update the Surface Water Utility rates, and method of billing regularly to better reflect changes in surface water management, maintenance and operations, and capital project needs.
- Policy CF-1.5** Complete and implement an emergency response plan to be used for responding to surface and ground water contamination emergencies.

SANITARY SEWER

- Policy CF-1.6** Provide review for all development considering the land use plan.
- Policy CF-1.7** Utilize contemporary materials and construction techniques.
- Policy CF-1.8** Review and update the City's Wastewater Comprehensive Plan approximately every five years, depending on changes in best available science and the regulatory climate.
- Policy CF-1.9** Plan and initiate the necessary analysis and public review to identify wastewater system financial needs and implement results of those efforts.

WATER SYSTEM

- Policy CF-1.10** Conduct ongoing monitoring and analysis of the water system to identify deficiencies and system expansion needs related to current and future growth and list options (administrative changes and capital projects) that would resolve deficiencies identified and the improvements needed.
- Policy CF-1.11** Plan and initiate the necessary design efforts to address identified system deficiencies, system upgrades and expansions.
- Policy CF-1.12** Plan and initiate the necessary analysis and public review to identify water system financial needs and implement results of those efforts.
- Policy CF-1.13** Regularly review and initiate changes to the operation and regulation of the water system relative to changing State and Federal regulations and prudent fiscal and environmental considerations. For example, conservation requirements.
- Policy CF-1.14** Regularly coordinate with other jurisdictions to assure that interties, local agreements and common issues are addressed.

Policy CF-1.15 Review and update the City's Water Comprehensive Plan approximately every five years, depending on changes in best available science and the regulatory climate.

GOAL 2: Maintenance and Operations (M&O)

Continue to identify facilities that are in need of repair, cleaning or replacement and revise the maintenance program to schedule these activities in an efficient, and timely manner so that the systems perform in a manner that will optimize the use and life of the facilities, while also making necessary changes in the program, as necessary, to protect the natural environment and aesthetic character of the city.

SURFACE WATER MANAGEMENT

Policy CF-2.1 Operate the North Scriber Regional Detention Facility to decrease erosive and flood flows and to enhance environmentally sensitive areas in the Scriber Creek Drainage Basin.

Policy CF-2.2 Update and adopt ordinances that meet the requirements of the NPDES Phase 2 Municipal Permit for maintenance of the system by both the City of Lynnwood and private property owners.

Policy CF-2.3 Perform M&O activities to the currently adopted schedule such that cleaning, repairs, and replacements are made quickly and efficiently, or immediately in the case of emergencies.

Policy CF-2.4 Review and update the City's Comprehensive Flood and Drainage Management Plan list of problems and corrective solutions, depending on changes in best available science and the regulatory climate.

Policy CF-2.5 Every year prioritize, schedule, fund, and construct capital improvements in the Six-Year Capital Facilities Plan, as identified in the Comprehensive Flood and Drainage Management Plan, to decrease incidents of flooding, enhance water quality in the system, and make improvements to natural habitat.

SANITARY SEWER

Policy CF-2.6 Provide financial support annually for the Pre-Treatment Program.

Policy CF-2.7 Clean sewers on a frequency determined by historical need.

Policy CF-2.8 Remedy one infiltration/inflow concern each year.

Policy CF-2.9 Prevent any large and control any small wastewater overflows each year.

Policy CF-2.10 Monitor air and water quality on a daily basis.

Policy CF-2.11 Maintain the equipment preventative maintenance schedule.

Policy CF-2.12 Limit odor complaints as practicable.

WATER SYSTEM

Policy CF-2.13 Respond within one hour to any emergency water system failure. Repair all non-critical water system problems within three days of knowledge of the problem.

Policy CF-2.14 M&O activities will be based on an annual schedule established for the upcoming year during the budget process of the preceding year. The schedule will be

developed from field reviews of the water system (flow, pressure and leak testing) and life cycle information combined with field verification inspections.

Policy CF-2.15 Stay abreast of current water quality standards and make adjustments to monitoring and testing to assure continual, consistent compliance with the standards and conditions of the Department of Health operating permit.

GOAL 3: Interjurisdictional Relations

Cooperate and coordinate planning, capital facilities planning and development, as appropriate, with adjacent jurisdictions and stakeholders for the purpose of improving levels of service and reducing costs for all services and utilities.

SURFACE WATER MANAGEMENT

Policy CF-3.1 Participate in interjurisdictional coordination to help solve common stormwater runoff management problems, coordinate land use plans, development regulations and capital facility plans on a watershed basis.

Policy CF-3.2 Design and implement a Public Involvement Program that builds upon the current school grants program and expands to businesses as well as general citizen groups.

SANITARY SEWER

Policy CF-3.3 Maintain air and water quality to standards required by regular authority.

Policy CF-3.4 Coordinate contractual relationships with adjacent agencies for services.

WATER SYSTEM

Policy CF-3.5 Maintain coordination and communications with the Lynnwood water supplier, Alderwood Water & Wastewater District as well as AWWD's supplier, the City of Everett, so that the contract with AWWD is adhered to and the City's interests are protected.

Policy CF-3.6 Conservation issues will be reviewed, goals and programs established relative to the impact conservation has on long term costs of water, summer flow and peaking issues, and regulatory and contract issues such that conservation efforts will be implemented that meet the established goal and regulatory standards.

GOAL 4: Capital Facilities

Provide capital facilities to properly serve the community in a manner that enhances quality of life and economic opportunities, optimizes the use and protection of existing facilities and provides for future needs.

Policy CF-4.1 Implement levels of service (LOS) for water, sewer and storm water systems as minimum standards for facility design and planning, land development permitting, and operation and maintenance.

Policy CF-4.2 Utilize professionally accepted methods and measures in determining LOS standards.

Policy CF-4.3 Land development review will include coordination of the development requirements according to pertinent adopted plans, the land development regulations, and the availability of system capacities needed to support such development.

Policy CF-4.4 Water, sanitary sewer, and storm water system improvements shall be designed and constructed to the size required to serve the City's projected capacity needs consistent with the Comprehensive Plan.

Policy CF-4.5 Require the private sector to provide fair share, project related capital facility improvements and contributions in connection with the development of land.

Policy CF-4.6 Development should be encouraged only when adequate utilities, including water, sewer, power, natural gas, telecommunications and storm drainage facilities are available or will be made available in conjunction with development.

CAPITAL FACILITIES PLANS AND PROJECTS

The Capital Facilities Plan Element identifies projects to construct new facilities, or to expand or rehabilitate existing facilities. These projects must be completed in a timely manner in order to maintain acceptable service levels.

Policy CF-4.7 Implement capital facilities plans for water, stormwater, sewer, transportation, parks, recreation, public safety, and other municipal facilities.

Policy CF-4.8 Maintain a 20-year Capital Facilities Plan that supports the Land Use Plan, and includes the implementation of a Six-Year Capital Facility Plan. Implement the following facility plans for City utilities, parks and recreation and transportation facilities. These plans will be prepared and implemented such that they are coordinated and consistent with the Comprehensive Plan.

- Six-Year Transportation Improvement Plan
- Water Comprehensive Plan Update
- Wastewater Comprehensive Plan
- Surface Water Management Comprehensive Plan
- Parks Plan
- Non-Motorized Plan
- Transportation Business Plan

Policy CF-4.9 Include the Six-Year Capital Facilities Plan and capital budget as a part of the annual budget process.

Policy CF-4.10 Evaluate, categorize and prioritize proposed capital improvement projects in the Six-Year Capital Facilities Plan according to the following categories:

Category 1 Project specifically satisfies legal, operational, health or safety requirements mandated by local, state and federal statutes.

Category 2 Project is required to obtain basic services relating to public health, safety, welfare, and applicable levels of service (LOS) standards.

Category 3 Project is consistent with the Comprehensive Plan or other adopted Capital Facilities Plans.

Category 4 Project is a public benefit or service improvement relating to general welfare of the community.

Policy CF-4.11 Requests for new capital facilities will be considered concurrently with requests for maintenance, repair and staffing costs of existing capital investments.

Policy CF-4.12 Identify acceptable funding methods and debt service standards as guidelines for financing capital facility and utility projects.

Policy CF-4.13 Identify capital facility improvements and implementation strategies to encourage redevelopment at appropriate locations and for the Activity Center plans.

Policy CF-4.14 Actively seek local, state, and federal funding and grants for the capital facilities projects.

Policy CF-4.15 Amend the following capital facility plans as necessary to include current regulations, standards, techniques and conditions. In addition, comprehensively review and revise these plans at least every five years. Revisions, updates and amendments to the plans shall be consistent with the City's Comprehensive Plan.

- Six-Year Transportation Plan
- Water Comprehensive Plan Update
- Wastewater Comprehensive Plan
- Surface Water Management Comprehensive Plan
- Parks Plan
- Non-Motorized Plan
- Transportation Business Plan

CAPITAL FACILITIES MAINTENANCE

Preserving adequate service levels in developed areas will require proper maintenance of existing facilities.

Policy CF-4.16 Ensure that existing capital facilities are maintained and operated in a manner that will optimize the use and life of the facility.

Policy CF-4.17 Capital improvements needed to maintain and improve existing facilities shall be prioritized in the capital facilities plans.

ENVIRONMENTAL COMPATIBILITY

Carefully design, construct, operate and maintain facilities to minimize environmental impacts.

Policy CF-4.18 Develop environmentally responsible strategies and standards for capital facilities.

Policy CF-4.19 Design and develop capital facilities that minimize or mitigate adverse impacts.

Policy CF-4.20 Develop, operate and maintain capital facilities located in neighborhoods to minimize or mitigate facility related impacts on residential uses.

Policy CF-4.21 Capital facility improvements and maintenance should be compatible with the natural constraints of slope, soil, geology, vegetation, wildlife habitat and drainage.

Policy CF-4.22 Evaluate capital projects, plans and programs to determine their impact to locally significant historical resources.

COORDINATION WITH OTHER JURISDICTIONS AND SERVICE PROVIDERS

Neighboring cities and the County provide similar services, and other providers also serve City residents and businesses. Cooperation and coordination among all jurisdictions and service providers can improve levels and reduce costs for all services and utilities.

- Policy CF-4.23** Coordinate capital facilities planning and development with appropriate jurisdictions and service providers.
- Policy CF-4.24** Work closely with other jurisdictions and service providers to ensure the proper extension or expansion of utility services.
- Policy CF-4.25** Encourage the County, Federal, and State, regional and special purpose agencies to participate in the implementation of capital facilities that are mutually beneficial.
- Policy CF-4.26** Work with the appropriate jurisdictions and agencies to coordinate stormwater management activities.

SITING OF ESSENTIAL PUBLIC FACILITIES

The GMA requires the City to develop a process for siting essential public facilities in Lynnwood. At present, the County is identifying such facilities for the County and developing a county-wide siting program. The City will need to adopt a City siting program when the County has completed its program that is consistent with state requirements and the County program.

- Policy CF-4.27** Facilitate efficient and equitable siting of essential public facilities.
- Policy CF-4.28** Ensure that the siting and construction of capital facilities considered essential public facilities are not precluded by the City's Comprehensive Plan.
- Policy CF-4.29** Establish a review process for the siting and construction of essential, local public facilities.
- Policy CF-4.30** Participate in an interjurisdictional review and selection process for the siting of essential public facilities having interjurisdictional significance.
- Policy CF-4.31** Locate and develop essential public facilities to provide the necessary service to the intended users of the facility with the least impact on surrounding land uses.

RELATED DESIGN STANDARDS AND PROGRAMS

- Policy CF-4.32** The City has standards for the design and construction of sewer water and stormwater utilities, and programs to develop new or expand utility systems. These standards should include the most recent design techniques so that these utilities are constructed and operate in an efficient manner.
- Policy CF-4.33** Design and construct sewer, water and stormwater utility systems to ensure efficient service, and the use of best management practices.
- Policy CF-4.34** Require connection to the City sewer system for all new development.
- Policy CF-4.35** Design sewer systems to provide efficient and reliable service while minimizing cost. Gravity feed shall be used whenever feasible.
- Policy CF-4.36** Continue to actively pursue elimination of high infiltration and inflow situations.
- Policy CF-4.37** Support and implement conservation strategies aimed at reducing average annual and peak day water use. These strategies can include: billing rate structures which encourage conservation, water restrictions at appropriate times, technical assistance for leak detection, design of low-water use irrigation and other water saving measures, public information, use of drought tolerant plantings and native vegetation in City landscaping and development regulations, and construction codes requiring water saving devices.
- Policy CF-4.38** Design water delivery and storage systems to provide efficient and reliable service while minimizing cost. These design methods can include: the use of gravity feed

- 1 whenever feasible, the development of a looped system, and standardization of
 2 transmission facilities sizing and/or materials.
- 3 **Policy CF-4.39** New development shall construct water system improvements and dedicate
 4 easements necessary to serve the development and to provide a reliable integrated
 5 distribution system.
- 6 **Policy CF-4.40** Maintain adequate water storage facilities to meet demand loads.
- 7 **Policy CF-4.41** Open channel drainage systems, natural or man-made (except roadway drainage
 8 ditches), should be retained and new systems encouraged and utilized when feasible.
- 9 **Policy CF-4.42** Stormwater management systems shall be designed and constructed to minimize
 10 adverse impacts to natural watercourses.
- 11 **Policy CF-4.43** Stormwater retention/detention facilities shall be allowed to be used as partial
 12 fulfillment of open space requirements.
- 13 **Policy CF-4.44** Encourage co-location of utilities in shared trenches and easements.
- 14 **Policy CF-4.45** Coordinate utility construction with public improvements when possible to minimize
 15 costs and related service disruption.
- 16 **Policy CF-4.46** Require underground utilities for all new development.
- 17 **Policy CF-4.47** Require, where feasible, that existing utility lines be relocated underground when
 18 areas are redeveloped, or as streets are constructed, reconstructed, or widened.
- 19 **Policy CF-4.48** Promote, where safe, the joint use of utility corridors for recreational facilities, such
 20 as non-motorized trails.
- 21 **Policy CF-4.49** Design utility facilities that are aesthetically complementary to surrounding land uses
 22 and minimize adverse visual impacts.



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IMPLEMENTATION

INTRODUCTION

While implementation is not one of the mandatory comprehensive plan elements under the Growth Management Act, implementation is an essential part of land use planning. Just like airplanes, ideas need wheels as well as wings. Implementation is the follow-through and the completion of the process. This implementation element will help describe how goals, policies, and strategies will be carried out.

Implementation of a comprehensive plan occurs through a multitude of individual decisions by citizens, property owners, investors, financial institutions, non-profit organizations, and public agencies. Much of the physical realization of this Comprehensive Plan is achieved in by the private sector, under governmental guidance.

The public sector is also a significant user of land and provider of services. Decisions regarding the use and configuration of public land, and the delivery of public services, have a significant influence upon private development decisions. So, clarity as to planned investment by public agencies such as the City of Lynnwood helps realize the comprehensive plan by informing private sector investment decisions.

While there are many factors involved in implementing a comprehensive plan, there are two basic tools available to government – regulation (including incentives and disincentives) and public investment. As required by the GMA, Lynnwood’s development regulations must be consistent with and implement this Plan. This Implementation Element is intended to provide guidance regarding day-to-day decisions and actions in order to help achieve realization of this Comprehensive Plan.

GOALS, POLICIES & STRATEGIES

GOAL

A coordinated action program that integrates a full range of activities and results in achievement of the Vision, Goals, Policies, and Strategies of the Comprehensive Plan.

DEVELOPMENT REGULATIONS

Policy I-1. Ensure that Lynnwood’s development regulations are comprehensive, integrated, clear, user-friendly, and consistent with this Comprehensive Plan.



Strategy I-A. Community Development, Public Works Departments, Fire and Economic Development Departments, with assistance from legal counsel, shall ensure that all development regulations of the City are in compliance with Federal, State and local environmental regulations.

Strategy I-B. Continually improve and refine the permit review process and requirements so that it is: highly accessible and responsive to the public; consistent with City plans and policies; protects the environment; and encourages investment in the community.

DEVELOPMENT REGULATIONS

Policy I-2. Ensure that a program of assistance is provided to the general public and the development community that provides effective guidance from the concept stage of development through the decision and implementation stage.

Policy I-3. Continue the economic development program and continue to provide information and assistance needed to attract and retain local businesses and employment.

Policy I-4. Continue to improve the effectiveness of pre-application development assistance.



Strategy I-C. Continue to improve the operation of the City's Permit Center, composed of staff from various City departments.

Strategy I-D. Prepare a series of brief and easy to read development guides that summarize the important parts of the development regulations and the steps through the development review process.

Strategy I-E. Provide development assistance 24 hours a day and 7 days a week (24/7) by making all plans, ordinances, zoning maps, guides, and applications available on the City's internet website.

Strategy I-F. Provide computer terminals or access to Wi-Fi at key service counters for use by the public in accessing City information.

URBAN REDEVELOPMENT

Policy I-5. Ensure that the City takes full advantage of all redevelopment techniques available under current state law and work to expand the list of techniques.



Strategy I-G. Work cooperatively with the Public Facilities District to assist in the review of proposals and alternatives, project selection, and design for future redevelopment projects within the District's jurisdiction.

Strategy I-H. Continue to assess all legal mechanisms available to encourage redevelopment and determine what more the City could be doing.

Strategy I-I. Continue to offer and innovate redevelopment assistance programs for inclusion in the Economic Development Element of the Comprehensive Plan.

CAPITAL INVESTMENTS

Policy I-6. Ensure that all capital investments made by the City are consistent with the Comprehensive Plan.



Strategy I-J. Continue the annual preparation of six-year Capital Facilities Plan updates and ensure consistency with the Comprehensive Plan.

Strategy I-K. Continue to develop the process of performance budgeting and ensure that the City's annual budget is consistent with, and helps implement, the Comprehensive Plan.

SERVICE PROGRAMS

Policy I-7. Ensure that all City service programs are consistent with the Comprehensive Plan.



Strategy I-L. Review City service programs for consistency with the Comprehensive Plan through the biennial budgeting process and at the time of periodic program review and modification.

COORDINATION

Policy I-8. Ensure that implementing actions and programs are well coordinated internally (intra-city) and externally (inter-jurisdictional) and are consistent with the Comprehensive Plan.



Strategy I-M. Community Development and other Departments will continuously monitor the key plans and programs of the State, Snohomish County, and surrounding jurisdictions and continue to coordinate implementation actions and programs in ways that will ensure Plan compliance with minimal conflict.

ANNEXATION AND GROWTH MANAGEMENT

Policy I-9. Ensure that annexation and growth management are consistent with the Comprehensive Plan.



Strategy I-N. Affected City departments will continue to comment on development proposals within the unincorporated Lynnwood MUGA and encourage their compliance with City standards and guidelines.

Strategy I-O. The City will move forward with annexations of the MUGA. The City will be receptive to working with MUGA residents and property owners interested in annexation into the City.

Strategy I-P. The Annexation Evaluation Guidelines, as set forth by Lynnwood Resolution 96-21, shall guide decisions on annexation proposals. The Annexation Evaluation Guidelines call for assessment of factors such as: community identity; delivery of government services; fiscal impacts; economic development opportunities; parks; streets; and utilities.

PLAN MONITORING AND AMENDMENT

Policy I-10. Ensure effective Plan implementation through continuous monitoring of the progress and performance in achieving the measurable objectives of the Plan, and through adjustments thereto, as may be necessary, through the annual Plan amendment process.



Strategy I-Q. Utilize an interdepartmental staff team that will evaluate the progress of Plan implementation, during the annual Plan Amendment process, and report the results to the Planning Commission, Mayor and City Council.

Strategy I-R. Ensure that the Comprehensive Plan is updated and kept in conformance with the requirements of the Growth Management Act.

- Strategy I-S.** Ensure that all requested amendments to the Comprehensive Plan and Zoning Map are consistent with each other and with applicable State and local requirements.
- Strategy I-T.** Track key benchmarks that can measure and describe socio-economic and environmental conditions over time, so as to guide City decision-making in support of community well-being.
- Strategy I-U.** Except as authorized by the GMA, the Comprehensive Plan may be amended no more frequently than once per calendar year. Lynnwood's schedule and process for amending the Comprehensive Plan is as specified by the LMC.
- Strategy I-V.** The following guidelines will assist the City in processing Plan Amendments:
- A. State law requires that all Plan amendment proposals be considered and acted upon concurrently (in a package) so that their cumulative effects can be ascertained.
 - B. The Comprehensive Plan is intended to be a 20-year Plan. There should be no need for extensive amendments other than during major updates.
 - C. Amendments processed outside of major updates should only consist of relatively minor site specific land use adjustments, text/policy revisions, etc.
 - D. Major changes to visions, goals, land use designations, or other aspects that might have citywide impacts usually require more extensive study and public input and, therefore, should be placed on a docket for the next major update.
 - E. Requested amendments that pose substantial financial implications should be coordinated with City's budget process.
- Strategy I-W.** Each component of a Comprehensive Plan Amendment package shall be reviewed and approved only if it meets all of the following criteria:
- A. The proposal is consistent with the provisions of the Growth Management Act and will not result in Plan or regulation conflicts; and
 - B. The proposal will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents; and
 - C. The proposed amendment can be accommodated by all applicable public services and facilities, including transportation; and
 - D. The proposal will help implement the goals and policies of the Lynnwood Comprehensive Plan; and
 - E. If the proposal could have significant impacts beyond the Lynnwood City Limits, it has been sent to the appropriate Snohomish County officials for review and comment.

PLAN/ZONE CONSISTENCY

- Policy I-11.** The following table provides policy guidance regarding achieving and maintaining consistency between the Future Land Use Map and the Official Zoning Map. The table can be used as a guide when applying zoning to implement the Comprehensive Plan and when reviewing a proposed change in zoning.

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Table I-1. Plan and Zone Consistency

Plan Land Use Designation	Consistent Zoning
SF-1 – Low-density Single-family	RS-8 – Low-density Single-family MHP – Mobile Home Park
SF-2 – Medium-density Single-family	RS-7 – Medium-density Single-family MHP – Mobile Home Park
SF-3 – High-density Single-family	RS-4 – High-density Single-family MHP – Mobile Home Park
MF-1 – Low-density Multi-family	RML – Low-density Multi-family MHP – Mobile Home Park
MF-2 – Medium-density Multi-family	RMM – Medium-density Multi-family MHP – Mobile Home Park
MF-3 – High-density Multi-family	RMH – High-density Multi-family MHP – Mobile Home Park
MU – Mixed Use	MU – Mixed Use CDM – College District Mixed Use CR – Commercial-Residential PCD – Planned Commercial Development
LC – Local Commercial	NC – Neighborhood Commercial
RC – Regional Commercial	B-2 – Limited Business NC – Neighborhood Commercial CG – General Commercial PCD – Planned Commercial Development PRC – Planned Regional Center
City Center	CC-W – City Center West CC-C – City Center Core CC-N – City Center North
BT – Business/Technical Park	BTP – Business/Technical Park
I – Industrial	LI – Light Industrial
PF – Public Facilities	P-1 – Public Use
PRO – Parks, Recreation, and Open Space	P-1 – Public Use
H99 – Highway 99 Corridor	HMU – Highway 99 Mixed Use CG – General Commercial
Alderwood – City Center Transition Area	ACC – Alderwood-City Center Transition Area
SF4 – High Density Single Family MUGA	TBD
WFB – Waterfront Beach	TBD
MUCTR – Mixed Use Urban Center	TBD

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The Plan designations provide general long-range guidance for land use and development. Zones are tools for specific area implementation. In some cases, such as a mixed-use Planned Unit Development, different zones may be used in combination within a single Plan designation, such as "Mixed Use" in this example. Some zones may be consistent with more than one Plan designation, depending on their applications.

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APPENDICES

APPENDICES

No.	Title	Date	Ordinance
A.1	City Center Subarea Plan	3/14/2005	2553
		9/24/2007	2695
A.2	Highway 99 Subarea Plan	9/12/2011	2910
		11/22/2021	3403
A.3	College District Subarea Plan	11/12/2002	2432
		11/23/2004	2534
		11/22/2021	3403
A.4	South Lynnwood Neighborhood Plan	12/13/2021	3405

All plans are available at <https://www.lynnwoodwa.gov/ComprehensivePlan>.