

South Lynnwood Neighborhood Plan

Existing Conditions Report and Gap Analysis

May 18, 2020

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COMPANION DOCUMENT
COMPANION DOCUMENT

PUBLIC ENGAGEMENT PLAN
CONSULTANT MEMO

Acknowledgments

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1. INTRODUCTION

Purpose of the Neighborhood Plan

The City of Lynnwood anticipates growth and development pressure in the years to come. The new Link light rail extension, an Opportunity Zone designation, and the projected arrival of 25,000 additional residents will bring about significant changes. In the past, the pervasive attitude has been to preserve single-family neighborhoods by funneling density into multi-family neighborhoods.

This is particularly true for the South Lynnwood Neighborhood, a diverse and growing area of about 1.5 square miles. Looking to the future, South Lynnwood faces significant risk of gentrification and displacement. A plan is needed to address neighbors' growing concerns and keep this Neighborhood a culturally rich place to live, work, and generate jobs.

Stabilizing communities at risk of displacement depends on amplifying the voices of community members who are traditionally not heard and addressing the consequences of change that may not be welcomed by all. Additional effort must be focused to protect light industrial land uses that are an important source of living wage jobs in Lynnwood. Focusing on these factors will help build a robust and implementable plan for the future that will build and strengthen community alliances which can endure beyond the plan itself.



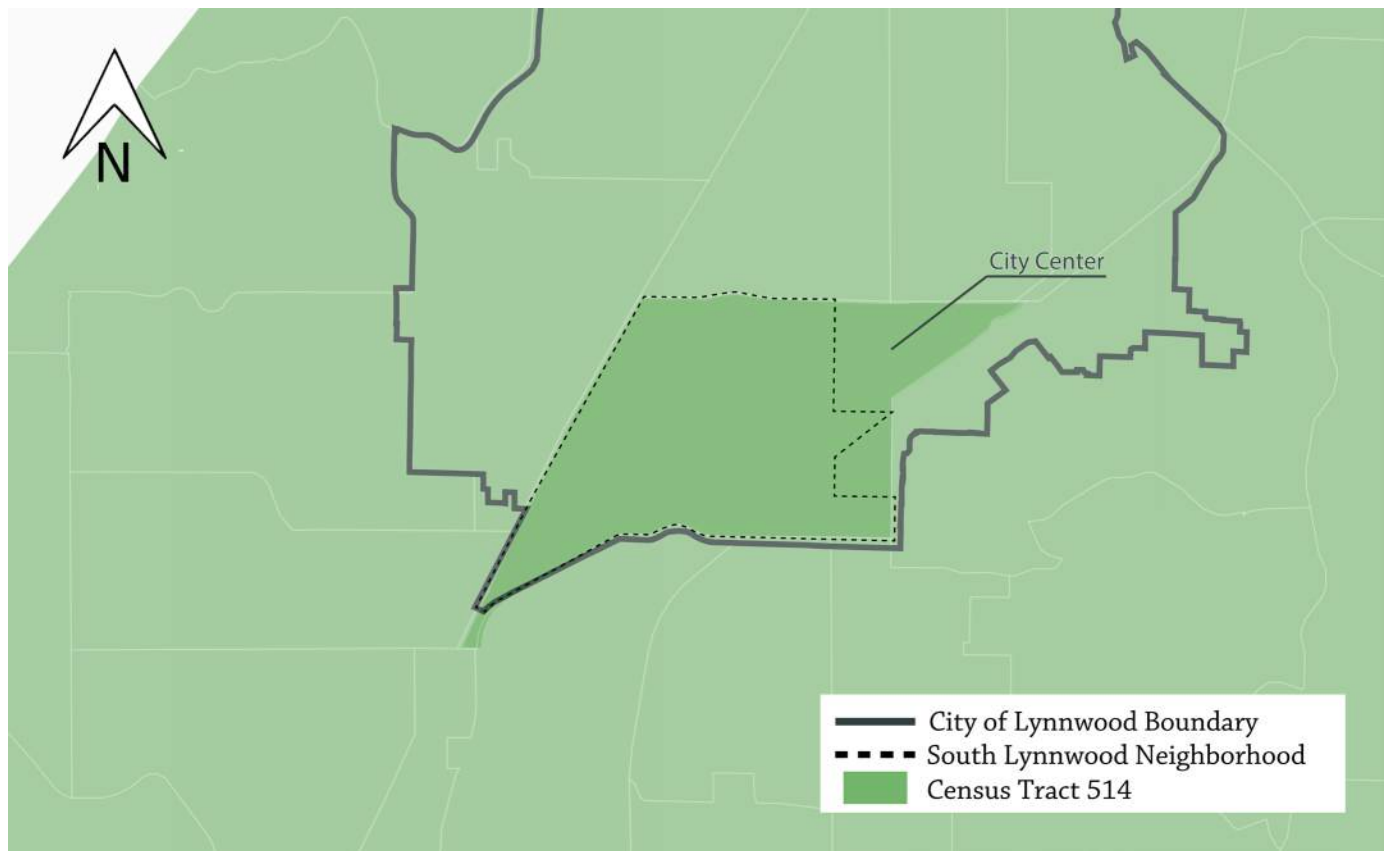
Community outreach

Throughout 2020, the City will be working with consultants and community members to develop a Neighborhood Plan (“Plan”). The purpose of the Plan is to:

- Highlight and reinforce South Lynnwood as a culturally rich place to live
- Support and grow new and existing businesses located in South Lynnwood
- Ease the impact of transition to higher density areas facilitated by near-term developments such as the Link light rail extension and the neighborhood’s Opportunity Zone designation
- Identify areas appropriate for redevelopment as the Neighborhood grows and changes
- Create strategies to protect South Lynnwood residents against displacement
- Allow for residents to continue to stay in South Lynnwood, as proximity to community is the number one reason why people choose to live and work in South Lynnwood

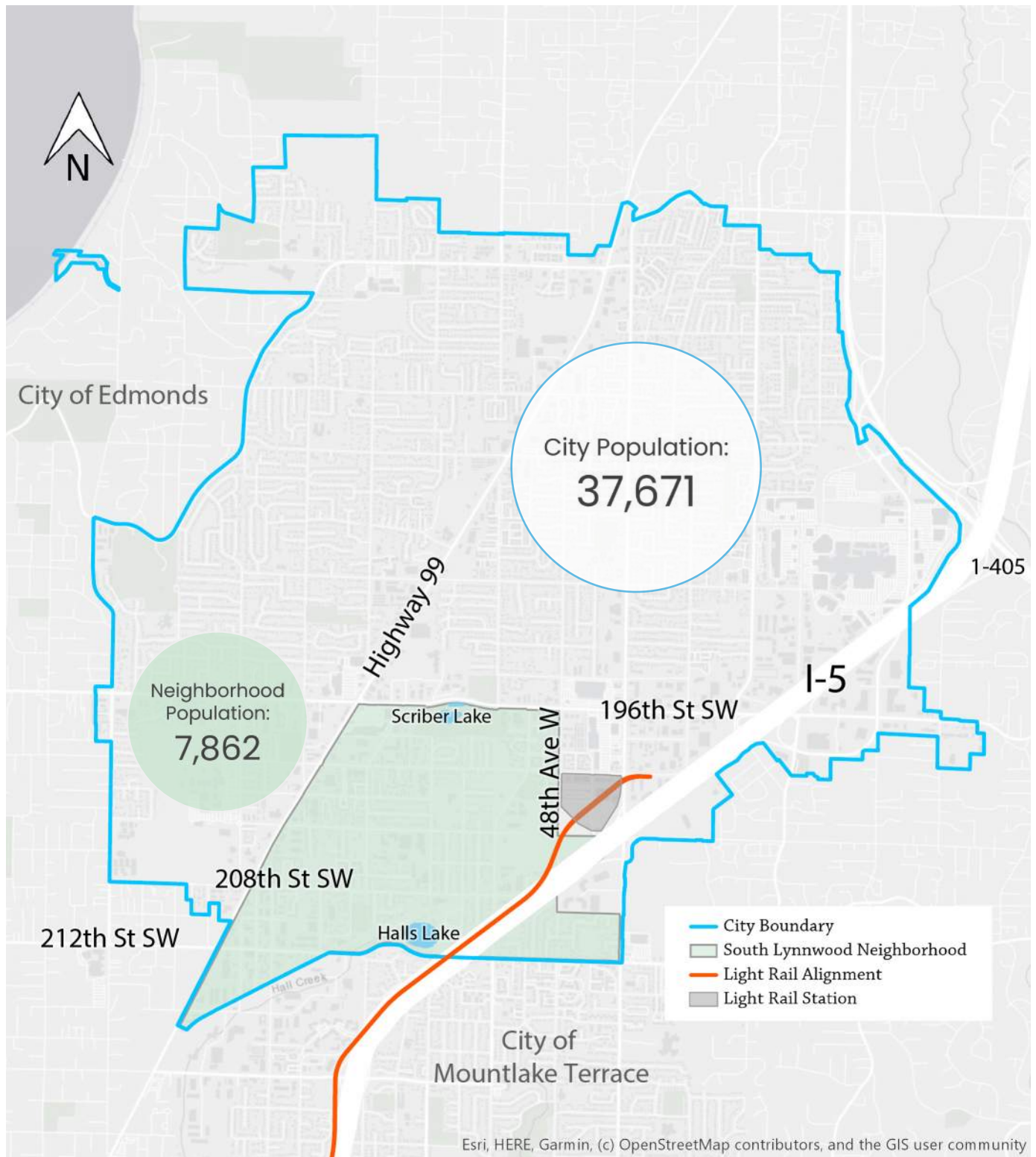
This Existing Conditions Report sets the foundation for the Neighborhood Plan by summarizing the current state of the Neighborhood. The Neighborhood may also be referred to as a “sub-area” to characterize its place within the larger area of the City of Lynnwood. The Neighborhood generally shares the same boundaries as Census Tract 514, excluding the City Center Sub-Area. Demographic data focuses on Census Tract 514 as a whole. This report draws heavily on Census data, such as the results of the 2000 and 2010 Decennial Census and the 2018 American Community Survey (ACS), to characterize Neighborhood trends and conditions.

Figure 1. South Lynnwood’s geographic boundaries



South Lynnwood in context

Figure 2. City map with South Lynnwood Neighborhood highlighted

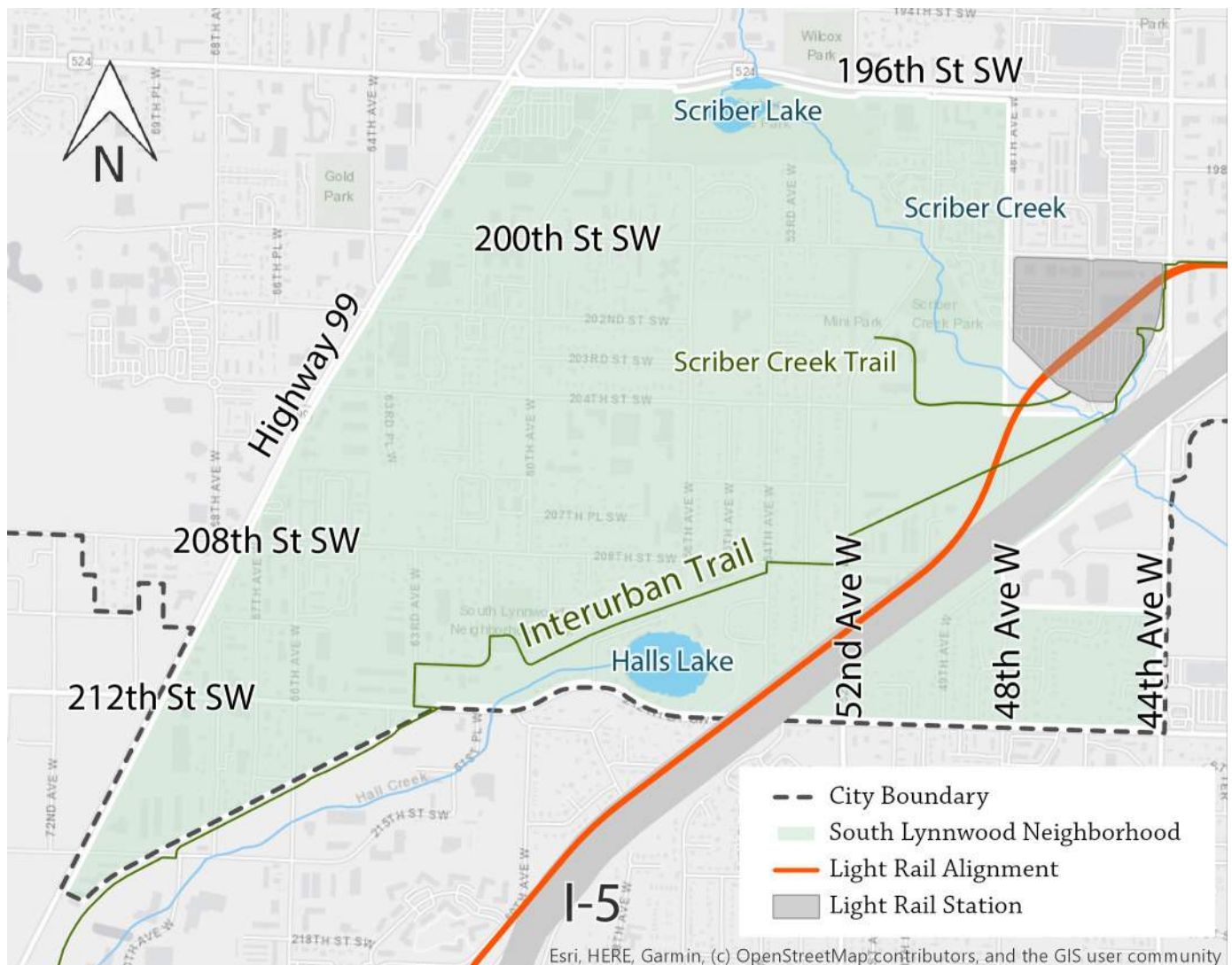


Located at the intersection of the interstate highways I-5 and I-405, the City of Lynnwood is a regional growth center located at equal distance to the urban hubs of Seattle, Bellevue, and Everett, and serves a large workforce, with approximately 30,000 jobs within the City limits per 2017 Census data. There are currently around 8,000 jobs in the South Lynnwood Neighborhood.

South Lynnwood borders the neighboring cities of Edmonds and Mountlake Terrace. Three environmental features of the Neighborhood include Scriber Lake Park, Scriber Creek, and Halls Lake. In addition to these landmarks, the Transit Center east of the neighborhood is the largest transit hub in southwestern Snohomish County and will be the site of a new Link light rail station in 2024. Construction of the Lynnwood Link Extension of the light rail is currently underway at the Lynnwood Transit Center just northeast of the South Lynnwood Neighborhood at 200th St SW and 48th Ave W. When the Lynnwood City Center Station opens in 2024, riders will be connected to downtown Seattle in 28 minutes, with trains coming every 4-6 minutes during peak hours. Serving as the northern terminus of the line until the light rail extends to Everett, Lynnwood City Center Station will feature an elevated light rail platform, and a new parking structure will replace a portion of the surface parking lot, adding approximately 500 new spaces. For the trees removed during construction of the Link extension, Sound Transit will replant nearly four times as many trees through their tree replacement plan.

The Census tract encompassing the Neighborhood has recently been designated an Opportunity Zone under a 2017 federal initiative to incentivize investment in low-income Census tracts by allowing investors to defer the payment of capital gains taxes. There is uncertainty about this new program and about the extent to which residents of these low-income areas stand to benefit from such investment.

Figure 3. South Lynnwood up close

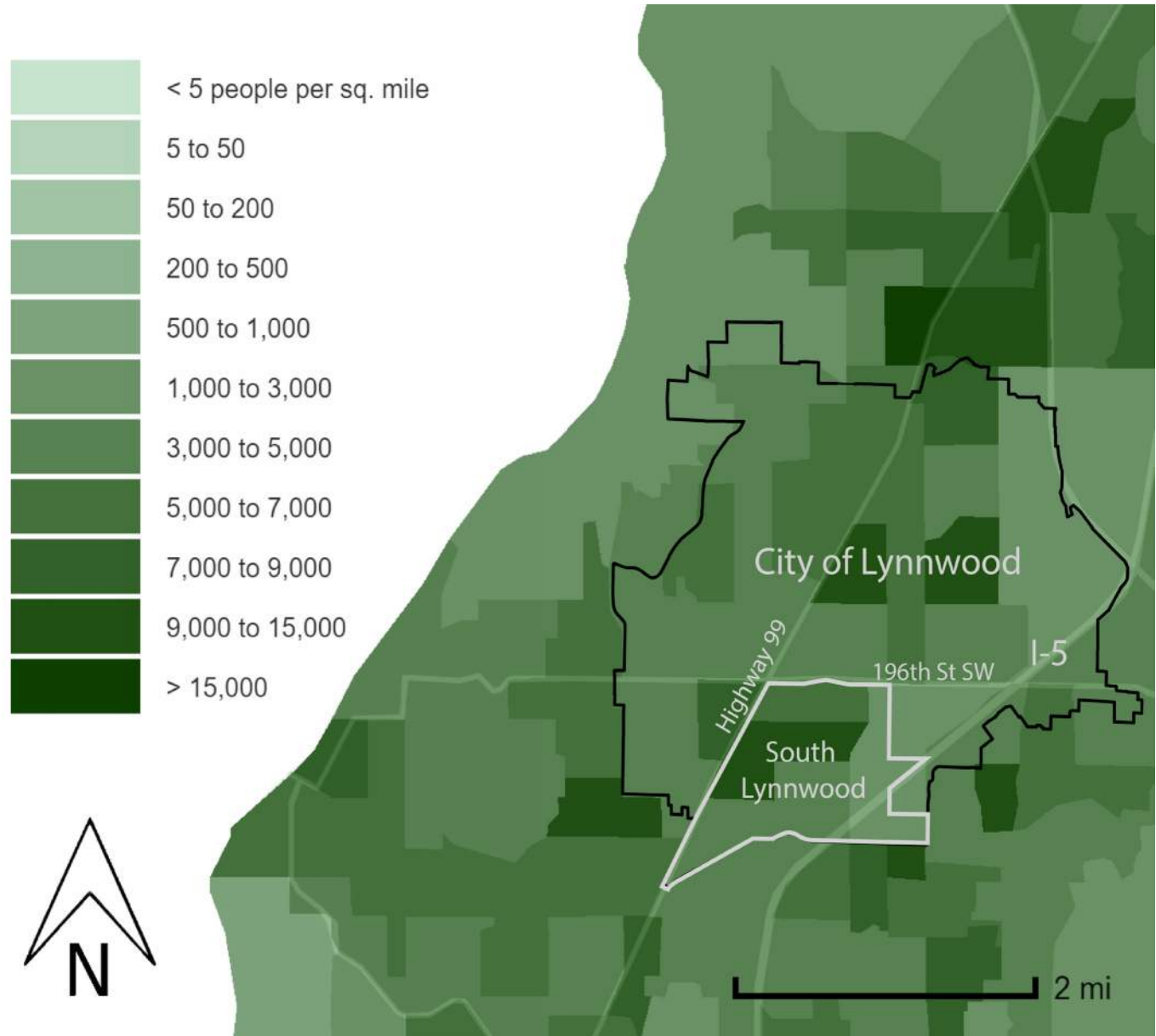


Home to a little over one-fifth of the City’s total population, South Lynnwood is slightly higher in population density than the City as a whole. The Neighborhood increased in population by almost 5% (352 people) from 2000 to 2010 and continues to grow.

Table 1. Population density

	South Lynnwood Neighborhood	City of Lynnwood
Total population	7,862 people	37,671 people
Population density	5,085.5 people/square mile	4,820.2 people/square mile

Figure 4. Population density of Neighborhood and surrounding area



Connecting with Neighborhood residents and businesses

In addition to housing more than 9,000 residents, recent review of the City's business license database shows that South Lynnwood is home to more than 350 businesses. To connect with local residents and businesses and collectively develop this Neighborhood Plan, a Public Engagement Plan has been drafted specifically for this project.

Within the City's ongoing, interdepartmental community outreach process, early pre-engagement for this stage of the South Lynnwood Neighborhood Plan began in Summer 2019. From June through August, the team conducted qualitative interviews with several key informants. Key informants included individuals who are active in the South Lynnwood community and can provide insight to how the City might best partner with neighborhood residents, especially those who may not have had their voices heard in past efforts.

Pre-engagement findings include the following overarching ideas:

- Community organizations are looking to the City for opportunities to partner in engaging the South Lynnwood community. Authentic and mutual partnership depends on shared responsibility in the development, design, and implementation of city initiatives and projects.
- Community engagement for this project needs to go beyond the built environment and address the livability of South Lynnwood.
- Community members highly value communication and feedback from the City about ongoing planning and upcoming development and improvement projects.
- Additional outreach and engagement strategies should be made to target under-represented populations (Non-English speaking, other-faith, people with disabilities, LGBTQIA+, undocumented, and renter communities).
- The City should be proactive in reaching out to residents on impactful planning projects and information of existing resources/programs.
- The South Lynnwood Neighborhood Plan should be long-lasting, with positive impacts that extend beyond the conclusion of this particular endeavor.
- Engagement with the community should include deeper dialogue and advocacy around systems change.

Additional key findings have been added to this report listed as "What We've Heard" in each section to assist in analysis of existing conditions in the Neighborhood.

The Public Engagement Plan is included as a companion document to this report. A consultant memo dated October 8, 2019 is also included. This memo quantifies the results of outreach conducted in the neighborhood during summer 2019. Please refer to the Public Engagement Plan and the consultant memo for a complete discussion of pre-engagement findings from ongoing conversations with local residents, businesses, and other stakeholders, as well as graphic reports, data from visual mapping exercises, and quantitative data from surveys and participant profiles.

2. DEMOGRAPHIC ANALYSIS

Community profile

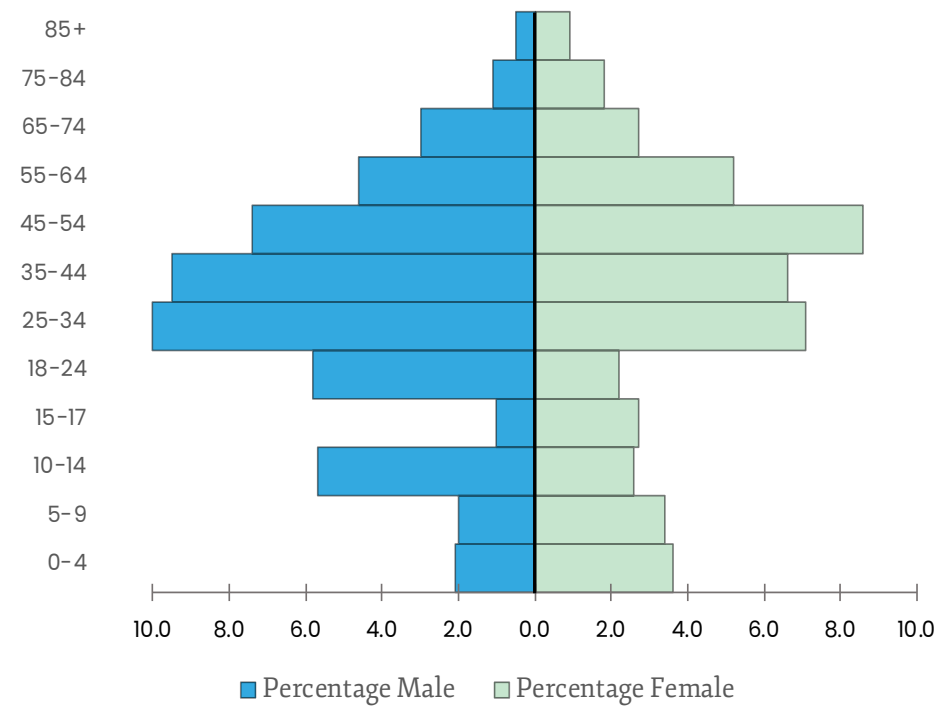
Table 2 below records selected demographic changes in South Lynnwood as collected in the 2000 and 2010 Census surveys. This data points to a community that has grown in population and become more racially and ethnically diverse in the intervening decade.

Table 2. Demographic change in South Lynnwood from 2000 to 2010

	2000	2010	Percent Change	Numerical Change
Total population	7,139	7,491	4.7%	+352 people
Age				
Median age	30.9	32.7	5.8%	+1.8 years
Population by age category				
Under 18	24.5%	23.2%	-0.7%	-12 people
18 to 64	68.7%	67.6%	-1.6%	+155 people
65+	6.7%	9.2%	43.8%	+211 people
Sex				
Female	50.3%	50.4%	4.5%	+186 people
Male	49.7%	49.6%	4.9%	+166 people
Race and ethnicity				
White	67.3%	56.1%	-12.5%	-598 people
Black	4.2%	7.4%	82.9%	+250 people
Native American	1.1%	1.3%	19.0%	+15 people
Asian	15.3%	16.7%	14.4%	+157 people
Pacific Islander	0.4%	0.8%	126.3%	+35 people
Other	6.4%	12.4%	102.3%	+469 people
Multi-Racial	5.3%	5.3%	6.3%	+24 people
Hispanic	13.4%	23.9%	87.5%	+834 people

Census data, like the categories recorded in the table above, provides a useful generalized summary of Neighborhood demographics. But while the Census is only collected every 10 years, the American Community Survey (ACS) collects population data annually. The Census Bureau has recently made available 5-year ACS estimates from 2014 to 2018. Because the continuous stream of data collection presents a more up-to-date snapshot of changing demographic trends, ACS estimates are used in the following section. Keep in mind that estimates do occasionally differ between the Census and the ACS and that undocumented residents may be undercounted. Although the Census does not ask about citizenship status, residents who are not citizens may effectively be discouraged from responding, resulting in undercounting.

Figure 5. Population pyramid



36.8
MEDIAN AGE

The pyramid in Figure 5 shows that the overall gender balance of the Neighborhood leans male: roughly 52% of the total population, with more of a skew apparent in the asymmetrical age ranges from 18 to 44.

A wide majority of the population falls between the ages of 18 and 64, or workforce age.

Figure 6. Population in households and families

2.4
AVERAGE HOUSEHOLD SIZE

Of the Neighborhood’s 3,254 households, there is a roughly even split between family and non-family households.

Within family households, more than half of children live with single parents. About 2% of children in South Lynnwood live with a grandparent as their primary guardian.



Family households (51%)
Non-family households (49%)

A vital characteristic of South Lynnwood is its racial, ethnic, and linguistic diversity.

Approximately half the population is white and more than one quarter is Hispanic or Latinx.

Figure 7. Race and ethnicity

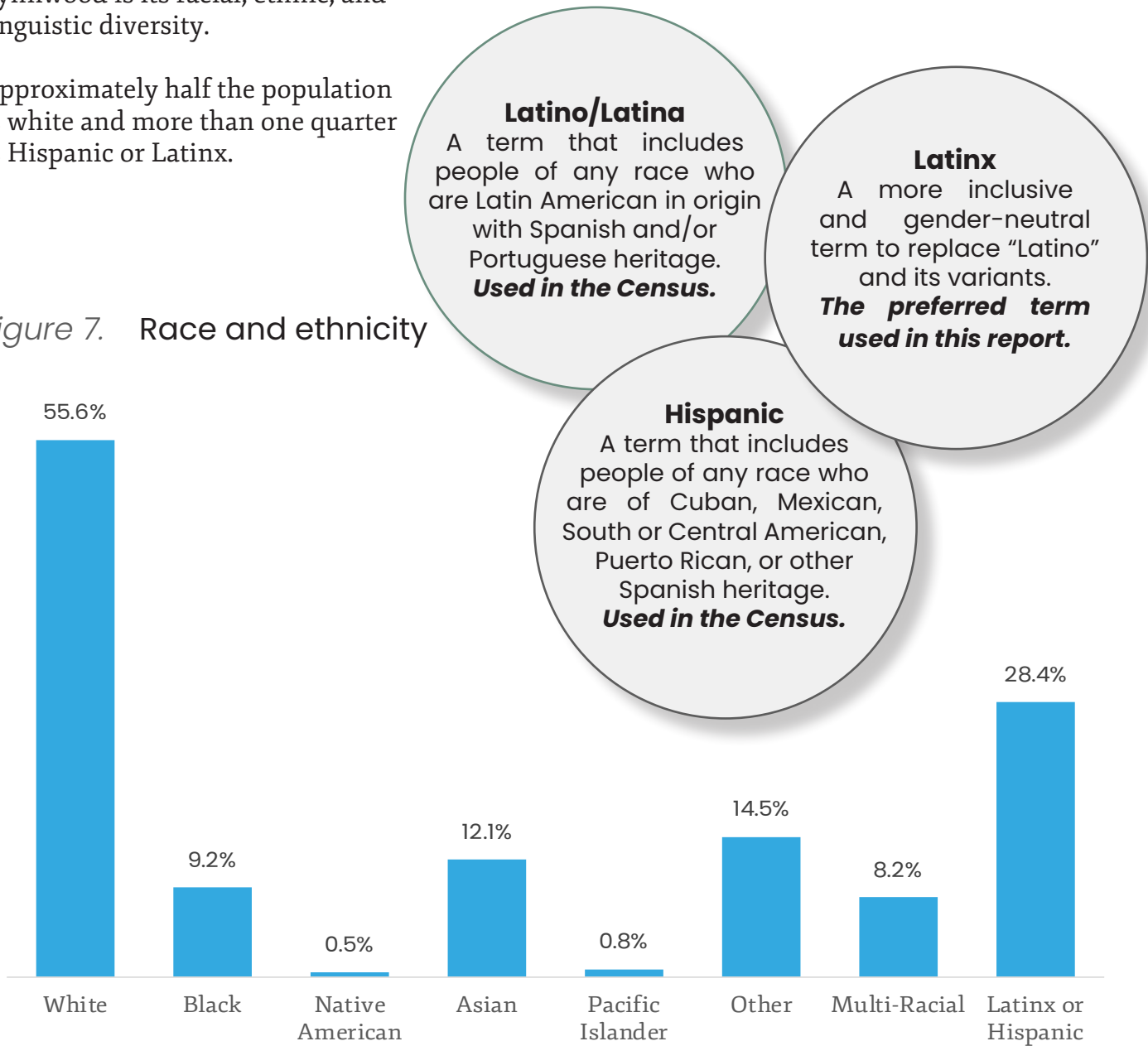


Figure 8. Language spoken at home, children 5-17

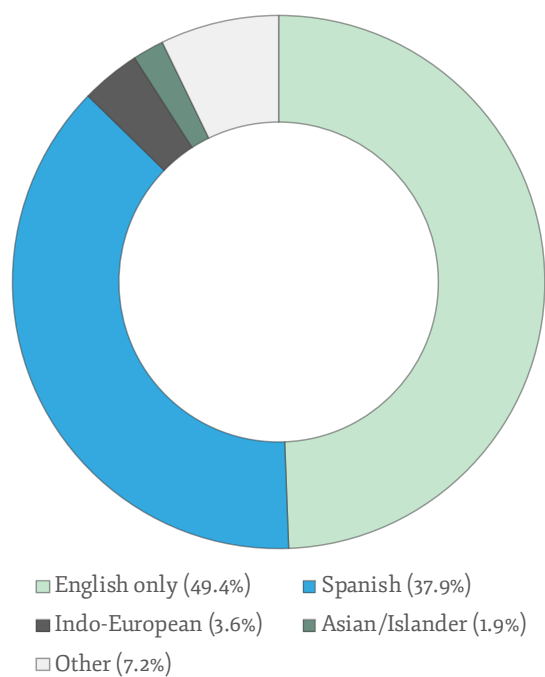
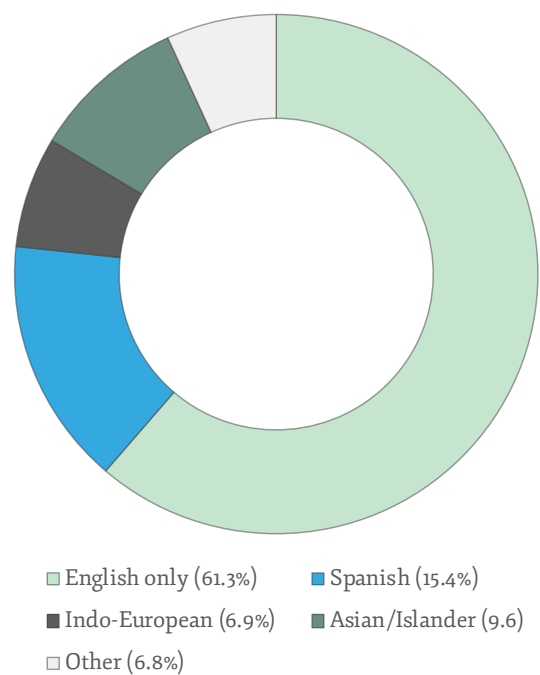


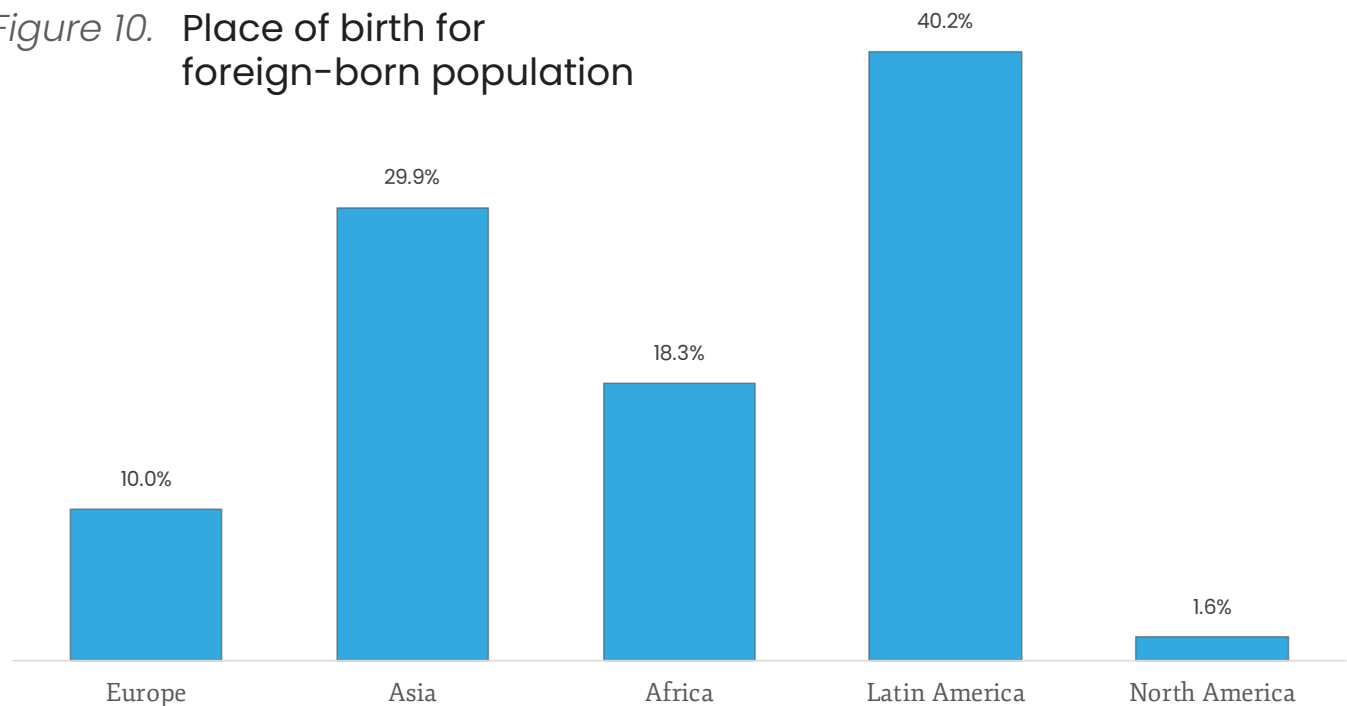
Figure 9. Language spoken at home, adults over 18



About 51% of children and 39% of adults speak a language other than English at home, with the most common of these languages being Spanish. The Edmonds School District provides language accessibility services in multiple languages: English, Spanish, Vietnamese, Arabic, Korean, and Russian.

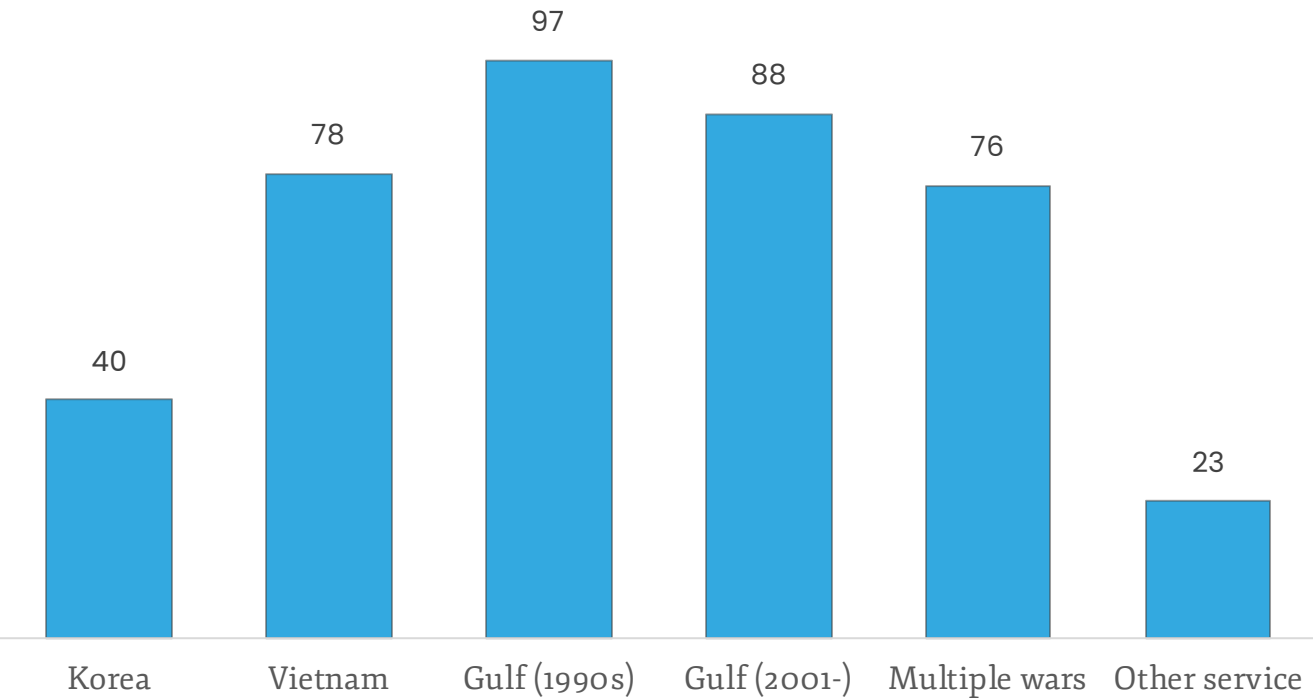
Almost one third of South Lynnwood’s population is foreign-born, with Latin American and Asian nations being the most common places of birth for these residents.

Figure 10. Place of birth for foreign-born population



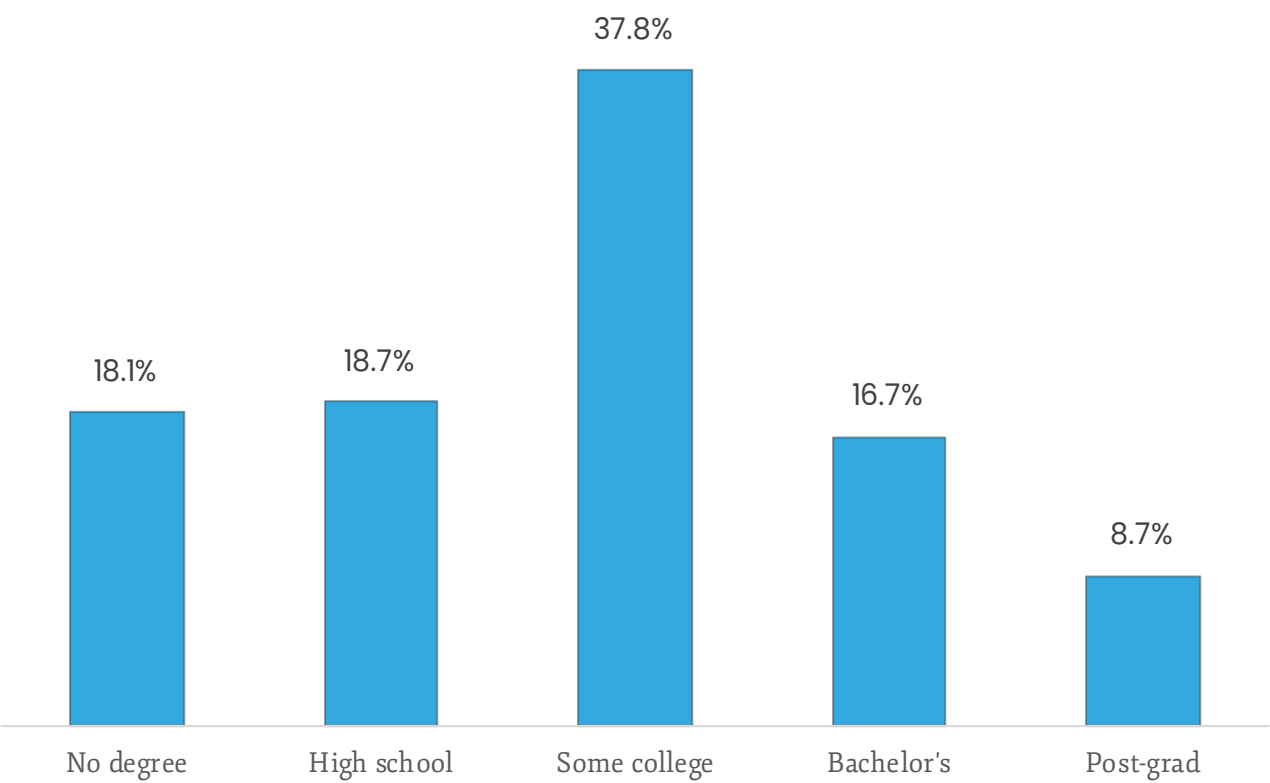
South Lynnwood is home to approximately 381 residents with veteran status, or 6% of the Neighborhood’s population. The highest frequency of wartime service is to the ongoing wars in Iraq and Afghanistan. The City hosts a monthly Hero’s Cafe at Verdant Health Center for veterans to gather.

Figure 11. Veterans by wartime service



Schools and education

Figure 12. Population by minimum level of education



About 80% of Neighborhood residents over the age of 25 have at least a high school degree, and 25% have at least a college degree. Of the Neighborhood's 1,492 residents currently enrolled in school (not counting college students), the majority are enrolled in public rather than private schools. Note that the ACS typically categorizes homeschooling as private school attendance.

South Lynnwood is served by the Edmonds School District (ESD), which includes 39 schools and approximately 21,000 students from grades K through 12. School district data is collected from 2018 National Center for Education Statistics (NCES) reporting.

Edmonds Community College, which is adjacent to South Lynnwood, is the nearest institution of higher education.

Figure 13. School enrollment in South Lynnwood

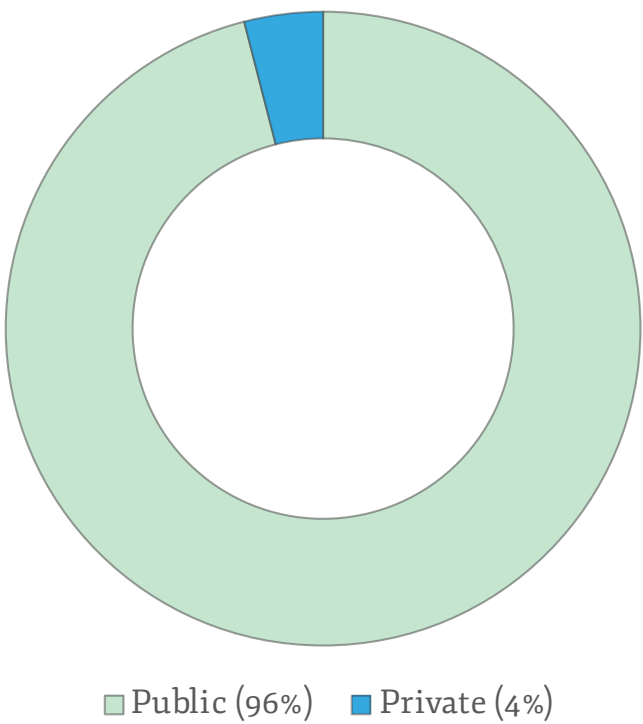


Figure 14. ESD student demographics

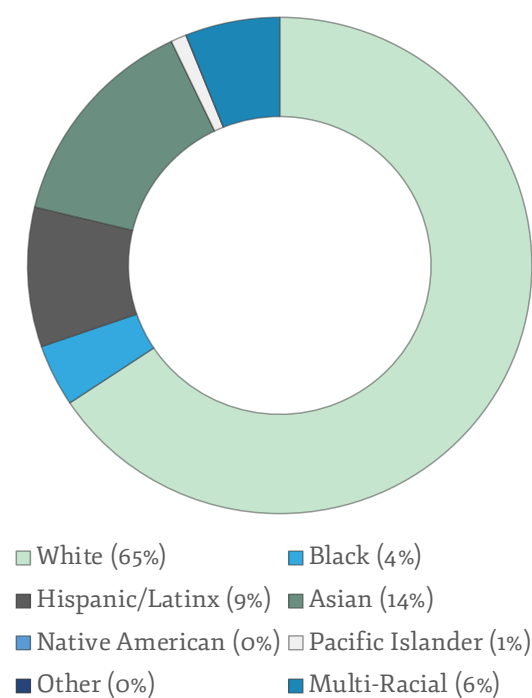
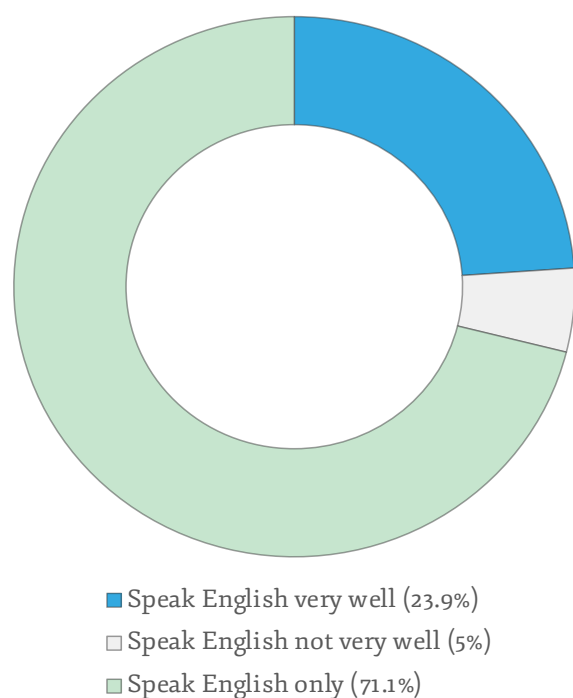


Figure 15. ESD English language ability



According to NCES, 10% of families in the school district have an income below the poverty level, and just over 17% receive Food Stamp/SNAP benefits. Within the Edmonds School District (ESD), about 35% of students qualify for the Food and Nutrition Services Department’s free and reduced lunch program. Because not every student who qualifies participates in the program, actual enrollment is around 29%. Also, this data may not record all students and families who experience food insecurity and/or poverty. Some may not be captured here.



ESD partner Nourishing Network serves summer meals at South Lynnwood Park

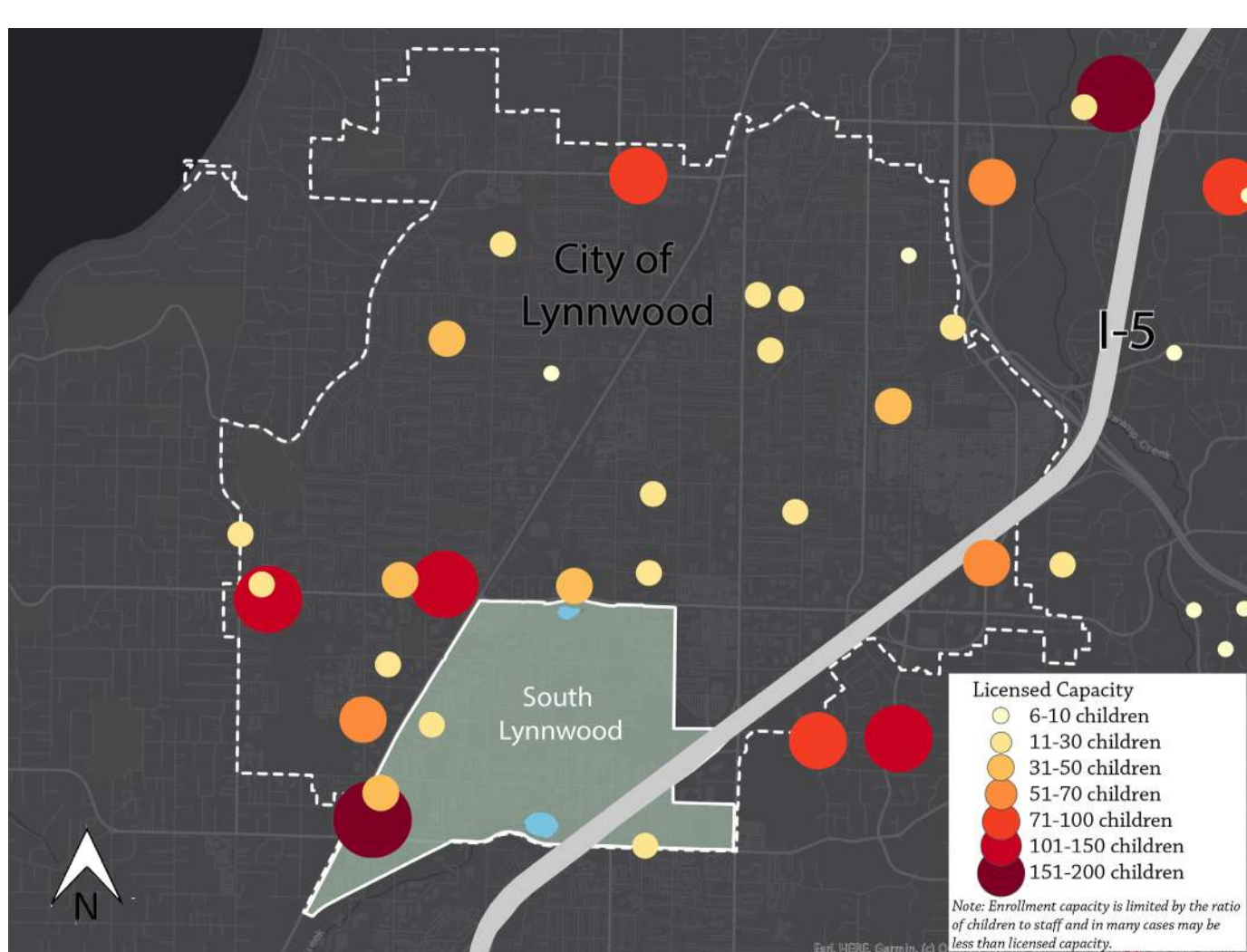
Table 3. Students in the free and reduced lunch program

	Student Body	Percent in Free and Reduced Lunch Program
Elementary schools	11,231	29.5%
Middle schools	3,125	36.5%
High schools	6,469	29.2%
GRAND TOTAL	20,825	28.8%

Data collected November 1, 2019. Source: November 2019 Enrollment Reporting, Edmonds School District.

Access to affordable, high-quality child care is critical for parents and families, but common barriers include cost, location, quality, and lack of open slots. These barriers disproportionately impact women, who are often forced to “take on unpaid caregiving responsibilities when their family cannot find or afford child care.”¹ In South Lynnwood, 52% of mothers participate in the labor force. Figure 16 shows child care facilities near the Neighborhood, ranked by their licensed capacity. While a number of child care facilities are located along the bordering streets of 196th St. SW and Highway 99, not many can be found within the Neighborhood itself. Also, while there are a few large facilities in the area, the majority have a smaller capacity of available slots.

Figure 16. Local child care capacity



Still, there is sufficient access to child care that the South Lynnwood Neighborhood is not considered a “child care desert.” This term has recently been established by Child Care Aware and the Center for American Progress (CAP) to describe Census tracts home to over 50 children under the age of 5, where there are either no child care providers at all, or a ratio higher than 3 children per licensed child care slot. According to CAP’s mapping project at childcaredeserts.org, South Lynnwood has a total child care capacity of 199, giving the Neighborhood a satisfactory ratio of 1.29 children per licensed child care slot.

1. Schochet, L. March 28, 2019. The Child Care Crisis is Keeping Women Out of the Workforce, Center for American Progress, accessed February 17, 2020 at <https://www.americanprogress.org/issues/early-childhood/reports/2019/03/28/467488/child-care-crisis-keeping-women-workforce/>.

Child Care Aware of NW Washington/Opportunity Council provided data for Figure 16 from a database of licensed child care facilities as of February 2020. Additional information about individual facilities or questions about child care can be provided by calling Child Care Aware Washington’s Family Center at 1-800-446-1114.

Comparing South Lynnwood to the City

Findings from the pre-engagement phase of this project have shown the importance of fostering community identity for South Lynnwood. The Neighborhood should be celebrated as a unique, safe, and diverse place to live. Residents care about their community, and local pride is important to the neighbors here. It is important to enhance connection to and pride in the Neighborhood while acknowledging the particular risks and stressors borne by residents, burdens which are not proportionally shared by the city as a whole.

Below are side-by-side demographic profiles for the South Lynnwood Neighborhood and City of Lynnwood from the 2017 American Community Survey, adapted from a discussion within the Public Engagement Plan. When compared to the City of Lynnwood, South Lynnwood or its residents have:

- A lower percentage of females and higher percentage of males
- About twice the Hispanic/Latinx population
- About twice the percentage of adults and three times the percentage of children who primarily speak Spanish at home
- A lower educational attainment
- Lower incomes and a higher percentage of people below the poverty line
- Slightly longer commutes to work and greater reliance on carpool and public transit

Table 4. Neighborhood to City demographic comparison

	South Lynnwood (Pop. 7,862)	City of Lynnwood (Pop. 37,671)
Age		
Median age	30.9	32.7
Population by age category		
Under 18	23.0%	21.6%
18 to 64	67.0%	63.1%
65+	10.0%	15.4%
Sex		
Female	47.4%	51.3%
Male	52.6%	48.7%

Table 4 cont. Neighborhood to City demographic comparison

	South Lynnwood (Pop. 7,862)	City of Lynnwood (Pop. 37,671)
Race and ethnicity		
White	55.6%	59.9%
Black	9.2%	7.5%
Native American	0.5%	0.4%
Asian	12.1%	17.7%
Pacific Islander	0%	0.6%
Other	14.5%	5.5%
Multi-Racial	8.2%	8.4%
Hispanic or Latinx	28.4%	14.8%
Income		
Per capita income	\$26,221	\$29,443
Median household income	\$51,337	\$59,416
Below poverty line		
Children under 18	17.0%	18.4%
Seniors 65 and over	17.3%	12.8%
Transportation to work		
Mean travel time	36 minutes	34 minutes
Means of transportation		
Drove alone	58.7%	68.7%
Carpool	12.9%	11.2%
Public transit	14.5%	11.0%
Bicycle	0.0%	0.0%
Walked	2.2%	2.5%

Table 4 cont. Neighborhood to City demographic comparison

	South Lynnwood (Pop. 7,862)	City of Lynnwood (Pop. 37,671)
Transportation to work		
Means of transportation		
Other	1.2%	0.4%
Worked at home	9.6%	5.7%
Education		
At least high school	81.9%	88.9%
At least Bachelor's degree	25.4%	30.0%
High school dropout rate	0%	2.0%
Language spoken at home		
Children 5-17		
English only	49.4%	61.3%
Spanish	37.9%	14.8%
Indo-European	3.6%	4.9%
Asian/Islander	1.9%	11.1%
Other	7.2%	8.0%
Adults over 18		
English only	61.3%	63.8%
Spanish	15.4%	8.7%
Indo-European	6.9%	7.7%
Asian/Islander	9.6%	14.9%
Other	6.8%	4.9%

Table 4 cont. Neighborhood to City demographic comparison

	South Lynnwood (Pop. 7,862)	City of Lynnwood (Pop. 37,671)
Veteran Status		
Veteran population		
18 to 64 years old	3.9%	3.3%
65 years and over	2.8%	3.4%
Nonveteran population		
18 to 64 years old	83.2%	77.1%
65 years and over	10.2%	16.2%
Nativity		
Native born	68.0%	70.7%
Foreign born	32.0%	29.3%
Households		
Number of households	3,287	14,224
Household type		
Family	50.8%	62.6%
Non-family	49.2%	37.4%
Average household size	2.4 people	2.6 people
Children living with single parents	56.9%	34.7%
Children living with grandparents	2.5%	1.2%

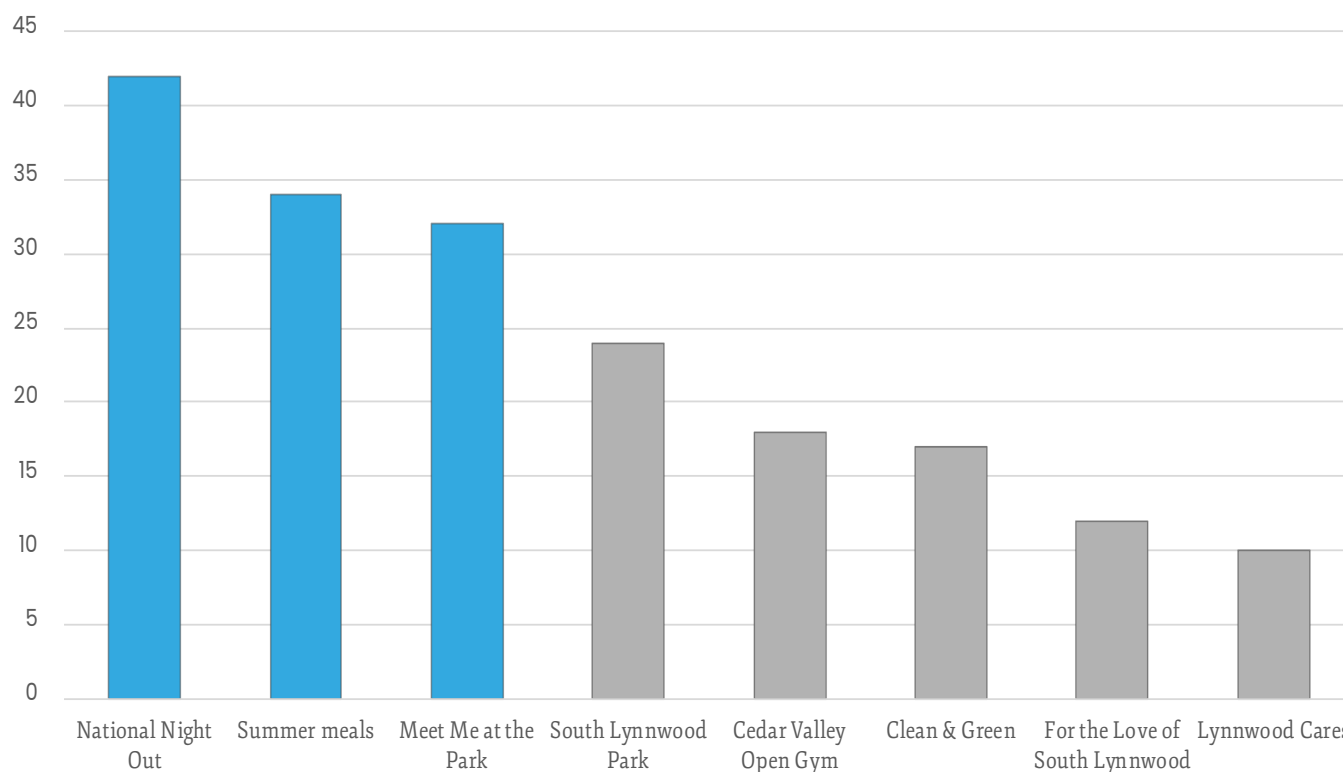
Data on housing, transportation to work, and household income for the Neighborhood are explored in greater detail in Chapter 4, Housing, and Chapter 6, Workforce and Jobs.

Community health and access to public services

To link demographic factors to community health, the World Health Organization defines the “social determinants of health” as the divergent circumstances “in which people are born, grow, live, work, and age.” These conditions are created by inequities in the distribution of “money, power, and resources” at all levels of community and society.² Because they affect not only mental and physical health but also the simple ability to access public services, the social determinants of health (and, more holistically speaking, wellbeing) vastly exceed medical care itself in their impact to community health outcomes.³ Inequities tied to race and ethnicity have a particularly severe impact, as synthesized in a recent literature review which found that racism leads to poorer general health, both physical and mental. These inequities are manifested by factors including reduced access to employment, housing, and education; racially motivated violence; and stress, as well as unhealthy behaviors that arise in response to stress and trauma.⁴

When talking with Neighborhood residents, public safety and access to social services emerged as a major source of discussion in the pre-engagement phase of the project. One survey of the community asked residents to indicate whether they had heard of various City of Lynnwood community resources and programs. As compiled in the Community Engagement Findings, the top three most recognized programs were National Night Out, Summer Meals, and Meet Me at the Park, which are shown in blue in the figure below.

Figure 17. Familiarity with City of Lynnwood community programs



2. World Health Organization. Social Determinants of Health, accessed November 22, 2019 at https://www.who.int/social_determinants/sdh_definition/en/.

3. Magnan, S. 2017. Social Determinants of Health 101 for Health Care: Five Plus Five. NAM Perspectives. Discussion Paper, National Academy of Medicine, Washington, DC. doi: 10.31478/201710c

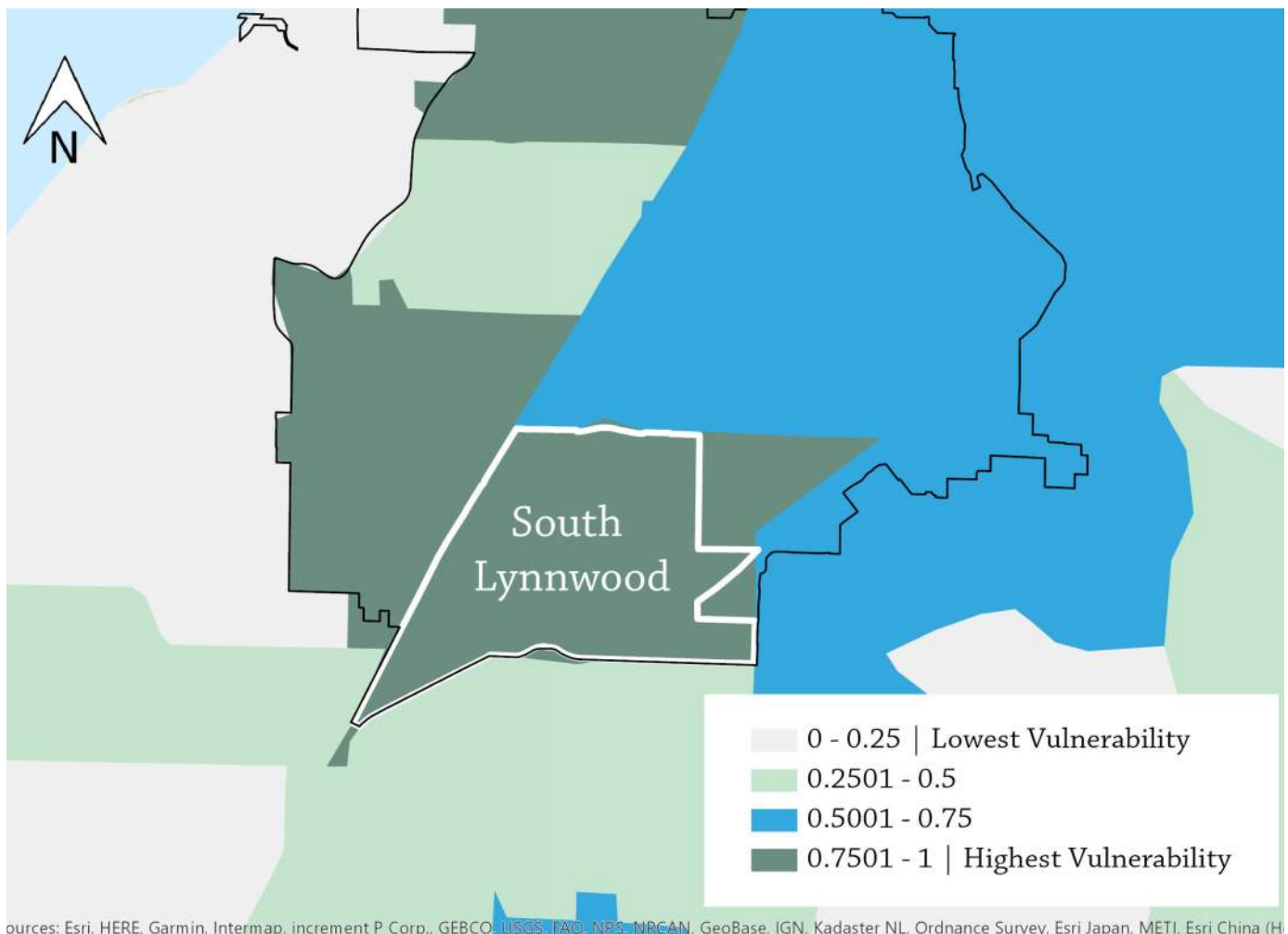
4. Paradies, Y, J. Ben, N. Denson, A. Elias, N. Priest, A. Pieterse, A. Gupta, M. Kelaher, & G. Gee. 2015. Racism as a Determinant of Health: A Systematic Review and Meta-Analysis. PLoS One, 10(9). doi: 10.1371/journal.pone.0138511

At the Census tract level, the Centers for Disease Control (CDC) measures social vulnerability - meaning demographic and socioeconomic factors - that impact a community's resilience to stressors including disaster, disease, and other hazardous events. Understanding social vulnerability to these types of stressors is intended to help prepare residents and community leaders in the face of an emergency, should it occur. The Social Vulnerability Index (SVI) incorporates fifteen demographic variables, categorized by their implications for four major themes:

- Socioeconomic status: Those living below the poverty line; unemployment; per capita household income; and those without a high school diploma;
- Household composition and disability: Those aged 65 or older; those aged 17 or younger; civilians with disabilities; and single-parent households;
- Minority status and language: Racial and ethnic minority populations; and those who speak English "less than well;"
- Housing and transportation: The proportion of multi-unit structures; mobile homes; crowding; those without a vehicle; and the population living in group quarters.

Figure 18 shows that South Lynnwood ranks "highest vulnerability" as configured by the SVI.

Figure 18. Social Vulnerability Index



Source: CDC Social Vulnerability Index Interactive Map, last updated 2016.

Figure 19. Public Hospital District 2 boundaries



The 2016 Health Needs Assessment conducted by the Verdant Health Commission compared conditions within Public Hospital District 2 to the rest of Snohomish County. South Lynnwood is a small part of the Public Hospital District 2, but some data are worth noting here. Compared to the rest of Snohomish County, Public Hospital District 2 is slightly more racially diverse, more educated, and has fewer families and children living below the federal poverty line. While the overall health status of residents in Public Hospital District 2 is similar to, if not better than, the rest of Snohomish County, Verdant did note a few areas of concern:

- The suicide rate increased a non-significant amount between 2011 and 2015
- Youth symptoms of depression increased between 2012 and 2014
- Only 63% of older adults vaccinate against flu
- 25% of the population is obese (with a BMI > 30)
- 36% of the population do not meet physical activity guidelines
- 75% of the youth population do not meet physical activity guideline
- 29% of the population do not have dental insurance coverage
- 27% of the population had not had a dental visit in the past year as of October 2016

Children gather at a community event



COLLABORATION AND COORDINATION OF SERVICES

WHAT WE'VE HEARD

Neighbors see a great opportunity for strategic collaboration and coordination with existing community services. Proximity to these services (further explored in Chapter 5 - Economic Analysis) is a predominant reason folks cite for living in South Lynnwood. People indicate that the coordination of service providers will be critical to keeping the Neighborhood livable. Joint participation between the City and community partners in local events is seen as an effective strategy to connect people to resources. Current efforts are applauded and additional opportunities for collaboration will be welcomed, including increased marketing of all programs to the South Lynnwood Neighborhood. Some cited community partners as key to providing quality resources that the community wants, such as building capacity, advocacy, and funding. People would like to see the coordination and delivery of services as preventative engagement, rather than in response to a crises to address issues such as homelessness and displacement. Neighbors want to see additional outreach to engage residents who are unhoused or are at risk of losing their current home.



PUBLIC SAFETY

WHAT WE'VE HEARD

Neighbors expressed complex feelings around public safety and the public realm. They mainly feel safe in South Lynnwood and connote the City as being more livable and safer for children than other major cities in the area.

People expressed appreciation for the police force, who they see as highly visible and actively engaging the community. Some thought the police could achieve even more cultural competency in their outreach, expanding the ways they engage certain communities. For example, vulnerable groups such as immigrants and refugees might feel unwelcome at events if there is also a large police force and military trucks.

Based on community feedback, people want public safety initiatives to continue to promote existing public spaces such as parks, school fields, and the Interurban Trail. People thought future improvements in these spaces could address concerns about lighting, needles, drugs, and parking for recreational vehicles.

Safety was listed as a both something neighbors currently value about Lynnwood as well as part of their vision for the future.

WHAT THE CITY IS DOING

The City of Lynnwood is committed to being welcoming for all. In Resolution 2017-03, the City Council, Mayor, and Police Chief committed to making Lynnwood a safe, welcoming, and equitable community for everyone who lives, works, plays, does business, goes to school in, or visits the City. The Police Dept. has undertaken cultural sensitivity training and has a number of programs in place to engage community members such as volunteer opportunities, coordination assistance for National Night Out, and summer youth camp and community academy programming.

The City has numerous programs and partnerships to activate the public realm. The 10-Minute Walk program seeks to ensure there's a great park within a ten-minute walk in every Neighborhood. Meet Me at the Park programming has free activities in local parks every Tuesday in July. There are summer walking series, community gardening programs, summer meal programs, Safe Routes to School, partnerships to improve to bike safety and connectivity, and Healthy Lynnwood grants for neighborhood projects. The Parks Department regularly sweeps parks and trails for needles.

COMMON GROUND

Both neighbors and the City place a high premium on public safety. Both value the current perceptions of safety and wellbeing and strive to retain and improve on that into the future.



Community-created sidewalk stenciling

3. LAND USE AND URBAN FORM

Zoning and land use

Within the South Lynnwood Neighborhood, single-family zoning has more of a balance with other adjacent zoning than across the City as a whole. Compared to other residential neighborhoods in Lynnwood, here there is a greater proportion of land zoned for commercial and industrial uses, which are shown in red and gray respectively in Figure 20 below.

Figure 20. Current zoning in South Lynnwood, simplified

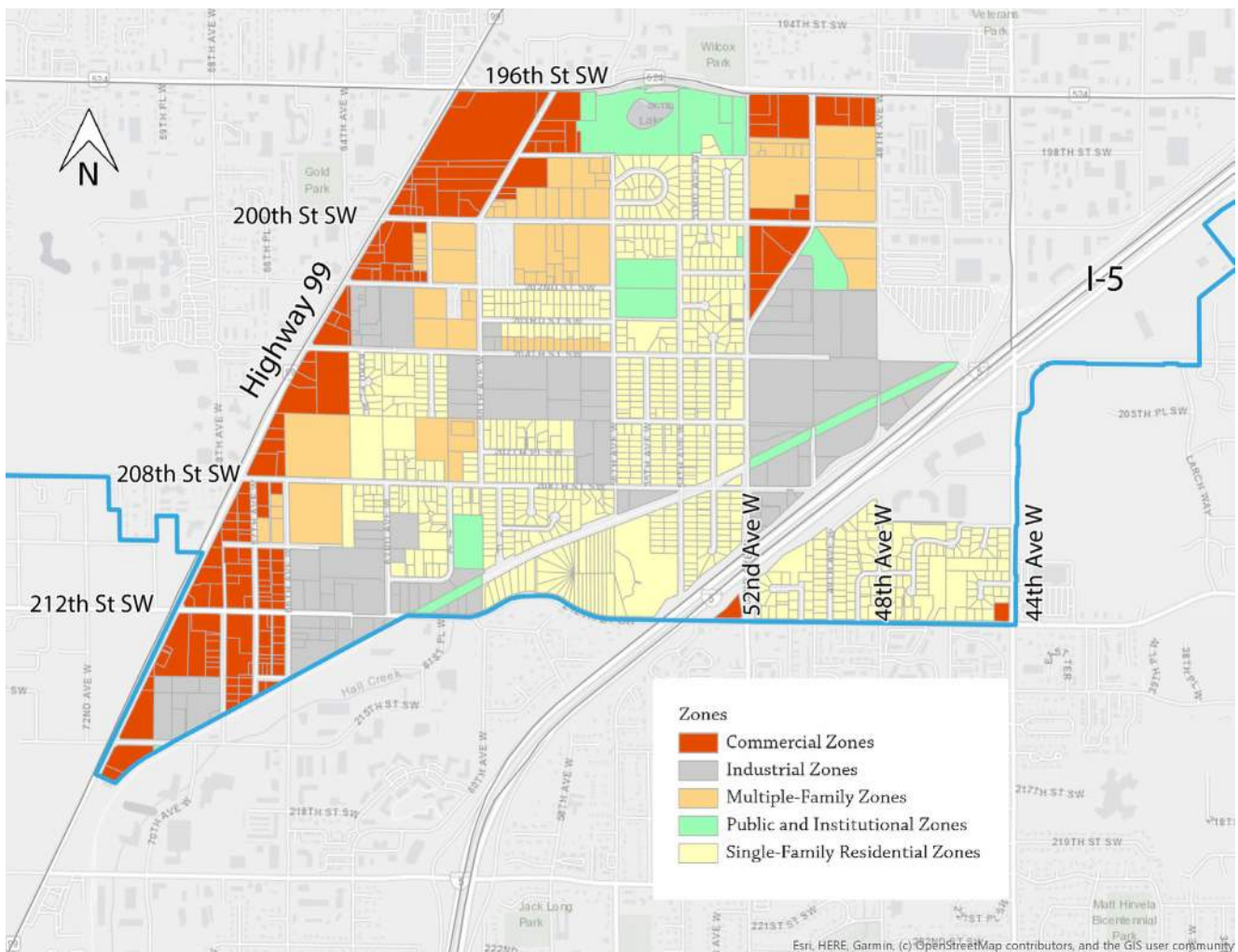
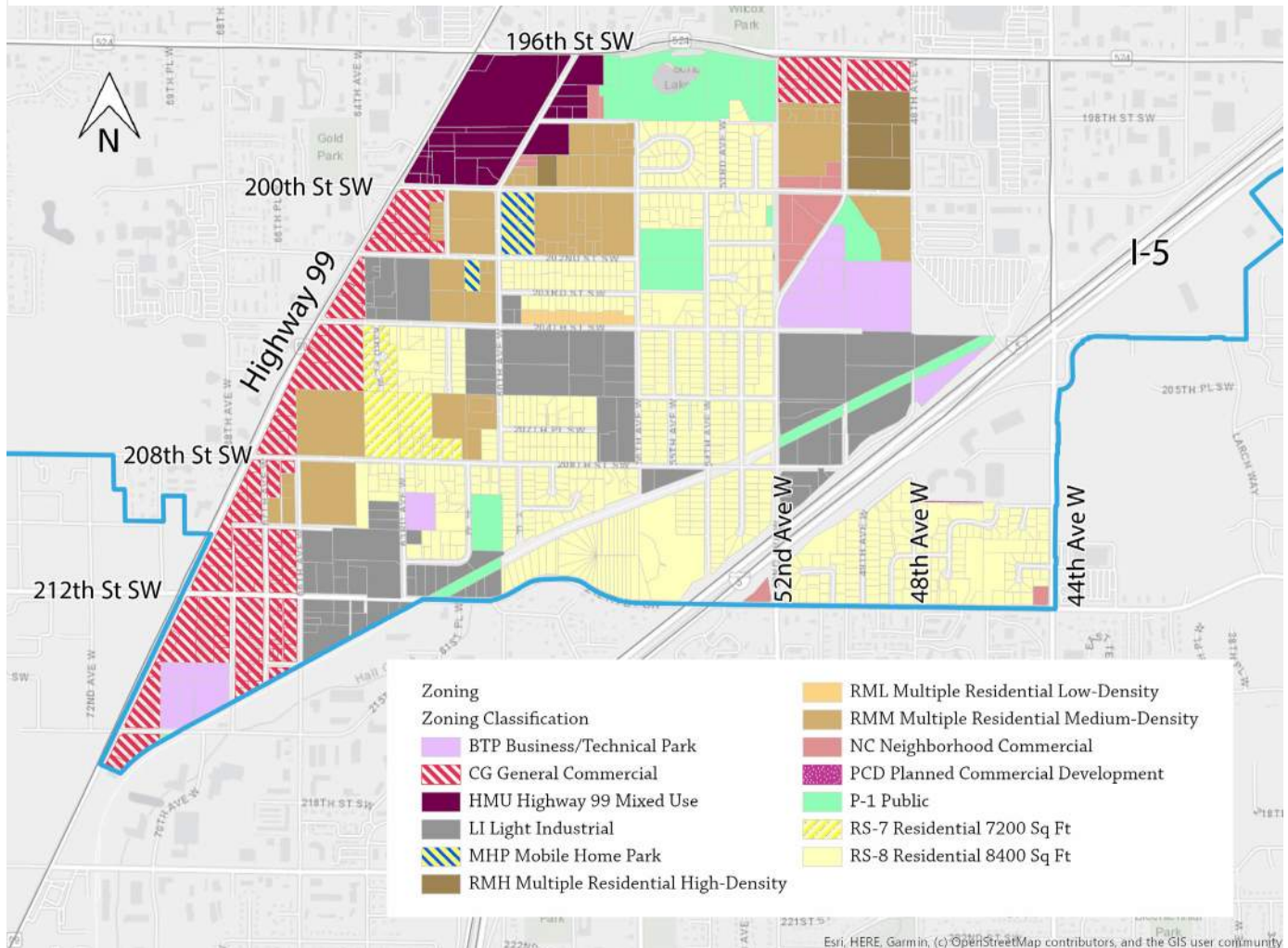


Figure 21. Detailed current zoning in South Lynnwood



The residential zones are intended to support a wide variety of housing needs in safe, clean, and attractive residential neighborhoods. These include RS-7 and RS-8, for single-family housing; and RMH, RML, and RMM, which are intended for higher-density multi-family homes. The MHP zone allows for mobile home parks as a source of affordable detached housing, as well.

Commercial zones include CG, NC, and PCD, which support a wide variety of commercial, retail, and other uses. A mix of commercial uses and multi-family housing is encouraged in the HMU zone along the Highway 99 corridor.

The industrial zones, LI and BTP, support light manufacturing and wholesaling operations and business and technical parks, respectively. Retail uses are minimal in these zones. Finally, P-1 is the public zone, which is for nonresidential uses such as churches, museums, child care facilities, transit centers, public parks, and municipal buildings.

Figure 21 shows that South Lynnwood has a greater proportion of land zoned for light industrial and business/technical park uses than the City as a whole. In addition, the Neighborhood features more of a mix of residential and commercial zoning than surrounding neighborhoods. At a glance, Lynnwood's zoning map, which was most recently updated in December 2017 and which is featured on the next page, shows a city whose predominant land uses are low- and medium-density residential, with a higher concentration of commercial uses located along the Highway 99 corridor and in pockets to the south and east.

Figure 22. City zoning map

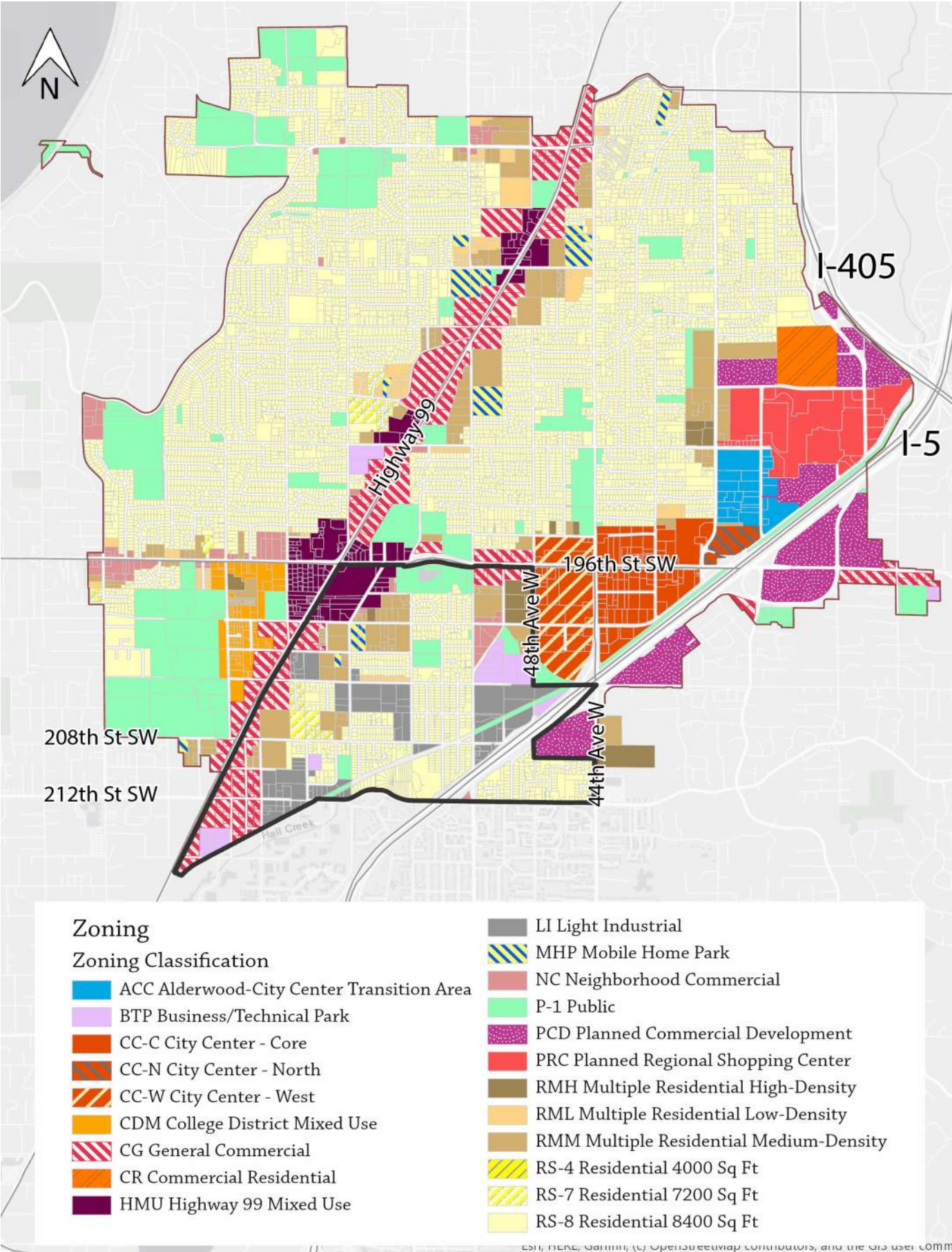


Table 5. Change in land use in South Lynnwood, 2012 to 2019

Land use	2012 allocation (acres)	2019 allocation (acres)	Percent change
Single-family housing	195.4	198.6	+1.6%
Multi-family housing	63.2	65.9	+4.3%
Mobile home park	10.9	10.9	No change
Other living units	7.4	7.4	No change
Manufacturing	35.0	33.5	-4.3%
Transportation, communication, utilities	25.3	23.4	-7.5%
Trade	65.4	76.1	+16.3%
Services	96.1	116.8	+21.5%
Cultural and recreational	40.0	33.6	-16.0%
Vacant or undeveloped	80.7	49.0	-39.3%
Open space	5.0	5.0	No change

Source: Parcel-level property use code data. Values have been rounded up to the nearest tenth of an acre.

Table 5 compares the specific property use codes assigned to each parcel in South Lynnwood in 2012 and 2019 to evaluate general trends and changes in land use across the Neighborhood. Figure 23 on the following page shows these changes visually.

Overall, the greatest increase in the allocation of land was to services, a category that includes financial, personal, business, repair, professional, and educational services. Wholesale and retail trade also saw an increase, mostly in motor vehicles. A small amount of formerly vacant and undeveloped land was converted to these commercial uses, as was one parcel of single-family housing. However, for the most part, these changes represent a recategorization or reallocation of commercial land uses of minor significance to the overall character of the Neighborhood.

On the residential side, only one parcel of land was allocated to multi-family uses, compared to 31 new single-family parcels. The new multi-family development is The Reserve at Lynnwood, with between 200 and 300 units, and which was formerly categorized as retail. All of the new single-family housing was converted from vacant or undeveloped land, with the exception of one duplex that became a single-family home instead.

The reduction in vacant and undeveloped land by almost 40% can be attributed to a number of recent single-family housing developments, including a new subdivision slated for the area near Halls Lake. The parcel, shown in green in Figure 23, was formerly a lakeside resort before ownership was transferred to the Church of the Nazarene in the mid-20th century. The parcel is now undergoing development as a single-family residential subdivision by Pulte Homes.

Finally, the losses in cultural and recreational land represent the conversion of land from sports activities and miscellaneous recreational uses to retail and to Northwest Church, which opened in 2017.

Map of the Halls Creek area in Snohomish County, Washington, showing proposed land use changes. The map includes a north arrow, a legend, and various street names. The legend identifies six categories:

- New Services (Red)
- New Wholesale/Retail Trade (Pink)
- New Manufacturing (Purple)
- New Lake-Adjacent Residential (Green)
- New Single-Family Residential (Yellow)
- New Multi-Family Residential (Orange)

Key streets and landmarks shown include Highway 99, 196th St SW, 200th St SW, 208th St SW, 212th St SW, 52nd Ave W, 48th Ave W, 44th Ave W, Scriber Lake, Halls Lake, and Dale Way Neighborhood Park. The map also shows the Interurban Trail and various other local roads like Penny Ln, Dale Way, and Gold Park.

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community

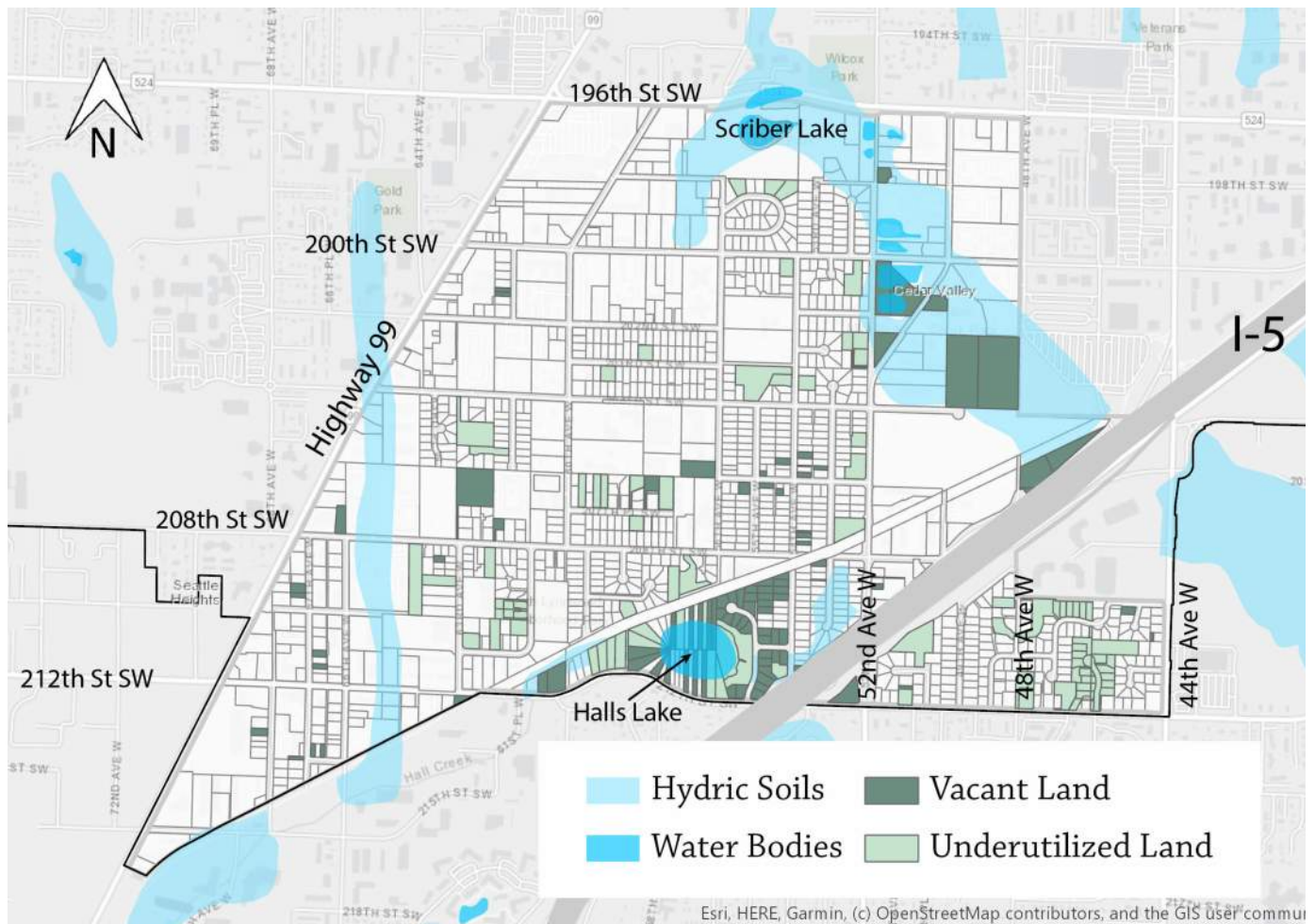
Development potential

The vacant or undeveloped parcels within the Neighborhood total approximately 44 acres across 100 parcels, according to the land use categories identified by the City. Of these 100 parcels, most are in private ownership, but two are owned by Public Utility District 1 (Snohomish County) and three by the City for a total of five government properties.

In addition to these vacant parcels, Figure 24 shows underutilized land in the Neighborhood. This category includes all parcels which are both zoned RS-8 and larger than 16,800 square feet, indicating that they could potentially be short platted and subdivided to generate higher density in the future.

Water bodies and hydric soils are overlaid on these parcels to show where environmental constraints may preclude further development, or they could at least explain why vacancies and underutilized land exist in the areas shown. Hydric soils are highly saturated with water and can indicate the presence of wetlands. Hydric soils also typically overlap with the floodplain. For this reason, this layer is used to approximate environmentally sensitive areas where future development is less likely to occur.

Figure 24. Vacant and underutilized land in South Lynnwood



Circulation and urban fabric

Figure 25. Block pattern diagram



The diagram in Figure 25 presents a block-level view of South Lynnwood, with blocks shown in black and streets (and lakes) in white. Block pattern diagrams like this one can be useful because they show a high-level view of the neighborhood that easily demonstrates Neighborhood block size (the black space) and how they connect to each other (the white space). A typical urban pattern might show small blocks arranged in a tightly interlocking grid pattern, while a typical suburban pattern might show larger blocks arranged with fewer connecting lines.

As shown in Figure 25, South Lynnwood has mostly large, irregular blocks. There is a connected grid system in places, but other areas have either a partial grid or the “loops and lollipop” pattern common to suburban residential neighborhoods. In this simple black and white abstraction, I-5 becomes a wide, empty strip reinforcing the southeastern boundary of the neighborhood. It may also begin to become apparent where gaps may exist in the network for direct paths of travel. Roads that do not connect all the way through may show where pedestrians, cyclists, or even cars find it difficult to get from place to place.

Figure 26. Figure-ground diagram

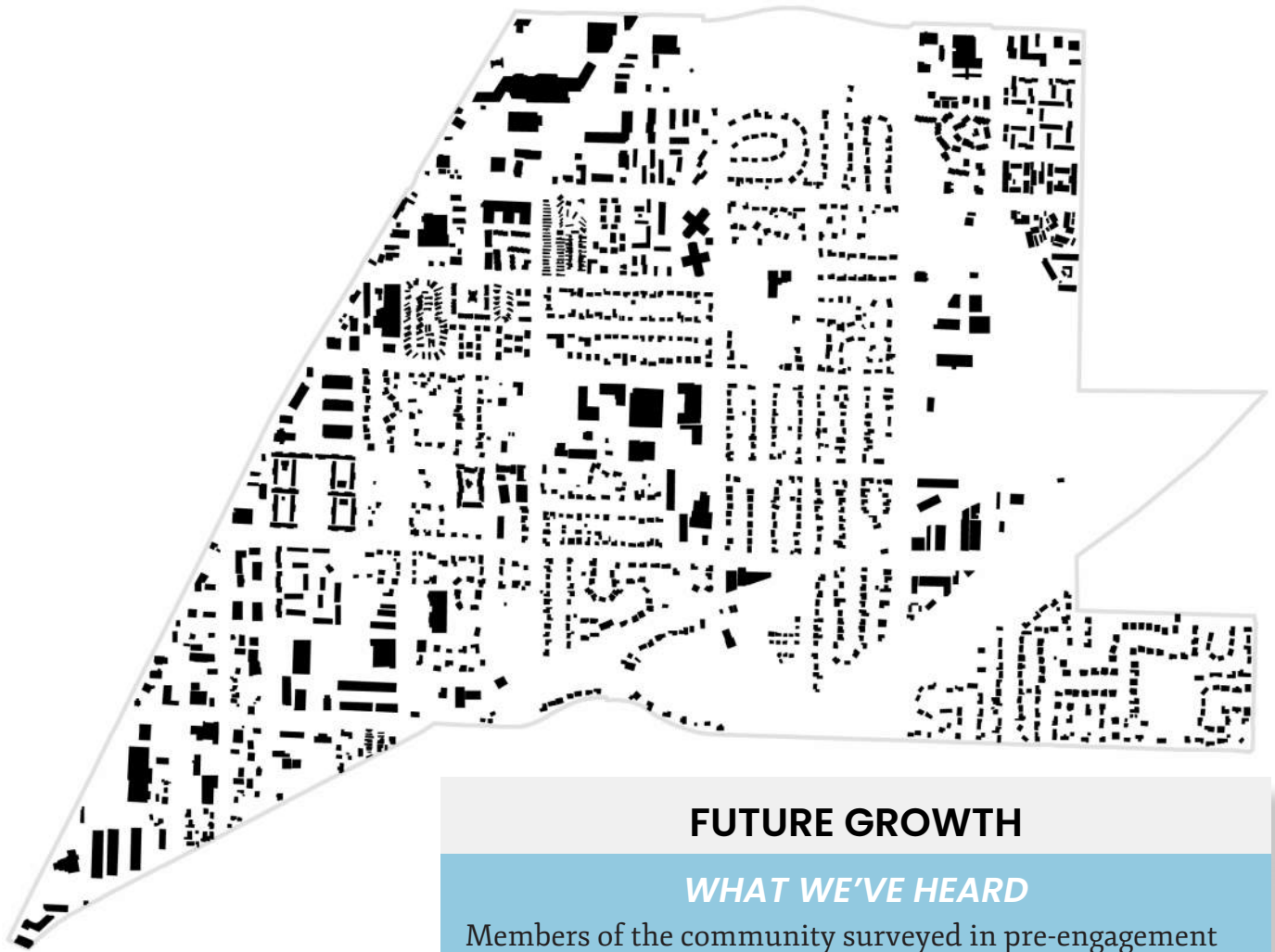


Figure 26 shows a similar abstraction, but in this case, black is used to represent buildings and white for everything else (roads, parks, and water bodies). These diagrams can be useful to show a neighborhood's urban fabric from a birdseye view, such as which parts of the neighborhood have a higher density of smaller buildings closer together.

FUTURE GROWTH

WHAT WE'VE HEARD

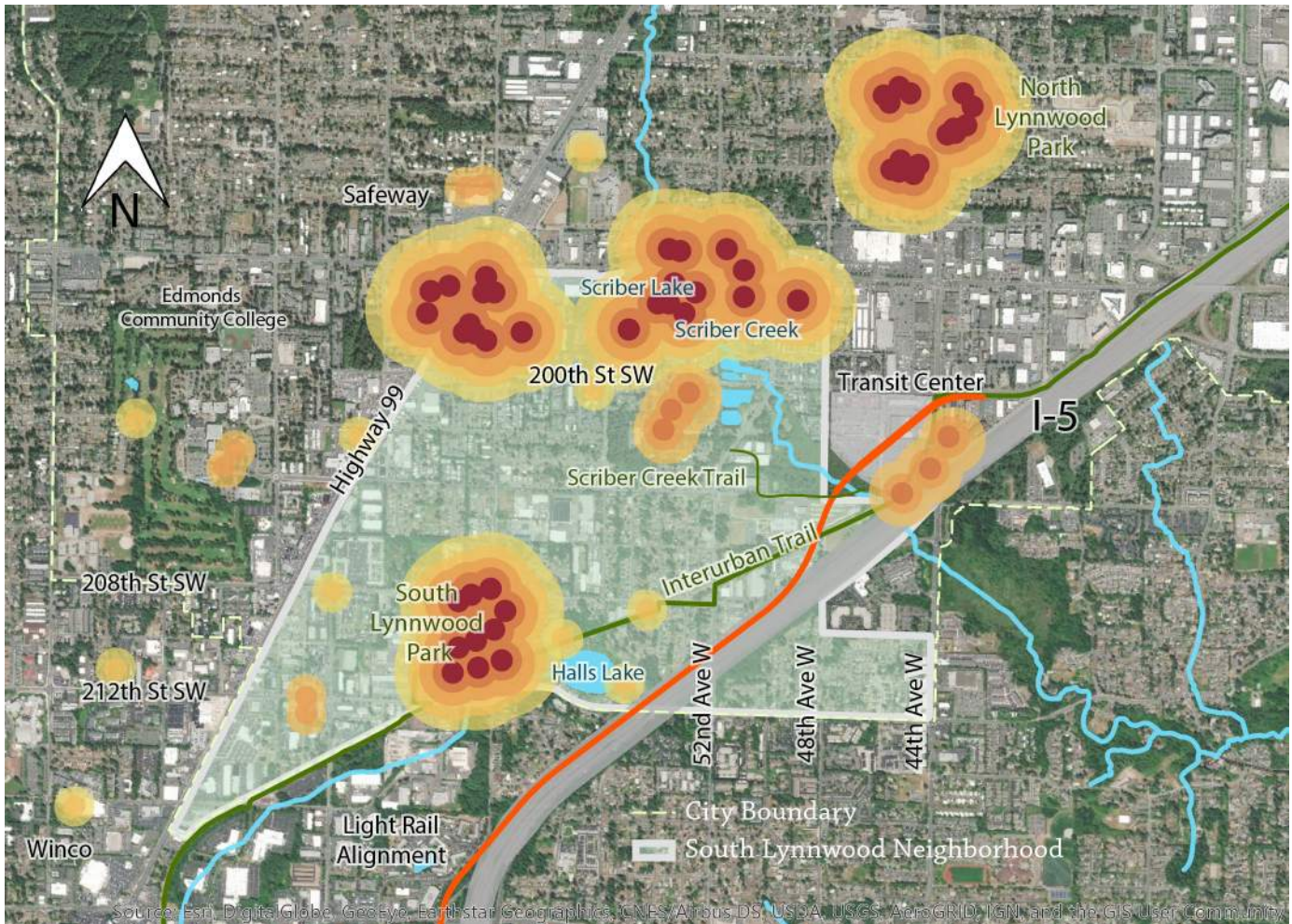
Members of the community surveyed in pre-engagement expressed concerns over about negative impacts from growth (including things like risk of displacement and highway congestion). They would like to see investment of resources to prevent or respond to these impacts. Some perceive that the neighborhood is becoming too dense, and others would like to see density balanced with the needs of people who currently live and work here. Some suggest that density should be focused near the new light rail station and Edmonds Community College.

Suggestions to capitalize on growth in the Neighborhood included things like cultural placemaking - such as open spaces for events, public art, and beautification projects - to bring visibility to the increasing diversity of the Neighborhood and to establish neighborhood identity.

Like the other figure, it can show the neighborhood's block pattern. It also shows the prevalence of small single-family homes in South Lynnwood. Larger building footprints scattered throughout the neighborhood are more likely to be occupied by multi-family, commercial, and industrial uses.

Early outreach conducted in summer 2019 encouraged neighbors to identify what parts of their neighborhood are important to them. These asset maps, more fully described in the consultant memo dated October 8, 2019, highlight Scriber Lake Park and South Lynnwood Park as favorite places in Figure 27.

Figure 27. Community asset map:
What is your favorite place in the Neighborhood?



When asked to rank specific places in South Lynnwood by their importance, residents ranked the Lynnwood Transit Center, Interurban Trail, and South Lynnwood Park highest, with “Very Important” rankings of about 70%, 56%, and 54%, respectively.

These were followed by Scriber Lake Park, Scriber Creek Park, Halls Lake, and Cedar Valley Grange, all considered to be of lesser importance within the Neighborhood. These last four places received “Very Important” rankings of about 45%, 37%, 36%, and 29% respectively when surveyed.



Community outreach

CONNECTIVITY

WHAT WE'VE HEARD

Based on community feedback, there are overall positive feelings toward the future light rail station. There is hope that local access to the Transit Center and light rail will be also be improved so that the whole Neighborhood benefits from the expanded light rail network. Neighbors envision improvements to the bicycle and pedestrian network, mentioning coordination with Community Transit so that these systems work together.

Neighbors identified key destinations and important landmarks that are important for them to access. These include Fred Meyers, Lynnwood Crossroads, Trader Joes and other businesses along Highway 99 and 196th Street. They would like to see an improvement along East-West arterials to increase connections between the retail and services on Highway 99 and the housing on the east side of the Neighborhood. People would like to see commute times improved, as well.

Feedback showed that people would like to see an increase in connections to open and green spaces, to social service providers, and to recreational activities.

WHAT THE CITY IS DOING

Work is currently underway on a city-wide project, Connect Lynnwood: Active and Accessible Transportation Plan, which prioritizes investments in transit, walking, and bicycling. It includes a School Outreach, Access, and Safety Plans to encourage students and their families to walk or bike to school; an Active Transportation Plan to identify key projects to improve safety and connections to key destinations; a Parks Access Plan; and a Complete Streets Policy to guide the City's efforts in developing, operating, and maintaining a safe, cohesive, and efficient multi-modal transportation system. The City is asking for responses to a brief community survey by March 27, 2020.

In preparation for light rail, the City also participated in the preparation of the November 2016 Lynnwood Multimodal Accessibility Plan to provide safe, balanced, and efficient access to the Lynnwood Transit Center that can also serve future light rail riders. Priorities in the plan include improved auto, bus, pedestrian, and bicycle access and connections to the City Center (adjacent to the South Lynnwood Neighborhood), the Transit Center, and the Interurban Trail.

COMMON GROUND

Neighbors are asking for more connectivity, and the City is primed to deliver policy-level changes, multi-modal plans, and on-the-ground improvements. Voices and input are especially critical at this time to ensure that the connections benefit all communities and the ways they travel around the Neighborhood and the City. Both neighbors and the City see the incoming Light Rail station as an opportunity for local improvements for the benefit of all.

Community-created
sidewalk stenciling



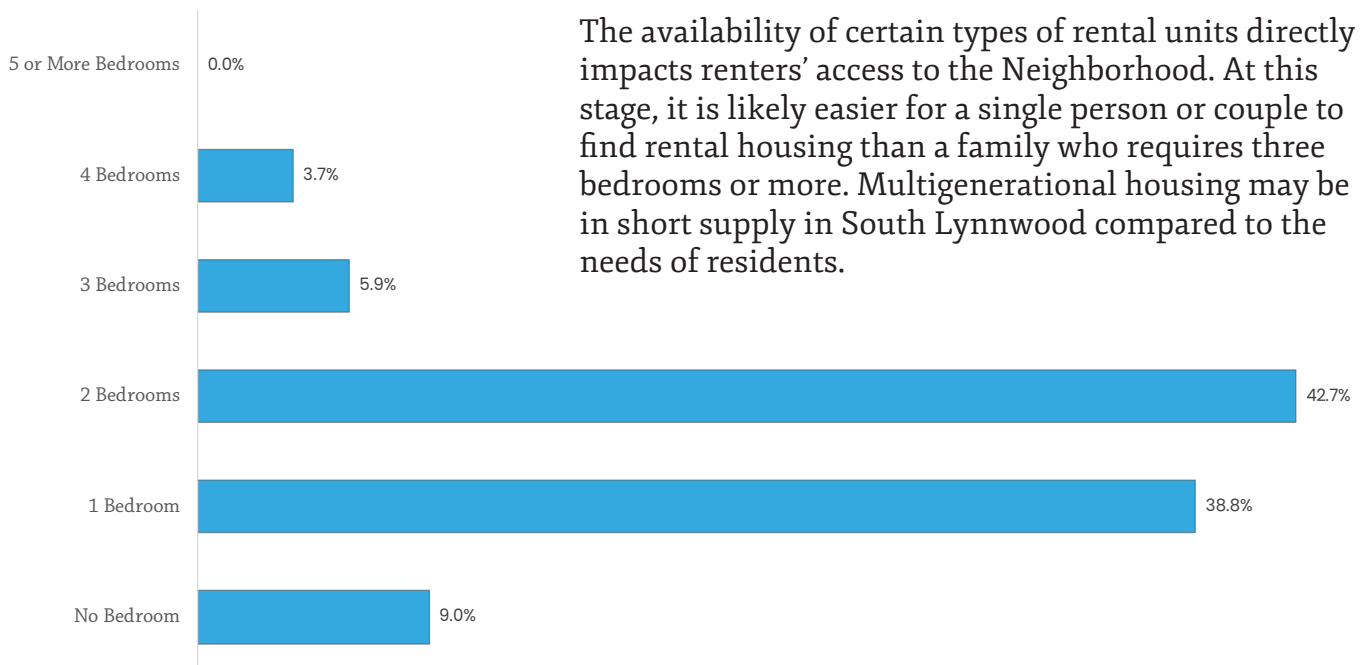
4. HOUSING

Housing profile

As of the 2018 American Community Survey, South Lynnwood held 3,537 housing units. Of these, 63% are occupied by renters and 37% by owners. Most rentals are one- or two-bedroom units. There are generally more renters than homeowners in South Lynnwood. Also, most renters (more than 83%) live in one- and two-bedroom units. Studio apartments and three- or four-bedroom units are less common in the neighborhood, as shown in Figure 28 below.

3,537
HOUSING UNITS

Figure 28. Number of bedrooms in rental units



AFFORDABLE HOUSING

WHAT WE'VE HEARD

South Lynnwood neighbors expressed a need for a united response to reduce displacement. Long-term residents have fears about new developments and have experienced some challenges with landlords increasing rents. People feel that existing residents should have priority access to new housing opportunities to avoid displacement. Folks noted that new, affordable housing and mixed-use development should be a priority in the immediate area around the new light rail station. And others said that land use planning efforts should coordinate with transportation planning and other neighborhood design considerations.

Figure 29. Occupancy status

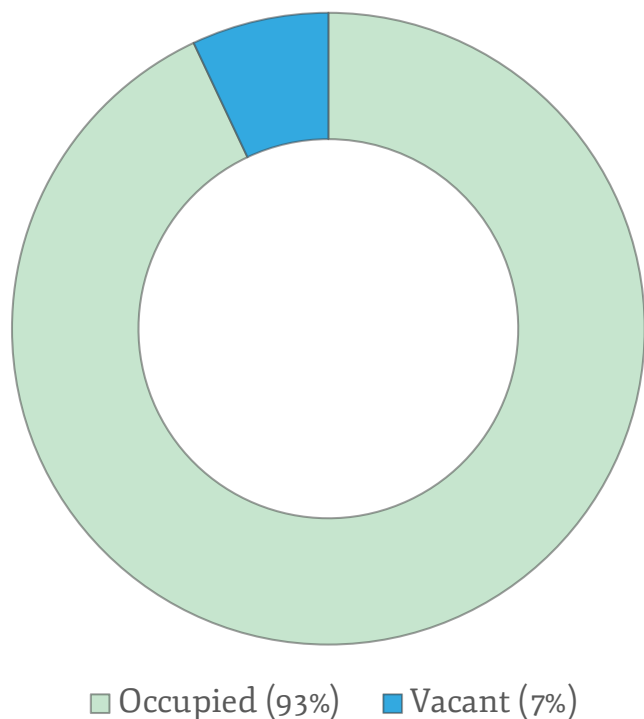
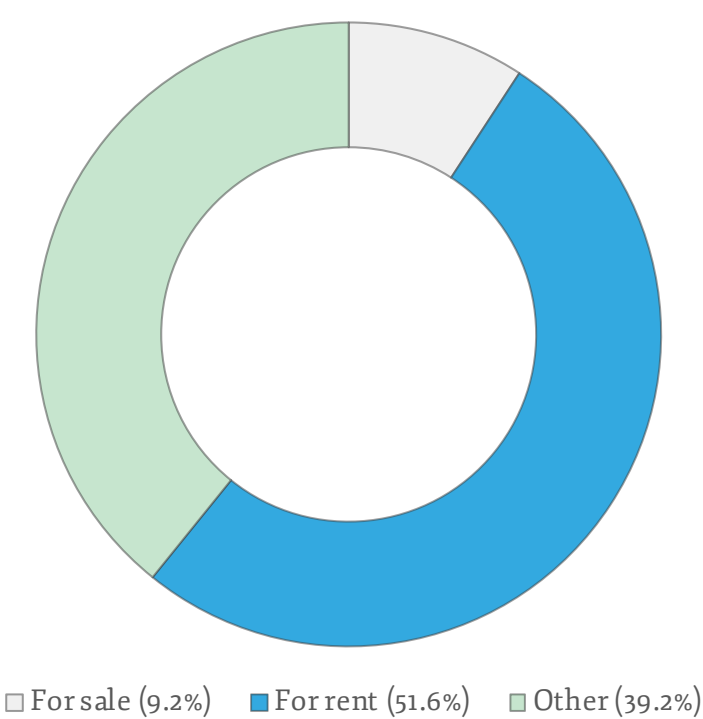
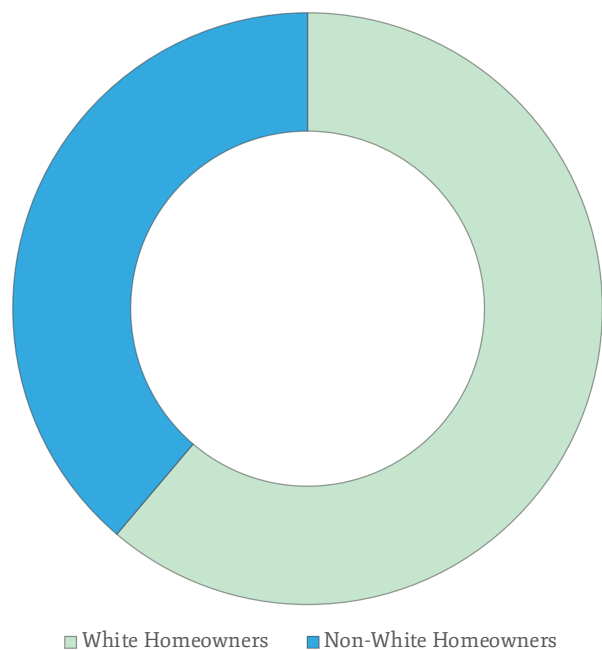


Figure 30. Vacancy status



The vacancy rate is relatively low at approximately 7%. This represents about 250 vacant units. Figure 30 shows that close to 40% of vacant units are categorized as “Other,” a Census category which includes units that are vacant for personal reasons (for example, the owner does not want to sell, or is in assisted living or a similar care situation); because they have been foreclosed or repossessed; due to legal issues (for example, units with code violations, or involved with divorce or eviction proceedings); because they are abandoned or in need of repairs; or because they are for use by specific populations, like student housing or military housing.

Figure 31. Home ownership by race



A racial disparity in housing is evidenced by the fact that white residents, while about 56% of the total population, make up 61% of Neighborhood homeowners. This is a lesser gap than what has been observed in the City as a whole, where white residents make up approximately 60% of the total population and are 70% of all homeowners.

Persistent racial and ethnic gaps in home ownership reflect and reinforce wealth inequality at all scales, from the local to the national. A multitude of complex socioeconomic factors have given rise to this disparity. Closing the gap is vital because property ownership is a major driver of people’s ability to build wealth.

Housing affordability

The 2018 median house value for all owner-occupied units in South Lynnwood is \$297,000. This is about 80% of the amount in Snohomish County: \$371,600. Within the Neighborhood, median gross rent is approximately 33% of renters’ household income. Although these guidelines are simplifications of the relationship between income and housing costs, the Department of Housing and Urban Development considers households that pay 30% or more of their income on housing costs to be cost-burdened. Concerningly, almost one third of neighborhood renters are extremely cost-burdened, paying at least 50% of their income on rent, as Figure 32 shows.

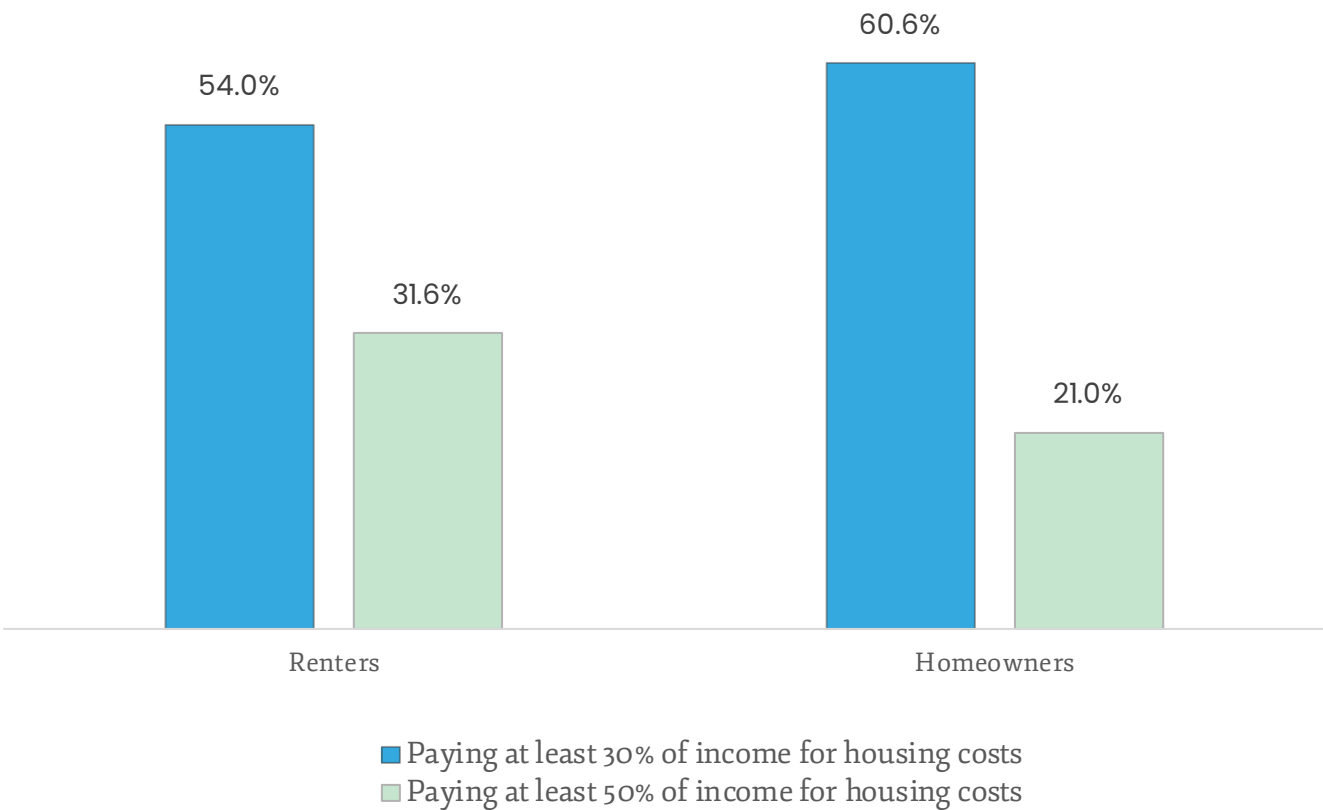
\$297,000

MEDIAN HOME VALUE

\$1,147

MEDIAN GROSS RENT

Figure 32. Cost-burdened renters and homeowners in South Lynnwood



Lynnwood is served by the Housing Authority of Snohomish County and the Everett Housing Authority. Affordable Housing Online maintains an up-to-date database of low-income and subsidized housing across the country, including housing units with credit allocated by the Federal Low-Income Housing Tax Credits program or which qualify for the Housing Choice Voucher program (formerly Section 8). According to Affordable Housing Online, there are 23 low-income apartment communities with a total of 2,294 housing units in the City of Lynnwood. Six of these apartment communities are located within the South Lynnwood Neighborhood. Community members report long wait lists for housing availability.

Figure 33. Change of median home value from 2012 to 2018

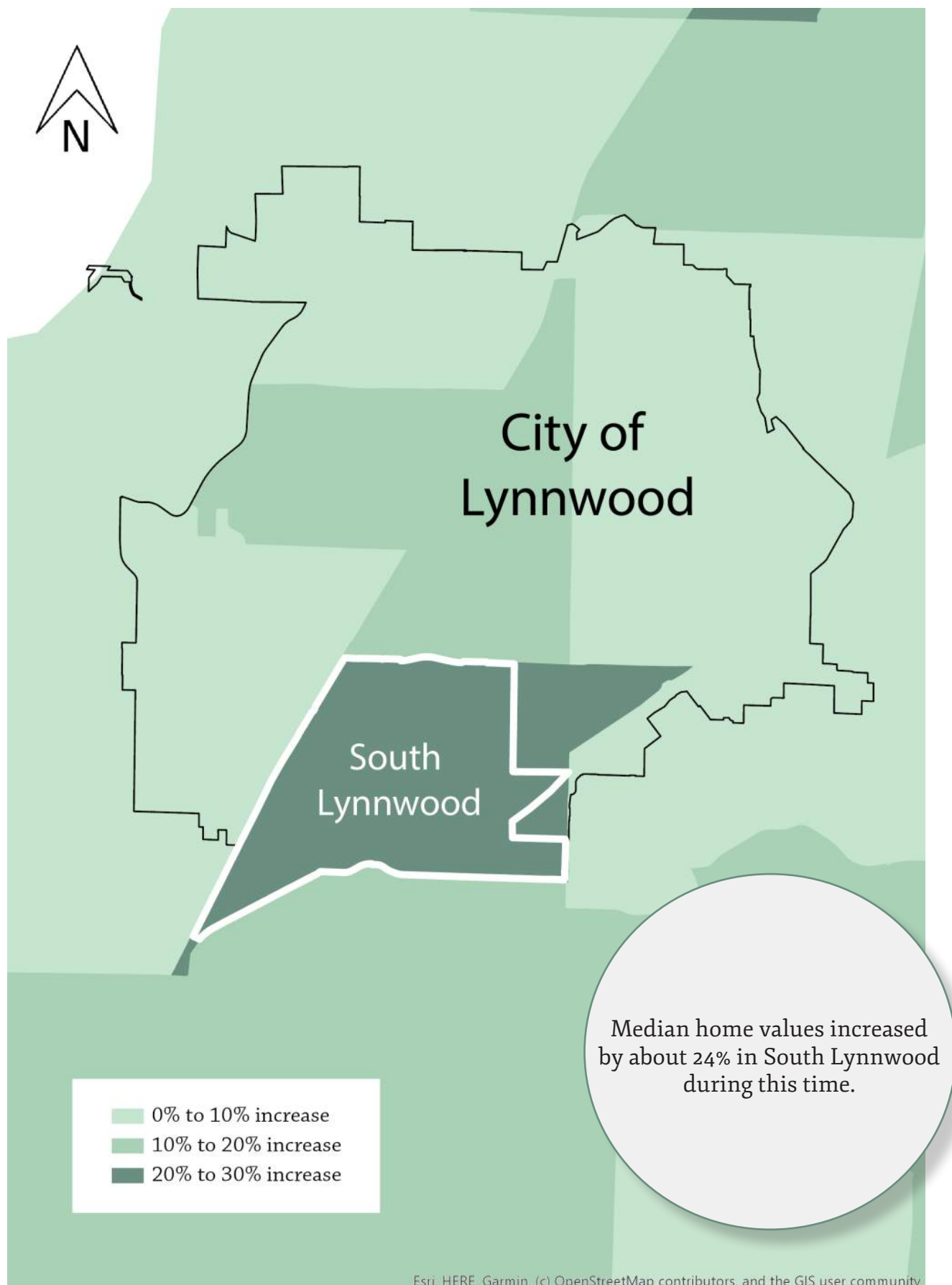
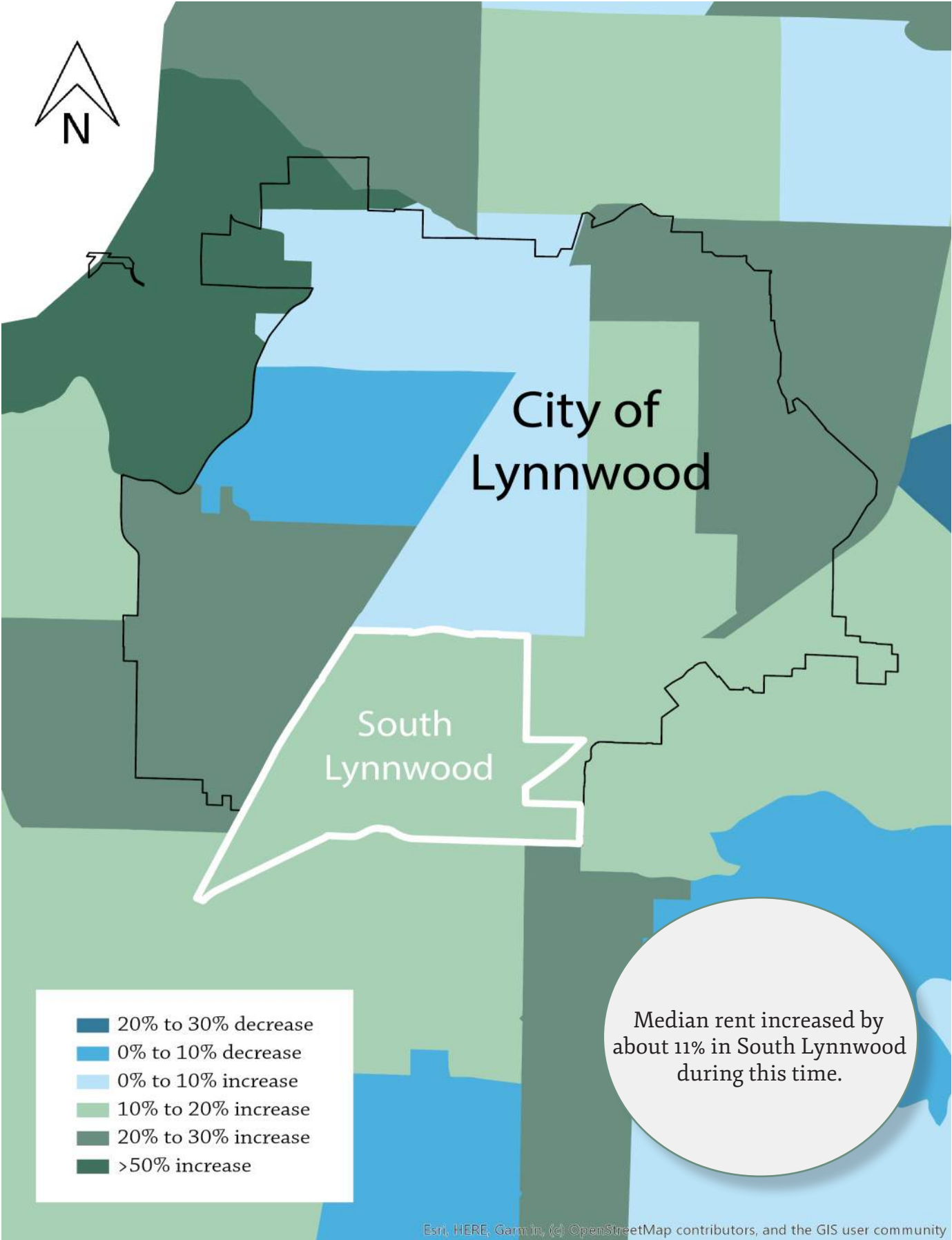
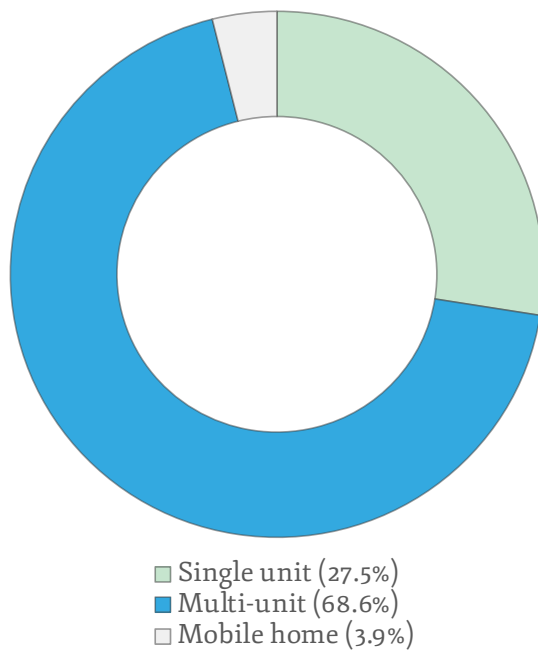


Figure 34. Change of median gross rent from 2012 to 2018



Housing density and stock

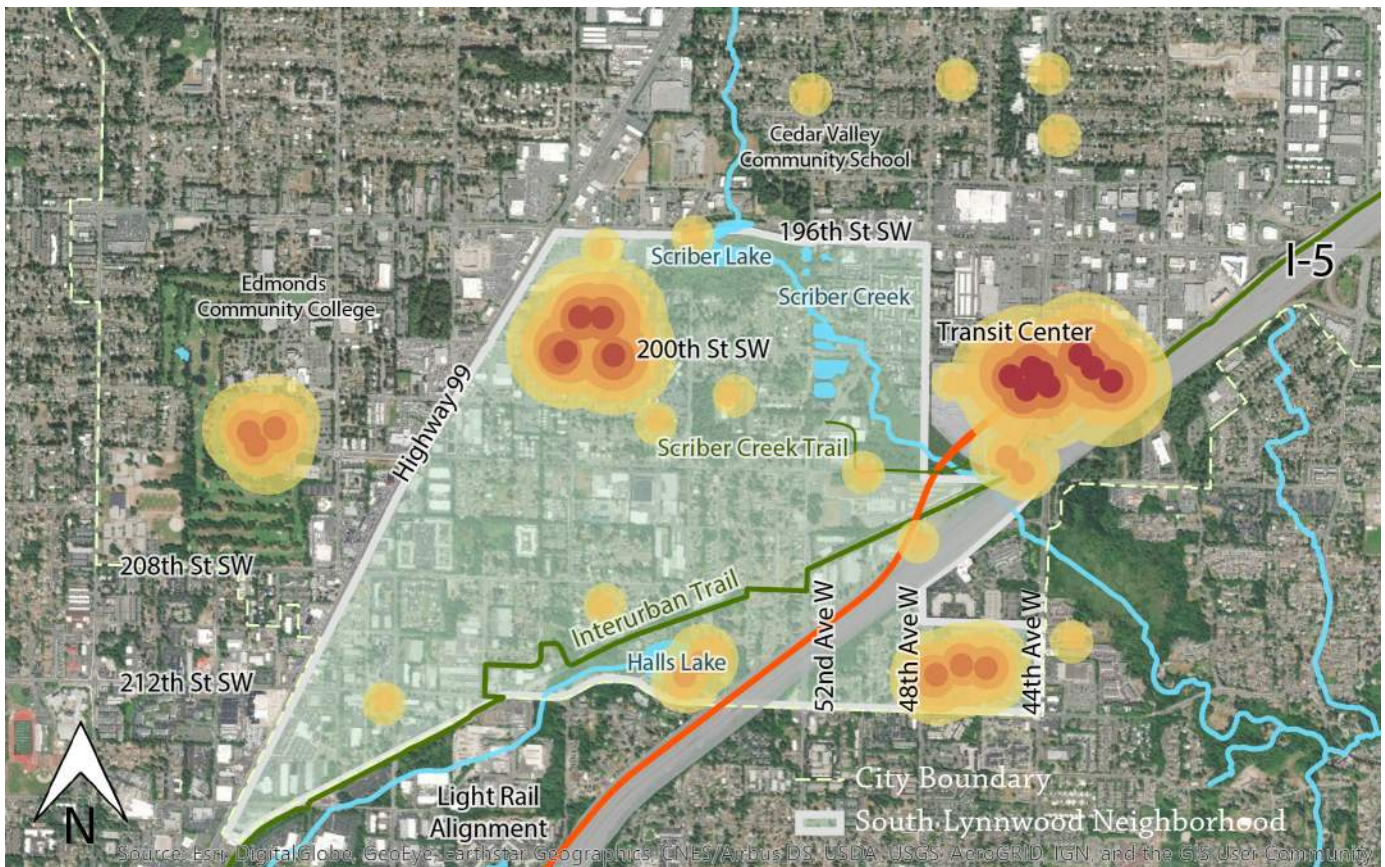
Figure 35. Type of housing units



A little over two thirds of all housing units in South Lynnwood are multi-family units. Of these, higher-density structures predominate. The majority - a quarter of all multi-unit buildings - contain between 10 and 19 units. The median year of construction for all housing in South Lynnwood is 1975. More than half of the Neighborhood's housing units (all units, both single- and multi-family) were built between 1960 and 1979.

Early outreach engaged community members in an exercise to identify where they would like to see more housing. Dots were placed all around the South Lynnwood Neighborhood, but some dot concentrations show up near the Transit Center and close to Edmonds Community

Figure 36. Community asset map:
Where do you want to see more apartments or homes?

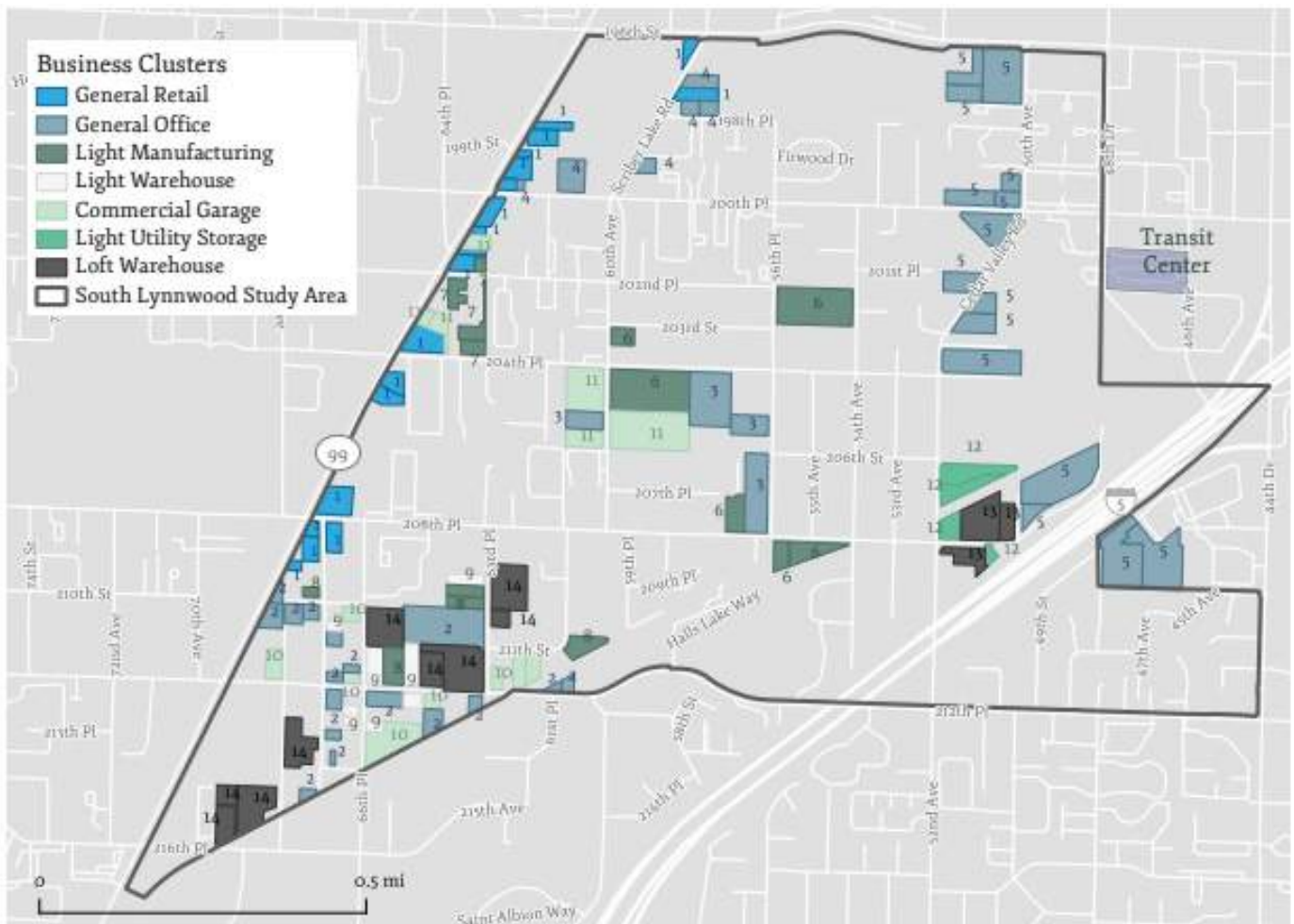


5. ECONOMIC ANALYSIS

Commercial clusters and character

The commercial character of the Neighborhood consists of a diverse mix and cluster of uses. As Figure 37 illustrates, most commercial clusters in South Lynnwood concentrate in specific places. Most retail runs along Highway 99, while light manufacturing, loft warehouses, commercial garages such as auto mechanics, and smaller office buildings cluster in the southern region of the Neighborhood. Larger, more modern office buildings have clustered closer to I-5 and the Transit Center.

Figure 37. Commercial and business clusters

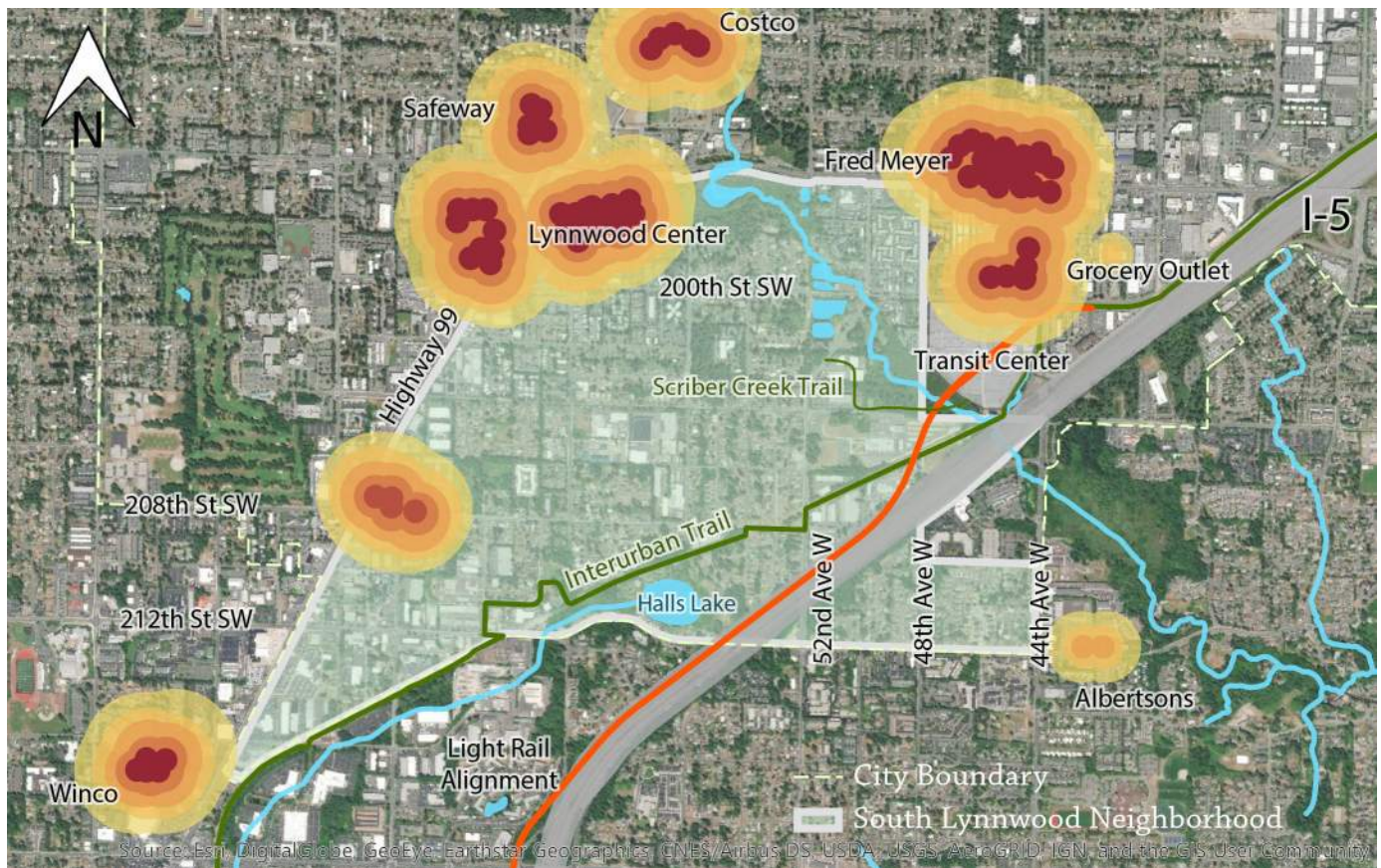


Revised maps with larger street labels are forthcoming in this Chapter.

Most of these commercial facilities are older, with an average building age of 43 years. Only 8 commercial buildings have been erected in the Neighborhood since 2007. Most commercial facilities are not particularly large. The majority of commercial buildings are low in scale, averaging between 1 and 2 stories. Similarly, they do not have large footprints. General office, warehouses, and light manufacturing buildings range from 11,000 to 20,000 square feet while retail, commercial garages and light utility storage occupy spaces less than 10,000 square feet.

When early outreach surveyed people about where in and near South Lynnwood people shop, the responses were overwhelmingly at grocery stores, such as Fred Meyer, Trader Joe's, etc) and at retail locations along Highway 99, as shown in the results of this mapping exercise, below.

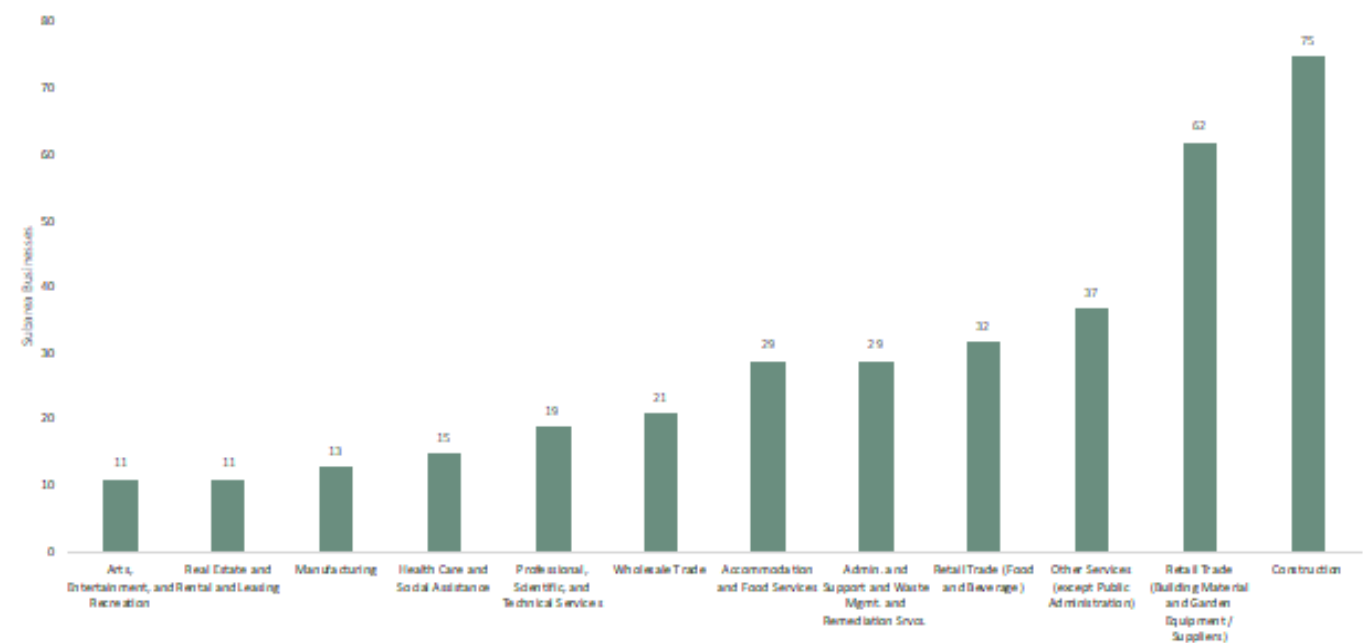
Figure 38. Community asset map: Where do you shop in South Lynnwood?



The South Lynnwood Neighborhood is composed of 382 businesses. The top four business sectors in the Neighborhood are construction, retail trade (building and gardening materials and suppliers), other services (except public administration)⁵ such as automotive, mechanical, and electrical repair and maintenance, and food and beverage. Combined, these sectors account for 54 percent of all businesses in the Neighborhood. Figure 39 on the next page summarizes the top twelve business sectors within South Lynnwood and the number of businesses in each sector.

5. The Other Services (except Public Administration) sector includes a broad range of services ranging from automotive repair and maintenance to commercial and industrial machinery and equipment to personal household goods repair and maintenance and personal care services and laundry.

Figure 39. Top 12 neighborhood business sectors



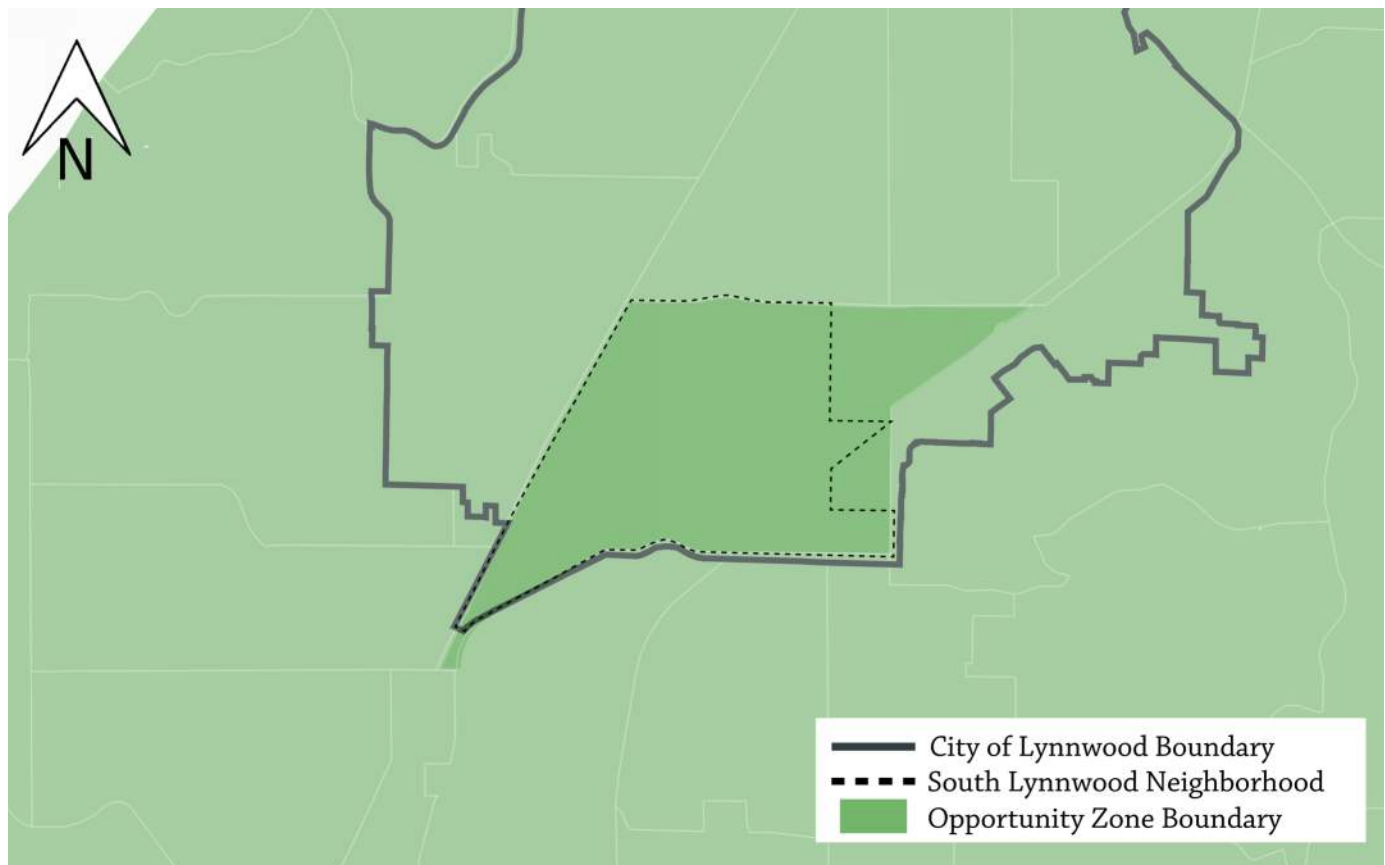
Note that this figure will be revised with larger label text.



Opportunity Zone designation

Created as part of the 2017 Tax Cuts and Jobs Act, Opportunity Zones were created with the intention to drive capital investment into low-income communities through tax incentives to encourage investment into Census tracts. The flow of capital investment could come through privately or publicly managed investment funds. In 2018, the South Lynnwood Neighborhood was officially designated as an Opportunity Zone. The boundary of the Opportunity Zone aligns with that of Census Tract exactly.

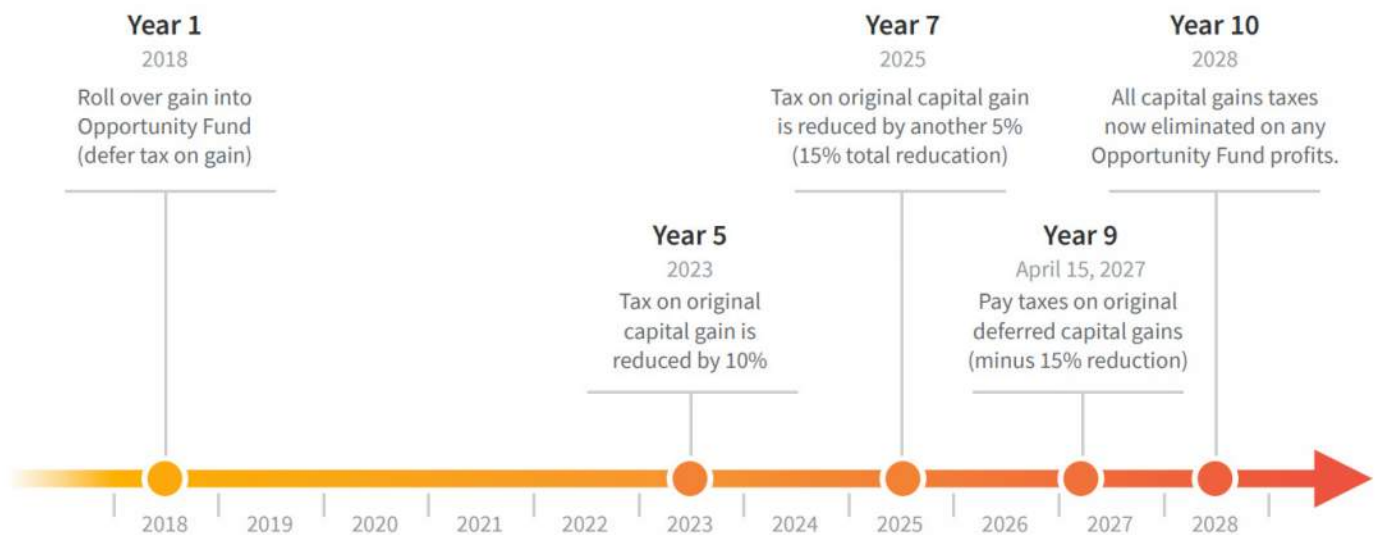
Figure 40. Opportunity Zone boundary



Any individual or corporation with a capital gains tax liability (e.g. the net increase value on the sale of stock or a piece of property) in a given year can elect to contribute those capital gains into a Qualified Opportunity Fund (QOF). This allows for not only the tax liability on this income to defer for 9 years but allows for the amount subject to taxation to shrink by 15 percent if held in the fund for a full 7 years. Furthermore, any additional capital gains achieved through the fund's investments are 100 percent tax exempt if held in the invested project for 10 years. Figure 41 on the next page illustrates the timeline of benefits of an Opportunity Zone investment.

The QOF in turn takes those proceeds from the investors and identifies a project within a designated Opportunity Zone and provides equity to help finance the project in return for some expected return. For example, a developer who has identified a commercial real estate project within an Opportunity Zone could seek out QOF capital to provide equity towards the project. Similar to a typical equity investor, the QOF, if privately managed, will want a market rate of return on its investment. Or, a nonprofit-managed QOF could invest in an opportunity zone project with no return expectations to further its mission (e.g. affordable housing development) and the investors could still realize the full tax benefits under the law.

Figure 41. Timeline and mechanics of Opportunity Zone investments



Source: Fundrise, *Opportunity Zone Investing Guide*, p. 3.

Opportunity Zone funds do not change a community's fundamental economics. QOF equity is simply an additional funding source to a project and therefore doesn't change its underlying feasibility. It is rare that a real estate development project is financed with 100% equity. Generally, developers go to a bank and ask for a loan to help finance a project, at which point the bank determines whether or not to issue a loan based on underlying economics of the project (i.e. income and expenses) and the bank's Debt Service Coverage Ratio (DSCR) or Loan-To-Value ratio (LTV) requirements. QOF equity therefore may supplant the equity, either fully or partially, that a developer would have otherwise provided, or it can supply the additional equity needed to fill a gap in project financing, but it does not change the willingness of a bank to underwrite the project or change a bank's DSCR or LTV requirements.

In South Lynnwood, where could Opportunity Zone fund equity help? Preliminary community engagement results indicated that affordable housing is a priority for the community, both in terms of providing more options for housing (i.e. a variety of market rate housing types) as well providing safe and sanitary housing for lower-income residents. QOF equity combined with Federal Low-Income Housing Tax Credits (LIHTCs) could provide a source of gap financing for housing developed throughout the Neighborhood. LIHTCs would provide the majority of project equity in addition to any secured bank loan, and any gaps where financing sources don't cover the cost of construction could be filled by QOF equity. The challenges are finding QOFs interested in investing in affordable housing projects in the South Lynnwood Neighborhood and willing to accept below market rate returns on their investment or identifying affordable housing developers interested in sharing their developer fee (as provided in LIHTC deals) with a QOF, particularly when other more favorable gap financing options are available. There may also be nonprofit QOF managers in the region that might be interested investing in affordable housing projects in the Neighborhood.

Similarly, QOFs could be layered with Federal New Market Tax Credits (NMTCs) to help provide new community, office, or retail space to a single use building or as part of a mixed-use project. Again, QOF funds are an additional financing source and do not alter the underlying economics of a project nor change the underwriting standards of a bank.

6. WORKFORCE AND JOBS

Occupation and employment

As shown below in Figures 42 and 43, most workers in South Lynnwood (almost 80%) are employed in the private sector. The most common industries employing workers are in services and retail, with the three most predominant industries by proportion of the population employed being:

- Educational Services, & Health Care & Social Assistance
- Retail Trade
- Professional, Scientific, & Management, & Administrative & Waste Management Services

The unemployment rate reported by ACS is 3.1%, compared to 4.8% in the City and 6% in the state, though data reported through official channels may not capture the whole picture. Community members report that the actual unemployment rate in the South Lynnwood Neighborhood may be higher than 3.1%, particularly among undocumented populations. Service providers also report that employment vulnerability is a significant issue for families in the local school districts, noting with concern that families are at a particular risk for being displaced from South Lynnwood.

Figure 42. Employment by sector (2017)

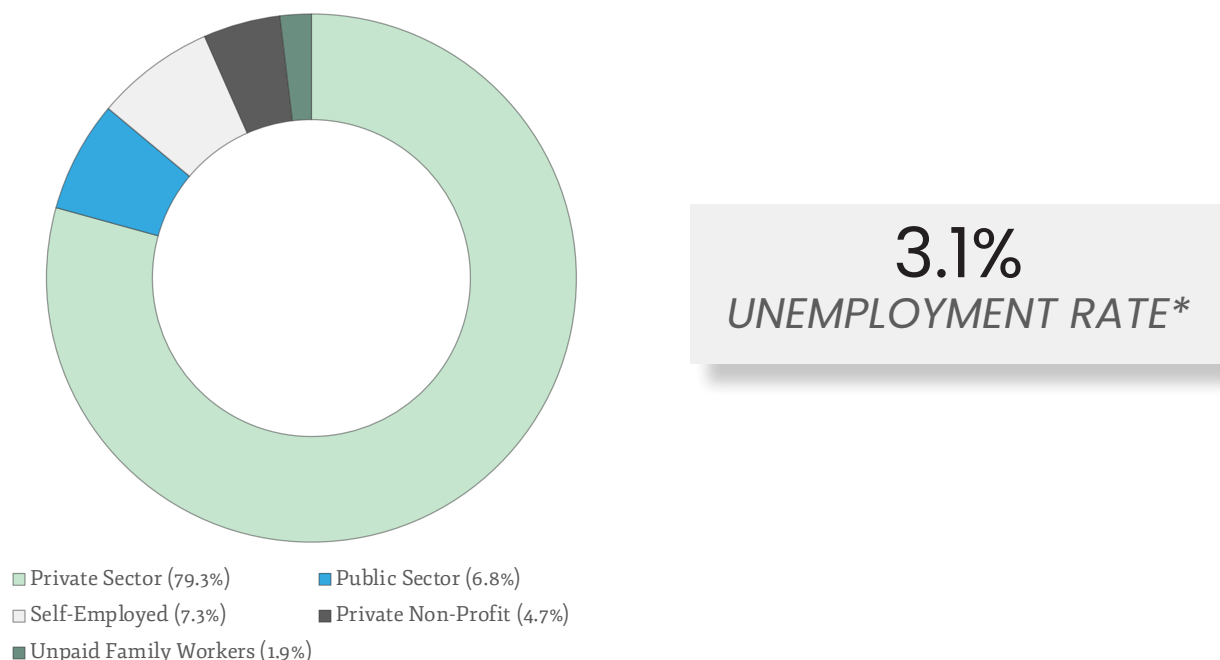
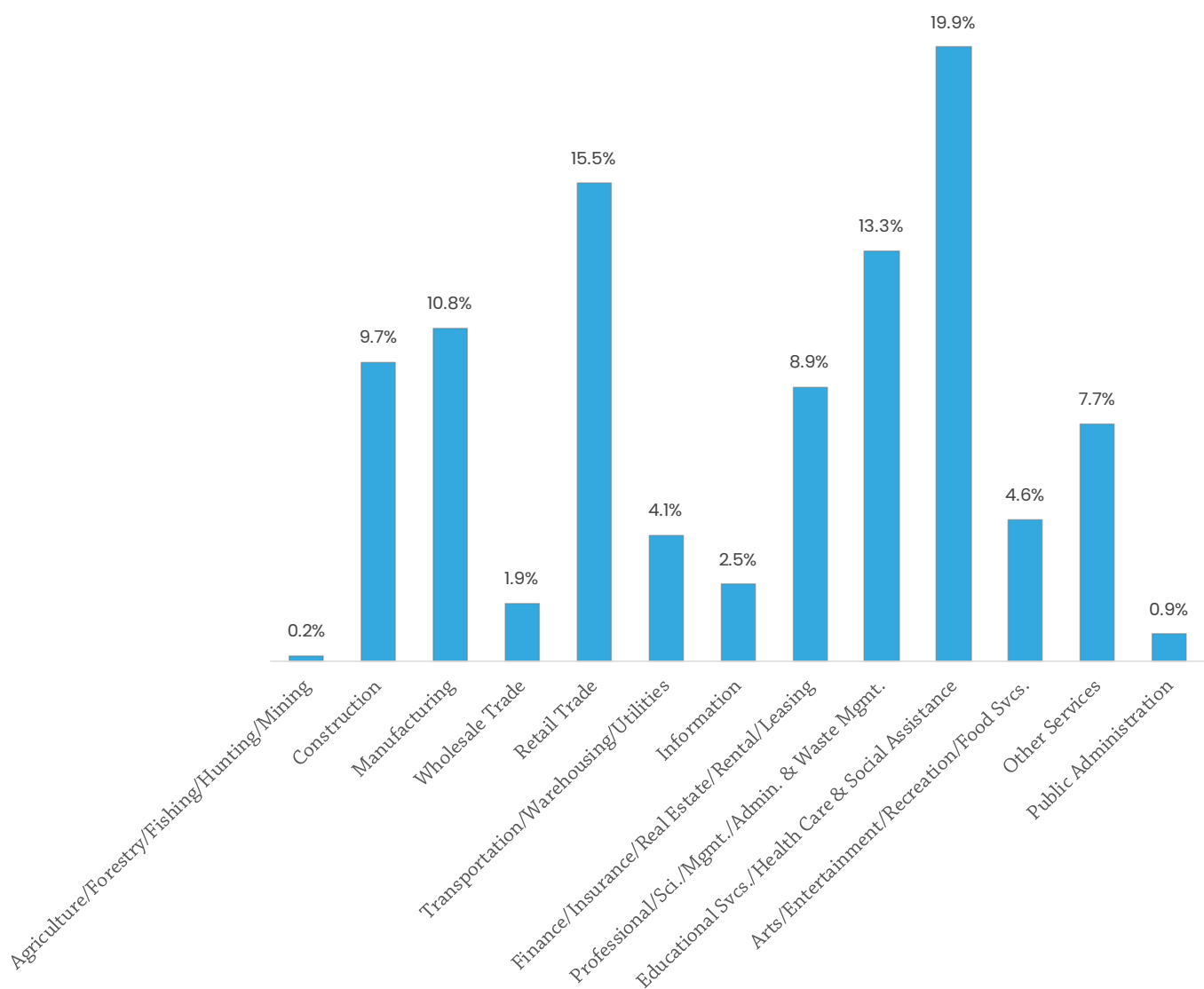


Figure 43. Occupation by industry (2017)



ECONOMIC VITALITY

WHAT WE'VE HEARD

People would like ongoing conversations with employers and small businesses to ensure economic vitality by protecting existing businesses and strengthening local access to jobs, building community economic development goals and policies built through consensus. Others would like to see more data maintained on businesses owned by racial minorities and women, so that the City and partner organizations could target their outreach, ensure equitable contracting results, and prioritize these businesses when hiring for community events. Informants want hard-to-reach communities to have access to local jobs so they don't have to leave. Some suggested that there could be more help for these communities to overcome barriers to starting a business here, including guidance to understand fees and the permitting process. People cited existing business they see as important anchors that they would like to see protected, especially large industrial and commercial businesses; major businesses close to highways (like Fred Meyer, Lynnwood Crossroads, and Trader Joe's); and small businesses and restaurants that serve as gathering spots for immigrant communities.

Commute trends

South Lynnwood residents experience an average commute of 36 minutes. Over half of commuters drive alone to get to work, and roughly equal proportions either carpool or ride transit. A small minority of workers both live and work in the Neighborhood, but the largest portion of the employed population works in South Lynnwood but lives outside its boundaries. This is shown in the figure below, which draws from 2017 Census data about workers' private primary jobs.

Figure 44. Inflow and outflow job counts (2017)

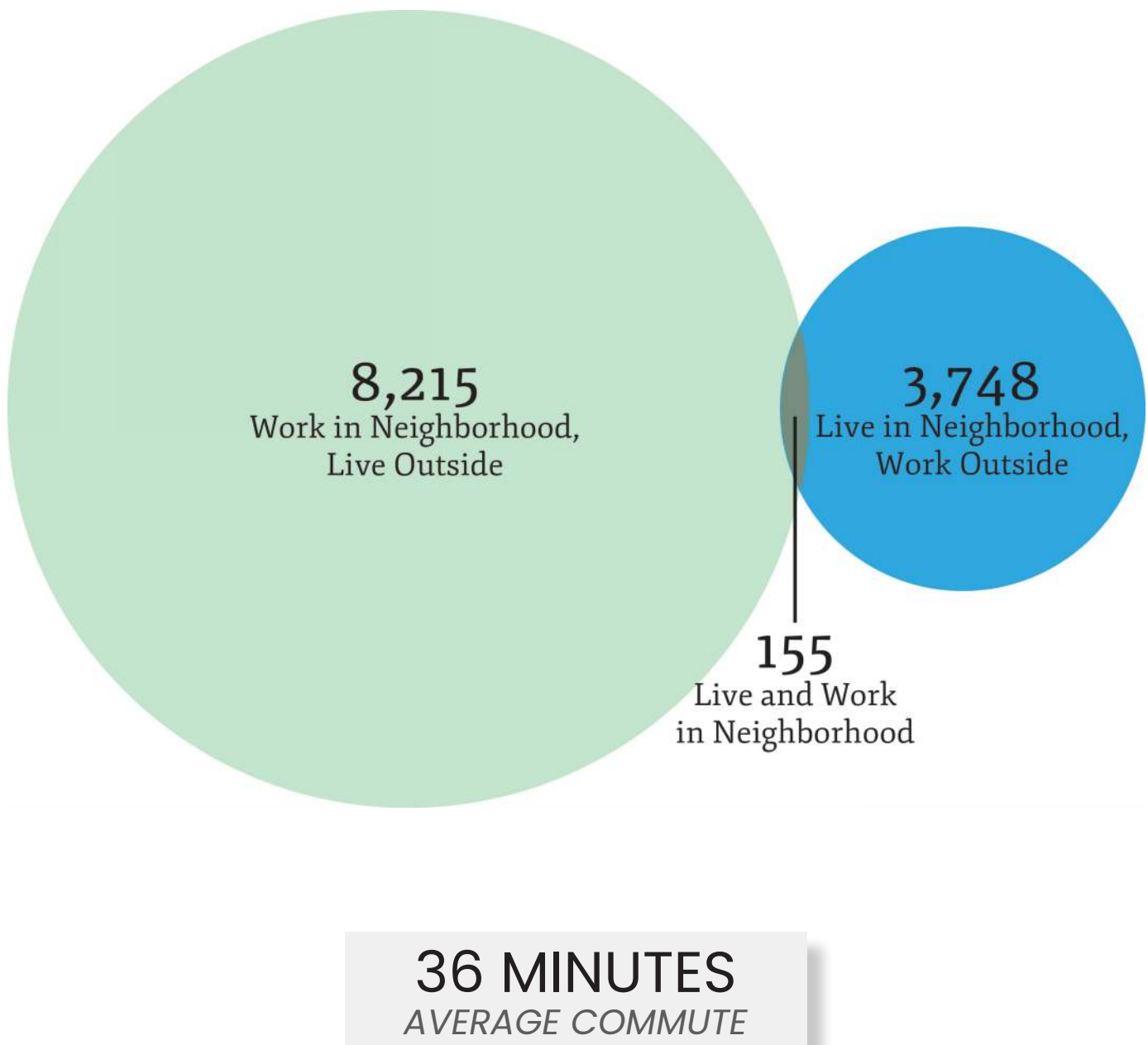
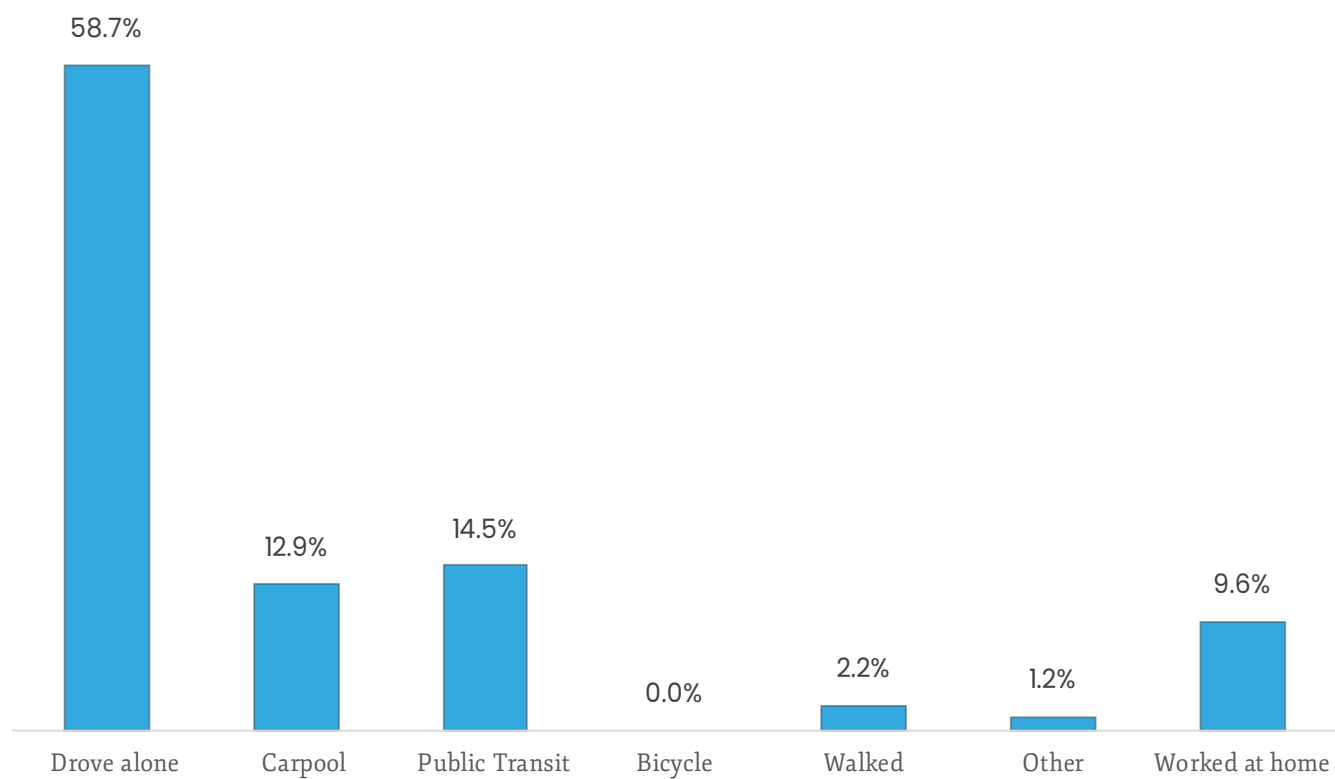
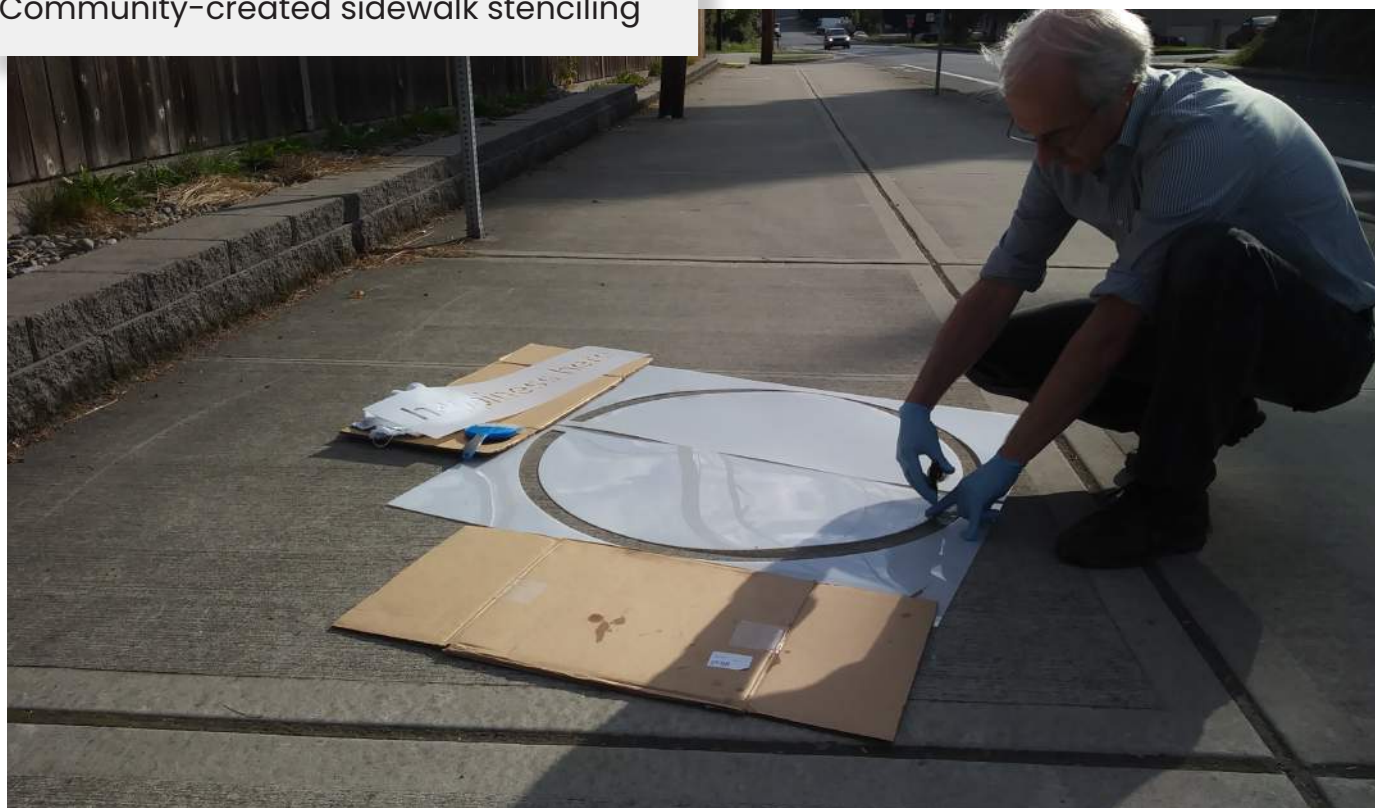


Figure 45. Means of transportation to work



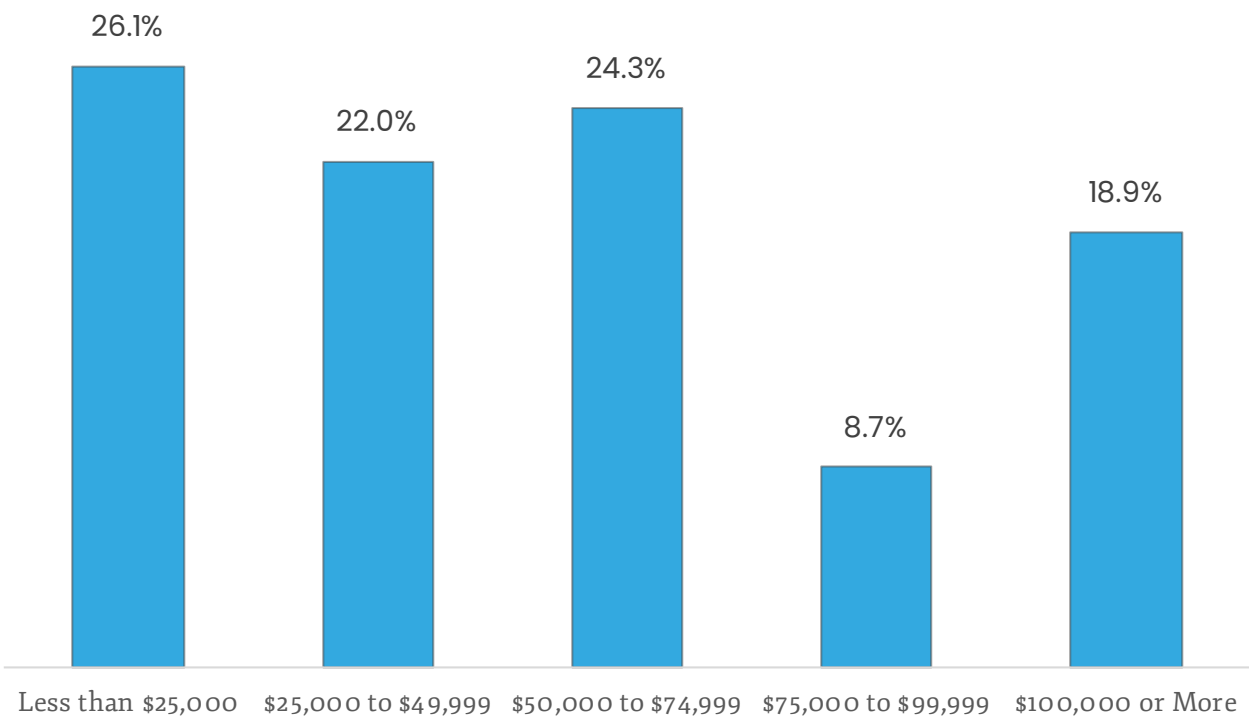
Community-created sidewalk stenciling



Income and poverty status

As shown in the Community Profile in Table 4, South Lynnwood residents experience lower average incomes and greater poverty than the City as a whole.

Figure 46. Household income

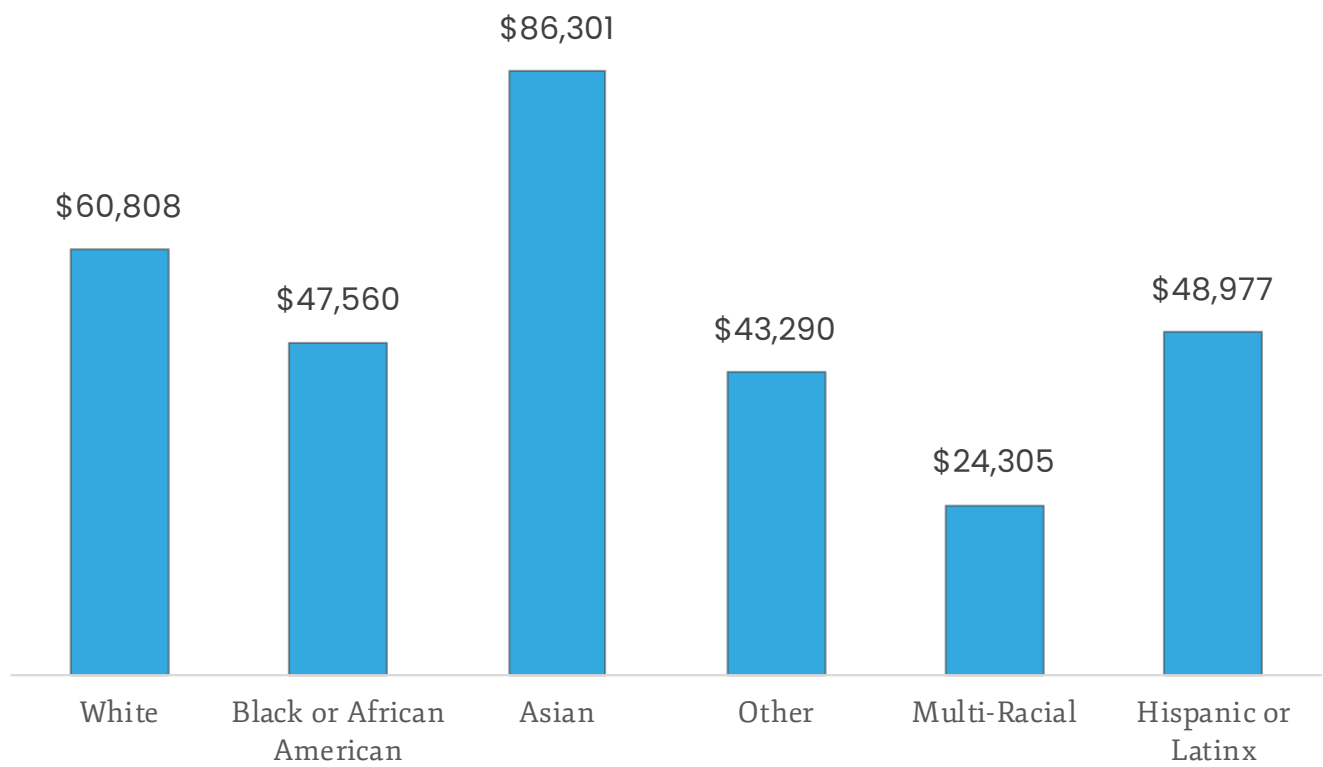


\$26,221
PER CAPITA INCOME

\$51,337
MEDIAN HOUSEHOLD INCOME

Income varies by race, with white and Asian households earning higher average incomes than black or African American, Hispanic or Latinx, or multiracial households, or households of another race that is not listed here among these categories.

Figure 47. Average household income by race



Poverty rates are higher than those in the City as a whole. Additionally, within the Edmonds School District, 28.8% of students qualify for the free and reduced lunch program. Because the District encompasses many communities, this figure is a starting point to understand the financial burdens borne by children in South Lynnwood and beyond.

17.0% of children under 18, and 17.3% of seniors over 65, live below the poverty line. Overall, 14% of the Neighborhood’s population lives below the poverty line, which is more than double the rate in Snohomish County as a whole.

14%

LIVING BELOW POVERTY LINE

7. ENVIRONMENTAL SURVEY

Scriber Creek floodplain

Scriber Creek is an important natural asset to the community. It contributes to the natural beauty of the larger parks in the South Lynnwood Neighborhood and cuts through much of the city. The Creek's corridor runs from the north along Highway 99 to Scriber Lake Park and continues south into Alderwood Manor and Brier, draining into Swamp Creek. Flooding has repeatedly occurred along the corridor for decades, causing damage to private businesses, residences, and public infrastructure within Lynnwood. In 2016, the City convened an advisory committee and hired environmental and engineering consultants to assist in evaluating costs and mitigation scenarios. Upon the release of the study, the advisory committee proposed eight infrastructure and capital improvement recommendations for flood reduction.

Within the South Lynnwood Neighborhood, flooding poses several risks to development, parks and open space, existing apartments, and private residences. In general, the areas with the closest proximity to Scriber Creek possess the greatest risk of future flooding. Two multi-family apartment complexes are of particular concern. Beaver Creek Apartments and Beaver Cove Apartments sit in a low elevation area and are located within 500 feet to the east of the creek. Two additional multifamily apartment or condo complexes that abut Scriber Creek Park to the east may also be at risk of flooding. These apartments are located between 200th Street SW and 48th Avenue W and are also at low elevation. To the west are single-family home subdivisions that too are at risk of floods. Figure 48 on the following page illustrates the buildings most at risk of flooding.

To minimize the risks to future flooding in these residential areas along the Scriber Creek corridor within the Neighborhood, the City should consider the recommendations from the Scriber Creek Corridor Management Plan, including the establishment of a regional flood storage site, replacement and addition of culverts along the corridor to improve water flow, development of a continuous sediment removal program, particularly around construction sites close in proximity to Scriber Creek. This is important for preventing excess sediment from entering the creek, which constricts the flow of water.

Please note that the maps in this section which follow are preliminary and currently under revision. Larger street labels will be added to all maps.

Figure 48. South Lynnwood floodplain



Source: Snohomish County FEMA Risk Map



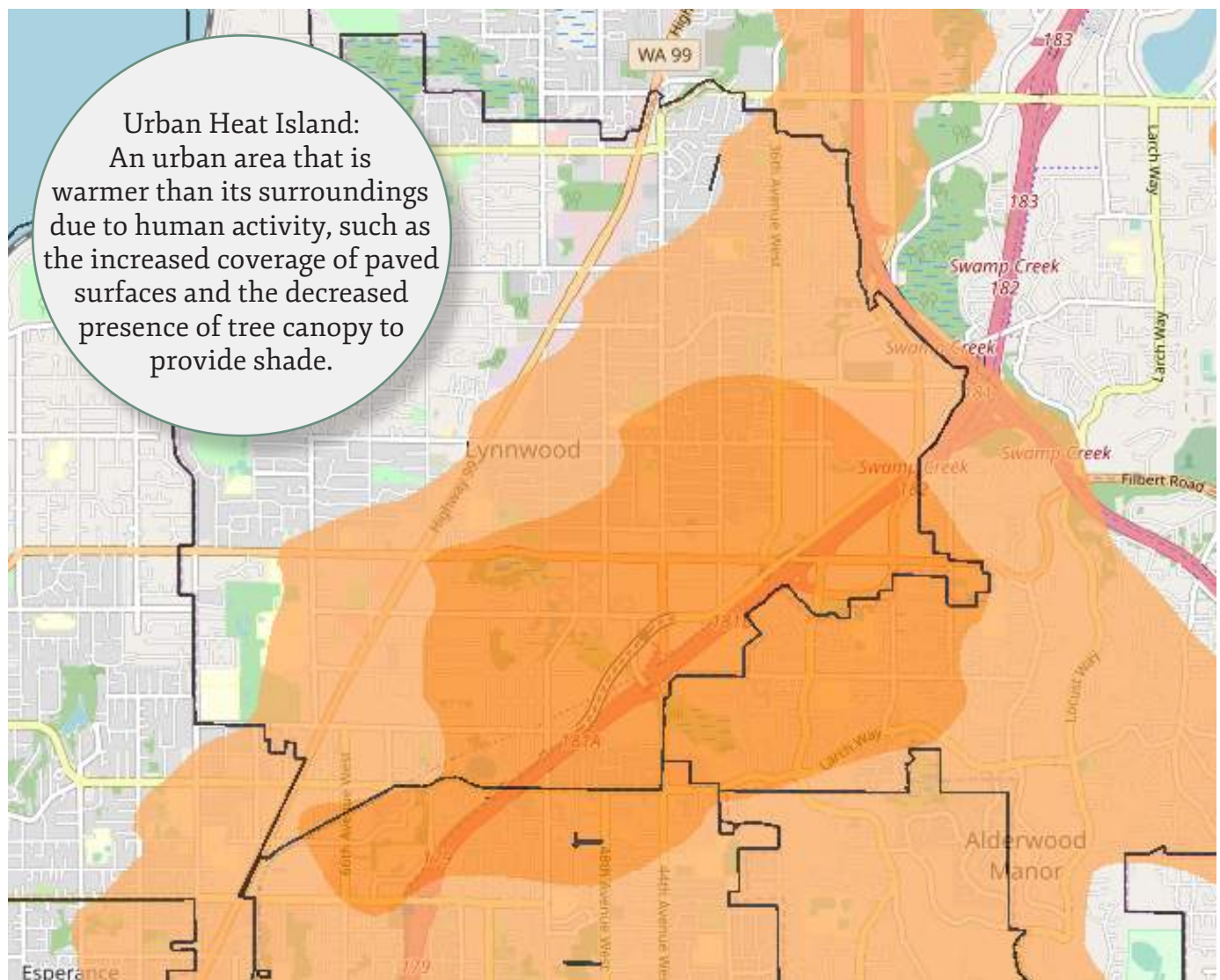
Environmental community service

Environmental justice

The concept of environmental justice recognizes, fundamentally, that “all people have a right to a clean environment, and all people have a right to accessible natural resources,”⁶ and affirms a collective obligation “to ensure that ethnic minority or low-income sectors of the population are not disproportionately affected by adverse environmental impacts or hazards.”⁷ This concept of fair treatment in environmental benefits and costs spans a wide variety of issues, including:

- Clean air and water, free of pollution
- Tree cover and shade from the heat
- Where landfills and other hazardous land uses are sited
- Healthy homes free of lead, mold, and other toxins
- Community resilience to disaster and the impacts of climate change

Figure 49. Urban Heat Island effect



Note that the map above is a placeholder reference from the PSRC Open Space OSAT.

6. McIntosh, A., and J. Pontius. 2017. Chapter 3: Air Quality and Atmospheric Science. *Science and the Global Environment: Case Studies Integrating Science and the Global Environment*, pages 255-359. doi: 10.1016/B978-0-12-801712-8.00003-2

7. Jain, R., L. Urban, H. Balbach, and M. D. Webb. 2012. Chapter 10: Economic and Social Impact Analysis. *Handbook of Environmental Engineering Assessment*, pages 265-309. doi: 10.1016/B978-0-12-388444-2.00010-5

Trail network

The South Lynnwood Neighborhood offers an extensive system of trails. Two trails, Scriber Lake Trail/Scriber Creek Trail and the Interurban Trail, connect many of the parks and public open spaces within the Neighborhood. Scriber Lake Trail and Scriber Creek Trail run for 1.5 miles, most of which lies within the Neighborhood. The Interurban Trail is longer, at 3.8 miles, but extends far beyond South Lynnwood, from Everett to Seattle. In addition to these neighborhood trails, residents have access to the Golf Course Trail just outside the bounds of South Lynnwood.

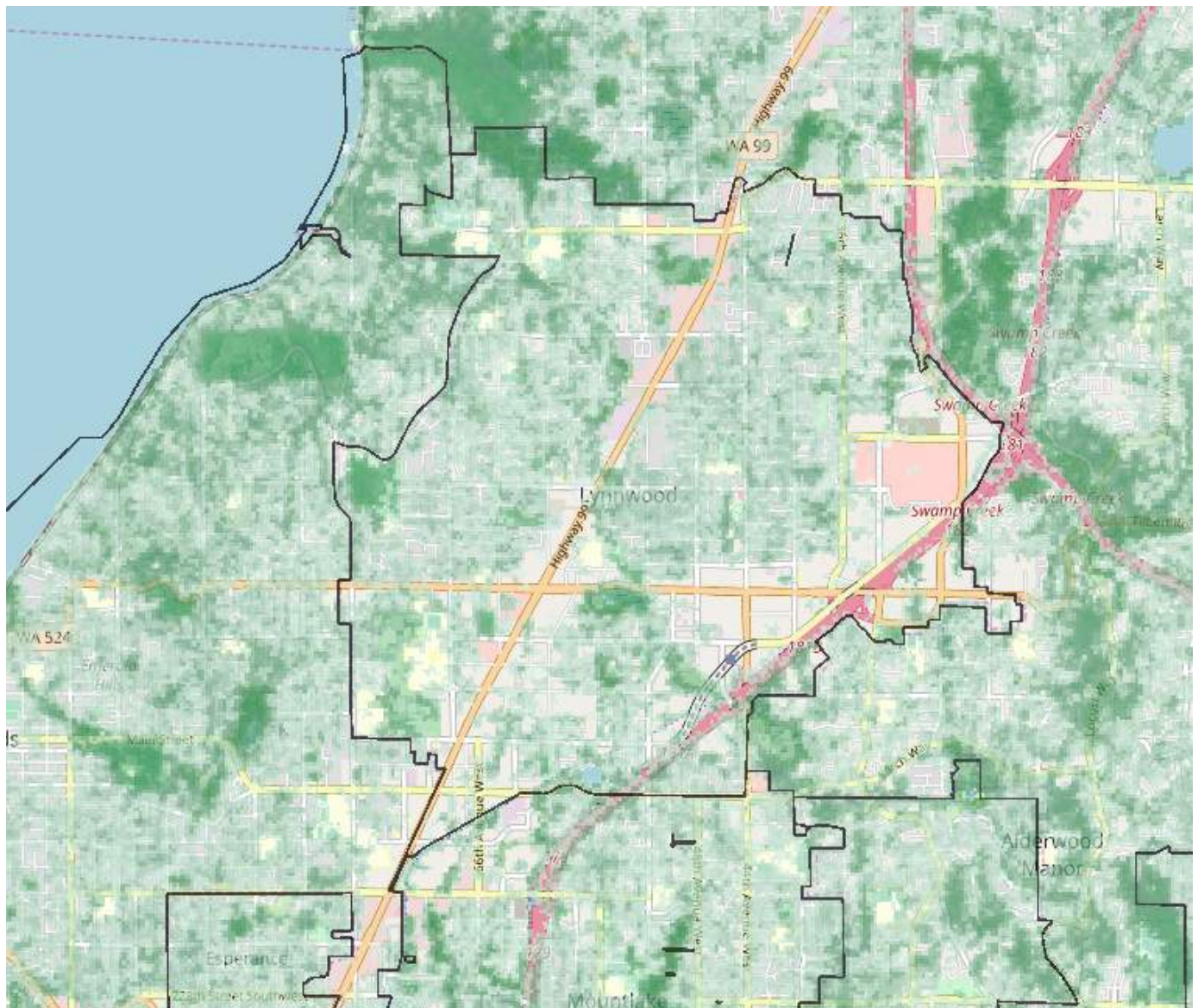
Figure 50. South Lynnwood trail network



Tree canopy and parkland

In addition to Scriber Creek, trails, and parks, South Lynnwood contains other environmental assets such as trees. Preparations by Sound Transit for the new light rail alignment have resulted in the removal of a number of trees along I-5, and adjacent neighborhood residents report changes to the visual and auditory buffer the trees had provided from both the interstate and the transit center. In urban areas, trees and their canopies provide important functions for stormwater management, temperature regulation, and air purification. Canopies and tree roots absorb rain that would otherwise flow into the storm drainage system, relieving the system when there is excess rainfall. Trees and their canopies also help to cool urban environments through the shade created by their canopies and reduce air pollution, capturing gases and particulates on their leaves and in their bark.⁵

Figure 51. Citywide tree canopy cover



Source: PSRC Open Space OSAT.

5. Novak, D. J. "The Effects of Urban Trees on Air Quality", 2002. Available here: https://www.nrs.fs.fed.us/units/urban/local-resources/downloads/Tree_Air_Qual.pdf

Residents in the South Lynnwood Neighborhood have access to ten parks and outdoor recreational areas within a ten-minute walk from the neighborhoods and parcels that are zoned residential. These include Scriber Creek and Lake parks, Wilcox Park, and the Municipal Golf Course. These are public spaces that will continue to provide access to nature and outdoor activities as the Neighborhood grows in population and density.

Much of the South Lynnwood Neighborhood consists of tree canopies. They are typically planted along parkways between sidewalks and streets as well as on residential and commercial properties. The risk to losing these existing canopies is primarily a function of zoning and development. Greater urban density typically leads to a reduction in trees. As an area becomes denser, buildings begin to occupy larger portions of parcels, and heights conflict with tree canopies. To identify the areas of South Lynnwood where development may pose the biggest risk to tree canopy loss, we compared the current zoning layer with the City’s allowable zoning on each parcel in the Neighborhood. This allowed us to identify parcels where the allowable zoning exceeds the existing building’s zoning. Figure 52 illustrates the areas in the Neighborhood most at risk of losing tree canopy. Stretches along Highway 99 and the neighborhoods nearest the transit center next to I-5 present the most risk to tree canopy reduction due to development and potentially greater urban density.

Figure 52. Tree canopies at highest risk of elimination



Figure 53. Park access

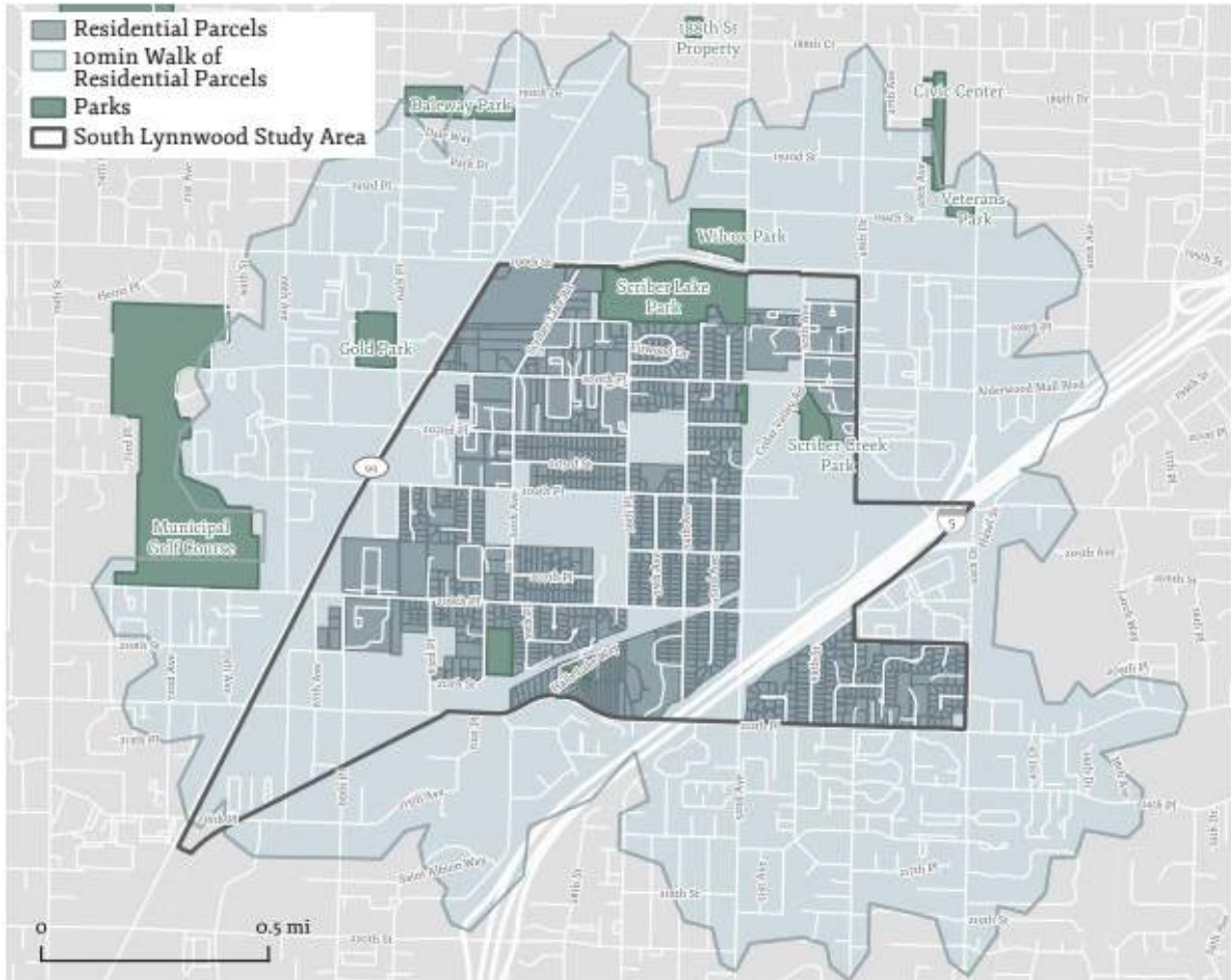
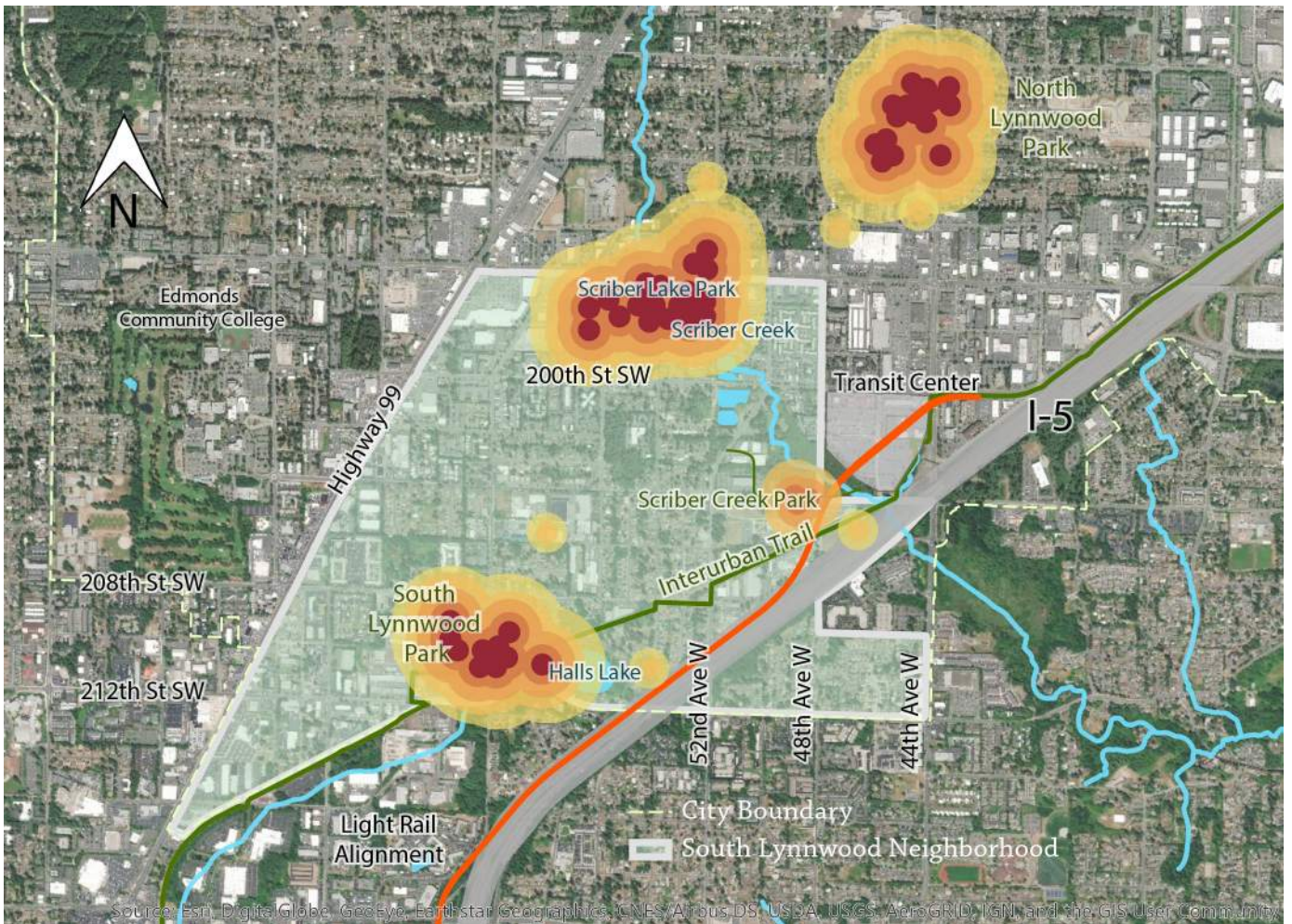


Figure 53 above shows, in light blue, the area within a ten-minute walk of all residential lots within South Lynnwood. Certain parks advocacy groups, namely the organization “10-Minute Walk,” propose that people should generally be able to reach a park or green outdoor space within this distance and not have to walk longer than ten minutes to do so. As Figure 53 shows, Wilcox Park, Gold Park, Scriber Lake Park, South Lynnwood Park, Veteran’s Park, and the Mini Park at Sprague’s Pond are completely enclosed by the ten-minute “walkshed.” Civic Center Park, Daleway Park, and the Municipal Golf Course are partially enclosed by its boundaries. Most residents of the Neighborhood can reach a park in ten minutes or less.



Environmental community event

Figure 54. Community asset map: Which park do you use the most?

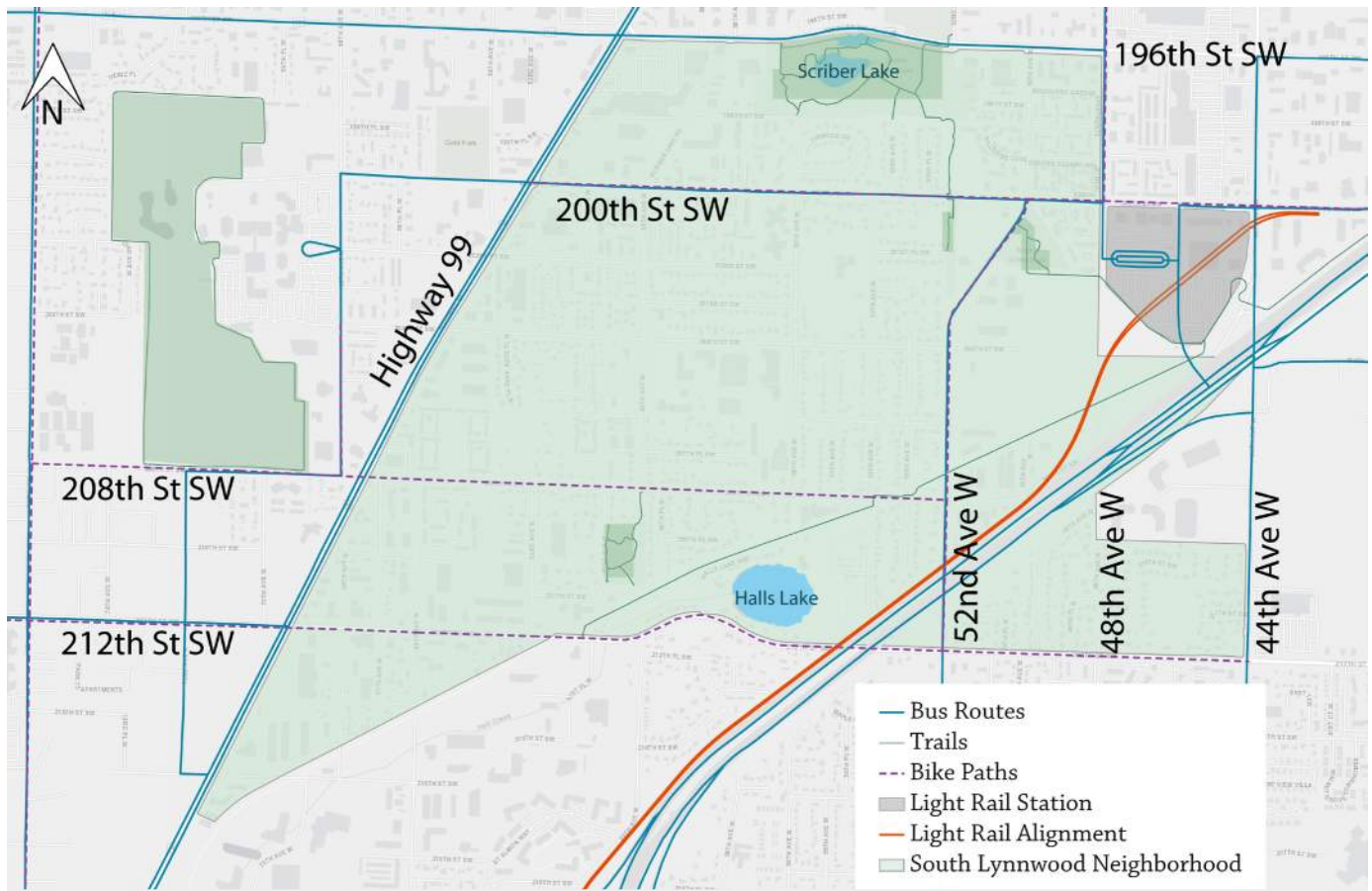


In early outreach, survey participants were asked to map which parks they liked most in the Neighborhood. South Lynnwood Park and Scriber Lake Park were identified as favorite parks and open places that respondents would like to preserve, in particular for recreational activities, such as pickleball. Just outside of the project boundary, the Lynnwood Recreation Center was also marked as important due to its provision of indoor spaces.

Multimodal transportation

Growth presents all communities with issues of traffic congestion. As Lynnwood grows in population and becomes a bigger transportation destination, more passenger vehicles will inevitably increase travel times and clog arterial roads. To help alleviate regional congestion, the Lynnwood Transit Center is undergoing major changes with the addition of a new Link light rail station. It is projected that the Lynnwood Link Extension will serve about 74,000 riders each weekday. Of these, roughly 17,900 are anticipated to access the light rail at the Lynnwood Transit Center.⁸

Figure 55. Multimodal options and routes within South Lynnwood

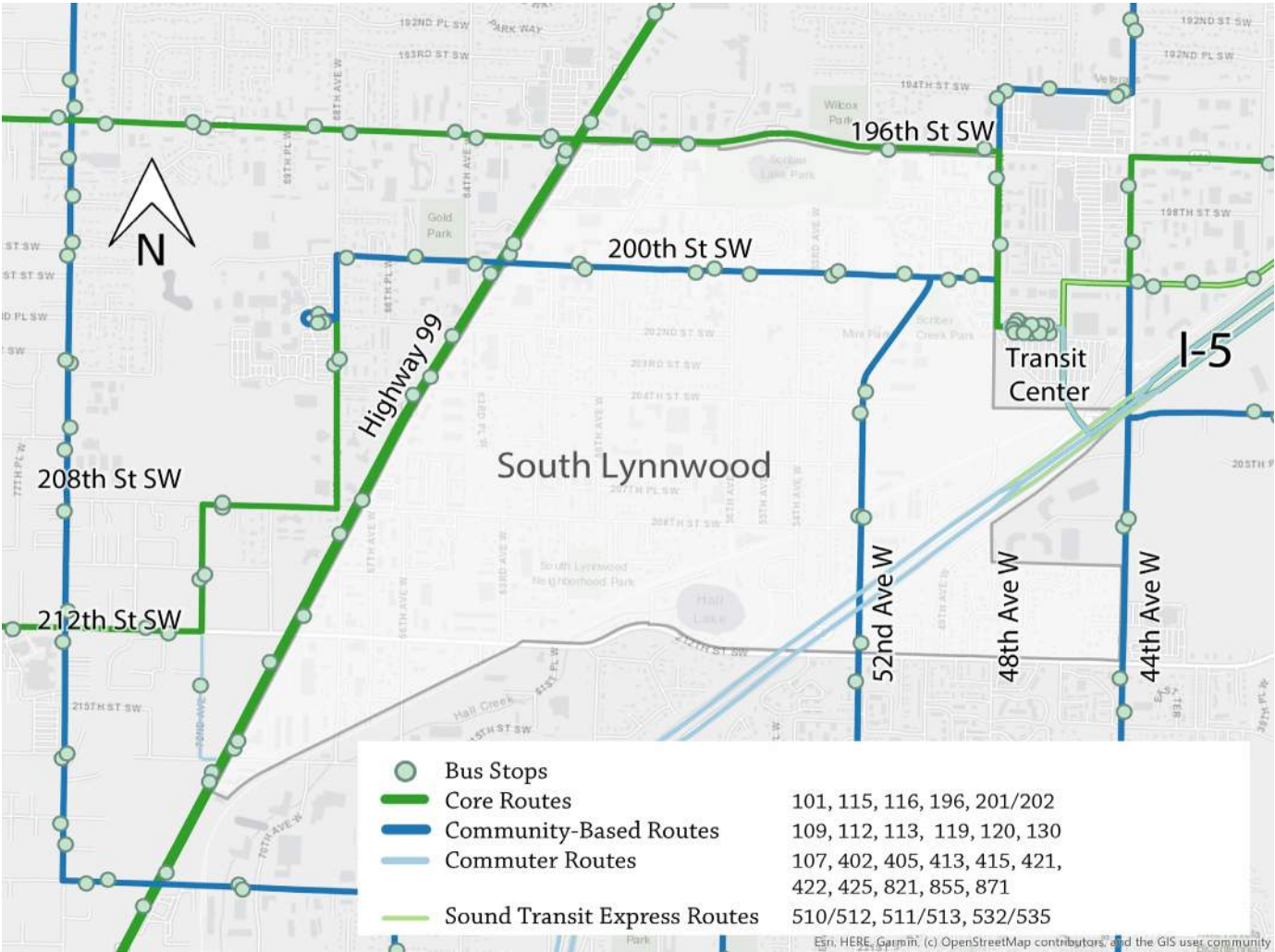


8. WSDOT “Lynnwood Transit Center Multimodal Accessibility Plan” prepared by Fehr and Peers (2016). Available at: https://www.wsdot.wa.gov/sites/default/files/2016/12/08/LMAP_FINAL_Report_113016.pdf

Currently, there are 19 buses servicing the Lynnwood Transit Center originating in surrounding communities and terminating in towns to the north, south, east and west of Lynnwood. South Lynnwood Neighborhood is the last mile before most of these bus lines reach the transit center. Buses originating from the north or west head east and make stops along 200th or 196th Streets before turning south on 48th or 46th Avenues reaching the transit center. Other bus lines originating in the northeast or the east of the Neighborhood reach the transit center by travelling along Alderwood Mall Boulevard and turn left on 46th Avenue or make stops along 204th Street SW and turn north on 44th Avenue and cross I-5. Also, in addition to the routes shown in Figure 26, Community Transit is planning a new Swift Bus Rapid Transit Orange Line route for 2024, which will serve bus stops on 196th St. and 68th St.

Buses are an important mode of transportation. They help to reduce congestion and emissions and they provide cost-efficient public transportation to less populated or trafficked areas of a city. As a result, buses play an important role in offsetting vehicle trips and thus reducing carbon dioxide emissions.

Figure 56. Bus routes serving South Lynnwood



In the Neighborhood, designated bike routes exist along 200th Street, 208th Street, 212th Street, and Cedar Valley Road. All of these routes connect to the transit center. The City has already undertaken major improvements to the bicycle network and safety, which will help to increase bike ridership. In partnership with Verdant Health Commission and the Cities of Edmonds and Mountlake Terrace, Lynnwood has increased bike connectivity through the Bike2Health program, completing 11 critical missing links in the regional bicycle network. These new and expanded routes now connect other multimodal forms of transportation in the region, connecting bicycle routes to transit hubs and the Interurban Trail.

Figure 57. Bike2Health wayfinding



Source: Verdant Health Commission

Cedar Valley open gym event



RECREATIONAL ACTIVITIES

WHAT WE'VE HEARD

One key takeaway from early engagement is a desire for more recreational activities in the Neighborhood. Neighbors value the City's initiative in hosting events, particularly ones in green and open spaces, that enable learning about community and public resources, and summer is a great time to do it. They would value even more placemaking activities and fun family-friendly events hosted by the City or by community groups.

8. CONCLUSION

Summary

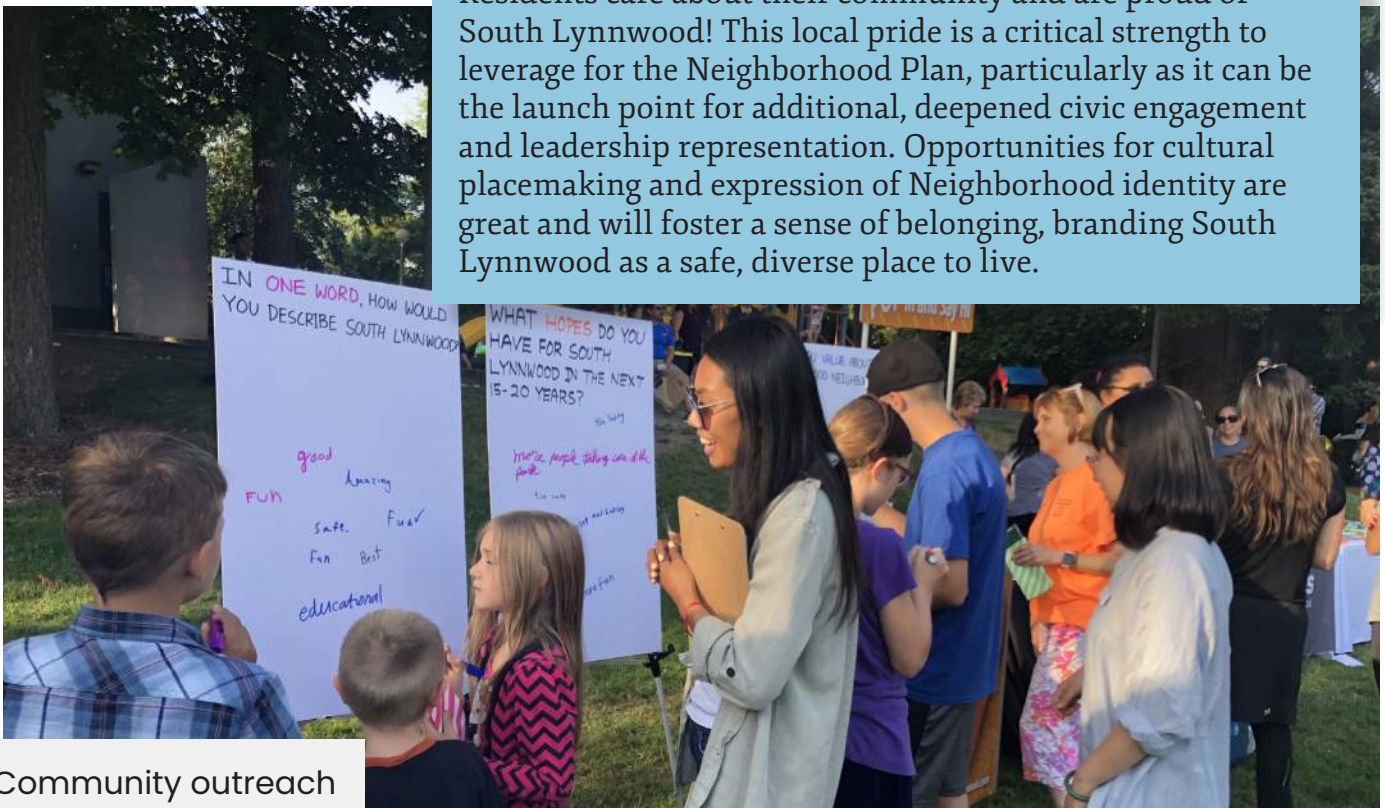
In a time of great regional prosperity, there is a risk that not everyone will benefit equally. Even worse is the risk that the vitality that comes with growth could chase out the residents and business owners in the South Lynnwood Neighborhood. The great challenge is to leverage oncoming changes and knit them together in a way that is fine-grained, attentive to detail, and responsive to the needs of the neighbors. Improvements to transportation and trails are tied to expansion of safety in the public realm and access to services. Preservation of tree canopies and natural spaces is tied to increased opportunities for recreational activities. Economic vitality of light industry is tied to preservation of workforce housing nearby. Small businesses are valued as community hubs and their continued vibrancy is supported and recognized.

Among these challenges are a great many opportunities such as: the opportunity to deepen collaboration between the neighbors and the City (a collaboration that is wished for on both sides); the opportunity for neighbors to sit across the table, person-to-person, to plan for the Neighborhood; the opportunity to amplify and listen to voices who may not have been heard before; and the opportunity to forge and express a unique identity for South Lynnwood.

CELEBRATE SOUTH LYNNWOOD

WHAT WE'VE HEARD

Residents care about their community and are proud of South Lynnwood! This local pride is a critical strength to leverage for the Neighborhood Plan, particularly as it can be the launch point for additional, deepened civic engagement and leadership representation. Opportunities for cultural placemaking and expression of Neighborhood identity are great and will foster a sense of belonging, branding South Lynnwood as a safe, diverse place to live.



Community outreach

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*Prepared for the
City of Lynnwood*