



# CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM

2023-2028



# TABLE OF CONTENTS

## Table of Contents

Memorandum	1
Ordinance: Capital Facilities Plan (CFP)	2
Ordinance: Transportation Improvement Program (TIP)	4
Introduction	6
I. This Capital Facilities Plan as an Element in Lynnwood’s Comprehensive Plan	10
II. Concurrency and Levels-of-Service Requirements	10
III. Determining Where, When and How Capital Facilities will be Built	11
IV. Capital Facilities Not Provided by the City	12
V. Funding Sources	12
Project List (2023-2028)	14

# MEMORANDUM

## Memorandum

Date: July 11, 2022

To: Lynnwood City Council  
Citizens of Lynnwood

From: Christine Frizzell, Mayor

Re: Capital Facilities Plan (CFP) 2023-2028

This is the CFP for the years 2023 through 2028. On June 27, 2022, Council adopted Ordinance No. 3419 approving this plan. The CFP is a planning document that serves to coordinate the scheduling and funding needs for major projects undertaken by the City over the next six-year period. Projects defined in this 2023 – 2028 CFP, requires specific authorization and appropriation by the Council beyond the adoption of the 6-year TIP.

Individual project information is included.

The CFP is a planning document and it does not appropriate funds. The Council will be presented with Capital budgets for approval as a part of the budget. Those projects are a subset of the CFP. The CFP also makes it possible to apply for various project grants through state and federal agencies.

This plan provides a complete review of the needed capital projects in the city. It serves as a very important tool the community can use to help ensure the important capital facilities necessary for city services are maintained or developed as needed.

The long-range vision of the City's infrastructure is the result of a combined effort and input of City Council, Citizens, and City staff.

Special thanks to the departments of the city that helped make the development of this important capital program a meaningful effort.

# ORDINANCE: CAPITAL FACILITIES PLAN (CFP)

## Ordinance: Capital Facilities Plan (CFP)



### ORDINANCE NO. 3419

**AN ORDINANCE ADOPTING THE CAPITAL FACILITIES PLAN  
FOR THE CITY OF LYNNWOOD FOR THE PERIOD 2023  
THROUGH 2028; AND PROVIDING FOR AN EFFECTIVE  
DATE, SEVERABILITY, AND SUMMARY PUBLICATION.**

WHEREAS, the City of Lynnwood has adopted a Comprehensive Plan and has amended it in accordance with the requirements of Chapter 36.70A RCW (The Growth Management Act); and

WHEREAS, the Growth Management Act requires a Capital Facilities plan as mandatory element of the City's Comprehensive Plan; and

WHEREAS, the Growth Management Act (RCW 36.70A.130) allows the City to amend the Capital Facilities Element of the Comprehensive Plan concurrently with the adoption of the budget; and

WHEREAS, the Capital Facility Plan provides the six-year capital facility program for the Capital Facilities and Utilities Element of the City's Comprehensive plan;

WHEREAS, the City Council held a public hearing on May 23, 2022 on the Capital Facilities Plan provided for in this ordinance and determined that the Capital Facilities Plan in conjunction with the Capital Facilities and Utilities Elements are consistent with RCW 36.70A.070(3) and the Comprehensive Plan and are desirable and are in the public interest and welfare; and

WHEREAS, the City Council adopted Resolution 2003-16 establishing a Capital Project Authorization Process that identifies the approving ordinance (of the Capital Facilities Plan) as a plan of action wherein no final approval to proceed with specific projects is made; Projects defined in the 2023–2028 Capital Facilities Plan requires specific authorization and appropriation by the Council in a subsequent Budget approval, and

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

**SECTION 1: Capital Facilities Plan.** That portion of the Comprehensive Plan entitled The Six-Year Capital Facilities Plan (2022-2027): is hereby amended and replaced by "The Six-Year

Ordinance 3419

# ORDINANCE: CAPITAL FACILITIES PLAN (CFP)

Capital Facilities Plan (2023-2028)", which document is incorporated and adopted herein by reference. All projects in the Plan are approved for general "internal" planning purposes only, and specific authorization and appropriation by the Council of a capital project shall be by ordinance and shall be required for each capital project of the city.

**SECTION 2: Severability.** If any section, subsection, sentence, clause, phrase or word of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof, shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase or word of this Ordinance.

**SECTION 3: Effective Date and Summary Publication.** This Ordinance shall take effect and be in full force five (5) days after its passage, approval, and publication of an approved summary thereof consisting of the title.

PASSED BY THE CITY COUNCIL, this 28<sup>th</sup> day of June 2022.

APPROVED:

DocuSigned by:  
 6/28/2022  
Christine Frizzell, Mayor

ATTEST/AUTHENTICATED:

DocuSigned by:  
 Luke Lonie,  
on behalf of  
Karen Fitzthum, City Clerk

APPROVED AS TO FORM:

DocuSigned by:  
 Lisa Marshall  
Lisa Marshall, City Attorney

Ordinance 3419

# ORDINANCE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

## Ordinance: Transportation Improvement Program (TIP)



### ORDINANCE NO. 3420

AN ORDINANCE ADOPTING A SIX-YEAR TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 2023-2028 FOR THE CITY OF LYNNWOOD TO BE FILED WITH THE WASHINGTON STATE SECRETARY OF TRANSPORTATION; PROVIDING FOR SEVERABILITY, AN EFFECTIVE DATE, AND FOR SUMMARY PUBLICATION.

WHEREAS RCW 35.77.010 requires that the legislative body of each city and town shall prepare and adopt a "Comprehensive Transportation Program" for the ensuing six calendar years to serve as a guide in carrying out a coordinated street construction program, and that said legislative body shall annually thereafter review, amend as necessary and readopt said Comprehensive Transportation Program; and

WHEREAS in compliance with RCW 35.77.010 there exists a Six Year Transportation Improvement Program (TIP) for the City of Lynnwood identifying streets, types of improvements needed and estimated costs; and

WHEREAS the transportation facility planning is an element of the City Comprehensive Plan adopted by Ordinance 3142 on June 22, 2015, as amended; and

WHEREAS the City Council of the City of Lynnwood has reviewed the work accomplished under said Program, determined current and future City street and arterial needs, and based on these findings has prepared a Six-Year Comprehensive Transportation Program for the next ensuing six years; and

WHEREAS after due notice, a hearing on the proposed Program was held by the City Council in accordance with RCW 35.77.010; and

WHEREAS it has been found that there will be no significant adverse environmental impacts associated with the listing of the projects in the proposed Program;

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

Ordinance 3420



# ORDINANCE: TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

**SECTION 1.** That the transportation projects of the 2023-2028 Capital Facilities Plan attached to this ordinance is designated and adopted as the official: "Six-Year Transportation Improvement Program (TIP): 2023-2028" of the City of Lynnwood, Washington.

**SECTION 2.** That the Director of Public Works, or his designee, is hereby directed to file with the Secretary of Transportation of the State of Washington a certified copy of this ordinance and relevant documents.

**SECTION 3: Severability.** If any section, subsection, sentence, clause, phrase, or word of this Ordinance shall be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality thereof, shall not affect the validity or constitutionality of any other section, subsection, sentence, clause, phrase, or word of this Ordinance.

**SECTION 4: Effective Date.** This ordinance, being an exercise of a power specifically delegated to the City legislative body, is not subject to referendum, and shall take effect five (5) days after passage and publication of an approved summary thereof consisting of the title.

PASSED BY THE CITY COUNCIL, this 7<sup>th</sup> day of June 2022.

APPROVED:

DocuSigned by:

Christine Frizzell 6/28/2022

Christine Frizzell, Mayor

ATTEST/AUTHENTICATED:

DocuSigned by:

Luke Lonie,  
on behalf of  
Karen Fitzthum, City Clerk

APPROVED AS TO FORM:

DocuSigned by:

Lisa Marshall

Lisa Marshall, City Attorney

Ordinance 3420

# INTRODUCTION

## Introduction

This Capital Facilities Plan (CFP) is an inventory of capital projects organized by Department/Program and consists of the following sections:

- Administrative Services – Information Services
- Park, Recreation & Cultural Arts Administration
  - Building & Property Services
  - Parks & Recreation
- Police Administration
- Public Works Administration
  - Building & Property Services
  - Street Projects
  - Utility Projects – Enterprise Funds
    - Sewer
    - Stormwater
    - Water

The Streets projects of CFP are the transportation related projects of Transportation Improvement Program (TIP). The Utility Projects are Enterprise Funds and have a dedicated funding source. Since these projects are all managed by the Public Works Department they are grouped by element (i.e. Water, Sewer, and Stormwater).

### WHAT ARE CAPITAL FACILITIES AND WHY DO WE NEED TO PLAN FOR THEM?

Capital facilities are all around us. They are the public facilities we all use on a daily basis. They are our public streets and transportation facilities, our City parks and recreation facilities, our public buildings such as libraries and community centers, our public water systems that bring us pure drinking water, and the sanitary sewer systems that collect our wastewater for treatment and safe disposal. Even if you don't reside within the City, you use our capital facilities every time you drive, eat, shop, work, or play here.



# INTRODUCTION

While a Capital Facilities Plan (CFP) does not cover routine maintenance, it does include renovation, major repair or reconstruction of damaged or deteriorating facilities. While capital facilities do not usually include furniture and equipment, a capital project may include the furniture and equipment associated with a newly constructed or renovated facility. Our CFP also includes the acquisition of major computer systems and personal computers, etc. Capital improvements that are included in the CFP are generally defined as those with a cost more than \$100,000 and with a useful life of at least five years. The CFP may also identify expenditures less than \$100,000 that are considered significant or may be necessary to meet distinct regulatory requirements.

All of these facilities must be planned for years in advance to assure that they will be available and adequate to serve all who need or desire to utilize them. Such planning involves determining, not only where the facilities will be needed, but when; and not only how much they will cost, but how they will be paid for.

The planning period for a CFP is six years. The adoption of the CFP does not include specific appropriation of funds. Such appropriation will come subsequently, by specific Council action and adoption of budget.

The CFP is an important link between the City's planning and budgetary processes, allowing us to determine the projects that are needed to achieve the goals of the Comprehensive Plan and assuring that we will have adequate funds to undertake these projects. It is an integral component of the City's twenty-year Comprehensive Plan and directly related to growth management implementation. New information and priorities are continually reviewed and annual amendments to the CFP must maintain consistency with all other elements of the Comprehensive Plan.

## THE STATE GROWTH MANAGEMENT ACT, AND ITS EFFECT ON THE CAPITAL FACILITIES PLANNING PROCESS

In 1990, in response to the effect of unprecedented population growth and pressure on our State's environment and public facilities, the Washington State Legislature determined that "uncoordinated and unplanned growth, together with a lack of common goals expressing the public's interest in the conservation and the wise use of our lands, pose a threat to the environment, sustainable economic

# INTRODUCTION

development, and the health, safety, and the high quality of life enjoyed by the residents of this state.” Further they found that “it is in the public interest that citizens, communities, local governments, and the private sector to cooperate and coordinate with one another in comprehensive land use planning.” The State of Washington Growth Management Act (GMA) was adopted by the Legislature in that year to address its concerns.

The GMA requires the City of Lynnwood and other high growth cities and counties to write, adopt and implement local comprehensive plans that will guide all development activity within their jurisdictions and associated Urban Growth Areas (UGA) over the next twenty years. Each jurisdiction is required to coordinate its comprehensive plan with the plans of neighboring jurisdictions, and unincorporated areas located within designated Urban Growth Areas must be planned through a joint process involving both the city and the county.

The GMA requires that comprehensive plans guide growth and development in a manner that is consistent with the following State planning goals:

- 1) Urban growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- 2) Reduce sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- 3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- 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.
- 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

# INTRODUCTION

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.

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.

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

8) Natural resource industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands and discourage incompatible uses.

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.

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

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

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.

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

# INTRODUCTION

## I. THIS CAPITAL FACILITIES PLAN AS AN ELEMENT IN LYNNWOOD'S COMPREHENSIVE PLAN

The Growth Management Act requires inclusion of seven mandatory planning elements in each jurisdiction's comprehensive plan and suggests the inclusion of several optional elements. The mandatory elements are:

- 1) A capital facilities element, with a six-year plan for financing identified capital needs.
- 2) A land use element.
- 3) A housing element.
- 4) A utilities element.
- 5) A transportation element.
- 6) An economic development element.
- 7) A parks and recreation element.

Lynnwood's adopted Comprehensive Plan also includes elements for Cultural and Historic Resources, Environmental Resources, and Implementation.

## II. CONCURRENCY AND LEVELS-OF-SERVICE REQUIREMENTS

The Growth Management Act requires jurisdictions to have capital facilities in place and readily available when new development occurs or a service area population grows. This concept is known as concurrency. Specifically, this means that:

- 1) All public facilities needed to serve new development and/or a growing service area population must be in place at the time of initial need. If the facilities are not in place, a financial commitment must have been made to provide the facilities within six years of the time of the initial need; and
- 2) Such facilities must be of sufficient capacity to serve the service area population without decreasing service levels below locally established minimum levels, known as levels-of-service.

# INTRODUCTION

Levels-of-service are quantifiable measures of capacity, such as acres of parkland per capita, vehicle capacity of intersections, or water pressure per square inch available for the water system.

Minimum standards are established at the local level. Factors that influence local standards are citizen, City Council and Planning Commission recommendations, national standards, federal and state mandates, and the standards of neighboring jurisdictions.

The GMA stipulates that if a jurisdiction is unable to provide or finance capital facilities in a manner that meets concurrency and level-of-service requirements, it must either:

- (a) adopt and enforce ordinances which prohibit approval of proposed development if such development would cause levels-of-service to decline below locally established standards, or
- (b) lower established standards for levels-of-service.

## III. DETERMINING WHERE, WHEN AND HOW CAPITAL FACILITIES WILL BE BUILT

In planning for future capital facilities, several factors have to be considered. Many are unique to the type of facility being planned. The process used to determine the location of a new park is very different from the process used to determine the location of a new sewer line. Many sources of financing can be used for certain types of projects. Once a project starts then the funding or financing sources will be identified. This capital facilities plan, therefore, is actually the product of many separate but coordinated planning documents, each focusing on a specific type of facility. Future sewer requirements are addressed via a sewer plan; parks facilities through a parks and recreation plan; urban trail facilities through a non-motorized transportation plan; storm drainage facility needs through storm water plans; water facility needs through a water plan; transportation needs through a transportation plan; and information systems through an information technology plan.

In addition, the recommendations of local citizens, the advisory boards, and the Planning Commission are considered when determining types and locations of projects. Some capital needs of the City are not specifically included in a comprehensive plan. Nonetheless, many of these projects are vital to the quality of life in Lynnwood. However, these projects do meet the growth management definition of capital facilities because of the nature of the improvement, its cost or useful life.

# INTRODUCTION

## IV. CAPITAL FACILITIES NOT PROVIDED BY THE CITY

In addition to planning for public buildings, streets, parks, trails, water systems, sewer systems, and storm drainage systems, the GMA requires that jurisdictions plan for 1) public school facilities, 2) solid waste (garbage) collection and disposal facilities. These facilities are planned for and provided throughout the UGA area by the Edmonds School District and the Snohomish County Department of Solid Waste, respectively. Each county and city must also provide a process for identifying and siting “essential public facilities” within our area. These could include major regional facilities that are needed but difficult to site, such as airports, light rail and bus facilities, state educational facilities, solid-waste handling facilities, substance abuse and mental health facilities, group homes and others. The City of Lynnwood has adopted a common siting process in the City’s Comprehensive Plan to guide decision-making on such facilities.

## V. FUNDING SOURCES

Capital projects draw funding from many sources, depending on the type of project, the complexity, and the overall cost. For example, a large road improvement project may have 10 or more funding sources that could include, but not be limited to, state and federal grants, City general funds, Real Estate Excise Taxes, Transportation Benefit District Funds, Transportation Impact Fees, City Utility Funds for water, sewer, and/or storm upgrades, private utility contributions, and/or neighboring jurisdiction contributions. The complexity of the funding for large projects is one of the reasons why large capital projects can take many years to move from conception to completion. The following is a list of funding sources that will be used to pay for projects in this plan. Decisions on funding sources have already been made for projects that are funded, partially funded, or budgeted in the current biennium. Future projects are much more speculative to what type of funding will be utilized. Specific information on types of funding for each project is not included in this plan because that information is either more specifically contained in financial plans for each project or in the adopted budget, or the funding sources are not known or too speculative to list.

**City General Funds:** The City currently contributes general funds towards capital projects via the Capital Development Fund 333. This money can be used for any type of project. The City has also established



# INTRODUCTION

the Economic Development Investment Fund (EDIF) that generates dollars from certain development projects that then can be used to reinvest in capital projects that support further economic development. There are requirements established by the program for qualifying for use of these funds.

**City Utility Funds:** The City's Water, Sewer, and Storm Utility Fund 411 generates customer rates that can be used for capital expenses related to Water, Sewer and Storm improvements. The City has also instituted a sewer connection charge that requires new growth to pay towards capital improvements that their growth requires. All utility projects listed in this plan are funded by these funds.

**Real Estate Excise Taxes (REET):** The City has implemented REET taxes on the sale of any real property in Lynnwood. These funds must be used pursuant to state law and can fund many types of City projects.

**State and Federal Grants:** There are various state and federal grant programs that the City must apply and compete for. These generally apply to transportation projects and parks projects, but can also occasionally include other types of projects. These amounts can vary widely, depending on the program. For example, the City received \$14.8 million dollars from the State of Washington towards our 196<sup>th</sup> Street SW Improvement Project.

**Park Impact Fees:** The City in 2018 adopted fees that new development must pay towards park needs created by the new demands of their development.

**Transportation Impact Fees:** The City requires new developments that create additional trips to pay towards transportation projects that mitigate for their new trips.

**Transportation Benefit District (TBD):** The City formed a TBD that generates funds from sales taxes. These funds can be used towards transportation capital projects.

**Other Jurisdiction Funds:** Occasionally a capital projects is shared with or somehow benefits a partner agency. Examples of this could be the Cities of Mountlake Terrace or Edmonds, Snohomish County, Verdant Health District, or our transit agencies. These funds are particular to that project.

## PROJECT LIST (2023-2028)

### Project List (2023-2028)

*(This page left blank intentionally.)*

City of Lynnwood Six Year CFP List 2023-2028						PLANNED EXPENSES (\$ in thousand)						
Project Title & Location	Project Number	Department	Project Year Identified	Location	Funding Status (N - Not Funded, P - Partially Funded, F - Fully Funded, * - Funded in 2023-2024)	2023	2024	2025	2026	2027	2028	6-Year Project Total Expense
New Justice Facility	PD2004004A	Police Administration	2004	Police Station	F*	11,000	0	0	0	0	0	11,000
Development of a new Community Justice Center that consists of a new police department, parking structure, jail expansion, evidence facility, and court remodel and expansion. The Community Justice Center will be placed on the existing Civic Justice Center site and additionally utilize the City owned acre located directly east (adjacent) to the current site.												
The Police Department had a study and pre-design concept which was refreshed and completed in late 2018. The department has been approved for both design and contruction aspects of this project. Both of these contracts were approved by council and funded through an LTGO bond, which was also approved by council in 2021. Design was completed, permitting acquired and construction is currently in progress with an estimated completion of late 2023. These infrastructure improvements are necessary to house current and future staff as well as to develop programmatic enhancements that have been presented to City Council and involve a partnership with Community Health Center of Snohomish County as well as Recovery Innovation, Internation (See Community Recovery Center). The jail addition is necessary to meet best practices standards, ADA requirements and standards for State accreditation. The current facility does not meet these standards.												
The priority for this project is "High". The level of service for our community is significantly impacted, especially in the area of service to those who are living with drug and alcohol substance abuse disorder, mental health issues or who lack resources. Our community partner, Community Health Center of Snohomish County, is also relying upon this partnership to expand their services in Lynnwood for those who face barriers to healthcare. The space needs in the police department, jail and court all impact the ability to programmatically enhance these services for our community.												

Community Recovery Center		Police Administration	2021		N							
<p>At the bequest of council and the mayor, a multi-disciplined task force was established in the summer of 2021 that developed a recommendation to the Lynnwood City Council to create a separate, but co-located Community Recovery Center at the site of the Community Justice Center. City Council agreed with this recommendation and approved a \$1.7 Million contract with Mackenzie for the design of the center, which is currently underway. This facility will bring much needed mental health and substance use disorder treatment to the community.</p> <p>As of February 2022, the city has received \$3 million in funding from Snohomish County and has submitted an application for a \$1.9 million grant through the Department of Commerce. Total estimated project cost is \$17 Million. We are actively seeking the remaining funding from the Washington State Legislature and have significant legislative support from our local representatives. The Community Recovery Center will be operated by Recovery Innovations, International. The Community Recovery Centered will be co-located on the CJC site and will add two floors onto the NE corner of the new building and integrate into the lower floor of the jail. It will also add one pad to the parking structure.</p> <p>The priority for this project is "High". The level of service for our community is significantly impacted, especially in the area of services to those who are living with drug and alcohol substance abuse disorder as well as mental health issues.</p>						6,000	11,000	0	0	0	0	17,000
IT Plan: Service Enhancements (Issues, Upgrades, Improvements)	BP2005021C	Information Technology	2005	City wide	P*							
<p>This funding is scheduled to address a wide variety of technology requests and service enhancements from all departments. Included is funding for:</p> <ul style="list-style-type: none"> <li>- Expand wireless network access locations amongst city owned sites.</li> <li>- Storage Expansion for continued growth and retention</li> <li>- Network Infrastructure enhancements replacements.</li> </ul> <p>This wide variety of technology requests are department driven, and will enhance their service delivery to our citizens, local businesses and anyone who does business with our City. Without a centralized funding approach, each department will ask for individual funding, or expand their budget requests to include the necessary funding, and we will lose management and oversight of the projects.</p> <p>Ongoing Information Technology Plan and Technology Adjustments</p> <p>As the adoption of technology continues expand, our citizens, customers and staff come to expect this level of service from their local government. A forward-looking community will proactively provide these services before they are demanded by the public.</p>						125	125	125	125	125	125	750

Fiber Network Expansion	200900140	Information Technology	2011	City wide	P	115	125	100	100	100	100	640
<p>Currently the City Network is 100% Fiber Backbone. This is a very high-speed network architecture that eliminates connection or choke points for City network traffic. Currently our network architecture is "point to point" this was Phase I of our infrastructure redesign. Phase II is to build a "mesh" architecture into our network design. This will enable redundancy and continuity of service into the network backbone. If one segment fails or is disabled, the upgraded architecture will reroute other, diverse paths, and maintain service connections to all City Facilities.</p> <p>To maintain continuity of operations during network disabling events and provide a technology platform for growth, ease new technology adoption, and enhanced productivity.</p> <p>Enterprise network continuity and structural integrity. Provisioning secured and redundant access to 911 services and normal calling infrastructure and increased ability to expand to video conferencing and other future technologies that will be required to maintain a business continuity with other agencies and businesses. Provide high bandwidth inter-connectivity between city buildings and outside sources.</p>												
Wayfinding Plan, City Arterials	201700102	Economic Development	2018	City wide	P*	0	25	0	0	25	0	50
Wayfinding signs are proposed to link important community and business locations and provide directional assistance to arterial travelers.												
Gateway Monument Markers	201800102	Economic Development	2019	City wide	P*	0	25	0	0	25	0	50
The City's "Welcome to Lynnwood" signs need refreshing and updating.												
General Repairs and Capital Maintenance of All Municipal Buildings	2010001460	Public Works Administration	2010	City Buildings	P*	500	500	500	500	500	500	3,000
<p>This project provides a yearly pool of funds necessary for ongoing capital upkeep of the City 's municipal buildings. Detailed analysis is underway justifying yearly funding needs to provide for preventative maintenance and repair of unanticipated breakdowns in infrastructure.</p> <p>Former Project number BP2006029A.</p> <p>In 2011, the City conducted a facilities assessment of eight city-owned buildings to determine the condition of each and to provide recommendations as to anticipated maintenance requirements. Their report, finalized in 2012, provides a long-range prioritized list of building deficiencies with an estimated cost to repair in 2012 dollars. It became a comprehensive planning document for the Building and Property Services division of Public Works. An update to this plan is in process starting in 2020. The costs set forth in these reports, adjusted for inflation, provide the basis for the funds requested for capital upkeep of City buildings in the 6-year Capital Facilities Plan.</p> <p>Maintenance of existing infrastructure has been identified in Community Visioning and City Council priorities of government.</p>												
City Buildings Space Needs Analysis	201700101	Public Works Administration	2017	City Hall Campus	P*	50	50	50	50	50	50	300

<p>A municipal buildings space needs analysis needs to be completed to look at how the City will provide space to its employees and functions as the City develops over the next 2 to 10 years and beyond. Considerations include the lease that we have on our building that houses Development and Business Services, Parking and Parkinglot Safety Issues, possible new locations for expanding functions from many departments that could include City Center locations and possibly lead to remodeling, building or leasing a new facility. Input from ongoing studies including the City Center study, previous space needs studies, department and city comp plans and other reviews in process will be considered. Work is ongoing. This study also has an internal group of employees working on analysis of the ongoing growth of the City and needed program space. This will be an ongoing process that will have an annual budget in the capital facilities fund to accommodate for updates needed to facilitate these shifts in space.</p>												
Municipal Buildings: ADA Upgrades	201900107	Public Works Administration	2019	City wide	P*	50	50	50	50	50	50	300
Minor remodels and enhancements of facilities to meet Americans with Disabilities Act (ADA) requirements. This program will meet Federal Requirements.												
Regional Veterans Hub	202000001	Public Works Administration	2020	Unknown	N	0	0	0	0	0	0	0
<p>The proposal is to acquire an estimated 2,500 square ft. building for the use of a regional veterans hub that would staff a future 1.5 FTE and provide work space of City-contracted human service providers, including a gathering space to serve veterans and their families. The preferred location would be accessible to public transportation. The regional veterans center has been a Mayor's initiative since 2015, led by the South Snohomish Veterans Task Force and recently supported by the Human Services Commission. Acquisition of the building would be with public and private funding opportunities. Partnerships with agencies will be sought and resources leveraged in order to perform a needs and options study for the facility in the 2023-24 biennial budget</p>												
44th Ave Missing water main Link Install	202100001	Public Works Administration	2020	44th Ave W	F	0	0	500	0	0	0	500
Installing missing link of water main on 44th Avenue.												
Rebuild Pressure Reducing Water Valve No. 2	201900123	Public Works Administration	2017	40th Ave W at approximately 19500 block	F*	500	0	0	0	0	0	500
Improving and rebuilding pressure reducing valve #2, leading to construction of the recommendation. This valve station currently is in a confined space with inadequate space for maintenance and poor ventilation leading to increased corrosion. Valve function is critical for the needs of the City Center.												
Water Main Replacement	WA2006050A	Public Works Administration	2006	City wide	P*	2,000	2,000	2,000	2,000	2,000	2,000	12,000
<p>Annual watermain replacement program of 4" undersized mains and deteriorated steel mains based on yearly analysis of repair.</p> <p>There exist many dead-end, 4" watermain serving various cul-de-sacs throughout the City. Maintenance records and the comp plan will be consulted to determine the most appropriate sequence for upgrading these undersized mains to 6" or 8" mains.</p>												



Water Storage Tank Upgrades	200900137	Public Works Administration	2009	Water Storage Tanks	F*	500	1,500	0	0	0	0	2,000
Repair or replace the roof on the City's 3-million gallon water reservoir and seismic upgrades. Paint above ground 2.77 MG steel storage tank (inside and outside) in accordance with its life cycle maintenance schedule. This project will also add safety railings and platforms to the tanks as needed to bring the tanks to current codes. Paint above ground 3.0 MG steel storage tank (inside and outside) in accordance with its life cycle maintenance schedule. The tank structure needs to be repaired to maintain its functionality, extend its useful life, and maintain safe conditions. The project has been split into phases and is partially complete.												
48th Ave W Main Upsizing - Phase 2	202100003	Public Works Administration	2020	49th Ave W	F	0	0	400	0	0	0	400
Upsizing Sewer main.												
196th St & 52nd Ave Sewer Capacity Improvements	202100004	Public Works Administration	2020	52nd Ave/196th St	F*	825	0	0	0	0	0	825
Install new sanitary sewer main to reroute flows and alleviate capacity issues												
Lift Station No. 4 Access Improvements	201000144	Public Works Administration	2021	18200 block Alderwood Mall Parkway	N	0	0	0	50	50	400	500
Improve access to Sanitary Sewer Lift Station No. 4.												
Lift Station No. 10 Flood Protection	201600102	Public Works Administration	2016	46 <sup>th</sup> Avenue West north of I-5	F*	0	275	0	0	0	0	275
Sanitary Sewer Lift Station #10 is located between the Lynnwood Transit Center to the North and I-5 to the south. It is located within the 100-year flood plain of Scriber Creek, just upstream of the culvert conveyance of Scriber Creek under I-5. The finished floor elevation of the station is located 6" above the 100-year flood plain elevation. Since its construction in 1993, Lift Station #10 has experienced several flooding events that have presented recurring risks to the necessary ongoing operation of the lift station. Lift Station #10 is a critical facility that supports Alderwood Mall, Lynnwood City Center, commercial business and multi-family residential corridors along 196th Street SW (SR 524) and 200th Street SW, and the surrounding area. The project will provide flood protection for the lift station.												
Lift Station No. 10 Sewer Pump Improvements	201900108	Public Works Administration	2013	46 <sup>th</sup> Avenue West north of I-5	F*	0	275	0	0	0	0	275
Install new sewer pumps including required electrical and building modifications, modify the wet well pump intakes (pre-rotation basin), improve pump removal system (longer hoist beam) including required building modifications, evaluate a piped inlet system to reduce off-gassing produced by the free-fall/turbulent flow at the Influent Splitter Box, install wetwell fresh air exchange and odor control system updates (potential blower motor upsize including electrical and carbon canister). The project is necessary due to the amount of rags coming into the pump station, and the problems they cause.												

WWTP: Fiber Optic Installation	201900118	Public Works Administration	2017	76th Ave W to the Wastewater Treatment Plant (WWTP)	F*	500	0	0	0	0	0	500
<p>The WWTP currently leases fiber optic communications from a 3rd party. This project would install approximately 1/4 mile of fiber optic from existing City owned fiber into the treatment plant, eliminating the need to lease communications from others.</p> <p>Increased communication reliability to the WWTP is key for this project.</p>												
WWTP: Equipment Replacement	SE1997004A	Public Works Administration	1997	Wastewater Treatment Plant	P*	1,000	1,000	1,000	1,000	1,000	1,000	6,000
<p>The treatment facility operates using a substantial amount of mechanical equipment, all of which is subject to failure. Equipment and equipment components are replaced as necessary for proper plant operation. The project will replace equipment on an annual basis due to wear. (Ongoing Project)</p>												
Infiltration/Inflow Analysis/Corrections	SE1999021A	Public Works Administration	1999	City wide	P	500	500	0	0	0	0	1,000
<p>Locations where storm or groundwater leak into the sanitary sewer system are hard to find and result in excess flows in the system. Wet and dry weather flows are compared by using flow monitoring equipment to locate general areas that may need repair. Television inspection reveals specific problem areas for correction. This project is for analysis of the sewer system. The project works towards the elimination of storm and ground water from entering into the sanitary sewer.</p> <p>This is a continuing program as the system ages and requires more maintenance.</p>												
Lift Station No. 14: Replacement	SE2005049A	Public Works Administration	2005	3105 Alderwood Mall Boulevard	P	500	1,000	0	0	0	0	1,500
<p>Replace Sanitary Sewer Lift Station No. 14 with a new lift station.</p>												
Sewer Line Replacement	SE2006053A	Public Works Administration	2006	City wide	P*	500	500	500	500	500	500	3,000
<p>Annual Sewer Line Replacement Program to repair and replace failing sewer lines. As the infrastructure ages, sewer lines fail. These need to be repaired or replaced to assure efficient operation of the sewerage system and to protect groundwater from contamination. Near Term Projects are needed to support Lift Stations 4 and 8 replacement.</p>												
Scriber Creek Sewer Replacement	202000003	Public Works Administration	2020	LS 16 to MH 4-185	F	500	500	0	0	0	0	1,000

Scriber Creek Sewer trunk line needs replacement from Lift station 16 north to Manhole 4-185. Analysis and observation show this main to flow full most of the time. Upsizing is needed.												
WWTP Incinerator Replacement	202000004	Public Works Administration	2020	Wastewater Treatment Plant	P*	500	500	10,500	10,000	0	0	21,500
The WWTP incinerator is aging and will need replacement. The incinerator burns the sludge generated by the primary and secondary clarifiers. The current incinerator and the supporting systems continually suffer breakdowns and plugging. Issues of capacity as well as design need to be addressed and a replacement, which may include different technologies will be considered.												
Funding for Strategic Opportunities to Improve the Stormwater Management Program	201900114	Public Works Administration	2018	City wide	P*	114	118	122	126	126	126	732
Unanticipated opportunities arise throughout the year which may be advantageous for the City. These may include property and easement acquisitions, participating in public / private partnerships, infrastructure improvements, etc. This would program some money to allow the City to take advantage of these unforeseen opportunities when they present themselves.												
188th Street SW Flood Wall	201900117	Public Works Administration	2019	55 <sup>th</sup> Ave W	F*	200	0	0	0	0	0	200
Construct about 200 linear feet of a short, approximately 1.5-ft. high concrete wall along the north side of 188th St SW to reduce the frequency of roadway overtopping and provide additional flood storage upstream. 188th St SW currently overtops during a 10-year storm event. The project was identified and evaluated as part of the Scriber Creek Corridor Management Plan, 2016.												
180th St. SW Bioretention Swale	200900134	Public Works Administration	2009	180th St. SW Bioretention Swale	N	0	0	0	0	0	500	500
Installation of compost-amended soil, small trees, shrubs, ground cover, and permeable pavement walkway within the existing right-of-way way. Stormwater runoff from urban development transports sediment, oil and heavy metals into Scriber Creek. 2009 Surface Water Management Comprehensive Plan Project #WQ-4.												
196th and Highway 99 Water Quality Enhancement	202000005	Public Works Administration	2020	Scriber Creek and 196 <sup>th</sup> vicinity	P*	300	0	0	0	0	0	300

Remove the diversion structure downstream of 196th Street SW that currently backs up water for an ineffective oil/water separator and incorporate necessary fish passage improvements to the existing 196th Street SW culverts, such as a fish passage weir or boulder riffle, to provide minimum water depths for fish passage and channel bed stability downstream of the culverts. Remove the oil/water separator downstream of 196th Street SW and replace it with an alternative stormwater treatment type that meets current stormwater regulations and code requirements.												
Stormwater Storage (188th St SW)	202000009	Public Works Administration	2020	Scriber creek in the 188 <sup>th</sup> St Vicinity	N	0	150	700	0	0	0	850
Maximize flood storage and floodplain reconnection within the City-owned vacant property located north of 188th Street SW. This improvement would include excavating portions of the property to create new wetlands and also provide flood storage.												
Installation of small berms	202000010	Public Works Administration	2020	Eunia Plaza and Flynn's Carpets vicinity at about 186 <sup>th</sup> and SR 99	N	0	0	0	0	0	400	400
Berm open channel segments of Scriber Creek between driveway culverts near Flynn's Carpets, the Old Buzz Inn, and Eunia Plaza to protect low-lying areas of adjacent properties. Backflow prevention and a pipe extension (potentially to Scriber Creek at north end of City Park Property north of 188th St) to collect runoff from low parking areas would be required. Scriber Creek overtops its banks in the 10-year event causing flooding of adjacent business parking lots and access.												
Stormwater Infrastructure Management Plan	202000013	Public Works Administration	2020	City wide	N	0	0	0	0	0	0	0
Develop a work plan that the City can follow to properly map and manage their stormwater infrastructure as a systematic, progressive, and prioritized program for rehabilitating or replacing infrastructure as it reaches the end of its design life. The plan will spread out and normalize capital infrastructure replacement expenditures over time.												
44th Avenue Flood Notification Signage	202000014	Public Works Administration	2020	20700 block 44 <sup>th</sup> Ave W	N	180	0	0	0	0	0	180
The Scriber Creek crossing of 44th Avenue West occasionally is inundated with floodwaters during large storms. This project will construct automatic signs that deploy when the road is flooded to warn motorists that there is water on the roadway.												
44th Avenue W. roadway raising at Scriber Creek crossing (Phase 2)	SD2003017B	Public Works Administration	2003	20700 block 44 <sup>th</sup> Ave W	N	0	0	0	1,400	0	0	1,400
This project is the second phase of the completed project SD2003017A. The existing roadway has experienced substantial settlement due to poor underlying soils. Scriber Creek has experienced substantial sediment accumulation resulting in a higher creek profile. As a result, roadway flooding occurs during high storm events and is expected to												

<p>increase in frequency as roadway settlement and creek siltation continues. The first phase of the project installed beaming and a pump. Phase two will raise the existing roadway. A separate project is also included that would install an automatic warning sign during flooding.</p> <p>Raising roadway is necessary to alleviate seasonal flooding.</p> <p>2009 Surface Water Management Comprehensive Plan Project #FL-5.</p>												
<b>Neighborhood Traffic Calming Program</b>	200800103	Public Works Administration	2008	City wide	P*	57	57	57	57	57	58	343
Institute a City-wide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.												
<b>City Center: New Road - 42nd Ave W</b>	200800105	Public Works Administration	2008	Alderwood Mall Blvd to 194 <sup>th</sup> Street SW	P*							
<p>Construct a new road from Alderwood Mall Blvd. to 194th St SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic.</p> <p>This roadway is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Centers designated in the PSRC's Vision 2040.</p> <p>The project has received a federal grant for design work.</p>						4,200	3,000	500	4,000	4,000	0	15,700
<b>33rd Ave W Extension</b>	200800108	Public Works Administration	2008	33 <sup>rd</sup> Ave W to 184 <sup>th</sup> St SW	N							
<p>This project will realign 33rd Ave to the new intersection at 33rd Ave W and 184th St SW (the intersection constructed to access Costco).</p> <p>This project will likely be funded by a combination of local funds, grants, and a possible contribution by Alderwood Mall. The road will provide a much needed second route to the western side of Alderwood Mall from the north. It will allow traffic to by-pass the intersection of 184th St SW and Alderwood Mall Parkway which is at capacity much of the time. This extension will also become critical when the Poplar Bridge extension is completed which connects to 33rd Avenue West to the south.</p> <p>This project was one of the projects identified in the City Center Access Study.</p>						0	0	0	220	550	2,430	3,200
<b>City Center: New Road - 194th St SW</b>	200900101	Public Works Administration	2009	40 <sup>th</sup> Street SW to 33 <sup>rd</sup> Avenue West	N							
<p>Construct a new road from 40th Ave W to 33rd Ave W to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic.</p> <p>This project will provide access and internal circulation to the City Center area. It will also provide for and encourage the pedestrian traffic desired in the City Center.</p>						0	0	0	0	5,300	10,800	16,100

This project is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Centers designated in the PSRC's Vision 2040.												
<b>City Center Gateway: I-5/44th Ave W Underpass Improvements</b>	201400166	Public Works Administration	2014	I-5/44th Ave W	P*	500	2,000	0	0	0	0	2,500
<p>Improve the pedestrian access and gateway of the Interstate 5 underpass along 44th Ave. W. The City Center Streetscape Plan, Gateway Concept provides conceptual design and improvements at this designated gateway area. The underpass is a gateway into the City Center. These gateways are designated to present a positive image to the community. Improving this gateway area will increase pedestrian accessibility and improve the image of Lynnwood and its City Center.</p> <p>This project ranked # 3 for City Center pedestrian projects to pursue in City Council Resolution 2014-15.</p>												
<b>Maple Rd Improvement</b>	202000019	Public Works Administration	2020	36 <sup>th</sup> Ave W to 44 <sup>th</sup> Ave W	N	0	0	173	1,764	0	0	1,937
This old county section of road has missing curb, gutter, and sidewalks and is in need of reconstruction.												
<b>Roundabout/Traffic Signal (48th Ave W &amp; 188th St SW)</b>	202000021	Public Works Administration	2020	48th Avenue West & 188th Street SW	N	0	0	0	104	640	0	744
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>Traffic Signal (66th Ave &amp; 212th St)</b>	202000022	Public Works Administration	2020	66th Avenue West & 212th Street SW	N	0	0	0	100	400	0	500
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>Turn Lanes (City of Edmonds - 212th St SW &amp; Hwy 99)</b>	202000023	Public Works Administration	2020	City of Edmonds - 212th St SW & Hwy 99	N	0	0	3,260	0	0	0	3,260
The City of Edmonds requested that we put this project on our CFP. It is adjacent to Lynnwood and Lynnwood may participate depending on the design. This project would install turn lanes at this intersection to relieve congestion.												
<b>Traffic Signal (52nd Ave W &amp; 208th St SW)</b>	202000024	Public Works Administration	2020	52nd Ave W & 208th St SW	N	0	0	0	100	400	0	500
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												



<b>Traffic Signal (52nd Ave W &amp; 204th St SW)</b>	202000025	Public Works Administration	2020	52nd Ave W & 204th St SW	N	0	100	400	0	0	0	500
This intersection has been identified as a future location for a signalized intersection. It is anticipated that future growth will increase traffic at the location and that warrants will be met in the future justifying the improvement.												
<b>Traffic Signal (48th Ave W &amp; 194th St SW)</b>	202000026	Public Works Administration	2020	48th Ave W & 194th St SW	N	0	0	0	100	400	0	500
<b>School Safety Improvements</b>	201900124	Public Works Administration	2018	City wide	P*	750	0	0	0	0	0	750
Added per Council request Sept 24, 2018 during budget discussions. Concerns from residents near schools, particularly Lynndale Elementary, prompted the need for a study of conditions surrounding schools. Area of concern include traffic patterns and available safe walk routes. The study identified various potential improvements to be considered for implementation. Selected projects will be moved forward for further evaluation and/or construction.												
<b>48th Ave W Bike and Ped Improvements</b>	2016001010	Public Works Administration	2016	Lynnwood Transit Center to 194 <sup>th</sup>	P*	0	0	0	300	300	2,000	2,600
Project will enhance this critical pedestrian and bicycle connection between the Lynnwood Transit Center and transit service along 196th Street SW. It will also provide an improved connection between the transit center and the neighborhoods to the north. A partnership with Sound Transit is anticipated for the project.												
<b>Highway 99/Pacific Highway Center Median Treatment Project</b>	202100001	Public Works Administration	2021	Highway 99	F*	1,500	0	0	0	0	0	1,500
City of Edmond currently effort in design to extend the center median of Hwy 99 from King County border north through Edmonds and about 500 feet north of 212th/99 in Lynnwood. Lynnwood will begin to receive urgings to continue the center median treatment which starts on Aurora in Shoreline. Center medians at two locations of Hwy 99 in Lynnwood have been modified to mitigate left turning collisions. Before a full treatment project is complete, City is likely to have more locations where property owners request an extension of c-curbing or adding a median.												
<b>Traffic Safety Evaluation on Highway 99 Driveways</b>	202100002	Public Works Administration	2021	Highway 99	N	0	0	0	0	0	0	0
This study will be performed based on access and collision history on the Highway 99 Driveways.												
<b>City Center (46th Ave W)</b>	202000027	Public Works Administration	2020	46th Ave W	N	0	0	3,300	7,800	8,500	0	19,600

This new City Center roadway would connect 196th Street SW through private properties to the signalized 46th Intersection at 200th Street SW that is the future entrance to the Light Rail Station.												
City-Wide Sidewalk and Walkway Program	ST1997018A	Public Works Administration	1997	City wide	P*	500	500	500	500	500	500	3,000
Construct new asphalt shoulders, walkways or sidewalks to those roads. Included on the City's Pedestrian Skeleton System. This program is designed to fill in those areas lacking continuous sidewalks. Per the 2015 Transportation Element, The Pedestrian Skeleton consists of 104 miles, of which 85 miles or 82% is complete today. The project supports Transportation Element of policy T-4.1. This program will require a policy discussion with City Council to determine appropriate allocations. Project is ongoing as funds are available.												
Pavement Management Program	ST1997031A	Public Works Administration	1997	City wide	P*	2,500	2,500	2,500	2,500	2,500	2,500	15,000
Repair or reconstruct and overlay the City's streets as recommended by the analysis in the pavement management system.The maintenance program to resurface or rebuild City streets is necessary to improve their rideability and, their useful life span, and avoid the cost that comes with the degradation of infrastructure if it is not kept up appropriately. The sources of funds for this yearly effort include Transportation Benefit District funds. Funding at lower levels would result in deferred maintenance and a deterioration in the condition of the street surface and significantly increased costs of repair in the future. Project is ongoing.												
New Road: Maple Road Extension	ST1998036A	Public Works Administration	1998	32nd Ave W to Alderwood Mall Parkway (near Costco)	N	0	173	1,764	0	0	0	1,937
Construct a new road. The project schedule is dependent on development occurring along the proposed route of the road. The project would also allow the re-configuration of the traffic signal just west of Alderwood Mall Parkway on Maple Road to provide more queue space and reduce congestion. The funding would be participation by adjacent landowners at time of development and dedication of right -of-way as a condition of development.												
Expanded Road: 52nd Ave W	ST1999041A	Public Works Administration	1999	168th St SW to 176th St SW	N	0	0	0	236	176	0	412
Install sidewalks and associated widening to make this a three-lane facility with bike lanes. This project will provide needed pedestrian facilities along this section of 52nd Avenue W. This project will require grant and local funding.												
Traffic Signal Rebuild Program	ST2002044A	Public Works Administration	2002	City wide	P*	250	250	250	250	250	250	1,500

<p>This program will systematically rebuild Lynnwood's aging traffic signal inventory. Lynnwood owns and operates about 65 traffic signal that vary in age from recently built to decades old. This program will inventory and analyze all components of the system and lay out a plan for replacement of needed components as they age and reach the end of their working life.</p> <p>The City first began installing signals in the 1970's which means many signals have reached the end of their expected life. The normal life for internal signal equipment is 10 to 20 years. The normal life for housing and supports is 15 to 25 years. Furthermore, parts are no longer available for some of the older signals.</p> <p>Funding for this program comes from the Transportation Benefit District, but not enough funds are available to fully fund the program.</p> <p>Ongoing replacement of aging traffic signals will minimize breakdowns and maintain safety in traffic flow throughout the City.</p>												
<b>Intersection Improvements (52nd &amp; 176th)</b>	ST2002052A	Public Works Administration	2002	52nd Ave W and 176th St SW	N	0	0	0	45	462	0	507
<p>Future project to build a roundabout or a fully actuated signal with mast arm supports, illumination, and telemetry interconnect.</p> <p>This signal will improve both access and safety at this intersection.</p> <p>Anticipated funding to be from grants and local match.</p> <p>Staff has made channelization modifications over the past decade at this location to enhance safety. This is another location that staff is monitoring to ascertain when growth and conditions warrant the installation.</p>												
<b>City Center: Expanded Road: 196th St SW (SR-524)</b>	ST2003068A	Public Works Administration	2003	48th Ave W to 37th Ave W	F*	5,000	0	0	0	0	0	5,000
<p>The additional capacity is needed to keep projected City Center traffic flowing at an acceptable LOS during the afternoon peak hour. The project was identified in the City Center traffic analyses and is necessary to shorten traffic delays caused by future growth.</p> <p>The project is fully funded through state and federal grants, and local match funds. The project is expected to be bid in late 2019 with two seasons of construction to start in 2020.</p> <p>This project is part of the integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Center designation in Vision 2040.</p>												
<b>Expanded Roadway: 200th St SW</b>	ST2003069A	Public Works Administration	2003	64th to Scriber Lk Rd	N	0	0	0	0	0	500	500
<p>Widen 200th Street SW to accommodate growth, especially in the City Center. This project is part of the integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Center designation in PSRC's Vision 2040.</p> <p>This project will provide an alternative route to 196th St SW.</p>												
<b>City Center: Expanded Road: 200th St SW</b>	ST2005076A	Public Works Administration	2005	48th Ave W to 40th Ave W	N	5,000	5,000	0	0	0	0	10,000

<p>Widen 200th St SW from three lanes to 5/7 lanes with bike lanes and wide sidewalks and turning lanes at the 44th Ave W/200th St SW intersection.</p> <p>This project will provide an alternative East/West route to 196th St SW. The intersection improvements will improve traffic flow through this area for auto, freight and buses.</p> <p>This project is part of an integrated package of transportation improvements needed to support the development of the City Center to the urban densities envisioned for the Urban Center designation in Vision 2040.</p>												
<b>City-Wide Sidewalk and Walkway Program - ADA Ramps</b>	ST2006018B	Public Works Administration	2006	City wide	P*	200	200	200	200	200	200	1,200
<p>Add ADA compliant handicap ramps to street corners.</p> <p>The City is required by Federal law to make all city facilities ADA (Americans with Disabilities Act) compliant. This program will implement ADA improvements identified in the ADA Transition Plan and may require a policy discussion with Council to determine appropriate allocations. Presently, the Transportation Benefit District funds this project and work is ongoing.</p>												
<b>City-Wide Sidewalk and Walkway Program - Operations and Maintenance</b>	ST2006018C	Public Works Administration	2006	City wide	P*	50	50	50	50	50	50	300
<p>Funds are made available for City street crews to perform light capital repair of existing sidewalks. Assure the safety of pedestrians. The Transportation Benefit District currently provides funding for this project. Project is on-going as funds are made available.</p>												
<b>Poplar Extension Bridge</b>	ST2006088A	Public Works Administration	2006	33rd Ave W to Poplar Way	P*	2,000	15,000	15,000	8,000	0	0	40,000
<p>This project will construct a bridge across I-5 to connect Poplar Way with 33rd Ave W.</p> <p>This project was the second highest priority project identified by the City Center Access Study. The project will provide a more direct route to northbound I-5 at Poplar Way and will alleviate congestion along Alderwood Mall Parkway and along 196th St SW.</p> <p>This project ranked number #4 for City Center transportation projects to pursue in City Council Resolution 2014-15. Project has secured \$3.2M in grants for design and \$3.05M for right of way. These phases are nearing completion. The City is actively pursuing state and federal funds for the construction phase of the project that exceeds \$30 million.</p>												
<b>Beech Road Improvements</b>	ST2006092A	Public Works Administration	2006	18700 block to Maple Road	P*	3,300	0	0	0	0	0	3,300

<p>This project will construct two extensions of Beech Road.</p> <p>This project will provide much needed additional access and circulation to the properties located east of Alderwood Mall Parkway along I-5 as they develop/redevelop.</p> <p>These extensions will likely be funded by a combination of Developer contributions, mitigation fees, grants and local funds.</p>												
<b>North Link LRT Extension</b>	202000028	Public Works Administration	2020	Lynnwood to Everett	P	0	0	0	0	0	0	0
Lynnwood will be heavily involved in the planning and design of this critical transportation improvement that will cut directly through Lynnwood's urban growth area.												
<b>City EV Infrastructure</b>		Public Works Administration	2,022	City Buildings	N	150	150	150	150	150	150	900
This project involves many pieces to prepare the City facilities for Electric Vehicles: to study electrical utility capacity to support charging systems for short and long term goals, upgrade needed electrical transformers or panels for future plans, install conduit for charging station locations, install charging stations and possible carport or other infrastructure needed to support EV infrastructure or assets												
<b>WWTP Sludge Hauling</b>	PWWT003021	Public Works Administration	2021	WWTP	P	1,300	935	980	1,000	1,100	1,135	6,450
The project will construct a a screw conveyor and sludge distribution system, sludge loadout enclosure, odor control for the sludge loadout enclosure and chemical dosing system for sludge odor control. The project is to accommodate sludge an alternative disposal method to incineration for the next 5 years while the City works on replacing the existing incinerator with a permanent sludge disposal method. Upon completion of the construction of the conveying system, a transporting agency will be contracted to haul the sludge out of the treatment plant to a designated landfill.												
<b>WWTP Aeration Blowers Upgrade</b>	PWWT004021	Public Works Administration	2021	WWTP	N	1,500	0	0	0	0	0	1,500
The project will replace 3 existing blowers that provide air to the aeration basins with new efficient and higher capacity blowers.												
<b>Water Comprehensive Plan</b>	PWWR110021	Public Works Administration	2021	WWTP	P	100	0	0	0	0	0	100
The project is updating City's previous WSP.												
<b>Sewer Comprehensive Plan</b>	PWSW040021	Public Works Administration	2021	WWTP	F	0	0	0	0	0	0	0
The project is updating City's previous Sewer Comprehensive Plan.												
<b>Hall Creek Habitat Enhancement Study</b>		Public Works Administration	2021		N	0	150	0	0	0	0	150
Identify potential enhancement or restoration opportunities within Hall Creek to promote salmon spawning habitat												
<b>Stormwater On-Call</b>		Public Works Administration	2021	City Wide	F	100	100	100	100	100	100	600

60th Ave W Sewer Pipe Upgrade		Public Works Administration	2019	60th Ave	N	500	1500	0	0	0	0	2,000
Replacement of sewer main												
Lynnwood Golf Course Pro Shop Renovations	201200152	Parks, Recreation & Cultural Arts	2012	Golf course	N							
Development of a food and beverage indoor dining service in the Golf Course Pro -Shop. Project is identified in the approved 2012-2016 LMGC Business Plan. This project would remodel the Pro Shop with a snack bar area that would provide indoor dining and beverage service, an expanded menu and allow for increased hours of operation. Project would provide revenue from increased sales, increased hours of operation and increased of rounds of golf. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs. Park improvements enhance level of service to park users.						0	100	150	0	0	0	250
Recreation Center Covered Walkway	201500102	Parks, Recreation & Cultural Arts	2019	Recreation Center	F*	0	250	0	0	0	0	250
Weather shelter to cover front walkway for swim line patrons.												
Senior Center / Teen Center Expansion	201500103	Parks, Recreation & Cultural Arts	2015	Senior Center	P*	100	500	0	0	0	0	600
Remodel and/or expansions in an existing City building or off-site lease space to accommodate expanded youth, teen, senior, and community programs.												
Meadowdale Playfields LED Lighting	201500104	Parks, Recreation & Cultural Arts	2019	66th Ave W and 168th St SW	N							
Meadowdale Playfields were constructed in 1989 and currently the lights are HID 1000-watt metal halide and high pressure sodium bulbs. This project will design and convert the original lighting system to the more efficient LED lighting technology. Improvements will reduce annual maintenance and utility costs while increasing overall lighting, improve safety, and reduce light spillover pollution. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to existing facilities to promote public safety, security and respond to the community needs. Park improvements enhance level of service to park users. This project will help to support the community need for lighted sport facilities. Meadowdale Playfields is a joint facility; additional funding may be available from Edmonds School District and/or City of Edmonds.						0	0	2,500	0	0	0	2,500
Park Central (Wilcox Park Improvements)	201500105	Parks, Recreation & Cultural Arts	2015	Wilcox Park	N	0	0	0	0	0	50	50
Wilcox Park and nearby area pedestrian and park improvements. Redesign and redevelop play areas and sport court to incorporate a connecting trail from the Park to Cedar Valley												

Community School. Improvements will include new fencing, ADA improvements, updated play areas, and new sport court area.												
Tunnel Creek Trail	201500106	Parks, Recreation & Cultural Arts	2015	Edmonds School District property off 33rd PL W across from Costco	N	0	0	0	0	0	50	50
Formalize existing social trails. Safety improvements, signage, and ROW acquisition.												
Scriber Creek Trail Improvements, Phase II & III	201500107	Parks, Recreation & Cultural Arts	2015	from Wilcox Park to Transit Center	P*	4,000	4,000	4,000	4,000	0	0	16,000
Replacement of the current trail with an elevated trail designed to allow for seasonal flooding. The elevated trail will provide additional viewing opportunities of the wetland and include interpretive signage. The 1.5-mile trail begins at the transit center and runs north to Scriber Lake Park.  The current trail is seasonally under water and in need of major renovation. An elevated walkway will allow for seasonal flooding while providing year-round recreation opportunity and improved pedestrian and bicycling access to the transit center. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to existing facilities to promote public safety, security and respond to the community needs. Park improvements will enhance the level of service to park and trail users. This project will meet an expressed community need in Lynnwood.  This project may qualify for mitigation funding as part the Lynnwood Link light rail project.												
Park Signage	201900102	Parks, Recreation & Cultural Arts	2021	17 park locations around the city	N	0	0	0	0	0	50	50
Development of a park signage program that would replace all park entrance and ancillary signs to reflect the City 's branding program.  With the recent adoption of Lynnwood’s branding program, this is an opportune time to revitalize the park signage program. The 2010 Branding Report recommends an inventory of existing City signage, and creation of a plan for all signage within 5 years. Existing signs in the park system would be replaced, some of which are over 40 years old, with signs that reflect Lynnwood’s brand. The City’s brand identity would be integrated into the new signs which would identify each park and celebrate the neighborhood it supports.  Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.  Park improvements enhance level of service to park users.												
Alderwood Transition Area mini park	201900103	Parks, Recreation & Cultural Arts	2017	Near Alderwood Mall	N	0	0	0	0	100	1,000	1,100

Develop a mini-park along Interurban Trail to serve new residential development in Alderwood Transition Area. Identified as an amenity improvement in the Interurban Trail Master Plan 2018 update to help serve a LOS deficit in the Alderwood Transition Area. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities. Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.												
ADA Park Upgrades	201900104	Parks, Recreation & Cultural Arts	2019	City wide	P*	50	50	50	50	50	50	300
ADA park upgrades such as pathways/walkways, restrooms, playground ramps, etc. to bring all parks up to compliance with Title II of the ADA requirements. ADA park upgrades identified in 2018 ADA Self-Assessment and prioritized in the Transition Plan. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities. Meet or exceed the requirements of Title II of ADA.												
Lund's Creek Park Development	200900117	Parks, Recreation & Cultural Arts	2009	6026 156th St SW, Edmonds	N	0	0	0	0	0	0	0
Environmental education center												
Lynndale Park Renovation, Phase IV	PK1997017B	Parks, Recreation & Cultural Arts	1997	Lynndale Park	N	0	0	0	50	1,000	0	1,050
Phase IV includes rehabilitation of the central play area according to the 2001 Central Play Area Master Plan, which includes a tot lot, ADA improvements, improved circulation, picnic facilities, volleyball courts, building renovations and landscaping. The park's central play area, originally developed in 1968, is heavily used by the community, summer camp and recreation programs, and is in need of renovation. The project will also improve park circulation and ADA access. Development of a tot lot will help support City day camp programs and neighborhood use. The Central Play Area Master Plan was completed in 2000 and is consistent with the Lynndale Park Master Plan. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs. Park improvements enhance level of service to park users.												
Daleway Park Renovation, Phase II	PK1997020B	Parks, Recreation & Cultural Arts	1997	Daleway Park	N	0	0	75	500	0	0	575



<p>Phase II includes addition of a picnic shelter, improvements to drainage in large lawn area, replacement of playground equipment, and ADA barrier removal.</p> <p>Drainage improvements to the front lawn area would improve safety and expand usage of the space. A reservable picnic shelter is needed to serve the neighborhood. ADA barrier removal and addition of accessible route is outlined in the ADA Transition Plan.</p> <p>The project is consistent with the approved 1997 Daleway Park Master Plan. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Park improvements enhance level of service to park users.</p>												
Interurban Trail Improvements	PK1998021A	Parks, Recreation & Cultural Arts	1998	City wide	N							
<p>Provide signage, trailheads and historic markers, and improve landscaping along Lynnwood 's 3.8-mile portion of the Regional Interurban Trail.</p> <p>To enhance trail users' experience and provide a safer route along the Interurban Trail. Trailheads with landscaping, benches and amenities will serve as rest stops and add to the comfort of all users. Directional and regulatory signage will be improved. The history of the Interurban Railway will be told with signage placed along the trail at the historic Interurban stations.</p> <p>Improvement of the Interurban Trail has been a Parks Board priority for many years, but it has yet to be funded. The Interurban Trail has been developed through Shoreline, Edmonds, Mountlake Terrace, Lynnwood, and Snohomish County to Everett. The project is consistent with the goals and objectives of the Comprehensive Plan, the Parks and Recreation Element, the Interurban Trail Landscape Plan and AASHTO trail standards, to promote public safety, security and ADA accessibility and response to community's needs.</p> <p>This project ranked # 4 for City Center pedestrian projects to pursue in City Council Resolution 2014-15.</p> <p>Park improvements enhance level of service to park users. Trail enhancement would increase trail use by providing a more attractive and interesting travel route.</p> <p>Potential WWRP or LWCF grant. Improvements to the City Center trailhead (40th Ave W / Alderwood Mall BLVD) planned for 2016 as master concept for future trailhead improvements.</p>						0	200	0	200	0	200	600
South Lund's Gulch Trail Development	PK1998023C	Parks, Recreation & Cultural Arts	2022	Gulch Trail	N							
<p>Development of trailhead at the south end of Lund's Gulch (parking, picnic area, restrooms, kiosk), and 3/4-mile soft surface hiking trail into Lund's Gulch with bridge crossing at Lund's Creek. Trail will connect with existing trail system in county owned Meadowdale Beach Park. Trail development will require consultant design, engineering and permitting for development in sensitive areas.</p> <p>Project would provide Lynnwood residents with direct physical access to Lund 's Gulch, Lund's Gulch Creek, and the Salish Sea. Residents have rated the need for trail access to natural areas high on community surveys. First section of trail was developed in 2004 with REI volunteers. Neighborhood meetings and coordination with Snohomish County Parks were held in 2007. City has preserved 98 acres of open space adjacent to Meadowdale Beach Park, but there is no public access into south end of gulch.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs to preserve and provide public access to natural resources in public ownership.</p>						0	0	500	0	0	0	500

Park and trail improvements enhance level of service to park users to meet adopted level of service of .25 miles/ 1,000 residents.												
Scriber Creek Trail, Master Plan (aka Center to Sound Trail)	PK1998025A	Parks, Recreation & Cultural Arts	1998	City wide	N	150	0	0	0	0	0	150
Master planning for the improvements and northern extension of the Scriber Creek Trail from the Lynnwood Transit Center through Scriber Lake to Lund's Gulch, creating a north-south Class bicycle/pedestrian corridor through Lynnwood for recreation and commuter use. This project would provide a north-south trail corridor, a Class I bicycle/pedestrian trail, that would link parks, open space, neighborhoods, schools, businesses and shopping in Lynnwood. The project is consistent with goals and objectives in the Parks & Recreation Element in the Lynnwood Comprehensive Plan, the Lynnwood Transportation Business Plan and AASHTO trail development standards, to promote public safety, security and ADA accessibility and response to community's needs. There is currently a deficit of trails in Lynnwood. Extension of trail would increase trails level of service and access to the Transit Center and future Link Light Rail Station. This project is included in Lynnwood's Transportation Business Plan and Non-motorized Skeleton System Development. Extension of the trail will need a full alignment study and coordination with Public Works floodplain projects. Potential Washington Wildlife and Recreation Program (WWRP) or Land and Water Conservation Fund (LWCF) grant Potential Sound Transit mitigation project												
Scriber Creek Trail Extension, Acquisition (aka Center to Sound Trail)	PK1998025B	Parks, Recreation & Cultural Arts	2021	City wide	P*	0	0	500	500	500	500	2,000
Master planning for the extension of Scriber Creek Trail northward through the city from Scriber Lake Park to Lund 's Gulch, creating a north-south bicycle corridor through Lynnwood for recreation and commuter use. Missing links along the existing trail from the Transit Center to Scriber Lake Park would be completed with the trail improved to a Class I bicycle/pedestrian trail. This project would provide a north-south trail corridor, a Class I bicycle/pedestrian trail, that would link parks, open space, neighborhoods, schools, businesses and shopping in Lynnwood. The project is consistent with goals and objectives in the Parks & Recreation Element in the Lynnwood Comprehensive Plan, the Lynnwood Transportation Business Plan and AASHTO trail development standards, to promote public safety, security and ADA accessibility and response to community's needs. Park and trail improvements enhance level of service to park users to meet adopted level of service of .25 miles/ 1,000 residents.												
Scriber Creek Trail Extension,	PK1998025C	Parks, Recreation & Cultural Arts	1998	City wide	P*	0	0	0	0	1,000	0	1,000

Development (aka Center to Sound Trail)												
<p>Extension of Scriber Creek Trail from Scriber Lake Park northward to Lund's Gulch, and improvements to existing trail from the Transit Center through Scriber Lake Park to 196th St SW. The length of the trail will be improved to a Class I bicycle/pedestrian trail creating a north-south bicycle corridor through Lynnwood for recreational and commuter use. This project would provide a 1.5-mile Class I bicycle/pedestrian trail that would link the Interurban Trail, Transit Center and future City Center development with Lynnwood parks, neighborhoods and retail and commercial centers. The project is consistent with goals and objectives in the Parks &amp; Recreation Element in the Lynnwood Comprehensive Plan, the Lynnwood Transportation Business Plan and AASHTO trail development standards, to promote public safety, security and ADA accessibility and response to community's needs.</p> <p>Improvements to trail will increase level of service to users and provide a north -south non-motorized corridor through Lynnwood.</p> <p>Phase I: 196th St SW to 188th St SW utilizes storm drainage property.</p> <p>Phase II: to begin after ped bridge constructed over HWY 99 and acquisitions complete.</p> <p>Potential WWRP or LWCF grant.</p>												
Strategic Park Acquisitions	PK1998031A	Parks, Recreation & Cultural Arts	1998	City wide	N							
<p>Acquisition of property for new active park facilities - mini parks, neighborhood parks and community parks adjacent parcels for park expansion, and preservation of natural areas in Lynnwood. This project would provide funding when acquisition opportunities arise to purchase park land.</p> <p>More community, neighborhood and mini parks are needed in both the City to meet the recreational needs of underserved neighborhoods and make up the current deficit in the level of service for Core Parks. Opportunities to acquire strategically located parcels adjacent to existing city-owned parcels will serve to expand parking lots, improve access points, or preserve natural areas.</p> <p>Goals and objectives of Lynnwood Comprehensive Plan and Parks and Recreation Element support park site acquisition and development to ensure that all residents of the City and the MUGA are well served.</p> <p>Recommended LOS for Core Parks is 5 acres per 1000 population. There is currently a deficit of active parks in Lynnwood and the annexation areas.</p> <p>Fund for acquisition strategic properties to meet deficit, beginning in 2017.</p>						500	500	500	500	500	500	3,000
188th St Mini Park Development	PK1999033A	Parks, Recreation & Cultural Arts	2023	Property on 188th near HWY 99	N							
<p>Development of 1-acre mini park on upland portion of City-owned storm drainage mitigation area to serve the adjacent neighborhood.</p> <p>Provide a mini park with play equipment, trails and landscaping in an underserved neighborhood.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.</p>						0	0	0	0	0	50	50

Deferred Park Maintenance & Capital Renewal	PK2000034A	Parks, Recreation & Cultural Arts	2000	City wide	F*	200	200	200	200	200	200	1,200
<p>Dedicated funding for renovation of park sites and playgrounds at existing City parks, to replace equipment and to meet ADA accessibility &amp; safety standards for public playgrounds.</p> <p>General park conditions and existing equipment are reviewed and recommendations are made annually. Renovation is necessary to comply with safety standards, Americans with Disabilities Act and for repair and replacement of outdated play equipment. ADA requires all playgrounds over 20 years old be renovated for accessibility.</p> <p>Renovation of existing park facilities is a high priority of the Parks and Recreation Board. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Renovation of parks will improve level of service for users.</p> <p>Dedicated fund for necessary park renovation and repair and deferred maintenance.</p>												
Rowe Park Development	PK2001039B	Parks, Recreation & Cultural Arts	2001	Rowe Park	F*	500	4,000	0	0	0	0	4,500
<p>Construction of a new 2.39-acre neighborhood park that will serve all ages and abilities. Master Plan completed in 2004 through public process, includes accessible recreation elements integrated throughout forested site, with a meandering series of accessible paths, a playground, outdoor exercise equipment, an informal play lawn, flower gardens, picnic areas and restrooms and parking.</p> <p>To provide a park that serves the neighborhood families, senior housing, a senior care facility and a church. The primary focus of development will be to provide a park that includes amenities that are accessible for users of all ages and abilities, including disabled individuals. Although all of Lynnwood 's parks strive to be accessible, Rowe Park will feature low impact exercise equipment, level walking trails and serene garden spaces, as well as active play equipment.</p> <p>This park is very important to the neighborhood and they have been anxiously looking forward to it since they participated in the master planning process in 2004. Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs.</p> <p>Development would help meet the LOS for neighborhoods in the northwest quadrant of the city.</p> <p>Proposed WWRP grant in 2016, funding available in 2017. Master Plan was completed in 2008.</p>												
Scriber Lake Park Boardwalk Trail	PK2003046C	Parks, Recreation & Cultural Arts	2003	Scriber Lake	P*	100	1,500	1,500	0	0	0	3,100
<p>Design and construct approximately 1,100 linear feet of elevated boardwalk trail and up to three viewpoints over water. This project is key to providing year-round recreation and ADA access to the City's only lake. Upgrades will also include improving the connections to the existing floating dock, interpretive signage, seating, and wetland restoration/enhancements.</p>												
Scriber Lake Park Improvements/Expansions	PK2003046D	Parks, Recreation & Cultural Arts	2023	Scriber Lake	N	0	0	0	0	0	50	50

<p>New community gathering and performance spaces, including the Community Glade, Forest Canopy Walk, Northwest Medicinal Garden, Native Plant Community Collection and the Drumlín Amphitheater/Outdoor Classroom, per the 2005 Master Plan. Improvements to the overgrown and uninviting NW corner entrance will draw people into the park, increase park use and discourage unwanted uses. Improve the 52nd Ave W park entrance to include parking, amphitheater and playground.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Park improvements enhance level of service to park users.</p>												
Off-Leash Dog Area - Development	PK2004052B	Parks, Recreation & Cultural Arts	2004	Undetermined	N	0	0	1,500	0	0	0	1,500
<p>Development of a .5 to 1 acre off-leash dog area in Lynnwood or the annexation area, to include a perimeter fencing, bag and disposal receptacles, surfacing, water access and signage. Neighborhood planning meetings would be scheduled. Local dog owners have expressed a need for an off-leash dog area in or near Lynnwood. The nearest off-leash dog park is in Mountlake Terrace.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide parks that respond to community's needs. There has been strong support for this project by Lynnwood residents.</p> <p>Park development raises the level of service to all park users.</p>												
Town Square Park Development	PK2005059A	Parks, Recreation & Cultural Arts	2005	City Center	P*	0	500	5,000	5,000	0	0	10,500
<p>Public parks and plazas are proposed as the City's initial investments in the City Center to attract private development. It is important to identify the locations, general size and nature of these spaces, and begin development prior to private investment in the City Center.</p> <p>Goals and objectives of Lynnwood Comprehensive Plan and Parks and Recreation Comprehensive Plan support park site acquisition and development to ensure that all city residents are well served.</p> <p>Town Square Park ranked # 1 to pursue in City Council Resolution 2014-15.</p> <p>Because characteristics and social patterns for City Center residents are expected to be different from the city as a whole, the LOS standard will be unique to the City Center. A parks level of service of 5 acres per 1000 population has been proposed.</p> <p>Funding sources to be determined. Possible funding sources include grants, LID's, mitigation fees, developer contributions, bonds.</p>												
Recreation Center Refresh	PK20200101	Parks, Recreation & Cultural Arts	2017	Recreation Center	N	0	0	0	100	0	100	200

<p>Replacement or installation of recreation toys and equipment such as playground update, aquatic toys and features, and other amenities for drop-in play.</p> <p>The renovated recreation center opens in 2011 with an average monthly usage of 45,000 visitors and a year-round, daily operation which causes natural wear and tear on equipment.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p>												
Doc Hageman Park Development, Phase I	PK2002041C	Parks, Recreation & Cultural Arts	2004	Dog Hageman park	N							
<p>1st phase of development for this MUGA-serving, neighborhood park.</p> <p>This park site was acquired in the MUGA for future development of a neighborhood park.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.</p>						0	0	0	0	0	0	0
Lund's Gulch Open Space Preservation, Phase IV	200900116	Parks, Recreation & Cultural Arts	2009	Land's Gulch	N							
<p>Future acquisition of remaining gap parcel with Conservation Future's grants.</p> <p>Property acquisition in Lund's Gulch is to continue the City's preservation of this highly sensitive ecological area and protection of Lund's Gulch Creek. These sites are also strategic to future trail development in Lund's Gulch.</p> <p>Consistent with goals and objectives stated in Parks and Recreation Element of the Lynnwood Comprehensive Plan that provide improvements to promote public safety, security, accessibility, and respond to community needs for active recreation opportunities.</p> <p>Increase level of service for underserved neighborhood and to maintain 3.5-acres/1000.</p>						0	1,250	0	0	0	0	1,250
Recreation Center Phase II	BP2006023B	Parks, Recreation & Cultural Arts	2006	Recreation Center	N							
Feasibility and alternatives analysis for community center facility or Phase II expansion of the Recreation/Community Center leading to planning, design, construction						50	50	0	0	50	50	200
Manor Way Park Development	PK1997002B	Parks, Recreation & Cultural Arts	2006	Manor Way Park	N							
Future Manor Way park will be a neighborhood park serving an underserved area in Lynnwood's municipal urban growth area. This park will be developed largely as walking trails with an active play area and parking lot.						0	0	0	0	0	0	0
Pioneer Park Renovation, Central Play Area		Parks, Recreation & Cultural Arts	2021	Pioneer Park	N	50	350	0	0	0	0	400

ADA parking, curb ramps, accesible route, playground replacement												
Maple Mini Park Renovation		Parks, Recreation & Cultural Arts	2021	Maple Mini Park	N	500	0	0	0	0	0	500
Maple Mini Park is a stormwater detention facility that was donated to the City of Lynnwood in 1989 and is jointly managed by Public Works and Parks. The City needs to remove and replace the current play structure, as well as confirm stormwater function and capacity. This project address the .77 acre detention facility's best recreation use and remove ADA barriers.												
Golf Course Trail Improvements		Parks, Recreation & Cultural Arts	2021	Golf Course Trail	N	0	0	0	250	250	250	750
Widen Golf Course perimeter trail from walking path to 16' wide recreation trail. Project will consider surfacing as much as half of the trail to be low-impact, rubberized, poured in place material. Project would also aim to remove all ADA barriers, and provide site furnishings/amenities to support trail users.												
Lund's Gulch Trail System Master Plan		Parks, Recreation & Cultural Arts	2021	Lund's Gulch North & South	N	20	0	0	0	0	0	20
Partner with Snohomish County to develop a trail network master plan for Lund's Gulch Open Space identifying and creating trailhead and parking locations, and pedestrian connections to Meadowdale County Beach Park.												
Sprague's Pond Park Development		Parks, Recreation & Cultural Arts	2021	Sprague's Pond Park	N	0	0	0	250	500	0	750
Long term improvements that support passive recreation may include a pedestrian bridge over the pond to connect to Sprague's Pond Mini Park to create a walking-loop trail, a floating dock for fishing and environmental education, picnic shelter, or restroom building.												
Village Green Park Pavilion		Parks, Recreation & Cultural Arts	2019	Village Green	N	0	750	0	0	0	0	750
Construct an approximately 1,000-square foot stage/pavilion at the new Village Green park within the Northline Village development at 198th St SW and 45th Ave W.												

Funding Status (N - Not Funded; P - Partially Funded; F - Fully Funded; and \* - has some funding in the current biennium)

Bolded Projects are projects that are also a part of the TIP



*(This page left blank intentionally.)*