

# 1. Introduction and Background

## Purpose

The CC + A plan integrates and connects the City Center and Alderwood areas, aligns with and supports the regional growth centers framework of the Puget Sound Regional Council (PSRC), supports state, regional, and countywide policies, prepares for the incoming Everett Link Light Rail extension, and creates new opportunities for employment and housing. Key guiding principles for the planning effort include the following:

- Foster exciting, livable communities through increased public engagement and mixed-use development.
- Promote housing affordability and diversity to accommodate varying income levels and lifestyles.
- Stimulate local employment by supporting business growth and attracting new industries.
- Strengthen the regional economy through strategic investment and innovation.
- Create vibrant, recognizable areas with abundant amenities that contribute to a high quality of life and create walkable downtown and light rail station areas.
- Follow the Puget Sound Regional Council (PSRC) Regional Centers Framework by planning for the CC + A to meet requirements for Regional Growth Centers (RGCs).
- Establish and achieve community goals and priorities.
- Satisfy the requirements of the state’s GMA by planning for forecasted growth and meeting allocated targets for housing and employment.
- Support the goals and policies of the Puget Sound Regional Council’s (PSRC’s) VISION 2050 and Regional Transportation Plan 2050 (RTP2050) regional plans. PSRC has designated the City Center + Alderwood RGC as one of 30 locations throughout the region that have key “business, governmental and cultural facilities and are planning for growth.” VISION 2050 and T2050 provide regional planning frameworks that support accommodation of forecasted growth in a manner that results in the greatest overall benefits to the Central Puget Sound region.
- Align with Snohomish County Countywide Planning Policies (CPPs).

The CC + A plan conveys the community’s vision for the RGC and creates a long-range plan that will guide the center’s growth and development. Ultimately, this plan will foster the emergence of a vibrant regional center that leverages the addition of the two Link Light Rail stations and helps the City to accommodate its growth targets in a preferred area.

## Context

As the name suggests, CC+A can generally be described as a combination of Lynnwood’s City Center Subarea, the area surrounding Alderwood mall, and the smaller transition area between the two. The City is proposing revisions to the boundaries of the Lynnwood Regional Growth Center (RGC), identified by Puget Sound Regional Council (PSRC) and the City of Lynnwood (the City) as a preferred focal point for planned growth and development. The previous boundary encompassed approximately 764 acres and the new boundary covers 772 acres. The adjustment is considered a minor boundary adjustment and was submitted to PSRC for administrative review. The adjustment follows parcel boundaries, is a refinement of the original boundaries of the RGC based on this subarea plan, and increases the center boundary by less than 10%.

The Lynnwood RGC is in the heart of Lynnwood at the crossroads of I-5 and I-405 and surrounded by the 50th Avenue Neighborhood and Alderwood Manor area. Though the RGC is larger than the recommended 640 acres, it is served by an internal, high-capacity transit system (light rail service), which is notated as a case in which the center size may be larger. Both the City Center and Alderwood areas are anchored by light rail service (current and planned) and bus rapid transit (BRT) which provide a transition from the newer transit-oriented development to existing low-rise residential areas.

## City Center Planned Action

In the early 2000s, the Lynnwood City Center underwent a subarea planning effort that identified the City Center to support 9.1 million square feet of buildings to include 3,000 dwelling units, along with a mix of commercial and employment uses, transforming the area into an active urban center and appealing place to live, work, and visit.

The City Center Subarea Plan included a Planned Action Ordinance (2012) that has facilitated current and future development. The Planned Action Ordinance resulted in new activity, including development applications and entitlements for housing. In 2022, the City amended the City Center Planned Action Ordinance (No. 3425) to expand the development potential to 12.3 million square feet of building area with 6,000 dwelling units in the City Center in order to ensure implementation of the Community Vision of a City Center through a coordinated and expedited land use approval process meeting market demands.

## Summary of Public Engagement

Public engagement efforts on the CC+A Subarea Plan included attending many community events throughout the City during the summers of 2023 and 2024, where information on this Plan, as well as the Comprehensive Plan and Unified Development Code Update was provided and feedback was solicited. On September 12, 2023 the City held a scoping meeting for Determination of Significance (DS) and Request for Comments on the scope of the environmental impact statement. On May 8, 2025, a Public Meeting on the Draft Environmental Impact Statement was held.

Through these engagement efforts, staff were able to hear feedback from many members of the community. The goal of this long-term engagement was to create a more inclusive and representative process, where everyone had the opportunity to contribute and have their needs and interests considered. Staff attended events throughout the City, not only on Civic Campus or within the CC+A Subarea in order to hear from as many groups as possible.

## EIS Analysis and Outcomes

The EIS analyzes potential impacts to demographics, land use patterns and housing; community design and aesthetics; natural and built environment; multimodal transportation and related greenhouse gas emissions; public services (fire and police protection, parks, and schools); utilities (water, sewer, and stormwater); and relationship to plans and policies. The EIS evaluates alternatives for each of these topics and each alternative's alignment with the Imagine Lynnwood 2024 Comprehensive Plan and the vision for the community.

Alternatives studied in the EIS include:

- **Alternative 1—No Action Alternative**—SEPA Required Alternative and assumes growth according to current trends.
- **Alternative 2—Concentrated Growth Alternative—Preferred Alternative**—an action alternative that examines more concentrated growth within City Center + Alderwood RGC, resulting in a denser RGC and aligning with the Imagine Lynnwood 2024 Comprehensive Plan, and as such, is the City's preferred alternative for the RGC and proposed expanded Planned Action area.
- **Alternative 3—Dispersed Growth Alternative**—an action alternative that examines dispersion of growth across City Center + Alderwood, but also in other geographic areas of the City, including along the SR 99 corridor.

The No Action Alternative (Alternative 1) represents the baseline future conditions if growth continues to occur consistent with currently adopted zoning policies. Alternative 2 Concentrated Growth with Denser RGC and Alternative 3 Dispersed Growth represent growth and redevelopment that could occur under the Subarea Plan, with Alternative 2 as the preferred alternative because it aligns with the Imagine Lynnwood 2024 Comprehensive Plan.

The No Action Alternative is used as the baseline against which the impacts of the two action alternatives studied in the EIS (Alternatives 2 and 3) are measured. The focus of this EIS is the RGC, but the traffic operations evaluation is conducted citywide because the alternatives assume growth outside the RGC relative to the No Action Alternative. Evaluations are conducted on facilities under both City and State jurisdiction.

## 2. Vision, Goals, and Policies

### City Center + Alderwood Vision Statement

It is the intention of the City of Lynnwood and the purpose of this Plan to provide a policy framework to positively affect the growth and development of the CC+A subarea and its environment, to fully heighten the vitality, character and heart of the City. The vision, goals, and policies of the CC+A subarea remain deeply connected to the original goals of the City Center Subarea Plan (2007), and work towards a continuation of the original goal of the City Center, to create a compact, intense and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation.

City Center + Alderwood is a designated Urban Regional Growth Center (Lynnwood RGC) within the Puget Sound Regional Council policy framework. PSRC's VISION 2050 and Snohomish County's Countywide Planning Policies envision cities with designated centers as playing an important role in shaping future growth and development patterns by accommodating a significant portion of the region's employment and residential growth. Throughout the region, Centers designations are part of a growth management and transportation planning strategy to provide for greater intensity and density in areas of compact development where housing, employment, shopping and other activities are close together in proximity to transit. These centers form the backbone of the transportation network, linking communities to reduce the rate of growth in vehicle miles traveled and greenhouse gas.

The vision for the CC+A subarea is to create a compact, intense and lively area that offers Lynnwood new and continued opportunities for culture, commerce, and habitation as an urban regional growth center. The Subarea is made up of two main areas as the name suggests, City Center and Alderwood, both anchored by their own light rail station. These two central areas share common goals but have different focuses. The City Center focuses on creating a downtown experience, while Alderwood acts as a retail and experience hub. Both accommodate future employment and housing opportunities. People are drawn to this area by housing, shopping, employment, and more. The City continues to implement the City Center Streetscape Plan in order to create pedestrian amenities and a more walkable center. These efforts will be further realized through this plan, and new streetscape standards for Alderwood and updated standards for City Center. More specifically, it is the community's intention to:

1. Create "Places to Stay" in the heart of the City- working towards the creation of meaningful spaces for residents and visitors alike to not only fulfill their daily needs, but to thrive and enjoy an outstanding quality of life.

2. Link the City Center and Alderwood areas- enhance the mobility and connectivity to and through the CC+A subarea through multimodal improvements
3. Work towards achieving the Lynnwood RGC's planned target density of at least 45 activity units per acre- the urban growth center plays an important regional role and is slated to be home to major investments that offer new opportunities for growth that will be utilized.
4. Enhance the quality of life of residents while providing opportunities for new residents and visitors.
5. Support sustainable, environmentally responsible development that works to improve the spaces for natural systems and people alike.
6. Lift up community voices to execute the City's vision for a vibrant center.

This vision was the outcome of engagement with the community, and answers to questions on what they hoped Lynnwood's CC+A subarea would like in the future.

## GOALS, POLICIES, AND STRATEGIES

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to the CC+A Vision are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

### **CF Goal 5**

**Ensure that the Capital Facilities & Utilities Element is consistent with City of Lynnwood plans, as well as, local, regional, and state adopted plans.**

**CF Policy 5.6** Promote coordinated planning for services and facilities with counties, cities, tribes, and special purpose districts in a manner that supports the Regional Growth Strategy, including addressing long-term needs, supply, and the use of conservation and demand management.

### **CCAV Strategy 5.6.1** Implement CF Policy 5.6.

The City coordinates with the Snohomish, Tulalip, and Muckleshoot Tribes and the Public Facilities District (PFD) regularly and notifies them on projects, policies and other items that these groups may have interest in.

### **TR Goal 7**

**Minimize the impact of the transportation system on the City's environment and quality of life.**

**TR Policy 7.7 Implement transportation programs that provide increased access to opportunities while preventing and mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs.**

**CCAV Strategy 7.7.1** Prioritize services and access to opportunity for people of color, people with low incomes, and people with special transportation needs.

**TR Goal 3**

**Create an All Ages and Abilities non-motorized transportation network that provides high quality connections throughout Lynnwood.**

**TR Policy 3.2 Prioritize multimodal transportation investments in the Regional Growth Center and high-capacity transit areas.**

**CCAV Strategy 3.2.1** Implement TR Policy 3.2.

The Lynnwood City Center light rail station was opened in the summer of 2024, and the West Alderwood light rail station is estimated to open as a part of the Everett Link Extension in 2037. Future transit services anticipated to serve the CC+A subarea also include STRIDE BRT. Lynnwood continues to work with our transit partners Community Transit and Sound Transit to ensure that high-capacity transit serves our community.

# 3. Existing and Future Demographics, Land Use, Zoning, and Housing

## Current Land Use Patterns and Zoning

Currently, the RGC comes in at around 772 acres in size, which is larger than the typical urban and metro growth centers. This area is served by Community Transit’s Orange Line BRT system, which connects both City Center + Alderwood internally, and to surrounding communities. Additionally, Link light rail will also open the Alderwood station, which will connect City Center zones to Alderwood zones as well as the region as a whole. For this reason, a larger acreage is justified.

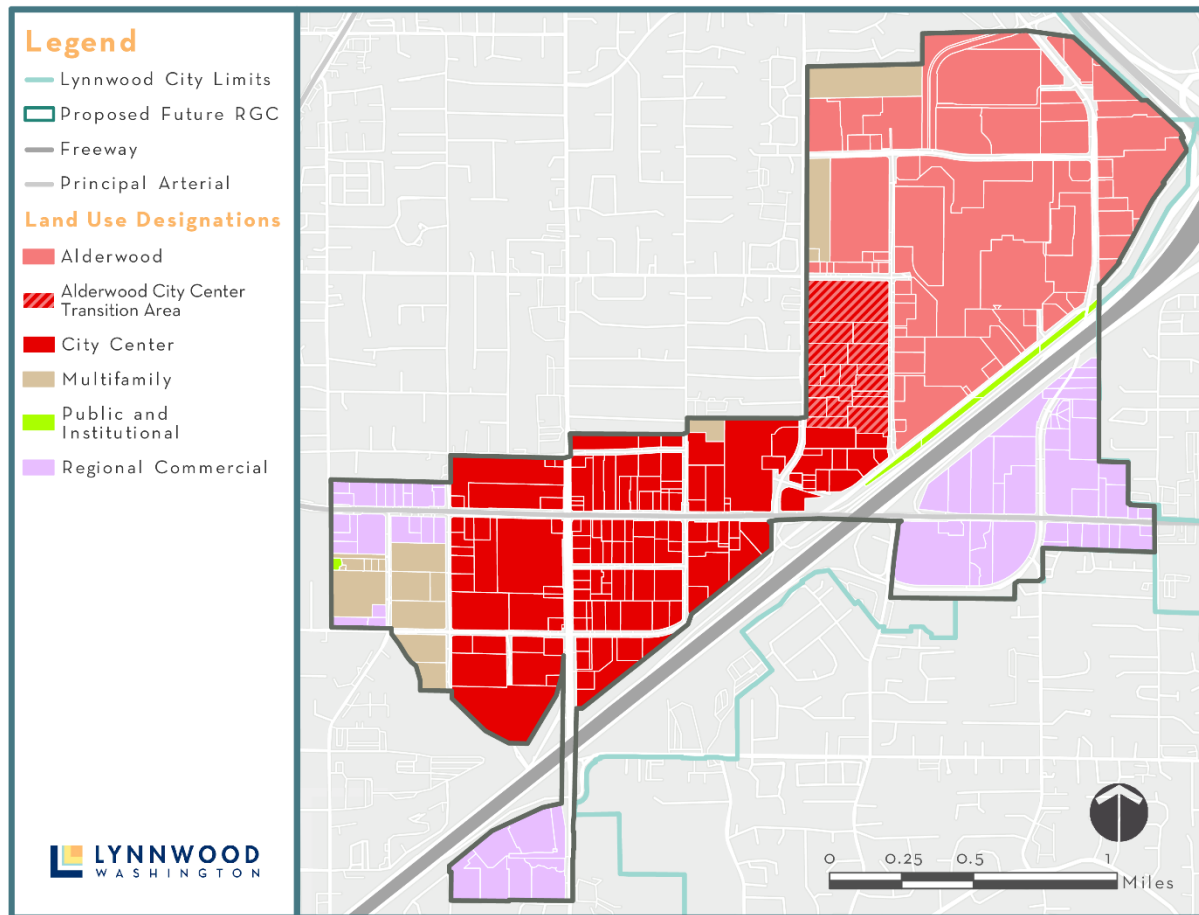
The CC+A boundary changed from the last iteration to include more areas that are immediately adjacent and share similar characteristics to the City Center zone. However, the size was actually decreased slightly as areas that included I-5 were removed to get a better calculation of actual density.

## Future Land Use Designations within CC+A

**Figure 3.1** depicts the current Land Use Designations for the subarea, as adopted by the 2024 Comprehensive Plan update. The subarea has a total of six land use designations within its boundaries, but the vast majority is comprised of the City Center and Alderwood land use designations. Both designations focus on providing a range of commercial uses while supporting multifamily developments. Concentrations of the Regional Commercial land use designation are in the western, eastern, and southern corners of the RGC and focus on providing larger, more regional-scaled retail businesses and services. The Multifamily land use designation, mostly concentrated in the western corner of the RGC, primarily focuses on providing opportunities for multifamily uses.

Full descriptions of each land use designation are provided below, and detailed acreage of each designation is provided in **Table 3.1**.

**Figure 3.1 Land Use Designation Map within the CC+A RGC**



### **Alderwood Land Use Designation**

Alderwood is a distinct district for access to goods and entertainment supported by surrounding housing, offices, and regional shopping. Alderwood is anchored by the Alderwood mall and the future light rail expansion for the West Alderwood Station. The corresponding zone for this land use designation is Alderwood (A).

### **Alderwood/City Center Transition Land Use Designation**

The Alderwood/City Center Transition area offers low to mid-rise commercial centers including retail, office, restaurants, hospitality, and entertainment uses. Mixed use residential development is encouraged in this area. The corresponding zone for this land use designation is Alderwood City Center Transition Area (ACC).

### **City Center Land Use Designation**

The City Center area is a compact, intense, and lively center that offers Lynnwood opportunities for culture, commerce, and habitation. Lynnwood City Center is anchored by the light rail station,



event center district, and transit-oriented development. The corresponding zone for this land use designation is City Center (CC).

### **Multifamily Land Use Designation**

The Multifamily designation allows for multiple units in a residential building, up to a designated height. Additional height bonuses may be permitted to developments providing senior or affordable housing opportunities. The corresponding zone for this land use designation is Residential Multifamily (RM-45).

### **Public and Institutional Land Use Designation**

The Public/Institutional designation is a restrictive land use intended only for land owned by public agencies for schools, utilities, parks, transportation, and other public infrastructure. The corresponding zones for this land use designation are Open Space & Parks (OSP) and Public & Institutional (P-I).

### **Regional Commercial Land Use Designation**

Regional Commercial areas provide retail business and services on a larger, regional scale, supporting locations near high-capacity transit. The corresponding zone for this land use designation is Planned Commercial Development (PCD).

**Table 3.1 Land Use Designations within the CC+A RGC**

<b>Land Use Designation</b>	<b>Acres (Gross)</b>	<b>Share of RGC (%)</b>
Alderwood	240.92	31.21%
Alderwood City-Center	34.80	4.51%
City Center	198.06	25.66%
Multifamily	47.26	6.12%
Public and Institutional	4.02	0.52%
Regional Commercial	126.15	16.34%
ROW	120.78	15.65%

### **Adjacent Land Uses**

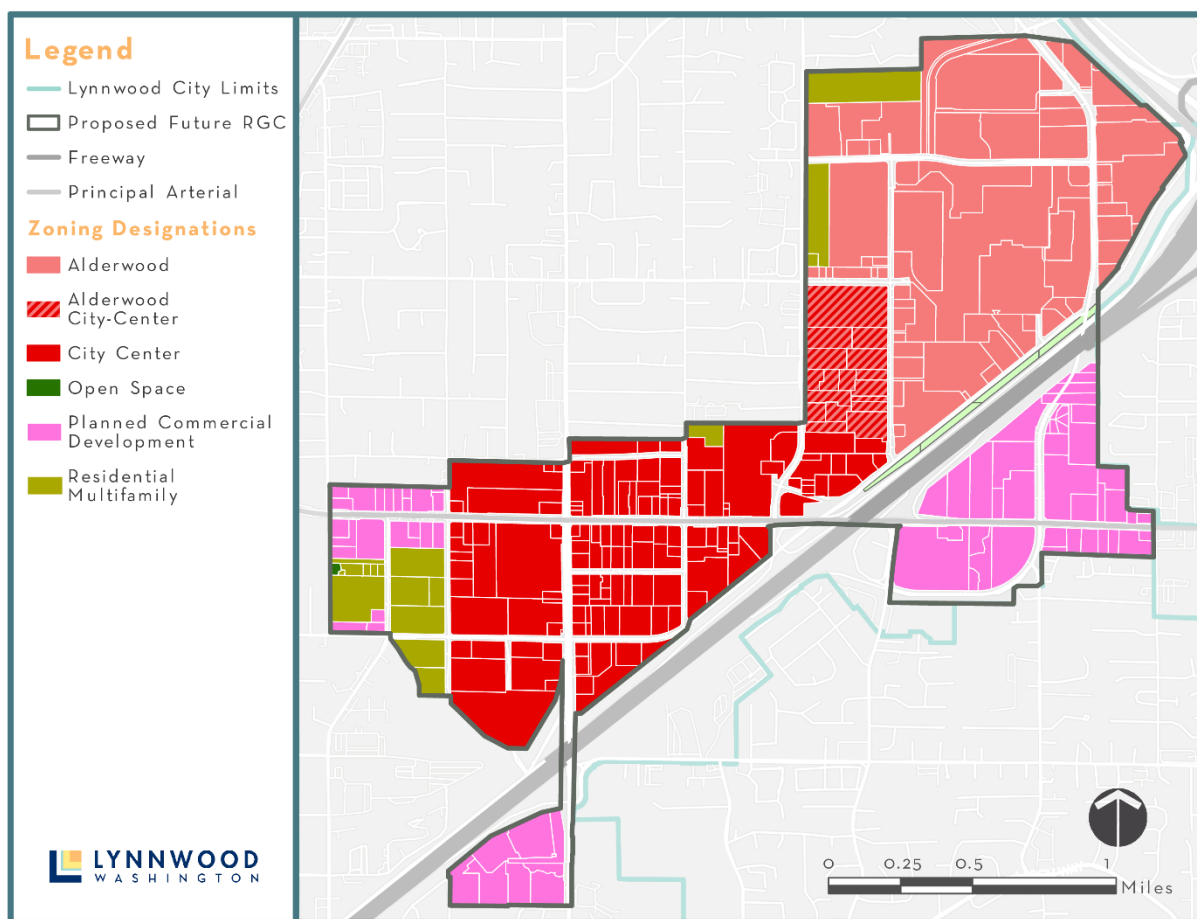
Adjacent to the City Center + Alderwood area are neighborhoods that have historically been residential, including Multifamily and Neighborhood Residential land use designations, primarily located to the north, west, and south. Industrial land uses are located south of the RGC, largely consisting of transportation and automotive-based uses. The City's Municipal Growth Area borders the eastern and southern boundaries of the RGC. There are a large range of uses in this area, including commercial and high-density residential areas, large areas of public/institutional uses, and large areas of both medium- and low-density residential uses.

Aesthetically, a transition between the CC+A RGC and surrounding areas will need to occur, and can utilize potential step downs in height, land use restrictions, or landscape buffers to minimize stark transitions. The transition's methodology should provide flexibility in standards to ensure development has a wide range of options.

### ***Zoning within CC+A***

The zoning districts within the Lynnwood RGC correspond on a near one-to-one basis with the land use designations. The map in **Figure 3.2** depicts the seven zoning districts with the study area. A summary of the permitted uses of these zones are provided below, and **Table 3.2** provides a summary of the density and height achievable, and the detailed acreage of each zone.

**Figure 3.2 Zoning Map within the CC+A Subarea**



### **Alderwood Zone**

Permitted uses in the Alderwood zone consist of a wide range of uses, including automotive, business services, eating and entertainment, institutional, medical, office, personal services, recreational, and residential.

### **Alderwood City Center Transition Zone**

The Alderwood City Center offers a transition area between the Alderwood and City Center zones, by allowing for transitional heights and densities, and in the permitted uses. The uses permitted in this zone include multifamily, hotel, office, and general commercial (banks, medical clinics, bars, restaurants, retail, libraries, schools, day care, live/work, etc.).

### **City Center Zone**

The City Center zone permits all types of land uses, except those explicitly prohibited (including industrial, adult, self-storage, and auto-oriented businesses uses).

### **Open Space Zone**

This zone is created on properties serving as public open space and/or park uses.

### **Public & Institutional Zone**

While primarily for Public and Institutional uses, including places of worship, community or convention centers, schools, libraries, park and ride centers, etc., this zone also allows for select residential uses, primarily single-family, adult manufactured homes, and adult family homes.

### **Planned Commercial Development Zone**

A wide range of uses are permitted in the Planned Commercial Development zone including automotive, business services, eating and entertainment, institutional, medical, office, personal services, recreational, and residential uses.

### **Residential Multi-Family 45 feet Zone**

Uses within the Residential Multifamily zone primarily consists of residential uses with multiple dwelling units, including standard multi-family development, adult family homes, boarding houses, senior housing, independent and assisted living facilities, etc. A select few public services and facilities are permitted, including childcare centers, public utility facilities, places of worship school, libraries, and museums, etc.

**Table 3.1 Land Use Designations within the CC+A Subarea**

<b>Zoning Designation</b>	<b>Maximum Height</b>	<b>Residential Density</b>	<b>Acres (Gross)</b>	<b>Share of RGC (%)</b>
Alderwood	None	Residential FAR:3.5	240.92	31.21%
Alderwood City-Center	0 – 120 ft (1)	70 Dwelling Units per Acre	34.8	4.51%
City Center	Three-story, no less than 30-feet min. / 140 ft or 350 ft. max. (2)	Residential FAR 3.0 With bonuses: 5.0 or 10.0 FAR (3)*	198.06	25.66%

Open Space & Parks	None	None	0.33	0.04%
Public & Institutional	None	8,400 sf per Dwelling (4)	3.69	0.48%
Planned Commercial Development	None / (for Multifamily: 3 stories of 45-feet, whichever is less)	20 Dwelling Units per Acre / N/A (5)	126.15	16.34%
Residential Multifamily	35 ft. / None	2,400 sf per Dwelling / 1,000 sf per Dwelling	47.26	6.12%

(1) Building height in this zone depends on the distance from the East Right-of-Way line of 36<sup>th</sup> Avenue W. Between 0 and 50-feet, no building is permitted. 0-300 feet, building height of 50-feet is permitted. Greater than 300-feet from 36<sup>th</sup>, 85-feet, or up to 120 feet with a CUP, is permitted. If the development is located on the east side of 33<sup>rd</sup> Avenue W, the maximum building height is 120-feet.

(2) Current Zoning for City Center is separated into three – City Center – Core (CC-C), City Center – West (CC-W), and City Center – North (CC-N). CC-W and CC-N have a lower height maximum (140-feet) than CC-C (350-feet). All three zones have exceptions to the height limit based on the development's location, relative to a specific street or to adjacent residential zones.

(3) Maximum residential FAR achieved with bonuses for CC-C is 10.0; for CC-W and CC-N, the maximum residential FAR is 5.0.

\*HB1491(2025) has proposed legislation requiring a minimum FAR of 3.5. As of writing this section, this bill has not been passed by the legislature, but will likely have been determined prior to the FEIS.

(4) In the Public & Institutional Zone, residential uses which are permitted in the RD-8 single-family residential zone are permitted. Multifamily development is not permitted in this zone (apart from those allowed with manufactured home parks, ADUs, and middle housing allowances).

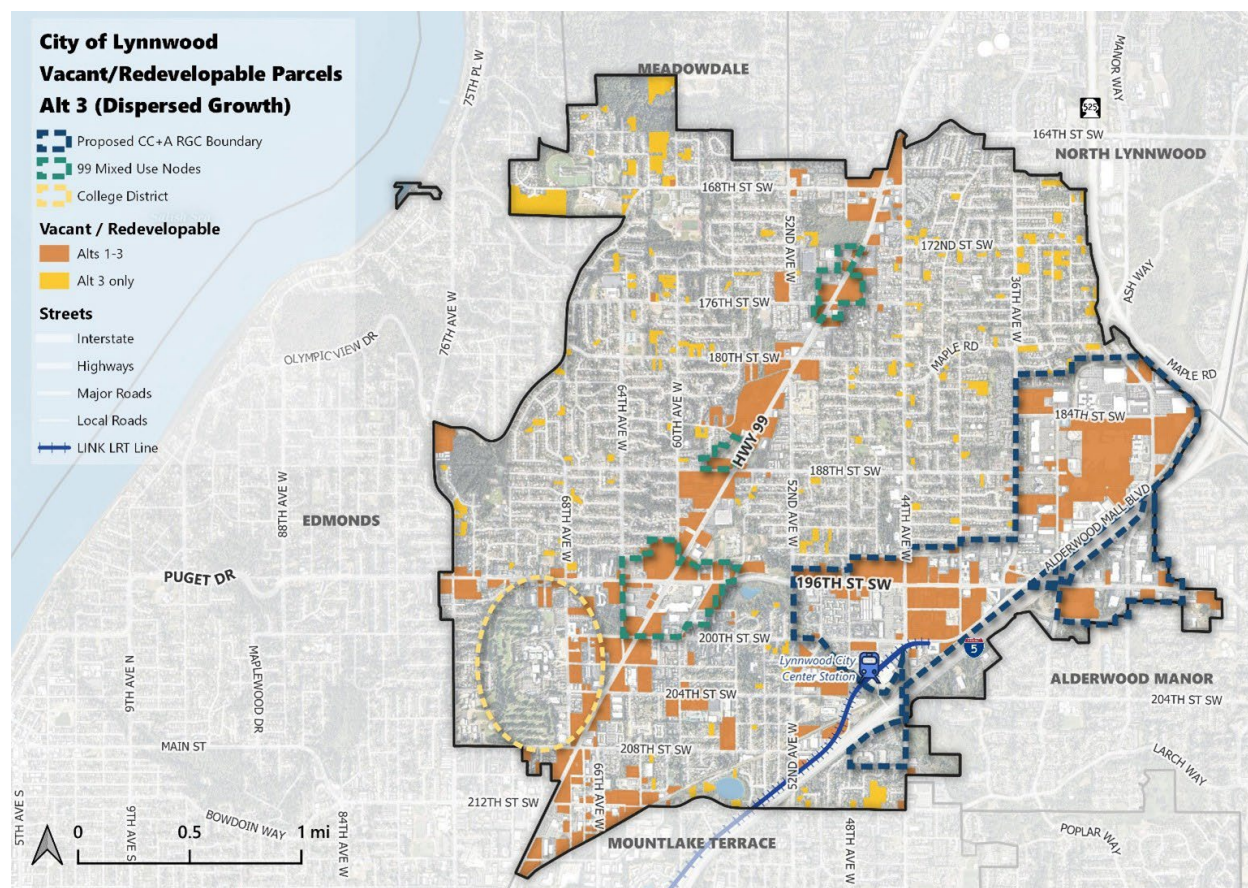
(5) The development regulations for the Planned Commercial Development (PCD) zone (located in Chapter 21.46 LCM - Commercial Zones), points to Chapter 21.62 LMC - Highway 99 Mixed Use Zone, for development regulations for multifamily developments. The Highway 99 Mixed Use Zone's development standards (LMC 21.62.400) are based on the Development Level, taking into consideration the size of development and whether or not it is a non-residential development, or mixed-use development. Development Levels 1 and 2 (non-residential only) do not have a density. Development Level 3 (mixed-use) has a residential density of 20 dwelling units per acre.

## Land Capacity

A land capacity analysis was created, analyzing the capacity potential for the three alternatives: Alternative 1: No Action; Alternative 2: Concentrated Growth in the RGC; and Alternative 3: Dispersed Growth throughout the City. The first step in the land capacity analysis was to identify the vacant and developable properties, shown in **Figure 3.3** below.



**Figure 3.3 Vacant/Redevelopable Parcels**



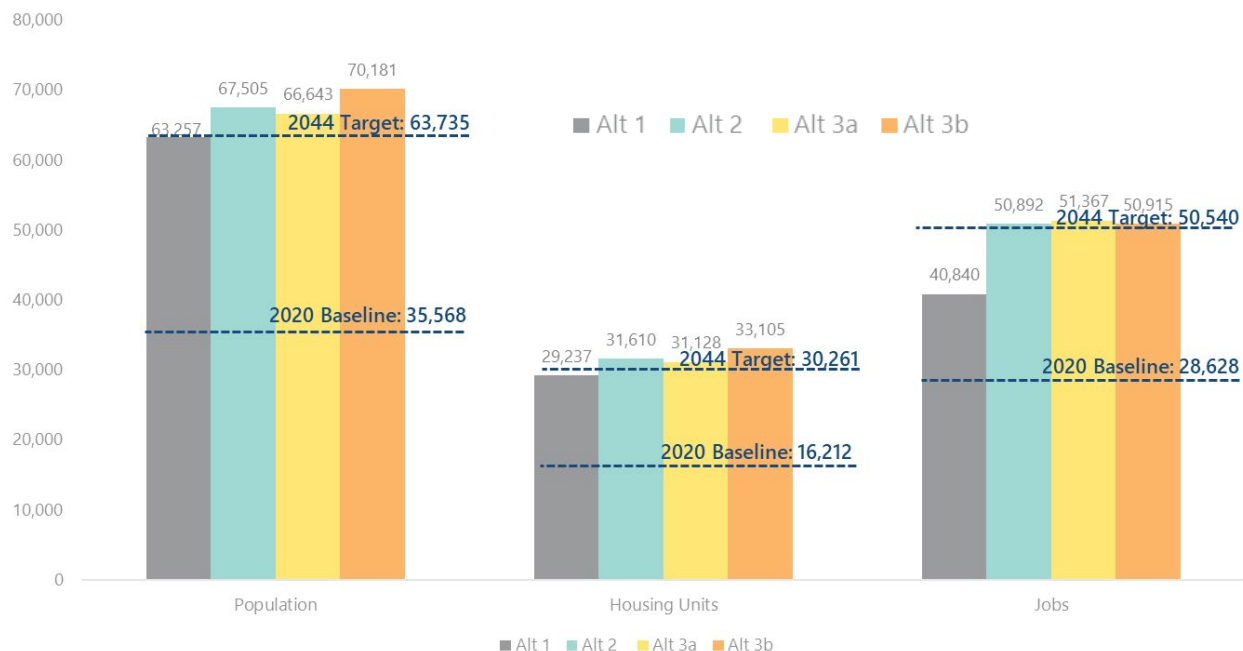
Pending housing and commercial development was also considered in the land capacity analysis, which totaled 248 single-family housing units, 5,827 pending multifamily housing units, and 4,377 jobs. The majority of pending multifamily units and retail commercial developments are occurring in the RGC itself, while single-family and non-retail commercial development (including restaurants, storage, and offices) are located outside of the RGC.

Having established the available developable acreage, the land capacity analysis then considered the housing and employment density assumptions achievable in each zone. For housing density, the maximum density per the Lynnwood Municipal Code was used for single-family and multifamily zoning districts. For mixed-use developments, housing was calculated based on an average of recent developments in the applicable zones. Employment densities were calculated based on the average commercial rentable building area per acre.

Using the vacant and developable parcels, assumed housing and job densities, and considering pending developments, the resulting land capacity analysis for all alternatives is summarized in **Figure 3.4** below. Alternative 1, the no action scenario, would not meet the target population,

housing, and job growth by 2044. The other alternatives, however, would exceed the 2044 growth targets.

**Figure 3.4 Baseline and Target Population, Housing Units, and Jobs, 2020-2044**



Source: WA Department of Commerce, WA Office of Financial Management, Snohomish County, City of Lynnwood, CoStar, Leland Consulting Group

## Market Conditions

In a market analysis completed for the CC+A Subarea, emerging real estate trends in the region were analyzed in conjunction with population and demographic trends of the City to provide context of how development within CC+A will evolve in the coming years. Key findings from this work are summarized below.

### Emerging Real Estate Trends

- Nationally, developers continue to view industrial and multifamily (rental apartment) development as the most promising development types.
- Developers are once again considering hotel development, after several very difficult years during the pandemic, but are primarily interested in the development of properties that serve leisure and tourism travel, not business travel.
- Developers and lenders will be highly skeptical of new office and retail development in the

coming few years, due to the work-from-home and hybrid-work trends, tech layoffs, and recession concerns (office), and the large existing amount of space and increasing online spending (retail).

- The Seattle metro area ranks 17th for overall real estate prospects out of 80 US metro areas, according to the Urban Land Institute's (ULI) annual Emerging Trends in Real Estate survey.

## CC+A as the Lynnwood Regional Growth Center (RGC)

The 2020 existing activity unit calculation for the Lynnwood RGC is 26 activity units per acre, from a total population of 4,389 + total employment of 15,682, divided by a total land area of 772 acres. This exceeds the minimum existing density requirement of at least 18 activity units per acre for RGCs.

**TABLE 2-1 Existing Housing, Population, and Jobs in the Regional Growth Center (2020)**

	Total Acres	Housing Units		Population		Jobs		Total Activity Units (AU) in the CC + A RGC	AU/ Acre in the CC +A RGC
		Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A		
2020 in the Lynnwood RGC	772*	1,799	13,995	4,389	34,148	15,682	11,227	20,071	26.0

\*While the existing regional growth center boundary covers 764 acres, Lynnwood is proposing a boundary adjustment as part of this planning effort that would result in an expansion to 772 acres. For comparative purposes housing, population, jobs, and activity units have been calculated for the same boundary/planning area for existing and proposed conditions (below).

Following preferred Alternative 2, the projected activity units per acre would be 78.9 in 2044, based on a projected population of 28,361 + total employment of 32,565, divided by a total land area of 772 acres. This exceeds the urban center required planned target density of at least 45 units per acre.



**TABLE 2-2 Projected Housing, Population, and Jobs in the Regional Growth Center 2044**

	Total Acres	Housing Units		Population		Jobs		Total Activity Units (AU) in the CC + A RGC	AU/ Acre in the CC +A RGC
		Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A		
2020 in the Lynnwood RGC	772	1,799	13,995	4,389	34,148	15,682	11,227	20,071	26.0
Alternative 1—No Action 2044	772	13,664	15,570	26,281	36,971	24,308	16,529	50,587	65.5
Alternative 2—Concentrated Growth in the Lynnwood RGC 2044	772	14,832	16,783	28,361	39,140	32,565	18,329	60,926	78.9
Alternative 3—Dispersed Growth 2044	772	12,353	18,771	23,933	42,702	31,185	20,182	55,118	71.4

All Alternatives show the RGC accommodating a significant share of Lynnwood’s growth. This is in alignment with VISION 2050 and the Regional Growth Strategy.

The adopted Center Growth Target indicates the RGC taking on the most growth in proportion to the rest of the City, along with the highest projected number of Activity Units. It also projects an increase in population of more than five times its 2020 population, and almost double the number of jobs by 2044.

Growth Targets (Total)	Existing (Baseline) Conditions (2020)	Adopted Center Growth Target (Alt 3b Comprehensive Plan)	Zoned Development Capacity (2044 Alt 2)
Population	4,389	25,960	28,361
Housing Units	1,799	14,422	14,832
Employment (Jobs)	15,682	30,169	32,565

# Housing

The housing market emphasizes the importance of proximity to public transportation options such as buses, trains, and light rail systems. Housing developments located near transit hubs or along transit corridors facilitate convenient access to transportation, reducing reliance on private vehicles and promoting sustainable mobility choices. Transit-oriented development (TOD) principles advocate for compact, mixed-use development patterns that encourage walking, cycling, and the use of public transit, leading to reduced traffic congestion, improved air quality, and increased opportunities for social interaction and economic development.

As of 2020, the number of housing units within the CC+A subarea was estimated at 1,799 units. Since then, significant increases in the number of housing units has occurred, and continued growth in the number of housing units is anticipated. The CC+A subarea is anticipated to take on the majority of growth in the City under preferred alternative 2, with a projection of 14,832 housing units by 2044.

## Existing and Future Housing Trends

### **City Center**

The City Center included 128 units of housing when the original subarea plan effort was conducted in the early 2000s. Lynnwood planned for construction of 3,000 units in this area, and in 2022, increased that plan horizon to 6,000 units. Construction of City Center housing started in 2014 with Lynnwood Senior Apartments followed by City Center Apartments. More recent multi-family construction includes Kinect @ Lynnwood, Ember Apartments, Koz on Alderwood Mall Blvd, and Enso Apartments, all of which have participated in either the 8- or 12-year Multi-Family Tax Exemption (MFTE) program. Of the combined 1,113 units provided by these 4 properties, 161 units (14%) are rented at 80% AMI. Additionally, a development agreement for 1,370 units was approved in 2019 known as Northline Village.

Housing development in City Center will continue to transition from single-story commercial to mid-rise construction. This is likely to have a low likelihood of residential displacement due to construction; however, displacement over time due to market factors may occur as early projects age compared to surrounding newer projects.

### **West of 48th Avenue West**

This area includes many low-rise apartments that were constructed during the 1960s and 1970s pre-dating the Lynnwood Transit Center. As Lynnwood considered plans for a City Center with much greater development intensities, this area was intentionally not included as a method to preserve the housing stock from development pressures. Many of these developments are owned privately including subsidies through the Low-Income Housing Tax Credits (LIHTC). Properties

under the LIHTC subsidies provide housing for those with incomes less than 60%. This area includes a total of 616 units of which 478 are subsidized.

This area is also part of the South Lynnwood neighborhood. This census tract was identified by the city and PSRC as an area at higher risk for displacement. The South Lynnwood neighborhood is a diverse and growing area adjacent to the Lynnwood Transit Center. This neighborhood has a higher percentage of BIPOC, immigrant and refugee communities and Latino population than the city as a whole. Residential density is slightly higher, the ratio of renters to homeowners is higher, and social indicators point to a higher risk of displacement than in the rest of Lynnwood. The neighborhood may be impacted by new growth and development pressure due to its proximity to City Center and Lynnwood Transit Center.

### **Alderwood**

Similar to City Center, Alderwood has contained primarily commercial development, and has only recently seen investment in new housing construction. These projects have included The Woods, Avalon, and Alexan Access. Two of these projects resulted from the surplus of Edmonds School District Project (The Woods and Alexan Access), while the closing of Sears provided an opportunity for Avalon to develop in the former anchor location. Additional development surrounding Alderwood mall and adjacent properties is likely to occur prior to the Everett Link Extension.

### **Existing Housing Units**

The table below categorizes the housing units currently in the CC+A Subarea, with a total unit count of 4,349 housing units (including one single-family residence). A total of 1,069 of these units are affordable units. All the affordable units are within the City Center area and the area West of 48<sup>th</sup> Street SW, there are no affordable units in the Alderwood area, the transition area, or South of I-5. Please see the table below for a detailed breakdown by development.

<b>Development</b>	<b>Year of Completion</b>	<b>Number of Units</b>	<b>Number of Affordable Units</b>	<b>Incentive</b>	<b>Area</b>
Enso (Under Construction)	Anticipated 2026	316	0	8-Year MFTE	City Center
Koz	2025	199	40	12-Year MFTE	City Center
Ember	2024	361	73	12-Year MFTE	City Center
Kinect	2021	239	48	12-Year MFTE	City Center
Destinations	2017	308	62	LIHTC (50%)	City Center

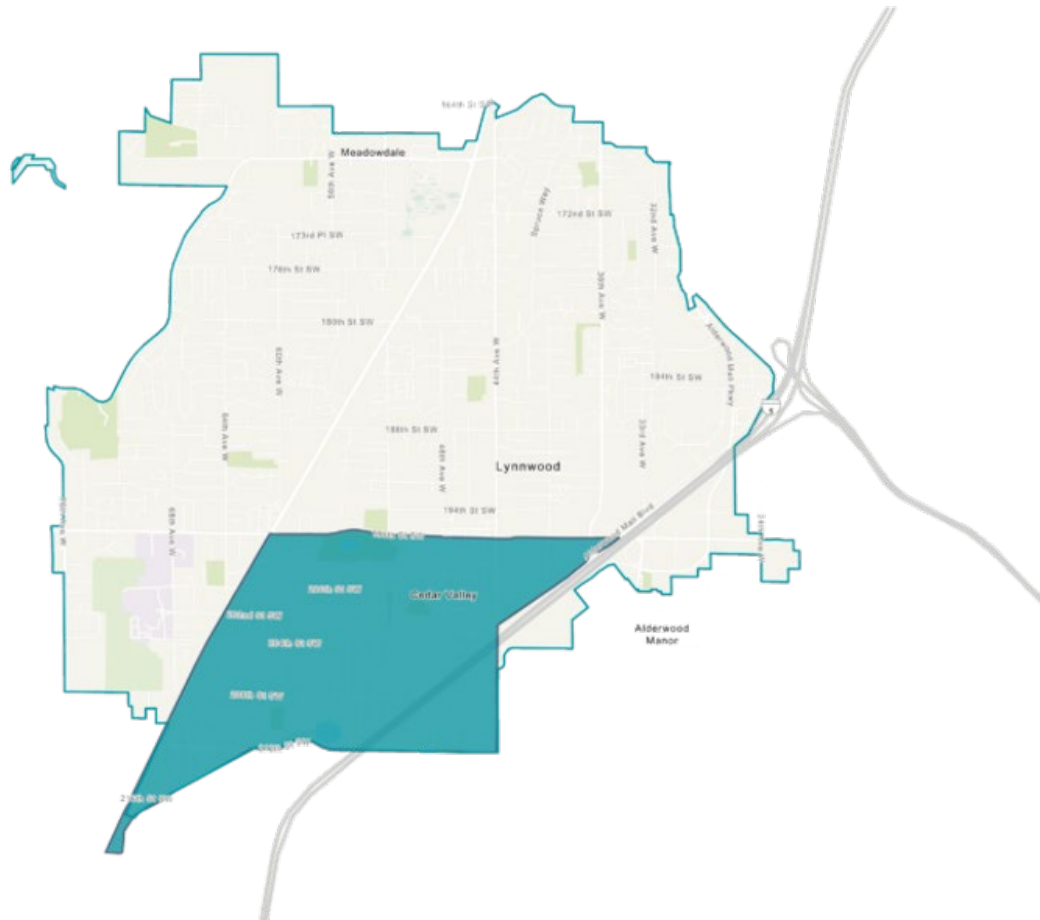
City Center Apartments	2015	347	345	LIHTC (60%)	City Center
Brittany Place	1969/1985	74	0	N/A	City Center
Robin Park Apartments	1981	30	30	50% AMI (HASCO Property)	City Center
Countryside Apartments	1977	52	0	N/A	City Center
Collins Junction	1969	168	0	N/A	City Center
Alderhaus	1968	45	0	N/A	City Center
Alexan Apartments	2022	383	0	N/A	Alderwood
The Woods	2021	500	0	N/A	Alderwood
Avalon Alderwood	2021	328	0	N/A	Alderwood
Alderbrooke Apartments	1985	115	0	N/A	Alderwood
Alderwood Park Apartments	1983	188	0	N/A	Alderwood
Park Place Homes	2000	16	0	N/A (Condos)	West of 48 <sup>th</sup>
19712 50 <sup>th</sup> Ave W	2000	6	0	N/A (Condos)	West of 48 <sup>th</sup>
Hawkins Family Condos	1987	40	0	N/A (Condos)	West of 48 <sup>th</sup>
Cedar Creek Condominiums	1978	76	0	N/A (Condos)	West of 48 <sup>th</sup>
19718 50 <sup>th</sup> Ave W	1978	4	0	N/A (Condos)	West of 48 <sup>th</sup>
Camelot West	1968	75	0	N/A	West of 48 <sup>th</sup>
Beaver Creek	1968	120	118	LIHTC (60%)	West of 48 <sup>th</sup>
Woodland Greens	1968	240	237	LIHTC (60%)	West of 48 <sup>th</sup>

Beaver Cove	1967	118	116	LIHTC (60%)	West of 48 <sup>th</sup>
19724 50 <sup>th</sup> Ave W	1942	1	0	N/A (SFR)	West of 48 <sup>th</sup>
<b>Total Units</b>		<b>4349 Total</b>	<b>1069 Affordable</b>		

## Housing Incentives

The current use of the Multi Family Tax Exemption (MFTE) program in City Center coupled with the Opportunity Zone (described below) has allowed development to achieve densities exceeding 125 units/acre on individual projects. Lynnwood’s MFTE program currently provides 8- and 12-year program options. In the 8-year program, there are no minimum affordability requirements, but in the 12-year program, at least 20% of the units must be affordable to low-income (80% AMI) and moderate-income (80-115% AMI) households. Expansion and continued pursuit of these types of programs will allow Lynnwood to achieve a density higher than the assumed 14 units/acre, as well as aid in achieving the goal of providing housing for all.

Opportunity Zones are identified by the Economic Alliance of Snohomish County, and they provide tax benefits and incentives to encourage developments to invest in low-income and undercapitalized communities. Lynnwood’s designated Opportunity zone encompasses the City Center development area and the Lynnwood Transit Center. The Opportunity Zone includes census tract 53061051400 generally south of 196<sup>th</sup> and east of Highway 99.



## Housing Action Plan

The Lynnwood Housing Action Plan (HAP) guides city investment and efforts to support safe and affordable housing opportunities throughout the city. The HAP was developed by evaluating the City’s ongoing efforts and analyzing Lynnwood’s current and future housing needs through a Housing Needs Assessment (HNA). The HNA identified a shift toward increased proportions of multifamily units concentrated in the City Center and northeast quadrant of Lynnwood in the Regional Growth Center and north of it. The HAP establishes four goals and ten strategies to achieve this, which includes supporting the growth strategy of concentrating new housing in the City Center + Alderwood area.

Housing affordability is a regional challenge, and while Lynnwood plays an important role in setting housing policies, there are limits to the City’s influence over the housing market. As such, some actions for achieving housing affordability require a coordinated regional effort or rely on relationships with third-party partners.

## Housing Action Plan Goals

Through analysis of current and future housing needs, and community outreach efforts, the Housing Action Plan (HAP) identified four goals to guide efforts of providing safe and affordable housing.

1. **Produce** housing that meets the needs of the community.
  - *Lynnwood needs more housing units to accommodate forecasted population growth. CC+A is allocated a large portion of the City's allocated growth and must accommodate approximately 14,500<sup>1</sup> housing units.*
2. **Preserve** existing housing that is affordable and safe so that people can stay in Lynnwood.
  - *Identifying anti-displacement measures is key in helping residents stay in the community.*
3. **Partner** with housing educators, providers, and other groups to find equitable housing solutions and remove systemic barriers.
  - *Developing partnerships and regional coordination is necessary to address housing affordability challenges.*
4. **Prepare** for continued growth and increase the quality of life in Lynnwood.
  - *Good schools, access to public spaces, and a range of transportation options are a few amenities and services that contribute to quality of life.*

## Housing Action Plan Strategies

The HAP developed ten strategies, identifying specific actions and collaboration efforts Lynnwood can utilize to implement the four HAP goals.

**Figure 4.1 Housing Action Plan Strategies**

1	Continue promoting housing in the Regional Growth Center (Alderwood and City Center) and along major transportation corridors.	6	Support third-party purchases of existing affordable housing to keep units affordable.
2	Update regulations, design standards, and subarea plans to be more flexible and responsive to changing conditions.	7	Work with faith-based and nonprofit organizations.
3	Strategically rezone areas to increase and diversify Lynnwood's housing options.	8	Develop a rental registry program.
4	Revise the Multifamily Tax Exemption (MFTE) program.	9	Encourage amenities that enhance quality of life.
5	Partner with housing providers.	10	Continue community conversations about housing.

<sup>1</sup> Allocated 75% of the planned growth population of 35,568 assuming 1.8 people per unit.

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## **HB1491 – Transit Oriented Development Legislation- Currently Pending Adoption**

HB 1491 will help the CC+A subarea meet its housing targets and goals by promoting Transit Oriented Development (TOD) and encouraging residential construction near public transportation hubs. The bill streamlines zoning regulations and provides incentives for developers to build affordable and sustainable housing in areas with high transit accessibility, such as the CC+A subarea. By 2028, Lynnwood will have new requirements for buildings constructed within a station area are to be maintained for at least 50 years, have at least 10 percent of all residential units be affordable housing; have at least 10 percent of all residential units as workforce housing if at least 10 percent of the units are family sized units with more than two bedrooms; or at least 20 percent of all residential units as workforce housing. The bill also incorporates a 20-year Multi-Family Tax Exemption (MFTE) program to encourage the development of affordable housing in transit-oriented areas. This provision allows developers to receive property tax exemptions for up to 20 years if they include a percentage of affordable units in their projects, with the goal is to incentivize mixed-income housing near public transit hubs, ensuring that lower-income residents have access to affordable, well-located housing options.

### **Key Housing Take-Ways and Reminders**

**Housing is a regional challenge.** High housing costs are common in the region and are not unique to Lynnwood. The HAP guides City efforts for coordination with regional partners and demonstrates Lynnwood’s commitment to being a regional model to address housing challenges.

**Implementation of the Housing Action Plan will be a collective effort.** Lynnwood will work in partnership with stakeholders and the community to create housing that is safe and affordable for everyone.

The HAP was supported by a **Washington State Department of Commerce** grant to enable communities to assess their housing needs and develop strategies to address those needs.

## **GOALS, POLICIES, AND STRATEGIES**

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to the Demographics, Land Use, Zoning, and Housing Chapter of the Subarea Plan are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

### **LU Goal 1**



**Ensure development regulations and land use patterns effectively plan for and accommodate Lynnwood’s anticipated growth.**

**LU Policy 1.1** Ensure land capacity is sufficient to accommodate the expected population and employment growth, primarily within high-capacity transit areas such as the City Center + Alderwood Subarea and along Highway 99.

**CCALU Strategy 1.1.1** Implement LU Policy 1.1.

**LU Policy 1.4** Promote infill and redevelopment of underutilized lands and the adaptive reuse of buildings.

**CCALU Strategy 1.4.1** Implement LU Policy 1.4.

**LU Policy 1.5** Reduce disparities in access to opportunity for the region’s community members through inclusive community planning and targeted public and private investments, in order to meet the needs of current and future residents and businesses.

**CCALU Strategy 1.5.1** Implement LU Policy 1.5.

**LU Policy 1.6** Streamline development standards and regulations for residential and commercial development, especially in centers and high capacity transit station areas, to provide flexibility and to accommodate a broader range of project types consistent with the City’s vision.

**CCALU Strategy 1.6.1** Implement LU Policy 1.6.

**LU Goal 2 Promote growth and development in the City’s designated Regional Growth Center.**

**LU Policy 2.1** Strive to accommodate 75 percent of residential growth and 65 percent of employment growth within the City Center + Alderwood Subarea.

**CCALU Strategy 2.1.1** Both City Center and Alderwood should allow a mixture of retail, office, services, and residential uses, with the type and amount of the uses, as well as permissible heights and intensity differing dependent upon the intent of the area.

**CCALU Strategy 2.1.2** Review development within the CC+A subarea to ensure that it occurs at an activity unit per acre rate that will meet or exceed the target density of 45 activity units per acre.

**LU Policy 2.3** Evaluate, and use a range of strategies to mitigate displacement impacts plans for growth in the City’s urban growth center and high-capacity transit station areas for potential physical, economic, and cultural displacement of marginalized residents and businesses.

**CCALU Strategy 2.3.1** Implement LU Policy 2.3.

**LU Policy 2.6** Develop regulations for the City Center + Alderwood Subarea to allow for the greatest residential density and building height allowed in Lynnwood.

**CCALU Strategy 2.6.1** Both the City Center and Alderwood will be the focus of high concentrations of development, containing multi-story buildings, multiple residential development, parking structures, and a variety of civic buildings and spaces.

**CCALU Strategy 2.6.2** Incentives and standards should be devised to ensure that higher density development is livable, permanent, and contributes positively to the image of Lynnwood in general and the CC+A subarea in specific.

## **LU Goal 5**

**Enhance Lynnwood’s residential neighborhoods by promoting a range of uses, while ensuring well-planned population growth.**

**LU Policy 5.1** Ensure the City’s development regulations allow opportunities for a variety of housing types throughout the City to promote housing accessibility and affordability.

**CCALU Strategy 5.1.1** Regularly review the development regulations for zones within the CC+A subarea to ensure a variety of housing choices are available for all major household income categories.

## **HO Goal 2 Promote and facilitate the provision of housing that is affordable to households of all demographics and incomes.**

The City Center portion of the CC+A Subarea allows for the utilization of the Multi-Family Property Tax Exemption (MFTE) Program to encourage the development of multi-family housing and mixed-use development. The program exempts property taxes for eight or twelve years and applies to both apartments and condominium units. It promotes the construction of affordable units within the City Center.

The City also works with housing providers such as Housing Hope and Housing Authority of Snohomish County (HASCO) to help ensure that housing that is affordable to households of all demographics and incomes is provided.

All zones within the CC+A subarea allow multi-family housing units, and outside of the subarea, the City allows middle housing units in neighborhoods that were traditionally single-family in the past.

**HO Policy 2.4** To the extent feasible, use a range of strategies to mitigate displacement of low-income households, historically marginalized populations, and neighborhood-based small business owners that may result from planning, public investments, private development, and market pressure.

**CCAH Strategy 2.4.1** Implement HO Policy 2.4.

By providing services like a Human Services Coordinator, who connects people with valuable community services, or the Business Development Program, which connects small businesses with community resources to help business owners move or start a new business, Lynnwood has taken the first steps to mitigate displacement. However, it is important to continue to expand on

these services and develop new services and partnerships in the future to combat displacement as the city grows.

**HO Policy 2.7** Partner with Snohomish County Tomorrow, the Alliance for Housing Affordability, the Housing Consortium of Everett and Snohomish County, the Housing Authority of Snohomish County, and similar inter-jurisdictional organizations to assess housing needs, create affordable housing opportunities, track the provision of housing by type and affordability, and coordinate a regional approach to funding and meeting the housing needs of current and future populations.

**CCAH Strategy 2.7.1** Implement HO Policy 2.7.

## 4. Community Design and Aesthetics

Community design refers to the physical layout, structure, and design of the RGC study area, including the arrangement of buildings, streets, public spaces, and infrastructure. It encompasses the spatial configuration, density, shape, and design of the built environment, and can vary widely from one place to another, as it can be influenced by factors such as historical development, topography, zoning regulations, and transportation networks.

### CC+A Past to Present

CC+A's historic community design included strip malls and large parcels of commercial and retail uses, resulting in a strong dependence on automotive travel. As such, much of the past development in the CC+A area included large surface parking lots. Buildings were typically set far back from the street, and were often 18 to 24 feet tall, with little building articulation or fenestration. These developments result in high impervious surface coverage, and little landscaping or green space. Alderwood Mall, completed in the late 1970s, has been a central retail and entertainment hub for the City, and was developed in the same low-rise suburban development style found in City Center.

Since the early 1990s however, the City shifted the focus of development to create a stronger downtown for Lynnwood, located in City Center. This shift of design aimed at transitioning the existing low-rise suburban commercial developments to more transit-oriented development (TOD) with multistory, higher density development patterns.

The early 2000s brought significant transformation to City Center, utilizing the new desired design and development patterns, to create an active urban center that is not only an appealing place to shop, but also a desirable place to live and work too.

Today, much of the CC+A subarea has been redeveloped to aid in the creation of a strong downtown and urban center, but some of the low-rise suburban commercial developments remain. As a result, the CC+A RGC's current land patterns can find a low-rise commercial development surrounded by surface parking, next to a pedestrian- and transit-oriented, multi-story, and mixed-use development. Through current code and future code updates, Lynnwood continues to strive toward creating a strong urban center looking to the future, but while balancing the City's connection and relationship to past development.

## CC+A Vision for the Future

Lynnwood’s desired design aesthetic, in addition to creating strong TOD development patterns, encourages the use of natural wood and wood tones to complement the use of wood in the existing craftsman and mid-century modern design elements present in architecture throughout the City. Additionally, future code amendments will establish design guidelines that are more form-based in nature. These updates will provide for clear direction of the desired form of development, which aims to create a more cohesive and active streetscape. Through these design guideline updates, the City aims to support TOD development patterns and strengthen the sense of place and the identity of the CC+A subarea.

### ***Code Provisions and Design Standards***

The City of Lynnwood Municipal Code (LMC) regulates everything from the allowed type, location, intensity, and design of new development. The following code sections would apply to development built within the RGC. All structures are subject to the relevant design standards adopted for each zone. These development regulations are updated when needed to comply with state regulations, to ensure compatibility between land uses, and for new development to be harmonious with existing development.

Following is a summary of the development and design standards applicable to development within the CC+A subarea. However, this is not a complete list as every project is unique and may need to be compliant with different regulations.

- LMC Title 8: Unified Development Code City Center Subarea Plan
- Citywide Design Guidelines
- Alderwood City Center Transition Area Design Guidelines
- City Center Design Guidelines and Streetscape Plan

## GOALS, POLICIES, AND STRATEGIES

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to the Community Design and Aesthetics Chapter of the Subarea Plan are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

### **LU Goal 2**

**Promote growth and development in the City’s designated Regional Growth Center.**

**LU Policy 2.4:** Promote development in the City Center + Alderwood Subarea that increases access to opportunities and improves quality of life by providing building design integrated with multimodal transportation facilities and publicly accessible open spaces.

#### **CCAD Strategy 2.4.1** Implement LU Policy 2.4.

Integrating building design with multimodal transportation through thoughtful design standards is key to creating a functional and aesthetically pleasing CC+A Subarea. Walkability is heavily dependent on attractive public spaces which are connected to opportunities for employment, shopping, or daily needs which encourage people choose to walk, instead of drive.

**LU Policy 2.5:** Work to eliminate large blocks within the City Center + Alderwood Subarea through innovative site design, and public-private partnerships and infrastructure projects.

#### **CCAD Strategy 2.5.1** Implement LU Policy 2.5.

Superblocks, or large blocks that are cumbersome to navigate while walking, are common in CC+A. However, a piecemeal approach where, over time, a combination of City-Lead and developer-lead projects and partnerships can begin to create connections through new development in CC+A. This can be done through new right-of-way acquisitions, easements through private property, or simply good site design which encourages Privately Owned Public Spaces where pedestrians can permeate superblocks.

### **LU Goal 3**

**Encourage compact commercial and mixed-use neighborhoods surrounding high-capacity transit corridors to serve residents and people traveling to and from Lynnwood.**

**LU Policy 3.6 :** Continue coordination with transportation providers to further develop joint- and mixed-use developments that promote physical, mental, and social health of the community, while reducing impact to the surrounding environment.

#### **CCAD Strategy 3.6.1** Implement LU Policy 3.6

Transit oriented design involves a coordinated effort with transportation agencies to ensure that areas around transit stops are both functional and attractive. Attractive and vibrant spaces foster pedestrian and biking activity, which in turn reinforces transit viability.

### **TR Goal 3**

**Create an All Ages and Abilities non-motorized transportation network that provides high quality connections throughout Lynnwood.**

**TR Policy 3.2:** Prioritize multimodal transportation investments in the Regional Growth Center and high-capacity transit areas.

#### **CCAD Strategy 3.2.1** Implement LU Policy 3.2.

Transit oriented development within CC+A will also require investment in transit through the city and the region. By focusing on high capacity transit areas, specifically on walking, rolling, and biking, the City can ensure that CC+A is connected not only within itself, but to Lynnwood and the surrounding region. This focus can be around the existing Lynnwood City Center Station, the upcoming Alderwood station, and the Bus Rapid Transit Orange Line stops.

**TR Policy 3.6:** Require new development to implement internal pedestrian circulation systems and ensure convenient connections to street frontage for new or redeveloping sites.

**CCAD Strategy 3.6.2** Implement TR Policy 3.6.

In order to create a pedestrian friendly environment, the City must focus on breaking down super blocks. While larger projects like 42<sup>nd</sup> Ave W can accomplish this, working with developers to create a connected circulation system for pedestrians and bikes within developments to accelerate the City's work toward this goal.

**CCAD Strategy 3.6.3** Encourage the development of many types of corridors conducive to walking, including sidewalks, trails, through-block connections, and walkways through new development.

## **TR Goal 7**

**Minimize the impact of the transportation system on the City's environment and quality of life.**

**TR Policy 7.4:** Encourage landscaping, street trees, and low impact development along transportation facilities for stormwater management, noise reduction, visual appearance, and air quality.

**CCAD Strategy 7.4.1** Implement TR Policy 7.4.

Streets in CC+A will be constructed to the standards in the CC+A Streetscape Plan which integrate trees, pedestrian facilities, parking, and social spaces (building zones) into the design of streets. This will contribute to "green streets" which help reduce the negative impacts of transportation while providing benefits to street users.

**CCAD Strategy 7.4.1** Expand the scope of City Center Streetscape plan to all areas in the RGC to create the CC+A Streetscape Plan and update typologies.

**CCAD Strategy 7.4.2** Primarily at Grade Grade-separated pedestrian connections (overpasses and underpasses) should be discouraged. However, there may be some locations where pedestrian bridges are appropriate.

**TR Policy 7.6: Provide additional placemaking options by identifying opportunities to activate public rights-of-way as usable gathering spaces.**

**CCAD Strategy 7.6.1** Implement TR Policy 7.6.

Streets are spaces that, while primarily used for movement, can also be vibrant gathering spaces. Plazas, public artwork, seating opportunities, among a variety of other interventions can be used to create spaces where people gather.

**CCAD Strategy 7.6.2** Provide a range of public spaces in CC+A, from larger to smaller, both green and hard-surfaced, and both publicly and privately provided.

**TR Policy 7.9** Reduce stormwater pollution from transportation facilities and improve fish passages through retrofits and updated design standards.

**CCAD Strategy 7.9.1** Implement TR Policy 7.9.

CC+A has a number of waterways, such as Park-n-ride Creek, which are currently piped. As development continues, daylighting these streams, and improving passages can not only improve the environmental footprint of the City, but also contribute to improved community design that is integrated with natural features.

**CCA Strategy 7.9.2** Transit Shelters and Design Features. Transit shelters should not be considered as merely utilitarian structures but should convey a strong design identity and incorporate features such as artwork.

## **LU Goal 9**

**Establish land use patterns that promote well-connected neighborhoods to provide increased accessibility to goods, services, amenities, and multimodal transportation.**

**LU Policy 9.1:** Encourage the use of innovative development standards, design guidelines, regulatory incentives, and applicable low impact development measures to provide compact, high-quality communities.

**CCAD Strategy 9.1.1** Implement LU Policy 9.1.

Compact, high-quality communities which rely on an array of modal options will work to reduce the environmental impact of the City of Lynnwood, particularly with regards to green house gas emissions, while simultaneously providing opportunities for socialization and community health.

**CCAD Strategy 9.1.2** The Land Use Code for the CC+A should offer additional development intensity in return for providing accessible and well maintained public amenities.



**CCAD Strategy 9.1.3** All new public or private development shall contribute to an array of public spaces including plazas, squares, courtyards and parks. These public spaces should include benches, lighting and other pedestrian amenities necessary for the public’s safe use and enjoyment.

#### **HO Goal 4**

**Incentivize affordable, sustainable, and workforce housing near transportation and employment centers.**

**HO Policy 4.2:** Promote mixed-use development near transportation facilities, commercial and employment centers, public services, schools, and recreational areas.

**CCAD Strategy 4.2.1** Implement HO Policy 4.2.

CC+A’s unique mix of businesses, housing, and services, combined with form-based zoning, provide the structure for a balance of at least 15% residential and employment opportunities in CC+A. By continuing to encourage mixed use, Lynnwood can continue to work toward this goal, maintaining existing commercial areas while housing can continue to infill on the upper floors of development.

**CCAD Strategy 4.2.2** Through encouraging a mix of uses, work toward achieving a mix of 15% residential and employment activity in the CC+A subarea.

#### **PR Goal 3**

**Provide programming and opportunities that enhance quality of life.**

**PR Policy 3.10** Support green neighborhood initiatives and education, such as tree plantings, street cleanup days, community gardens, native meadow / field ground cover plantings and educational seminars.

#### **CF Goal 1**

**Ensure equitable distribution of capital facilities, utilities, and services to maximize value for the community.**

**CF Policy 1.4:** Enhance accessibility to parks, schools, and health and human services in City Center + Alderwood and near transit facilities to allow convenient access to services.

**CCAD Strategy 1.1** Implement LU Policy 4.2.

CC+A does not currently have any dedicated parks, nor schools, but hosts a variety of health and human services, including Lynnwood’s Crisis Care Center. This policy focuses Lynnwood’s efforts to provide opportunities for public green spaces and access to educational resources in CC+A so

that this subarea provides all the services needed for someone to live, work, and play without having to travel or own a car. Accessibility can also mean improving connections through transit to schools and services. Future plans for Town Square Park as well as Village green will work toward achieving this policy.

# 5. Natural Environment, Parks, & Open Space

This section provides direction and information regarding the natural environment, parks, and open space in the CC+A Subarea.

## Natural Environment

### Water Resources

The Subarea contains several streams and a lake. The City's 2020 Surface Water Management Comprehensive Plan identifies several water bodies as high priority for water quality improvement projects, including two within the Subarea: Scriber Creek and Golde Creek. The Subarea is within the drainage basins of four streams: Tunnel Creek, Scriber Creek, Poplar Creek, and Golde Creek. LMC Chapter 17.10 Environmentally Critical Areas, delineates minimum required stream buffers of 35, 60, 100, or 150 feet, depending on the type of stream.<sup>1</sup> However, these buffers can be adjusted (up to a 50% increase or to as little as 25 feet) at the director's discretion and based on the type of stream and surrounding vegetation conditions.

The Washington State Department of Ecology (Ecology) designates uses of the state's receiving waters (aquatic, recreation, water supply, and/or miscellaneous) as described in WAC Chapter 173-201A. These uses are determined by Ecology under the authority of the Water Pollution Control Act (Chapter 90.48 RCW) based on the flow characteristics, water quality, and habitat in the stream. Evaluation of water quality is based on meeting the water quality standards established for the designated uses for the receiving water. The Washington Department of Fish and Wildlife (WDFW) identifies potential fish species and fish passage barriers.

### Maple Creek (Outside of the Subarea)

Maple Creek is a relatively short stream (less than 700 feet) that is also a tributary of Swamp Creek via Dogwood Creek. It originates in a wetland area near the intersection of Alderwood Mall Pkwy and a ramp to State Route 525 and flows southeast before joining Tunnel Creek and flowing east, below the highway and into Dogwood Creek and eventually Swamp Creek. At its closest, it is about 200 feet north of the Subarea boundary. Maple Creek is considered a fish-bearing stream, though it

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<sup>1</sup> Lynnwood Municipal Code, Section 17.10.071 Stream buffers., Accessed December 21, 2022.

is of relatively low quality.<sup>2</sup> WDFW identifies potential species as Coho, Steelhead, Sea Run Cutthroat, and Resident Trout.<sup>3</sup> This creek is on Ecology's Category 5 impaired waters list for fecal coliform.<sup>4</sup> Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>5</sup>

### **Tunnel Creek**

Tunnel Creek originates about one mile northwest of the northern boundary of the Subarea. It flows south, eventually through a detention pond (within the Subarea) immediately north of the Costco before merging with Maple Creek and eventually turning northeast to Dogwood Creek and Swamp Creek. It is about 1.5 miles long, not including its two relatively short tributaries, both outside of the Subarea. WDFW identifies this as a fish-bearing stream, with potential species of Coho, Steelhead, Sea Run Cutthroat, and Resident Trout.<sup>6</sup> WDFW also identifies 15 fish passage blockages along the length of the creek, including two within the Subarea (both near the intersection of Alderwood Mall Pkwy and 33<sup>rd</sup> Ave W) that are categorized as 0% and 33% passable.<sup>7</sup> This Creek is on Ecology's Category 5 impaired waters list for fecal coliform.<sup>8</sup> Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>9</sup>

### **Golde Creek**

Golde Creek is a tributary of Scriber Creek and originates from a pond facility at Alderwood Mall, adjacent to the AMC movie theater, and flows southward less than 0.5 miles before merging with a short tributary (originating from a wetland at the east edge of the Subarea). It continues to flow south, leaving the Subarea, until converging with Scriber Creek near the edge of the City of Brier. Not including its tributaries, the creek is roughly two miles long. WDFW identifies this as a fish-bearing stream, with potential species of Coho, Steelhead, Sea Run Cutthroat, and Resident

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<sup>2</sup> Snohomish County Public Works, March 2017, Critical Area Study for Maple Road / Ash Way Project (RR 48820), p. 31

<sup>3</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S091\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S091_Report.pdf)>

<sup>4</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>5</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>6</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>7</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>8</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>9</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

Trout.<sup>10</sup> Five fish passage blockages are identified on Golde Creek, including three within the Subarea. The severity of one of these three blockages is unknown, while the other two are categorized as 33% passable and 0% passable. Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>11</sup> However, this creek also carries several impairments as listed by Ecology. These listings are: one Category 5 (bioassessments), one Category 4A (fecal coliform), and two from Category 2 (temperature and dissolved oxygen).

### **Poplar Creek**

A tributary of Scriber Creek, Poplar Creek is a roughly one-mile-long stream originating near the I-5 south on-ramp at 36<sup>th</sup> Ave W. Due to its southward flow, it immediately leaves the Subarea and continues south until merging with Scriber Creek in northern Brier. This stream bears Sockeye, Chinook, Coho, Steelhead, Sea Run Cutthroat, and Resident Trout, according to WDFW.<sup>12</sup> It also contains seven fish passage blockages, though none are within the Subarea. Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>13</sup>

### **Park-N-Ride Creek**

This tributary of Scriber Creek runs through the Lynnwood Transit Center Park-and-Ride, and Lynnwood's first Light Rail station. Until recently, the stream was piped and underground, but, as part of the Light Rail project, Sound Transit daylighted the stream, allowing it to be more fish passable.<sup>14,15</sup> Sources disagree about the exact origin, length, and path of the creek, but it could start as far north as the Civic Center campus, immediately north of City Center and the Subarea boundary, and it flows southward through the Park-and-Ride site before eventually merging with Scriber Creek near the 44<sup>th</sup> Ave W underpass of I-5. According to WDFW, this is not a fish-bearing stream.

### **Scriber Creek**

Scriber Creek originates from groundwater and drainage near Lynnwood's northern boundary, flows south into Scriber Lake, turns southeast while passing through a wetland and the Subarea near the future southern Light Rail Station, and continues southeast through the 44<sup>th</sup> Ave W

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<sup>10</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>11</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>12</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>13</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>14</sup> These Sound Transit documents, along with other sources, typically refer to this stream as a segment of Scriber Creek, rather than as its own creek or stream.

<sup>15</sup> Sound Transit, May 2018, Lynnwood Link Extension Project: 2018 SEPA Addendum to FEIS

underpass of I-5 and eventually into Brier before merging with Swamp Creek. The entire creek is over five miles long, though less than a mile of it passes through the Subarea. This stream bears Sockeye, Chinook, Coho, Steelhead, Sea Run Cutthroat, and Resident Trout, according to WDFW.<sup>16</sup> No fish passage blockages are shown within the subarea. This creek also carries several impairments as listed by Ecology. These listings are: three Category 5 (phosphorous, bioassessments, and fecal coliform) and two from Category 2 (temperature and dissolved oxygen) (note that these impairments are assigned to all of Scriber Creek between Scriber Lake and Swamp Creek).<sup>17</sup>

The Scriber Creek corridor has been prone to flooding over the past 30 years, resulting in multiple efforts to reduce flooding and mitigate impacts. In 2016, the City produced the Scriber Creek Corridor Management Plan, which resulted in an implementation schedule for ten projects intended to reduce flooding along the Scriber Creek corridor. All ten of these projects are north of Scriber Lake and outside the Subarea. In the Surface Water Management Comprehensive Plan (2020), the City identifies projects intended to address frequent flooding from Scriber Creek at the 44<sup>th</sup> Ave W underpass at I-5, including culvert widening and roadway raising. This roadway has experienced substantial settlement due to poor underlying soils, leading to flooding during high storm events, which is expected to increase over time.

### **Scriber Lake (Outside of the Subarea)**

In the appendices of the Surface Water Management Comprehensive Plan, Scriber Lake is described as “a bog lake with the main body of water separated from the north lagoon by a floating wedge of peat. The entire water area approximately 3.3 acres and the main lake has a maximum depth of 6.7 meters.” The lake “functions as part of the City’s stormwater system, receiving high sediment loads and runoff from the upstream portions of Scriber Creek.”<sup>18</sup>

The Surface Water Management Comprehensive Plan indicates that the following improvements are necessary: removal of an existing diversion structure and ineffective oil/water separator, incorporation of a new fish passage, improvement of existing culverts, and a new Lake Management Plan to replace an existing plan that failed to address the lake’s phosphorous impairment.<sup>19</sup> This impairment, plus relatively high levels of sediment, nutrients, pollutants,

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<sup>16</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>17</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>18</sup> City of Lynnwood, December 2019, Surface Water Management 2020 Comprehensive Plan: Appendix B Drainage Characteristics, p. 1-2

<sup>19</sup> City of Lynnwood, October 2020, Surface Water Management 2020 Comprehensive Plan, p. 66

temperatures, and fish passage blockages, have led to reduced ability to support healthy salmonid populations.

## Trees and Vegetation

Partially because of selecting a Subarea boundary that is appropriate for focusing growth and development, the surface area of the Subarea is substantially more paved than adjacent areas or most of Lynnwood, with the possible exception being the Highway 99 corridor. This condition is intensified by the high volume of auto-oriented uses, surface parking lots, and large block sizes. However, the Subarea does include several wetlands and existing street trees. Previously completed subarea plans in this area list recommended vegetation for redeveloped streetscapes and landscapes.

### Typical Existing Vegetation

The Lynnwood Municipal Code (LMC) lists some of Lynnwood's most common native vegetation, including trees such as Douglas fir, western hemlock, western red cedar, alder, big-leaf maple, and vine maple, and shrubs such as willow, elderberry, salmonberry, and salal, and herbaceous plants such as sword fern, foam flower, and fireweed.<sup>20</sup> SEPA checklists from recent permitting documents relevant to projects near the less developed edges of the Subarea, often near streams, wetlands, or parks, list deciduous trees such as alders, maples, willows, and cottonwoods, evergreen trees such as first, cedars, pines, hemlocks, or cypresses, and shrubs such as Himalayan blackberry (invasive, noxious weed), Pacific willow, Scouler's willow, honeysuckle, twinberry, spiraea hardhack, dogwoods, salmonberry, holly, and Indian plum. Reed canary grass is common, but invasive, in these areas. Other grasses include bentgrass and common velvetgrass.

### Wetlands/Wetland Habitat Areas

The Subarea contains several wetlands, mostly near its southwestern, southeastern, and northeastern boundaries. These are all freshwater wetlands that typically feature both emergent and woody vegetation and occasionally experience flooding. The minimum required wetland buffers range from 40 to 225 feet, depending on their category and habitat scores. Measures to minimize the impacts of the proposed land use are also required.<sup>21</sup>

There are multiple wetland complexes along Scriber Creek, near the southwest boundaries of the Subarea. The only complex with features within the Subarea is located immediately southwest of the future Lynnwood City Center light rail station, but north of I-5. The entire complex is more than 16 acres, though less than half of it is within the Subarea boundary.<sup>22</sup> Communities within this complex are classified as forested, scrub-shrub, or emergent, indicating that it contains woody

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<sup>20</sup> City of Lynnwood, 2010, Lynnwood Municipal Code Section 13.40.040 Definitions.

<sup>21</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.052 Standard wetland buffers.

<sup>22</sup> Sound Transit, 2015, Lynnwood Link Extension: Ecosystem Resources Technical Report, p. 3-30

vegetation of varying sizes and plant life that emerges from the water.<sup>23</sup> This wetland also experiences seasonal surface water during the growing season (parts of spring and summer) but fades by season's end. Several much smaller wetlands and potential wetlands (each less than 0.1 acres in area) exist to the south of this complex, according to a 2015 technical report by Sound Transit. They contain similar plant life, and some take on stormwater runoff from nearby streets.<sup>24</sup>

At the eastern edge of the Subarea, south of I-5 and along Golde Creek, USFWS identifies four wetland bodies totaling more than 11 acres. The two wetland bodies located west of Alderwood Mall Parkway contain emergent plant life and taller woody vegetation and typically briefly flood for several days during the growing season. The two other wetland bodies also include emergent plant life, but shorter woody vegetation (less than 20 feet in height) and shrubs, while seasonal flooding can last the duration of the growing season.<sup>25</sup>

Lastly, at the northeastern tip of the Subarea are two small wetlands, on either side of Alderwood Mall Parkway. On the Costco property, there is a roughly 0.8-acre wetland featuring perennial plants, emergent, and semi-permanent flooding above the surface. Closer to I-405, the other wetland in this area is nearly two acres in surface area and features taller woody vegetation and some seasonal flooding.

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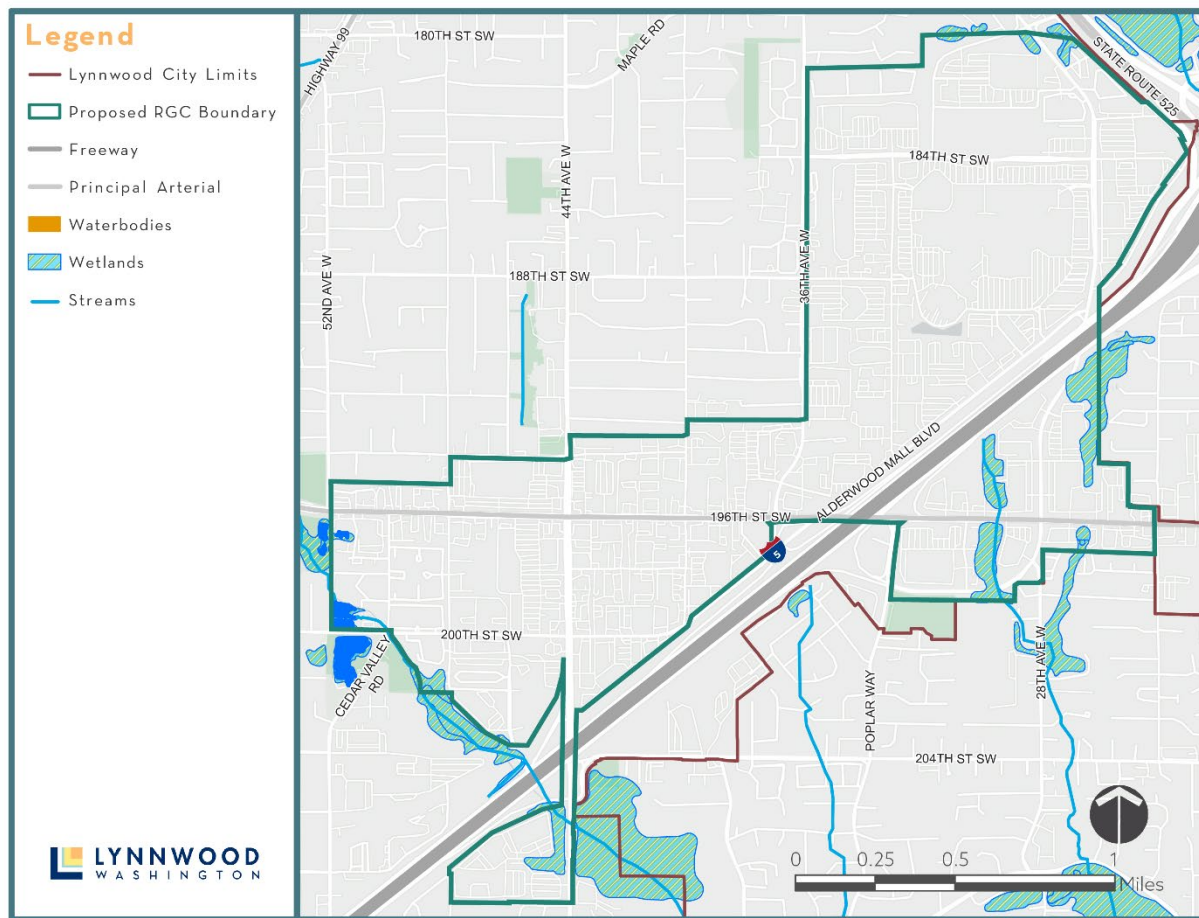
<sup>23</sup> United States Fish and Wildlife Service, National Wetlands Inventory: Surface Waters and Wetlands, Retrieved from <<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>>, Accessed December 21, 2022

<sup>24</sup> Sound Transit, 2015, Lynnwood Link Extension: Ecosystem Resources Technical Report, p. 3-31 through 3-33

<sup>25</sup> United States Fish and Wildlife Service, National Wetlands Inventory: Surface Waters and Wetlands, Retrieved from <<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>>, Accessed December 21, 2022



**Figure 4.1 Wetlands**



### Street Trees

A mix of deciduous and coniferous trees exist along key corridors throughout the Subarea. Some common street tree species include pear trees and London planes. These are typically spaced about 20-25 feet apart along the rights of way. Recently developed areas, such as the 184<sup>th</sup> Street corridor within the Subarea, feature many younger and smaller London plane trees that have been planted very recently in conjunction with the new residential and big box retail projects. As of 2022, the 196<sup>th</sup> Street corridor, within the Subarea and west of I-5, is currently without typical street trees due to significant infrastructure improvements currently underway. The vaulting of power lines and other infrastructure is expected to improve street tree performance due to reduced conflicts with overhead powerlines.

Relevant existing guidance on future street tree planting can be found in documents such as the Lynnwood Municipal Code (LMC) and the City Center Streetscape Plan. For example, LMC 21.06.200 calls for: 12-to-15-foot London plane trees, 25 feet apart, on a roughly 0.4-mile segment

of both sides 33<sup>rd</sup> Ave W. within the Subarea; 12-to-15-foot red maple trees, 25 feet apart, on the entire portion of 36<sup>th</sup> Ave W. that is within the Subarea; similarly sized red maples, 30 feet apart, on the northern portion of Alderwood Mall Parkway; and red maples spaced by 30 feet on the segment of 196<sup>th</sup> Street SW that is east of I-5.<sup>26</sup> The City Center Streetscape Plan specifies the types of panel street tree grates, filtration units, tree species, and spacing requirements for the City Center portion of the Subarea. Species include various maples, dogwood, ash, ginkgo, crabapple, cherry, and pear trees.<sup>27</sup>

## Other Critical Areas

The GMA requires all cities and counties to establish regulations to protect the natural environment, preserve sources of drinking water, and limit development in areas prone to hazards such as floods and landslides.<sup>28</sup> These requirements are typically met during the comprehensive planning process and categorized into five types of critical areas: wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation, frequently flooded areas, and geologically hazardous areas. The current iteration of the LMC addresses these five areas, in addition to a focus on streams. The City also delineates Native Growth Protection Areas, or critical areas that must be left in a substantially natural state with effectively no development activity, as part of their critical areas mapping efforts. Streams and wetlands are covered in the previous sections, while the other critical areas are summarized in this section.

### Geologically Hazardous Areas

The City's inventory of geologically hazardous areas includes confirmed steep slopes, LiDAR-identified steep slopes, potential erosion hazards, potential landslide hazards, and seismic hazards. Both types of steep slopes and seismic hazards can be found within the Subarea. For example, there are roughly two acres of steep slopes in the Alderwood portion of the Subarea, along 36<sup>th</sup> Ave. W., between 182<sup>nd</sup> St. SW. and 188<sup>th</sup> St. SW., currently occupied by coniferous trees and bushes. Steep slopes also exist in the transition portion of the Subarea, with about 750 linear feet of steep slope face west of the intersection of 36<sup>th</sup> Ave W. and 192<sup>nd</sup> St. SW., immediately adjacent to the former Chuck E. Cheese building. A slope face of similar magnitude runs north to south, adjacent to the nearby former Alderwood Village building. There are also several steep slopes, all small in area, immediately adjacent to the I-5 right-of-way near the intersection of 196<sup>th</sup> St. SW and Poplar Way. Lastly, there is a seismic hazard area of more than 200 acres (less than half

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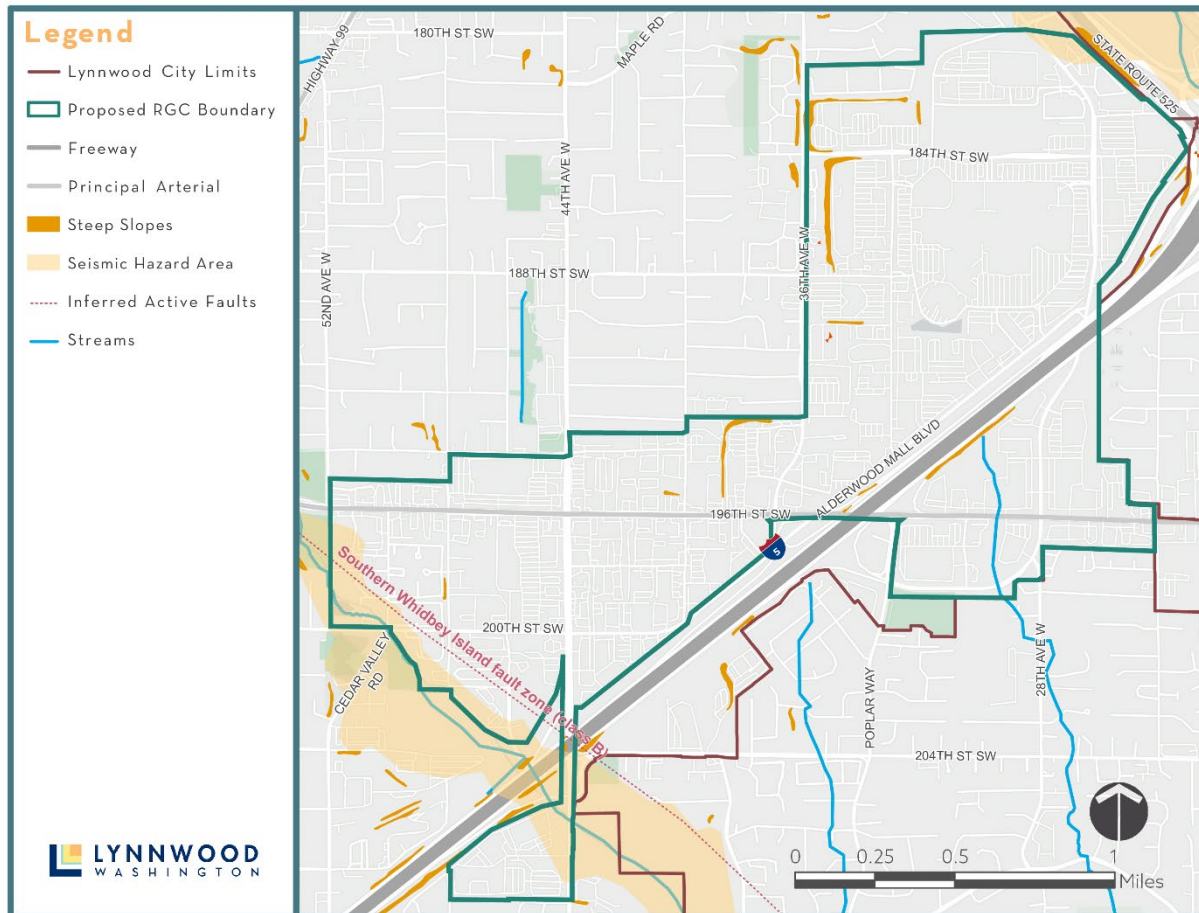
<sup>26</sup> City of Lynnwood, 2020, Lynnwood Municipal Code Section 21.06.200 Special street frontage landscaping plans.

<sup>27</sup> City of Lynnwood, Revised August 2021, City Center Streetscape Plan, Appendix C

<sup>28</sup> State of Washington, Revised Code of Washington, Section 36.70A.030

of which is within the Subarea) that stretches from Scriber Lake southeast along Scriber Creek to its intersection with Golde Creek in Alderwood Manor.<sup>29</sup>

**Figure 4.2 Geologic Features**



Although seismic hazard areas do trigger some additional building and zoning review and requirements, no minimum buffers are established in the LMC 17.10.<sup>30</sup>

### Frequently Flooded Areas

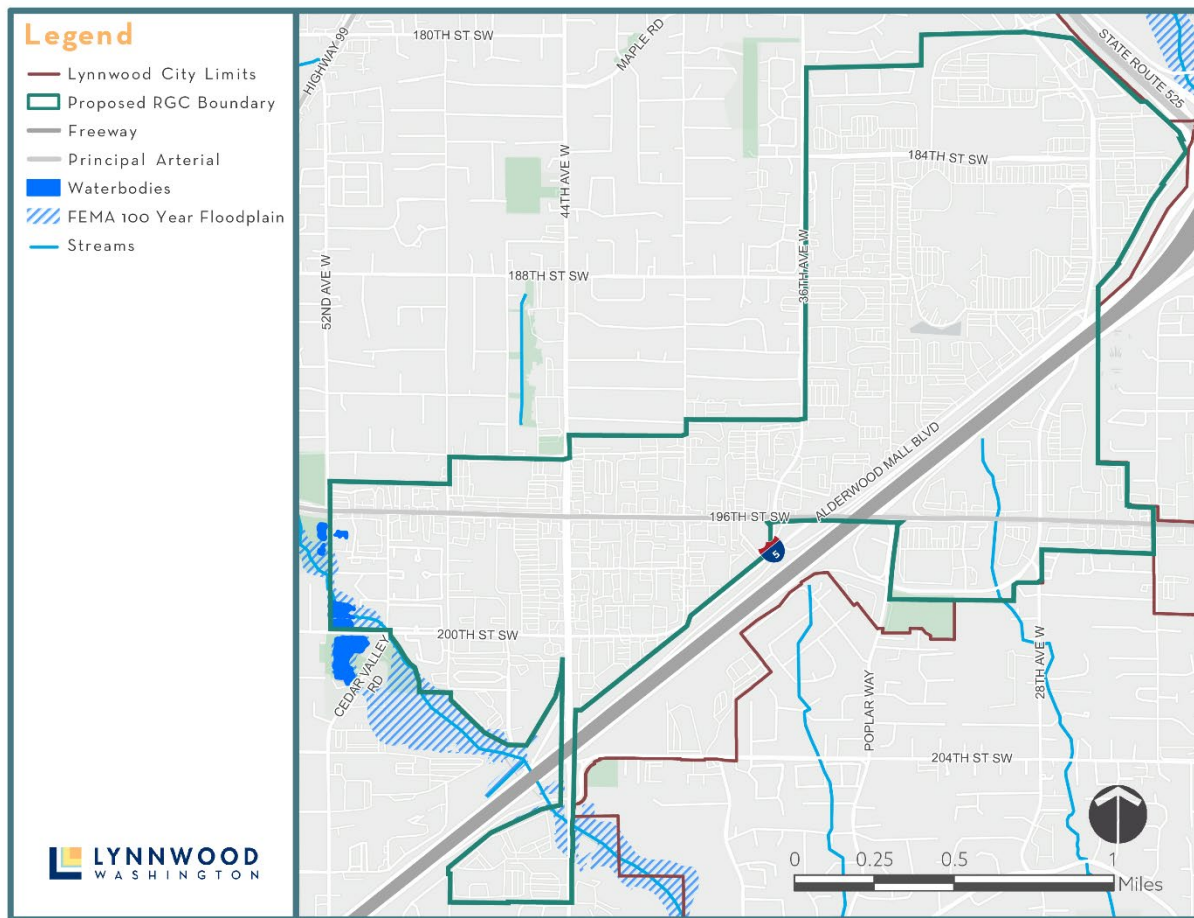
The City only identifies one frequently flooded area in their critical areas maps: a floodplain located along the segment of Scriber Creek that runs between Scriber Lake and the creek's intersection with Gold Creek in Alderwood Manor. The entire segment is roughly three linear miles, though only

<sup>29</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Geologically Hazardous Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/geologically-hazardous-areas-map.pdf>

<sup>30</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.101 Geologically hazardous areas – Setbacks and buffers.

about half of a mile of it is located within the Subarea, immediately adjacent to the City Center light rail station. The portion of the floodplain located within the Subarea is less than 10 acres in area.<sup>31</sup>

**Figure 4.3 100-Year Floodplain**



Chapter 16.46 of the LMC includes a number of additional standards for development taking place within a flood hazard area including anchoring, materials requirements, and utilities standards.<sup>32</sup>

### Critical Aquifer Recharge Areas

There are two types of Critical Aquifer Recharge Areas (CARAs) in Lynnwood: Wellhead Protection Areas and Susceptible Ground Water Management Areas. Both occur within the Subarea.<sup>33</sup> Part of the Wellhead Protection Area for the 164<sup>th</sup> Street Artesian Well falls within the northern portion of

<sup>31</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Frequently Flooded Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/frequently-flooded-areas-map.pdf>

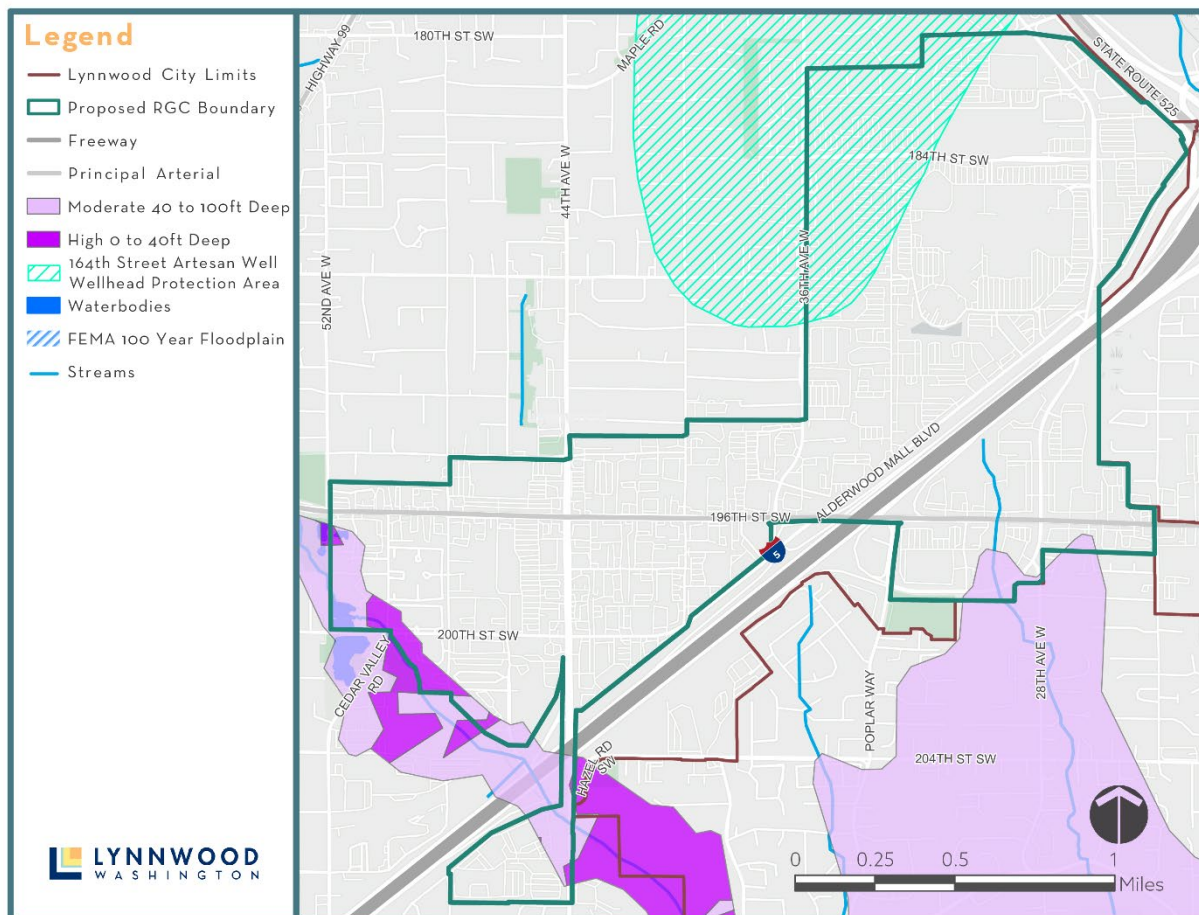
<sup>32</sup> City of Lynnwood, 2020, Lynnwood Municipal Code Chapter 16.46 Flood Hazard Area Regulations.

<sup>33</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Critical Aquifer Recharge Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/critical-aquifer-recharge-areas-map.pdf>



the Subarea, roughly between 180<sup>th</sup> and 188<sup>th</sup> Street SW (from north to south) and north and east of the Alderwood Mall properties (while the entire protection area is more than one square mile, less than one-fifth square mile of it is within the Subarea). In addition, most properties within a few hundred feet of the Scriber Creek segment that falls within the Subarea contain designated Susceptible Ground Water Management Areas ranging from moderate (40-100 feet deep) to high (0-40 feet deep) sensitivity. Lastly, there are a few acres of moderately sensitive Susceptible Ground Water Management Area adjacent to Golde Creek, at the southernmost segment of Alderwood Mall Pkwy.

**Figure 4.4 Aquifer Sensitivity**



Building within CARAs requires a reduced proportion of impervious surfaces, careful hydrogeologic assessment, and some restrictions on potential uses.<sup>34</sup>

### Fish and Wildlife Priority Habitat

<sup>34</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.130 Critical areas signs, monuments, and fencing.

Fish and Wildlife Priority Habitat is a collection of subcategories within Lynnwood’s critical areas (specifically, category I and II wetlands and type F streams) in addition to areas assessed to contain essential habitat, sensitive species, and naturally occurring ponds. Within the Subarea, Swamp and Scriber Creeks (and their tributaries, including Maple 525, Tunnel, and Golde Creeks) meet Department of Natural Resources (DNR) criteria for Type F streams, due to their fish bearing status and are therefore considered Fish and Wildlife Priority Habitat. Proposed development within 200 feet of these areas requires applicants to prepare detailed reports pertaining to impacts on habitat.

### **Native Growth Protection Areas**

The LMC states that “all critical areas and their buffers which have been protected through the application of this chapter shall be permanently protected by designating them as native growth protection areas.”<sup>35</sup> The chapter referenced covers all types of critical areas summarized in the text above. However, the City’s Critical Areas Inventory map for Native Growth Protection Areas (NGPAs) does not depict an aggregation of all these critical areas.<sup>36</sup> Instead, it highlights (limiting our scope to the Subarea) several acres of vegetated wetland near Scriber Creek and the City Center light rail station as well as some wetland and other vegetated areas near Golde Creek and a portion of the DICK’S Warehouse property on Alderwood Mall Pkwy.

## **Parks, Recreation, and Open Space**

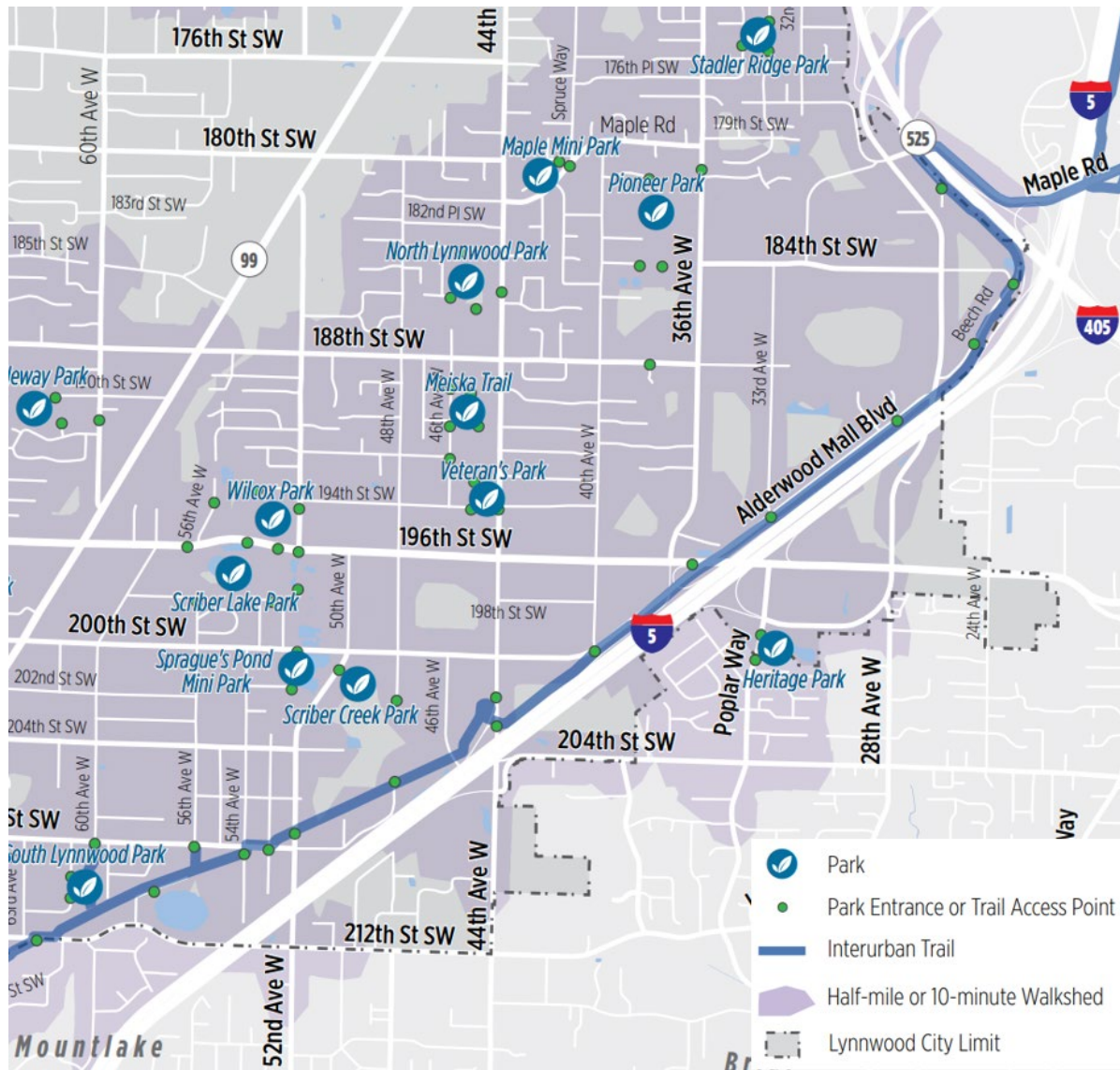
Current existing parks, public recreational facilities, and open spaces within the Subarea are limited, though there are several parks and open spaces immediately adjacent. In 2022, the City updated its Parks, Arts, Recreation, & Conservation Plan (2016-2035) (PARC Plan), which includes a thorough inventory of Lynnwood’s parks, trails, and open spaces as well as a series of strategic directions and goals for the parks, arts, trails, and recreation system based on community input and analysis.<sup>37</sup> **Figure 4.5** is from the City’s Parks Access Plan and delineates the portions of the Subarea that do or do not fall within the 10-minute watershed of a park or trail.

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<sup>35</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.120 Critical aquifer recharge areas – Identification.

<sup>36</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Native Growth Protection Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/native-growth-protection-areas-map.pdf>

<sup>37</sup> City of Lynnwood, p. viii, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022



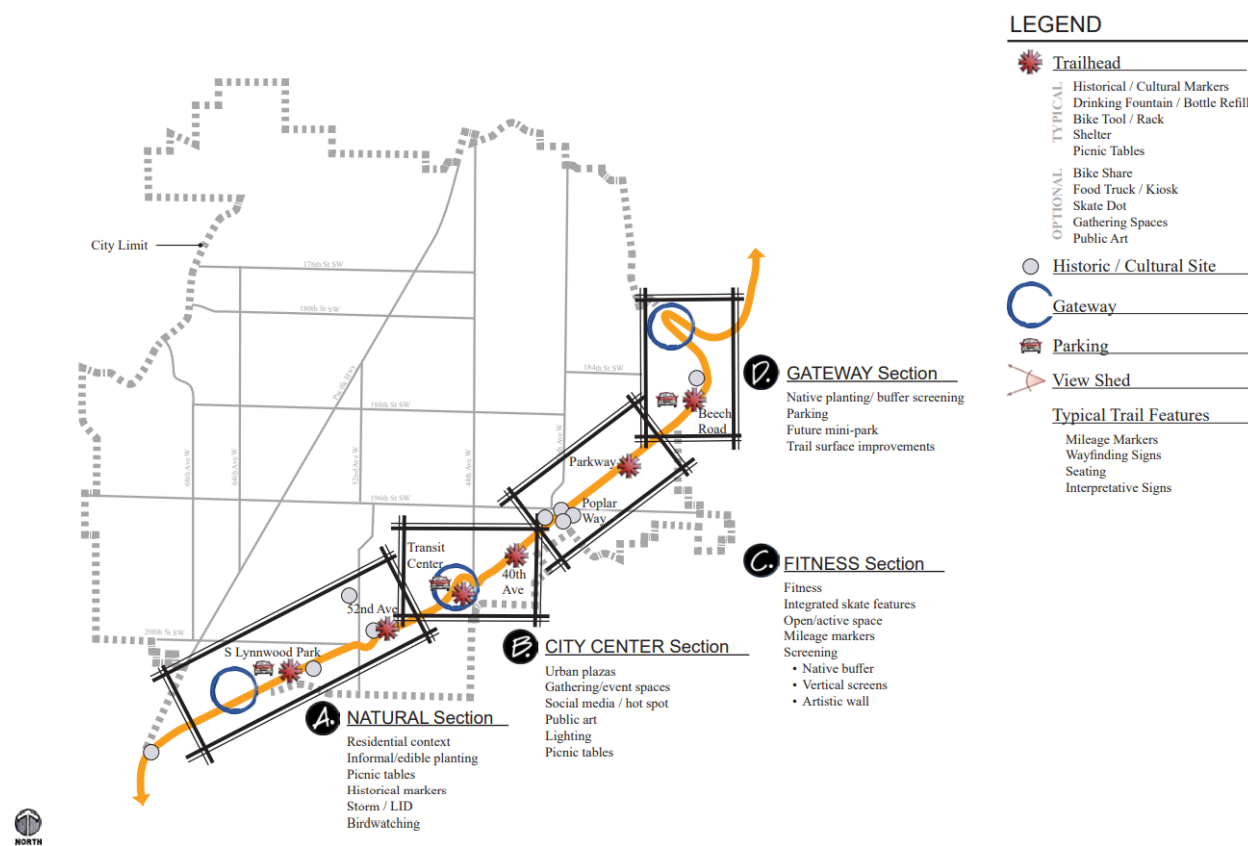
### Interurban Trail

The Interurban Trail is a 24-mile bicycle and pedestrian trail that connects several cities in King and Snohomish Counties, with end points in North Seattle and Everett. The portion of the trail that runs through Lynnwood is 3.8 miles long, with 2.5 miles of it are within the Subarea, mostly parallel and adjacent to I-5. It is the only public recreation facility within the boundaries of the RGC / Subarea. The trail is 12 feet wide and is mostly separated from vehicular traffic while within the Subarea, except for short stretches on Beech Rd. and Ash Way. Crucially, it connects to the site of the Link

Light Rail station at City Center. According to the PARC Plan, the trail had over 1.7 million visitors from 2018-2020.<sup>38</sup>

In 2018, the City adopted the Lynnwood Interurban Trail Master Plan. This plan formalized goals to (1) improve the trail’s connectivity to other trails and parks, (2) create opportunities for activations and events, and (3) improve safety and accessibility. The plan also included four proposed trail “sections,” three of which at least partially run through the Subarea. The “City Center Section” is intended to focus on gathering spaces and urban plazas, the “Fitness Section” is meant to remain open and active, and the “Gateway Section” is named for the point at which the trail enters Lynnwood from the northeast and is identified as most in need of repairs and other safety improvements. A depiction of the trail’s path through Lynnwood and the location of each proposed section is shown in **Figure 4.6**.

**Figure 4.6 Interurban Trail Concept from 2018 Master Plan<sup>39</sup>**



<sup>38</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>39</sup> City of Lynnwood, 2018 Master Plan: Lynnwood Interurban Trail, p. 25



## Areas Serving the Subarea, but Located Outside the Boundaries

### **Pioneer Park (Outside of Subarea)**

Pioneer Park is a roughly 5.4-acre park that features tennis courts, a playground, active recreation area, and a forested area with a short trail to the north. It is located approximately 500 feet outside of the Subarea, west of the intersection of 36<sup>th</sup> Ave W. and 184<sup>th</sup> St SW. It also serves as a buffer between single-family and multifamily uses. According to the PARC Plan, the park had more than 47,000 visitors from 2018-2020, with the annual visitor total more than tripling from 2019 to 2020.<sup>40</sup> In 2020, the City estimated that about 3,100 residents lived within a 10-minute walk of the park.<sup>41</sup>

### **Heritage Park (Outside of Subarea)**

Heritage Park is immediately adjacent to the Subarea, near the intersection of Alderwood Mall Parkway and Poplar Way, across the street from Lowe's Home Improvement. The park is about 7.7 acres and features multiple historic structures from Alderwood Manor, a visitor information center, Heritage Museum Resource Center, a renovated interurban trolley car, and several acres of natural area. The park had more than 40,000 visitors from 2018-2020.<sup>42</sup> The City's 2021-2030 Capital Facilities Plan included \$500,000 in 2026 for additional parking, a wildlife trail, and possible partnership with Edmond School District to expand to the former Alderwood Middle School site.<sup>43</sup> According to the Park Access Plan, about 1,400 residents live within a 10-minute walk of Heritage Park.<sup>44</sup>

### **Veterans Park (Outside of Subarea)**

Veterans Park is also immediately adjacent to the Subarea, northward across 194<sup>th</sup> St SW., at its intersection with 44<sup>th</sup> Ave W. It forms the southern point of the larger Civic Center campus, which contains several other public facilities including Lynnwood Library, City Hall, and Lynnwood Recreation Center. This park primarily serves as a memorial to veterans of past wars and includes military flags, memorial bricks, interpretive plaques, and public art consistent with this theme. In 2022, the City completed an additional memorial monument, accessible pathways, added bench seating, an expanded plaza, and landscaping. The City estimates that about 2,100 people live within a 10-minute walk of Veterans Park, and that it received more than 27,000 visitors from 2018-2020.<sup>45</sup>

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<sup>40</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>41</sup> City of Lynnwood, December 2020, Park Access Plan, p. 35

<sup>42</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>43</sup> City of Lynnwood, p. 210, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>44</sup> City of Lynnwood, December 2020, Park Access Plan, p. 40

<sup>45</sup> City of Lynnwood, December 2020, Park Access Plan, p. 30

### **Mesika Trail (Outside of Subarea)**

The Mesika Trail is just north of Veterans Park, also within the Civic Center campus. It is a soft surface trail of dirt and gravel, about 0.3 miles in total length, and surrounded by about five acres of evergreen trees and other plant life. It also received more than 27,000 visitors from 2018-2020.<sup>46</sup> Visitors can enter the park via one of six entrance points, three of which are within the Civic Center campus and three of which are on 46<sup>th</sup> Ave W.

### **Lynnwood Recreation Center (Outside of Subarea)**

Lynnwood Recreation Center is also within the City's Civic Center campus, on the west side of 44<sup>th</sup> Ave W, where it intersects with 189<sup>th</sup> Pl SW. The facility serves multiples purposes and features multiple pools and aquatic amenities, fitness rooms and equipment, and racquetball courts. In total, the building is about 45,000 square feet, with about one-third of that space being added during a 2011 renovation. As of the 2016 PARC Plan, the City estimated that the Lynnwood Recreation Center hosted more than 40,000 visits per month, making it the most-visited parks and recreation facility in Lynnwood.

### **Wilcox Park (Or "Flag Park") (Outside of Subarea)**

Located about 700 feet west of the Subarea, at the northwest corner of 52<sup>nd</sup> Ave W and 196<sup>th</sup> St SW, Wilcox Park is a 7.2-acre park, mostly comprised of a large grass play area, but also featuring a flag plaza, playground, and other minor structures, while about half of the area remains forested. This was Lynnwood's first park and opened in 1962. The City estimates that about 2,200 people live within a 10-minute walk of Wilcox Park, and that it received nearly 157,000 visitors from 2018-2020.<sup>47,48</sup>

### **Scriber Lake Park and Trail (Outside of Subarea)**

Located immediately south, across 196<sup>th</sup> St SW, from Wilcox Park, the 24-acre Scriber Lake Park is comprised of the titular Scriber Lake, associated wetlands, forested area, and about 0.8 linear miles of trail. The Scriber Lake Park Trail not only encircles the lake but also includes multiple entrances to the north and south and connects to Sprague's Pond Mini Park, Scriber Creek Park, and the Interurban Trail. According to the Park Access Plan, about 4,000 residents live within a 10-minute walk of the park.<sup>49</sup> It received about 117,000 visitors from 2018-2020.<sup>50</sup> Significant

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<sup>46</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>47</sup> City of Lynnwood, December 2020, Park Access Plan, p. 44

<sup>48</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>49</sup> City of Lynnwood, December 2020, Park Access Plan, p. 43

<sup>50</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

renovations to this park are underway and scheduled to be completed in Summer 2025, including the addition of about 1,100 linear feet of elevated boardwalk trail and two new viewpoints.<sup>51</sup>

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<sup>51</sup> City of Lynnwood, Department of Parks, Arts, Recreation, & Conservation  
<https://www.lynnwoodwa.gov/Government/Departments/Public-Works/Engineering-Construction/City-Projects-Programs-Initiatives/Park-and-Trail-Projects/Scriber-Lake-Park-Boardwalk-Trail-Project>

### **Sprague's Pond Mini Park (Outside of Subarea)**

Sprague's Pond Mini Park is located within public right-of-way and adjacent to the privately-owned Sprague's Pond, about 500 feet west of the Subarea boundary. The park space is less than one acre but contains a play structure, picnic facilities, grass play area, and access to the Scriber Creek Trail. This mini park received over 20,000 visitors from 2018-2020 and is within a 10-minute walk of more than 2,700 residents.<sup>5253</sup>

### **Scriber Creek Park (Outside of Subarea)**

Much of Scriber Creek Park's 3.8 acres is occupied by Scriber Creek and its surrounding forested wetlands. It is immediately southwest of the Subarea boundary near the intersection of 200<sup>th</sup> St SW and 48<sup>th</sup> Ave W. The park also features about 0.4 linear miles of Scriber Creek Trail and other short walking paths, in addition to benches and picnic tables. About 2,800 residents live within a 10-minute walk of the park and it had nearly 34,000 visitors from 2018-2020.<sup>5455</sup>

### **Scriber Creek Trail (Outside of Subarea)**

Scriber Creek Trail is an eight feet-wide, 1.5 mile-long, trail with a mix of hard and soft surfaces. From north to south, it stretches from Scriber Lake Park to Sprague's Pond Mini Park, Scriber Creek Park, Lynnwood Transit Center, and finally connecting to Interurban Trail. The City estimates that this trail had nearly 491,000 users from 2018-2020.<sup>56</sup>

The City is currently making substantial upgrades to a roughly 4,000-foot segment of Scriber Creek Trail. Ultimately, this project will elevate the trail over wetlands and streams to reduce flooding concerns, increase the width of the trail to 10-12 feet, and re-align segments of the trail to reduce the sharpness of several turns. The City's website summarizes the Scriber Creek Trail Improvement Project in three phases:<sup>57</sup>

- Phase 1: Connect the Interurban Trail to Scriber Creek Park along the southwest edge of the future light rail station.
- Phase 2: Extend the trail from the southwest corner of the transit center to just north of Sprague's Pond Mini Park.

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<sup>52</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>53</sup> City of Lynnwood, December 2020, Park Access Plan, p, 29

<sup>54</sup> City of Lynnwood, December 2020, Park Access Plan, p, 36

<sup>55</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>56</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>57</sup> City of Lynnwood, September 2022 *Scriber Creek Trail Improvement Project Moves Forward*, Accessed October 2022, Retrieved from <<https://www.lynnwoodwa.gov/Community/Communications/Scriber-Creek-Trail-Improvement-Project-Moves-Forward>>

- Phase 3: Extend from the end of Phase 2 through Scriber Lake Park to connect 196<sup>th</sup> St SW and Wilcox Park.

The City's 2007 City Center Parks Master Plan broadly outlines four parks and the intended impacts of each:<sup>58</sup>

- *Town Square* is a park for the heart of City Center and landmark for the re-imagined downtown of Lynnwood, intended to be an urban park capable of hosting a wide variety of events.
- *Village Green* is a neighborhood park that includes a large passive green space in addition to a sizable playground and surrounding woonerf, also capable of hosting events and activities.
- *Civic Park* is envisioned as an extension of the existing Civic Center campus with a passive lawn in addition to a more active use such as a skate park.
- *Billiards Park* is intended to aid the transition from City Center to Alderwood and provide a small passive green space and multiple active uses such as a zip line, exercise station, and/or field billiards.

As the CC+A subarea continues to develop, it is important to recognize the role that land use and transportation has on greenhouse gas emissions. Dispersed land uses, not tied to transit, create situations where people must drive and therefore contribute to high GHG emissions. According to estimates from PSRC, about 94% of commuters come in from locations outside of the City of Lynnwood for work. Thus, having both land uses that encourage employment and residential in CC+A will be key for reducing distances traveled, and by extension GHG emissions. It is expected that with continued development, increased transit usage and other types of multimodal transportation choices will help to decrease single-occupancy vehicle usage. The continued increase and diversification of public transit will improve accessibility and regional mobility not only in the subarea, but overall for Lynnwood.

## GOALS, POLICIES, AND STRATEGIES

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to

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<sup>58</sup> City of Lynnwood, October 2007, Lynnwood City Center Parks Master Plan

the Natural Environment, Parks, and Open Space Chapter of the Subarea Plan are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

**PR Goal 2 Reduce park system access gaps through strategic and equitable acquisition and development.**

**PR Policy 2.2** Provide equitable park and amenity distribution within a 1/2-mile (approximately 10 to 15-minute walk) of every household utilizing the ParksLove project evaluation tool to prioritize improvements.

**PR Policy 2.2** Provide equitable park and amenity distribution within a 1/2-mile (approximately 10 to 15-minute walk) of every household utilizing the ParksLove project evaluation tool to prioritize improvements.

**CCAP Strategy 2.2.1** Implement PR Policy 2.2.

The ParksLove Park & Trail Capital Plan (Resolution 2023-10) from the City works toward advancing equity in the City's Park and Trail system. Project prioritization was done, including equity and resilience mapping, screening questions, and the community co-creation of a final prioritization tool to work toward reducing park system gaps, and providing an equitable park and amenity distribution throughout the City.

**PR Policy 2.7** Preserve, encourage, and enhance a system of open space to protect the area's remaining forests, wetlands, streams, and wildlife habitats, while providing natural buffers to the built environment based on a regional conservation plan that identifies the strategic lands valued for future conservation.

**CCAP Strategy 2.7.1** Implement PR Policy 2.7.

CC+A has a large number of critical open spaces immediately adjacent, such as Scriber Creek and Swamp Creek to the north. By concentrating development in CC+A and focusing on sustainable building techniques and land uses, the City can both improve the functioning of these natural areas while simultaneously providing recreational opportunities for CC+A residents, like Scriber Creek Trail.

**EN Policy 1.6** Address and mitigate impacts to vulnerable populations that have been or are disproportionately burdened by climate change, noise and air pollution, or other environmental impacts.

**EN Policy 3.1** Expand the urban tree canopy to provide wildlife habitat, mitigate urban heat islands, manage stormwater, conserve energy, protect and improve mental and physical health, and improve air quality.

**CCAP Strategy 3.1.1** Implement EN Policy 3.1.

The CC+A Streetscape Plan will work to increase the number of street trees through street typologies, contributing to increased stormwater management capabilities as well as aesthetics. This will also help many aspects of the urban environment as stated above.

**EN Policy 3.3** Prioritize underserved and vulnerable communities for tree canopy cover and open space investments.

**CCAP Strategy 3.3.1** Implement EN Policy 3.3.

As identified in the Comprehensive Plan, South Lynnwood, which is geographically South, West, and even overlaps CC+A in some places, is home to some of Lynnwood's most vulnerable communities. These areas share a lot of the open spaces with CC+A along their southern and western borders, such as Scriber Lake Park and Scriber Creek, thus investing in these areas serves both subareas while helping vulnerable communities in each.

**EN Goal 4 Significantly reduce greenhouse gas emissions to support local and regional reduction targets.**

Reducing greenhouse gas emissions through CC+A can take many forms from encouraging low impact development, environmentally responsible building materials, LEED certification, and through other means like shifting mode split toward low carbon emission forms of transportation and encouraging land uses that create spaces that do not require vehicles to navigate. City Center can strive to achieve GHG emission reductions through creating desirable spaces to both live and work, while Alderwood as a regional shopping destination can focus on expanding retail opportunities near regional transit, such as the Bus Rapid Transit Orange line and the future Alderwood Station.

**EN Policy 4.2** Promote sustainable energy sources, electrifying the transportation system, and limiting vehicle miles traveled to support state, regional, and local climate change goals.

**CCAP Strategy 4.2.1** Implement EN Policy 4.2.

Through compact and accessible land uses, promotion of walking/rolling mobility that relies on batteries (such as electric bikes), and efficient building practices such as pre-wiring for solar, CC+A can work toward using more sustainable energy sources.

**TR Policy 4.3** Implement non-motorized active transportation improvements as a method to reduce congestion, trip length, and air pollution.

**CCAP Strategy 4.3.1** Implement TR Policy 4.3 by making improvements to trail networks through CC+A, such as the Interurban Trail, and networks connecting to CC+A from the rest of the City, such as Scriber Creek Trail.

**CCAP Strategy 4.3.2:** Improve Trails. Trails in general, and the Interurban Trail specifically, should be improved with waysides, better signage, and improved landscaping.

**EN Policy 4.5** Advance the utilization of energy-saving strategies, low emission construction practices, low or zero net lifetime energy requirements, and green building techniques and retrofits in infrastructure planning and design.

**CCAP Strategy 4.5.1** Implement EN Policy 4.5.

The City will work to encourage developments of a scale that have the ability to cost effectively implement these types of techniques in CC+A. Additionally new infrastructure projects in CC+A should pursue, to the greatest extent possible, techniques that further this goal.

**TR Goal 7 Minimize the impact of the transportation system on the City's environment and quality of life.**

**TR Policy 7.4** Encourage landscaping, street trees, and low impact development along transportation facilities for stormwater management, noise reduction, visual appearance, and air quality.

**CCAP Strategy 7.4.1** Implement TR Policy 7.4.

In order to create a functioning urban tree canopy, the CC+A Streetscape Plan requires trees to be planted in the right of way and design guidelines require landscaping on properties that redevelop. As time goes on, these regulations must be refined incorporating best science practices and information about the environment as it becomes available.

**TR Policy 7.5** Support a reduction in vehicles miles traveled (VMT) the shift from single-occupancy vehicle trips to other modes of transportation to reduce environmental impacts.

**CCAP Strategy 7.5.1** Implement TR Policy 7.5.

**HO Goal 1**

**Provide capacity for housing to meet the needs of present and future residents of Lynnwood.**

**HO Policy 1.6** Incentivize developers and residents to participate in programs such as Built Green and LEED.

**CCAP Strategy 1.6.1** Implement HO Policy 1.6.

The City will work to encourage developments of a scale that have the ability to cost effectively implement these types of techniques in CC+A. Future programs that provide incentives for Built Green and LEED should be considered.

**HO Policy 1.7** Encourage residential retrofits that make housing more energy efficient and resilient to hazards such as climate change and poor air quality.



**CCAP Strategy 1.7.1 Implement HO Policy 1.7.**

CC+A has many existing residential structures which could, as new technology becomes available, be retrofitted to improve their impact on the environment and resilience in the face of natural disturbances. Improving the City's internal programs for incentives, or simply improving the City's ability to connect people with State and Federal incentives for these types of retrofits should be pursued to encourage safe and efficient housing.

# 6. Community Vitality and Economic Development

This section provides background regarding economic development within the CC+A Subarea. Broader Citywide economic development policies can be found in the Economic Development Element of the Imagine Lynnwood 2024 Comprehensive Plan.

The CC+A Subarea is a vital employment, retail, and service center that serves the City of Lynnwood and the surrounding region. The subarea includes regional-serving retail with large footprints such as the Alderwood Mall, Costco, Fred Meyer, Target, and multiple shopping centers. The subarea is also home to future planning developments such as Northline Village and The Public Facilities District's redevelopment plan for the Lynnwood Event Center. Northline Village is envisioned as a vibrant, mixed-use development featuring new residential units, retail, office space, entertainment, and public open spaces. Serving as the anchor of the City Center Promenade along 198<sup>th</sup> St SW, this development will enhance walkability and create seamless connections to the nearby City Center Station. The Public Facilities District redevelopment of the Lynnwood Event Center will reimagine the 13-acre area into a dynamic regional destination with the expansion of the event center and adding new residential units, retail, hotel, and direct connection to the City Center Promenade.

CC+A is also host to 11 hotels, which makes it one of the premier destinations for tourists in Snohomish County and a key contributor to the tourism sector of the Regional Economic Strategy. With the addition of light rail service at City Center Station, tourists staying in Lynnwood have even more multimodal options other than driving during their stay. This increases the appeal of Lynnwood for events that may happen in Seattle, such as sports events, concerts, or conferences. An additional draw to Lynnwood for tourism is that visitors can enjoy accommodations that are 40% less than what they would find in Seattle, which further contributes to visitors choosing to stay in Lynnwood for their visit to Seattle and the greater Puget Sound region.

Additionally, CC+A also contains a variety of office spaces and business parks, which contribute to the business services sector. These offices host a range of businesses including small local businesses, tribal offices such as the Tlingit and Haida WA Chapter, schools such as Pacific Lutheran University, to larger corporations such as those in the finance industry. All of these contribute to an extensive business services-oriented workforce within CC+A. Additionally, as stated in the Regional Economic Strategy, more and more people are expected to work from home in the coming years. This means that CC+A may also become an informal hub for business services as people work in new housing built in this subarea.

Given the industries clusters and available land which is currently occupied by parking in CC+A, it is feasible that infill development of these spaces can occur as multimodal transit investments, like West Alderwood Station, and other infrastructure improvements such as Poplar Way Extension Bridge and both 42<sup>nd</sup> and 46<sup>th</sup> Ave W become built. Overall, the CC+A subarea is well-positioned to accommodate future population and job growth, as the City's evolving job market is expected to

benefit from mixed-use developments and planned infrastructure improvements, ensuring a balanced approach to economic and residential growth.

The policies in this section are intended to support and strengthen the economic environment of the subarea. A healthy economy provides employment and helps pay for basic public services. These policies encourage a mix of retail, service, residential, and office uses.

## GOALS, POLICIES, AND STRATEGIES

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to the Community Vitality and Economic Development Chapter of the Subarea Plan are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

### **ED Goal 1**

**Support and grow new and existing businesses that encourages new investments and job creation, and encourage a business climate that values diversity, equity, and inclusivity.**

**ED Policy 1.4** Continue to be a welcoming City by providing streamlined, high-quality, and cost-efficient customer service and City services in fields such as, utility services, recreation facilities, development services, and law enforcement.

#### **CCAEE Strategy 1.4.1** Implement ED Policy 1.4.

For a regional growth center to function, streamlining the development process through best practices in customer service is key to encouraging growth while maintaining healthy relationships with other agencies, developers, and residents. Refining this specifically for the CC+A area will yield more desirable outcomes for all parties.

**CCAEE Strategy 1.4.2** Foster projects that attract major new investment, quality jobs, retail shops and services, entertainment, public spaces, cultural attractions and governmental functions that meet the objectives of this plan.

### **ED Goal 2**

**Create a diverse business community that is sustainable and resilient.**

**ED Policy 2.2** Facilitate economic growth in the City order to meet the City's anticipated employment growth targets, while achieving a balanced job-to-housing ratio.

#### **CCAEE Strategy 2.2.1** Implement ED Policy 2.2.

As CC+A is the City's RGC, it is imperative that it plays a key role in absorbing expected growth and contributing to a balance of housing and jobs.

**CCAE Strategy 2.2.2** Explore methods for making CC+A a desirable community to work from home.

**CCAE Strategy 2.2.3** Establish agreements with other agencies and the private sector to pursue joint projects that can carry out the objectives of both the City and the agency/private entity.

**CCAE Strategy 2.2.4** Prepare a marketing plan for telling the “story” of the City Center and to identify programs, people and organizations that can play different roles in redevelopment.

**CCAE Strategy 2.2.5** Form partnerships with for-profit entities, non-profit entities, community-based organizations, tribal governments, and other government agencies to provide for investment and improvements in the Lynnwood City Center.

### **ED Goal 3**

**Strengthen and communicate Lynnwood’s positive business climate and be a leader in economic development.**

**ED Policy 3.1** Actively work with Snohomish County, other jurisdictions, economic development organizations, educational institutions, and local business associations to stimulate business retention and expansion and implement interlocal economic strategies.

#### **CCAE Strategy 3.1.1: Implement ED Policy 3.1**

The CC+A subarea is an important economic base for the city. The subarea has significant retail and office areas, as well as potential for continued growth. Public efforts nurture and support existing uses as well as new growth, as shown by the construction improvements on 196<sup>th</sup> St in 2023, plans for the future 42<sup>nd</sup> Ave W, plans for the Poplar Extension Bridge, and the 44<sup>th</sup> Ave W Underpass Improvement project and more. City investment into public infrastructure to make development more desirable helps to promote retention, expansion, and growth.

Additionally, partnering with other jurisdictions and organizations has helped and continued to stimulate business retention and expansion within the subarea.

**CCAE Strategy 3.0.1** Establish a process and timeline for ongoing review of the City Center Plan and its implementation.

**CCAE Strategy 3.0.2** Prepare, as an on-going activity, an analysis of the demographic, economic, real estate and fiscal characteristics and trends of the Lynnwood City Center Project and surrounding area.

### **ED Goal 4**

**Enhance Lynnwood’s livability and unique sense of place that highlights equity, inclusion, and opportunity.**

**ED Policy 4.1** Maintain existing and foster new culturally diverse businesses that represent and serve the Lynnwood Community.

**CCAE Strategy 4.1.1** Implement ED Policy 4.1.

Lynnwood has a unique mixture of businesses and owners from diverse backgrounds, which contributes to the City’s overall livability and unique sense of place. Fostering these relationships

**ED Policy 4.5** Identify and use a range of strategies to mitigate, to the extent feasible, the potential physical, economic, and cultural displacement of existing locally owned, small businesses that may result from development or redevelopment and market pressure.

**CCAE Strategy 4.5.1** Implement ED Policy 4.5.

The City’s Economic Development Division is developing and executing strategies to mitigate commercial displacement of existing small businesses. This may include meeting one on one to identify specific needs, searching for existing commercial spaces, supporting in marketing efforts, and doing targeted outreach to BIPOC and non-English speaking communities.

**ED Policy 4.6** Identify and prioritize resources that remove systemic barriers and improve access to economic opportunities for underrepresented communities.

**CCAE Strategy 4.6.1** Implement ED Policy 4.6.

**CCAE Strategy 4.6.2** Expand access to economic opportunities through actions such as adopting a priority hire ordinance, encouraging workforce development partnerships, and identifying pipeline education or training opportunities, particularly for small businesses.

Educational institutions in Lynnwood, such as Edmonds Community College, provide the opportunity for youth and students to get involved in the community, both in government and economically. These institutions can be pipelines that allow for the City to pursue its own goals, while simultaneously providing economic and educational opportunities for students.

**CCAE Strategy 4.6.3** Continue to grow the Business Development Program to provide resources to new and existing local businesses to help them move through the development process, remove barriers to entry and redevelopment, prevent displacement, and connect them with resources from community partners.

**CCAE Strategy 4.6.4** Expand the role of the City Center Program to the CC+A subarea to facilitate discussions between developers, businesses, residents, and the City.

**CCAE Strategy 4.6.5** Continue to engage with small businesses in CC+A where possible when creating plans, making land use decisions, and coordinating with other agencies like Sound Transit in order to ensure that business owners have a role in the development process.

**CCAE Strategy 4.6.6** Remove barriers to creating childcare centers in CC+A to increase available childcare to attract both employers and employees.

# 7. Multimodal Transportation

## Transit Services

As a core city within Snohomish County, transit service is an important mode of connectivity both within the City of Lynnwood and to destinations beyond. Lynnwood's geographic position between Seattle and Everett makes it an important connection and its proximity to the Washington State Ferry System provides direct access to the Kitsap and Olympic peninsulas. With the extension of Sound Transit's Link light rail 1 Line to the Lynnwood Transit Center (City Center Station), Lynnwood continues to grow its user base of public transportation.

Transit service in Lynnwood's RGC is provided by [Community Transit](#) (public transit provider for Snohomish County) and Sound Transit (regional transit authority for Snohomish, King, and Pierce counties), with service primarily oriented south toward Seattle. The Lynnwood Transit Center is located at 200th Street SW and 44th Avenue W, directly west of I-5, and is the primary connection within Lynnwood to regional transit service. In addition to traditional fix-route bus service, Community Transit also provides [Bus Rapid Transit](#) (SWIFT), [vanpool](#), and [DART Paratransit](#) service. Lynnwood's existing transit service is shown in Figure 5.5 and the future network is shown in Figure 5.6. [Zip Shuttle Alderwood](#), [vanpool](#), and [DART Paratransit](#) service. Lynnwood's existing transit service is shown in Figure 5.5 and the future network is shown in Figure 5.6.

### ROUTES SERVING LYNNWOOD

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#### COMMUNITY TRANSIT:

- **Route 101:** provides service between the Aurora Village Transit Center and Mariner Park & Ride, primarily along the SR 99 corridor. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 102:** provides service between the City Center Station and Edmonds Station. The route operates with service every half hour 7 days a week.
- **Route 103:** provides service between the City Center Station and Seaway Transit Center. The route operates with hourly service on weekends only.
- **Route 112:** provides service between the Mountlake Terrace Station and Ash Way Park & Ride, with a stop at City Center Station. The route operates with service every half hour 7 days a week.
- **Route 114:** provides local service between the Aurora Village Transit Center and Lynnwood Transit Center. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 117:** provides service between the City Center Station and Mukilteo Station. The route operates with service every half hour during weekdays and is hourly on weekends.

- **Route 120:** provides service between the City Center Station and University of Washington Bothell/Cascadia College. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 130:** provides service between the City Center Station and Edmonds Station, with stops at Mountlake Terrace Station and Aurora Village Transit Center. The route operates with service every half hour 6 days a week, with hourly service on Sunday.
- **Route 166:** provides local service between Edmonds Station, City Center Station, and Ash Way Park & Ride. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Swift Blue:** provides bus rapid transit service between Shoreline North/185th Station, passing through Aurora Village Transit Center, and Everett Station, primarily along the SR 99 corridor. The route operates on 10-minute intervals during weekdays and on 15-minute intervals on weekends.
- **Swift Orange:** provides bus rapid transit service between Edmonds College Transit Center (202nd St SW at 68th Ave W in Lynnwood), passing through City Center Station, Swamp Creek Park & Ride, Ash Way Park & Ride, and McCollum Park & Ride. The route operates on 10-minute intervals during weekdays and on 15-minute intervals on weekends.

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#### SOUND TRANSIT:

- **1 Line:** provides light rail service between the Lynnwood City Center Station and Angle Lake Station with stops along Mountlake Terrace, Shoreline, Northgate, the University District, University of Washington, Downtown Seattle, and Seattle-Tacoma International Airport. Trains run on 8–15-minute intervals depending on the time of day during the week, and on 10-minute intervals on weekends.
- **Route 512:** provides express service between the Lynnwood City Center Station and downtown Everett, operating on 5–10-minute intervals 7 days a week.
- **Route 513:** provides frequent express service on weekdays between the Lynnwood City Center Station and downtown Everett, operating on 5–10-minute intervals. Does not run on weekends.
- **Route 515:** provides frequent express service on weekdays between the Lynnwood City Center Station and downtown Seattle, operating on 5–10-minute intervals. Does not run on weekends.
- **Route 535:** provides express service between the Lynnwood City Center Station and downtown Bellevue, operating on 5–10-minute intervals 7 days a week.



**City of Lynnwood  
Existing Transit Service**

Legend:

- Community Transit
- Sound Transit
- Link Light Rail Station
- Link Light Rail
- Sound Transit Express
- City Boundary
- Regional Growth Center
- Park

## City Center + Alderwood Subarea Plan

### Chapter 7 Multimodal Transportation

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## Future Planned Transportation Investments

The City Center + Alderwood Subarea has many identified future investments. Refer to Table TR.5 20 Year Transportation Project List in the Imagine Lynnwood 2024 Comprehensive Plan<sup>1</sup>, under subtitles “Alderwood Improvements” and “City Center Improvements” for the list of projects in the 20-year horizon. Near-future planned transportation investments are viewable in the City’s Transportation Improvement Program (TIP)<sup>2</sup> list. The City also has a list of priority active transportation projects in the Connect Lynnwood Plan<sup>3</sup>, based on 15- and 30-year action plans. Three priority projects that are identified to be constructed by 2044 are the following:

- **Poplar Extension Bridge:** Construct a new bridge across I-5 to connect Poplar Way with 33rd Avenue W. Reconfigure Poplar Way intersections at 196th Street SW and at Alderwood Mall Boulevard. This project is funded.
- **New Road – 42nd Avenue W:** Construct a new City Center street from Alderwood Mall Boulevard to 194th Street SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. Assumed to signalize intersections at 200th Street SW and 196th Street SW, and an all-way stop-control configuration at the 194th Street SW intersection. This project is partially funded.
- **New Road – 46th Avenue W:** Construct a new City Center street from 196th Street SW to 200th Street SW, to connect with the existing signalized intersection at 200th Street SW & 46th Avenue W. Assumed a new signalized intersection at 196th Street SW. This project is partially funded.

## Pedestrian Network

Pedestrian mobility is a crucial element of the City’s focus on improving land use, housing, economic development, parks, and transportation within the RGC. Implementing a well-connected pedestrian network can positively contribute to achieving the City’s goals. Pedestrian infrastructure supports mobility for individuals within communities who depend on walking and rolling as a major or sole component of their transportation needs. Accessible and well-designed pedestrian facilities not only improve public health, but make short walking trips more practical for everyone, including those using mobility aids like wheelchairs and walkers.

Figure 5.6 shows the existing pedestrian network within the RGC and immediate surrounding area. Sidewalks exist along at least one side of all arterials, all collectors, and most local roads throughout the RGC. Despite

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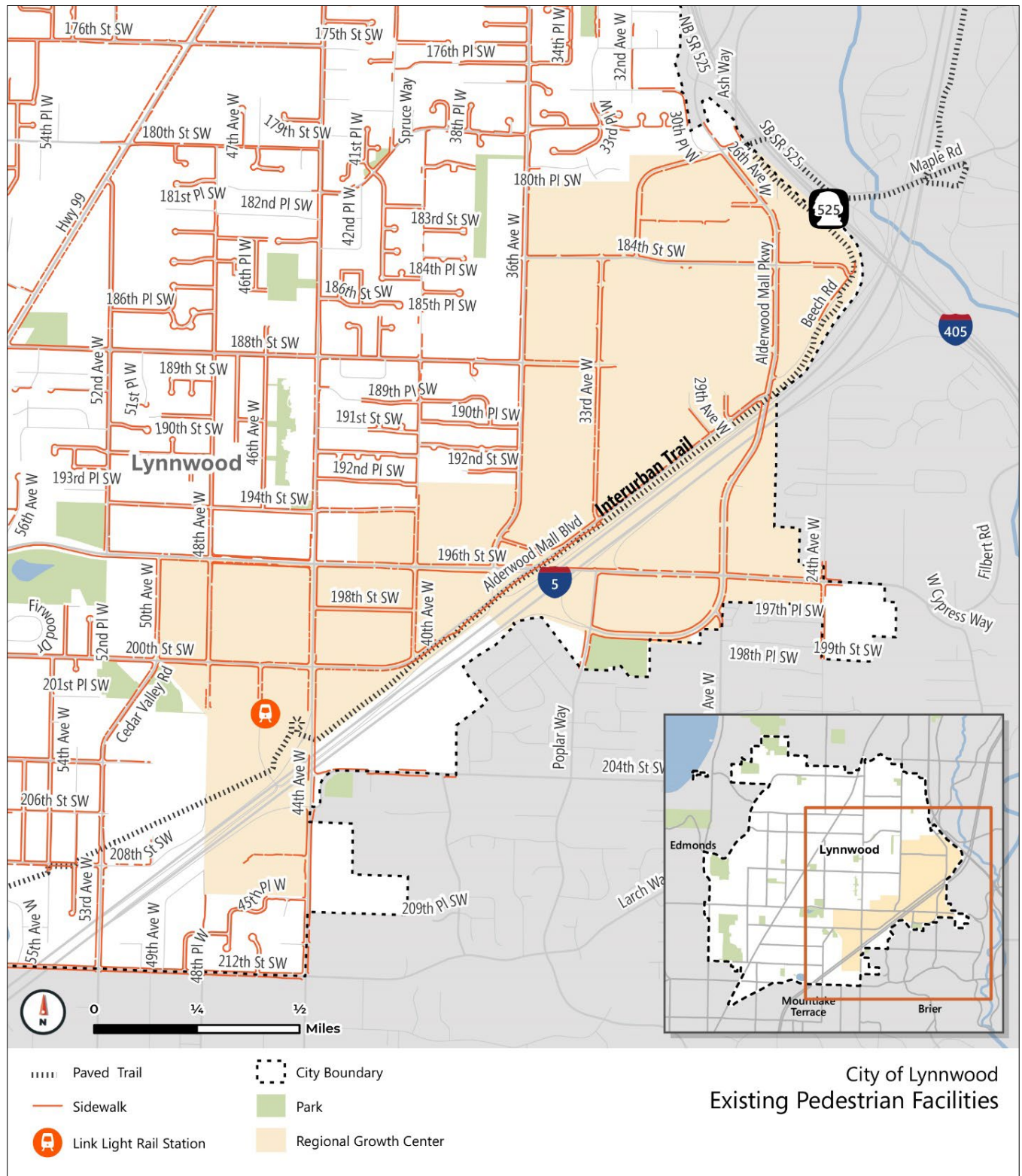
<sup>1</sup> City of Lynnwood, January 2025, Imagine Lynnwood 2024 Comprehensive Plan

<sup>2</sup> City of Lynnwood, September 2024, Transportation Improvement Program (TIP) 2025-2030

<sup>3</sup> City of Lynnwood, August 2022, Connect Lynnwood: Active & Accessible Transportation Plan

their relatively high presence in the area, sidewalks typically have minimal setbacks and occur along wide streets with long distances between signals and stop signs. The long blocks and lack of a continuous grid street network create challenging conditions for pedestrians walking to destinations. Wide crossing distances on arterials with high volume of vehicles and relatively high travel speeds also creates a challenging environment to cross the street. Sidewalks that are narrow and lack consistent maintenance have a negative impact on pedestrian accessibility, particularly for people who rely on ADA-compliant facilities. City of Lynnwood does not have an anti-jaywalking ordinance preventing people from crossing at legal unmarked crosswalks.

**Figure 5.1 Existing Pedestrian Facilities**

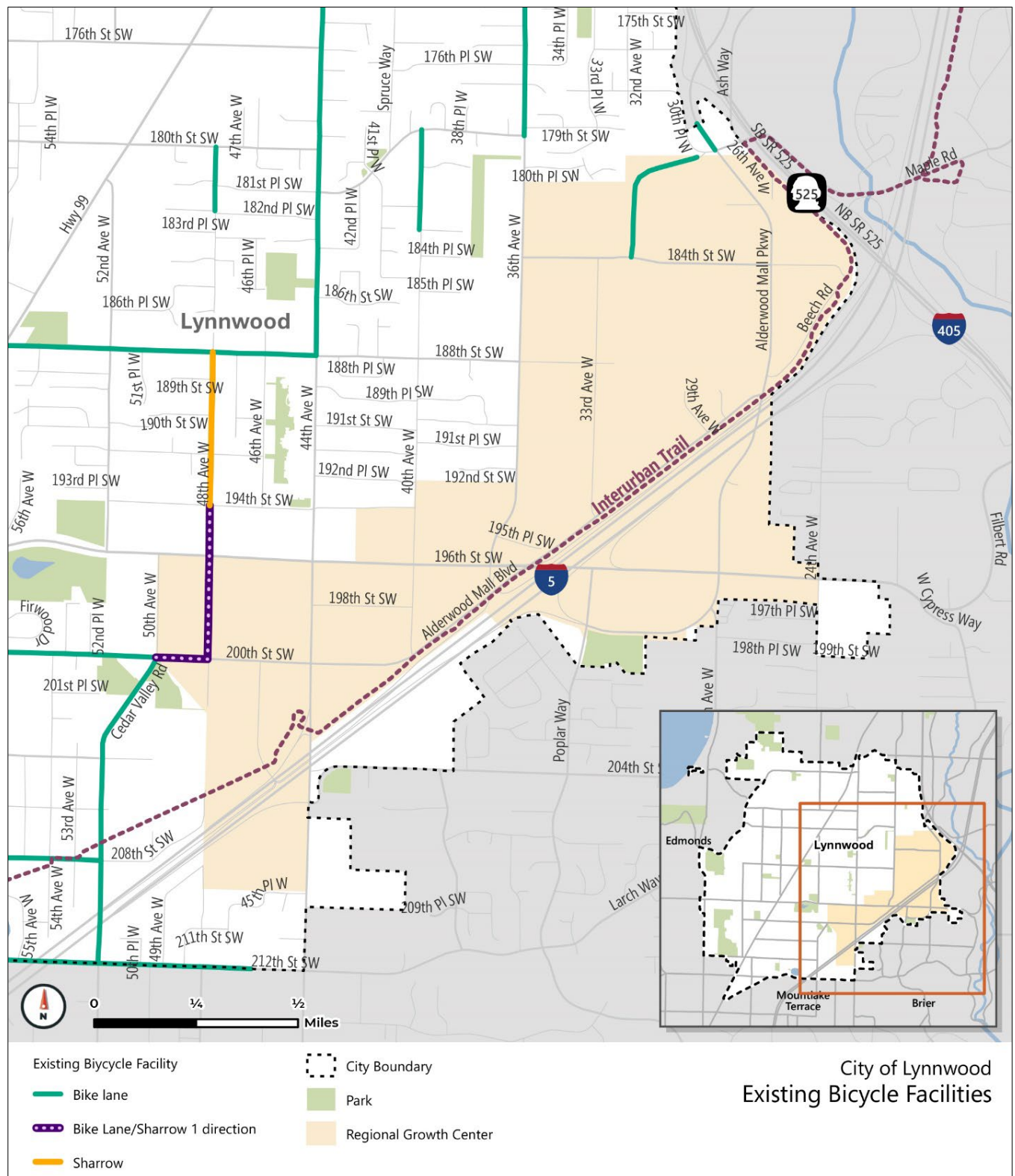


## Bicycle Network

Biking and e-biking tend to generate longer trips than walking while maintaining similar benefits. Implementing bike facilities can encourage more people to use bicycles as a mode of transportation in addition to other modes such as battery-powered and unpowered scooters, skateboards, and inline skates. Having a diverse network of bike facilities allows users with varying levels of confidence to take advantage of utilizing these spaces and reap the benefits of active transportation.

A 4-mile segment of the Interurban Regional Trail runs along the RGC. This important active transportation facility connects Lynnwood to Everett from the north, south through Mountlake Terrace, Edmonds, Shoreline, and north Seattle. While traditionally thought of as a pedestrian and biking facility, there has been increasing trail use by people riding electric bikes, unicycles, scooters, and skateboards. The typical cross-section of the trail through Lynnwood is roughly 12 feet wide, paved, and is primarily separated from roadways with few exceptions. The bicycle infrastructure at Lynnwood Transit Center connects to the Interurban Trail and to various other greenways, such as Scriber Lake and Scriber Creek. Dedicated bicycle infrastructure including bike lanes parallel to street curbing is minimal beyond the Interurban Trail. Side streets with calmer traffic provide lower-speed, lower-volume options, but the majority of streets do not provide comfortable facilities for most bicycle riders. While the Interurban Trail provides an excellent route for northeast-southwest travel, bicycling in other directions in non-residential areas is more difficult. Lynnwood's existing bicycle facilities are shown in Figure 5.7.

### Figure 5.1 Existing Bicycle Facilities





**Figure 5.8 Planned Bicycle and AAA Network Integration with CC+A**

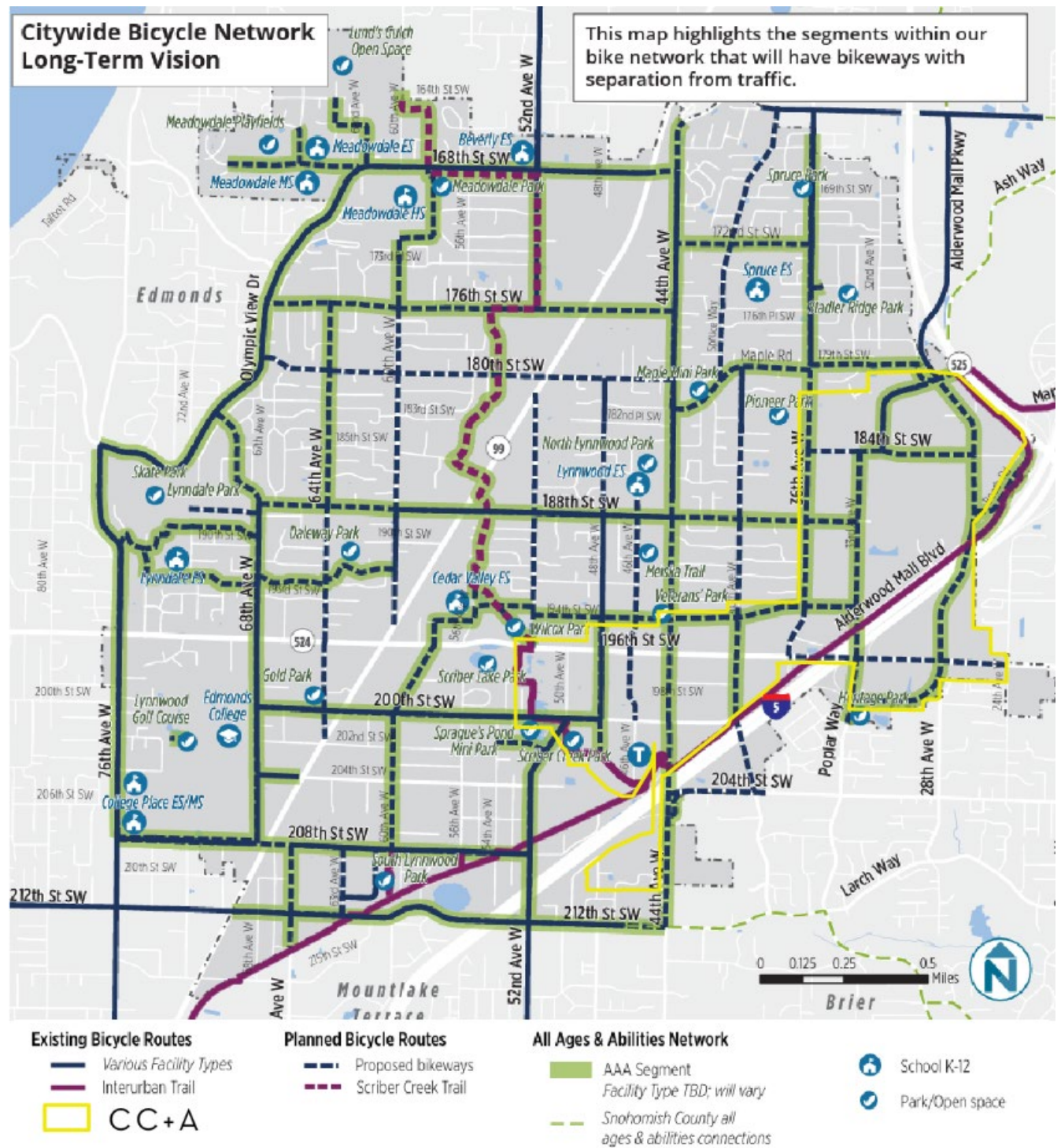
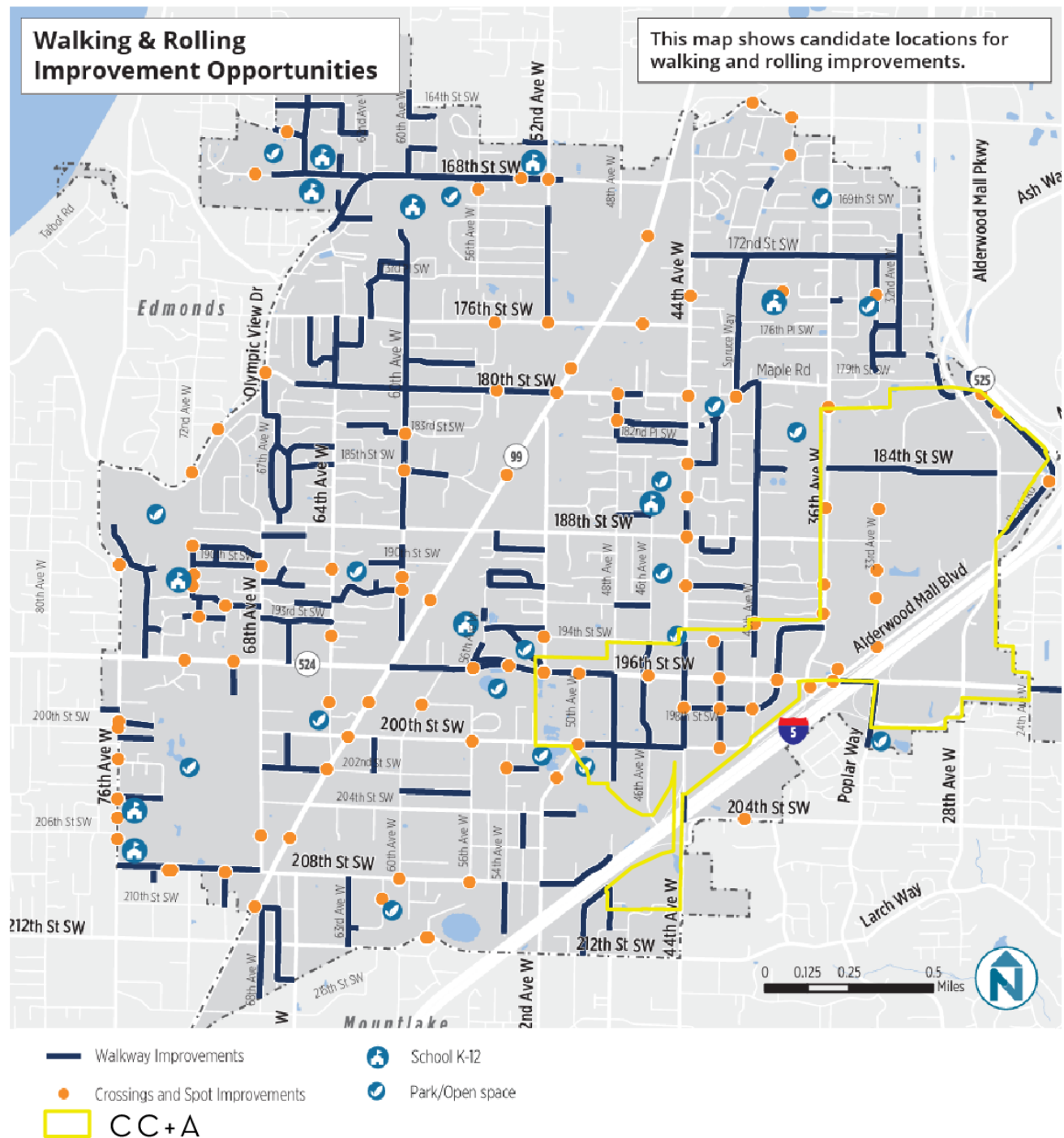
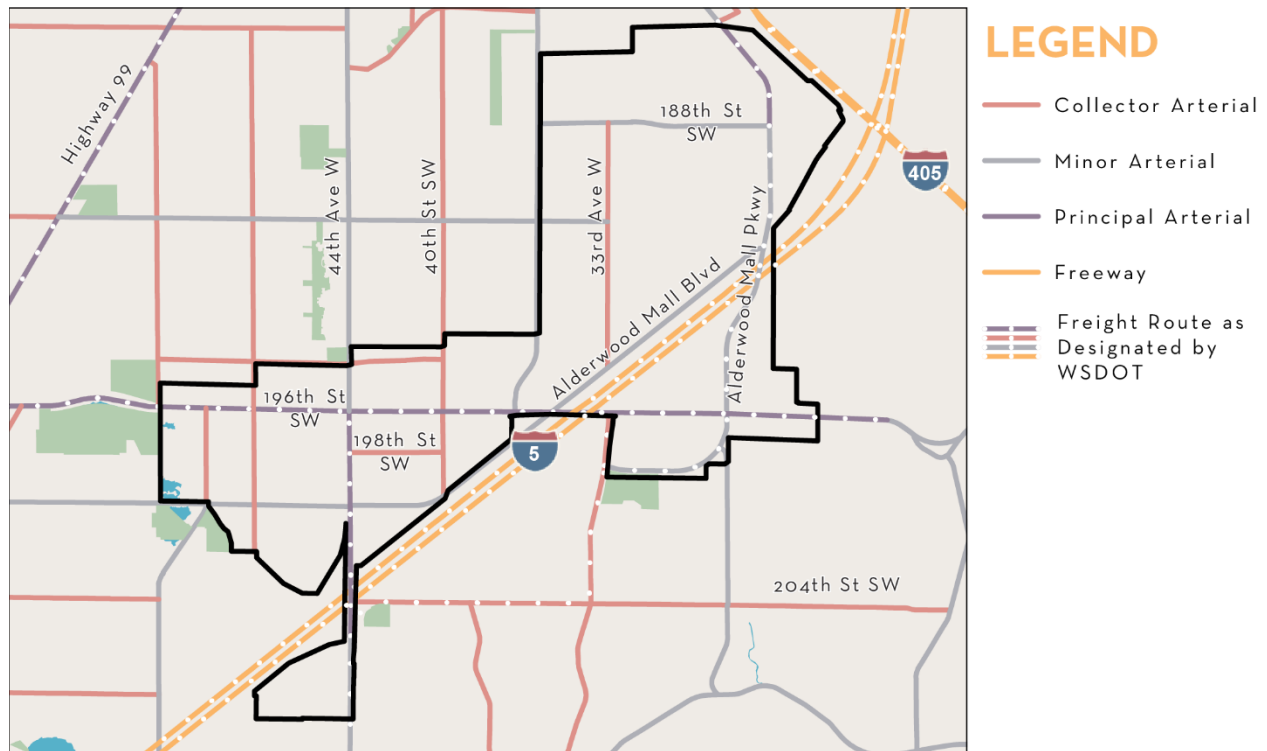


Figure 5.8 CC+A Walking and Rolling Improvement Opportunities



**Figure 5.9 Existing Street Network**



## Multimodal Levels of Service

The Transportation Element of the Imagine Lynnwood 2024 Comprehensive Plan states core values of Equity, Sustainability, Resilience, Livability, and Orientation to Transit. The City uses Level of Service (LOS) standards based on traffic delays from the Highway Capacity Manual to measure the overall transportation system's ability to move people and goods. The City sets vehicle LOS standards depending on the land use and transportation context. The City Center is expected to operate with more vehicle demand and allow for better multimodal access. The LOS standard for City Center roads is LOS E during the PM peak hour (weekdays 4–6 p.m.). For areas outside the City Center, the standard is LOS D for arterials and LOS C for local roads for the PM peak hour. Lynnwood's transportation concurrency system allows 20% of the City's signalized intersections to operate below the LOS standard before concurrency is considered not met. Level of service standards for state facilities are set by the Washington Department of Transportation (WSDOT). A key update focus of the Transportation Element is multimodal LOS standards. This shift away from vehicle-only LOS acknowledges that the transportation system is comprised of people walking, biking, riding transit, and driving. The vehicle LOS previously described remains the same and the multimodal LOS standards for other modes are described below:



**Pedestrian LOS Standards** – gauge whether facilities are consistent with Connect Lynnwood, create safe walking routes within a mile of schools and within a half mile of High-Capacity Transit Stations, and improve “difficult to cross” arterials with high pedestrian volumes.

**Bicycle LOS Standards** – gauge whether facilities are consistent with Connect Lynnwood, complete a core network that connects schools, parks, transit, and commercial areas, complete planned bike facilities that are within 2 miles of Light Rail and local route (Edmonds College) Stations, and improve “difficult to cross” arterials with high bike volumes.

**Transit LOS Standards** – gauge whether facilities for bike and pedestrian travel connect to transit and improve access and ridership.

Other strategies and policies relating to the City Center and Alderwood Mall subareas within the RGC include encouraging Transit Oriented Development (TOD) by making the area an attractive travel option, implementing traffic impact fees for new developments, and providing a system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.

## GOALS, POLICIES, AND STRATEGIES

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to the Multimodal Transportation Chapter of the Subarea Plan are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

**CCAT Goal 1: Strive to achieve a mode-split of X% single-occupant vehicle, X% non-single-occupant vehicle, X% public transit, X% walking, X% bicycle, X% combination of nonmotorized.**

**Strive to have 20% of residents living in CC+A work from home by 2045.**

### **LU Goal 2**

**Promote growth and development in the City’s designated Regional Growth Center.**

**LU Policy 2.4** Promote development in the City Center + Alderwood Subarea that increases access to opportunities and improves quality of life by providing building design integrated with multimodal transportation facilities and publicly accessible open spaces.

**CCAT Strategy 2.4.1** Implement LU Policy 2.4.

**CCAT Strategy 2.4.2** Encourage shared use of parking among businesses and property owners through a provision allowing them to reduce parking supply.

**LU Policy 2.7** Utilize Transportation Demand Management strategies to efficiently manage traffic and congestion within the City Center + Alderwood Subarea.

**CCAT Strategy 2.7.1** Implement LU Policy 2.7.

### **TR Goal 3**

**Create an All Ages and Abilities non-motorized transportation network that provides high quality connections throughout Lynnwood.**

**TR Policy 3.2** Prioritize multimodal transportation investments in the Regional Growth Center and high-capacity transit areas.

**CCAT Strategy 3.2.1** Implement TR Policy 3.2.

The City Center Streetscape Plan last revised in 2021, stems from urban design policies in the original City Center Subarea Plan (2007). The Streetscape Plan serves as base design guidelines for the City Center's streetscape, helping to advance the revitalization process of the Center, create safer public spaces, and generate a greater sense of community pride and economic vitality. The City plans to continue revised streetscape design through to the Alderwood portion of the subarea, which will better link the two areas, and begin to create a more robust and integrated multimodal transportation network.

Connect Lynnwood (2022) also identifies specific streets within the subarea that are part of the City's long-term vision for a bicycling network, and for an All Ages and Abilities (AAA) network. This plan describes the types of walkways and bikeways for Lynnwood's future and maps out where they will be located, it also identifies which projects to build out first.

**CCAT Strategy 3.2.2** Work with Community Transit and Sound Transit to increase transit services for the City Center.

**CCAT Strategy 3.2.3** Provide bicycle storage facilities or bike racks at the transit center and other destinations within the City Center.

**TR Goal 4 Provide mobility standards for walking, rolling, biking, using transit, driving, and transporting freight.**

**CCAT Strategy 4.0.1:** Implement a methodology to continuously collect data on multimodal transportation in CC+A, collecting data before a project and 6 months after a project to measure the real effects of improvements.

Data collection is essential to determine the impact of a project on transportation systems, however, collecting data immediately following a change can skew data. By waiting for the transportation systems to adjust for new projects, the real impact can be measured.

### **TR Goal 7**

**Minimize the impact of the transportation system on the City's environment and quality of life.**

**TR Policy 7.5** Support a reduction in vehicles miles traveled (VMT) the shift from single-occupancy vehicle trips to other modes of transportation to reduce environmental impacts.

**CCAT Strategy 7.5.1** Implement TR Policy 7.5.

**CCA Strategy 7.0.1** Evaluate the need for a parking management strategy for the City Center + Alderwood Subarea.

Off-street parking is expected to be provided for residential, retail, and other uses in the RGC. Transition of parking from surface lots to structured parking is anticipated to continue with new growth. As development occurs, developers would coordinate with the City and comply with parking code requirements at the time of permitting. This would balance the expected parking demand and the available travel options in the area. It is expected that the percentage of travel by transit, walk, and bike would increase in the future with the expansion of fast, reliable high-capacity transit serving the area and active transportation infrastructure.

Census data shows about 20%<sup>4</sup> of households have zero-vehicles available for the census tract that covers the City Center and the Lynnwood Transit Center. This is higher than the estimated 13% of households in Lynnwood citywide with zero-vehicles available. Residential parking demand may decrease in the future with the West Alderwood Link light rail station and a more diverse and dense surrounding land use development. As previously noted in the Mode Choice section, research has shown that vehicle trip generation can decrease by 30 to 60% of traditional trip generation calculations for transit-oriented development near stations.<sup>5</sup>

In the short-term, parking demand will continue to fluctuate as currently observed. This is due to a seasonal imbalance of parking supply and demand, but it is expected to reach equilibrium as the RGC reaches full build out. The City will continue to consider the need for a parking management strategy as the RGC continues to develop.

**CCA Strategy 7.0.2** Consider establishing a City Center Parking Management Program, together with a program of Residential Parking Permits for neighborhoods outside of the City Center.

**CCAT Strategy 7.0.3** Regularly monitor LOS at arterial intersections. If the monitoring shows that LOS E cannot be maintained, consider reprioritizing the City's capital program to accelerate investments on transportation facilities developed for the City Center plan, and reduce vehicle travel demands in the City Center by adopting travel demand management strategies.

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<sup>4</sup> American Community Survey 5-year Average (2019-2023), Household Size by Vehicle Available (B08201) for census tract 514.02, Snohomish County, WA, and Lynnwood city.

<sup>5</sup> R. Ewing et al. Trip and Parking Generation Study of Orenco Station TOD, Portland Region. Transportation Research Record: Journal of the Transportation Research Board. 18-05650. 2019.

**CCAT Strategy 7.0.4** Minimize driveway access with curb cuts along Principal and Minor Arterials as a means of increasing vehicle carrying capacity and operational efficiency.

**CCAT Strategy 7.0.5** Maintain LOS E as the level of service standard for the arterial intersections in the City Center, superseding the Comprehensive Plan standard for the rest of the City. The City should use the most up-to-date level of service calculation methods from the Highway Capacity Manual issued by the Transportation Research Board (definitions and calculations are periodically modified).

**CCAT Strategy 7.0.5** Provide on-street parking on non-arterial streets within the City Center for short term parking users only, such as visitors and shoppers. Develop an effective parking enforcement program.

**LU Goal 9** Establish land use patterns that promote well-connected neighborhoods to provide increased accessibility to goods, services, amenities, and multimodal transportation.

**CCAT Strategy 9.0.1** Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips generated by commuting City Center workers.

# 8. Utilities and Services

## Utilities

The City of Lynnwood provides water, sanitary sewer, and stormwater service to the City Center + Alderwood Subarea. City of Lynnwood services utilize relevant Comprehensive Plans and studies in order to plan ahead for their needs. The City keeps and regularly updates Water, Wastewater, and Surface Water Management Comprehensive Plans and a General Sewer Plan, and uses a Comprehensive Water, Sewer, Storm Utility Rate Study. More general information is available in the Capital Facilities & Utilities Element of the Imagine Lynnwood 2024 Comprehensive Plan.

### WATER

The City of Lynnwood owns and operates the Group A municipal water system that serves the majority of the City. Lynnwood's water system includes approximately 168 miles of water mains, two pressure reducing stations, two reservoirs, one booster pump station, and other related appurtenances.

The Alderwood Water & Wastewater District (AWWD) is the primary supplier for the City's water system. The AWWD purchases its water supply from the City of Everett, where it is obtained under one of four surface water right certificates. These water right certificates allow the diversion of surface water from the Sultan River.

The City of Everett's 20-MG Reservoir No. 3 feeds the AWWD Pump Stations No. 1 and No. 2. The combined capacity of the AWWD Pump Stations No. 1 and No. 2 is 50 million gallons per day (MGD). These pump stations supply the AWWD's 20-MG reservoir and two 28-MG reservoirs located just west of 35th Avenue West and north and south of 156th Street SW. All three reservoirs are owned by the AWWD and have an overflow elevation of 635 feet. These three reservoirs serve the City of Lynnwood 635 Zone through the master meter located south of 164th Street SW and Spruce Way.

Water is then conveyed through a 24-inch-diameter water main to approximately 173rd Place SW at Spruce Way. A pressure-reducing valve supplies the two Lynnwood reservoirs, which have a combined capacity of 5.77 MG, and serve the 573 Zone. A booster pump station adjacent to the reservoirs provides service to Lynnwood's 680 Zone. The AWWD 724 Booster Pump Station fills the AWWD 2.0-MG standpipe and is supplied from the AWWD's 28-MG Reservoir No. 1. The AWWD 724 Booster Pump Station has three booster pumps, each with capacities of 1,500 gpm. The AWWD's High Tank No. 1 (2.0 MG) and High Tank No. 2 (3.07 MG) directly serve 724 Zone in the City of Lynnwood.

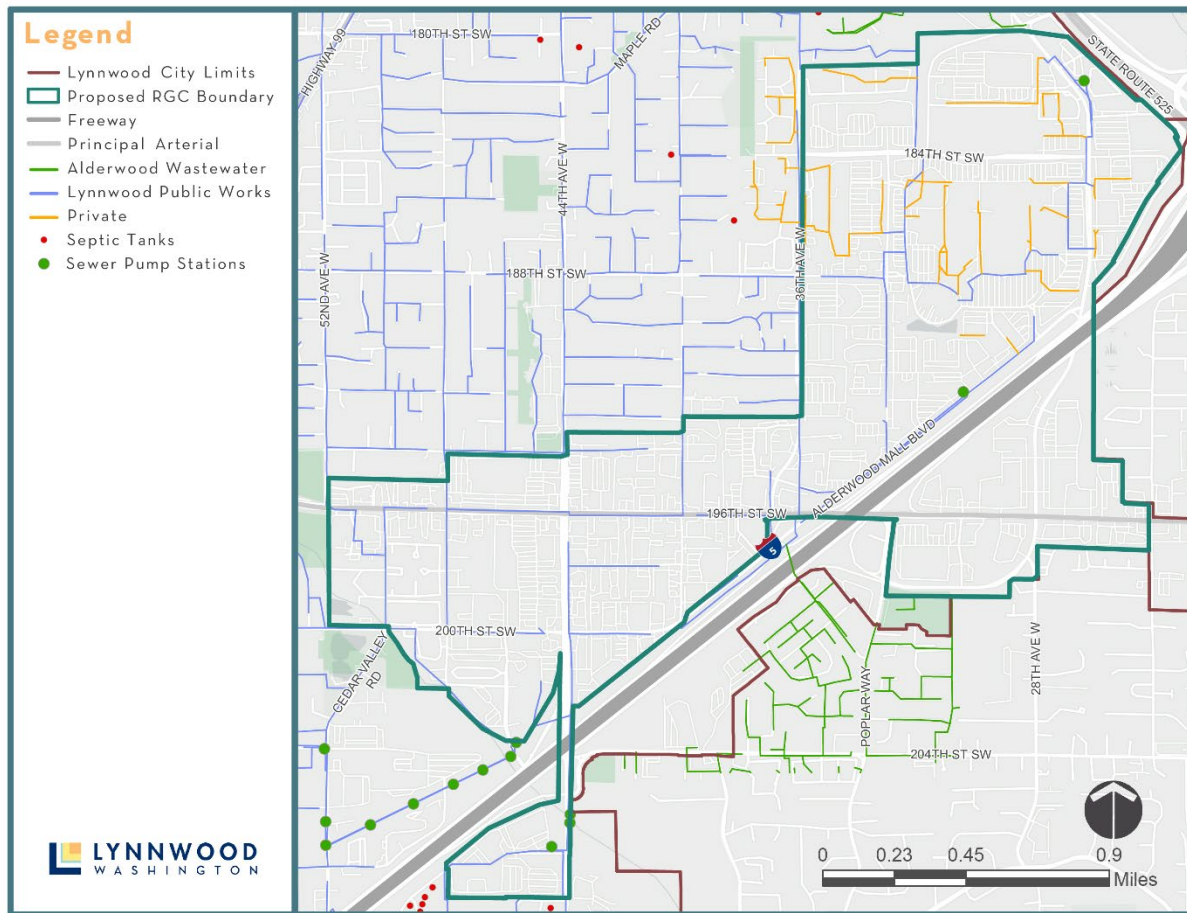
### SANITARY SEWER

Sanitary sewer is an underground pipe system designed specifically to carry wastewater from homes, businesses, and other buildings to a wastewater treatment plant (WWTP). It handles domestic sewage, which includes water from toilets, sinks, showers, dishwashers, and washing

machines.

Lynnwood's wastewater system is comprised of approximately 104 miles of gravity sewer pipe. These gravity lines feed into seven existing sewer lift stations which then pump into gravity interceptors and eventually to the WWTP, located on the Puget Sound. There are two wet well/dry well stations, three vacuum-primed packaged stations, and two submersible stations. Sewer system mapping can be seen in **Figure 7.1**.

**Figure 7.1 Wastewater Facilities**



Gravity sewer pipe materials vary by year of installation. Generally, older installations used concrete pipe material and newer installations used high density polyethylene (HDPE), polyvinyl chloride (PVC), ductile iron (DI) or fiberglass reinforced plastic (FRP). Approximately 75% of gravity sewer pipe in the City's system is concrete pipe.

The City owns and operates a WWTP that treats and disinfects wastewater prior to its discharge into the Puget Sound. In 2019, the average daily flow into the treatment facility was 4.04 million gallons per day (mgd). The hydraulic capacity of the wastewater plant is 7.4 million gallons per day with organic and solids capacities of 15,120 lbs/day.



According to the City’s 2023 Sewer Comprehensive Plan, a 74.3% increase in residential population is anticipated within the City’s sanitary sewer service area between 2019 and 2050. A 70.3% increase in employment population is anticipated within the City’s sanitary sewer service area between 2019 and 2050.

Future flow to the City’s WWTP seen in **Table 7.1** were estimated based on historical flows and forecasted population and employment increases.

**Table 7-1 Dry Weather Flow Projections**

Geography	2026 DWF (MGD)	2030 DWF (MGD)	2040 DWF (MGD)	2050 DWF (MGD)
Service area provided within the City of Lynnwood [A]	2.77	2.89	3.30	3.60
Service area provided within the City of Edmonds [B]	0.42	0.43	0.45	0.48
Service area provided to the Alderwood Mall Area [C]	0.52	0.66	0.94	1.17
Service area provided to Lynnwood City Center [D]	0.36	0.45	0.74	0.92
Total [A+B+C+D]	4.08	4.43	5.44	6.16

\* Dry Weather Flow (DWF) – This flow condition is defined as the average daily flow during dry periods, also referred to as domestic flow. The intent of presenting this data is to capture the base domestic flow conditions which represent flow from only households and businesses.

### Surface and Stormwater Management

The City of Lynnwood (City) uses an extensive system of drainage pipes and ditches to convey stormwater runoff to receiving waters, including streams, lakes, and Puget Sound, and to prevent and minimize damage to private properties, city streets, and other infrastructure. Due to extensive alteration of the natural landscape in most areas of Lynnwood, the amount of runoff that occurs during larger storm events is substantial, and runoff during all storm events carries a variety of pollutants to receiving waters. The City is faced with the challenge of conveying stormwater runoff safely and cost-effectively, while preventing or minimizing adverse high-flow impacts (erosion, flooding, and sediment deposition) and water quality degradation in receiving waters.

Lynnwood has ten different drainage basins throughout the City and maintains all associated drainage infrastructure. Operation, maintenance, and management of the stormwater system is funded through the City’s Surface Water Utility.

The main drainage basins in the City include: Meadowdale Pond, Lund’s Gulch Creek, Puget Sound, Perrinville Creek, Scriber Creek, Hall Creek, Tunnel Creek, Poplar Creek, Golde Creek, and Swamp Creek. Most of the City drains to Swamp Creek via Scriber Creek, Tunnel Creek, Golde Creek, and Poplar Creek. The western portion of the City drains directly to Puget Sound or via tributaries of the Sound, including Lund’s Gulch Creek and Perrinville Creek. The southern portion of the City drains to Hall Creek. A small portion of City drainage also flows to a local depression of



outwash soils near Meadowdale Pond in the northwest corner of the City.

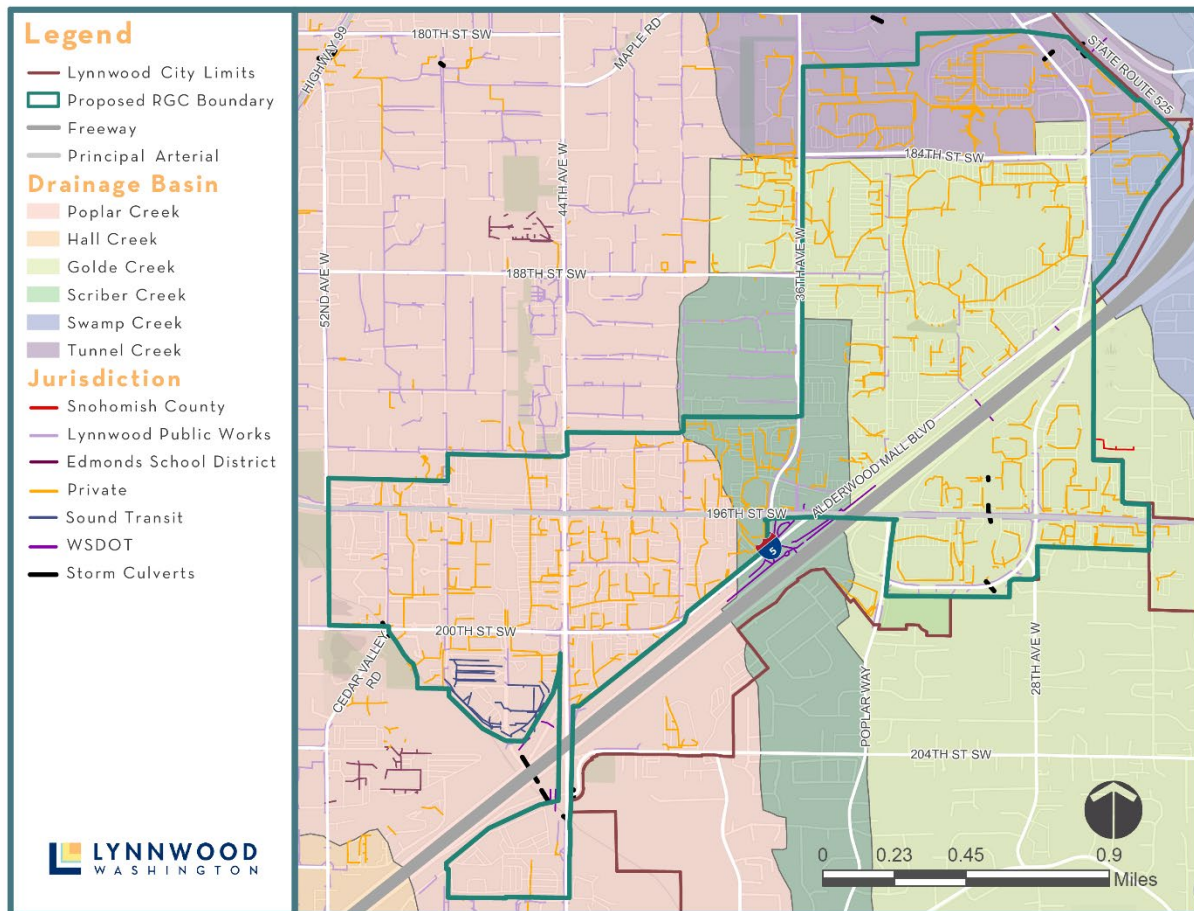
The City’s Stormwater Utility manages a large and complex storm drainage system that consists of underground pipes, open ditch conveyance, and stormwater treatment features. Key features of the system are summarized in **Table 7.2**.

**Table 7-2 Stormwater System Key Assets**

Assets	Quantity
Pipe	509,808 Lineal Feet
Ditch	49,970 Lineal Feet
Catch Basins, Manholes, and Inlets	5,140
Vaults	58
Detention Ponds	12

Figure 7.2 shows the drainage basins and stormwater pipes in the Subarea.

**Figure 7.2 Stormwater Facilities and Drainage Basins**



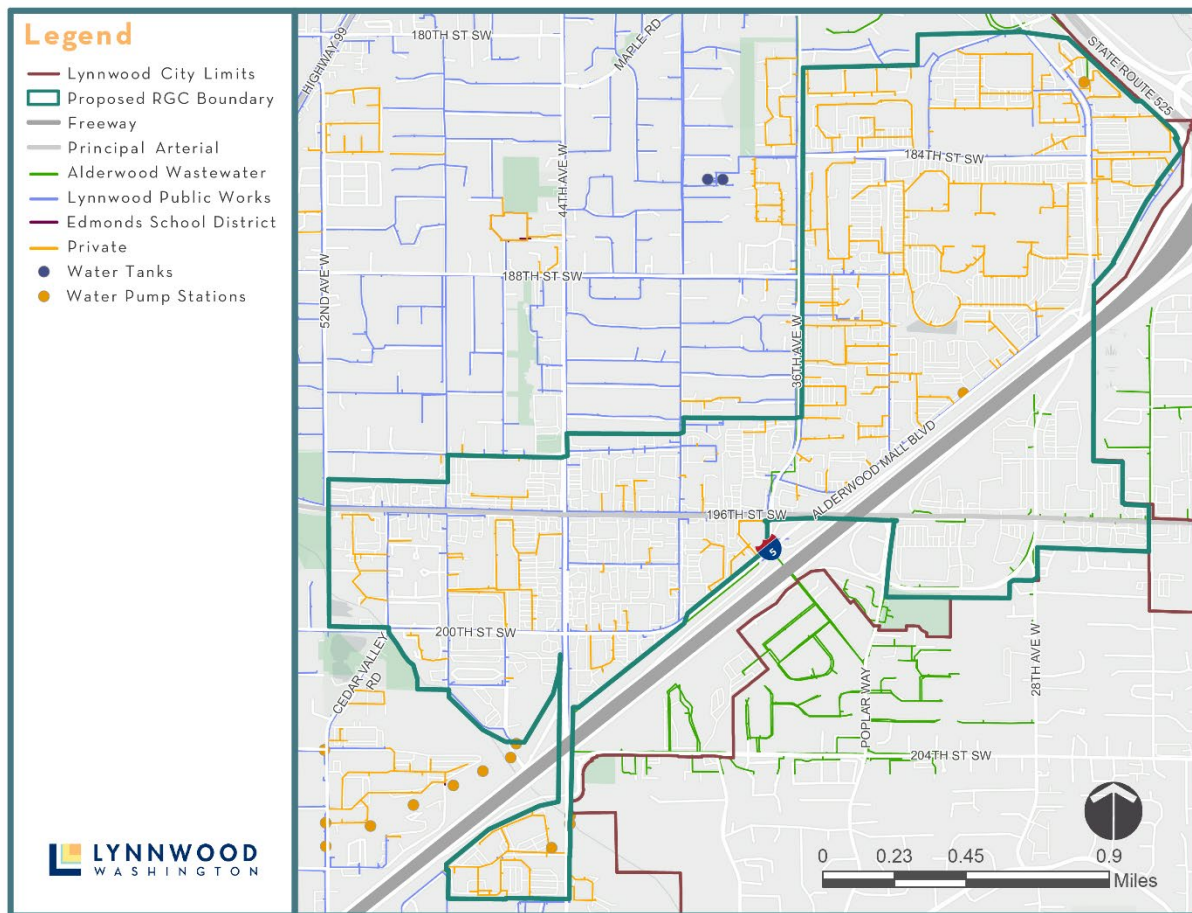
Lynnwood must comply with several local, state, and federal regulatory requirements regarding stormwater. The main regulatory requirement is the Washington State Department of Ecology (Ecology) National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit. The NPDES Phase II Permit (Permit) (Ecology 2019) addresses a variety of issues associated with stormwater runoff and requires the City to develop several distinct Stormwater Management Program (SWMP) components. The NPDES Phase II Permit specifies requirements for the following:

- Stormwater planning
- Public education and outreach
- Public involvement and participation
- Municipal separate storm sewer system (MS4) permit mapping and documentation
- Illicit discharge detection and elimination (IDDE)
- Controlling runoff from new development, redevelopment, and construction sites
- Municipal operations and maintenance
- Source control • Compliance with Total Maximum Daily Load (TMDL) requirements
- Monitoring and assessment
- Reporting requirements

Other stormwater regulatory requirements include the Underground Injection Control Program (Chapter 173-218 WAC), Ecology TMDL Implement Plans, the Washington State Growth Management Act (GMA), the Federal Endangered Species Act, and the Lynnwood Municipal Code.

Surface water management within the City Center + Alderwood Regional Growth Center is conducted by four distinct groups. Alderwood Wastewater District, Edmonds School District, Lynnwood Public Works, and private citizens all have facilities which help in draining surface water. A map of the facilities in and immediately adjacent to the Regional Growth Center has been included below in **Figure 7.3**.

**Figure 7.3 Surface Water Facilities**



## POWER AND COMMUNICATIONS

### ELECTRICITY

Snohomish County Public Utility District (PUD) provides electricity to Lynnwood and surrounding areas. The City Center is serviced by Snohomish County Public Utility District No. 1 (PUD). The City Center is primarily served by a newly constructed substation off of 208<sup>th</sup> Street SW.

### NATURAL GAS

Puget Sound Energy (PSE) provides gas services to Lynnwood and the surrounding areas. PSE purchases the gas from various suppliers in the western United States and Canada and is transported via the William-Northwest Pipeline.

Natural gas facilities inventories, locations, and capacities are illustrated in PSE's most recent gas utility Integrated Resource Plan and/or its two-year Electric Progress Report which can be found on the [PSE website](#).

### Telecommunications

Several companies provide telecommunication services within Lynnwood, including AT&T, Comcast, DirecTV, Dish Network, Frontier FiOS, among others. Most major wireless service carriers are available within Lynnwood and are governed by the Washington Utilities and Transportation Commission (WUTC).

## Public Services and Facilities

### Schools

The entire city of Lynnwood, including the Subarea, is within the Edmonds School District. The district contains 34 public schools, none of which are located within the Subarea boundary. Residents of the Subarea are served by the public schools shown in **Table 6.1**.<sup>1,2</sup>

**Table 6.1 Public Schools Serving the City Center + Alderwood Subarea**

School	Year Built or Last Remodel	Enrollment <sup>3</sup> (FTE) <sup>4</sup> / Capacity <sup>5</sup>
Alderwood Early Childhood Center (pre-K)	1965	N/A*
Cedar Valley Community (elementary)	2001	395 / 449 = 88%
Lynnwood Elementary	2018	553 / 618 = 89%
Alderwood Middle	2016	733 / 800 = 92%
Lynnwood High	2009	1,230 / 1,577 = 78%

*Not included in district capacity calculations\**

Elementary-age students in the Subarea living south of 196<sup>th</sup> St. SW and northwest of I-5 attend Cedar Valley Community, while all other students of this age group attend Lynnwood Elementary. Lynnwood Elementary also offers family pre-K services. Nearby, the Alderwood Early Childhood Center provides pre-K services for children with disabilities ages 3, 4, and 5.

Edmonds College is a public community college located about one mile west of the Subarea, overseen by the Washington State Board for Community and Technical Colleges.

<sup>1</sup> Edmonds School District, November 2019, Elementary Boundary Map, Retrieved from <https://resources.finalsite.net/images/v1656940943/edmondswednetedu/agikowb3z1gzspzfde2w/2019-2020BoundaryMapElementary11192019.pdf>

<sup>2</sup> Edmonds School District, November 2019, Secondary Boundary Map, Retrieved from <https://resources.finalsite.net/images/v1656940994/edmondswednetedu/ns791stnqs36yet2gqgi/2019-2020BoundaryMapSecondary11192019.pdf>

<sup>3</sup> Edmonds School District, September 2022, Enrollment Reports

<sup>4</sup> Number of students measured by Full Time Equivalency

<sup>5</sup> Edmonds School District, July 2022, 2022-2027 Capital Facilities Plan

Improvements to public schools relevant to the Subarea include the replacement of Alderwood Middle School, which was approved in 2014 and opened to students in 2017. The new facility is adjacent to Martha Lake Elementary, less than one mile east of the Subarea.

In 2014, voters also approved the replacement of Lynnwood Elementary and Spruce Elementary. The new buildings were constructed on the existing sites, with students temporarily relocated to the former Alderwood Middle campus during construction in 2017 and 2018.

Edmonds School District is preparing for redevelopment of the former Alderwood Middle School including possible annexation into the City of Lynnwood municipal boundaries. In their 2022 PARC Plan update, the City identified an opportunity to partner with Edmonds School District to explore a joint redevelopment of the site to expand the existing Heritage Park, immediately to the west.

The 2024 Edmonds School District Capital Facility Plan details that the 2024 Construction Bonds and Levies will fund various construction projects from 2024 to 2029. These projects are driven by updated demographic data that recommend replacing three elementary schools and one middle school, adding a new middle school, and upgrading systems at multiple sites.

Growth within the city has led to overcrowding in elementary schools. To address this, the district is moving 6th grade into middle schools, constructing a new middle school, and adding a secondary alternative schooling program.

The Edmonds School District Strategic Plan for 2021-2026 highlights professional and cultural goals for the district, rather than investment changes as seen in the District Capital Facility Plan. The Strategic Plan prioritizes equity, engagement, and excellence in education to ensure that every student thrives. The Strategic Plan commits to removing institutional barriers to guarantee that all students have equitable access to a rigorous, safe, and inclusive education.

### Community Justice Center

The Lynnwood Community Justice Center (LCJC) is located at the corner of 44<sup>th</sup> Ave W and 194<sup>th</sup> St SW. The City of Lynnwood renovated and expanded the Civic Justice Center into the Community Justice Center, which now houses the police department, a modern misdemeanor jailing facility, and the Municipal Court. The City broke ground on the significant \$64 million rebuild in 2021, which became operational in 2024. The new facility includes expanded space for the aforementioned services, as well as room for the City's Emergency Operations Center (EOC) and a Community Health Center, operated in partnership with Snohomish County, to provide rehabilitative services. The center aims to break the cycle of recidivism by offering a safe environment with professional supervision and enhanced access to medical and social services through community partnerships, promoting healing, and rehabilitation.



The funding for this project comes from reallocating existing criminal justice funds, with no new taxes or additional financial burden on the community. Additionally, there will be no impact on the service levels of other departments.

### Police

The mission of the Lynnwood Police Department is to provide proactive, competent, effective public safety services to all persons, with the highest regard for human dignity through efficient and professional law enforcement and crime prevention practices. The LCJC is the City's only police station, a misdemeanor jail and municipal court. According to the police departments 2019 five-year Strategic Plan, the department had 111 total employees, including 71 commissioned officers.<sup>6</sup>

### Crisis Care Center

The Crisis Care Center, located adjacent to the Community Justice Center, will serve as a crisis alternative for community members, first responders, and emergency rooms. The Crisis Care Center is a short-term mental health and/or substance use crisis stabilization center. The facility will provide individualized support including diversion services, stabilization, and wraparound, for residents in behavioral health crises. The facility is fully built out and hopes to be operational by mid-2025.

### Fire

The nearest fire station is South [Snohomish] County Fire District's (South County Fire) Station 15, located within Lynnwood's Civic Center campus north and west of the Subarea. South County Fire was established in 2017 and effectively combined fire services of Snohomish County Fire District 1 (dissolved in 2019) and those of the City of Lynnwood. As of the 2022 Operating Budget, it employed about 360 staff and served about 250,000 residents.<sup>7</sup> The entirety of the Subarea is located within South County Fire's Commissioner District 1. Station 15 includes a publicly available meeting room with a maximum capacity of 53 people.

### Medical

The closest hospital is the Swedish Medical Center campus in Edmonds, about two miles southwest of the Subarea. This hospital offers 217 beds and employs more than 1,400 staff.<sup>8</sup> There are no general hospitals in Lynnwood. However, there are four urgent care facilities and several specialty clinics in the Subarea alone. Furthermore, Snohomish County operates a public Community Health Center (CHC) in Lynnwood, across the street from the Subarea boundary, including primary care, dental, and pharmacy services. Finally, Verdant Health Commission (also known as Snohomish County Public Hospital District No. 2) is a publicly elected health commission, with 11 total employees, that funds and facilitates grant programs that address

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<sup>6</sup> Lynnwood Police Department, p.6, June 2019, Strategic Plan 2019-2023

<sup>7</sup> South County Fire District, p.1, November 2021, South County Fire 2022 Operating Budget

<sup>8</sup> <https://www.swedish.org/locations/edmonds-campus>

underlying causes of poor health in the community. Areas of investment include behavioral health, childhood obesity, senior support, and dental access.<sup>9</sup> Their Community Wellness Center is located within the Subarea and features multiple flexible workspaces and classrooms.

**Table 6.2 Other Medical Facilities Serving the City Center + Alderwood Subarea**

<b>Medical Facilities</b>
MultiCare Off Campus Emergency Department (In RGC)
Concentra Urgent
Carbon Health
Lynnwood Comprehensive Treatment Center (Adjacent to RGC)
Zoom Care
Alderwood Children's Dentistry
The Dental Atelier
King Lasik
Ideal Dental Lynnwood
Alderwood Family Dental
Right Now Dental and Orthodontics
Alderwood Dentistry
Alderwood Dental
Virginia Mason Franciscan Health

### Civic Center Campus

The City of Lynnwood operates the Civic Center Campus which is a bundle of public facilities located immediately adjacent to the Subarea at 44<sup>th</sup> Ave W. This network of facilities provides resources and services that facilitate community betterment and support public life. In 2019, the

<sup>9</sup> <https://verdanthealth.org/about/public-hospital-district/>



City conducted the 2019 Space Needs Survey which could lead to future combining of services on the Civic Campus or relocating them to a new site in the City Center.

### City Hall

Lynnwood City Hall is the central hub for local government operations, providing essential services that keep the city running smoothly. City Hall is used to host public meetings, city council sessions, and community engagement events, fostering collaboration and civic participation.

### Library

Sno-Isle Libraries serve Lynnwood and the Subarea. Sno-Isle serves both Snohomish and Island Counties (over 800,000 residents) and manages 23 libraries and over 450 employees.<sup>10</sup> The Lynnwood branch opened in 1999, with about 26,000 square feet in building area, and served a total population of about 59,000 residents in Lynnwood and beyond, according to Sno-Isle Libraries' most recent Capital Facilities Plan from 2016.<sup>11</sup> The library is a City owned building through a lease with Sno-Isle Libraries for a minimum charge.

### Recreation Center and Swimming Pool

The Recreation Center and Swimming Pool is a public facility operated by the city. The facility offers exercise equipment and a swimming pool. The programming of the center includes swim lessons, preschool activities, youth activities, teen activities, adult activities, safety classes, group fitness classes on land and in pool, and family events.

The facility, originally constructed in 1977 and last renovated in 2011, is guided by evolving codes that support the inclusive needs of the community. The 2025-2030 Capital Facilities Plan and Transportation Improvement Program highlights the significance of the 3.0 ADA Transition Plan. This plan outlines the necessary steps to ensure public facilities are accessible to individuals with disabilities, as mandated by Title II of the ADA. Key components include identifying access barriers, specifying actions to remove them, establishing a timeline, and assigning responsibility for implementation. The Lynnwood Recreation Center and Swimming Pool is included in the transition building phasing schedule for ADA compliance between 2021 and 2035.

### Lynnwood Senior Center

The Senior Center is a community hub that provides older adults with opportunities for health, wellness, social activities, and recreation. Some of those offerings include services and discussion groups, 62+ wellness, outdoor recreation, classes and activities, trips and excursions, game gatherings, presentations and events, and workshops. The Comprehensive Plan appendix

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<sup>10</sup> <https://www.sno-isle.org/about-us/>

<sup>11</sup> Sno-Isle Libraries, 2016 Capital Facilities Plan

identifies that more public transportation offerings are needed for community members to access the Senior Center.

### Light Rail

Although not operated by the City of Lynnwood, the introduction of LINK Light Rail service has shaped the city's future. The first station, opened in 2024, is centrally located within the City Center subarea. A second station is planned for West Alderwood in 2037, also within the subarea. This substantial investment positions the area as a dense, dynamic hub with promising opportunities for new housing and jobs centered around high-capacity transit stations.

## GOALS, POLICIES, AND STRATEGIES

This plan for the City Center + Alderwood Subarea follows the goals and policies of the Imagine Lynnwood 2024 Comprehensive Plan, with the overall goal to enhance the quality of life for all who spend time in the subarea. Specific goals and policies from the comprehensive plan that apply to the Utilities and Services Chapter of the Subarea Plan are highlighted below, along with additional strategies that have been specifically crafted for the subarea.

### CF Goal 1

**Ensure equitable distribution of capital facilities, utilities, and services to maximize value for the community.**

**CF Policy 1.4** Enhance accessibility to parks, schools, and health and human services in the City Center and near transit facilities to allow convenient access to services.

**CCAU Strategy 1.4.1** Support community providers of public services such as Edmonds School District, to ensure that the needs of businesses and residents continue to be met.

### CF Goal 4

**Ensure that capital facilities and utilities are available, adequate, and concurrent to support growth and new development using a variety of responses.**

**CF Policy 4.2** Design and construct capital facility and utility improvements as required to serve the City's projected capacity needs consistent with the Comprehensive Plan.

**CCAU Strategy 4.2.1** Continue to regularly evaluate the capital facility and utility needs of the CC+A subarea to ensure that facilities are provided consistent with target growth.

The City regularly updates its Water, Stormwater, and Surface Water Comprehensive Plans and its General Sewer Plan to ensure that facilities and utilities are able to be provided consistent with targeted growth.

**CCAU Strategy 4.2.2** Consider forming a Local Improvement District as a way of funding utilities, street and storm drainage improvements.

**CCAU Strategy 4.0.1** Work with utilities and other service providers to plan for and coordinate expansion of service capacity.