



PROJECT NAME: HASCO – 200th Street Apartments
ADDRESS: 5710 – 5720 200th Street SW, Lynnwood, WA, 98036
PROJECT TYPE: (124) Units of Affordable Housing; (64) Family Units (Building A), (60) Senior Units (Building B)
ZONING: RM-45; South Lynnwood Neighborhood Subarea

CODE COMPLIANCE SUMMARY

Code Compliance Overview

The proposed HASCO development on 200th Street SW is consistent with all applicable provisions of the Lynnwood Municipal Code, including LMC Title 8 Unified Development Code, LMC Title 9 Fire, Title 17 Environment, the Lynnwood 2001 Citywide Design Guidelines, the 2025 Imagine Lynnwood Comprehensive Plan, and the Lynnwood Facts Sheets, Guidelines, & Manuals. Refer to the summary below and see the Zoning Code Analysis in the Plan Set for drawing sheet references with regard to specific code sections.

Lynnwood Municipal Code

Chapter 8.20 Street and Neighborhood Design

The proposed project is located on a City Connector street (200th Street SW), with street improvements required. Per the recommendation of the City of Lynnwood, this project is seeking alternative compliance for the street parking requirement, which is not a suitable use for this location. All other facilities shall be provided as prescribed and shall be accommodated through an on-site dedication.

Chapter 8.30 Subareas and Zoning Districts

Both parcels are located within the Residential Multifamily, 45 Feet (RM-45) zone, as well as within the South Lynnwood Neighborhood. The proposed buildings are situated on-site so as not to impede on any setbacks and in such a way that building coverage is minimized and available open space around existing trees is maximized. A large at-grade open space is located centrally on the site, designed to maximize the preservation of existing significant trees while allowing for shared amenities suitable for each building's intended populations. The project seeks to utilize the additional height incentives granted, with 100% of units affordable. Additionally, the City of Lynnwood provided clarification that massing requirements apply to street-facing facades. As such, the project complies with height and massing requirements for buildings on-site.

Access to the site is provided by a surface parking lot around the perimeter, with two curb cuts along the street frontage. The vehicular parking lot is designed to minimize impacts to significant trees and to existing rockeries within the critical root zones of significant trees. Access to the street is provided via the drive aisle for vehicles and essential site services including fire, trash, and mail, with separate walkways adjacent to the drive aisle for pedestrians. Along 200th Street SW, the development will provide a safe pedestrian sidewalk with street trees, landscaping and a bus stop.

Bicycle riders have access to parking at exterior stalls or in an interior bike room, provided in the family building (Building A) in excess of the minimum requirement per the code, and at the senior building (Building B) in accordance with the allowable deviation. The project seeks to reduce the bike parking requirement for the Senior Housing building to 20% of the required amount and has programmatically allocated space in the building's maintenance room for future bicycle parking, with the understanding that the ownership team does not anticipate bicycle use by the tenants of the senior housing building.

The proposed buildings will serve as a multi-generational residential development providing affordable housing to a diverse variety of tenants. Through its on-site open space, residential-scale buildings, and multimodal access accommodations the project fully meets the intent of the South Lynnwood neighborhood plan.

Chapter 8.35 Use Regulations

The proposed buildings are affordable multifamily residential buildings, including both family housing and senior housing. The proposed project is allowed by right in the RM-45 zone.

Chapter 8.40 Development Standards

The proposed project complies with all development standards, including for landscaping and screening, lighting, and site access. Vehicular parking is provided on-site in excess of the minimum as required by the code for affordable housing. The parking lot includes a combination of perpendicular standard stalls at the minimum size and perpendicular standard stalls larger than the minimum size, with select stalls designated as ADA Van stalls, EV-installed, EV-ready, and EV-capable stalls. Aisles for vehicular access are provided in accordance with the minimum requirements, with additional width provided to comply with requirements for fire access. The parking area has been designed to maximize the preservation of existing significant trees on-site and minimize the impacts to existing rockeries within the critical root zones of existing significant trees.

As such, the parking area is abundant with connections to landscaped areas, and has wheel stops for each stall to minimize damage to landscaping. Additional greenery is provided in landscaped islands that accentuate the locations of accessible parking, building entrances, pedestrian crosswalks, and amenities including pet-relief areas. Further landscaping is provided to screen the parking area from the street, as well as from the residential units.

Additional access to the site is provided through pedestrian and bicycle connections from the street to the main entrances of each building and to the bicycle parking room adjacent to the entrance of Building A, with bicycle parking available in compliance with or in excess of code minimum requirements at both buildings.

Additional screening is proposed, such as a vision-obscuring fence around the perimeter of the site with adjacent residential buildings. The fencing will be located in such a way that it does not interfere with existing significant trees and complies with the height requirements as prescribed by the municipal code. Refuse and recycling storage areas for each building are located in interior rooms, with exterior collection areas used only on servicing days. If agreeable to the trash hauler, this strategy is intended to limit the visual impact of on-site waste management and preserve visibility across the development.

Per the City of Lynnwood, a narrative and explanation of the general approach to lighting design on-site is acceptable for this submittal conditional on a full lighting package submittal with the building permit application. Please refer to the Site Lighting Narrative included in the PDR submittal stating that all proposed lighting on-site will comply with the requirements of the municipal code. A separate signage permit shall be submitted at a future date to detail compliance with signage requirements.

Chapter 8.45 Design Standards

Although the development is allowed to be up to 75 feet tall under the LMC 8.30 incentives for affordable housing, we are proposing four story buildings in an effort to better respect and relate to the surrounding neighborhood context.

Chapter 9.04 International Fire Code Amendments

The proposed project has been designed for full compliance with the International Fire Code, as well as with all municipal amendments. Fire access will be provided along two faces of each building: for each building, the street-facing façade is located within 30 feet of the property line and one longer façade is located within 30 feet of a fire lane provided within the vehicular parking area. Per the City of Lynnwood, the provided fire lane will be wide enough to be suitable for aerial apparatus use. Other fire access on-site will conform to the minimum width of a vehicular drive aisle, with the minimum fire apparatus turning radius provided per the specifications as amended by the municipal code.

Chapter 17.02 State Environmental Policy Act

The proposed development includes 124 units; a SEPA checklist is included as an attachment in this application.

Lynnwood 2001 Citywide Design Guidelines

The proposed project has been designed to comply with the intent of the City Wide Design Guidelines as applicable to All Districts and to Multi-Family Districts. Please see the drawings and renderings in the Plan Set provided for how the site and buildings meet these requirements.

Location of Parking Lots

The proposed project locates all surface parking areas behind or beside the primary residential structures. All double-loaded parking areas are tucked behind the buildings in order to minimize their view from the right of way. At all locations where parking is situated adjacent to the street a managed landscape buffer has been designed to provide year-round screening. Plantings are located outside of established sight triangles to ensure vehicular and pedestrian safety is maintained.

Parking Lot Landscaping

The proposed design integrates the landscaping throughout the parking area and uses it to help establish clear paths of pedestrian circulation as well as to soften the visual impact of the

lot. The landscaping has native and drought-tolerant plants in a variety of colors, forms and textures to bring visual interest to the site across the seasons. Additional features such as wheel stops within the parking areas focus on protecting the longevity of site greenery by protecting plantings from potential vehicular damage.

Site Landscaping

The proposed landscaping plantings are intended to provide visual interest during the year through a variety of seasonal colors, forms, and textures. Planting layout has been designed to avoid continuous expanses of uniform treatment along the street front through the inclusion of diverse plant species suitable for the project site and character. Refer to the Landscape Maintenance Plan for additional information on anticipated practices to ensure long-term care and vibrancy of the proposed landscaping.

Lighting

The development provides site lighting designed to enhance safety, security, and occupant comfort, while mitigating potential impacts on adjacent developments. All fixtures will be selected and located to ensure that illumination is concentrated where needed without creating glare or spillover into the neighboring residential units. Refer to the Site Lighting Plan for additional information on the proposed approach to lighting design and compliance with city regulations.

Pedestrian Connections

The proposed project prioritizes occupant health and safety through the responsive design of pedestrian connections throughout the site. On-site connections within the parking area are provided at regular intervals, with additional attention given to the connections directly located outside of the building entry. Direct connections will be provided adjacent to the area between 200th Street SW and each of the primary building entrances, ensuring multimodal connections to parking for both vehicles and bicycles.

Fences and Walls

The proposed development anticipates maintaining and enhancing the existing vegetation and rock buffers along the perimeter of the site, minimizing the need for new walls and fences. Where modifications to existing topographic elements like rockeries and retaining walls are necessary, the design will prioritize preserving existing significant trees and the natural character of the site. Where fencing is required for privacy adjacent to residential lots, the priority will be to minimize the visual and functional impacts on existing trees and ensure that the natural character of the site may remain the focal point.

Natural Features and Green Corridors

Mature existing trees ring the perimeter and form a row down the middle between the two lots. The existing trees – including hemlock, douglas fir, cedar, and madrona – give the site a wooded feel that blends with the surrounding suburban development. The retention of existing significant trees, above and beyond what is required, is a priority that has driven the design of the project. The development respects and enhances existing natural features throughout the site

and will add additional vegetation suitable to enhance the character of the site. Detention chambers and vaults onsite will capture runoff, and bioretention planters treat stormwater onsite.

Prominent Entrance

The design of the buildings and site emphasize primary building entries through large doors with increased transparency, prominent overhead canopies, and additional site accents. This visibility from the public right-of-way is enhanced by pedestrian connections in the project's parking areas, ensuring that the building entries are easily identifiable from all angles by both residents and visitors.

Screening Rooftop Equipment

The proposed design ensures that all rooftop mechanical equipment will be fully screened from public view through the use of modulated parapets that are directly integrated into the building's overall architectural form.

Treating Blank Walls

Through careful massing, screening, and building modulation, the project avoids the creation of large, unarticulated visible blank walls. The locations of windows and façade elements ensure a consistent visual interest throughout all elements of the project.

Materials

The exterior cladding proposed on the project is intended to ensure a high-quality environment consistent with the City of Lynnwood's requirements for materials. The façade has been designed with cladding and fenestration choices to reinforce subtle modulation creating depth and rhythm, bringing interest and color to the building exterior. The lighter areas have textured fiber cement panels and the darker areas have smooth panels. There are also vertical battens to further articulate the façade, adding rhythm and a layered, bark-like texture. Fiber cement siding has a history of success in its longevity, durability, and potential applications on a wide variety of projects.

Site Entry Features

The proposed development provides distinct site entry features that distinguish the residential community from the public realm. Through the careful positioning of prominent architectural and landscaping elements, the design ensures that the transition into the site is both clearly defined and aesthetically pleasing. These features include pedestrian scale lighting of the entry paths, covered building entries, and distinctive paving at pedestrian crossings.

Site Entry features used:

- **Pedestrian Scale Lighting – includes area lighting of sidewalks, wall sconces to illuminate entrances, and decorative post lights at courtyard paths (full Site Lighting Plan will be included with the Building Permits)**
- **Identifying Building Form – covered entry at each building entry, see S-A001**
- **Special Paving – distinctive pedestrian crosswalks at each building entry, see S-A030**
- **Special Interest Landscaping – locations noted on sheet L401**

Transition Along Sidewalk

The buildings are angled to appear less imposing from the street and are setback from the sidewalk. Existing and new trees screen the development from the right of way with a mixture of evergreen and seasonal color. Vehicles circulate in a loop around the perimeter parking on the site. Pedestrian paths are clearly marked through parking areas and highlighted building entries.

The project is requesting to forgo on-street parking along 200th Street SW, please see the Project Requests document for more information. The project will provide all required frontage facilities, including the sidewalk and landscape buffer and an improved bicycle lane, providing an 8-foot dedication on the project site.

Site Landscaping

Landscape areas across the site have been designed to reinforce the neighborhood character and maintain as much of the existing mature vegetation as possible. New plantings are native or drought tolerant plants that complement the existing vegetation and enhance the natural feel of the site, adding year-round color and variety of texture throughout.

Outdoor Spaces

This project prioritizes the preservation of existing significant trees, and this has influenced the creation of a shared central courtyard between the buildings. The courtyard will be for resident use, in addition to the common spaces within each building. The courtyard provides a variety of both passive and active amenity spaces including patios with seating, open space, garden planter boxes, and natural-themed play environments and walking paths that celebrate the site's existing significant trees. The courtyard will have lighting for safety and visual interest, a multi-layered vegetated buffer from the street, and no utility or service areas.

Building Layout/Clustering

The development prioritizes a layout responsive to the existing topography, solar and wind conditions, and significant trees. The efficient, double-loaded corridor buildings are shaped to enclose the shared courtyard between them. Both buildings are four story wood framed structures that are located to limit the impact to the existing tree canopy, preserve the character of the site when viewed from the street and neighboring properties, and take advantage of existing topography to limit grading associated with the undertaking. The configuration minimizes the presence of vehicular parking lots on-site and allows for the preservation of the site's prominent central green corridor. Through this layout, the project is able to provide residents with varied orientations and views of the natural environment, while creating a sense of community through the creation of a central multipurpose courtyard and common areas at the heart of the site.

Overall Massing/Bulk/Articulation

Although the development is allowed to be up to 75 feet tall under the LMC 8.30 incentives for affordable housing, we are proposing four story buildings in an effort to better respect and relate to the surrounding neighborhood context. Furthermore, this project uses subtle modulation and variations in color and height to minimize the appearance of bulk and be more consistent with the neighborhood residential scale. The locations of the buildings allow the natural sunlight to

work in combination with the careful selection of exterior materials and colors to accentuate the articulation along the building's exterior.

Pitched Roof Forms

To avoid the dominant massing that would result from providing a pitched roof form per the prescribed guidelines, the project seeks alternative compliance in favor of a design that prioritizes minimizing the presence of the prominent façades. The proposed articulation along the building's exterior-facing facades is complimented by a modulated parapet with variations in parapet height. Through these strategies, the proposed design is able to maintain an attractive profile that remains consistent with the existing residential scale and character of the neighborhood. Please see the Project Requests document for more information.

Windows

The façades of the buildings facing 200th St. SW have been designed to ensure visual interest with texture and glazing. All street-facing windows have been sized to maximize transparency along the façade consistent with the existing style and character of the surrounding neighborhood along the right-of-way.

Materials

The project uses a cladding system composed of quality, durable materials including fiber-cement siding. The design uses subtle modulation to create depth and rhythm. The exterior color variation reinforces the modulation using light, shadow, and texture, and alternating lighter and darker tones. The lighter areas have textured panels and the darker areas have smooth panels. There are also vertical battens to further articulate the façade, adding rhythm and a layered, bark-like texture. The overall goal of the façade design is to reduce the perceived scale of the project when viewed from the street and adjacent parcels and to create a project that fits harmoniously with its setting. The materials selected are long-lasting and reflect the residential setting, a respectful addition to the South Lynnwood Neighborhood.

2025 Imagine Lynnwood Comprehensive Plan

The proposed HASCO project along 200th St. SW directly advances the vision of the Imagine Lynnwood Comprehensive Plan through the development of 124 units of 100% affordable housing, which helps to address the critical need for diverse, equitable housing options within the South Lynnwood Neighborhood Subarea. This multi-generational project includes 64 larger units geared towards families, and 60 units for seniors. The City of Lynnwood has continued to incentivize the construction of affordable housing and senior-oriented developments, and the proposed project seeks to align with these needs while maintaining a residential scale that respects the neighborhood fabric.

Consistent with the foundational goals of "Imagine Lynnwood," the development emphasizes environmental stewardship and community health by prioritizing the preservation of the existing significant trees. This approach directly informed the building shapes and locations and allowed for the creation of a large, centrally located outdoor amenity space. In addition to providing high-quality common amenities for residents, the project's participation in

sustainability programs and the project's landscaping design compliments the retention of significant trees across the entire site to enhance the South Lynnwood Neighborhood's green canopy and further the comprehensive plan's vision of more active facilities in residential neighborhoods.

The development also contributes to the city's vision for a safe, multimodal transportation network as described in the Comprehensive Plan. Located on a designated City Connector street, the project is dedicating space on-site to allow for an improved pedestrian sidewalk along its frontage on 200th St. SW. Pedestrian access through the site is highlighted with clearly marked pedestrian connections from the bus stop in front of the project along the sidewalk and directly to the primary building entrances. Residents can park their cars onsite or access the nearby Link Light Rail station by foot, bus, or bike.

The proposed designs of the building and site seek to maintain and enhance the character of the surrounding neighborhood, while creating a comfortable residence for all users of the site. This character compliments the diversity in the project's anticipated occupants and allows the design to create a vibrant, accessible, and sustainable living environment that directly embodies the Imagine Lynnwood Comprehensive Plan's vision for the future.

Specific Comprehensive Plan Goals and Policies that apply to HASCO's 200th Street Development

We believe that the 200th Street Development aligns with the following specific goals and policies from the Imagine Lynnwood Comprehensive Plan:

Environment

EN Policy 1.5 - Collaborate with other local governments, state, and federal agencies, tribal entities, and private and nonprofit organizations to protect and enhance the environment.

This project showcases collaboration between non-profit and local government agencies.

EN Policy 2.2 - Mitigate drainage, erosion, siltation, and landslide impacts by encouraging the retention and use of native vegetation.

This project prioritizes retaining existing trees and native vegetation, which reduces long-term impacts to local drainage and erosion. For the construction process the project team has been collaborating with an arborist to ensure sufficient tree protection measures will be in place, as well as sediment controls, pollution prevention and other stormwater best management practices and low impact development measures.

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.

The proposed buildings are located and shaped to retain as many existing trees as possible, as the existing trees onsite are large and mature. In addition, new trees will be added to the urban canopy across the site. White roofing with high Solar Reflectance Index values will be used on both buildings to mitigate the heat island effect. Stormwater will be managed onsite and treated as required. Energy conserving fixtures will be used throughout both buildings.

EN Policy 3.2 - Protect and restore natural resources that sequester carbon such as forests, wetlands, and urban tree canopy.

This project prioritizes retaining as many mature, existing trees as possible and will be adding new trees to the urban canopy across the site. In addition, these two wood-framed buildings will act as long-term carbon sinks by storing CO₂ absorbed in the framing lumber.

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

This affordable housing project prioritizes retaining existing trees and will be adding new trees to the urban canopy across the site. In addition, a verdant shared courtyard with natural features and resident amenities will be provided.

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.

This project will provide EV charging parking stalls for residents of both buildings, as well as infrastructure for future additional charging stalls.

EN Policy 5.4 - Reduce per capita water consumption through conservation, efficiency, reclamation, and reuse.

This project will comply with Evergreen Sustainable Development Standards (ESDS) including using advanced water-conserving fixtures and efficient plumbing layout and design.

Land Use & Community Design

LU Policy 1.2 - Promote well-connected communities within the City through extensive pedestrian and bicycle corridors, and accessible transit opportunities.

This project will widen the sidewalk and bike lane along 200th Street SW, which also has a bus stop.

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.

This affordable housing development adds variety to the community housing types with slightly more density than the previous buildings on site.

LU Policy 9.6 - Support neighborhood design features that promote physical activity, alternative modes of transportation, and conservation of energy and resources.

This project includes a shared courtyard with natural features and resident amenities that promote activity such as walking paths, play areas and garden beds. There will be conveniently located exterior bike racks by each building entry as well as interior bike parking in the Family Building to encourage resident bike use. The building's mechanical and electrical systems prioritize conservation of energy and water through efficient design and advanced fixture selection.

Housing

HO Policy 1.1 - Align with the Regional Growth Strategy and Snohomish County Growth Targets by providing capacity for the 20-year allocations, including special needs and affordable housing.

This project provides 124 units of affordable housing for families and seniors.

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

This project complies with a similar program: Evergreen Sustainable Development Standards (ESDS).

HO Policy 2.1 - Support affordable home ownership and rental opportunities by promoting, through supportive development regulations, an increased supply of lower-cost housing.

This project provides 64 units of affordable housing for families earning at or below 60% AMI and 60 units of affordable housing for seniors earning between 30-50% AMI.

Transportation

TR Policy 2.2 - Provide appropriate illumination on streets, sidewalks, and trails.

This project will be submitting a Site Lighting Plan that meets LMC Outdoor Lighting Standards and focuses on lighting the walkways and parking areas, building entries, and the courtyard while minimizing obtrusive light and glare for adjacent parcels.

TR Policy 3.5 - Support walking, rolling, and biking as forms of active transportation, enhancing health and as well as providing for transportation needs.

This project includes a shared courtyard with natural features and resident amenities that promote activity such as paved and unpaved walking paths, play areas and garden beds. There will be conveniently located exterior bike racks by each building entry as well as interior bike parking in the Family Building to encourage resident bike use.

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.

In addition to the walking paths and play areas in the shared courtyard, there is an accessible sidewalk around the whole site and the parking areas on this project site have marked pedestrian crossings.

Community Health & Public Safety

CH Policy 1.1 - Continue to support effective fire, emergency medical, and police services to meet the needs of growth and new development.

This project has a looped drive aisle with two entry points that is designed to meet emergency vehicle access requirements for both buildings.

CH Policy 3.1 - Enhance Lynnwood’s built environment to be a safe, attractive, and accessible place to walk, bike, roll, and be physically active by implementing the Connect Lynnwood and PARC Plans.

This project contributes to Lynnwood’s goals of having safe, attractive and accessible places for residents and the public to enjoy with a new wider sidewalk and bike lane along 200th Street SW.

CH Policy 3.2 - Encourage beneficial social interaction and community cohesiveness for the community by identifying, enhancing, or creating publicly accessible gathering spaces.

A shared courtyard with a variety of amenities including active and passive uses encourages residents to engage across differences in age and mobility.

CH Policy 3.7 - Incorporate natural elements into the built environment to facilitate opportunities for effortless engagement with nature to support mental and emotional well-being.

The site is ringed by large existing trees, and the shared courtyard showcases many natural features to facilitate resident engagement with nature and support their mental and emotional wellbeing. Maintaining the mature existing trees – including hemlock, douglas fir, cedar and madrona – also contributes to the neighborhood’s tree cover and wildlife habitat.

Parks, Recreation & Open Space

PR Policy 3.1 - Foster a healthy community by providing comprehensive and quality recreation opportunities for all ages and abilities in methods that are accessible and convenient to as many as possible.

A shared courtyard with a variety of amenities including active and passive uses encourages residents to engage across differences in age and mobility.

Lynnwood Facts Sheets, Guidelines, & Manuals

All measurements and drawings included in the submittal have been provided in accordance with the information from the City of Lynnwood, including the Building Average Grade Plane, Building Guidelines, Engineering Design Manual, Site Plan Guidelines, and Solid Waste Collection Area Guidelines.