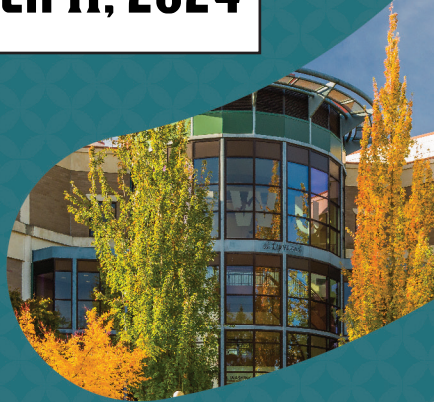


IMAGINE LYNNWOOD COMPREHENSIVE PLAN

LYNNWOOD
WASHINGTON

DRAFT
SEPTEMBER 11, 2024



Lynnwood's Land Acknowledgement:

“We acknowledge that the City of Lynnwood is located on the traditional lands of the Snohomish Tribe and the confederation of Tulalip Tribes and their families. For generations, these Indigenous communities have lived on this land, and we recognize, support, and advocate alongside them.

We also acknowledge the forced removal of Indigenous communities from their Homelands as a result of the 1855 Treaty of Point Elliott. We understand that Land Acknowledgements are only the first step in our efforts to support Coast Salish tribes and educate non-Natives about their lived history. We strive to achieve this through building relationships with Indigenous communities, supporting Indigenous commerce, government-to-government partnerships, and lifting indigenous voices to create equity for all.

Through these actions, we hope to not only pay respect to the past but also collaborate in creating a sustainable future, hand in hand with the first protectors of our shared environment”.

TABLE OF CONTENTS

Land Acknowledgment	ii
Table of Contents	iii
Contributions	v
Introduction	1
Environment Element	22
Land Use & Community Design Element	44
Housing Element	88
Transportation Element	102
Capital Facilities & Utilities Element	156
Economic Development Element	176
Community Health & Public Safety Element	196
Parks, Recreation & Open Space Element	206
Glossary (Pending)	228
Appendix	

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INTRODUCTION



IMAGINE LYNNWOOD— A COMPREHENSIVE PLAN STORY

In 2022, Lynnwood began the creation of a new Comprehensive Plan – a document that describes a vision and charts a course for Lynnwood’s future over the next 20 years.

IMAGINING LYNNWOOD

The outcome of nearly three years of work, Lynnwood’s Comprehensive Plan Update “Imagine Lynnwood” is a plan and a vision rooted in community engagement and regional policy directives.¹ This plan is focused on taking “Big Ideas” from our community and bringing them to life through policy.

Imagine Lynnwood brings together ideas like a walkable downtown, fast transit services, housing for all income levels, beautiful parks, and safe neighborhoods as achievable realities for present and future generations.

The following sections describe the purpose and use of the Comprehensive Plan, the Lynnwood community as it exists today, how the community may exist in 2044, and set the stage for the vision and core values that guide policy and implementation.

¹ Growth Management Act RCW 36.70A.100

WHAT DO WE WANT TO SEE IN THE FUTURE?

In the spring of 2022, City Staff provided an opportunity for community members to express their thoughts about the past, present, and future of Lynnwood via the “Big Ideas” outreach effort, receiving over 600 responses. The survey featured questions about the present strengths and weaknesses of Lynnwood, and the opportunities and challenges expected in the future. Staff met with the community at more than a dozen public events, while key community facilities such as the Lynnwood City Hall, Lynnwood Food Bank, Lynnwood Library, and Lynnwood Senior Center promoted the survey.





5



8



4



6



9

1. *Wickers Building*
2. *Lynnwood Recreation Center*
3. *City Hall*
4. *Shakespeare in the Park*
5. *Fair on 44th*
6. *The Woods at Alderwood*
7. *Art Installation at Lynnwood City Center Station*
8. *Alderwood Mall*
9. *Alderwood Mall*



7



The survey responses indicated appreciation for the diverse people of Lynnwood, and how different perspectives establish a sense of community. Many of the responses demonstrated a love for Lynnwood’s convenient proximity to goods, services, amenities, parks and retail opportunities. Responses also indicated that traffic congestion and housing opportunities remain as issues to be addressed by the City.



Lynnwood's Veterans Park

When addressing the future, community members highlighted several key themes in their responses, mostly centered around the opportunities provided by the now operational Lynnwood City Center Station and planned West Alderwood Station. Responses also reaffirmed the community's desire to see vehicular traffic congestion alleviated in the coming years, and described Lynnwood's anticipated growth in population, jobs, and development over the next 20 years as both an opportunity and a challenge.

The Community's expression of ideas to address growth and livability were consistent with the planning goals for the Central Puget Sound Region.

WHO WE ARE

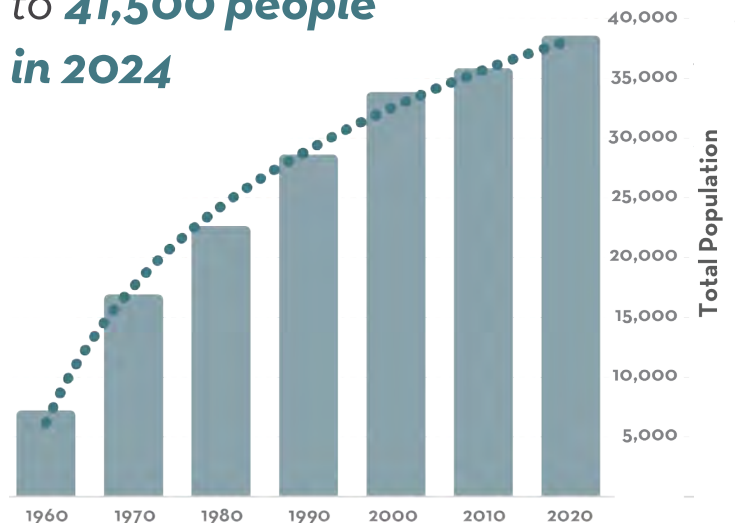


LYNNWOOD'S COMMUNITY PROFILE

The City of Lynnwood is Snohomish County's fifth largest city by population, comprising about five percent of the County's total population.

Lynnwood's residential growth rate over the past 20 years stayed significantly below that of the County, region, and state with minor exceptions. When compared to the rest of the County, Lynnwood's diversity includes people, housing, and transportation choices. Additionally, community members experience greater struggles with poverty and housing affordability, while having considerably lower incomes than the rest of the County.

*Lynnwood's population has grown from **6,000 people** when it became a city in 1959 to **41,500 people** in 2024*



Source: Washington State Office of Financial Management, GMA County Projections 2024

Lynnwood was incorporated in 1959 with a population of about 6,000. Through annexations and growth, Lynnwood’s population nearly tripled by 1970 and continued to outpace growth rates of Snohomish County and Washington State until the 1980s. Since then, Lynnwood’s growth has significantly slowed. From 2000 to 2022, Lynnwood’s population grew by about 14% while Snohomish County and Washington State grew by 37% and 31%, respectively. As of 2024, Lynnwood’s population was approximately 41,500, with an average of about 2.2 community members per housing unit.² The Puget Sound region will likely experience rapid growth, so it is important to continue to plan for the future.

In 2010, the median ages of Lynnwood and Snohomish County residents were about 37 years. Over the next ten years, Lynnwood’s median age increased by 3.4 years and the County’s increased by 1.3 years. This difference stemmed from Lynnwood’s decrease in population of those in their early 20s and 30s (alongside younger age groups), while the County had increases in these categories.³

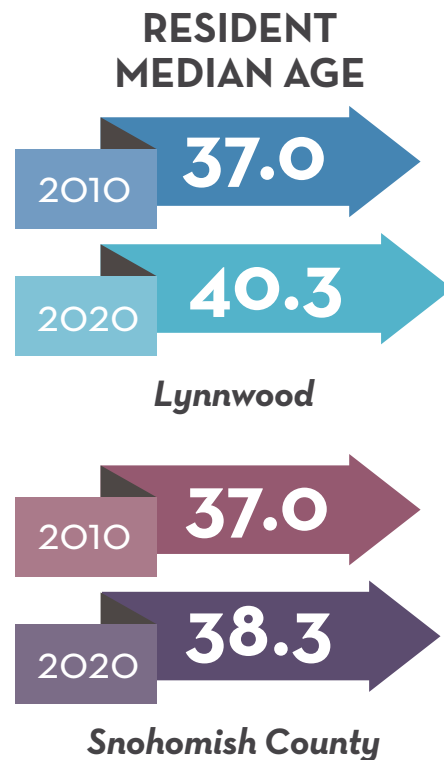
This shift in age composition could have implications on future social and economic trends, including its household types, labor pool, and demand for goods and services.

² United States Census Bureau, *American Community Survey: 2020 Five-Year Estimates*, Retrieved December 2022; Washington State Office of Financial Management, *Intercensal Estimates of Population and Housing*, July 2022; Washington State Office of Financial Management, *Postcensal Estimates of Housing Units*, April 2022

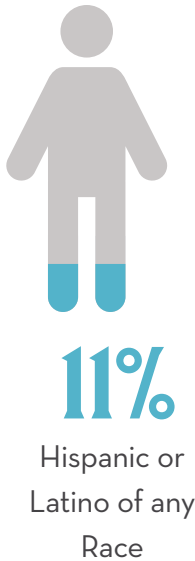
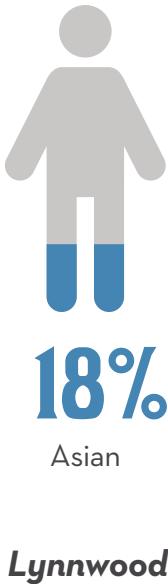
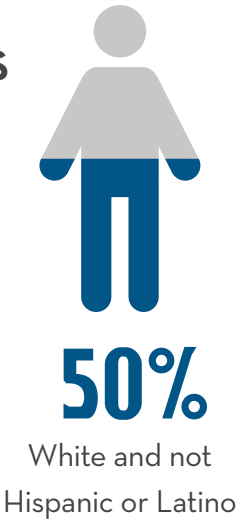
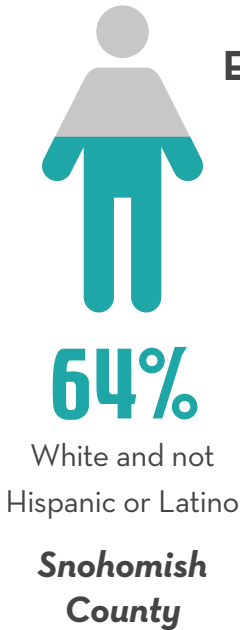


Scriber Place Boardwalk Used by Community Members

*In recent years, the City’s **median age** has increased **slightly faster** than other communities in the area.*



RACIAL AND ETHNIC GROUPS



*Lynnwood has historically been **more racially diverse than the rest of Snohomish County**, and these trends have continued in recent years.*

About 50% of Lynnwood’s residents are white and not Hispanic or Latino, compared to about 64% of Snohomish County’s residents. The next largest racial or ethnic groups in Lynnwood are Asian at about 18% and Hispanic or Latino (of any race) at about 11%. Proportionally, the fastest growing groups of people between 2010 and 2020 were multiracial, a 6.1% increase, and Hispanic or Latino (of any race), a 2.4% increase.³

³ United States Census Bureau, 2020 Decennial Census, Retrieved December 2022

Snohomish
County

17%

FOREIGN BORN RESIDENTS



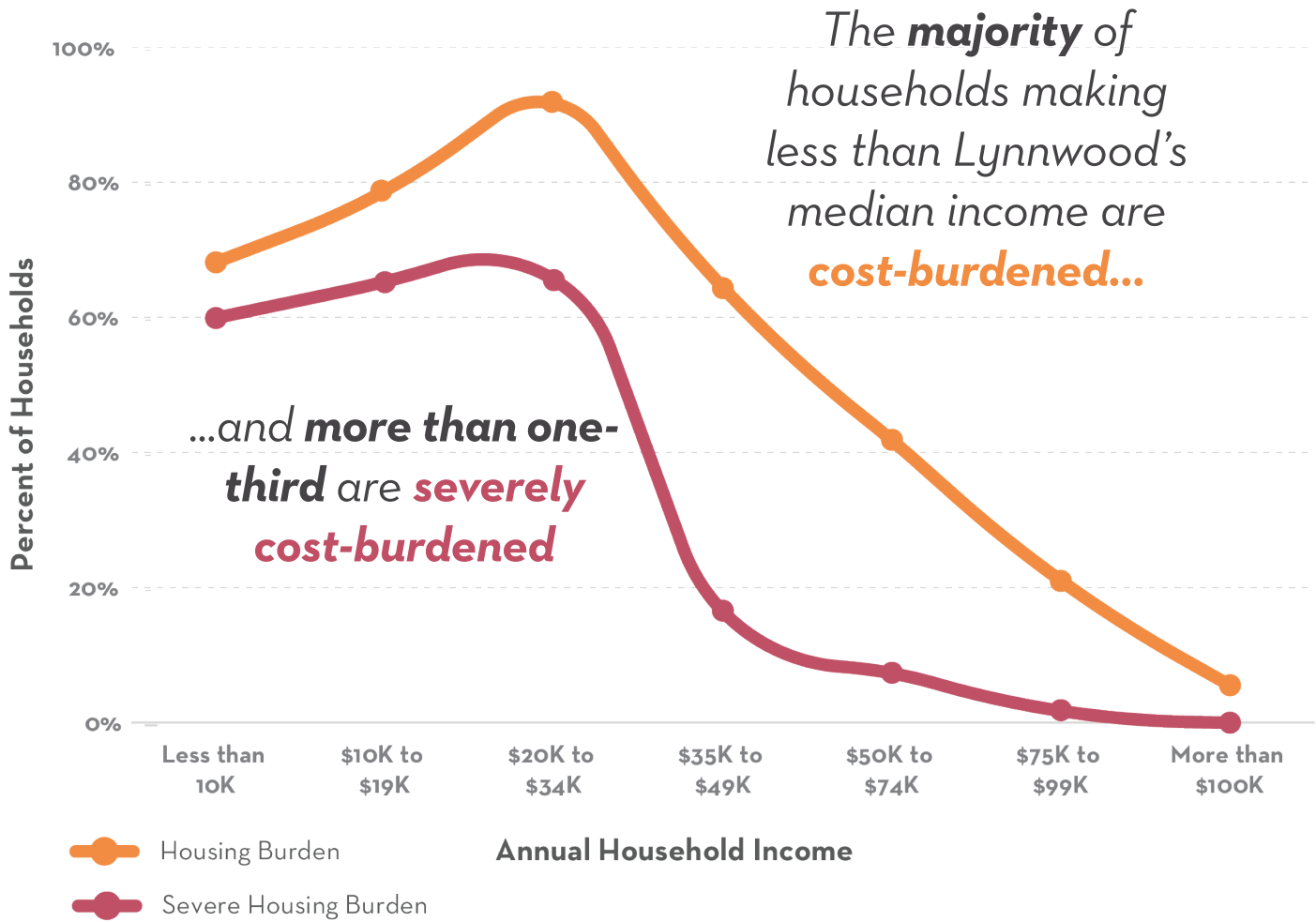
30%
Lynnwood

*Most foreign born community members come from **Mexico, Korea, Vietnam, The Philippines, and Ethiopia.***

About 30% of Lynnwood's population is foreign born and 38% of community members speak a language other than English at home, including about 10% speaking Spanish and 4% speaking Korean.⁴ A more diverse community means a wider variety of perspectives, cultures, and community groups to engage and consider.

⁴ United States Census Bureau, American Community Survey: 2020 Five-Year Estimates, Retrieved December 2022

Lynnwood has not been spared from the housing challenges faced by the region and the country. More than 42% of Lynnwood households' experience "Housing Burden" (defined as spending more than 30% of their gross income on housing-related costs) and 21% experience Severe Housing Burden (defined as spending more than 50 percent of income on housing).⁵



Housing burden calculations jump to 60% and 32% for nearly half of renter-occupied households. For households making less than \$35,000 in gross annual income, the number of those who are housing burdened increases to 82% and 63%.⁶ The housing burden analysis highlights some of the gaps in Lynnwood's housing market and the greater vulnerability to housing affordability issues experienced by lower-income households.

⁵ These terms are defined by U.S. Department of Housing and Urban Development

⁶ United States Census Bureau, American Community Survey: 2020 Five-Year Estimates, Retrieved December 2022

The composition of Lynnwood’s employment base does not notably differ from those in the County (using Census industry categories), but the household income is significantly lower.

*The City’s **median household income** is about **\$72,240, roughly 32,000 less** than that of Snohomish County.⁷*

Proportionally, Lynnwood households are roughly twice as likely to have received food stamps or SNAP benefits or have an annual income below the poverty level than those in the County. Furthermore, Black and Asian residents are more than twice as likely to have annual incomes below the poverty level in Lynnwood, compared to the entire County. Approximately 11 percent of the City’s households have no internet access, compared to six percent of all County households.⁸ The differences in access to the internet suggest there is a greater need within Lynnwood for accessing programs and services for lower-income households and improving pathways for historically marginalized populations to higher-paying jobs.

Those that hold jobs located in Lynnwood experience a different set of economic outcomes, as only about six percent of these workers also live in Lynnwood, while nine percent live in Seattle and seven percent live in Everett.⁹ Conversely, about 10 percent of Lynnwood’s residents also work in Lynnwood while 29 percent of residents work in Seattle. At \$41,000, the median income for those working in Lynnwood is roughly \$22,000 less than that of Lynnwood residents.

⁷ United States Census Bureau, American Community Survey: 2020 Five-Year Estimates, Retrieved December 2022

⁸ United States Census Bureau, American Community Survey: 2020 Five-Year Estimates, Retrieved December 2022

⁹ United States Census Bureau, American Community Survey: 2010 and 2020 Five-Year Estimates, Retrieved December 2022



Snoqualmie Hall at Edmonds College

About **25 percent of jobs in Lynnwood are retail, though only 13 percent of residents hold jobs in this industry.**¹⁰

These trends highlight the importance of convenient and sustainable commute opportunities between places like Everett, Lynnwood, and Seattle, as well as Lynnwood’s dependence on the retail sector.

CAR ACCESS



5%

Snohomish County



13%

Lynnwood

Compared to Snohomish County residents or Lynnwood’s working population (people with jobs located in Lynnwood), Lynnwood’s community members use a greater variety of transportation modes to commute to and from work. In sum, about 67% of Lynnwood’s community members drive alone to work, while 72% of County residents and 79% of Lynnwood’s working population do the same. Additionally, 10% of Lynnwood community members use public transportation, while 5% of County residents and 4% of workers use public transportation. Furthermore, about 13% of Lynnwood households do not have access to a car, compared to about 5% County-wide (up from 8% and no increase from 2010, respectively).¹¹ Relative to the rest of the County, alternatives to car travel are growing in importance.

¹⁰ United States Census Bureau, American Community Survey: 2010 and 2020 Five-Year Estimates, Retrieved December 2022

¹¹ United States Census Bureau, American Community Survey: 2010 and 2020 Five-Year Estimates, Retrieved December 2022

LYNNWOOD'S HISTORY

TIME IMMEMORIAL

Sduhbus (Stuh-boos), what is now known as Lynnwood, is a territory of the Native Snohomish.

The land was largely swamps, forest, and creeks. Various Tribes would pass through Sduhbus in the summer on their way to the coast, Snohomish River, or local trade routes.



1909

ALLEN PRECINCT ESTABLISHED

In 1909 Allen Precinct had enough residents to establish a precinct and Hall's Lake Grange was built. In the next year, the community built a mercantile and post office with resources from logging.



TREATY OF POINT ELLIOTT

A land settlement treaty between the United States government and Pacific Northwest tribes, that displaced Tribes from their Native lands and was largely disregarded by local governmental agencies.

1855

OUT WITH LOGGING, IN WITH FARMING

By 1917, Puget Mill Co. had logged a vast portion of South Snohomish County and was left with land covered in stumps and logs. As a result, opportunistic land speculators created "demonstration farms" to encourage settlement in the area.

1917



1917



ALDERWOOD MANOR

The demonstration farms eventually turned into “Alderwood Manor”, which soon became the country’s second largest egg producer.

1959

CITY HALL & MAYOR

In 1959, Lynnwood incorporates, the first City Hall is built, and Jack Bennett is elected the first Mayor.



1937

LYNNWOOD APPEARS

K.M. O’Beirn subdivided a portion of land into 18 lots and named the plat “Lynnwood” after his wife Lynn, restricting ownership based on race.

1965

INTERSTATE 5 BUILT



1927

HIGHWAY 99 BUILT

1979


ALDERWOOD MALL OPENS

OUR COMMUNITY VISION & CORE VALUES

COMMUNITY VISION

The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged community members and an accountable government. Lynnwood’s original Community Vision was adopted by City Council on January 26, 2009. The vision was created by the City in collaboration with a Citizen’s Vision Task Force. Members of the task force were volunteers who participated throughout the vision process from its beginning in June 2007, and helped develop the final language.

Guiding Principles

-  Healthy and sustainable environment
-  Broad business base
-  Parks and recreation conservation and expansion
-  Cohesive and equitable community
-  Safe environment
-  Efficient and integrated transportation system
-  Responsive City

CORE VALUES

Together, Lynnwood’s community members and policy makers collaborated to identify five Core Values to help achieve the vision for the city. For this periodic update, the City has aligned its goals to address some of the most pressing issues in urban and regional planning that have emerged during this current planning cycle:

CORE VALUES



EQUITY is the idea that all people can attain the resources and opportunities that improve their quality of life and enable them to reach their full potential. This include ensuring that those affected by poverty, communities of color, and historically marginalized communities are given an opportunity to engage in decision-making processes, planning, and policy making.



SUSTAINABILITY is meeting the needs of the present without compromising the ability of future generations to meet their own needs. The concept of sustainability typically considers social, environmental, and economic factors.



RESILIENCE is the capacity of social, environmental, and economic systems to cope with a hazardous event, trend, or disturbance. Providing the ability to respond and reorganize in ways that maintain essential functions, identities, and structures, while maintaining the capacity for adaptation, learning, and transformation.



LIVABILITY is the maintenance of the conditions necessary for a high quality of life for all community members, including their physical and mental wellbeing.



ORIENTATION TO TRANSIT is the development of housing, commercial space, services, and job opportunities near public transportation. Implemented as Transit Oriented Development, it is intended to reduce dependency on automobiles and increase accessibility between residences, jobs, and services.

PERIODIC REVIEW & UPDATE

The City of Lynnwood recognizes that the Community Vision and Core Values represent a point in time captured during the 2024 Comprehensive Plan update and are reflective of the conditions of that time period. As Lynnwood's communities change, its core values may change too. In recognition of the evolution of communities, the City has committed to revisiting the Community Vision and Core Values on a recurring basis to ensure they continue to be representative of the communities affected by the goals and policies in this plan.

Lynnwood will remain committed to facilitating an equitable, inclusionary, and transparent process for refreshing the Community Vision and Core Values as needed and as determined by Lynnwood's community and advisory groups. The following sections describe the purpose and use of this Plan, the Lynnwood community as it exists today in 2024, and the vision and core values that set the stage for policy guidance and implementation.



WHAT IS THIS PLAN?

PURPOSE OF A COMPREHENSIVE PLAN

Imagine Lynnwood describes how Lynnwood will manage growth over a 20-year period, records the community’s vision, values, and sets goals and policies to guide change. The vision and values are founded in a history of public engagement and the outreach process used to develop this plan. The goals, policies, and actions in this plan reflect these priorities to address emerging planning issues over the next 20 years.

This plan also reflects the most current legislative rules to respond to changes in land use, transportation, and population growth. The plan will be reviewed annually to make course-corrections, incorporate new policies and regulations, or to re-prioritize implementation projects. A “periodic update” is required by the state every 10 years; this Imagine Lynnwood periodic update marks major changes to Lynnwood’s comprehensive plan to help guide the City as it accommodates its share of an additional 1.5 million residents and 1.1 million jobs forecast for the region by 2050.¹²



Hierarchy of Planning in Washington State

¹² Puget Sound Regional Council, Vision 2050



LEFT: Lynnwood Recreation Center

RIGHT: Kinect @ Lynnwood

The City of Lynnwood also has a responsibility, mandated by the State of Washington, to plan in a regional context. The state establishes a hierarchy for community planning with local Comprehensive Plans at the center, closest to where change happens.

Planning begins with the Growth Management Act (GMA); the GMA sets big-picture expectations about the content and framework for comprehensive plans. The Puget Sound Regional Council (PSRC), a multicounty planning body, establishes Multicounty Planning Policies (MPPs) to address regional priorities and provide guidance on issues like vehicle congestion or housing affordability. Counties use this guidance to set Countywide Planning Policies (CPPs) that determine how state and regional requirements get incorporated into plans within jurisdictions. Local Comprehensive Plans describe the City's goals and policies and how the City will be consistent with the guidance and requirements established by the higher tiers of governance.

RECENT CHANGES SET THE STAGE

Over the last five years, Lynnwood has experienced a transformation from a low-density suburb into a regional destination. With light rail stations in the heart of City Center (2024) and at West Alderwood (2037), Lynnwood is poised for a dynamic future with new housing and employment options oriented toward its high-capacity transit station areas. Transportation-Oriented Development will allow community members and workers to access regional resources and opportunities to improve their quality of life. Connecting new growth to transit is just one of many strategies that are needed for Lynnwood to grow equitably and responsibly over the next 20 years.

Through this plan, the City endeavors to capture and cultivate Lynnwood's identity within the region, its values, and its vision for accommodating future growth.

PLAN ORGANIZATION AND FRAMEWORK

Imagine Lynnwood represents the evolution of Lynnwood’s past comprehensive plans, restructured to address the challenges and opportunities associated with growth over the next 20 years. The structure is informed by GMA requirements.



ENVIRONMENT ELEMENT

This element provides deeper context on how the environment has changed since the 1855 Treaty of Point Elliott. Climate change and resilience related policies are in this section.



LAND USE & COMMUNITY DESIGN ELEMENT

This element sets the general distribution, location, and extent of land uses, including housing, commerce, industry, recreation, open spaces, public utilities and facilities, and others. The land use element includes population densities, building intensities, and estimates of future population growth. Lynnwood’s land use element is combined with community design policies.



ECONOMIC DEVELOPMENT ELEMENT

This element establishes provisions for economic growth and vitality and a high quality of life.



TRANSPORTATION ELEMENT

This element addresses motorized and nonmotorized transportation modes and must implement and be consistent with the land use element. The transportation element includes travel demand estimates using land use assumptions, estimated traffic impacts to state-owned transportation facilities, city facilities and service needs, facility financing, intergovernmental coordination efforts, demand-management strategies, and a pedestrian and bicycle component.

THE GROWTH MANAGEMENT ACT

The GMA requires that specific goals and elements are addressed in the Comprehensive Plan. Imagine Lynnwood meets the requirements and adds two additional elements that cover issues the City feels are necessary to include: Parks, Recreation & Open Space and Community Health & Public Safety. These elements have been organized into eight chapters that are supported by this introduction and an appendix section.

PARKS, RECREATION & OPEN SPACE ELEMENT



This element includes estimates of park and recreation demand for at least a ten-year period, an evaluation of facilities and service needs, and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand.

HOUSING ELEMENT



This element ensures the vitality and character of established residential neighborhoods. It includes an inventory and analysis of existing and projected housing needs for all economic segments of the community and makes provisions for housing options at a variety of densities to meet those needs. New legislation also requires this element to address racially disparate impacts, displacement, and exclusion in housing and identify policies to undo or prevent those impacts.

COMMUNITY HEALTH & PUBLIC SAFETY ELEMENT



This element consolidates human services, community health, and public safety policies.

CAPITAL FACILITIES & UTILITIES ELEMENT



This element inventories existing publicly owned capital facilities, shows the locations and capacities of the capital facilities, and forecasts future needs for capital facilities including the locations. An important part of this element is a minimum six-year plan capital improvements plan and a requirement to ensure that the land use element, capital facilities element, and capital improvements plan are coordinated and consistent. Lastly, this element identifies the general location and capacity of all existing and proposed utilities, including, electrical lines, telecommunication lines, and natural gas lines. Lynnwood's utilities element is combined with the Capital Facilities element.

GOALS & POLICIES

Each element of this Comprehensive Plan contains a narrative and information prefacing the goals and policies, which are organized by the elements described above:

- » **Findings** Inventories of existing conditions, opportunities, and (where applicable) policy requirements with which the Comprehensive Plan must comply. Findings assist with goal-setting and are a mandatory component for elements per the GMA. Findings in this Plan are inclusive of the background and analysis information in each element and the technical information included in appendices.
- » **Goals** Broad statements of future conditions that will move the community closer to the desired vision.
- » **Policies** Clear statements guiding a specific course of action for decision-makers to achieve a goal.

The goals and policies demonstrate Lynnwood’s vision, core values, and community priorities. Look for icons and call out boxes throughout the Plan to see where Core Values are addressed.



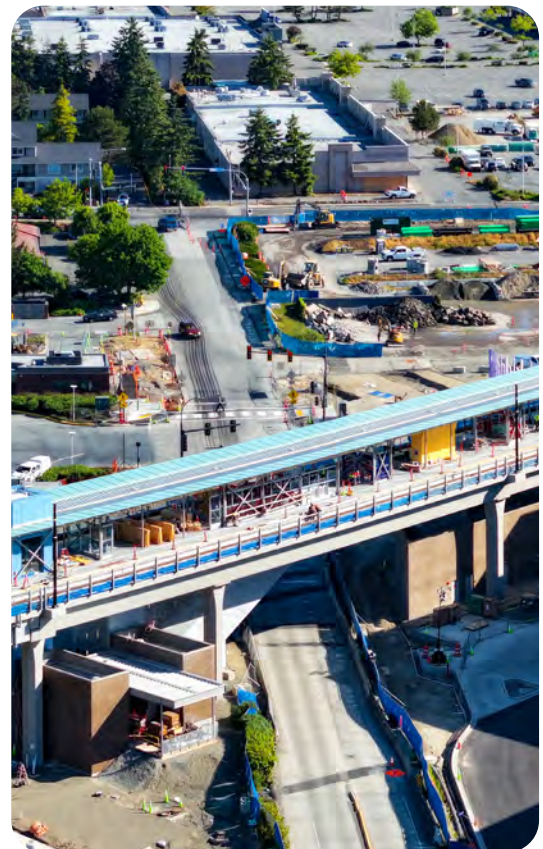
RELATION OF THIS COMPREHENSIVE PLAN TO OTHER LYNNWOOD PLANS, REPORTS, TECHNICAL STUDIES, AND LEGISLATION

A Comprehensive Plan is comprehensive in that its goals and policies are established with a general understanding of all aspects of municipal governance. A comprehensive plan is not, however, comprehensive in content, due to the broad scope of municipal interests. Comprehensive plans, by nature, are policy-oriented, and reliant in large part upon other documents that precede and succeed the planning process.

The policies and preferences contained in Imagine Lynnwood stem from knowledge gained from prior public participation, adopted plans, regulations, and technical studies. Similarly, implementation of this Plan will involve studies, plans, reports, and regulations prepared in the future. It would not be feasible to incorporate all of those supporting documents here. A list of Lynnwood’s functional plans are listed in the Appendix.

Most City programs, services, and initiatives are intended to improve environmental conditions, respond to socio-economic issues, or to improve the delivery of municipal services or the functionality of municipal infrastructure. To that end, those plans, studies, and reports are instead incorporated by reference or practice. These types of documents will either be specifically referenced regarding its relationship to a goal, policy, or action in the element chapters, or will be explicitly adopted by reference. Most importantly, the City has taken great care to make sure Imagine Lynnwood is congruent with and supports the policy-driven and functional plans, studies, and reports adopted by the City of Lynnwood.

Lynnwood City Center Station





ENVIRONMENT

INTRODUCTION

This element incorporates Environment related goals and policies to preserve and protect Lynnwood’s natural environment.

WHAT IS INCLUDED IN THE ENVIRONMENT ELEMENT?



The Environment Element establishes local goals and policies to protect the public health, safety and welfare of Lynnwood by effectively managing the natural environment, mitigating unavoidable impacts, and effectively integrating the natural environment with the urban environment.

The primary objective of the Environment Element is to improve the environmental health of the City of Lynnwood.

The environment section outlines a vision and plan for the City’s environmental future by creating actionable goals and policies. The goals and policies in this element relate to preservation of natural landscapes, greenhouse gas reduction, environmental justice, geological hazard reduction, vegetation management, and climate change resiliency. These goals and policies aim to identify objectives and help to inform decision-making processes related to these topics.



Scriber Lake



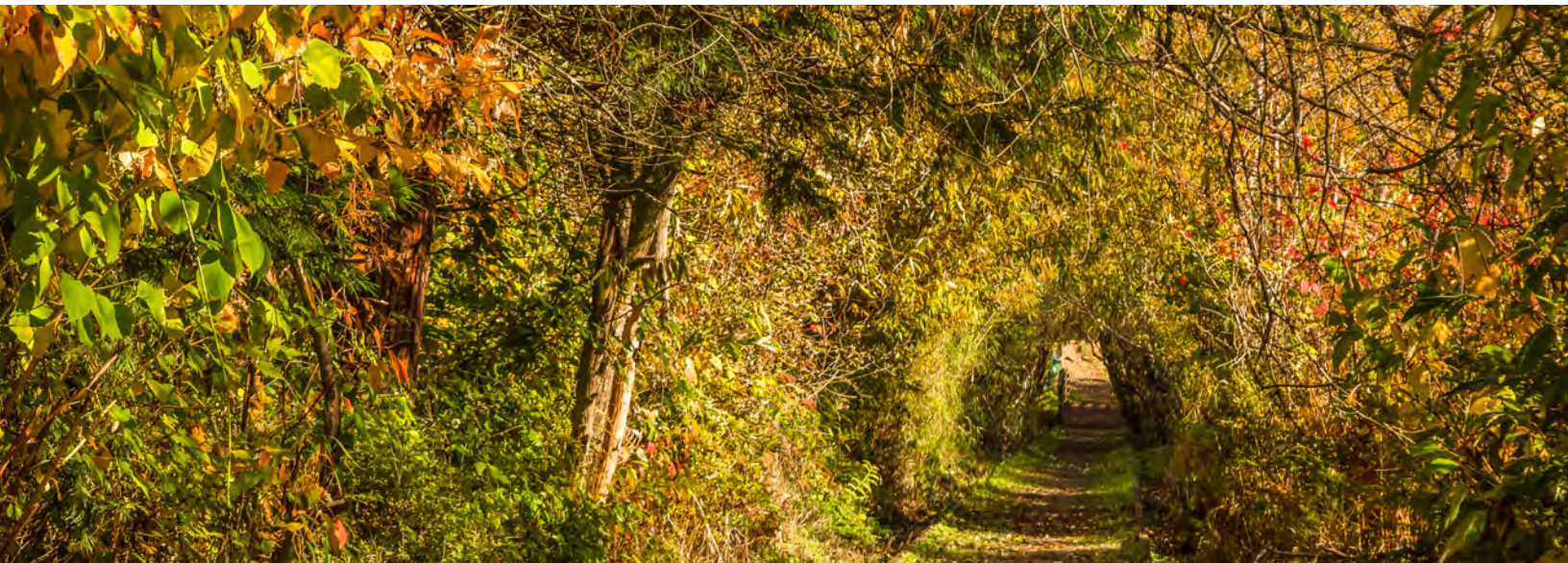
ABOVE: Children preparing for the annual release of salmon into Hall's Lake.

BELOW: Scriber Creek Trail Circa 2020

WHY THE ENVIRONMENT?

The Environment Element is required in the Comprehensive Plan to:

- » Support state and regional requirements in the protection of critical areas.
- » Establish policies to support the City in addressing environmental protection, sustainability, and resilience over the next twenty years.
- » Strategize pathways to guide development and investment in a manner that aligns with the City's vision for environmental stewardship.
- » Identify opportunities to improve ecological well-being and address gaps in environmental conservation.
- » Develop sustainable practices to ensure a healthy environment that meets community needs.



CORE VALUES IN THE CONTEXT OF THE ENVIRONMENT



EQUITY is the fair and just distribution of environmental resources, benefits, and protections among all residents, regardless of their race, gender, socio-economic background, or any other characteristics. Environmental Equity recognizes that each person has different circumstances and needs in relation to the desire for environmental sustainability.



SUSTAINABILITY is the ability to meet the needs of the present without compromising the ability of future generations to meet their own. It involves balancing economic activities with environmental conservation, social equity, and cultural considerations to ensure urban development aligns with ecological health. Sustainable environmental development in cities focuses on creating resilient, inclusive, and environmentally responsible urban spaces.



RESILIENCE is the City's ability to adapt, respond, and recover from various environmental stresses, such as climate change, wildfires, air pollution, and extreme heat. An environmentally resilient city can adapt to a changing climate, maintain functionality during adverse conditions, and continue to thrive in the face of environmental challenges.



LIVABILITY is the quality of life and overall well-being of residents within an urban environment. Livability involves creating cities that are vibrant, have an environmentally sustainable standard of living, increases social inclusivity, and protects cultural resources, while recognizing the physical and mental health benefits that natural spaces provide.



ORIENTATION TO TRANSIT aims to ensure that the design and planning of urban areas prioritizes and integrates public and multi-modal transportation systems that enhance environmental sustainability. This orientation aims to create transit-friendly environments that facilitate efficient and convenient movement of people, contributing to overall environmental health, regional connectivity, and sustainable economic development in addition to reducing greenhouse gases.

EXISTING CONDITIONS

The City of Lynnwood plays multiple roles in preserving, protecting, and enhancing the environment. The City, along with state and federal agencies, works to spread awareness of environmental issues, encourage respect for the environment, and show how the cumulative actions of an individual and their community can have significant positive effects on the environment. The City acts as an implementor and regulator of state and federal laws that improve quality of life and protect the natural environment through zoning, critical areas, and building codes.

The main environmental concerns within Lynnwood are:

- » Conservation and recycling
- » Natural landscape and vegetation
- » Geologic hazard areas
- » Water resources
- » Tree preservation
- » Fish and wildlife
- » Air quality

The existing conditions section of the comprehensive plan provides an examination of Lynnwood's natural features and current environmental efforts.

Trees in South Lynnwood Park

WHAT ARE THE STATE REQUIREMENTS?



The Washington Growth Management Act requires the protection of sensitive areas, which include wetland, aquifer recharge, fish and wildlife habitat, frequently flooded, and geologically hazardous areas.



CONSERVATION AND RECYCLING EFFORTS

As Lynnwood’s population grows, the City must address increasing demands on water, energy and other resources. The City will continue water conservation measures, encourage energy audits, and support more efficient use of resources.

As an employer and as a provider of services, the City of Lynnwood conducts its operations to minimize the use of and conserve resources. The City makes daily choices to reduce consumption of disposable goods, reuse materials when appropriate, install high-efficiency fixtures, and conserve energy. One of the ways the City is environmentally conscious is by implementing conservation policies into daily routines and purchasing guidelines like reducing paper consumption, purchasing recycled products, and actively recycling materials. Additionally, Lynnwood encourages community members and businesses to reduce waste, separate recyclables, and properly handle yard waste.

REDUCE WASTE

- » Lynnwood holds waste reduction events and education supported by Department of Ecology grant.

CONSERVE RESOURCES

- » Implementing the State Organics Law (House Bill 1799).
- » Encouraging water conservation through community education and resources.

REDUCE ENERGY CONSUMPTION/ELECTRIFICATION

- » Developing the Electric Vehicle and Charging Infrastructure 10 year plan, which includes municipal fleet and infrastructure updates community charging, and grant funding.

GREEN BUILDINGS

- » Establishing Clean Buildings preparation, including participation in the Accelerator Course, the creation of the City Energy Management Plan, the Facilities Management Plan, and Energy benchmarking.
- » Participating in the Commercial Strategic Energy Management (CSEM) program with SnoPUD and PSE to reduce municipal facility energy usage and aid in the creation of Energy Policy.

NATURAL LANDSCAPE AND VEGETATION

This section covers the soils, trees, plants and other vegetation that make up Lynnwood’s natural landscape.

GEOLOGY

The geology of Lynnwood is primarily composed of glacial material from repeated advances and retreats over the past two million years. Layers of gravel, sand, and silt formed through these geological processes, with the most recent glacial advance occurring around 12,000 to 16,000 years ago.

TREES

Trees play a vital role in urban environments, moderating temperature, reducing air pollution, and stabilizing soil to prevent erosion, while providing habitat for wildlife and improving aesthetics. Lynnwood has adopted tree regulations and preservation guidelines to ensure the retention of appropriate trees during development and mandates replanting at a 1:1 ratio to maintain tree cover. The City also operates a tree voucher program to incentivize tree planting on private property, funded by development fees associated with tree removal.

DID YOU KNOW?

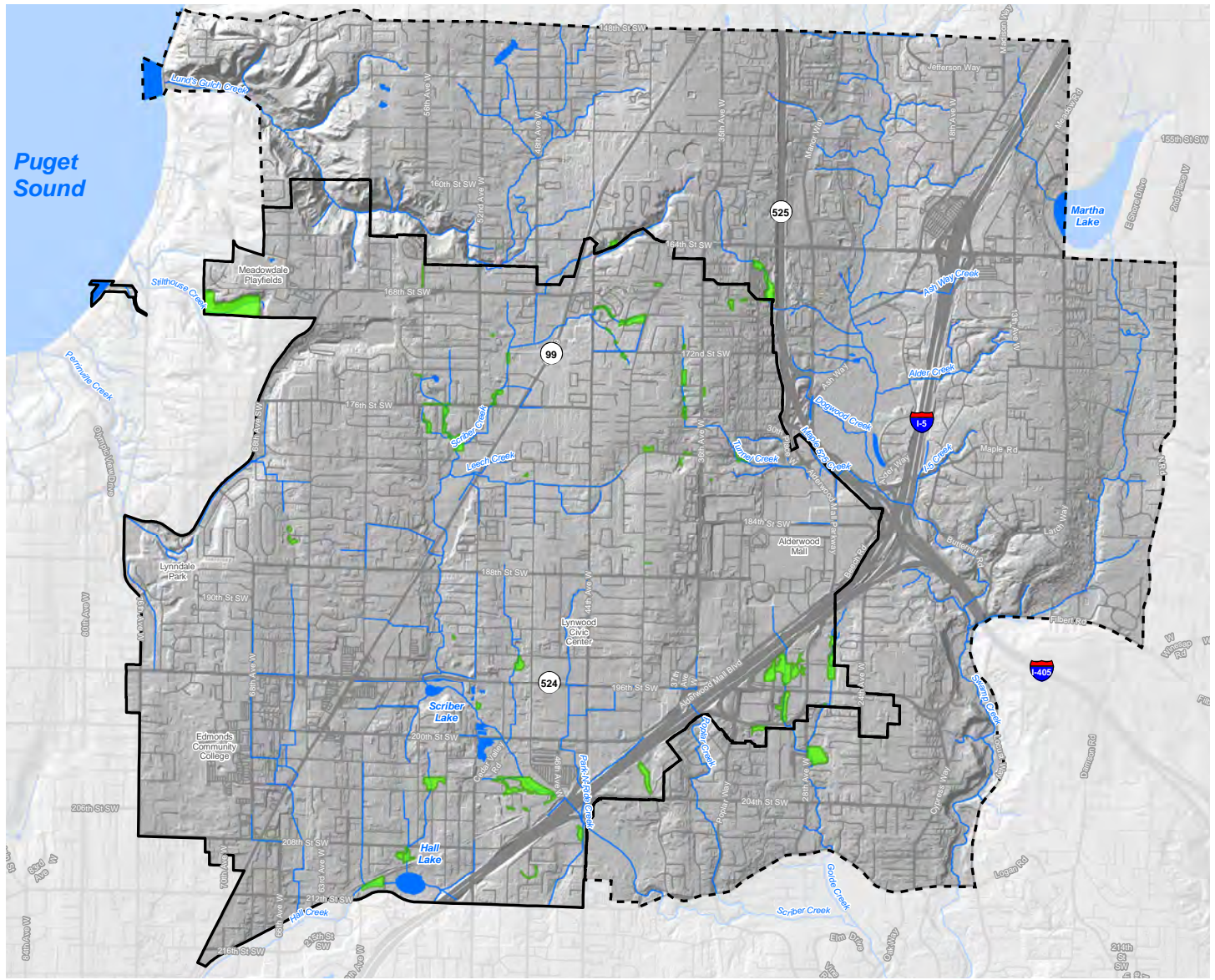


Tree Regulations:

- » *Preserve the maximum number of trees that are determined to be appropriate for Lynnwood urban environment and that have a reasonable chance of long-term survival.*
- » *Lessen the impact of tree removal by requiring that trees are replaced at an appropriate and sustainable level.*
- » *Assure that newly planted trees are an appropriate species for the given environment.*

MAP EN.1 ENVIRONMENTAL CRITICAL AREAS INVENTORY

Native Growth Protection Areas



- Native Growth Protection Area
- Stream
- Waterbody
- City Limits
- Municipal Urban Growth Area

0 0.5 Miles



SOURCE: Snohomish County, 2013; City of Lynnwood 2014; ESA, 2016; Puget Sound LiDAR Consortium, 2003

This figure is intended for planning purposes only. Environmentally critical areas layers depicted in this figure are based on available information and do not represent surveyed boundaries. The City makes no warranty as to this product's accuracy or location of any mapped features.

GEOLOGICAL HAZARD AREAS

The City regulates development on geologically hazardous areas through its Critical Areas Regulations. The Development & Business Services and Public Works Departments administer ordinances that regulate safe development concerning slope stability and soil-bearing capacity. Emphasis is placed on minimizing disturbance to natural landscapes and vegetation.

Landslides occur as a result of slope conditions, instability of the soil, and loading. Despite having glacial soils prone to small landslides, Lynnwood contains very few landslide hazard areas. The areas of concern are found near Lund's Gulch.

Erosion poses threats to soil stability and aquatic ecosystems. Lynnwood addresses erosion through plan review, erosion control plan development, and site inspections to ensure proper installation and maintenance of control measures.

Lynnwood is categorized as having the highest seismic risk (level 4), requiring adherence to stringent building codes to mitigate earthquake risks.¹ Considering seismic hazards in land-use decisions and community engagement in earthquake preparedness programs is crucial element in the development process.

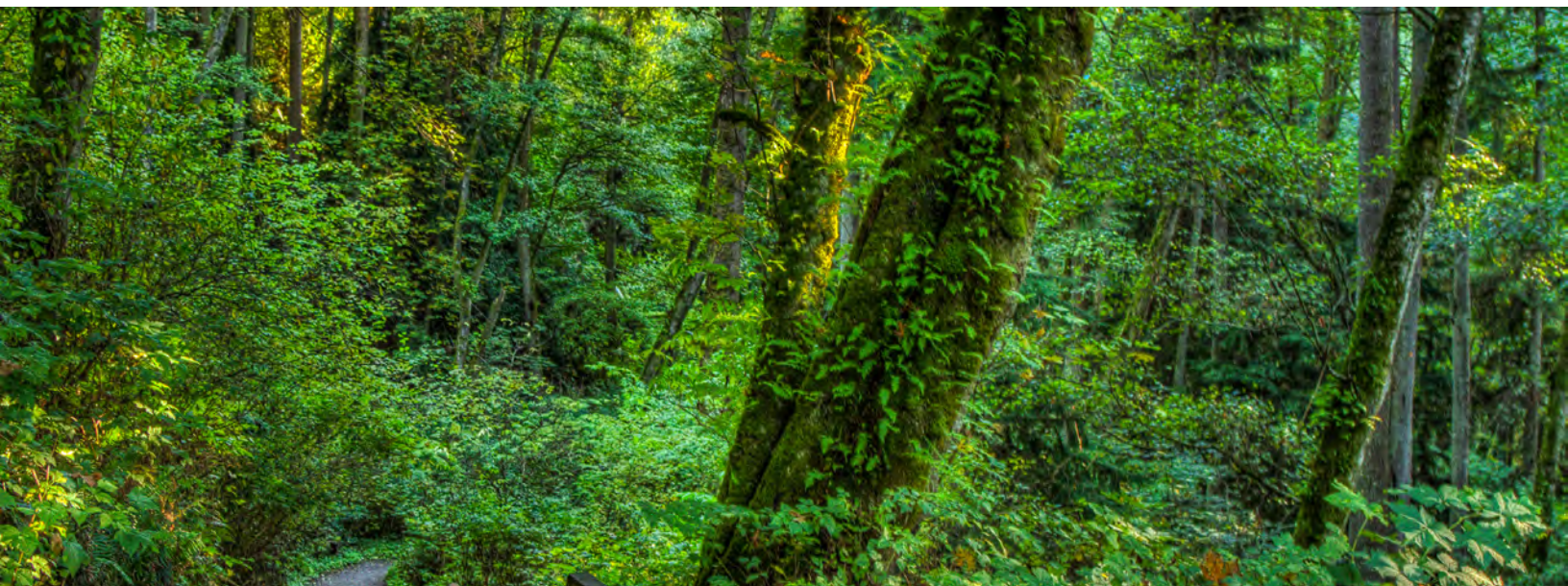
¹ US Geological Survey and Washington State Department of Natural Resources

Steep Slopes in Lund's Gulch can Cause Trees to Lean

**DID YOU
KNOW?**

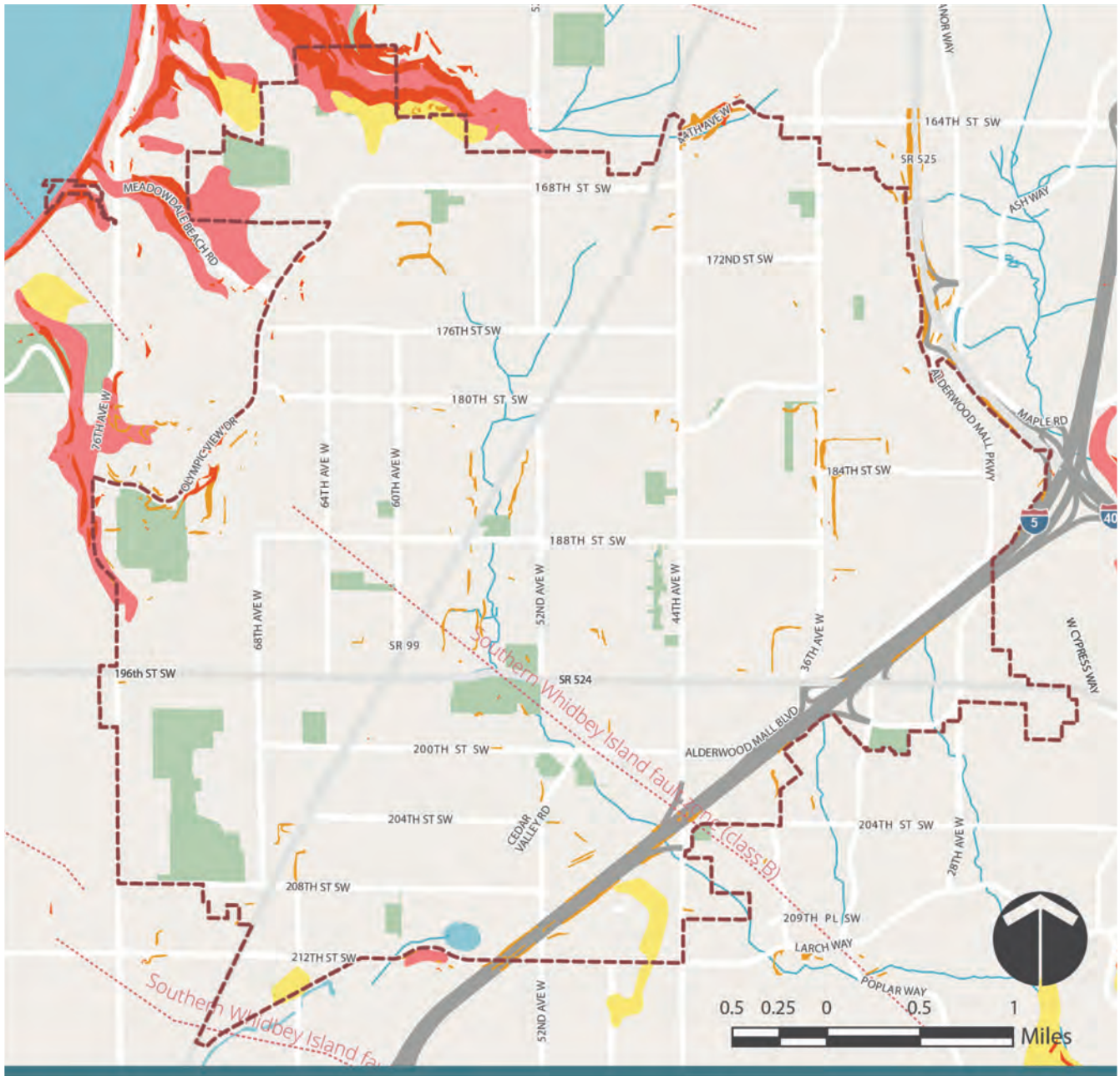


Geologically hazardous areas are identified as naturally occurring slopes of 40 percent or more, or other areas which the City believes to be unstable due to factors such as landslide, erosion, or seismic hazards.



MAP EN.2 ENVIRONMENTAL CRITICAL AREAS INVENTORY

Geologically Hazardous Areas



LEGEND

- City Limits
- Waterbody
- Stream
- Slopes > 33%
- Steep Slopes
- High Potential Erosion Hazard
- Low Potential Erosion Hazard
- Inferred Fault Line

WATER RESOURCES

Lynnwood's water resources include all lakes, streams, wetlands, and marine shorelines within the City.

Lynnwood is committed to safeguarding its water resources, acknowledging the impact of urbanization on water usage and water quality. With approximately 49% of the City covered in impervious surfaces due to commercial and residential development, the need for innovative approaches to environmental preservation is essential.

Lynnwood is situated within at least five watersheds: Swamp Creek, Lund's Gulch, Hall/McAleer Creek, Perrinville Creek, and Puget Sound. At the City's northwest corner lies Lund's Gulch, a natural feature connecting to the marine shoreline of Puget Sound. Much of the environmentally sensitive land in Lynnwood is located along Scriber Creek, which is the largest tributary in the Swamp Creek Watershed.

Impaired water bodies are those that do not meet state surface water quality standards. Swamp Creek Watershed and Scriber Lake are identified as impaired water bodies, prompting the development of water quality improvement plans.

DID YOU KNOW?



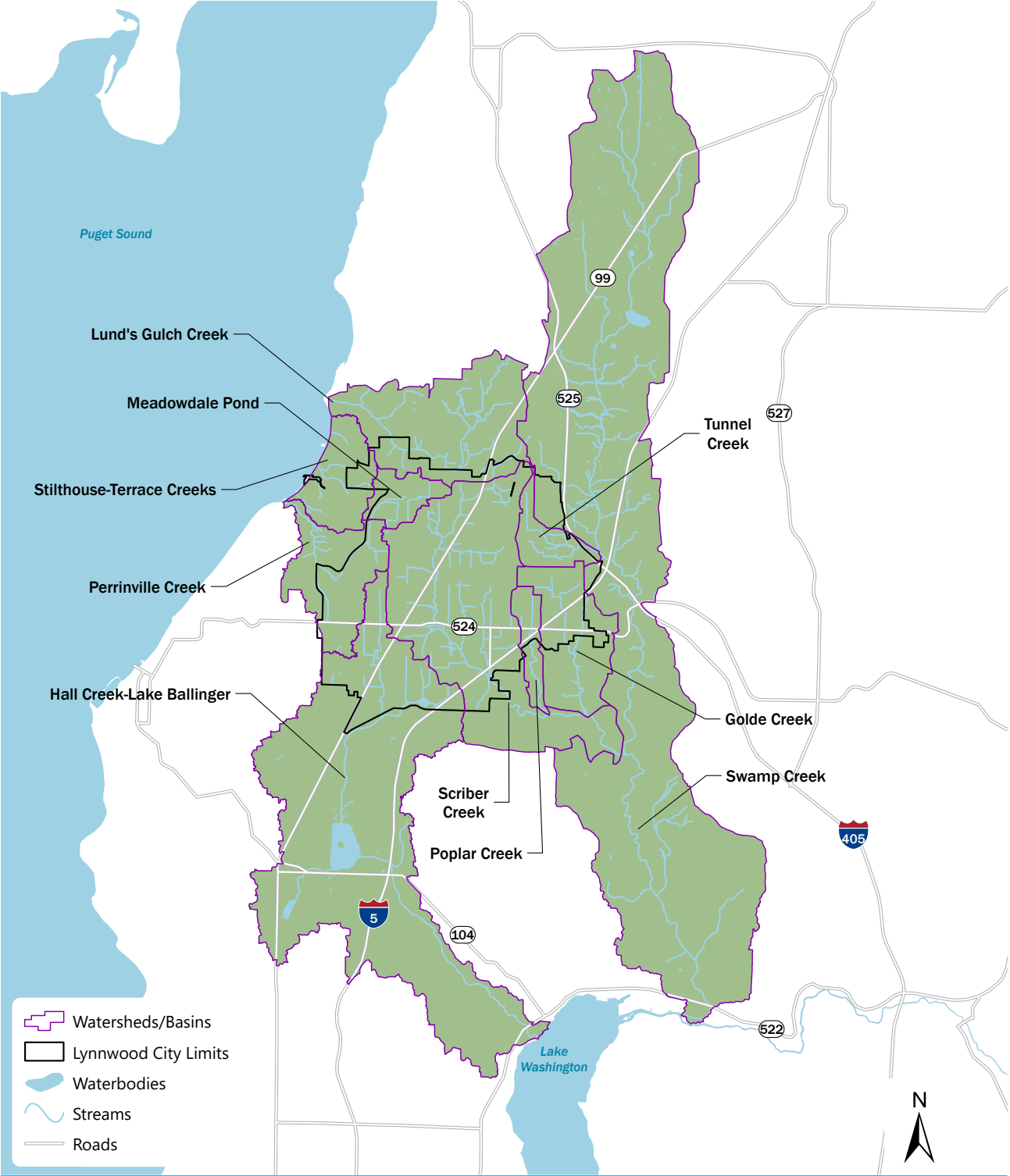
Critical Areas Regulations require that existing wetlands be identified and protected during the planning and development process. Lynnwood's wetlands, crucial for flood control and wildlife habitat, are protected through regulations and buffer zones.



Halls Lake Mill Circa 1908

MAP EN.3 ENVIRONMENTAL CRITICAL AREAS INVENTORY

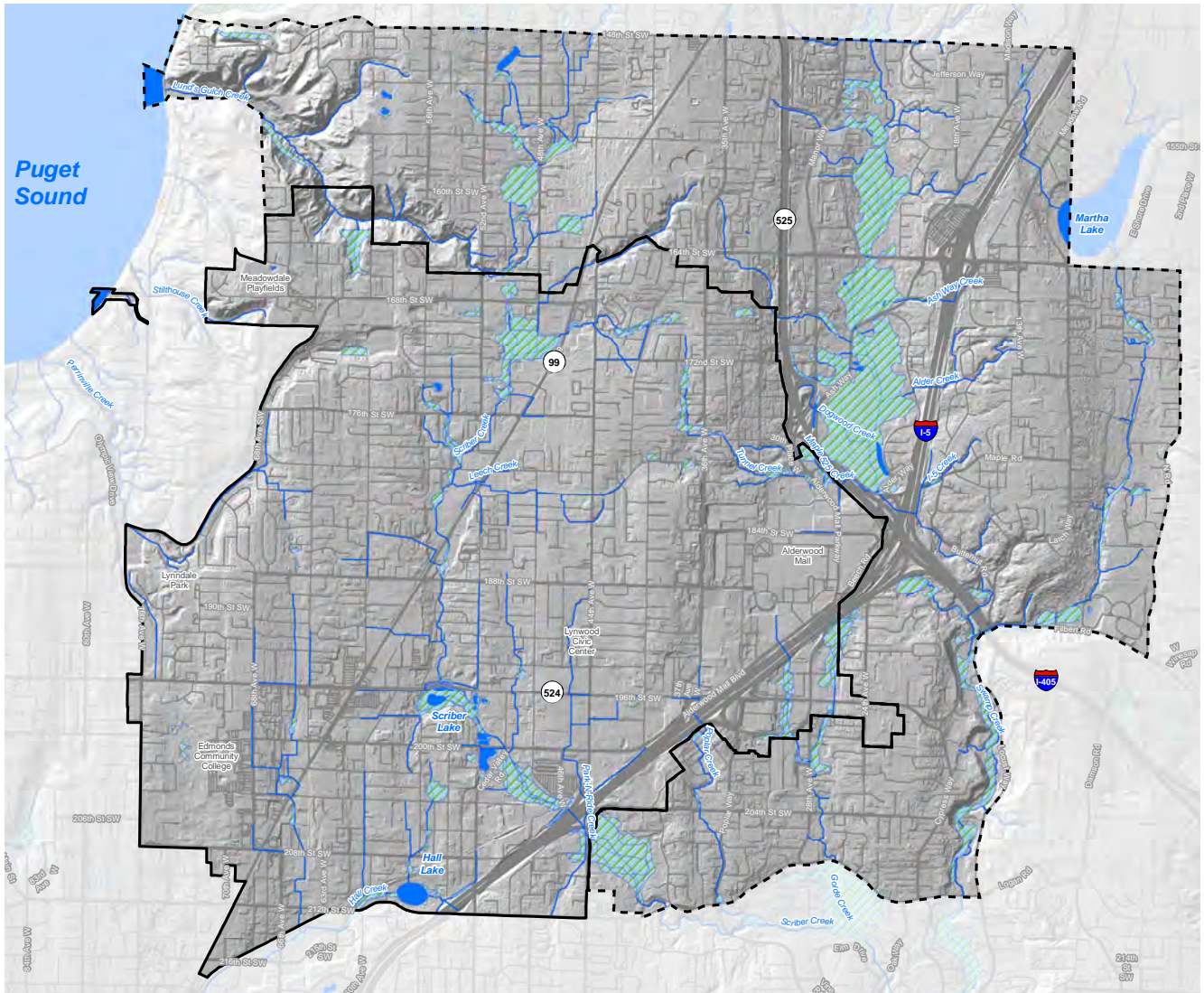
Watershed Basins



Produced by Herrera Environmental Consultants (herrerainc.com) | Sources: City of Lynnwood.






MAP EN.4 ENVIRONMENTAL CRITICAL AREAS INVENTORY

Wetlands



SOURCE: Snohomish County, 2013; City of Lynnwood 2014; ESA, 2016; Puget Sound LiDAR Consortium, 2003

This figure is intended for planning purposes only. Environmentally critical areas layers depicted in this figure are based on available information and do not represent surveyed boundaries. The City makes no warranty as to this product's accuracy or location of any mapped features.

-  Wetlands
-  Stream
-  Waterbody
-  City Limits
-  Municipal Urban Growth Area

Urban activities contribute to non-point source pollution, such as automobile emissions, animal waste, and runoff from rooftops, streets, and construction sites. Stormwater runoff from these areas poses challenges, leading to flooding and water quality issues. The city implements stormwater management measures, including Low Impact Development (LID) techniques, to mitigate these impacts. The benefits of LID are reducing total impervious surface coverage, providing infiltration areas for overland flows, and maintaining the natural hydrologic function of a site.

Under the Clean Water Act, Lynnwood is regulated as a National Pollutant Discharge Elimination System (NPDES) Phase II municipality, requiring a comprehensive stormwater management program. The City's program includes public education, public involvement and participation, illicit discharge detection and elimination, construction site stormwater runoff control, post-construction stormwater management, and pollution prevention for municipal operations.

Lynnwood participates in the National Flood Insurance Program, enforcing ordinances regulating development within flood-prone areas. Floodplains, like those around Scriber Creek, are managed to reduce risks to residents and infrastructure.

There is one known Critical Aquifer Recharge Area (CARA) within the City of Lynnwood, which lies in the City's north portion. The well-head itself is just outside of the City along 164th Street Southwest within the city's Municipal Urban Growth Area (MUGA). In the MUGA, Water Well No.5 or the 164th Street Artesian Well, is over 400 feet in depth and is cased to approximately 120 feet. WaterWell No. 5 flows at a rate of about 10 gallons per minute and its source of water is an underground aquifer (water-bearing layer of permeable rock, sand or gravel). As a courtesy to residents, Alderwood Water & Wastewater District maintains the artesian well as a community source of water.



ABOVE: *Salmon from Lynnwood Hatchery*

BELOW: *Laurie Loeber of the Snohomish Tribe at the Scriber Lake Park Ground Breaking*



FISH AND WILDLIFE

Long before Lynnwood became a city, Native Americans visited Hall Lake to collect berries and cattails along its shore. The first settler homestead was established in the 1880's on the east shore of the lake. In 2015 the City of Lynnwood purchased a piece of property on Hall Lake; City of Lynnwood staff now raise and release 30,000 Coho Salmon into the lake each year. Additionally, Lynnwood partners with Nature Vision to offer environmental education to Lynnwood students and offer additional programs and tours to the public for free.

The wildlife in Lynnwood has been significantly impacted by development, with most suitable habitat being eliminated. Extensive wildlife corridors no longer exist, isolating habitats and limiting access for wildlife. Protecting and restoring these habitats is vital for maintaining biodiversity in the area. To address this, the Lynnwood Parks, Recreation & Cultural Arts Department is working on acquiring lands around Lund's Gulch Creek to establish a habitat corridor. Additionally, Lynnwood has a Critical Areas Ordinance mandating the protection of fish and wildlife priority habitat during nearby development.

AIR QUALITY

Lynnwood's air quality is overseen by various regulatory bodies including the Puget Sound Clean Air Agency (PSCAA), Puget Sound Regional Council, and the Washington State Department of Commerce.

Unfortunately, the levels of ozone, particulate matter, and carbon monoxide (CO) are on the rise in our environment. Population growth and associated high traffic volumes, significantly impacts Lynnwood's air quality.

PSCAA maintains a network of monitoring stations across the Puget Sound region to assess air quality, designating areas as either "attainment" or "non-attainment" for air pollutants. Once an area has been designated as a non-attainment area, meaning it is not meeting air quality standards, it is considered an air quality maintenance area.

Lynnwood falls within three separate maintenance areas for carbon monoxide, ozone, and PM10. Carbon monoxide (CO) is mainly generated by motor vehicles and wood burning. CO is the pollutant of greatest concern because it is being emitted in the largest measurable quantity. Ozone is a highly reactive form of oxygen that is created by sunlight activated chemical transformations of hydrocarbons and nitrogen oxides in the air. Particulate matter is produced by various activities including industrial processes, motor vehicles, and wood burning. All three are monitored closely in Lynnwood. The city must adhere to air quality standards set by PSCAA, which requires developing plans to address violations.

Given Lynnwood's heavy traffic and proximity to major freeways, air quality is particularly concerning, especially at congestion points. Gasoline and diesel-powered vehicles are major sources of air pollution in the area, contributing to both air and water pollution. The city is taking proactive steps to address this issue by promoting alternative modes of transportation, such as more efficient vehicles, electric and biofuel vehicles, and public transit. Although not directly regulating automobile emissions, the city encourages alternatives like carpooling, biking, and walking, while also advocating for improvements to the public transit system.

Lynnwood evaluates the greenhouse gas emissions of proposed actions as part of environmental reviews to mitigate their impact.



GOALS & POLICIES

EN Goal 1

Improve and protect the natural environment while reducing current and future impacts.

The Washington Growth Management Act requires the protection of sensitive areas, which include wetlands, aquifer recharge areas, fish and wildlife habitat areas, frequently flooded areas and geologically hazardous areas.

EN Policy 1.1

Promote and coordinate educational programs to raise public awareness of environmental issues, encourage respect for the environment, and show how a community's actions can have significant effects on the environment.

EN Policy 1.2

Protect critical areas and wildlife habitat through regulation, acquisition, incentives, and other techniques. Other techniques include supporting and incentivizing environmental stewardship on private and public lands.

EN Policy 1.3

Preserve, protect, and restore water resources such as wetlands, aquifers, streams, riparian areas, and shorelines to help regulate surface flows, recharge groundwater, and maintain or reestablish natural hydrological functions.

EN Policy 1.4

Minimize municipal use of pesticides and chemical fertilizers and promote alternatives for the community that minimize risks to human health and the environment.

EN Goal 1

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.

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



Puget Sound near Lund's Gultch Outflow

EN Goal 2

Promote public safety by protecting geologically hazardous areas.

EN Policy 2.1 Minimize risks to people and property in geological and flood hazard areas through holistic management, awareness, and regulation.

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

EN Policy 2.3 Regulate land disturbances and development to conserve soil resources and protect people, property, and the environment from geological hazards.

EN Goal 3

Preserve and restore trees and natural landscapes to promote adaptable and resilient environments.

- 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.
- EN Policy 3.2** Protect and restore natural resources that sequester carbon such as forests, wetlands, and urban tree canopy.
- EN Policy 3.3** Prioritize underserved and vulnerable communities for tree canopy cover and open space investments.
- EN Policy 3.4** Plan for rising sea water by siting and planning for relocation of hazardous industries and essential public services away from the 500-year floodplain.

EN Goal 4

Significantly reduce greenhouse gas emissions to support local and regional reduction targets.

- EN Policy 4.1** Encourage the transition to a sustainable energy future by reducing demand through efficiency and conservation, supporting the development of energy management technology, and meeting reduced needs from sustainable sources.
- 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.
- EN Policy 4.3** Remove regulatory barriers and create incentives to encourage the use of sustainable building methods and materials that may reduce impacts on the natural environment.



EN Goal 4

- EN Policy 4.4** Advocate for expansion of mass transit and encourage car-sharing, cycling, and walking as an alternative to dependence on automobiles.
- 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.
- EN Policy 4.6** Create a strategy for urban heat island resilience.
- EN Policy 4.7** Contribute to the Puget Sound Clean Air Agency’s goal of reducing emissions of greenhouse gases 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050.
- EN Policy 4.8** Retrofit applicable municipal buildings to meet Clean Building standards.
- EN Policy 4.9** Support electrification of City operations, including fleet vehicles, construction, and maintenance of City facilities.
- EN Policy 4.10** Update the City’s maintenance and operation plans to support energy management.
- EN Policy 4.11** Continually update the City’s commute trip reduction policy to reduce automobile-related air pollution, traffic congestion, and energy use through employer-based programs that encourage the use of alternatives to the single-occupant vehicle.

See the **Transportation Element** for more information.

See the **Land Use & Community Design Element** for more information.

See the **Capital Facilities & Utilities Element** for more information on Policies EN 4.8 - EN 4.10.



EN Goal 5

Reduce consumption of resources, minimize waste, and control pollution.

- EN Policy 5.1** Reduce solid waste and promote recycling and solid waste reduction through coordination with solid waste service providers and Snohomish County.
- EN Policy 5.2** Design, site, construct, and operate City facilities to maximize efficiency and conservation opportunities, limit waste, and prevent unnecessary pollution.
- EN Policy 5.3** Minimize materials used and waste generated from City facilities.
- EN Policy 5.4** Reduce per capita water consumption through conservation, efficiency, reclamation, and reuse.
- EN Policy 5.5** Increase City support of energy conservation and efficiency in new and existing public facilities.
- EN Policy 5.6** Minimize single-use products and maximize re-use in city buildings.

Support measures aimed at reducing the amount of organics disposed as solid waste and encourage waste diversion.

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LAND USE & COMMUNITY DESIGN

INTRODUCTION

This element incorporates Lynnwood’s Land Use & Community Design related goals and policies.

DID YOU KNOW?



Land Use provides specific designations (residential, commercial, industrial, parks, etc.) for the economic, cultural, or passive use of land. These designations help guide the growth of Lynnwood in a way that aligns with the community’s needs and vision for the future.

The Land Use & Community Design Element is a central section connected to all other elements of this Comprehensive Plan. The purpose of this element is to establish and distribute land use designations that meet the current and future needs for Lynnwood’s residential, employment, recreation, and public facilities land uses. This element also sets the groundwork plan for accommodating the City’s allocated growth targets, provided by Snohomish County, while the other elements of this plan provide direction of how to successfully implement and support the growth strategy set forth by this element.

While accommodating growth is an important component of the land use element, the quality of life of Lynnwood’s residents is another large focus. A balance of housing, employment, entertainment, civic, and parks uses greatly affects the community’s quality of life. The equitable distribution of a variety of land uses that ensures a well-balanced experience for Lynnwood’s community members and visitors.



ABOVE: Residential and Public areas in Lynnwood

BELOW: Renderings of the Northline Village Development by Merlone Geier

WHY LAND USE & COMMUNITY DESIGN?

The Land Use & Community Design Element is required in the Comprehensive Plan to:

- » Understand the current distribution of land uses within Lynnwood and identify areas that are historically undeveloped or underdeveloped.
- » Provide guidance on where and how Lynnwood will accommodate the expected population and employment growth.
- » Guide Lynnwood's zoning and development regulations to shape new development that supports the City's growth strategy and vision.
- » Establish the future land use map that the City will utilize for the next 20-year period.



CORE VALUES IN THE CONTEXT OF LAND USE & COMMUNITY DESIGN



EQUITY in land use is providing fair distribution of housing, services, entertainment, and employment options to all residents and visitors, regardless of their socio-economic background, race, gender, or other characteristics. Equity ensures that everyone has the chance to participate in and benefit from the variety of amenities within the city.



SUSTAINABILITY involves ensuring environmental protections, while providing opportunities for reasonable densities and intensities of development, to ensure the continued growth of the city and the continued well-being of current and future generations. Sustainable land use practices in cities focuses on creating resilient and environmentally responsible urban environments.



RESILIENCE is the city's capacity to respond, recover, and organize in ways that provide and maintain essential functions and services to meet the needs of its residents and support the continued, sustainable growth of the city.



LIVABILITY involves creating a vibrant and varied land use pattern to provide high-quality living, dining, entertainment, employment, and recreation opportunities within the city. Land use recognizes the important role that a variety of housing, goods, and services play in achieving a high quality of life and aims to provide that through land use patterns and supporting policies.



ORIENTATION TO TRANSIT in land use is focused on supporting the creation of transit-friendly developments and land use patterns to facilitate efficient and convenient movement of people utilizing all modes of transportation

EXISTING CONDITIONS

The following summary provides an examination of Lynnwood’s growth targets and land use patterns.

Lynnwood’s land use patterns provide opportunity to further define the community’s preference in design of the built environment , these often take the shape of specialized plans called “subareas”. As the City continues to review growth patterns, the consideration of annexation into the unincorporated areas within the Municipal Urban Growth Area.



ABOVE: Homes in a Northwest Lynnwood Residential Neighborhood

BELOW: Sculpture over Pathway at Edmonds College



GROWTH TARGETS

In its 2021 Buildable Lands Report, Snohomish County collected information from the development that occurred throughout the County between 2012 and 2019. With this information, the Buildable Lands Report calculated the projected growth of the County and found it is expected to add an additional 308,350 people to the population by the year 2044. This growth will be spread throughout the County, in incorporated cities, cities' Municipal Urban Growth Areas (MUGAs), and unincorporated County lands.

Through its Countywide Planning Policies (CPPs), Snohomish County allocates a percentage of this countywide growth to the cities, MUGAs, and unincorporated areas. Lynnwood's allocated 2044 growth target is a population total of 63,735, resulting in an additional 25,167 population growth from current population numbers. This is approximately 8.2% of the total Countywide growth projection.¹ Snohomish County CPPs also allocate specific growth targets for both housing units and employment.

See the **Housing and Economic Development Elements** for more information on 2044 growth targets.

¹ United States Census Bureau, 2020 Decennial Census, Retrieved December 2022

Proposed Site of Northline Village





Ember Apartments

The growth targets allocated by Snohomish County are intended to be a jurisdiction’s share of the population, housing, and employment growth that the County is expected to see over the next 20 years. See the below Tables 2-4 to see how Lynnwood’s growth allocations compare to its neighboring cities. As the fi largest city in Snohomish County, Lynnwood is expected to take on a larger percentage of the County’s growth than other smaller cities. However, the percentage growth that each city would see as a result of this allocated growth is relatively comparable across all cities within the County, particularly as it relates to total population and housing units.

Lynnwood’s employment growth is anticipated to be larger proportionately than other cities in the area - with a percentage growth increase of 76.5%, in comparison to 67.5% growth for Everett and 32.2% growth for Mountlake Terrace. This additional employment growth in Lynnwood is due to the recent and anticipated growth around the City’s two light rail stations, and the recent and forecasted redevelopment of City Center + Alderwood. Both of which significantly increase Lynnwood’s capacity as an employment hub for the County.

TABLE LU.1
Lynnwood’s allocated 2044 population, housing unit, and employment growth.

AREA	CURRENT TOTAL	2044 TARGET	GROWTH INCREASE
Population	38,568	63,735	25,167
Housing	16,132	30,183	14,051
Employment	28,628	50,540	24,912

TABLE LU.2
Comparative Population Growth Targets

AREA	EXISTING	2044 TARGET	GROWTH INCREASE	PERCENT INCREASE	PERCENTAGE OF TOTAL COUNTY GROWTH
Snohomish County	827,957	1,136,309	308,352	37.2%	100%
Everett	110,629	179,176	68,547	62%	22.2%
Lynnwood	38,568	63,735	25,167	65.3%	8.2%
Mountlake Terrace	21,286	34,710	13,424	63.1%	4.4%
Mill Creek	20,926	24,813	3,887	18.6%	1.3%

TABLE LU.3
Comparative Housing Growth Targets

AREA	EXISTING	2044 TARGET	GROWTH INCREASE	PERCENT INCREASE	PERCENTAGE OF TOTAL COUNTY GROWTH
Snohomish County	317,348	484,791	167,443	52.8%	100%
Everett	47,023	85,580	38,557	82%	23%
Lynnwood	16,132	30,183	14,051	87.1%	8.4%
Mountlake Terrace	9,133	16,816	7,683	85.7%	4.6%
Mill Creek	8,961	11,578	2,617	29.2%	1.6%

TABLE LU.4
Comparative Employment Growth Targets

AREA	EXISTING	2044 TARGET	GROWTH INCREASE	PERCENT INCREASE	PERCENTAGE OF TOTAL COUNTY GROWTH
Snohomish County	295,816	467,634	171,818	58.1%	100%
Everett	99,817	167,157	67,340	67.5%	40.3%
Lynnwood	28,628	50,540	21,912	76.5%	12.8%
Mountlake Terrace	8,431	11,148	2,717	32.2%	1.6%
Mill Creek	6,787	7,523	736	10.8%	0.4%

As part of this Comprehensive Plan periodic update, jurisdictions must demonstrate and plan for how they will accommodate the allocated growth targets from the County. The first step is determining what the jurisdiction’s current capacity for population, housing, and employment is. Snohomish County’s 2021 Buildable Lands Report provides total land capacity estimates for each jurisdiction through the year 2035. See Table 5 on the next page.

Through the year 2035, Lynnwood is anticipated to have enough land capacity to accommodate some of the City’s allocated 2044 growth targets. This means that by the year 2044, the City will have a shortfall of capacity if no changes are made.

As Lynnwood does not currently have the capacity to accommodate its 2044 growth targets, changes must be made to Lynnwood’s zoning and land uses.



CURRENT POPULATION VS CURRENT CAPACITY

Lynnwood's current total population, housing, and job units is different than the City's current capacity. But how? The current total is the existing number of people living in Lynnwood today; the existing number of housing units today; and the existing number of jobs available within the City today.

Lynnwood's current capacity is the total population, housing, and job unit potential if the City were to be developed to the maximum feasible extent given the current zoning, land availability, and market trends.

DENSITY VS INTENSITY



Density is a term typically used to describe how many housing units are within a certain area.

Intensity is a term usually used to describe how much development of any kind - including commercial, other non-residential uses, and residential uses - is within a certain area.

TABLE LU.5

Growth targets, existing capacity, and shortfall for incorporated City of Lynnwood

AREA	CURRENT TOTAL	2044 TARGET	EXISTING CAPACITY	SHORTFALL
Population	38,568	63,735	58,145	5,590
Housing	16,132	29,732	76,704	3,028
Employment	28,628	50,540	42,526	8,014

Land use designations and zoning play a significant role in ensuring the City has sufficient land capacity to accommodate its allocated growth, both in the distribution of those uses, as well as the densities and types of development allowed within them. One of the easiest ways to ensure sufficient capacity for Lynnwood's allocated growth is to make changes to the City's land use designations, zoning, and development regulations to allow for more densities or intensities of development.



LEFT: Pending Site of Northline Village



RIGHT: Rendering of Future Northline Village

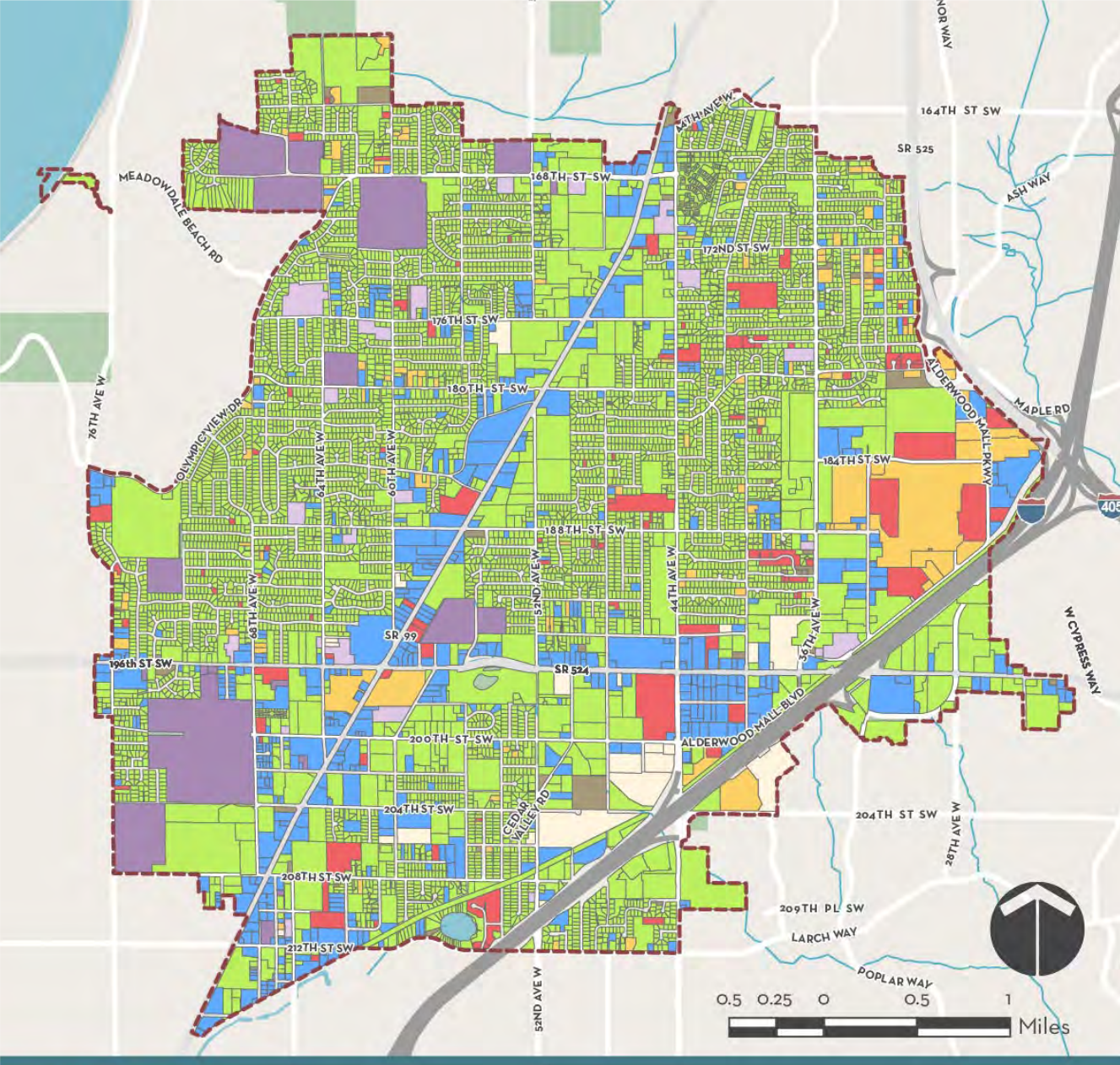
BUILDABLE LANDS ANALYSIS

Snohomish County publishes a Buildable Lands Report every five years with the most recent document being published in June of 2021. This document analyzes and collects data on the uses of all parcels within Snohomish County broken down by jurisdiction. Parcels are broken down into a variety of land statuses which are listed below:





- » Religious Use
- » Constant
- » Partially Used
- » Pending
- » Redevelopable
- » School
- » Special
- » Vacant

The majority of parcels within Lynnwood are classified as having a constant use and are unlikely to be redeveloped within the next five years. The highest concentration of underutilized parcels within the city are those in and around Alderwood area, as many of these parcels have been identified as partially used or are pending redevelopment. The Alderwood area will continue to change with the upcoming construction of the West Alderwood Station as a part of the Everett Link Extension. A large number of parcels within City Center and along Highway 99 have also been identified as redevelopable.

BUILDABLE LANDS ANALYSIS



LEGEND

- | | |
|---|--|
|  City Limits |  Partially-Used |
|  Waterbody |  Pending |
|  Stream |  Redevelopable |
|  Religious Use |  School |
|  Constant |  Special |
|  Vacant | |

Counties adopt allocations in their CPPs and establish official population, housing, and employment Growth Targets for local jurisdictions over the succeeding 20-year period. The growth targets adopted in the 2022 CPPs formed the basis for this Imagine Lynnwood periodic update and covers Lynnwood’s growth through 2044. Following are tables comparing Lynnwood’s 2044 Growth Targets to the Buildable Lands Report 2035 total capacity estimates:

TABLE LU.6
Comparison of 2044 UGA Population Growth Targets with Total Capacity Estimates

Area	2044 POPULATION GROWTH TARGET	2035 CAPACITY ESTIMATE	ADDITIONAL CAPACITY NEEDED TO 2044
Lynnwood Area	119,170	107,637	11,533
City of Lynnwood	63,735	58,145	5,590
Unincorporated MUGA	55,435	49,492	5,943

TABLE LU.7
Comparison of 2044 MUGA Employment Growth Targets with Total Capacity Estimates

Area	2044 EMPLOYMENT GROWTH TARGET	2035 CAPACITY ESTIMATE	ADDITIONAL CAPACITY NEEDED TO 2044
Lynnwood Area	58,548	50,147	8,401
City of Lynnwood	50,540	42,526	8,014
Unincorporated MUGA	8,009	7,621	388

Over the next 20 years, Lynnwood must create additional capacity within its incorporated boundaries to accommodate the estimated 5,590 new residents, 3,028 housing units, and 8,014 new jobs. To create additional capacity, Lynnwood underwent an update (pending in 2025) to the City’s development regulations. This update is to allow for greater densities in certain areas of the City of Lynnwood, consistent with the GMA framework, MPPs, and CPPs.

GROWTH STRATEGY

With an allocated 29,732 housing unit target and a 50,540 employment target, Lynnwood needs to be strategic in planning where this growth will occur so as not to put undue stress on infrastructure and surrounding neighborhoods before the area is able to accommodate the additional growth.

See the [Appendix](#) for more information on the *Capital Facilities Plan and Transportation Improvement Plan*.

Lynnwood’s strategy to accommodate this growth over the next twenty years focuses on allocating significant growth to the City’s Regional Growth Center. Additional growth will occur in the other subareas of the City, Highway 99 and the College District. There will still be opportunities to establish new, or expand on existing, small commercial areas in other portions of the City.

In addition to these concentrated areas of growth, which will include growth in both housing and employment, a smaller degree of growth is anticipated in the remainder of the City. The remaining areas outside of the City’s subareas and small commercial centers is largely residential. With the passing of recent State legislation such as House Bill 1110 (Middle Housing) and House Bill 1337 (Accessory Dwelling Units), all residential zones are expected to see an increase in density and number of housing units over the next 20 years.

See the [Housing Element](#) for more information about *HB 1110 and HB 1337*.

Construction of Koz on Alderwood Mall Boulevard



CITY CENTER + ALDERWOOD

The City Center + Alderwood (CC+A) subarea is the primary commercial district of the City, and a main employment center for Lynnwood and Snohomish County. The CC+A subarea consists of approximately 90% commercial and 10% as either multi-family residential, or park lands.

The commercial portion of the CC+A subarea largely consists of the Alderwood mall and City Center. Alderwood mall primarily provides retail, office and service uses, eating and drinking, hospitality and entertainment uses; whereas City Center provides a mix of these uses, along with mixed-use and multifamily dwellings.

The new City Center + Alderwood Subarea Plan details the specific uses existing in the area and provides guidance on goals and vision, permitted uses, and development and design standards. For more information, see the City Center + Alderwood Plan (to be adopted in 2025).

DID YOU KNOW THAT CITY CENTER + ALDERWOOD IS A REGIONAL GROWTH CENTER DESIGNATED BY THE PUGET SOUND REGIONAL COUNCIL (PSRC)?

WHAT IS A REGIONAL GROWTH CENTER?

A Regional Growth Center is an area of business, governmental, and cultural significance within the Puget Sound region, that provide a mix of uses and activities connected to the surrounding area through prominent and efficient transportation systems.

WHAT DOES IT MEAN?

Part of PSPRC's VISION 2050 and the Regional Growth Strategy is to expand upon the designated Regional Growth Centers. This means that growth for the region will be

focused in these areas in an effort to utilize existing infrastructure and amenities, while preserving the natural resources and agricultural lands supporting the region.

WHAT DOES THIS MEAN FOR LYNNWOOD AND CITY CENTER + ALDERWOOD?

Because Lynnwood has a designated Regional Growth Center, this means that the City expects more opportunities to secure external funding for infrastructure to support growth. The City Center + Alderwood is expected to accommodate the majority of Lynnwood's allocated growth.

In addition to City Center + Alderwood, Lynnwood currently has three other identified subareas: Highway 99, College District, and the South Lynnwood Neighborhood.

HIGHWAY 99

Highway 99 remains Lynnwood’s primary commercial corridor and is a primary north-south transportation route through the City. However, the properties along this route have historically been underutilized, and in 2006, the City initiated a strategic plan to revitalize and redevelop the Highway 99 corridor. As part of this plan, the City identified two major hubs along the corridor. The northern hub is located around the 176th Street SW intersection, and the southern hub located around the State Route 524/196th Street SW intersection.

The existing land uses along Highway 99 are primarily strip mall commercial and auto-oriented business. This area also consists of commercial, industrial and warehousing uses, as well as hotels and mixed-use or multi-family developments. With this Comprehensive Plan Update, the City is encouraging the further redevelopment and revitalization of Highway 99 and supporting the development of more mixed-use projects. For more information, see the 2021 revised Highway 99 Subarea Plan in the Appendix.

COLLEGE DISTRICT

The College District is centered around Edmonds College and includes commercial and residential neighborhoods, as well as the City of Lynnwood Municipal Golf Course. Since the adoption of the College District Plan in 2002, the City has encouraged the redevelopment of the existing single-family uses as multi-family and mixed-use developments. This redevelopment aims to provide convenient, affordable housing options for the students at Edmonds College and enhance the amenities and services in the area.



ABOVE: *Lynnwood Crossroads*

BELOW: *Snoqualmie Hall - Central Washington University Lynnwood*





*Mural in South Lynnwood
Neighborhood Park*

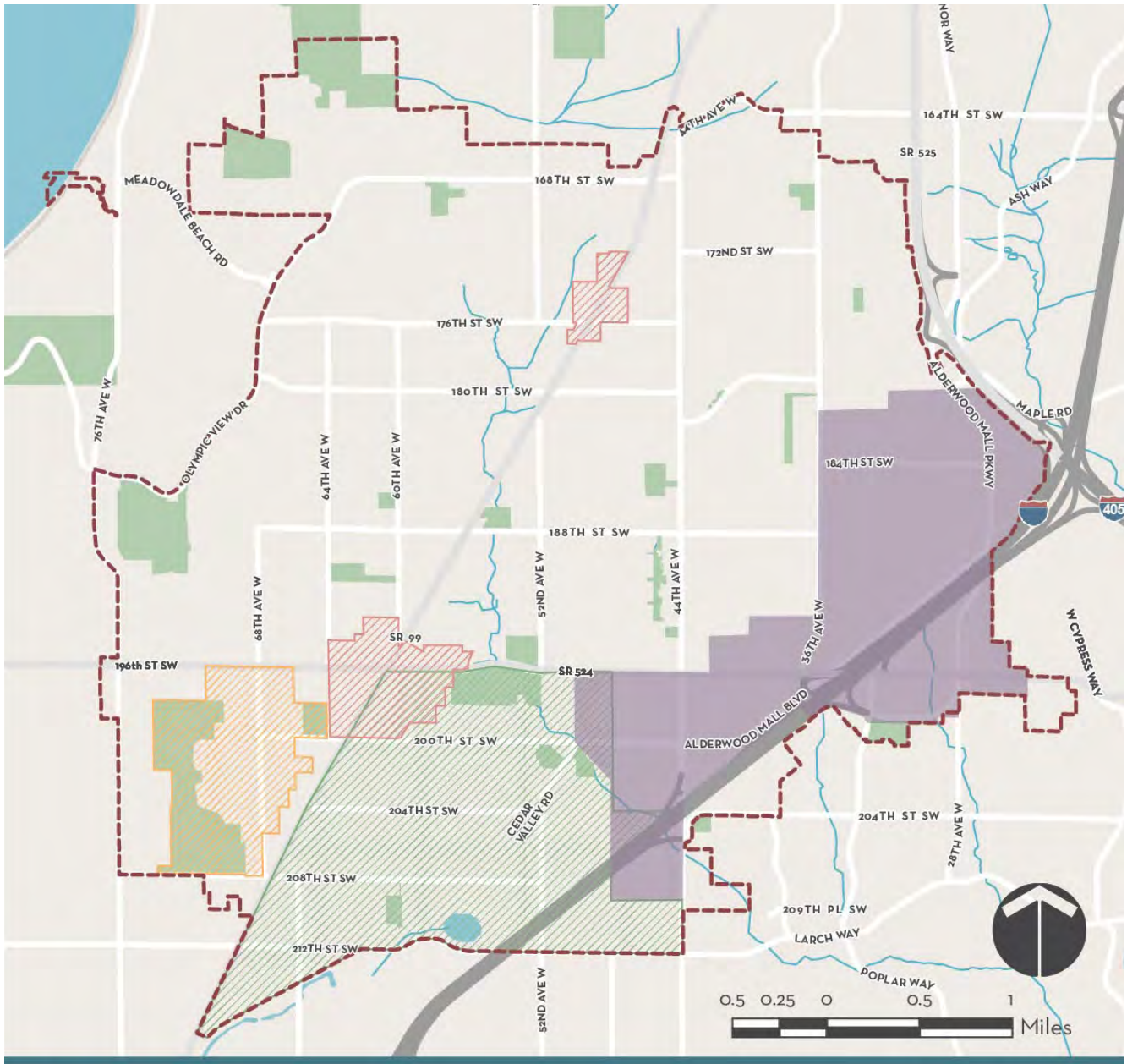
This Comprehensive Plan Update seeks to further increase accessibility to transit, providing connections to other amenities elsewhere in the City. For more information on the subarea, see the 2021 revised College District Plan in the Appendix.

SOUTH LYNNWOOD NEIGHBORHOOD

The South Lynnwood Neighborhood is the largest subarea in Lynnwood at approximately 1.5 square miles, and consists of seven land use designation categories: Residential, Manufactured Home Park, Local Commercial, Mixed Use Commercial, Highway 99 Node, Industrial, and Public/Institutional. With a wide range of uses, this subarea provides a variety of housing types, job sectors, and amenities and services to residents and visitors.

With this Comprehensive Plan Update, the City seeks to maintain and expand upon the variety of uses in this subarea, while also preserving the naturally affordable housing, commercial, and industrial spaces. With the addition of the Lynnwood City Center Station, located just east of the South Lynnwood Neighborhood, this plan also seeks to enhance transit, pedestrian, and bicycle connections throughout the subarea. For more information, see the 2021 South Lynnwood Neighborhood Plan in the Appendix.

REGIONAL GROWTH CENTER AND SUBAREAS



LEGEND

-  City Limits
-  Waterbody
-  Stream
-  CC+ A Subarea
-  South Lynnwood Neighborhood
-  College District
-  99 Mixed-Use Nodes



AREAS OUTSIDE OF SUBAREAS

The portions of the City located outside of the four subareas primarily have a Residential land use designation. Local Commercial, Mixed-Use Commercial, and Multifamily land use designations are found along arterial corridors and major intersections, and Public/Institution (Parks) can be found scattered throughout the City.

These areas located outside of the City's subareas will not see as much growth as the subareas themselves, but they will still see a change. With the adoption of the Unified Development Code (UDC), including a shift to more form-based codes, and the adoption of the Middle Housing regulations, the residential areas of Lynnwood will see more varied development. These changes will allow for additional housing types, including triplexes, stacked flats, courtyard apartments, and townhomes. This change may also result in higher density of development throughout residential areas; however, the UDC and form-based code updates strive to maintain lower-scale, pedestrian-oriented, residential neighborhoods while still allowing for increased density that is needed to accommodate the City's allocated population and housing growth targets.



Cypress Townhomes at Perrinville

See the **Housing Element** for more information on Middle Housing.

ESSENTIAL PUBLIC FACILITIES

Essential Public Facilities (EPFs) are facilities that provide services that are difficult to site and recognized by state legislation. State legislation recognizes that these facilities offer necessary services for communities; however, each facility may have unique and constraining requirements on where they may function.

Lynnwood’s strategy to accommodate and appropriately site these facilities is recognizing the classifications of local facilities and how they differ from larger regional or state facilities. Lynnwood has permitted some of these facilities as permitted uses, while others require additional review. This strategy typically delegates authority of approval for local facilities to the Hearing Examiner, while the City Council may approve a facility through the use of a development agreement. Lynnwood’s last thorough review of ordinances guiding the essential public facilities occurred in 2023 following state legislation addressing opioid treatment centers.

Below is a non-exhaustive list of current and known future essential public facilities to be located in Lynnwood.

- » Lynnwood Wastewater Treatment Plant (Planned Expansion)
- » Sound Transit Light Rail and Stations
- » Edmonds College Station
- » Lynnwood Transit Center
- » Community Justice Center (CJC)
- » Lynnwood Comprehensive Treatment Center (Acadia)
- » AsanteCare (Group home for assisted care for those with development disabilities ages 6-21)

Edmonds College Station



LAND USE DESIGNATIONS

Land use designations are a way of managing the growth and development of specific areas within Lynnwood. They provide guidance on the general types of uses that are allowed within each area, as well as what types of uses are prohibited. Land use designations inform what zoning can occur in these areas as well – in other words, an area with a residential land use designation cannot have an underlying industrial zoning designation.

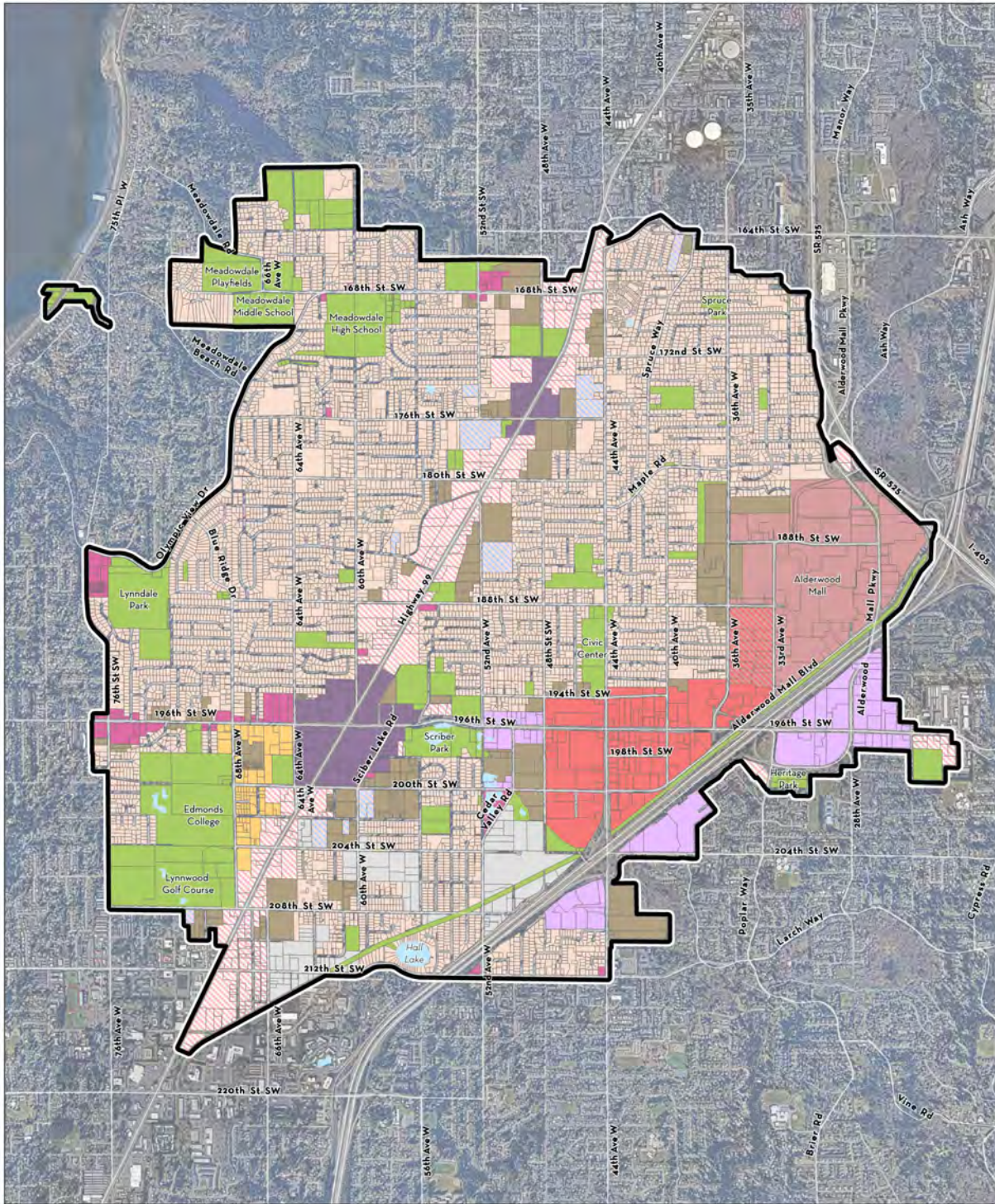
As noted in the Growth Targets section, the City of Lynnwood is anticipated to have a shortfall of land capacity, meaning the City will not be able to accommodate its growth allocations. Lynnwood is proposing changes in land use designations in certain areas of the City depicted by the Future Land Use Map alongside updates to the current development regulations. The combination of these two changes will ensure that the City has enough land capacity to accommodate Lynnwood’s allocated growth targets.

Below is the list of land use designations in the Comprehensive Plan:

- » **Neighborhood Residential**
- » **Multifamily**
- » **Manufactured Home Park**
- » **City Center**
- » **Alderwood**
- » **Alderwood City Center Transition Area**
- » **Regional Commercial**
- » **Mixed Use Commercial**
- » **Local Commercial**
- » **Highway 99**
- » **College District**
- » **Industrial**
- » **Public/Institutional**



Ember Apartments under construction circa 2023



- Public/Institution
- Residential
- Manufactured Home Park
- Multifamily
- City Center
- Alderwood
- Alderwood City Center Transition Area

- Regional Commercial
- Local Commercial
- Mixed Use Commercial
- Highway 99 Node
- College District
- Industrial

- Regional Growth Center (RGC)
- Lynnwood City Boundary



Future Land Use Map
Updated August 2, 2024



LAND USE DESIGNATIONS

Below are the descriptions of each land use designation shown in the Future Land Use Map. The zoning designations that represent the land use designation are provided, along with a brief description on the intent of the land use.

NEIGHBORHOOD RESIDENTIAL

The Residential designation supports implementation of middle housing within areas traditionally restricted to single-family. The corresponding zone for this land use is Residential Neighborhood (RN).

MULTIFAMILY

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

MANUFACTURED HOME PARK

This designation is intended to maintain the existing affordable residential development consisting of mobile and manufactured homes. The corresponding zone for this land use is Manufactured Home Park (MHP).

CITY CENTER

A compact, intense and lively center that offers Lynnwood new opportunities for culture, commerce and habitation. Lynnwood City Center will be anchored by light rail, event center district, and transit-oriented development. The corresponding zone for this land use is City Center (CC).

ALDERWOOD

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 West Alderwood Station. The corresponding zone for this land use is Alderwood (A).

ALDERWOOD CITY CENTER TRANSITION

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

REGIONAL COMMERCIAL

Regional oriented retail and services supporting locations near transit. The corresponding zone for this land use is Planned Commercial Development (PCD).

MIXED USE COMMERCIAL

Neighborhood oriented retail and services supporting locations for walkable communities. The corresponding zone for this land use is General Commercial (CG).

LOCAL COMMERCIAL

An area with a wide range of land uses supporting retail, mixed use development, office, service, food/drink, and multifamily. The corresponding zone for this land use is Neighborhood Commercial (NC)

HIGHWAY 99

Areas of Highway 99 serviced by Bus Rapid Transit supporting mid-rise transit-oriented development. The corresponding zone for this land use is Highway 99 Mixed Use (HMU).

COLLEGE DISTRICT

A specialized area supporting college housing and services in low to mid-rise development near Highway 99. The corresponding zone for this land use is College District Mixed Use (CDM).

INDUSTRIAL

A designation for areas of the city where manufacturing and wholesaling uses can exist, while limiting impacts on residential areas. The corresponding zone for this land use is Light Industrial (LI).

PUBLIC/INSTITUTIONAL

Public/Institutional 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 are Open Space & Parks (OSP) and Public & Institutional (P-I).

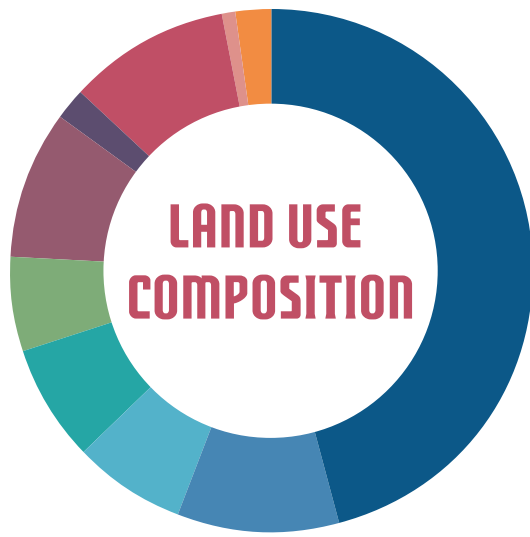
*Rendering of Northline Village
Proposal by Merlone Geier*



TABLE LU.8

Land Use Designation distribution throughout the City. It is important to note that these totals do not equal the total area of the City. This is because rights-of-way (streets) do not have land use designations and are therefore not included below.

LAND USE DESIGNATION	LAND AREA (ACRES)	PERCENTAGE OF TOTAL LAND AREA IN CITY
Residential Zones	2,183.97	42.4%
Residential	1,895.22	37.6%
Multifamily	243.75	4.8%
Manufactured Home Park	45.53	0.9%
Manufactured Home Park	45.53	0.9%
Regional Growth Center Zones	619.83	12.3%
City Center	194.05	3.8%
Alderwood	236.85	4.7%
Alderwood City Center	34.70	0.7%
Transition Area		
Regional Commercial	154.23	3.1%
Commercial/Industrial Zones	612.45	12.1%
Local Commercial	53.22	1.1%
Mixed Use Commercial	284.97	5.7%
Highway 99 Nodes	113.51	2.3%
College District	38.41	0.9%
Industrial	122.34	2.2%
Public Zones	577.19	11.4%
Public/Institution	577.19	11.4%



- 46% Residential**
- 10% Multifamily**
- 7% Parks**
- 7% Public Facilities**
- 6% City Center**
- 9% Highway 99**
- 2% Mixed Use**
- 10% Commercial**
- 1% Office**
- 2% Industrial**

CURRENT LAND USES

Land use patterns are guided by many factors – topography, geographic constraints, major transportation corridors, land use and zoning designations, and potential for development.

More intense land uses are primarily located along the major transit corridors and within the different subareas of the City. These areas tend to have a more diverse land use distribution, including residential, mixed use, commercial, etc. The exception to this is the City Center + Alderwood subarea which consists of predominantly commercial land uses. Portions of the City located outside of these corridors and subareas are predominantly residential uses.

A large portion of the nonresidential uses within the City are those relating to commercial, predominantly around Alderwood Mall, and the business corridor along Highway 99. These uses make up approximately 19% of the land uses within the city. City-operated services such as parks, recreation, open space, and public facilities make up approximately 14% of the total land uses within the city. By percentage, office land uses make up the lowest amount of land within the city, with only one percent of total land being dedicated towards this use.



ABOVE: Northline Village Rendering

BELOW: City Center Aerial Circa 2019

COMMUNITY DESIGN AND FORM BASED CODES

This Comprehensive Plan update provides an opportunity for Lynnwood to further define and guide the land use patterns, design, and physical form of development in a way that fits the City's historic design patterns, while also achieving the community's vision of the future.

The goals and policies set forth in this and all other elements of the comprehensive plan place a focus on creating neighborhoods supported by highly connected multi-modal streets, enabling enhanced access to amenities throughout the City.

This Plan also seeks to create more equitable opportunities and amenities for community members and visitors. Identifying areas where gaps in services, parks, and other amenities exist and developing a plan to address those gaps, is another key focus the goals and policies of this Plan.





**ABOVE: Alexander 61
Townhomes**

**BELOW: Avalon Alderwood
incorporating steel
construction as wood beams**



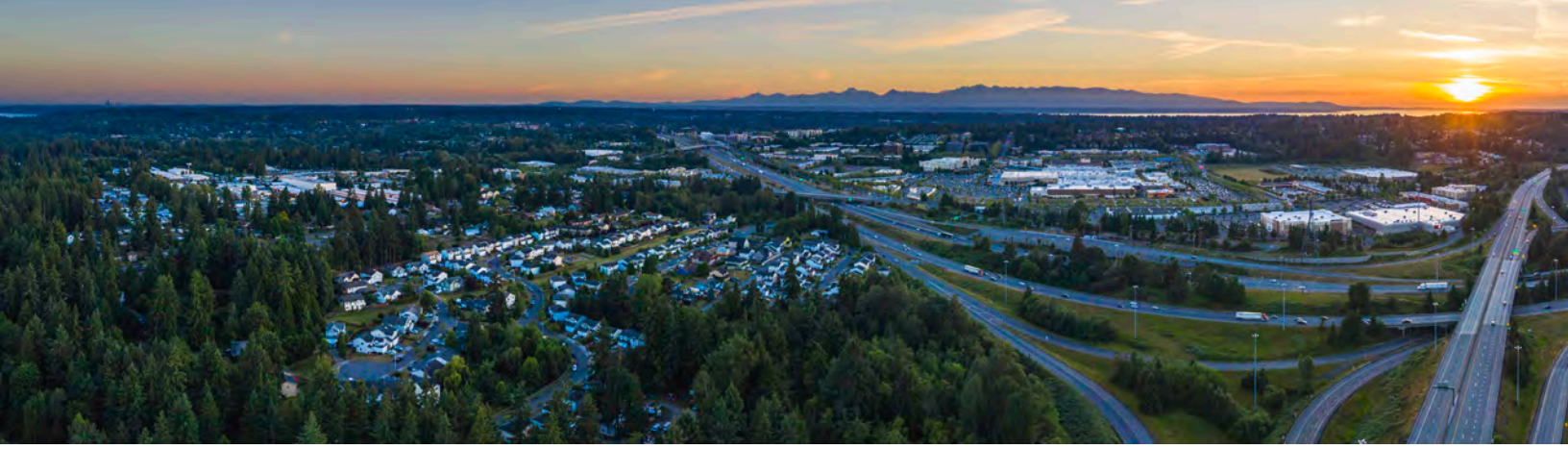
In addition to the goals and policies of this Comprehensive Plan, Lynnwood will be establishing design guidelines within the City's development regulations that are more form based in nature. This will provide for more clear direction of the desired form of development, aimed at creating a more cohesive and active streetscape, thereby strengthening the sense of place and identity of that area.

DESIGN INSPIRATION

Some of the design aspects that will be included in residential areas must be based on feedback from the Lynnwood Community while balancing the constructibility. During outreach of Imagine Lynnwood, community members expressed their interests in maintaining Lynnwood's history of 'wood' and ensuring that new development blends within existing development. This provide direction for design standards to consider the use of natural wood tones supporting craftsman and mid-century modern design elements that are present in much of the existing architecture of the City today.

DESIGN REVIEW

In industry practice, design standards have a history of subjectivity and delays of projects. Lynnwood has avoided this trend, but new regulations on residential projects will require clear, concise, and objective based language. At times, these regulations may not keep pace with new materials or construction patterns that promote high quality development. This is an example of when the use of design deviations should be considered through administrative review processes to minimize permitting delay. Many communities have used Design Review Boards, and may be an option for recommendation of review of design deviations.



MUNICIPAL URBAN GROWTH AREA AND ANNEXATIONS

Aerial Showing Areas East of I-5 in Unincorporated Snohomish County

Counties are required to designate Urban Growth Areas (UGAs) in their comprehensive plans outside of which urban development will not occur; UGAs typically contain both incorporated and unincorporated areas. Most importantly, UGAs must include adequate land area and allow densities sufficient for the urban growth that is projected to occur in the county over the next 20 years. Areas outside the UGAs are reserved for rural and resource lands such as agricultural, forest, and mineral lands.








Lynnwood's Municipal Urban Growth Area (MUGA) is approximately 2.9 square miles, located north of the City, up to 148th Street SW, and east of the City to North Road and Cypress Way. The MUGA has a wide range of land uses, but primarily consists of residential, commercial, and mixed-use land uses. Small commercial nodes can also be found along arterial roads and prominent intersections.

The northern portion of the MUGA is more geographically constrained than the City itself, with steep slopes located to the west adjacent to Puget Sound, and streams and wetlands located to the east along the Interstate-5 corridor. The northern portion of MUGA is also seeing significant changes and increased development potential with the installation of the Ash Way LINK Light Rail Station. Should the City pursue annexation of this area, however, considerations for airport compatibility will need to be addressed in the development codes, as Paine Field is located less than two miles from the northern-most portion the Lynnwood's MUGA.

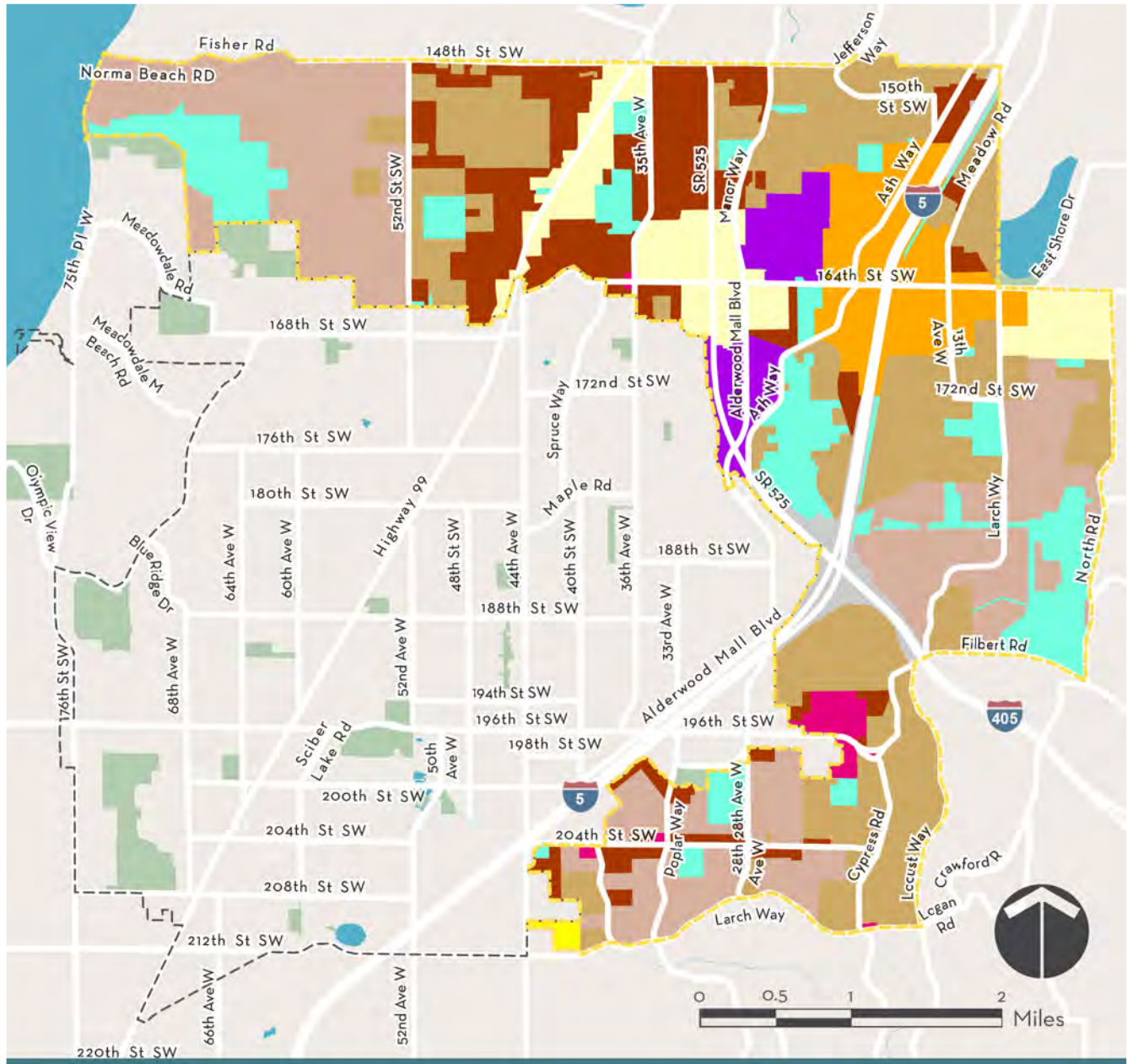
MUNICIPAL URBAN GROWTH AREA



LEGEND

- | | |
|---|---|
|  City Limits | Areas of Significance |
|  Waterbody |  CC+ A Subarea |
|  Stream |  South Lynnwood Neighborhood |
|  MUGA |  College District |
| |  99 Mixed-Use Nodes |

MUNICIPAL URBAN GROWTH AREA FUTURE LAND USES



LEGEND

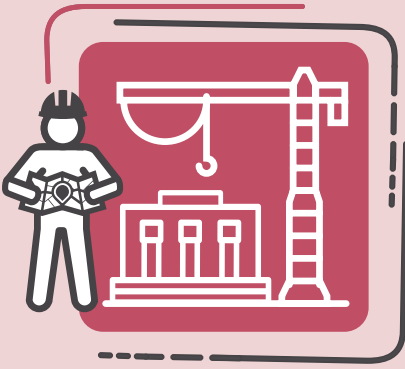
- MUGA Boundary
- City of Lynnwood City Limits
- Public/Institutional Use
- Transit/Pedestrian Village
- Urban Center
- Urban Commercial
- Urban High Density Residential
- Urban Industrial
- Urban Low Density Residential
- Urban Medium Density Residential
- Light Rail Community
- Mixed Use Corridor

FUTURE ANNEXATION

However, before Lynnwood proposes to expand its boundaries by annexing unincorporated lands into its MUGA, Snohomish County has required that four conditions be met which are documented in its CPPs Development Patterns Chapter.¹⁴ Further, all proposed UGA expansions are subject to review of reasonable measures that may be used to increase residential, commercial, and industrial capacity.¹⁵ If a community's zoning regulations don't allow for the density required to accommodate 20 years of growth, the community must increase their allowed densities first. Annexing land from MUGAs to acquire more developable land to accommodate growth when sufficient land is available within a city is not permitted. UGAs can't be expanded unless a community can demonstrate they have adopted reasonable measures to accommodate projected residential, commercial, and industrial capacity; annexing land from MUGAs to acquire more developable land to accommodate growth when sufficient land is available within a city is not permitted.

ANNEXATION METHODS¹⁶

- » **Election:** This method of annexation can be initiated by voters or by the City Council. The City Council can initiate the process by adopting a resolution calling for the annexation by election. Voters can initiate this process by filing a petition only if the petition is signed by not less than 10% of voters in the subject area that voted in the last general election.
- » **Direct Petition:** This annexation method is initiated by filing a petition signed by owners of the subject site that represent not less 10% of the assessed value. The city responds by accepting, rejecting, or modifying the proposed annexation area. To continue the process, a petition must be signed by the owners of the property representing not less than 60% of the assessed valuation of the proposal area.
- » **50/50 Direction Petition:** This method is dependent on securing the signatures of landowners and registered voters for initiating the annexation. A petition is prepared and must be signed by at least 50% of the registered voters in the area, and by the owners of at least 50% of the acreage of the proposed annexation.
- » **Small Unincorporated Islands:** This method is only applicable to areas less than 100 acres in size where at least 80% of the area's boundaries are contiguous with the city or town.
- » **Interlocal Agreements:** This method allows for annexation based on agreement between the city and the county. The agreement and the annexation itself can be overturned by Community Members within the areas proposed for annexation. This method is only applicable to areas that are bordered by at least 60% of one or more cities.



GOALS & POLICIES

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.
- LU Policy 1.2** Promote well-connected communities within the City through extensive pedestrian and bicycle corridors, and accessible transit opportunities.
- LU Policy 1.3** Consider potential impacts related to critical and natural hazard areas in land use and planning decisions.
- LU Policy 1.4** Promote infill and redevelopment of underutilized lands and the adaptive reuse of buildings.
- 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.



LEFT: Alexan Access Apartments

LU Goal 1

-
- 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.
- LU Policy 1.7** Coordinate with jurisdictions in the planning, development, and design of natural features, land use patterns, and transportation infrastructure systems that cross jurisdictional boundaries.

LU Goal 2

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

- LU Policy 2.1** Strive to accommodate 65 percent of residential growth and 75 percent of employment growth within the City Center + Alderwood Subarea.
- LU Policy 2.2** Regularly review and maintain the City Center + Alderwood Plan.
- 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.
- 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.
- 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.
- 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.
- LU Policy 2.7** Utilize Transportation Demand Management strategies to efficiently manage traffic and congestion within the City Center + Alderwood Subarea.

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 3.1** Promote dense residential and employment uses near high-capacity transit stations to provide residents with greater access to transportation, housing, and economic opportunities.
- LU Policy 3.2** Design high-capacity transit areas to include non-motorized connections accessible to the public, providing connectivity for bicyclists and pedestrians to transit stations and other key areas.
- LU Policy 3.3** Review and revise the Highway 99 subarea plan to encourage mixed use development around Community Transit Swift Stations.
- LU Policy 3.4** Review and further develop the Edmonds College Subarea Plan.
- LU Policy 3.5** Coordinate with Edmonds College to increase accessibility to transit and other amenities surrounding the City's light-rail stations and high-capacity transit corridors.
- 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.

Lynnwood Event Center



LU Goal 4

Maintain regulations and procedures that allow for siting of essential public facilities and coordinate with applicable agencies to ensure that adequate facilities are available.

- LU Policy 4.1** Administer a process consistent with the GMA and the Countywide Planning Policies to identify and site Essential Public Facilities.
- LU Policy 4.2** When reviewing proposals for essential public facilities, consider local needs, environmental factors, land use, neighborhood compatibility, transportation, safety, and urban design.
- LU Policy 4.3** Ensure design of essential public facilities to reduce incompatibility with adjacent land uses.
- LU Policy 4.4** When determining the site for essential public facilities, ensure the site is sufficiently sized to accommodate the facility and supporting services.



Aerial Photo of Lynnwood's Neighborhoods

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.
- LU Policy 5.2** Provide and utilize regulations that allow for the continued viability, maintenance, and upgrading of existing manufactured home parks.
- LU Policy 5.3** Provide innovative-housing regulations to promote housing diversity, and home ownership, through methods such as small-lot subdivisions, zero-lot-line developments, middle housing, and accessory dwelling units.
- LU Policy 5.4** Encourage the creation of pedestrian-oriented subdivisions, developments, and neighborhoods.
- LU Policy 5.5** Allow a range of small-scale commercial uses to be integrated into Lynnwood's residential neighborhoods at key locations.
- LU Policy 5.6** Implement regulations to promote short term rentals as a method to accommodate housing needs and provide economic opportunities, while mitigating impacts on surrounding uses/neighborhoods.
- LU Policy 5.7** Support preservation of historic, visual, and cultural resources and consider potential impacts to culturally significant sites and tribal treaty fishing, hunting, and gathering grounds.

Industrial Areas in South Lynnwood



LU Goal 6

Maintain and expand upon Lynnwood’s business, commercial, and mixed-use developments outside of the Regional Growth Center and transit corridors, through high-quality development standards.

- LU Policy 6.1** Coordinate with local medical service providers to preserve and enhance access to medical services.
- LU Policy 6.2** Consider expanding the zoning designations in which live-work uses are permitted.
- LU Policy 6.3** Provide land use regulations that allow for a wide range of commercial land uses to provide variety of business and employment options.
- LU Policy 6.4** Encourage alternative approaches to parking in commercial areas and neighborhood nodes to reduce additional vehicle trips and encourage pedestrian activity.



LEFT: Auto Repair Shop in the Light Industrial Zone

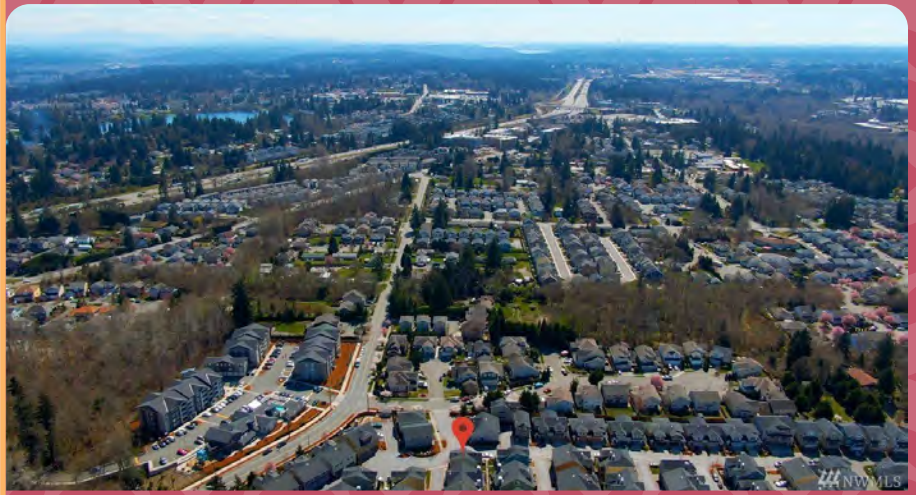
RIGHT: Warehouse with Fleet Vehicle Storage in the Light Industrial Zone

LU Goal 7

Preserve industrial lands within Lynnwood while ensuring compatibility of design with and reducing adverse impact to surrounding uses.

- LU Policy 7.1** Promote industrial properties as providing affordable entrepreneurial opportunities, consistent with the South Lynnwood Neighborhood Plan.
- LU Policy 7.2** Require site design of industrial developments to minimize adverse impacts upon nearby, less-intensive land uses.
- LU Policy 7.3** Encourage the establishment of makerspaces to promote artisan and craft businesses and provide opportunities for those businesses to sell their products to community members and visitors.
- LU Policy 7.4** Support the preservation of existing industrial lands from encroachment.

*Lynnwood MUGA
North of 164th Street SW*



LU Goal 8

Work collaboratively with Snohomish County to support the transition of annexation areas to City governance.

- LU Policy 8.1** Work with Snohomish County and other jurisdictions where there may be overlaps or gaps of Municipal Urban Growth Areas.
- LU Policy 8.2** Advocate for state assistance to provide adequate infrastructure and services required to make annexation financially viable.
- LU Policy 8.3** Future annexations shall be logical expansions of the City's boundaries.
- LU Policy 8.4** Evaluate potential annexations based on the City's ability to provide sufficient services to the area, and the potential financial burden to the City resulting from annexation.
- LU Policy 8.5** City provided infrastructure, utilities, and services shall be made available concurrently with, or within a reasonable time after, annexing land to the City.
- LU Policy 8.6** Coordinate with Snohomish County to make sure land uses are compatible with City's zoning in the event of future annexation.



Scriber Creek Trail Boardwalk

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.
- LU Policy 9.2** Identify and create opportunities to develop parks, civic, and public spaces throughout the City, contributing to livability and providing a desirable sense of place for the community.
- LU Policy 9.3** Encourage developments that incorporate architectural features, land uses that provide active streetscapes, and other design features to enhance pedestrian environment.
- LU Policy 9.4** Encourage the use of privately owned open spaces along public rights-of-ways to be available for public use.



Zumiez Headquarters

LU Goal 9

- LU Policy 9.5** Update development regulations to support form-based design, allowing additional flexibility in permitted land uses, and encouraging cohesive streetscapes.
- LU Policy 9.6** Support neighborhood design features that promote physical activity, alternative modes of transportation, and conservation of energy and resources.
- LU Policy 9.7** Where feasible, utilize natural physical features, such as streams, hillsides, or stormwater basins as the boundary between different subareas, land uses, and zoning designations.
- LU Policy 9.8** Develop and update as needed, subarea plans for areas providing significant economic influence, sense of place in the community, high-capacity transit, or other areas of special interest within Lynnwood.

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HOUSING

INTRODUCTION

This element incorporates Lynnwood’s Housing related goals and policies to achieve housing affordability for all.

WHAT IS INCLUDED IN THE HOUSING ELEMENT?



The Housing Element provides the City of Lynnwood with an opportunity to address local housing issues and trends, to craft solutions that are realistic, sustainable, and equitable. Recent state legislation has updated the requirements for cities and counties as they plan for necessary housing through the year 2044.

The Housing Element is an opportunity for the City of Lynnwood to set policy regarding the underlying forces that impact housing and the real estate market. The City’s intent is to create a regulatory environment that prioritizes and encourages housing availability, affordability, and accessibility. This element also influences the updates to the Lynnwood Housing Action Plan (HAP). The HAP supports additional policy direction on addressing housing affordability and should be updated as implementation progresses.

Lynnwood is expected to accommodate approximately 28 percent of regional housing growth and 35 percent of regional job growth through 2050. As of 2020, the City of Lynnwood was reported to have 16,132 occupied housing units and the Municipal Urban Growth Area (MUGA) had an additional 14,356. By the year 2044, Lynnwood has a housing target of 30,183 and the MUGA has a housing target of 24,916. The employment targets are 50,540 and 8,009 respectively.

The objective of the Housing Element is to provide goals and policies that guide public and private investments within Lynnwood, and inform the decision making processes related to land use, zoning, infrastructure investment, and other factors that impact the housing market.



ABOVE: New Construction
Single-Family Home

BELOW: Avalon Alderwood
Place

WHY HOUSING?

The Housing Element is required in the Comprehensive Plan to:

- » Understand the nuances of the local housing market and to implement strategies that help to mitigate the amount and severity of current and projected housing-related challenges.
- » Understand how Lynnwood’s housing stock does or does not meet the needs of the current and projected population.
- » Address the amount of land available to meet projected housing needs.
- » Help guide the housing market towards producing units that are consistent with the City vision and goals in terms of type, location, and density.
- » Identify strategies that fill housing gaps as identified by the Department of Commerce.



CORE VALUES IN THE CONTEXT OF HOUSING



EQUITY in housing entails striving for fair access to housing opportunities for all individuals regardless of their socioeconomic status, race, ethnicity, or other demographic factors. This involves goals, policies, and actions aimed at addressing housing availability, affordability, and special accommodations.



SUSTAINABILITY in housing focuses on minimizing environmental impact and promoting long-term viability. This includes incentivizing green building standards such as Built Green or LEED, encouraging retrofits that make existing housing more climate resilient, and making a strong connection between housing and different elements of the transportation system.



RESILIENCE in housing refers to the ability of communities, neighborhoods, and homes to withstand and recover from various challenges, including economic downturns and changes in the housing market.



LIVABILITY in the housing environment prioritizes the well-being and quality of life of residents. This encompasses factors such as housing affordability, accessibility, and proximity to amenities and services. Creating livable communities involves designing mixed-use developments, pedestrian-friendly neighborhoods, and vibrant public spaces. Additionally, promoting cultural diversity, social inclusion, and community engagement contributes to a more livable housing environment for all residents.



ORIENTATION TO TRANSIT in 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.



Alexan Access Apartments

HOUSING REQUIREMENTS

RCW 36.70A.070(2) requires housing elements to have the following components:

- » **Housing Needs Assessment:** An inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth.
- » **Goals, Policies, and Objectives:** A statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing.
- » **Residential Land Capacity Analysis:** Analysis to identify sufficient land to accommodate housing growth targets.
- » **Provisions for All Income Levels:** Adequate provisions to address existing and projected needs of households at all income levels.

RELEVANT STATE LEGISLATION

Recent Washington State Legislative Sessions contributed historic changes with specific regard for housing policies. The three most impactful pieces of legislation affecting this Comprehensive Plan are listed below.

HOUSE BILL 1220

In 2021, the Washington State Legislature changed the way cities and counties are required to plan for housing. For the first time, local jurisdictions are required to plan for and accommodate housing that is affordable to all income levels. This differs from a previous, more relaxed approach which was to have cities and counties “encourage” affordable housing.

The Department of Commerce has identified the number of housing units, at different price points, that are needed to manage projected growth through 2044. These housing unit counts are allocated for every income group, emergency housing and shelters, and permanent supportive housing. Local jurisdictions across the Puget Sound will implement, through their updated Comprehensive Plans, strategies to help guide the housing market into producing units as identified necessary by the Department of Commerce (See Figure HO-1).

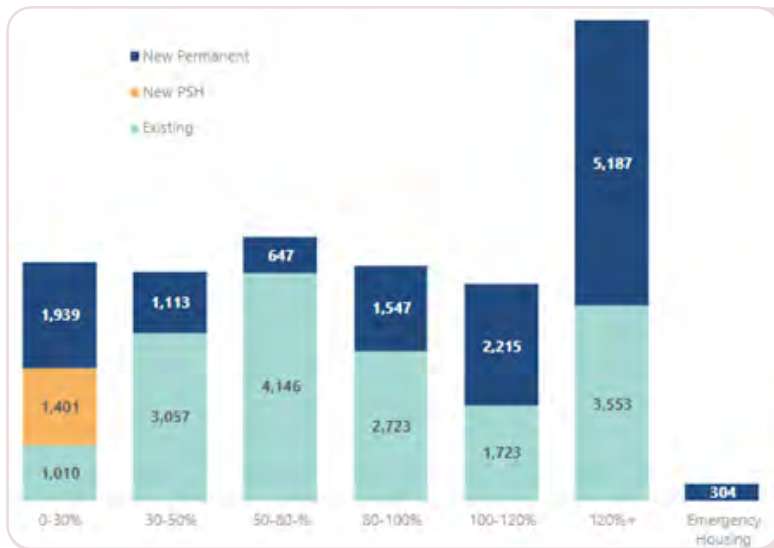


Figure HO.1 Lynnwood's Housing Unit Targets by Income Band. These targets are determined by the Department of Commerce.

Source: Snohomish County HO-5 Report.

HOUSE BILL 1110

In 2023, the Washington State Legislature approved House Bill 1110 (HB 1110), aiming to foster a more adaptable zoning and regulatory framework for cities statewide. The primary goal of HB 1110 is to promote urban housing variety in areas traditionally dedicated to single-family detached housing. This legislation places particular emphasis on what is commonly referred to as “middle housing” – dwelling types that bridge the gap between detached single-family homes and multi-family complexes.

Middle housing encompasses an array of housing forms, including duplexes, triplexes, fourplexes, townhouses, stacked flats, courtyard apartments, and cottage housing. Such housing options offer numerous benefits, including more accessible price points and the opportunity for introducing new infill housing in a manner that harmonizes with the existing neighborhoods. Lynnwood could consider design regulations supporting features such as ground-level units, yards, porches, individual driveways, and low-rise architecture, to ensure middle housing blends well into established communities. These design regulations will allow denser housing to be built within the existing residential neighborhoods.

HOUSE BILL 1337

In 2023, HB 1337 was enacted with the goal of reducing obstacles to the construction and utilization of Accessory Dwelling Units (ADUs). Central to this legislation is the mandate for all fully planning cities and counties to allow two ADUs on each single-family zoned lot within the Urban Growth Area (UGA). The bill compels cities and counties to implement further measures to promote the construction of ADUs.

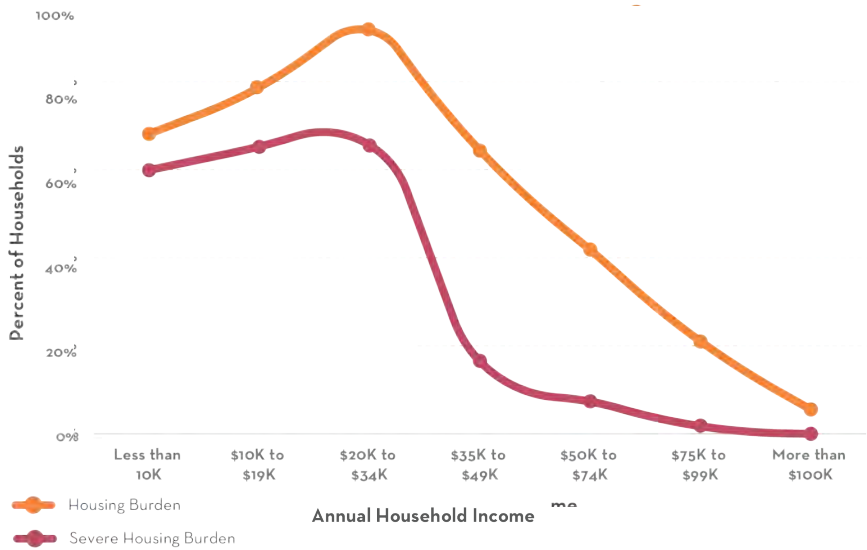
EXISTING CONDITIONS

Lynnwood completed a Housing Needs Assessment (2020) and Housing Action Plan (2021). These efforts were made to identify gaps in current housing production, provide action items, and to guide policy recommendations, that would be used as part of this Comprehensive Plan periodic update.

The Housing Needs Assessment revealed the following facts:

- » Almost 40% of households in Lynnwood are cost-burdened.
- » Housing costs are rising much faster than incomes.

Figure HO.2 Graph for cost-burdened households. The majority of households making less than the medium income are cost burdened and more than one-third are severely cost burdened.



- » Many households who rent qualify for housing assistance but lack access to subsidized housing.
- » Homeownership is out of reach for a growing proportion of residents, with the largest gaps for Black, Indigenous, and People of Color (BIPOC) individuals and families.

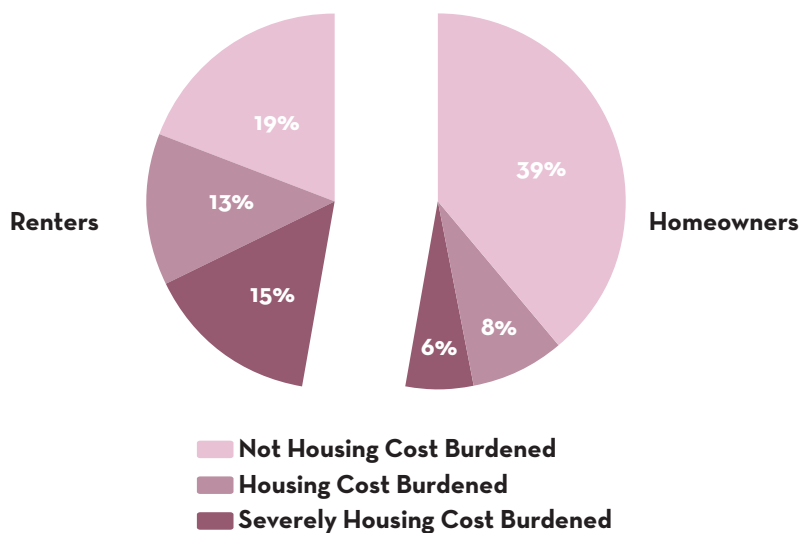


Figure HO.3 Percent of renters and homeowners experiencing different levels of housing cost burden in Lynnwood.

- » Residential patterns reveal that White and BIPOC community members live in largely separate neighborhoods within Lynnwood.
- » Lynnwood’s current housing stock lacks housing options.
- » The pace of housing unit construction needs to accelerate to meet expected future demand.

Refer to the City’s [Housing Needs Assessment](#) and [Housing Action Plan](#) for more information on the current gaps in Lynnwood’s housing market.

The Lynnwood Housing Action Plan further expanded on the analysis of the Housing Needs Assessment through a community outreach approach to develop four goals and ten strategies. This included further supporting the growth strategy of concentrating new housing and employment in the City Center + Alderwood area as well as updating development regulations.

Lynnwood Housing Action Plan Goals

GOAL 1: Produce housing that meets the needs of the community.

GOAL 2: Preserve existing housing that is affordable and safe so that people can stay in Lynnwood.

GOAL 3: Partner with housing educators, providers, and other groups to find equitable housing solutions and remove systemic barriers.

GOAL 4: Prepare for continued growth and increase the quality of life in Lynnwood.

LYNNWOOD HOUSING ACTION PLAN STRATEGIES

Strategy 1: Continue Promoting Housing in the Regional Growth Center (Alderwood and City Center) and along major transportation corridors.

Strategy 2: Update regulations, design standards, and subarea plans to be more flexible and responsive to changing conditions.

Strategy 3: Strategically rezone areas to increase and diversify Lynnwood’s housing options.

Strategy 4: Revise the Multifamily Tax Exemption (MFTE) program.

Strategy 5: Partner with housing providers.

Strategy 6: Support third-party purchases of existing affordable housing to keep units affordable.

Strategy 7: Work with faith-based and nonprofit organizations.

Strategy 8: Develop a rental registry program.

Strategy 9: Encourage amenities that enhance quality of life.

Strategy 10: Continue community conversations about housing.

Unified Development Code

Implementation of the HAP first sought to remove contradictions and streamline the zoning code as part of Strategy #2 “Update regulations, design standards, and subarea plans to be more flexible and responsive to changing conditions”. With the implementation of HB1110 and HB1337, a more robust zoning code revision is necessary in the form of a Unified Development Code (UDC). Lynnwood’s UDC is anticipated for adoption in May, 2025 but will continued to be refined and amended to further support the construction of new housing in residential neighborhoods.



GOALS & POLICIES

HO Goal 1

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

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.

HO Policy 1.2 Provide enough capacity in the range of land uses required to develop moderate-density, high-density, and middle housing to accommodate the City's allocated growth per income band.

HO Policy 1.3 Periodically review the Zoning Code (Title 21 LMC) to remove unnecessary development obstacles and to allow greater innovation in design and construction.

HO Policy 1.4 Consider economic implications of proposed building and land use regulations to ensure impact fee programs add no more cost per housing unit than a proportionate share of the cost of the new public facilities necessary to accommodate the housing unit, as determined by the impact fee provisions of the Growth Management Act cited in chapter 82.02 RCW.

Refer to the [Introduction Section](#) for the specific Growth Targets assigned to Lynnwood by Snohomish County.

A 'proportionate share' of the costs is determined by the impact fee provisions of the Growth Management Act cited in chapter 82.02 RCW.

HO Goal 1

- HO Policy 1.5** Consider a variety of funding methods for needed infrastructure improvements to minimize the cost of building housing in private and non-profit developments.
- HO Policy 1.6** Incentivize developers and residents to participate in programs such as Built Green and LEED.
- 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.

Funding methods could include existing revenue sources, impact fees, local improvement districts and performance and maintenance bonds.

See the [Environment Element](#) for more information on climate change and air quality.

HO Goal 2

Promote and facilitate the provision of housing that is affordable to households of all demographics and incomes.

- HO Policy 2.1** Support affordable home ownership and rental opportunities by promoting, through supportive development regulations, an increased supply of lower-cost housing.
- HO Policy 2.2** Promote and support access to homeownership opportunities for communities of color, recognizing historic inequities which lead to historic racially disparate impacts.
- HO Policy 2.3** Protect existing naturally affordable housing, including mobile home and manufactured home parks.

HO Goal 2

- 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.
- HO Policy 2.5** Establish a system to monitor the retention of existing affordable housing as redevelopment occurs and strive to have no net loss of affordable housing.
- HO Policy 2.6** Use grant programs, private lenders, and other available funding sources to establish and maintain a housing subsidies program.
- 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.
- HO Policy 2.8** Work with Snohomish County on the Growth Monitoring Report to make annually track progress towards meeting the City's housing goals, including housing that addresses the needs of extremely-low, very-low, low-, and moderate-income households, alongside with special housing needs.

Strategies to accomplish this can include rental assistance programs, implementation of the South Lynnwood Neighborhood Plan, and creation of embedded affordable housing units in development.

HO Goal 2

- HO Policy 2.9** Incentivize and promote the development and preservation of long-term affordable housing by using height and density bonuses, property tax incentives, and parking requirement reductions.
- HO Policy 2.10** Develop public education and information materials in conjunction with relevant agencies and organizations to enhance awareness of available housing programs and related resources.

HO Goal 3

Encourage development opportunities that accommodate those with special housing needs (elderly, disabled, people with medical conditions, homeless individuals and families, and displaced people).

- HO Policy 3.1** Provide capacity for special needs housing and ensure it is well-distributed and thoughtfully located throughout the City (in close proximity to hospitals, public transportation, retail/service centers, medical facilities, parks, amenities, and other essential services).
- HO Policy 3.2** Allow a range of special needs housing types (group housing, assisted living, skilled nursing care facilities, and supportive housing) available to various income levels.
- HO Policy 3.3** Support nonprofit organizations, housing and service providers, and other regional groups to provide a coordinated effort contact and provide shelter to populations that require special needs housing.

HO Goal 4

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

- HO Policy 4.1** Implement zoning, regulation, and incentive changes near transit-oriented development (TOD) sites to guide sustainable and equitable development patterns that incorporate affordable housing and public amenities.
- HO Policy 4.2** Promote mixed-use development near transportation facilities, commercial and employment centers, public services, schools, and recreational areas.
- HO Policy 4.3** Preserve existing multi-family housing near transportation and employment centers as growth occurs.

Ember Apartments





TRANSPORTATION

INTRODUCTION

This Element incorporates Transportation related goals and policies.

**DID YOU
KNOW?**



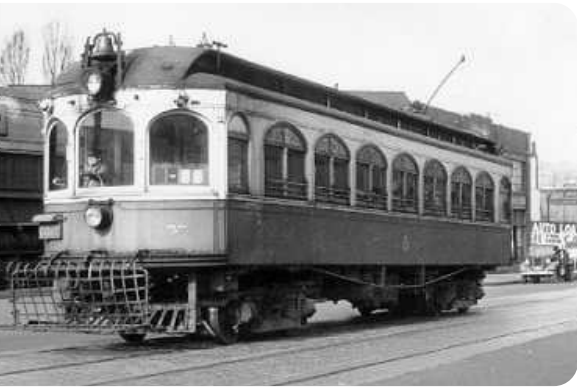
Transportation systems

refer to all modes of transportation, including cars, biking, walking, rolling, freight, and public transit, providing comprehensive options for the movement of people and goods within a given area.

The purpose of the Transportation Element is to describe how Lynnwood will develop and maintain its transportation system to provide improved mobility for people, goods, and services. This element facilitates the Lynnwood’s land use vision and enhances livability by offering diverse transportation options for accessing the City and navigating within it.

Transportation continues to play a major role in Lynnwood’s development as the economic center of southwest Snohomish County. Lynnwood’s unique geographic position between Seattle and Everett paired with expanding transit services provides a very convenient location with easy access to the north, south, and east side of Lake Washington. The Washington State Ferry System, only minutes away, is another link in the highway system that provides direct access to the Kitsap and Olympic Peninsulas.

The transportation system is designed and scaled to address anticipated travel demands while embodying and enhancing the community’s character. The modes of travel, their capacities, and specific designs are tailored to align with mobility priorities along right-of-way corridors, reflecting the diverse intensity and mix of land uses and adhering to stringent safety and livability standards. The system’s mobility options are thoughtfully developed to consider and accommodate the needs of underserved populations, including individuals with disabilities, elders, youth, and low-income households.



ABOVE: Historic Photo of the Interurban Rail

BELOW: Future Site of the Poplar Bridge Extension over I-5

WHY TRANSPORTATION?

The Transportation Element is required in the Comprehensive Plan in order to:

- » Provide land use assumptions used in estimating travel.
- » Provide estimated multimodal level of service impacts to state-owned transportation facilities.
- » Catalogue facilities and services needs.
- » Take inventory of current facilities;
 - Multimodal level of service standards,
 - Forecasts of transportation demand needs,
 - Identification of system needs for equitable meet current and future demands, and ADA Transition Plan.



CORE VALUES IN THE CONTEXT OF TRANSPORTATION



EQUITY ensures that public transportation and infrastructure are accessible and affordable for all, including low-income households, elderly individuals, and people with disabilities.



SUSTAINABILITY involves promoting eco-friendly vehicles and green infrastructure to reduce environmental impacts and reliance on fossil fuels.



RESILIENCE aims to develop robust and adaptable transit systems and infrastructure that can withstand and operate during natural disasters or emergencies.



LIVABILITY involves designing complete streets and public spaces that enhance safety, attractiveness, and quality of life for all users.



ORIENTATION TO TRANSIT aligns transportation and land use decisions to create efficient and sustainable transportation systems.



**Link Light Rail at Lynnwood
City Center Station.**

REGIONAL PLANNING STRATEGY

Vision 2050 identifies that the region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.

In 2024, Sound Transit Link light rail began operation at Lynnwood City Center Station. With a train arriving every 8-10 minutes and a half-hour travel time to Downtown Seattle, many Lynnwood and Snohomish County residents and workers will travel to Lynnwood's City Center Station to board the train. The Lynnwood City Center Station is just one of the many regional transit improvements for Lynnwood and is a defining part of the City Center + Alderwood Regional Growth Center. Consistent with Vision 2050, this Comprehensive Plan focuses on the critical transportation function of mobility for people, goods, and services.

To support light rail integration, Community Transit performed a significant redistribution and rerouting of local services to connect to the light rail stations at Lynnwood, Mountlake Terrace, and Shoreline. This has included the construction of SWIFT Orange Line linking Edmonds College to McCollum Park via Lynnwood City Center Station.

Consistent with Vision 2050, Lynnwood has prioritized investments in City Center and Alderwood to expand ridership of high-capacity transit. This has included performing infrastructure upgrades, completing planned action ordinances pre-exempting environmental review, and dedicating staff for subarea plan implementation. These efforts have led to numerous TOD projects being completed.

COUNTYWIDE PLANNING POLICIES

At the countywide level, the Snohomish County Council adopts Countywide Planning Policies. These policies establish a framework for inter-jurisdictional transportation planning and coordination. This plan incorporates similar goals and policies. In particular, the City will continue to work with the County and nearby cities to promote transit and other alternatives to the single-occupant vehicle.

In order to achieve the long-term growth management goals that are established by Snohomish County Tomorrow, the following overarching principles should guide implementation of the CPPs for multimodal transportation.

- » Provide a wide range of choices in transportation services to ensure that all citizens have the ability to travel regardless of age, sex, race, income, disability, or place of residence.
- » Pursue sustainable funding and informed decision-making that recognizes the economic, environmental, and social context of transportation.
- » Balance the various modes of travel in order to enhance person-carrying capacity, as opposed to vehicle-moving capacity.



**Swift Orange Line on
48th Avenue West**

PEDESTRIAN AND BICYCLE MOBILITY

Lynnwood has 135 miles of sidewalk and nearly 8 miles of corridor trails. However, during public outreach of the Imagine Lynnwood Plan and Connect Lynnwood Plan, the public continually expressed the inability to safely move about the community without dependence on an automobile. This was expressed by a wide range of people of all ages and abilities.

Lynnwood has made a commitment to the 10-Minute Walk Campaign to ensure everyone has access to a high-quality park in Lynnwood. Connect Lynnwood supports the 10-Minute Walk Campaign by identifying opportunities to improve walkways, trails, street crossings, and bikeways connecting to Lynnwood's parks. We prioritized walking and rolling improvements along busy, difficult-to-cross streets near parks. We identified improvements that remove barriers to safe and comfortable walking, rolling, and bicycling access to parks to improve access for residents living within walking or bicycling distance of a park.

As Lynnwood continues to experience high growth in the City Center + Alderwood area around high capacity transit stations, additional pedestrian and bicycle facilities will be needed. These facilities not only support access to transit throughout the region, but will also support access to commerce within the neighborhoods. This level of mobility, without reliance on a car, supports opportunities to reduce congestion and strengthen main street development.



TOP: Runner on the Interurban Trail

BOTTOM: Bike on the Interurban trail



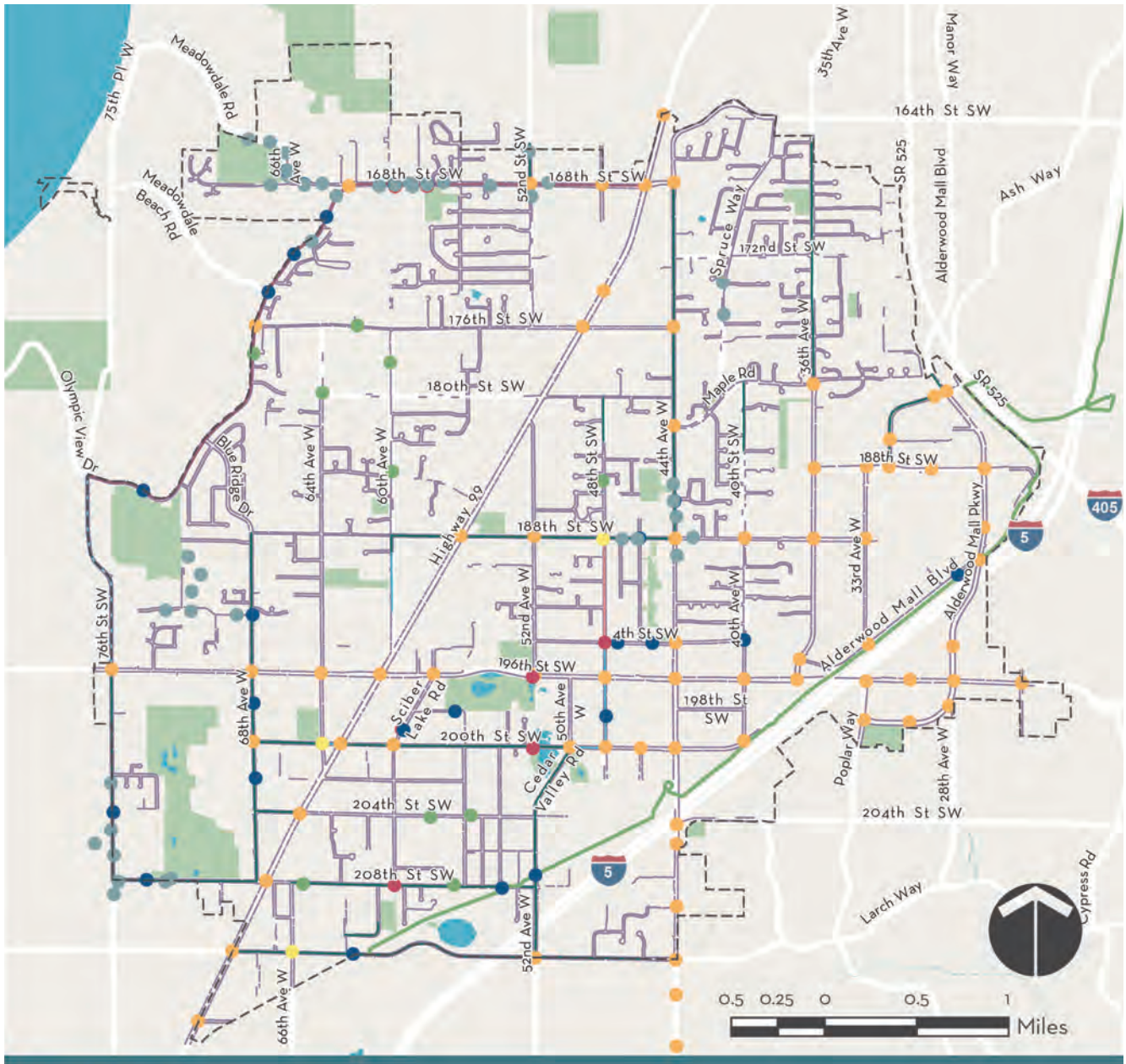
DID YOU KNOW?

Due to its central location between King and Snohomish Counties, Lynnwood plays a critical role in regional planning; particularly as it relates to transportation planning with projects such as Lynnwood Light Rail Link and Bike2Health projects.

Partnering with the City of Edmonds and Mountlake Terrace, the goal of Bike2Health is to increase connectivity by completing 11 critical links that are missing in the regional bicycle network.

See the PARC Plan for more information on the Bike2Health project.

MAP TR.1 EXISTING WALKING AND ROLLING NETWORK



LEGEND

- | | | |
|------------------------|---------------------|-------------|
| ● Crosswalk Flags | — Bike lane | — Sidewalks |
| ● Lighted Crossings | — Bike lane/sharrow | |
| ● Radar Feedback Signs | — Sharrow | |
| ● School Zones | — Signed bike route | |
| ● Stoplight Beacons | — Interurban Trail | |
| ● Traffic Signals | | |

STREETS

Lynnwood’s arterial street network is classified into a hierarchy of four categories: Principal, Minor, and Collector Arterials, and Neighborhood Streets as shown in Table TR.1 and on the Arterial Roadway System Plan (Figure 5).

Principal Arterials connect major regional facilities (such as freeways) to the rest of the street network. The principal arterial system carries most of the trips entering and leaving Lynnwood, travel between central business districts and residential communities, or trips between major inner city destinations.

The Minor Arterial is the next highest arterial category, connecting principal arterials to other minor arterials, collector arterials and neighborhood streets. Minor Arterials provide for vehicular movements among the various areas within the City of Lynnwood. They accommodate trips of moderate length.

Collectors convey traffic from the neighborhood streets to the Principal and Minor Arterials. Collectors also serve as connections between the smallest areas within the City providing safe and reasonable access between neighborhoods.

The majority of Lynnwood’s traffic congestion is located at the intersections along the Principal and some Minor Arterials. The arterials are significantly affected by traffic passing through the City. As much as 45 percent of the traffic on these arterials passes through the City primarily during the morning and afternoon periods.

TABLE TR.1

DESIGNATION	MILEAGE	PERCENT
Principal Arterial	9.7	9%
Minor Arterial	18.3	18%
Collectors	19.3	19%
Neighborhood Streets	55.9	54%
TOTAL:	103.2	100%

Lynnwood Dept. of Public Works,
2015



Cyclist on the Interurban Trail.

STATE HIGHWAYS

Lynnwood has three Principal Arterials that are also state highways:

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

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

INTERURBAN REGIONAL TRAIL

As the backbone of the bicycle network, the Interurban Regional Trail is an important non-motorized transportation facility for both the City of Lynnwood and the region. Classified as a Class 1 multi-use regional trail, it begins in Everett and heads south through Lynnwood, Mountlake Terrace, Edmonds, Shoreline, and north Seattle, for a total of approximately 24 miles. The entire length of the trail through the City of Lynnwood is paved and is generally 12-feet wide. The trail is mostly continuous and separated from roadways except for a few locations.

TRANSIT

LYNNWOOD TRANSIT CENTER

A central hub for Lynnwood’s connectivity to the region, the Lynnwood Transit Center provides home to the Lynnwood City Center Station as well as Bus Rapid Transit Service by Community Transit and the future STRIDE Bus Rapid Transit service along I-405 in 2028. This facility underwent a massive redevelopment between 2019 and 2024. This included the construction of the light rail facilities, parking garage, new bus layover area, new Ride Store by Community Transit. Additionally, multimodal connections to Scriber Creek Trail and Interurban Trail were established, while daylighting Mesika Creek.

SOUND TRANSIT

Sound Transit (ST) provides regional transit service in the central Puget Sound region. With a combination of express buses, commuter rail service and light rail service, ST provides transit services between Seattle and Everett (on the north), Tacoma (on the south) and Kirkland, Bellevue and other communities to the east, as well as between urban centers throughout the region.



Lynnwood City Center Station

COMMUNITY TRANSIT

Community Transit's operations can generally be separated into fixed-route and flexible transit options. Prior to Lynnwood Link Extension, Community Transit operated the fixed-route options as either Local Service or Commuter Service. The opening of light rail allowed a significant shift in services in the '2024 and Beyond' plan to increase local transit service routes throughout Snohomish County and make connections to Lynnwood City Center Station. Community Transit provides the following services in Lynnwood:

- » Local Transit Routes.
- » Swift BRT Service (Blue Line and Orange Line)
- » Vanpools (a commuter-organized van service for 5 to 10 people through Snohomish County)
- » DART (Dial-A-Ride Transit) Paratransit
- » Zip Alderwood Shuttle

EDMONDS COLLEGE TRANSIT STATION

During Community Transit's construction of the BRT Orange Line, upgrades to the Edmonds College bus loop transitioned the facility into a transit station. This new station along 68th Avenue West provides connection service to Lynnwood City Center Station and McCollum Park Park & Ride as well as layover area for operators.

*Swift Bus Rapid Transit Stop
at Edmonds College Transit
Center*



VEHICLE LEVEL OF SERVICE STANDARDS

GMA requires local jurisdictions to include Level of Service (LOS) standards for all arterials, public transit routes, and highways.

LEVEL OF SERVICE FOR STATE-OWNED TRANSPORTATION FACILITIES

Level of Service standards for state-owned transportation facilities are set by The Washington State Department of Transportation (WSDOT), Regional Transportation Planning Organizations and local jurisdictions through a collaborative process that process started in 2000. These facilities are to be reflected within the local plan, and measures for monitoring consistency are required to promote local, regional and state plan integration and financial plan consistency.

The current adopted level of service standard is LOS “E-mitigated” for highways not designated as Highways of Statewide Significance (HSS) within three miles of I-5 and I-405. The City limits currently exist within this three mile area.

LEVEL OF SERVICE FOR CITY ARTERIALS

The City of Lynnwood has developed a Level of Service standard to quantify and qualify the flow of traffic, and to measure the overall transportation system’s ability to move people and goods. Realizing that there is a difference between City Center, state facilities, and the rest of the City, the City developed a different level of service for each.

The Highway Capacity Manual 2000 Edition defines level of service in terms of delay, rather than volume/capacity ratio, as a more direct measure of the effects of congestion. Table TR.2 gives the criteria for Level of Service grades A-F.

At signalized intersections, the delay measurement refers to the average delay experienced by all users of the intersection, since traffic signals tend to distribute the delay equally among all approaches. At un-signalized intersections the average delay refers only to the stopped approaches since the mainline approaches are not required to stop.



**ABOVE: Traffic on 196th St SW
Circa 1970**

**BELOW: 196th St SW after
Improvements circa 2023**



TABLE TR.2

LEVEL OF SERVICE (LOS)	SIGNALIZED INTERSECTION	UNSIGNALIZED INTERSECTION/ ROUNDABOUT	EXPECTED DELAYS
	CONTROL DELAY (SECONDS/VEHICLE)	CONTROL DELAY (SECONDS/VEHICLE)	
A	≤10	≤10	Little or no delay
B	>10-20	>10-15	Short traffic delays
C	>20-35	>15-25	Average traffic delays
D	>35-55	>23-35	Long traffic delays
E	>55-80	>35-50	Very long traffic delays
F	>80	>50	Extremely long traffic delays

The level of service for streets in Lynnwood is generally determined by the intersections that control through travel; however, this presumes compliance with design standards to assure that the full potential of the street between intersections is maintained to serve traffic through major intersections, and to provide appropriately for pedestrian, bicycle, and transit modes.

The Growth Management Act only requires cities to manage level of service on arterials (including collector arterials) and not local streets. The City may however establish additional standards for local streets for its own purposes. In order to minimize traffic disturbance within neighborhoods, the LOS for local streets in Lynnwood is established as LOS “C” during the PM Peak Hour (weekdays 4-6 pm).

The LOS for the majority of the City arterials takes into consideration the need to protect neighborhoods from excessive pass-through traffic. The level of service for non-City Center arterials and non-State Highways is established as LOS “D” during the PM peak hour.

The City Center is expected to operate with more congestion. Not only are there more trip ends per acre in the City Center, there are more opportunities to move about without a car. Businesses are closer together, making walking easier, and transit service is more frequent. The LOS for City Center arterials is LOS “E” for the City Center during the PM peak hour.

In order to make the Lynnwood transportation concurrency system more flexible, and to not allow one congested intersection to stop all development in an area, the City’s LOS standard allows 20% of the City’s intersections to be below their associated level of service before concurrency is considered to be failed, and for this purpose only signalized intersections will be considered.

MULTIMODAL LEVEL OF SERVICE STANDARDS

Multimodal Level of Service (MMLOS) standards recognize that a transportation system includes more than vehicular movement and sets standards for all modes of transportation used within a community including pedestrians, bicyclists, and transit riders; prioritizing the movement of people and goods. MMLOS brings attention to the needs of a complete transportation system and supports the implementation of the Connect Lynnwood plan to improve health, equity, and sustainability throughout Lynnwood.

The GMA requires that jurisdictions define MMLOS standards or targets for arterials, transit services, and active transportation facilities. The MMLOS standard or target is used to understand what facilities need to be expanded or enhanced to accommodate travel demand and community expectations. The standards are typically based on facility capacity or design and helps cities develop comprehensive transportation plans and networks for each mode, generally dictating what cities are planning to build, and where.

Lynnwood’s MMLOS program focuses on system completion based on policy criteria. This approach is focused on the presence of the most important facilities and is closely tied to the principles in Connect Lynnwood. Pedestrians and Bicycle Facilities should prioritize connecting schools, parks, and transit, commercial hubs, while improving safety advancing equity.

LYNNWOOD MMLOS STANDARDS

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 hubs, complete planned bike facilities that are within 2 miles of Light Rail 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.



Link Light Rail Riders at Lynnwood City Center Station

WHAT DOES MULTIMODAL LEVEL OF SERVICE MEAN FOR LYNNWOOD?

A **Person Trip** is a trip by one person in any mode of transportation. This is the most basic and universal measure of personal travel.

As the Lynnwood City Center + Alderwood Subarea transforms into a denser urban area with access to regional transit service, the need for pedestrian and bike facilities and connections to the rest of Lynnwood will grow in demand and importance. Implementation of MMLOS standards may include a single measure across all modes of travel such as **person trips**, which is useful for shifting the focus from vehicle trips to multimodal trips. The Lynnwood MMLOS standards highlight that the previous auto-oriented development created a baseline of single-occupancy vehicle trips through the usage of the Institute of Transportation Engineers (ITE) Manual's PM Peak Trip Generation study.

As the continued integration of high-capacity transit and mode-split occurs, person trips will shift away from single-occupancy vehicles to new demands. This approach requires person-trip capacity to keep pace with development. If a development were to cause a concurrency impact, Lynnwood could choose an appropriate project from their concurrency list to increase person-trip capacity. This approach allows greater flexibility by not prescribing specific vehicle capacity to projects that a traditional LOS concurrency program would result in.

Lynnwood will continue to utilize the PM Peak Trip Generation methodology as a baseline for person trips to further connect the system through the use of transportation impact fees which are used to fund both multimodal projects and street projects. This methodology is anticipated to be refined with a Transportation Master Plan.

Refer to the [Appendix](#) for the MMLOS technical memorandum.

LAND USE ASSUMPTIONS

The 2044 travel demand forecasts and intersection operations analysis considered six scenarios, which included varying land use, work-from-home employment, transportation network improvement, and mode choice assumptions. Scenario parameters were developed through coordination with City and consultant staff. The 2044 analysis scenarios are summarized in Table TR.2 and described below.



Intersection of 36th Avenue West and Maple Road

TABLE TR.2

2044 ANALYSIS SCENARIO	LAND USE	WORK FROM HOME (WFH) EMPLOYMENT	ASSUME FUNDED TIP PROJECTS ¹	INCREASED NON-SOV TRAVEL ²
Alternative 1A	2044 Baseline	Baseline	No	Yes
Alternative 1B	2044 Baseline	Baseline	Yes	Yes
Alternative 2A	Concentrated Growth	Baseline	Yes	No
Alternative 2B	Concentrated Growth	Increased WFH	Yes	Yes
Alternative 3A	Dispersed Growth	Increased WFH	Yes	Yes
Alternative 3B	Dispersed Growth w/ Denser RGC ³	Increased WFH	Yes	Yes

¹ TIP: 2024-2029 Capital Facilities Plan and Transportation Improvement Program

² SOV: single-occupant vehicle

³ RGC: Lynwood City Center & Alderwood Regional Growth Center

LAND USE TARGETS

Land use scenarios for the 2044 analysis were developed by Leland Consulting Group based on PSRC VISION 2050 land use targets, Snohomish County Countywide Planning Policies, and OFM population and employment forecasts. Land use scenarios included:

- » **Baseline:** Development that would be expected to occur based on recent trends, without further investment or zoning changes.
- » **Concentrated Growth:** Baseline development plus increased city investment and redevelopment projects in the Regional Growth Center (RGC).
- » **Dispersed Growth:** Baseline development plus increased investment and redevelopment dispersed throughout the city, including the SR 99 corridor and College Station
- » **Dispersed Growth with Denser RGC:** Combination of increased development in the RGC (Concentrated Growth) with additional development outside the RGC (Dispersed Growth)

Also identified were anticipated work-from-home employment forecasts for each land use scenario. Work-from-home employment can significantly impact travel demand patterns during the morning and afternoon peak periods by reducing commute-related trips. Citywide housing and employment growth forecasts by scenario are shown in Figures TR.1 and TR.2.

FIGURE TR.1

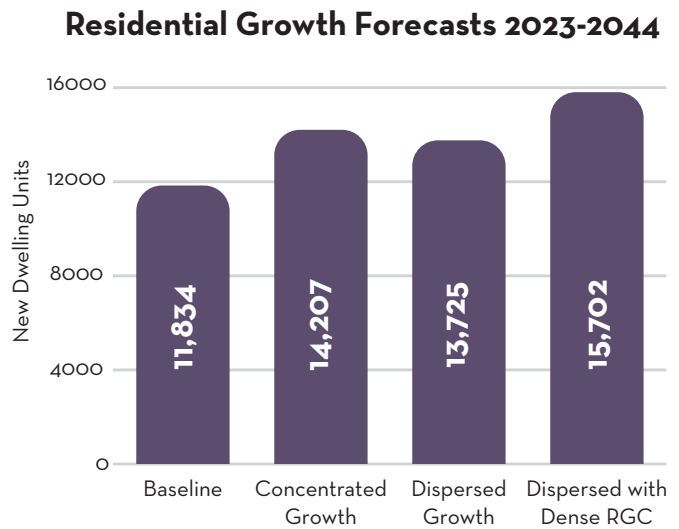
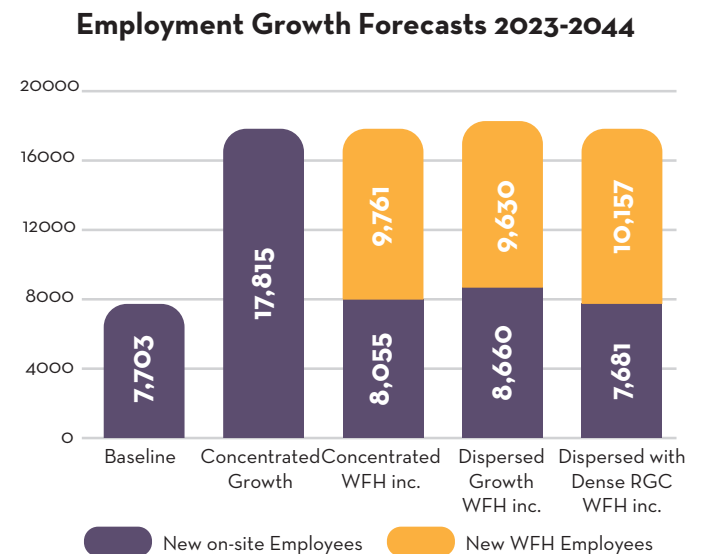


FIGURE TR.2



The following land use assumptions for the Transportation Element are based on those indicated in other elements, including the Land Use and Housing Elements:

1. The City of Lynnwood has the largest concentration of employment and housing in Southwest Snohomish County, including a designated Regional Growth Center.
2. High-density development, including increased densities in the City Center and Alderwood Mall areas, will influence the need for improved transit, vehicular and non-motorized transportation options.
3. The Highway 99 Mixed Use zones will create higher density urban centers and will support expanded services by transit providers, especially near Community Transit's Swift stations.
4. The future light rail stations developed by Sound Transit will create both opportunities and challenges. Development opportunities will be created by the increased land values and non-motorized accessibility near the urban stations, while traffic and parking challenges will be created by those commuters living outside Lynnwood and parking at the transit facilities served by park and rides.
5. While growth will be primarily focused within urban centers, non-motorized routes including bicycle and pedestrian links connecting existing neighborhoods to urban centers and transit facilities, will be important to create a connected community.

ACTIONS NECESSARY TO MEET LEVEL OF SERVICE STANDARDS

SIX-YEAR TRANSPORTATION PROJECTS

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

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

STREET NETWORK IMPROVEMENTS

2044 Alternative 1A assumed completion of no major street improvement projects. All other 2044 alternatives assumed completion of the following three projects identified in the 2024-2029 Capital Facilities Plan and Transportation Improvement Program (TIP):

- » **Poplar Extension Bridge:** Construct a new bridge across I-5 to connect Poplar Way with 33rd Avenue W. This project is funded.
- » **New Road - 42nd Avenue W:** Construct a new City Center street from Alderwood Mall Blvd to 194th St SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. This project is partially funded.
- » **New Road - 46th Avenue W:** Construct a new City Center street from 196th St SW to 200th St SW, to connect with the existing signalized intersection at 200th St SW & 46th Ave W. This project is partially funded.

TABLE TR.2 XX EXPLAIN KARL

2044 VEHICLE TRIP GENERATION ADJUSTMENT FACTORS MODE CHOICE ADJUSTMENT ZONE	TRANSPORTATION ANALYSIS ZONE LOCATION	VEHICLE TRIP GENERATION ADJUSTMENT FACTORS ⁴	MULTIMODAL FACTOR ⁵
1	Lynnwood Transit Center and Alderwood West LRT Stations	0.585	.332
2	Regional Growth Center within 1/4 Mile of LRT station	0.60	.32
3	Regional Growth Center within 1/2Mile of LRT station	0.75	.20
4	Regional Growth Center beyond 1/2 Mile radius from LRT	0.85	.12
5	SR 99 BRT Corridor	0.90	.10

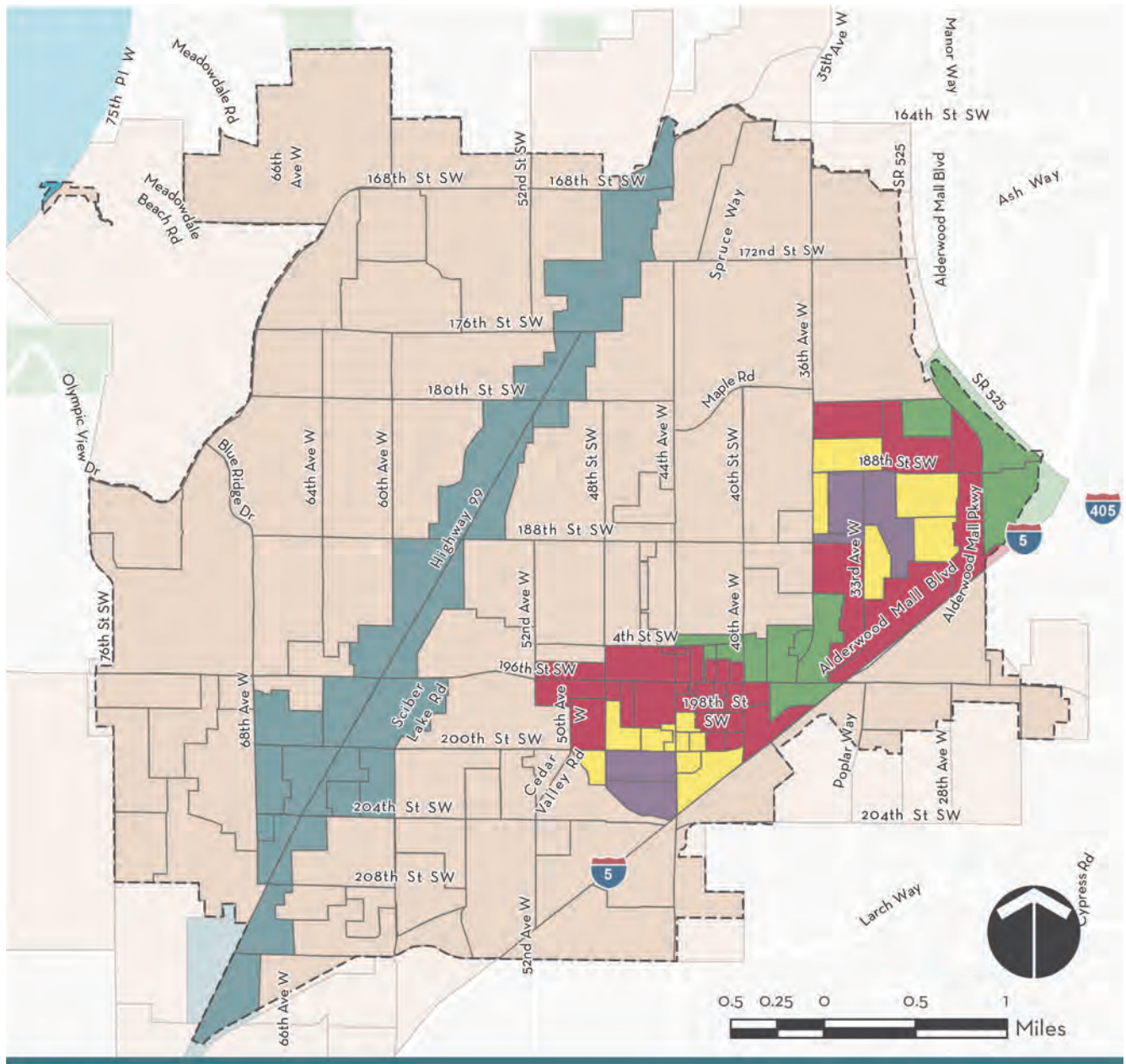
⁴ Vehicle trip generation rate adjustments are applied to calibrated baseline vehicle trip generation rates.

⁵ Multimodal Factor is determined by assumed trip generation occurring through other demands including walking, bicycling, or accessing transit as part of a completed transportation network.

Lynnwood Transit Center



MAP TR.2 2044 MODE CHOICE ADJUSTMENT ZONES



LEGEND

Mode Choice Adjustment Zones

- Zones without mode choice adjustment
- Zone 1
- Zone 2
- Zone 3
- Zone 4
- Zone 5

MITIGATION PROJECTS DISCUSSION

Implementation of projects listed in Connect Lynnwood create a connected network.

Intersection mitigation strategies are summarized below:

- » The signalized intersection of 196th Street SW & 44th Ave W (#4) operates with AM peak hour LOS deficiencies in all 2044 scenarios except Alternative 1A. Intersection improvements may include signal coordination improvements along 196th Street SW or adaptive signal control.
- » The all-way stop-controlled intersection of 212th St SW & 66th Ave W (#44) operates with PM peak hour LOS E in all 2044 scenarios. The intersection is identified for a new traffic signal in the 2024-2029 TIP (#202000022) and is identified in the “2022 Intersection Improvement Prioritization” memo as the highest priority intersection improvement based on vehicle delay.
- » The minor-approach stop-controlled intersection at 52nd Ave W & 208th St SW (#63) operates with PM peak hour LOS E or F in all 2044 scenarios. The intersection is identified for a new traffic signal in the 2024-2029 TIP (#202000024). Roundabout control was also identified as a possible mitigation strategy in the “2022 Intersection Improvement Prioritization” memo.
- » The minor-approach stop-controlled intersection of 40th Ave W & 194th Street SW operates with PM peak hour LOS F in Alternative 2A. 194th Street is identified for extension from 40th Ave W to 33rd Ave W in the 2024-2029 TIP (#200900101). It is anticipated that the intersection will be converted to a roundabout or signalized with the 194th Street SW extension.
- » The minor-approach stop-controlled intersection of SR 99 & 52nd Ave W (#90) operates with PM peak hour LOS F in all 2044 scenarios. Eliminating westbound left-turns will reduce intersection delay, but the intersection will continue to operate at LOS F due to westbound right-turn delay. These improvements may be identified in the 2024-2029 TIP project Highway 99 Safety Improvements (#202100002).
- » The minor-approach stop-controlled intersection of 52nd Ave W & 204th St SW (#114) operates with PM peak hour LOS E or F in all 2044 scenarios. The intersection is anticipated to meet Manual of Uniform Traffic Control Devices (MUTCD) volume warrants for signalization by 2044. All-way stop control may be considered as an interim mitigation strategy.
- » The minor-approach stop-controlled intersection of 44th Ave W & 172nd St SW (#131) operates with PM peak hour LOS E in Alternative 2A due to westbound approach delay. The addition of a right-turn lane on the westbound approach will allow the intersection to operate at LOS D. The intersection will satisfy the MUTCD peak hour volume warrant for signalization in Alternative 2A.

- » The minor-approach stop-controlled intersection of 66th Ave W & 208th St SW (#203) operates with PM peak hour LOS F in Alternative 1A and 3B due to northbound left-turn movement delay. The intersection will not satisfy volume warrants for signalization. Mitigation may include all-way stop control or a single-lane roundabout.
- » The minor-approach stop-controlled intersection of 52nd Ave W & 194th St SW (#292) operates with PM peak hour LOS E in Alternative 2A due to delay on the westbound (194th St SW) approach. Mitigation may include all-way stop control or a single-lane roundabout.
- » The minor-approach stop-controlled intersection of 26th Ave & Ash Way & Maple Rd (#891) operates with PM peak hour LOS E and F in all 2044 scenarios except Alternative 1A. No improvements are currently programmed for the intersection. Mitigation may include prohibition of left-turns from the south (26th Ave W) intersection leg. However, turn restrictions will impact property access to the south of the intersection. Selection of an improvement at this location should therefore include a public involvement process. Improvements at this intersection should also consider operations and potential improvements at the intersection of Alderwood Mall Parkway & 33rd Ave W to the west.



TOP: Community Transit Zip Shuttles at Lynnwood Transit Center

MULTI-YEAR FINANCING STRATEGY

In the past, Lynnwood has been successful in securing grants to help pay for its most pressing transportation needs such as the 196th Street project, Poplar Way Bridge, Highway 99 improvement project, and Hazard Elimination Program (HES) funding. Decreases in state and federal grant programs have reduced the availability of funds to support transportation.

ANALYSIS OF FUTURE FUNDING CAPABILITY

The following funding sources are currently available for transportation facilities. Most require a local match from the Arterial Street Fund, a general fund source, or private sector funding such as a local improvement district. Large transportation improvements usually require two or more grant sources with a local match.

- 1.** HUD Block Grants: Federal funds used for sidewalks and compliance with Americans with Disabilities Act.
- 2.** Hazard Elimination and Program (HES): Federal gas tax funds used to eliminate hazards on the transportation network.
- 3.** Transportation Improvement Board Urban Sidewalk Program provides funding for projects that address safety, access to generators, and system connectivity. All projects must be transportation related on a federally classified route and be consistent with the Americans with Disabilities Act (ADA).
- 4.** Transportation Improvement Board Urban Arterial Program funds projects in the areas of Safety, Growth, Development, Mobility, and Physical Condition.
- 5.** Public Works Trust Fund (PWTF): A State sponsored loan program requiring repayment using local funds for a specific project.
- 6.** General Obligation Bonds: Bonds supported by the City's general fund for repayment.
- 7.** Revenue Bonds: Bond financing requiring a dedicated source of tax revenue.

- 8.** Developer Contribution: Transportation Impact Fees (TriF) supplied by the developer.
- 9.** Local Improvement District (LID): Special taxing district of established by those parties most affected by the improvement.
- 10.** Washington State Department of Transportation (WSDOT): WSDOT is responsible for the maintenance of State facilities within the City limits. They may also be a funding partner for major improvements to state facilities.
- 11.** Moving Ahead for Progress in the 21st Century (MAP 21) Federal gas tax grants for transportation projects.
- 12.** Arterial Street Funds: State gas tax funds distributed to cities on a per capita basis restricted to the construction and improvement of designated arterial roads.
- 13.** Interlocal Agreement (ILA): Agreements between government agencies.
- 14.** Commute Trip Reduction planning funds: State funding to support the planning in meeting the state Commute Trip Reduction Act.
- 15.** Department of Community Trade and Economic Development (DCTED) Community Development Grant: State funding to support community improvements that link transportation with land uses.
- 16.** Sound Transit (ST) - Transit Development Funds: Regional funds dedicated to support transit station development and other land uses related to the Regional Transit Plan, Sound Move.
- 17.** Lynnwood's Transportation Benefit District (TBD) Board adopted TBD Ordinance #2 enacting a \$20 vehicle registration fee (for each eligible vehicle registered in Lynnwood). The \$20 vehicle registration fee went into effect on July 1st 2011 and generates approximately \$500,000 annually for transportation projects. This fee could be increased with voter approval.



*196th Street SW and 44th Ave W
Supported by State and
Federal Grants*

FUNDING SHORTFALL STRATEGY

Transportation improvement projects are often highly significant in terms of their impact on the surrounding environment, their physical complexity, and their cost. They are often constructed in linked phases over the course of time. Major planning, environmental, and design studies must often precede actual construction. Similarly, the funding for transportation projects is often based on a complex package emanating from a number of sources, such as city funds, grants, and local improvement district funding. Identifying and securing funding requires careful prior planning and an ongoing commitment to advocating for projects. Due to the long lead time involved in bringing transportation projects to fruition, a long-term approach to planning, designing and funding the transportation program is both necessary and desirable.

The selection of projects from the 20 year planning horizon for the six-year transportation improvement program is also designed to provide policy guidance for the pursuit of transportation grants. A significant portion of the TIP and the twenty year long range transportation plan consists of discretionary grant revenues from state or federal sources. City efforts to obtain grants shall be consistent with the TIP and twenty year long range transportation plan.

As development proceeds, it is expected that the City will continue to identify and secure the financial resources needed to implement the transportation plan in support of the adopted land use plan. However, many factors related to facility planning and funding are beyond the City's immediate control, such as the growth in traffic from areas outside the City, general availability of grant revenues at the regional and state level, fluctuations in local revenue, and broad changes in society's travel patterns.

The funding shortfall strategy will be used to balance the City's transportation needs and its transportation concurrency requirement under the Growth Management Act. These actions are listed in order of precedence.

1. Reduce transportation funding needs.

- » Reevaluate the need for projects
- » Promote transportation demand management actions to reduce vehicle trips
- » Re-scope project needs and downsize where possible

2. Develop new revenue options.

- » Increase revenues by using existing resources
- » Participate in regional funding strategy development
- » Seek new or expanded revenue sources
- » Pursue private/public partnerships
- » Impose Transportation Impact Fee on new developments

3. Change the City's level of service standard. Options include:

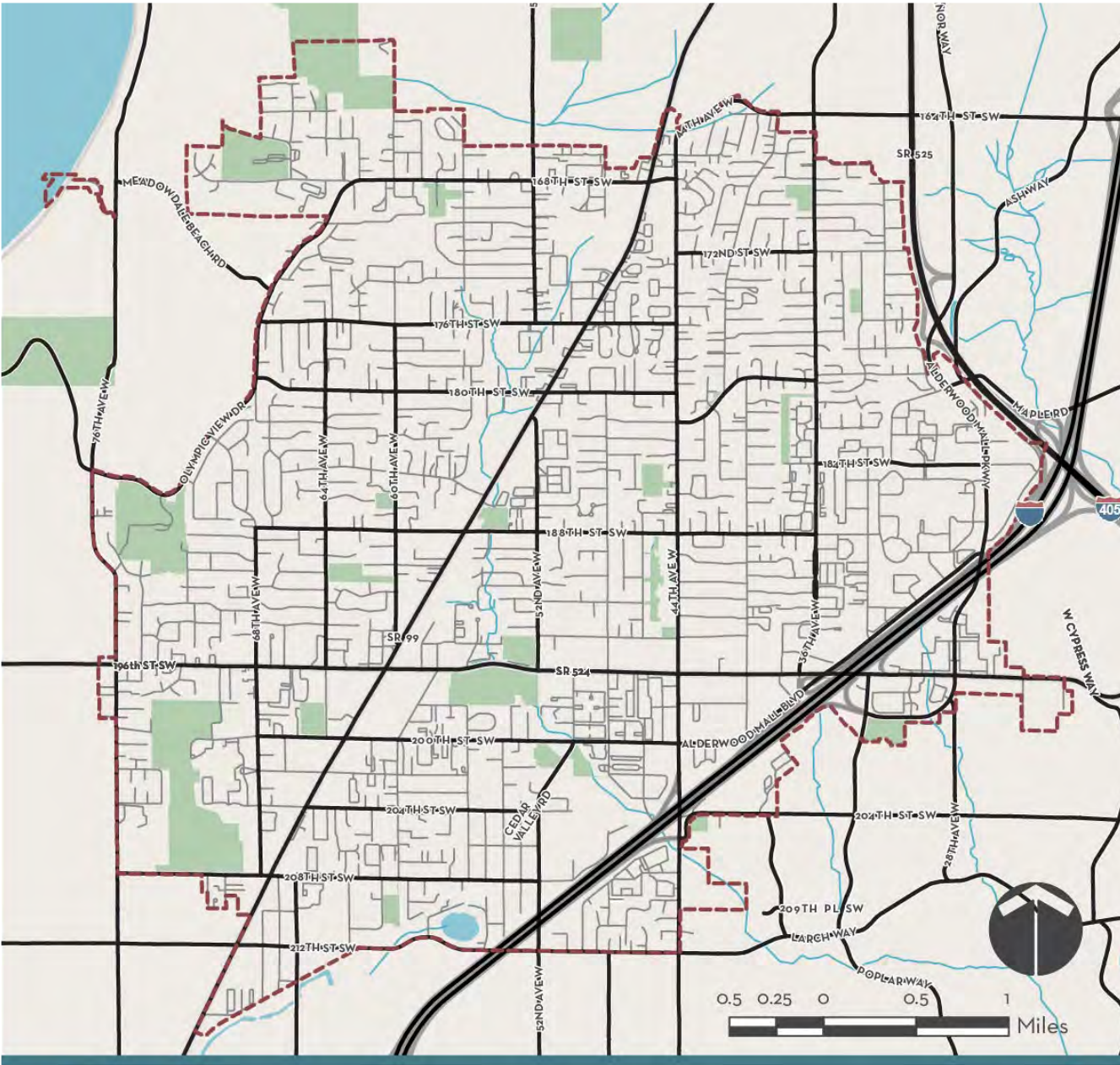
- » Adjust the LOS to allow additional development
- » Adjust the LOS to allow limited additional development
- » Adjust the LOS to phase growth
- » Do nothing and allow the LOS standard to determine whether development is allowed

INTERGOVERNMENTAL COORDINATION AND IMPACT ASSESSMENT






The city will continue to participate in special purpose sub-regional and regional forums with other local agencies and transportation providers convened to deal with specific issues of concern to Lynnwood. These agencies and groups include: XX COPY LIST

- » WSDOT
- » Snohomish County
- » Neighboring Cities
- » Snohomish County Infrastructure Coordinating Committee (ICC)
- » Regional Project Evaluating Committee (RPEC) at PSRC
- » Snohomish County Committee for Improved Transportation (SCCIT)
- » WSDOT quarterly meetings
- » Snohomish County Tomorrow (SCT).
- » Sound Transit
- » Community Transit

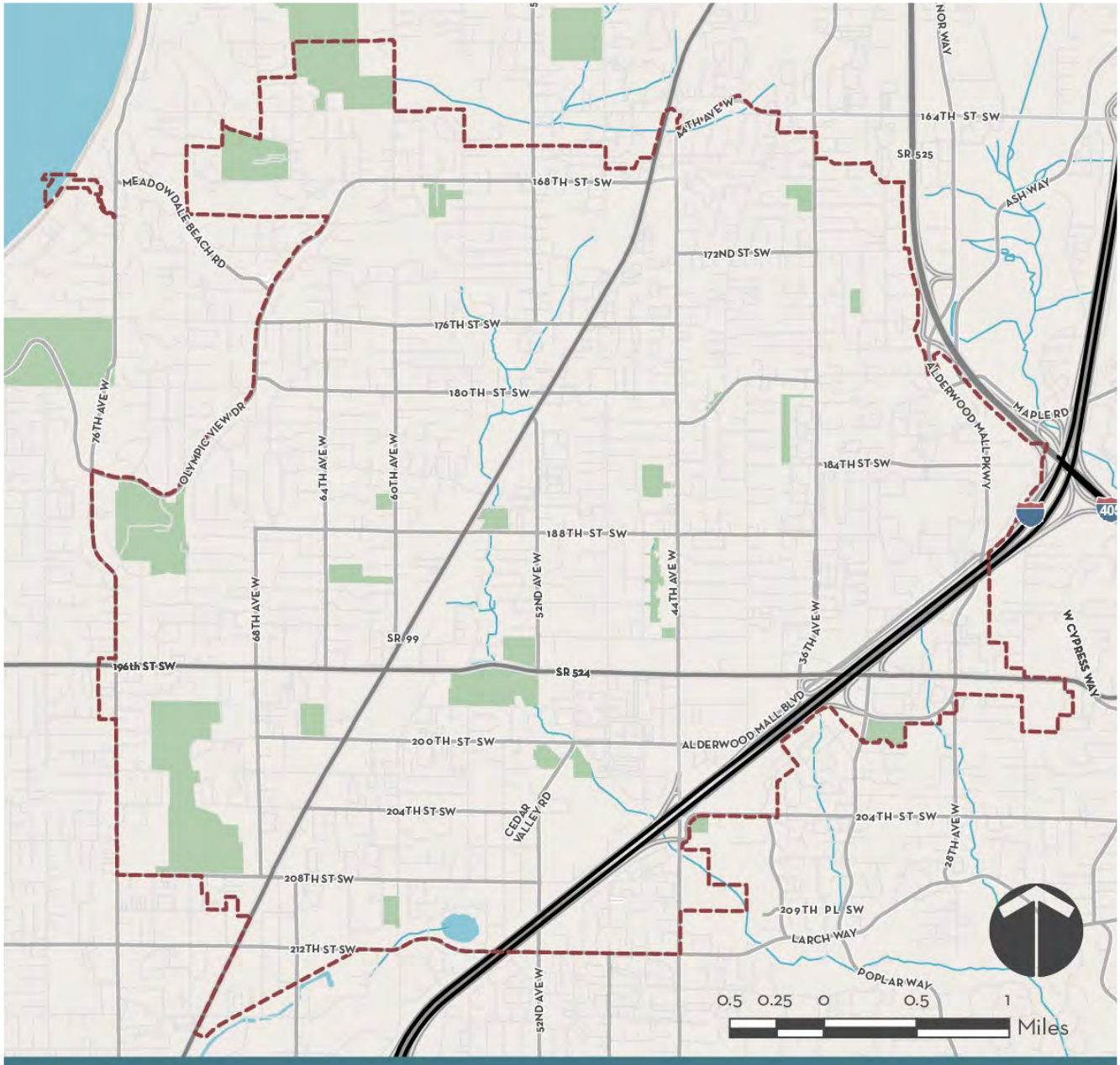
MAP TR.3 EXISTING STREET SYSTEM











LEGEND

-  City Limits
-  Waterbody
-  Stream
-  Major Streets
-  Minor Streets

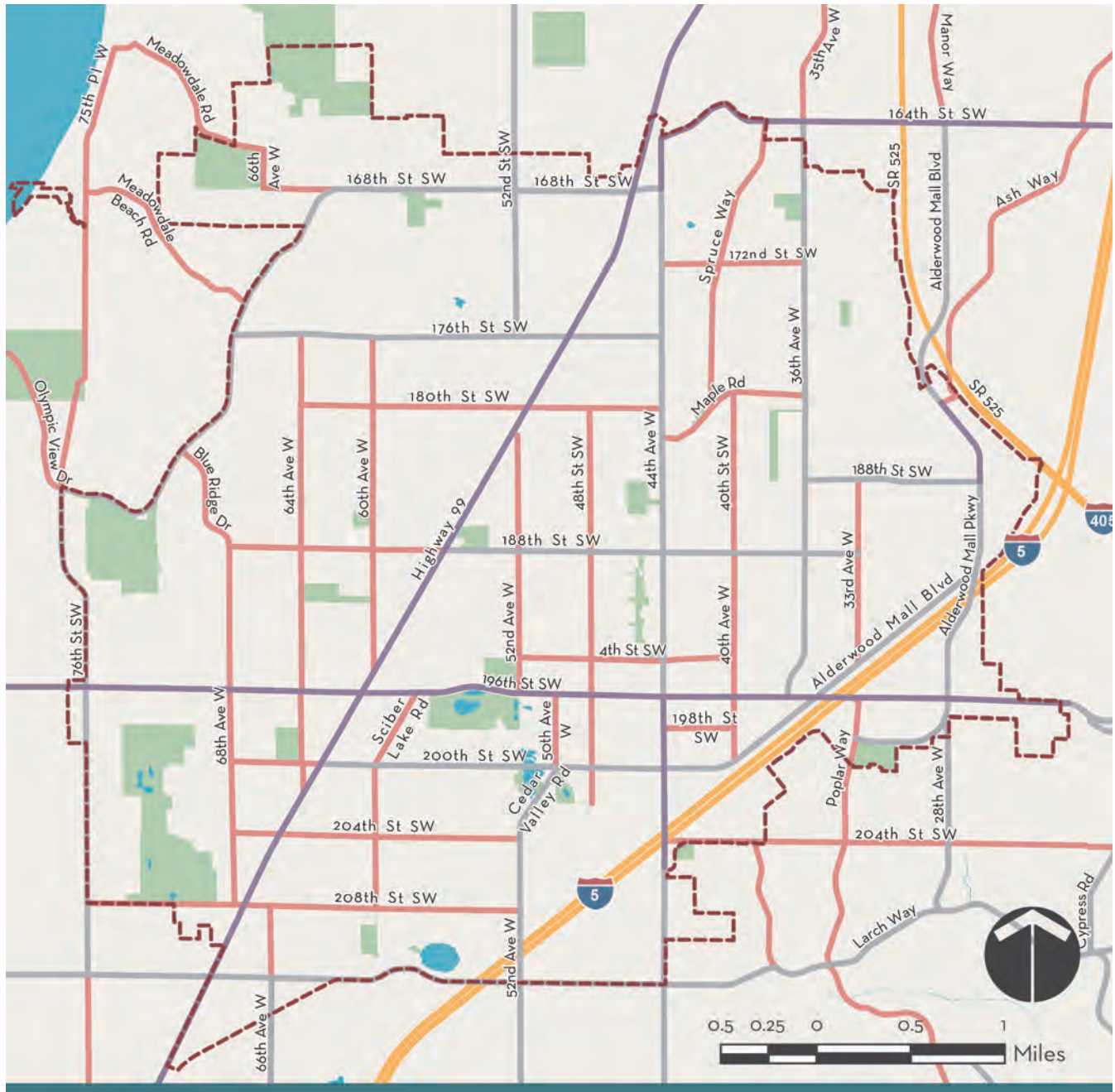
MAP TR.4 STREET CLASSIFICATIONS



LEGEND

-  City Limits
-  Waterbody
-  Stream
-  Freeway
-  Principal Arterial
-  Minor Arterial
-  Collector Arterial
-  Local Roads

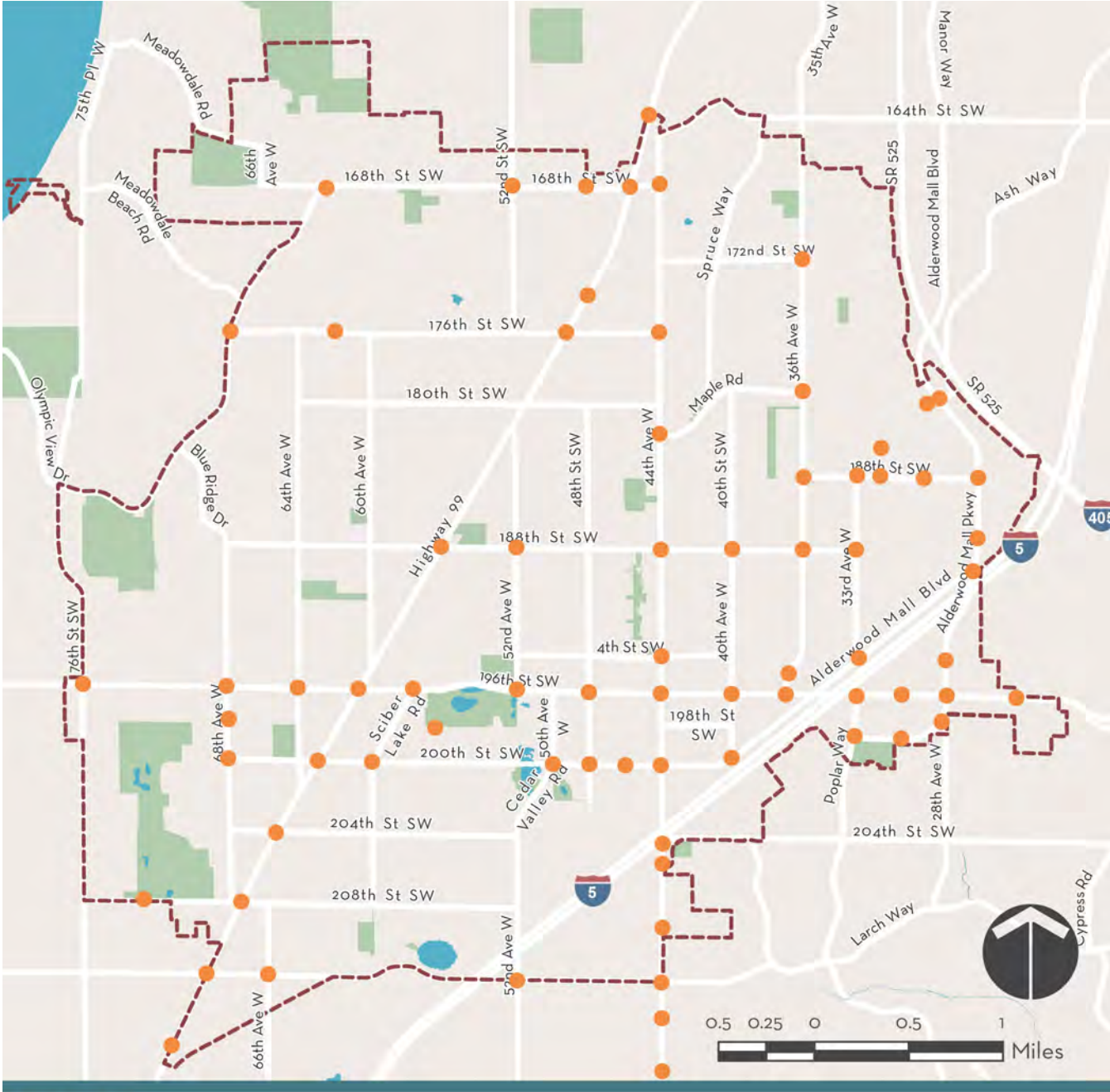
MAP TR.5 ARTERIAL ROADWAY SYSTEM PLAN



LEGEND

- Collector Arterial
- Freeway
- Minor Arterial
- Principal Arterial

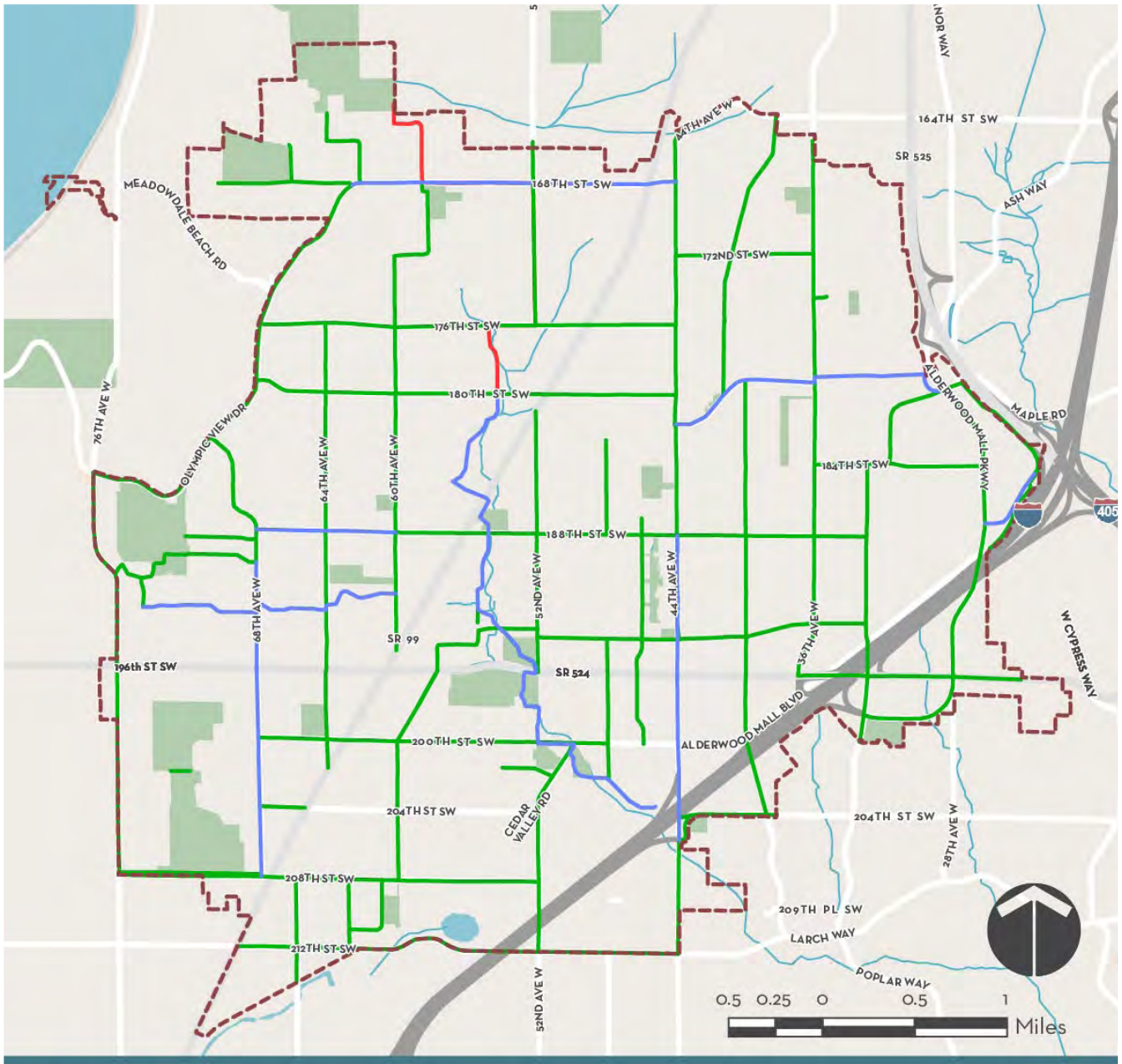
MAP TR.6 EXISTING TRAFFIC SIGNALS



LEGEND

- Traffic Signal

MAP TR.7 PROPOSED BIKE NETWORK



LEGEND







-  City Limits
-  Waterbody
-  Stream
-  15 Year Phase
-  30 Year Phase
-  Long Term

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

Project Title		Beginning Cross Street	Ending Cross Street	Project Description
Intersection Improvements				
TIP	Roundabout/Traffic Signal	48th Ave W	188th St SW	Traffic signal
TIP	Traffic Signal	66th Ave W	212th St SW	Traffic signal
TIP	Roundabout/Traffic Signal	52nd Ave W	176th St SW	Traffic signal
92	Intersection Improvements	AMP	Poplar Way	Traffic signal
93	Intersection Improvements	AMP	182nd St SW	Traffic signal
TIP	Turn Lanes (City of Edmonds)	212th St SW	Highway 99	
TIP	Traffic Signal	52nd Ave W	208th St SW	
TIP	164th/Quail Park Intersection Improvements	164th	Manor Heights Estates	
TIP	Costco Traffic Improvements	33rd Ave	AMP vicinity	
TIP	196th/36th Intersection Improvements	196th	36th	
Non Motorized				
TIP	Scriber Creek Trail, Master Plan (aka Center to Sound trail)	Lynnwood Transit Center	196th St SW	
TIP	Scriber Creek Trail, Acquisition (aka Center to Sound trail)	Lynnwood Transit Center	196th St SW	
TIP	Scriber Creek Trail, Development (aka Center to Sound trail)	Lynnwood Transit Center	196th St SW	
TIP	South Lund's Gulch Trail Development	Gulch Trail	Gulch Trail	
TIP	Interurban Trail Improvements	Beech Rd	Maple Rd	

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
North/South Capacity Improvements				
TIP	Poplar Extension Bridge Phase I&II	196th St SW	AMB42	5/6 lane bridge over I-5 (new connection)
97	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart
98	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension
99	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk
TIP	Beech Road Improvements	AMP	Maple Road	Continuous road behind Kohls and Target
101	40th Undercrossing of I-5	204th St/Larch	AMB/40th Ave	New connection across I-5
East/West Capacity Improvements				
103	Maple Road Extension	179th St SW	33rd Ave W	Realignment of 179th to 33rd
104	196th St SW Improvements	SR 99	Scriber Lk Rd	Add BAT lanes
105	196th St SW Improvements	Scriber Lk Rd	48th Ave W	Add BAT lanes
106	188th St SW Improvements	68th Ave W	60th Ave W	Add turn lanes, bike lanes, sidewalk
TIP	Maple Rd Improvement	37th Ave W	44th Ave W	
TIP	204th Gravel Road	76th Ave W	73rd Ave W	
	172nd St SW	44th Ave W	36th Ave W	Street Improvements

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
City Center Improvements				
108	200th St SW	64th Ave W	Scriber Lake Rd	Add lanes
109	200th St SW	48th Ave W	40th Ave W	Coordination with Sound Transit for Realignment
TIP	42nd Ave W	200th St SW	194th St SW	New road
TIP	194th St SW	40th Ave W	33rd Ave W	New road
112	44th Ave W Improvements	I-5	194th St SW	Add lanes
91	Intersection Improvements	40th Ave W	198th St SW	Traffic signal
New	Intersection Improvements	44th Ave W	198th St SW	Traffic signal
New	19900 Block Service & Fire Access	40th Ave W	44th Ave W	Service & Fire Access
New	198th Street Extension	44th Ave W	48th Ave W	Northline Village Private Road Conversion & Extension
TIP	48th Ave W Bike and Ped Improvements	Lynnwood Transit Center	194th St SW	Complete Street Project including Pavement for Buses
TIP	46th Avenue West	200th Street SW	196th Street SW	Northline Village Private Road Conversion & Extension
TIP	44th Avenue W/I-5 Underpass Improvements	I-5 Underpass Improvements	I-5 Underpass Improvements	

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Alderwood Improvements				
93	Intersection Improvements	AMP	182nd St SW	Traffic signal
New	18500-18700 Block Grid Street	33rd Ave W	36th Ave W	New Grid Street w/Signal or Roundabout
New	19100 Block Grid Street	Alexan Alderwood	36th Ave W	New Grid Street w/Signal or Roundabout
New	Intersection Improvements	AMP	AMB	Intersection Alignment with Beech Road Feasibility
New	Alderwood Mall Blvd	AMP	33rd Ave W	Turning Movement Control
New	18800 Mall Road E/W	33rd Ave W	AMP	Public/Private Partnership for multimodal thru connection
New	Intersection Improvements	AMP	3000 Block	Signal Improvements
New	33rd Ave Alderwood Mall Parkway Corridor Improvements	Costco Driveway	182nd Street SW	Capacity Improvements
Freeway Improvements				
113	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids
114	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Recurring/Annual Maintenance Programs				
TIP	Pavement Management Program	City-Wide	City-Wide	Pavement overlay
TIP	Traffic Signal Rebuild Program	City-Wide	City-Wide	Periodic repair of signals
TIP	Sidewalk and Walkway Program - Maintenance	City-Wide	City-Wide	Periodic repair of sidewalks
TIP	Sidewalk and Walkway Program - ADA Ramps	City-Wide	City-Wide	Bring deficient locations into compliance
TIP	Neighborhood Traffic Calming Program	City-Wide	City-Wide	Misc. projects
TIP	Sidewalk and Walkway Program	City-Wide	City-wide	Misc. projects
Other Projects				
119	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)
121	Lynnwood Trolley	ECC, LTC, CC, Alderwood	Feasibility study	
TIP	Highway 99 Safety Improvements	Highway 99	Highway 99	Access management
123	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents
TIP	School Safety Improvements	Citywide	Citywide	
TIP	Lynnwood LRT Extension	Northgate	Lynnwood	
TIP	Everett LRT Extension	Lynnwood	Everett	

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Connect Lynnwood 15 Year Action Plan Projects			
P11-196th St SW	56th Ave W	52nd Ave W	Replace asphalt sidewalk with full sidewalk
SRTS19-44th Ave W	Lynnwood Elementary	188th St SW	Expand sidewalk on west side of 44th Ave W. Rechannelize block just north of 188th to 1 thru/right and 1 left turn.
P6-48th Ave W	200th St SW	196th St SW	Reconstruct street to add wider sidewalks to accommodate people transferring from 196th St SW Swift station to Lynnwood Transit Center.
SW61-202nd St SW	68th Ave W	SR 99	Install sidewalk on both sides of street.
P17-42nd Ave W	AMB	194th St SW	Install walkway improvements with new street connection.
SW107-196th St SW	48th Ave W	36th Ave W	Install sidewalk improvements as part of 196th St SW improvements.
P10-200th St SW	50th Ave W	44th Ave W	Widen sidewalks on 200th St SW to accommodate increased pedestrian traffic.
U1-200th St SW	56th Ave W	56th Ave W	Add flasher to existing marked crosswalk to improve visibility to drivers coming over hill.
C60-200th St SW	50th Ave	Cedar Valley Rd	Install crossing improvements at busy intersection along high crash corridor. Consider leading pedestrian interval and curb extensions.
C42-AMB	44th Ave W	40th Ave W	Install crossing improvements such as median crossing island and flashing beacon. Location is at bus stops and more than 500' from a marked crosswalk in City Center.
LMAPP13b-44th Ave W	198th St SW	198th St SW	Add traffic signal in conjunction with LMAP promenade project on 198th St SW.

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Connect Lynnwood 15 Year Action Plan Projects			
B70-44th Ave W	204th St SW	200th St SW	Install sidepath segment to connect trail segments identified in LMAP and Merlon Gier redevelopment.
B59-44th Ave W	200th St SW	194th St SW	Install sidepath segment to connect to Lynnwood Transit Center and Civic Campus
B31-44th Ave W	194th St SW	188th St SW	Install sidepath segment to connect to Lynnwood Transit Center and Civic Campus.
B25-188th St SW	68th Ave W	60th Ave W	Install buffered bike lanes with repaving project.
B23-Maple Rd	44th Ave W	30th Pl W	Install buffered bike lanes with repaving project.
B3-168th St SW	62nd Ave W	44th Ave W	Install sidepath identified through 168th St SW Corridor Study, or buffered bike lanes with repaving.
B16-56th/56th/186th Pl SW/ Hurst Rd	196th St SW	180th St SW	Upon completion of segment from Lynnwood Transit Center to 196th St SW, install Scriber Creek Trail north extension from Wilcox Park north to SR 99 and beyond.
B65-68th Ave W	208th St SW	189th Pl SW	Install AAA bikeway.
B72-192nd Pl SW & Dale Way	74th Ave W	60th Ave W	Install neighborhood greenway. Add traffic calming and wayfinding, and consider vehicle diversion at key intersections.
B21-Beech Rd	AMP	184th St SW	Install sidepath in conjunction with Beech Rd realignment project.

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Connect Lynnwood 30 Year Action Plan Projects			
SW1-180th St SW	64th Ave W	SR 99	Install sidewalk or sidepath on at least one side of street
SW19-180th St SW	48th Ave W	46th Pl W	Install walkway improvements
SW4-40th Ave W	188th St SW	Maple Rd	Install sidewalk on at least one side of street
SW98-60th Ave W	SR 99	189th Pl SW	Install sidewalk on east side of street
SW63-69th Pl W	Edmonds College	196th St SW	Install walkway improvements
SW38-61st Pl W	202nd SW	200th St W	Install sidewalk on at least one side of street
P8-44th Ave W	204th St SW	Interurban Trail	I-5 underpass improvements - lighting, landscaping, and possible widening to accommodate people bicycling
C74-44th Ave W	44th Ave W	188th St SW	Enhanced crossing. Add curb extensions across N leg and LPI for NB and SB crossing.
C16-33rd Ave W	AMB	188th St SW	Evaluate crossing need/ options. Consider flashing beacon and marked crosswalk.
C81-Alderwood Mall Blvd	AMB	33rd Ave W	Enhanced crossing. Add trail signage, restripe crosswalks, add leading pedestrian interval, and evaluate corners for accessibility.
LMAPP13a-40th Ave W	40th Ave W	198th St SW	Add signal in conjunction with LMAP promenade project on 198th
C11-64th Ave W	64th Ave W	North end of Gold Park	Evaluate crossing need/ options. Consider flashing beacon and marked crosswalk.

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

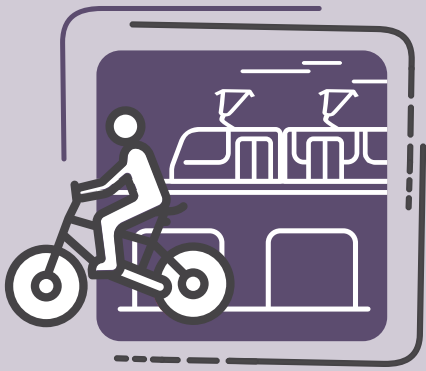
Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Connect Lynnwood 30 Year Action Plan Projects			
B50-176th St SW	52nd Ave W	44th Ave W	Install AAA bikeway and high visibility crossing improvements across SR 99. Consider lane reduction and buffered or protected bike lanes.
B67 64th Ave W	SR99	188th St SW	Install striped or buffered bike lanes, including high visibility crossing improvements across 196th St SW.
SRTS29- 60th Ave W, Scriber Lake Rd, and 58th Ave W	208th St SW	Cedar Valley School	Install new AAA bikeway connecting to Cedar Valley school. Upgrade existing striped bike lane segments to AAA facility.
B45-180th St SW	SR 99	44th Ave W	Install new bikeway, including high visibility crossing improvements across SR 99
B32-48th Ave W	188th St SW	182nd Pl SW	Install striped or buffered bike lanes
B62-60th Ave W	SR99	188th St SW	Install bi-directional bikeway. Consider upgrading sidewalk to sidepath on west side.
B5-48th Ave W	Lynnwood Transit Center	194th St SW	Install AAA bikeway and high visibility crossing improvements across 196th St SW. Upgrade existing striped bike lanes to AAA facility.
B2-196th St SW	37th Ave W	24th Ave W	Install new bikeway. Consider sidepath or separated bike lanes given traffic speeds and volumes.
Connect Lynnwood 30 Year Action Plan Projects			
Sidewalks-Wall Road	33rd Avenue W	28th Avenue W	Fill sidewalk gaps along Wall Road from west to east between 33rd Avenue W and 28th Avenue W

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Sound Transit Bicycle and Pedestrian Station Access Allowance Candidate Projects (Additional)			
Sidewalks-Wall Road	28th Avenue W	AMP	Fill sidewalk gaps along Wall Road from west to east between 28th Avenue W and Alderwood Mall Parkway
Crossings	29th Avenue W	Wall Road	Add new high visibility crossings at the intersection of 29th Avenue W and Wall Road across 29th Avenue W
Crossings	28th Avenue W	Wall Road	Add three new high visibility crossings and realign north-leg stop line at the three-way intersection at of 28th Avenue W and Wall Road
Intersection	AMP	28th St SW	Add east-west crosswalk on the north-leg of the intersection at Alderwood Mall Pkwy and 28th Street SW
Improved Intersection	33rd Avenue W	188th St SW	Extend curb radii to shorten crosswalk distance, and upgrade curb ramps to directional ADA accessible ramps at 33rd Avenue W and 188th Street SW
Sidewalks-33rd Ave W	184th St SW	AMP	Replace painted walkway with formal raised sidewalk along westside of 33rd Ave W between 184th St SW and Alderwood Mall Pkwy
Intersection-AMP	33rd Avenue W	Maple Road	Add high visibility crosswalk to north-leg; remove porkchop and improve curb radius to shorten crosswalk on the east; and improve northwest corner to accommodate proposed crosswalk for Alderwood Mall Pkwy at 33rd Avenue W/Maple Road intersection
Crossings	30th Place W	33rd Avenue W	Add crosswalk across 30th Place W at 33rd Avenue W
Sidewalks-182nd Street SW	33rd St W	AMP	Fill in sidewalk gaps along 182nd Street SW between 33rd Street W and Alderwood Mall Pkwy
Crossings	AMB	28th Avenue W	Add high visibility paint and pedestrian signal (RRFB or PHB) or convert to signalize intersection existing two crossings at unsignalized intersection at Alderwood Mall Blvd and 28th Avenue W

TABLE TR.3 20 YEAR TRANSPORTATION PROJECT LIST

Project Title	Beginning Cross Street	Ending Cross Street	Project Description
Sound Transit Bicycle and Pedestrian Station Access Allowance Candidate Projects (Additional)			
Sidewalks	195th Place SW	AMB	Widen existing sidewalk between 195th Place SW and sidewalk Alderwood Mall Blvd connecting to 33rd Avenue W for connection to Interurban Trail
Intersection/ Crossing	Interurban Trail	AMB	Install curb ramps and crosswalk across Alderwood Mall Blvd, consider pedestrian signal such as RRFB or PHB for Interurban Trail & Alderwood Mall Blvd
Multi-use path	36th Ave W	Interurban Trail	Create new multi-use path from 36th Avenue W to Interurban Trail in vicinity of on-ramp near 196th St SW
Bike Crossing	Interurban Trail	AMB/AMP	Create new connection between Interurban Trail and west side of Alderwood Mall Pkwy
Separated Bike Lanes-33rd Avenue W	184th St SW	Interurban Trail	Separated bike lane on 33rd Avenue W between 184th St SW and Interurban Trail.
Multi-Use Trail-Maple Road	I-5	14th Pl W	Upgrade existing bike lane on Maple Road to a multi-use trail between I-5 and 14th Pl W to connect to 178th Street SW and the east, as an extension to the County's planned project on Maple Road.
Painted or Separated Bike Lanes-36th Avenue W	179th St SW	184th Street	Protected bike lane on 36th Avenue W between 179th St SW and 184th Street
Painted or Separated Bike Lanes-184th Street SW	36th Avenue W	33rd Avenue W	Install bike lane on 184th Street SW between 36th Avenue W and 33rd Avenue W, connecting to County's already planned project on 184th St SW.
Painted or Separated Bike Lanes-44th Ave W	188th St SW	Interurban Trail	Bike lane on 44th Avenue W from 188th St SW that runs down south to the Interurban Trail.
(Two-way) Separated Bike Lane-28th Ave W	Mall Access Road	AMB	Install two-way separated bike lane on the east side of 28th Avenue W between Mall Access Road and Alderwood Mall Boulevard provide direct connection to the Interurban Trail.



GOALS & POLICIES

TR Goal 1

Provide a transportation system that efficiently moves people and goods to local and regional destinations.

- TR Policy 1.1** Plan and construct transportation improvements consistent with local and regional growth.
- TR Policy 1.2** Develop a strategy to coordinate effectively with other local, regional, state, and federal agencies on needed transportation improvements.
- TR Policy 1.3** Work with community members to evaluate transportation problems and provide creative solutions based on available funding and relative need.
- TR Policy 1.4** Encourage compact and mixed-use development that reduces the need for additional vehicle trips.
- TR Policy 1.5** Coordinate with Community Transit and Sound Transit for the planning, design, construction, and maintenance of transit services to make transit an attractive travel option for residents and visitors.
- TR Policy 1.6** Establish truck routes to accommodate freight traffic, while promoting safety, sustainability, and efficiency.

TR Goal 2

Maximize the safety and accessibility of the local circulation system.

- TR Policy 2.1** Design roadways and transit facilities to be safer, accessible, and reduce points of conflict for those with disabilities or mobility impairments.
- TR Policy 2.2** Provide appropriate illumination on streets, sidewalks, and trails.
- TR Policy 2.3** Support safer routes to school by improving safety and mobility for children by enabling and encouraging them to walk, bike, and roll to school.
- TR Policy 2.4** Develop a resilient transportation system to withstand service disruptions, natural, and economic disturbances.
- TR Policy 2.5** Develop and maintain a traffic calming program to address traffic concerns.
- TR Policy 2.6** Leverage Intelligent Transportation Systems (ITS) and similar technologies and infrastructure to optimize the safe flow of people and goods, and enhance transportation efficiency and economic growth.

LEFT: Students Using the Crosswalk at Lynnwood Elementary



TR Goal 3

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

TR Policy 3.1

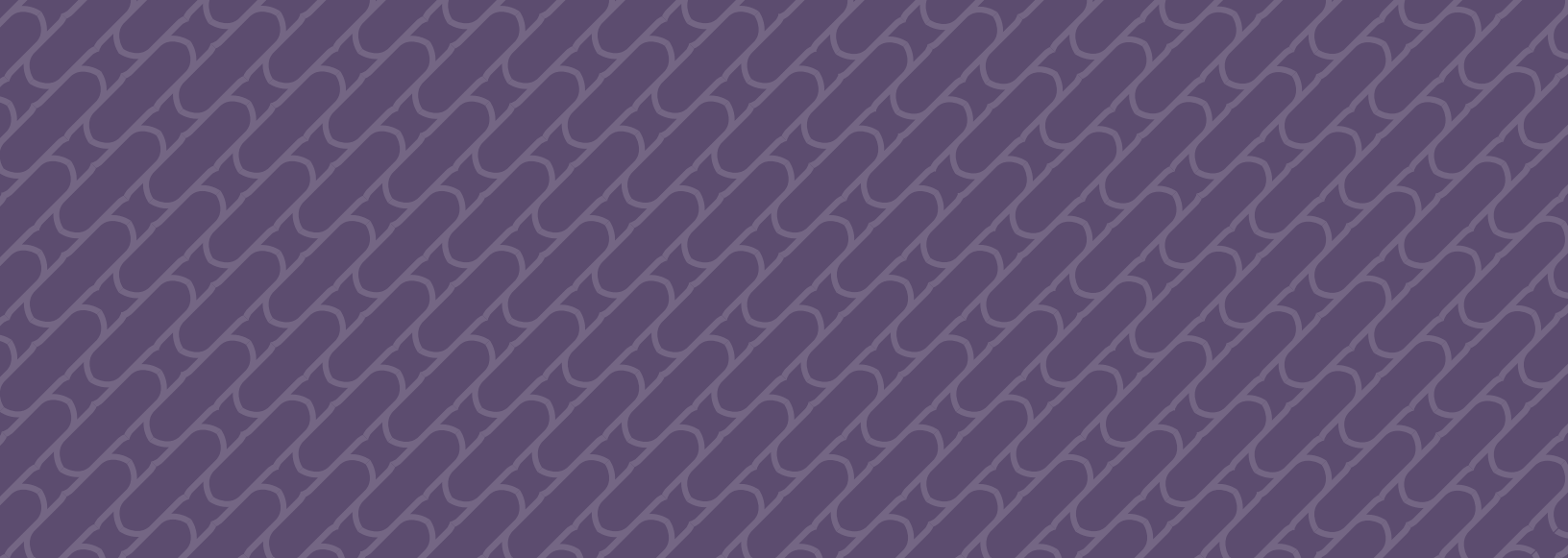
Prioritize opportunities to implement and maintain the strategies laid out in the Connect Lynnwood Plan and the Complete Streets Ordinance.

TR Policy 3.2

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

TR Policy 3.3

Implement bicycle facility and trail improvements to create a complete transportation network to walk, bike, and roll.



TR Goal 3

- TR Policy 3.4** Seek partnerships to promote safer bicycling opportunities and develop bicycle routes.
- TR Policy 3.5** Support walking, rolling, and biking as forms of active transportation, enhancing health and as well as providing for transportation needs.
- 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.
- TR Policy 3.7** Support pedestrian-oriented design and streetscape amenities including landscaping, benches, lighting, artwork, and other amenities.

TR Goal 4

Provide mobility standards for walking, rolling, biking, using transit, driving, and transporting freight.

Multimodal Concurrency

refers to a concurrency program that recognizes that the transportation system is multimodal, including motor vehicles, pedestrians, transit, and bicycles.

TR Policy 4.1

Ensure that **multimodal concurrency** standards and guidelines are met by completing critical infrastructure transportation improvements for all modes of travel.

TR Policy 4.2

Acquire and improve rights-of-way where most needed for streets to meet the City's Street standards and network needs.

TR Policy 4.3

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

TR Policy 4.4

Ensure a minimum level of service for all intersections.

TR Policy 4.5

Coordinate with WSDOT to maintain level of service standards and improve mobility along and across state highways consistent with WSDOT Standards and the Connecting Communities initiative.



Family Using the Interurban Trail

TR Goal 4

- TR Policy 4.6** Operate a local traffic signal system that provides safer movement through intersections for all users.
- TR Policy 4.7** Encourage Transportation Demand Management initiatives for new and existing development.
- TR Policy 4.8** Review and update the City's Commute Trip Reduction Plan every four years for effectiveness.
- TR Policy 4.9** Encourage coordinated traffic circulation and access throughout neighboring parcels in commercial, industrial, and residential areas to reduce traffic and increase safety.

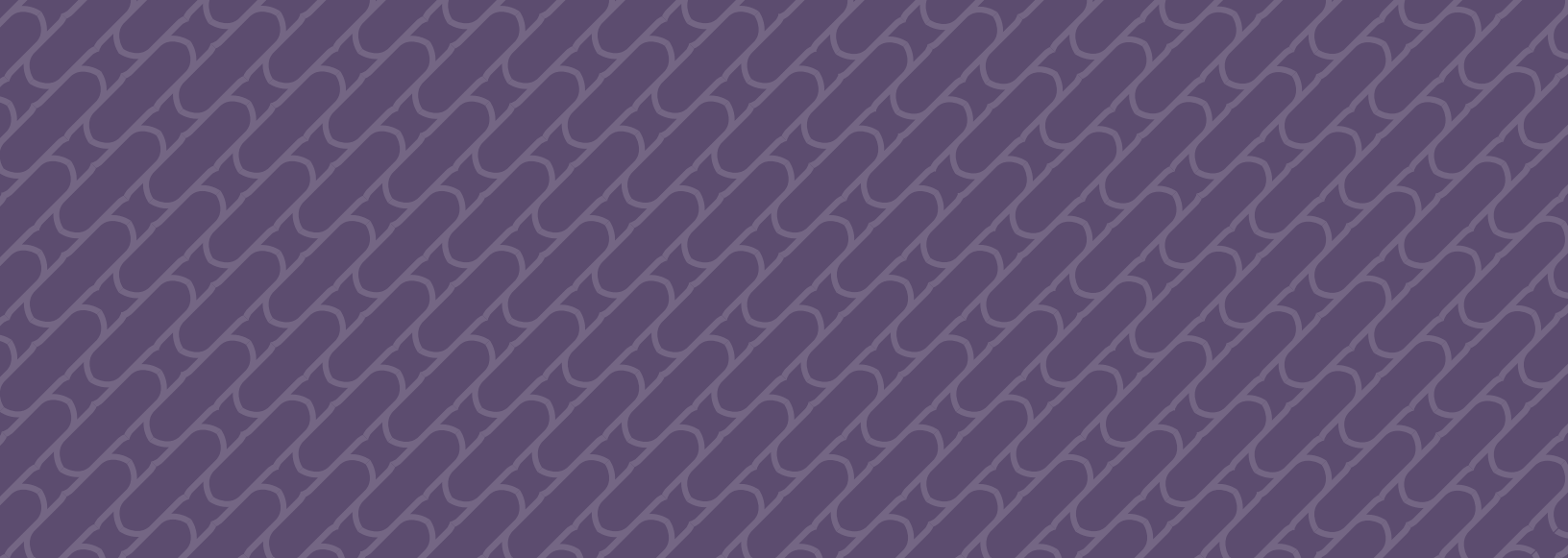
LEFT: Workers Transport a Girder for Link Light Rail



TR Goal 5

Support the preservation and maintenance of transportation infrastructure.

- TR Policy 5.1** Establish ongoing condition assessments and funding plans for transportation related programs including street overlays, sidewalks, traffic signal rebuild, street maintenance and operations, and other multimodal transportation options.
- TR Policy 5.2** Provide appropriate maintenance, preservation and renewal of existing streets, sidewalks, and traffic control systems.
- TR Policy 5.3** Evaluate the costs and benefits of new transportation projects over the expected lifecycle.
- TR Policy 5.4** Engage in proactive maintenance of existing infrastructure to mitigate potential issues and extend their expected lifespan.



TR Goal 6

Provide sustainable funding for transportation projects.

- TR Policy 6.1** Develop a Multimodal transportation Funding Strategy to fund necessary improvements.
- TR Policy 6.2** Ensure that local match funds are available for grant opportunities to maximize the benefits of all funding sources.
- TR Policy 6.3** Periodically review the City's Transportation Impact Fees to fund growth related transportation system improvements.
- TR Policy 6.4** Ensure that project prioritization includes equity consideration.

TR Goal 7

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

- TR Policy 7.1** Foster a system that reduces the negative effects of transportation infrastructure and operation on environmental and human health.
- TR Policy 7.2** Support programs and infrastructure that reduce greenhouse gas emissions to maintain consistency with regional climate goals.
- TR Policy 7.3** Use environmentally friendly products in street maintenance, when available.
- 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.
- TR Policy 7.5** Support the shift from single-occupancy vehicle trips to other modes of transportation to reduce environmental impacts.
- TR Policy 7.6** Provide additional placemaking options by identifying opportunities to activate public rights-of-way as usable gathering spaces.



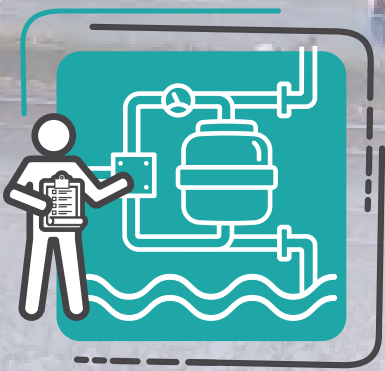
*Scriber Creek Trail Boardwalk
next to Lynnwood Transit
Center*

TR Goal 7

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.

TR Policy 7.8 Invest in transportation projects that improve economic and living conditions to retain and attract new industries and skilled workers to the City.

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



CAPITAL FACILITIES & UTILITIES

INTRODUCTION

This element incorporates Lynnwood’s Capital Facilities & Utilities related goals and policies.

DID YOU KNOW?



Capital facilities include transportation systems (roadways, sidewalks, street lights, and traffic signals), domestic water, sanitary sewer and stormwater systems, parks, recreational facilities, and other community buildings.

The purpose of the Capital Facilities & Utilities Element is to plan for and demonstrate that all capital facilities serving Lynnwood support the current and forecasted population and economy. Capital facilities, also referred to as public facilities, include the transportation system (roadways, sidewalks, streetlights, and traffic signals), domestic water, sanitary sewer and stormwater systems, parks, recreational facilities, and other community buildings.

Utilities can be publicly or privately owned. Privately owned utilities include collection, transmission, distribution, and processing facilities of natural gas, electricity, cable, and telecommunication services, among other services. Privately owned utility providers maintain their own long-range plans. The City of Lynnwood provides stormwater, water and sanitary sewer service to much of the City, whereas other utility services are provided through franchise agreements.

The Capital Facilities & Utilities Element coordinates improvements necessary to provide services as Lynnwood grows.



ABOVE: Lynnwood Skate Park

BELOW: Lynnwood City Hall

WHY CAPITAL FACILITIES & UTILITIES?

The Capital Facilities & Utilities Element is required in the Comprehensive Plan to:

- » Provide capital facilities for land development that is envisioned or authorized by the Land Use Element of the Comprehensive Plan.
- » Maintain the quality of life for the community by establishing and maintaining level of service standards for capital facilities.
- » Coordinate and provide consistency among all plans for capital improvements, including other elements of the Comprehensive Plan, plans for capital facilities of state and/or regional significance, adjacent local governments, and plans of special districts.
- » Ensure the timely provision of adequate facilities as required in the Growth Management Act (GMA).
- » Document all City capital projects and their financing.



CORE VALUES IN THE CONTEXT OF CAPITAL FACILITIES & UTILITIES



EQUITY is about prioritizing the investment in infrastructure to areas that are historically underserved and ensuring equitable distribution of services. Goals and policies established to achieve this core value guide City actions towards rectifying past injustices and ensuring that new facilities do not disproportionately impact historically marginalized communities or burdened communities.



SUSTAINABILITY is about ensuring that new and existing facilities consider the long-term impact of public facilities on the local, regional, and global environment and the impact to the quality of life for the public. Goals and policies established to achieve this core value guide City actions towards efficient use of existing resources.



RESILIENCE is the City's capacity to prepare for and recover from unanticipated events like natural hazards, economic changes, or other events that could hinder operation. Goals and policies established to achieve this core value guide City actions towards increasing capacity and preparing to adapt to changes.



LIVABILITY is the ability to deliver services to throughout the community in a timely and efficient manner. Goals and policies established to achieve this core value guide City actions towards maintaining levels of service.



ORIENTATION TO TRANSIT ensures that there are sufficient services to support planned growth. Goals and policies established to achieve this core value guide City actions towards planning for and supporting new housing and employment opportunities in high density parts of the City.

EXISTING CONDITIONS

The following summary of the current conditions provides an overview of the many different services throughout the community.

As Lynnwood continues to grow and develop the City Center, Alderwood, and Highway 99 Corridor, these existing conditions will change and create new demands for services within the City. These new services must be coordinated amongst the City departments and may be captured in updated functional/subarea plans.

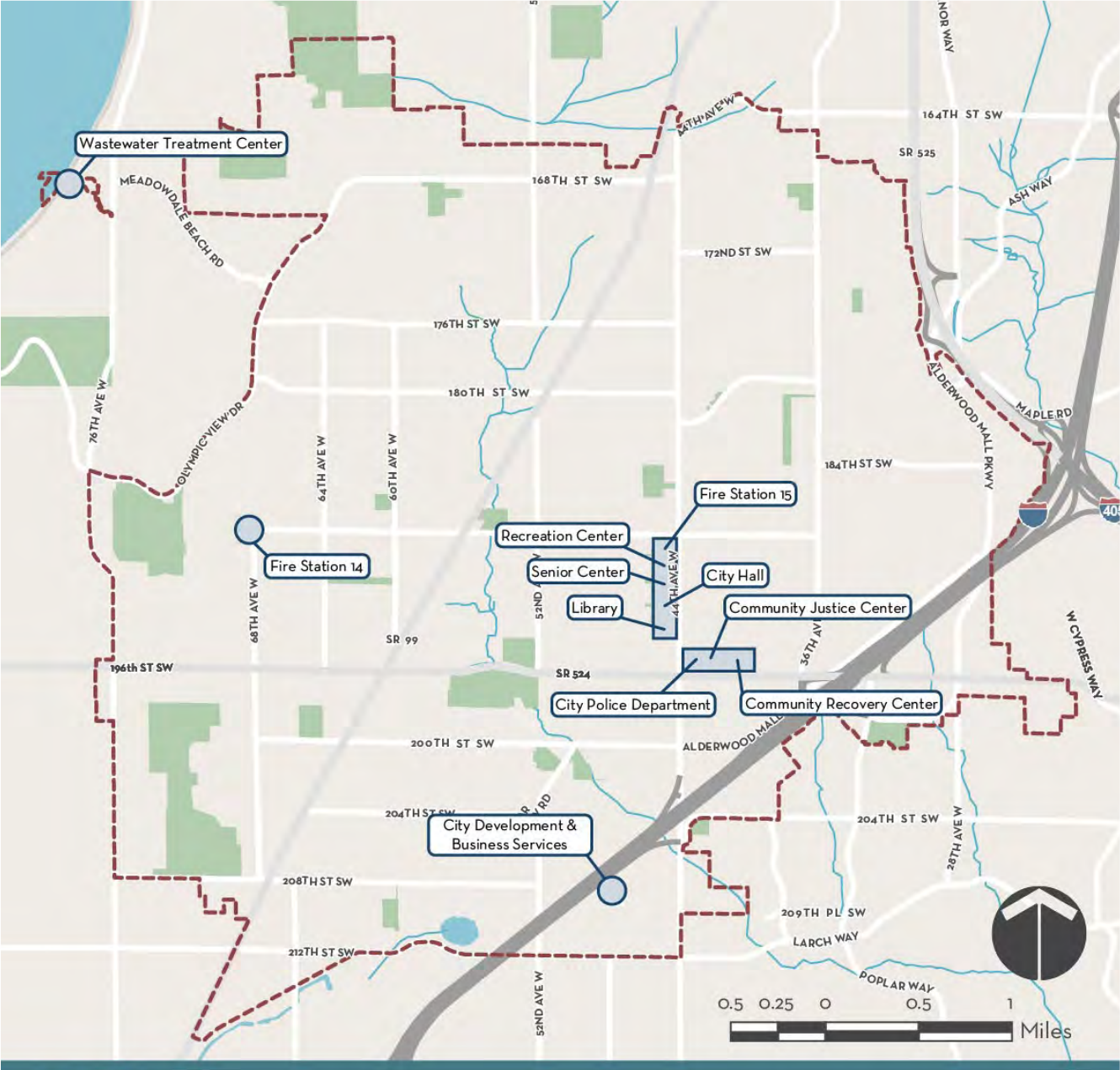
TOP: South County Fire Engine at Lynnwood Civic Center Station 15

BOTTOM : Lynnwood Recreation Center





MAP CF.1 FACILITIES INVENTORY

Capital Facilities Inventory



LEGEND

-  City Limits
-  Waterbody
-  Stream
-  Major City-Owned Buildings



ABOVE: City of Lynnwood Waste Water Treatment Plant

BELOW: Lund's Creek Estuary



CITY OF LYNNWOOD SERVICES

WATER

Lynnwood's water system includes approximately 168 miles of water mains, two pressure reducing stations, two reservoirs, one booster pump station, and other related appurtenances.

- » City of Lynnwood Water Comprehensive Plan
- » Comprehensive Water, Sewer, Storm Utility Rate Study

SEWER (WASTEWATER)

Lynnwood's wastewater system is comprised of approximately 100 miles of gravity pipe. These gravity lines feed into six existing sewer lift stations which then pump into gravity interceptors and eventually to the Waste Water Treatment Plant (WWTP), located on the Puget Sound.

- » City of Lynnwood Wastewater Comprehensive Plan
- » Comprehensive Water, Sewer, and Storm Utility Rate Study

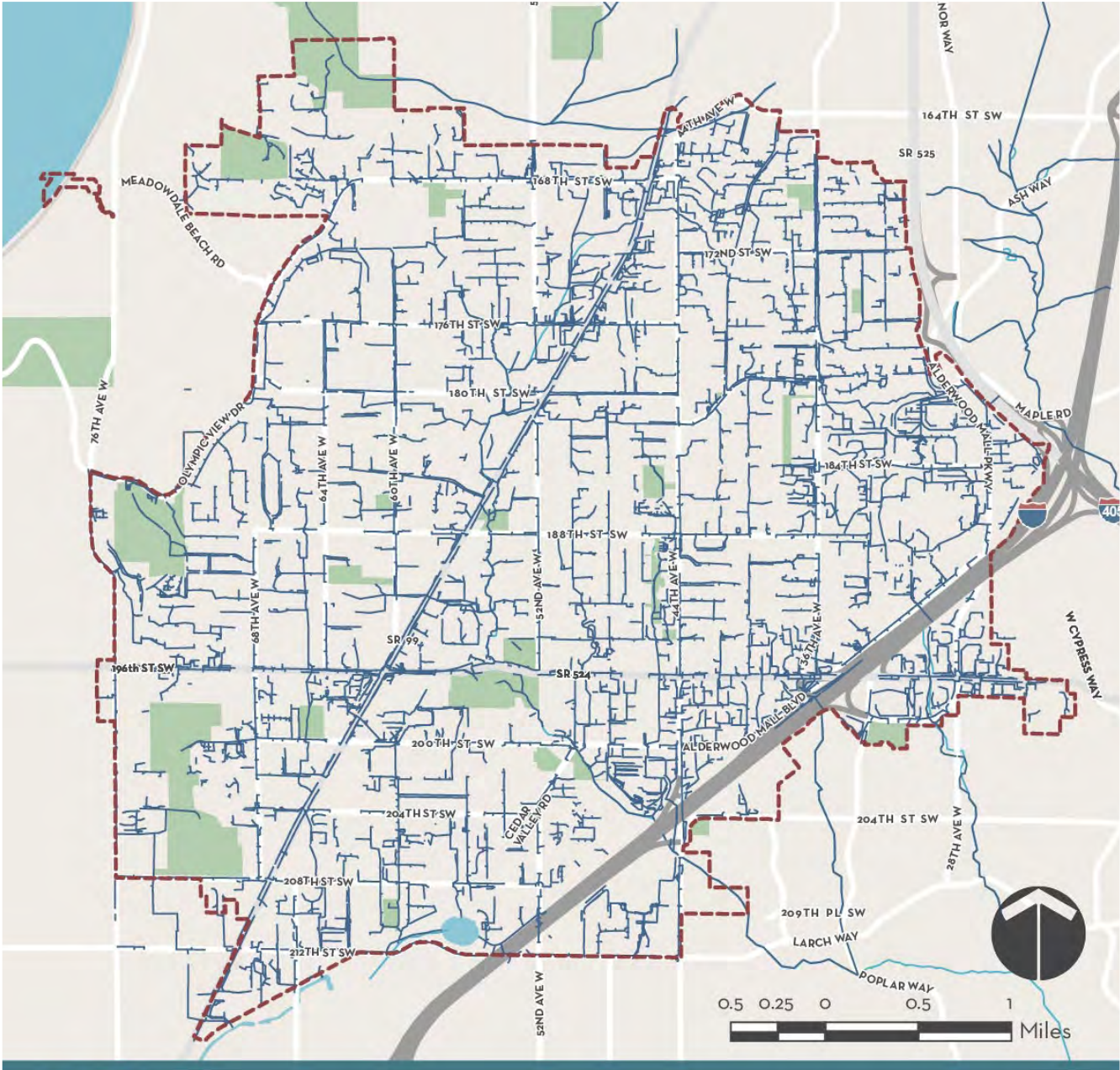
STORMWATER (SURFACE WATER)

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.





- » City of Lynnwood Surface Water Management Comprehensive Plan
- » Comprehensive Water, Sewer, and Storm Utility Rate Study

MAP CF.3 FACILITIES INVENTORY

Utility Stormwater Pipes

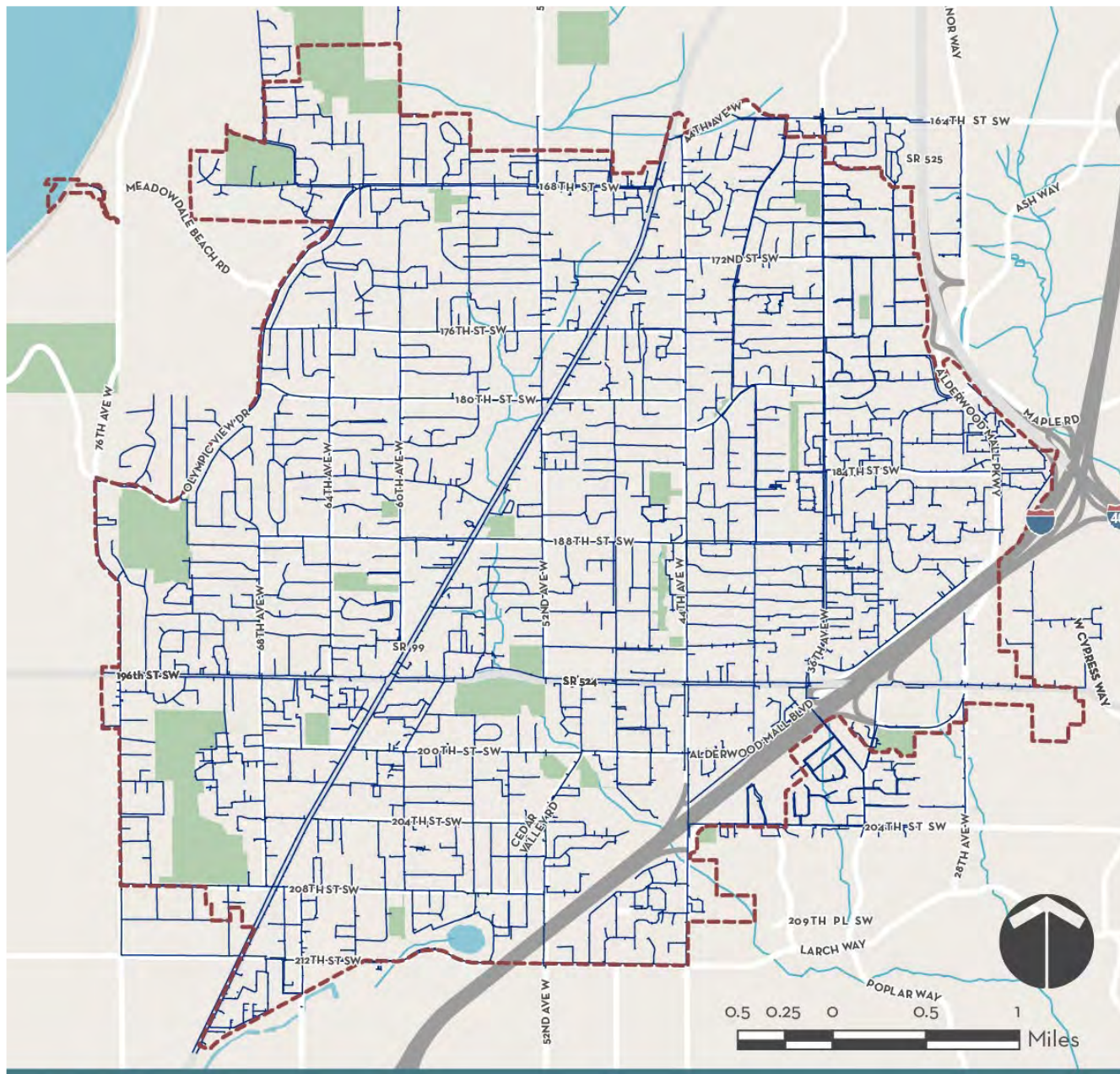


LEGEND

-  City Limits
-  Waterbody
-  Stream
-  Stormwater Pipes

MAP CF.4 FACILITIES INVENTORY

Utility Water Pipes



LEGEND

- City Limits
- Waterbody
- Stream
- Water Pipes

The TIP can be found in the appendix. For more information about transportation, please see the Transportation Element

Lynnwood City Center Station

Photo by Randal Southam,

Digital Face Media

TRANSPORTATION

The Transportation Element contains a generalized inventory of Lynnwood's transportation system. A detailed inventory is kept by the Public Works Department. Lynnwood annually prepares and adopts the Six-Year Transportation Improvement Program (TIP). The TIP lists street and non-motorized projects and revenue sources in preparation for project scheduling, prioritization, and grant eligibility purposes.

- » Transportation Element of the Comprehensive Plan
- » Asset Management Systems Incorporated (AMSI)
- » Six-Year TIP
- » Transportation Business Plan
- » City Center Subarea Plan
- » Non-Motorized Multimodal Plan



CITY BUILDINGS AND OTHER COMMUNITY BUILDINGS

Buildings owned and operated by the City of Lynnwood include:

- » Civic Campus
 - City Hall
 - Lynnwood Recreation Center
 - Lynnwood Senior Center
 - North Admin Building (NAB)
- » Community Justice Center
- » Operations and Maintenance Center
- » Parks Maintenance Center
- » Fish Hatchery and Environmental Education Center

Lynnwood owns and leases:

- » Lynnwood Library
- » Goodwill

Lynnwood Leases:

- » Development & Business Services (DBS) office space

The City of Lynnwood has reviewed the decentralized operations of administration including the DBS off site lease. Lynnwood continues to review opportunities to update and expand upon the 2019 Space Needs Study. This may include consolidation of services on Civic Campus or at a new site in City Center. The following additional reports provide feedback on this information.

- » Facilities Condition Assessment Plan
- » 2019 Space Needs Assessment
- » Asset Management Systems Incorporated (AMSI)
- » Sno-Isle Libraries Capital Facility Plan



ABOVE: Lynnwood Recreation Center Lap Pool

BELOW: Lynnwood City Hall





Cyclist on Scriber Creek Trail

Learn more about parks and recreation in the Parks & Recreation Element of the Comprehensive Plan

PARKS & RECREATION

Lynnwood's Parks, Recreation, and Open Space system is comprised of parks, trails, and special recreation facilities. The Parks, Arts, Recreation & Conservation (PARC) Plan is a long-range planning document that implements the City of Lynnwood Comprehensive Plan and the Capital Facilities Plan. This includes a ten year time horizon, providing goals and an action plan for the provision of parks and recreation services. The City of Lynnwood is required to update the PARC Plan every six years to ensure that programs, services, and recreation facilities are meeting the needs of community members.

- » Parks and Recreation Plan
- » Parks, Recreation & Open Space Element of the Comprehensive Plan
- » Asset Management Systems Incorporated (AMSI)
- » ParksLove Project

Groundbreaking for the Scriber Lake Boardwalk Trail



TABLE CF.2 TRANSPORTATION IMPACT FEES

Project Title	Project Description	Project Location
Transportation Impact Fees		
36th Ave W Improvements	Turn lanes, bike lanes, sidewalk	Maple Road & 164th St SW
Poplar Extension Bridge	5/6 lane bridge over I-5 (new connection)	196th St SW & AMB
33rd Ave W Extension	New road through old high school	184th St SW & AMP
33rd Ave W Extension	New road through mall or H-Mart	33rd Ave W & 184th St SW
33rd Ave W Extension	Realign Maple to new 33rd Extension	Maple Road
52nd Ave W Improvements	Add turn lanes, bike lanes, sidewalk	176th St SW & 168th St SW
Beech Road Extension	Continuous road behind Kohl's and Target	AMP & Ash Way Underpass
44th Ave W Improvements	Add lanes	I-5 & 194th St SW
42nd Ave W Improvements	New road	200th St SW & 194th St SW
204th St SW Extension	New road	68th Ave W & SR 99
Maple Road Extension	New road	32nd Ave W & AMP
196th St SW Improvements	Add lanes	48th Ave W & 36th Ave W
200th St SW Improvements	Add lanes	48th Ave W & 40th Ave W
194th St SW Improvements	New road	40th Ave W & 33rd Ave W
Intersection Improvements	NB Lt turn pocket and traffic signal	28th Ave W & AMB
Intersection Improvements	SB Rt turn pocket and reconstruct signal	Sears & AMP
ITS - Phase 3	Dynamic Message Signs (DMS)	Citywide
Lynnwood Link Trolley Feasibility Study	Feasibility study for trolley (ECC to Mall)	ECC, Transit Center, CC, Alderwood
Tran Element/Tran Bus Plan	Misc. planning documents	Citywide

TABLE CF.3 PARK IMPACT FEES

Project Title	Project Description	Project Location
Park Impact Fees		
Park	Loop Trail	Pioneer Park
Park	Loop Trail	North Lynnwood Park
Park	Park Renovation: Stormwater, Play Area, Paths, Picnic, Parking Addition	Maple Mini
Park	New Park Development	Rowe Park
Park	Pond Access and Recreation (East)	Sprague's Pond Park
Trail	Access Improvements @ Alexan	Interurban Trail
Trail	208th / 53rd Trailhead	Interurban Trail
Trail	Alderwood Trailhead	Interurban Trail
Trail	Beech Road Trailhead	Interurban Trail
Trail	Lynnwood Transit Center Trailhead	Interurban Trail
Park	Neighborhood Access Improvements	Mesika Forest & Trail
Park	FACILITY: Central Program Building & Restroom	Lynndale
Park	Play Area Renovation	Pioneer Park
Park	South Shelter Accessible Route	Wilcox Park
Park	Parking ADA Stalls & Accessible Route (north)	Wilcox Park
Trail	Fitness Section Corridor	Interurban Trail

TABLE CF.3 PARK IMPACT FEES

Project Title	Project Description	Project Location
Park Impact Fees		
Trail	AAA Facility Upgrades and Path Improvements (208th St SW)	Golf Course Trail
Park	Play Area Addition	Mesika Forest & Trail
Park	Upland Viewpoint	Scriber Lake Park
Park	Wetland viewpoint	Scriber Lake Park
Park	Trail Development (Forest)	Scriber Lake Park
Park	New Park Development	Town Square
Park	Wetland Loop Trail	Heritage Park
Park	Park Shelter	Daleway Park
Park	Park Shelter	Heritage Park
Trail	Trailhead and Parking Improvements	Lund's Gulch North
Trail	Trailhead and Parking Improvements SE	Lund's Gulch South
Trail	Trailhead and Parking Improvements SW	Lund's Gulch South
Tran Element/Tran Bus Plan	Misc. planning documents	Citywide
Park	Dog Park	Meadowdale Neighborhood Park
Park	Wetland Overlook	Heritage Park
Park	Trail Development	Lynndale

TABLE CF.3 PARK IMPACT FEES

Project Title	Project Description	Project Location
Park Impact Fees		
Park	Trail Development	Meadowdale Playfields
Park	Permanent Portable Restroom/Toilet	Meadowdale Playfields
Park	Central Access	Meadowdale Playfields
Park	Remote Control Crawler Course	Meadowdale Neighborhood Park
Park	Play Area Addition	Stadler Ridge Park
Park	Permanent Portable Restroom/Toilet	Stadler Ridge Park
Park	Skate Park Renovation and Expansion	Lynndale
Park	Dugout Covers	Meadowdale Playfields
Park	Locate and develop dog park [location tbd]	Off Leash Dog Park [TBD]
Trail	Trail Expansion (Lund's Gulch South to Wilcox Park) Alignment Planning	Scriber Creek Trail Extension
Trail	Develop trail on ESD Property above 33rd Place West	Tunnel Creek Trail
Park	Signage Package	Systemwide

OUTSIDE AGENCIES & PRIVATELY OWNED UTILITIES

WATER AND SEWER

Alderwood Water & Wastewater District (AWWD) services portions of Lynnwood in the northeast and southeast. Contact: awwd.com

- » AWWD Capital Improvement Program (CIP)

NATURAL GAS

Provided by Puget Sound Energy (PSE). Contact: pse.com

- » PSE Integrated Resources Plan

ELECTRICAL POWER

Provided by Snohomish County Public Utility District No. 1 (SnoPUD). Contact: snopud.com

- » SnoPUD Electric System Capital Plan

LYNNWOOD EVENT CENTER

Provided by the Lynnwood Public Facilities District (The District). Contact: thedistrict425.com

- » The District Master Plan (Under Development)



SnoPUD Office in Lynnwood



TELECOMMUNICATIONS (CABLE, INTERNET, AND PHONE)

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

SOLID WASTE

Garbage and recycling services are provided by Waste Management NW for properties east of Highway 99, and by Republic Services for properties west of Highway 99 . Snohomish County is the solid waste management planning authority for all jurisdictions within the County.

- » Snohomish County Comprehensive Solid and Hazardous Waste Management Plan

SCHOOLS

Edmonds School District (ESD) serves the City of Lynnwood. ESD operates seven elementary schools, two middle schools, and one high school within the City.

Mukilteo School District serves the North Lynnwood annexation area including the area near Lake Stickney.

- » Edmonds School District Capital Facilities Plan

TRANSPORTATION

Transit Service is provided by Community Transit and Sound Transit. Washington State Department of Transportation provides maintenance of the state highway facilities.

- » Everett Link Extension (West Alderwood Station)
- » I-405 Bus Rapid Transit (BRT) (Stride S2 Line)
- » Journey 2050 (Community Transit)
- » Washington Transportation Plan (WSDOT)



Lynnwood Wastewater
Treatment Plan

WASTEWATER TREATMENT PLANT IMPROVEMENTS

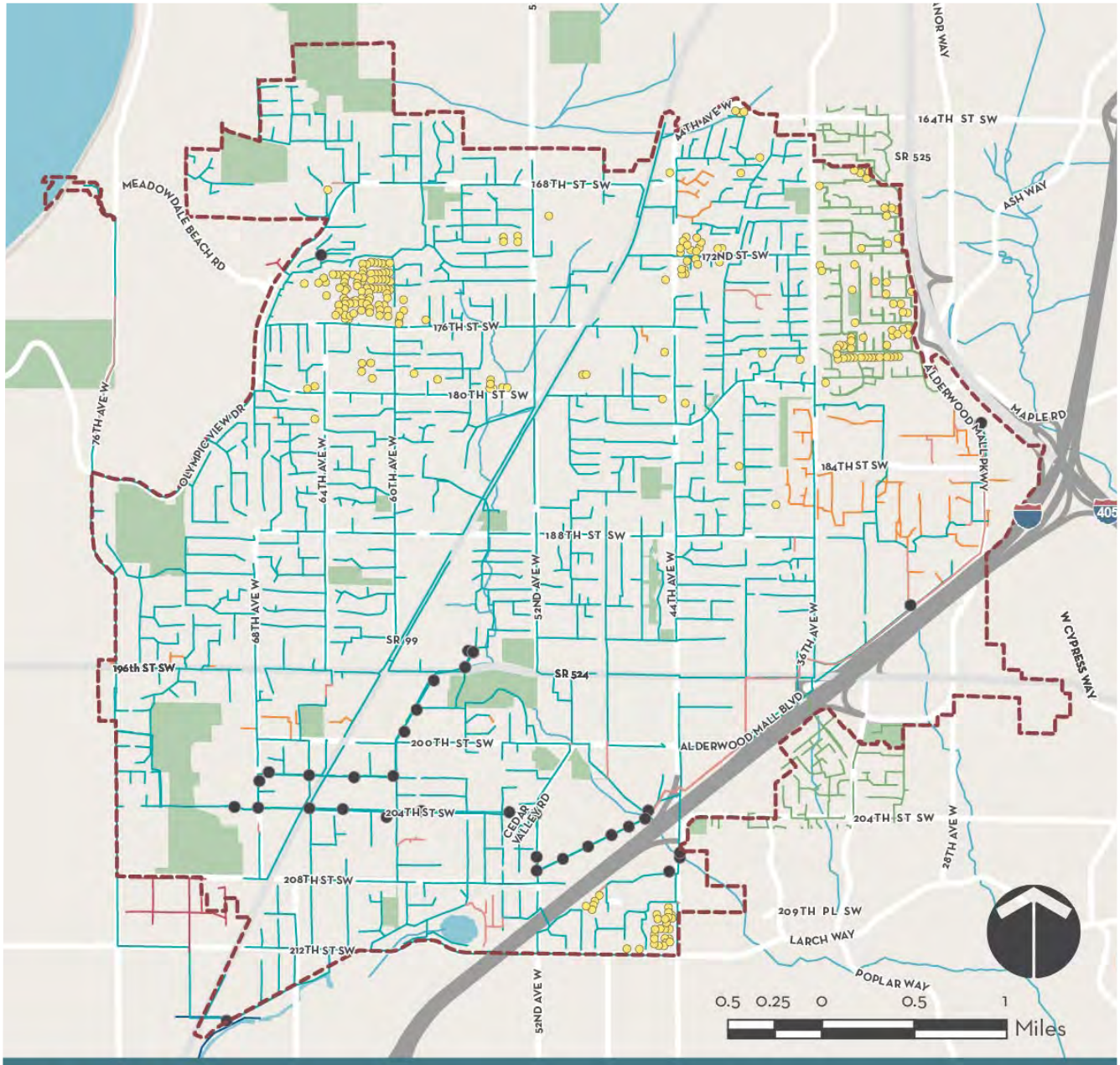
The City of Lynnwood's wastewater treatment plant requires significant upgrades due to Puget Sound Nutrient Mandates and effluent water quality standards. In addition to regulatory changes, the existing Wastewater Treatment Plant (WWTP) has limited capacity and was not anticipated to handle and address the growth projections of the City's service area population, expected to grow from 41,500 currently to 74,400 by 2050.

To address anticipated growth and regulatory compliance, the City has undertaken a multi-phased reconstruction of the existing WWTP to meet the near-term requirements and support long-term objectives. Reconstruction of the WWTP should increase loading and capacity from 7.4 to 8.92 million gallons per day (MGD) by 2050. Improvements to the conditions and operations of the WWTP are anticipated to begin in 2025 with completion in 2031, in three phases and includes:

- » A new headworks uphill of the existing treatment system.
- » Reconfiguration of the plant to maximize site utilization.
- » Expansion of the secondary treatment system with flow by gravity from the new headworks.
- » Install a new solids handling system and decommission the incinerator.
- » Utilize UV effluent disinfection in lieu of existing chlorination system.
- » Update systems to include equipment redundancy.

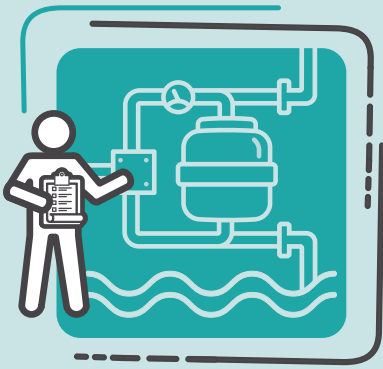
MAP CF.5 FACILITIES INVENTORY

Utility Sewer System Inventory



LEGEND

- | | |
|--|---|
|  City Limits | Sewer Main (By Ownership) |
|  Waterbody |  AWWD |
|  Stream |  City of Lynnwood |
|  Pump Station |  City of Edmonds |
|  Septic Tank |  City of Mountlake Terrace |
| |  Private |



GOALS & POLICIES

CF Goal 1

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

- CF Policy 1.1** Prioritize investments to address disparities and ensure affordable and equitable access of public services, capital facilities, utilities, and including telecommunications.
- CF Policy 1.2** Site or expand capital facilities in a manner that does not disproportionately affect historically marginalized, burdened or underserved communities.
- CF Policy 1.3** Require Equity Impact Assessments for major infrastructure projects such as transportation improvements, public facilities, and City funded projects.
- 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.
- CF Policy 1.5** Track technological innovations and improve asset management systems for existing and new capital facilities to take advantage of opportunities to enhance services for the community.



LEFT: Flooding in Scriber Creek Corridor

RIGHT: Waste Management sorting recycling

CF Goal 2

Enhance the resiliency and sustainability of City-owned capital facilities, utilities and services while minimizing environmental impacts.

- CF Policy 2.1** Promote efficient use of resources by city owned facilities and fleets. Examples of efficient use of resources include but are not limited to reducing solid waste, increasing recycling, promoting water conservation, increased use of reclaimed water, reduced wastewater generation, energy conservation, and alternative energy forms.
- CF Policy 2.2** Perform regular risks and condition assessments to identify vulnerabilities within public facilities and essential services.
- CF Policy 2.3** Develop business continuity plans and multi-hazard mitigation and response plans that account for all unanticipated events that may disrupt the City's essential services.
- CF Policy 2.4** Integrate vulnerability assessments and business continuity planning into the City's infrastructure plans to enhance preparedness, response, and recovery of critical infrastructure against anticipated events, unforeseen events, and changing conditions.
- CF Policy 2.5** Integrate climate resilience actions and engineering into infrastructure plans and management practices, while considering future climate conditions during the siting and design of capital facilities.

Scriber Creek Trail to
Lynnwood Transit Center



CF Goal 3

Enhance capital facilities and utilities to ensure the efficient use of resources to create a positive economic climate, and ensure adequate capacity to move people, goods, and information.

- CF Policy 3.1** Use maintenance plans for capital facilities to make efficient use of limited financial and physical resources.
- CF Policy 3.2** Develop and implement a planned maintenance program that aligns with capital facilities plans, prioritizes existing facilities, and regularly reviews the age and functionality of City facilities.
- CF Policy 3.3** Maintain and operate capital facilities to optimize the use and life of the facility with the specific aim of continuously reducing energy use, water use, and stormwater impacts.
- CF Policy 3.4** Review the maintenance, repair, and operation of existing capital investments concurrently with requests for new capital facilities.
- CF Policy 3.5** Retrofit public buildings and facilities to increase energy efficiency.



LEFT: Construction of Lynnwood City Center Station

RIGHT: 196th Street after Utility Undergrounding

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.

Consistency between The Capital Facilities & Utilities Element and the Land Use & Community Design Element is essential to ensure the City's needs and plan for the future are achieved.

- CF Policy 4.1** Implement level of service standards consistent with the recommendations of the most recently adopted department functional plans.
- 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.
- CF Policy 4.3** Require the private sector to provide a proportional share of project related capital facility improvements and contributions with redevelopment.
- CF Policy 4.4** Protect water quality by replacing failing septic systems and serving new urban development with sanitary sewer systems.
- CF Policy 4.5** Consider reassessing the Land Use & Community Design Element if funding falls short of meeting existing needs.



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 5.1** Update Lynnwood’s departmental action plans following Comprehensive Plan adoption to ensure consistency.
- CF Policy 5.2** Work closely with neighboring jurisdictions and service providers to ensure the proper extension or expansion of utility services.
- CF Policy 5.3** Coordinate capital facilities planning and development with appropriate jurisdictions and service providers.
- CF Policy 5.4** Encourage regional, state, federal, and special purpose agencies to participate in the implementation of capital facilities that are mutually beneficial.
- CF Policy 5.5** Work with the neighboring jurisdictions and Edmonds School District on school siting and design to support safe, walkable access for new schools.
- 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.
- CF Policy 5.7** Ensure Capital Budget decisions are consistent with the goals and policies of the Comprehensive Plan.

CF Goal 6

Ensure that the City has the financial flexibility to balance long term fiscal responsibility and support emergency needs.

- CF Policy 6.1** Identify acceptable funding methods and debt service standards as guidelines for financing capital facility and utility projects.
- CF Policy 6.2** Include the Six-Year Capital Facilities Plan and capital budget as a part of the biennial budget process to plan ahead to support needs identified.
- CF Policy 6.3** Ensure utility rates reflect management, maintenance, operations, and capital facility needs.

The Capital Facilities Plan is a six-year plan that contains an inventory of existing and proposed capital facilities, identifies deficiencies in capital facilities and the actions necessary to meet such deficiencies, forecasts the future needs of facilities for six years, and contains a six-year finance plan.



ECONOMIC DEVELOPMENT

INTRODUCTION

This element incorporates Lynnwood’s Economic Development related goals and policies.


Originally an area known for agriculture, Lynnwood has transformed into a job center and major retail shopping destination. As South Snohomish County’s economic hub and the fifth largest city in the County, Lynnwood is poised for continued growth. The City’s strong local economy is a tremendous asset providing economic opportunity for residents and nearby communities. Residents have access to family-wage jobs and a diverse range of services. Lynnwood’s stable commercial and office base, combined with the third highest percentage of taxable retail sales in Snohomish County has allowed

Lynnwood to deliver quality services to enhance the health and wellbeing of its community.

Lynnwood is expected to accommodate approximately 28 percent of regional housing growth and 35 percent of regional job growth through 2050. As of 2023, the City of Lynnwood was reported to have 17,403 housing units. By the year 2044, Lynnwood has a housing target of 30,183 units and the Municipal Urban Growth Area (MUGA) has a housing target of 24,916 units. The 2044 employment targets within Lynnwood are 50,540 jobs and 8,009 jobs within the MUGA.¹

The objective of the Economic Development Element is to provide goals and policies that guide public and private investment, and inform the decision-making processes related to land use, zoning, infrastructure investment, and other factors that impact the local economy.

WHAT IS ECONOMIC DEVELOPMENT?



Economic development is the action to create the conditions for economic growth and improved quality of life by expanding the capacity of individuals, businesses, and communities to maximize the use of their talents and skills to support innovation, job creation, and private investment.

¹ Countywide Planning Policies for Snohomish County. July 2023



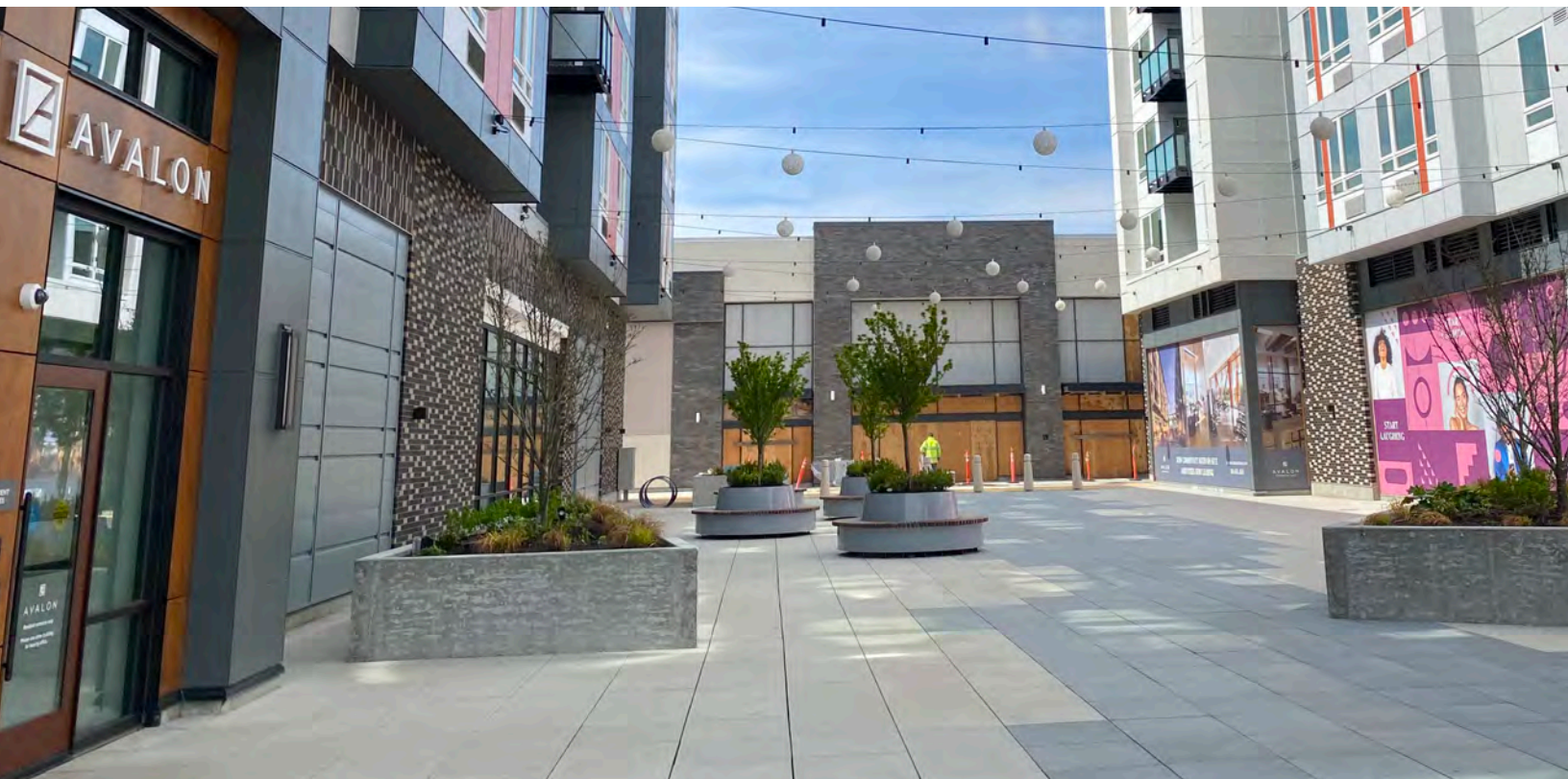
ABOVE: Lynnwood Event Center

BELOW: Avalon at Alderwood

WHY ECONOMIC DEVELOPMENT?

The Economic Development Element a is key component in the Comprehensive Plan to:

- » Support the City in addressing changes in economic development and the economy over the next twenty years.
- » Help guide private development and investment consistent with Lynnwood's vision and goals.
- » Identify services and business opportunities that meet community needs and fill gaps.
- » Develop a sustainable tax base to meet community needs and provide opportunities for individual growth.



CORE VALUES IN THE CONTEXT OF ECONOMIC DEVELOPMENT



EQUITY in economic development is the fair and just distribution of resources, opportunities, and benefits among all residents, regardless of their socio-economic background, race, gender, or other characteristics. Equity ensures that everyone has the chance to participate in and benefit from the economic growth and development of a city.



SUSTAINABILITY involves achieving economic growth with environmental protections to ensure that urban development and growth continues and does not deplete resources or harm the well-being of current or future generations. Sustainable economic development in cities focuses on creating resilient, inclusive, and environmentally responsible urban environments.



RESILIENCE is the city's capacity to respond and organize in ways that provide and maintain essential functions to meet the needs of its residents and support the success of its local economy.



LIVABILITY involves creating economic vibrancy that provides a high standard of living, social inclusivity, cultural richness, and environmental sustainability. A focus on livability in economic development recognizes that infrastructure is crucial in attracting and retaining employment opportunities and a skilled workforce, fostering innovation, and promoting economic growth.



ORIENTATION TO TRANSIT aims to create transit-friendly environments that facilitate efficient and convenient movement of people, contributing to general city livability, regional connectivity, and economic development.

Refer to the [Introduction Section](#) for full definitions of each core value.

EXISTING CONDITIONS

The following section provides an overview of the economic conditions and socioeconomic backgrounds of the community.

Examining the existing conditions of Lynnwood provides a glimpse into the City's socioeconomic patterns, community's economic landscape, and its interconnectedness with the broader regional economy. This report aims to inform community members, policymakers, and various stakeholders with insights into the trends and potential opportunities within Lynnwood's economic landscape.



ABOVE: Construction of Ember Apartments Circa 2023

BELOW: Aerial View of Recent Development Circa 2019

Reference [Introduction](#) for more information on general population demographics and growth forecasts.



WORKFORCE TRENDS

In 2022, the number of Lynnwood residents eligible for employment, aged 16 and above, totaled 32,867. Within the workforce age population, 21,034 individuals (61 percent) were actively participating in the workforce, while 11,764 people (36 percent) were not engaged in work. Approximately four percent of eligible workers were reported as unemployed.¹ The types of industries Lynnwood residents are involved in are shown in Figure ED-1.

In 2020, Puget Sound Regional Council (PSRC) reported Lynnwood to have **27,023 jobs**. Approximately 94 percent of these positions are occupied by individuals who commute from locations outside the City, with the remaining six percent residing and working within the City.

¹ United States Census Bureau, American Community Survey, 2022 5-Year Estimate, Table S2301, Retrieved January 2023

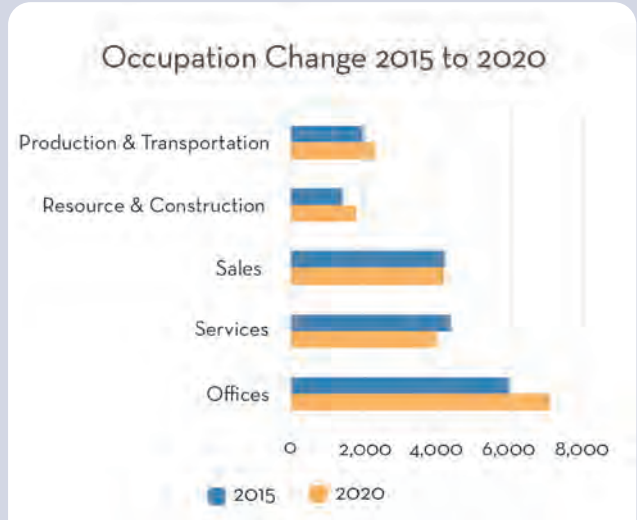
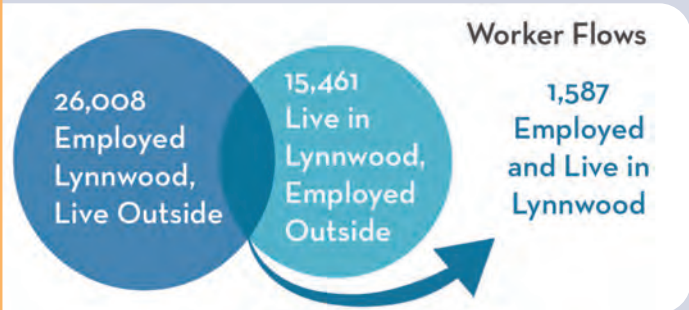


Figure ED.1 Occupation change within the City from 2015 to 2020.

A small decrease in sales and services industries occurred, while all other industries saw an increase in employees.

Figure ED.2 Flow of worker traffic into and out of the City.

The majority of workers within Lynnwood reside outside of its boundaries. Similarly, the majority of people who live in Lynnwood work outside of the City.



Percent of population in workforce by age bracket

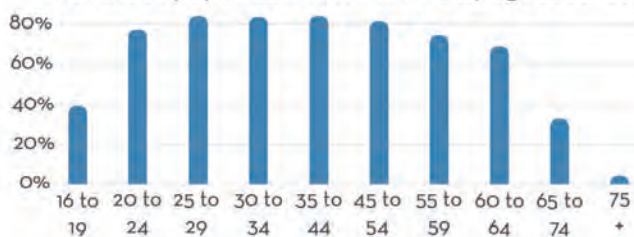


Figure ED.3 Percentage of population by age within the City of Lynnwood.

25- to 29-year-olds are the highest age bracket in the working force, closely followed by 30- to 34-year-olds. There are more 16- to 19-year-olds in Lynnwood's workforce than those 65-years-old and older.

WHAT IS COVERED EMPLOYMENT?



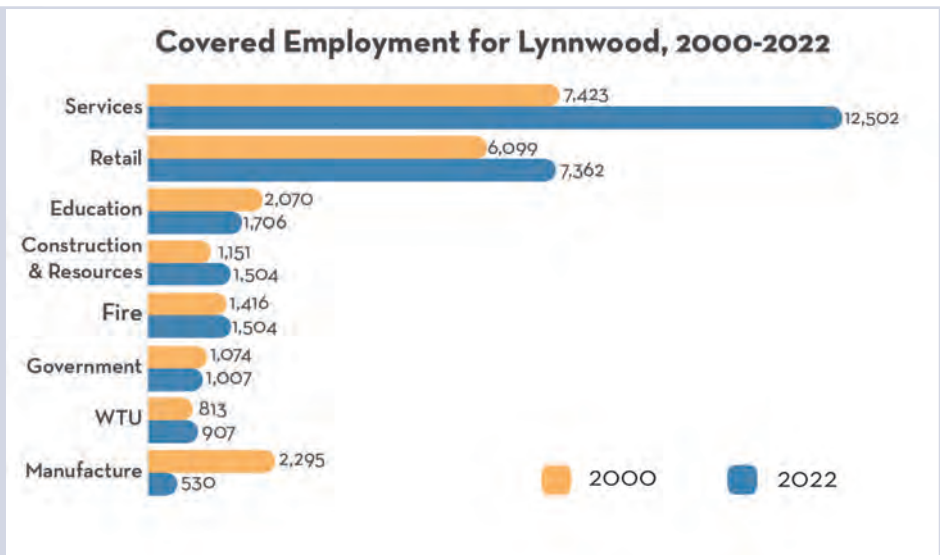
PSRC reports on covered employment, which refers to jobs that are covered by the Washington State Unemployment Insurance Act. Self-employed people, corporate officers, military personnel, and railroad personnel are not included in these numbers.

No single city in the region hosts more than nine percent of Lynnwood’s workforce; however, the City of Seattle and the City of Everett accommodate the largest populations of Lynnwood workers.¹ The primary mode of commuting for the majority (65 percent) of Lynnwood employees involves individual automobiles. About 10 percent engage in carpooling, nine percent utilize public transportation, and the remaining individuals either work from home, walk to work, or employ alternative transportation methods.²

Refer to the [Transportation Element](#) for more information on commute and transportation data

Figure ED-4 illustrates the covered employment trends within the City of Lynnwood from 2000 to 2022. Over the past two decades, the service and retail sectors have emerged as the primary contributors to job creation, with the service sector exhibiting the most substantial growth. Notably, the manufacturing sector has also experienced significant expansion, escalating from a two percent share of jobs in 2000 to ten percent in 2022.³ According to the Puget Sound Regional Council (PSRC), the retail sector is anticipated to undergo significant growth in the next two decades.

Figure ED.4 Number of covered employment options from 2000 to 2022, categorized by industry. From 2000 to 2022, the service industry saw a significant increase in covered positions, while manufacturing saw a significant decrease.



1 United States Census Bureau. 2021. LEHD Origin-Destination Employment Statistics.

2 United States Census Bureau, American Community Survey, 2022 5-Year Estimate, Table DP03, Retrieved January 2024.

3 United States Census Bureau, American Community Survey, 2022 5-Year Estimate, Table DP03, Retrieved January 2024.

Jobs are primarily concentrated in two key areas of Lynnwood: the southwestern corner of the city, proximate to Edmonds Community College and Highway 99, and the eastern region near Alderwood.¹ A few major employers across these areas of Lynnwood include: the Edmonds School District, Edmonds College, Costco Wholesale, and the City of Lynnwood.

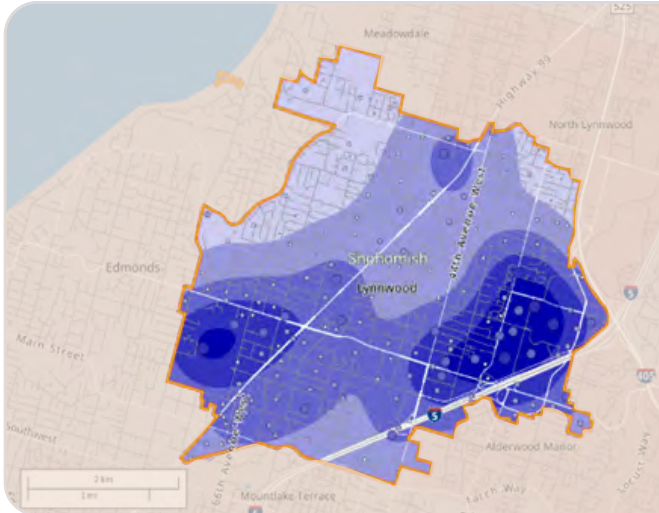


Figure ED.5 Heat map depicting the areas of highest employment. The two key areas on the map are Edmonds College (left) and Alderwood Mall (right).



Edmonds College

1 United States Census Bureau. 2021. LEHD Origin-Destination Employment Statistics.

Outdoor portion of Alderwood Mall



INCOME LEVELS AND EMPLOYMENT CHARACTERISTICS

In 2022, Lynnwood reported a Median Household Income of \$72,241, which is approximately \$32,000 lower than the average for Snohomish County and \$62,000 less than the Area Median Income for the Seattle-Bellevue Fair Market Rent Area – a benchmark used by the U.S. Department of Housing and Urban Development to assess eligibility for subsidized housing.

Refer to the [Introduction Section](#) for more information on general demographics and growth targets.

The City of Lynnwood’s unemployment rate within the civilian workforce has decreased significantly from 2010, shifting from 6.9% to 2.7% in 2022.¹ The poverty rate amongst Lynnwood residents has stayed at roughly 15% over the years.² When comparing to Snohomish County, Lynnwood has a slightly higher rate of unemployment and percentage of those falling beneath the poverty level.

Lynnwood Event Center



1 United States Census Bureau, American Community Survey, 2022 5-Year Estimate, Table DP03, Retrieved January 2024.
2 United States Census Bureau, American Community Survey, 2022 5-Year Estimate, Table S170, Retrieved January 2024.



INCOME GAPS

The income gap between owner-occupied and renter-occupied households in Lynnwood is noteworthy. Owner-occupied households have an average annual income of \$106,321 while renter-occupied households report an average annual income of \$50,735.

Understanding these disparities is crucial for policymakers, community leaders, and housing advocates as they work towards fostering a more inclusive and equitable economic landscape.

Addressing the root causes of these income differences can contribute to the development of targeted strategies that to improve financial stability and housing affordability for everyone in Lynnwood.

JOB-HOUSING BALANCE

The jobs-to-housing ratio is a key indicator that provides insights into the balance between employment opportunities and residential living spaces within a city. This ratio is typically expressed as the number of jobs available relative to the number of housing units. Lynnwood is a net job importer with a jobs-to-housing ratio of 1.7. Understanding the jobs to housing ratio can reveal several important aspects about a city’s economic and housing dynamics. The jobs-to-housing ratio provides insight into overall economic vitality and composition, housing affordability and availability, and commute patterns.

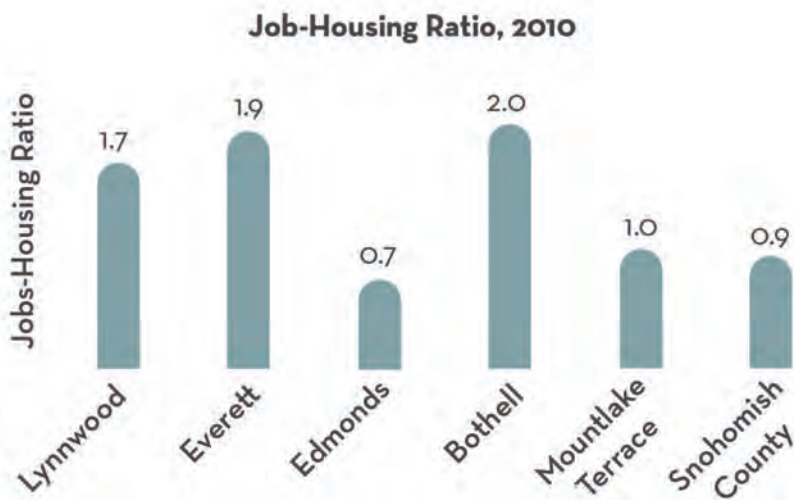


Figure ED.6 Job-housing ratio comparison by neighboring Cities. Of the neighboring cities, Lynnwood has the third highest job-to-housing ratio of 1.7. Ratios higher than 1.5 generally indicate there are more workers commuting into the area due to an abundance of jobs.

EXISTING MARKET ANALYSIS

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

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

The Woods at Alderwood





Alderwood Mall

EXISTING RETAIL TRADE ANALYSIS

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

Figure ED.7 Taxable retail sales in Lynnwood from 2005-2019.

After a decrease on taxable retail sales in 2008 and 2009, Lynnwood has seen a steady increase every year since. It took six-years for the taxable retail sales to reach the level it was in 2007, before the decrease or 2009-2010.

Taxable Retail Sales in Lynnwood, 2005-2019



Taxable retail sales graph source: Washington State Department of Revenue

Costco at Lynnwood Place



NEW HOTEL AND TOURISM DATA

Lynnwood’s central location and proximity to Seattle introduces a distinctive aspect of tourism into its economic landscape. Positioned along the I-5 corridor and Sound Transit’s light rail service, the City of Lynnwood serves as a convenient destination for visitors seeking shopping, lodging, and recreational opportunities. With the Lynnwood Event Center among the diverse options available, businesses can leverage the city’s accessibility to host meetings, presentations, retreats, and other large-scale events. Lynnwood has approximately 1,400 hotel rooms and suites, providing ample accommodation for visitors. Those exploring Lynnwood can enjoy the Puget Sound region while enjoying accommodations priced up to 40% less than what they would find in Seattle.



ABOVE: Embassy Suites

LEFT: Moonsun India Grill

Table ED.1 Hotel Daily Rate and Revenue Increasing. From 2021 to 2023, hotel occupancies saw a significant increase by 19%, resulting in both daily rates and revenue per room to increase.

	2021	2022	2023	2022 vs 2023	2021 vs 2023
Occupancy	56.5%	65.3%	67.2%	+3.1%	+19%
Average Daily Rate	\$102.99	\$130.07	\$131.26	+0.9%	+27%
Revenue per Available Room	\$57.86	\$84.97	\$88.24	+3.8%	+52.5%

Daily hotel rates and revenues graph source: Smith Travel Resource

Visitor metrics showcase that **Lynnwood experiences increased visitor demand** on Fridays, Saturdays, and Sundays for both Day Visitors and Over-Night. When considering service demands generated by hotel and tourism, Lynnwood should remain cognizant of the increased weekend and daytime populations. Occupancy metrics also showcase that overnight stays are continuing to steadily recover following the Covid-19 Pandemic which has deeply impacted the hotel industry.



Pho Nguyen's House

Visitors by Day and Night

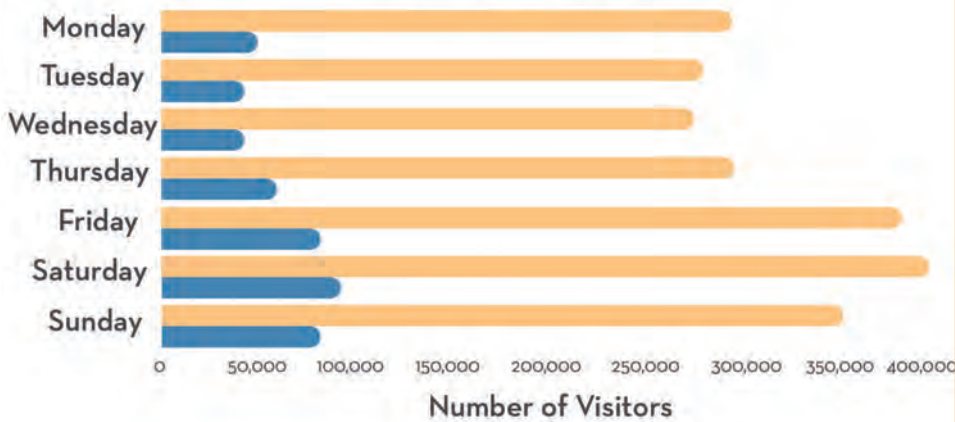


Figure ED.8 Visitors by Day and Night.

Visitors are coming to Lynnwood for day trips at a higher rate than for overnight stays .

Visitors by Day and Night graph source: Datafy

Residence Inn by Marriott near Lynnwood Place





GOALS & POLICIES

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 1.1 Further develop and maintain current economic action plans, marketing plans, and strategies that promote Lynnwood as a leader in economic development.

ED Policy 1.2 Promote and regularly update a consistent City brand and identity to ensure Lynnwood is distinguishable from other communities.

ED Policy 1.3 Provide transparent and efficient permitting processes, recognizing the role of development in creating places for economic activity.

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.

ED Policy 1.5 Foster a supportive environment that encourages the establishment and growth of business startups, small businesses, locally owned, and women- and minority-owned businesses.

The Economic Development Action Plan is a living document that will help implement the policies of the Comp Plan.



Metrics and implementation on supporting new and small businesses will be included in the updated Economic Development Action Plan.

ED Goal 2

Create a diverse business community that is sustainable and resilient.

ED Policy 2.1 Promote economic and employment growth that helps to recruit, retain, expand, or diversify the City’s businesses, targeted towards businesses that provide living-wage jobs.

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

ED Policy 2.3 Concentrate a significant amount of economic growth in Lynnwood’s designated City Center + Alderwood subarea and near high-capacity transit to strengthen the City’s economy and promote economic opportunity.

ED Policy 2.4 Support the needs of emerging new job patterns, such as work-from-home and remote jobs.

ED Policy 2.5 Ensure economic development sustains and respects the City’s natural environment and encourage the further development of existing and emerging industries, technologies, and services that promote environmental and social responsibility.

ED Policy 2.6 Encourage the private, public, and nonprofit sectors within the City, to incorporate environmental and social responsibility into their business practices

ED Policy 2.7 Identify and actively recruit target business sectors to expand upon and diversify the City’s economy and strengthen the City’s economic resiliency.

Benefits of work from home is less greenhouse gas emission from reduced commuter traffic. Work from home needs increased/better Internet access.

See the [Capital Facilities & Utilities Element](#) for more information.

This topic will be expanded on in the updated Economic Development Action Plan.

Diversifying the City’s business sector is important because if one sector, or industry, falters, it would not stop the City’s economy.

ED Goal 2

- ED Policy 2.8** Identify and implement strategies to maintain and diversify the City's tax base.
- ED Policy 2.9** Coordinate with local businesses to provide support as they deal with the impacts of climate change.

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.
- ED Policy 3.2** Facilitate communication and partnerships between the City, businesses, major institutions to help guide the City's marketing and development efforts.
- ED Policy 3.3** As part of on-going Economic Development strategic planning, collaborate with local businesses and organizations to identify resources needed to support businesses.
- ED Policy 3.4** Work with businesses throughout Lynnwood to help advance a culture of customer service and satisfaction.

Partnerships and collaboration efforts with organizations including Small Business Development Centers, Economic Alliance Snohomish County, Chamber of Commerce, etc.

ED Goal 3

- ED Policy 3.5** Support public-private partnerships and developments that facilitate or fund infrastructure improvements providing necessary services and increased connectivity supporting economic growth.
- ED Policy 3.6** Ensure continued economic growth in the City by periodically reviewing and updating the City's zoning map and municipal code to ensure support from and compatibility between land use, housing, and transportation regulations.
- ED Policy 3.7** Support endeavors that promote tourism and hospitality to grow key related industries.
- ED Policy 3.8** Support and recognize the contributions of the City's culturally and ethnically diverse communities in helping the City continue to expand its international economy.

Lynnwood Crossroads





The Woods at Alderwood Place

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.
- ED Policy 4.2** Maintain and enhance arts, parks, cultural events, hospitality, entertainment, cultural institutions, and public amenities throughout the City, both publicly- and privately-funded, to enhance Lynnwood’s livability.
- ED Policy 4.3** Coordinate with school districts, colleges , and other technical and vocational institutions to ensure availability of high-quality education and job training resources needed to foster well-trained a workforce that is prepared for emerging jobs markets.
- ED Policy 4.4** Partner with developers to promote new amenities, attractions, and quality housing in the planned subareas of Lynnwood.

See the [Parks, Recreation, and Open Space Element](#) for more information.



ED Goal 4

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.

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

ED Policy 4.7 Support strategic property acquisitions to assist capital improvement projects implementing planned economic growth.

Some example projects include 42nd Ave W, Town Square Park, 194th with The District, interurban extensions for Everett Link Extension, and small properties in City Center for consolidation

See the [Capital Facilities & Utilities Element](#) for more information.

Kinect @ Lynnwood





COMMUNITY HEALTH & PUBLIC SAFETY

INTRODUCTION

This element incorporates Lynnwood's Community Health & Public Safety related goals and policies.

The purpose of the Community Health & Public Safety Element is to support programmatic public services to address safety, basic needs, health, and social connections of the City's residents and surrounding community. This element is unique in its necessity to create and maintain partnerships and coordinated efforts with other organizations to provide the services and resources needed to increase the quality of life of Lynnwood's residents.

Public service needs for the community are distinct from one another and evolve quickly. Lynnwood's response to the COVID-19 Pandemic could not have been planned, but emergency preparedness is an ongoing programmatic approach rooted in the goals and policies of this document. This element sets the stage for supporting those ongoing efforts to ensure that Lynnwood is prepared. Separate from COVID-19, Lynnwood's response to the opioid epidemic continues to evolve, encompassing access services, legislative changes regarding criminalization, and essential public facilities, as well as ongoing substance use recovery.



WHAT IS COMMUNITY HEALTH & PUBLIC SAFETY?

Community Health & Public Safety is centered around two overarching ideals: Healthy Communities, and providing excellent Human Services.

Healthy Communities:

Where all residents have access to adequate physical and recreation activities, nutritious foods, employment and transportation opportunities, quality healthcare, safe and healthy homes, and quality education

Human Services: *Meeting the needs of community members through educational resources, assistance programs and other support methods to improve overall quality of life.*



Some key partnerships that contribute to the quality of life and well-being of community members include:

- » South County Fire Department
- » Edmonds School District
- » Verdant Health
- » Department of Social and Health Services
- » Snohomish County
- » Sno-Isle Library
- » Alderwood Compassion Center
- » Lynnwood Food Bank
- » Boys & Girls Club
- » YWCA

DSHS Mobile Office Parked in front of Sno-Isle Library

WHY COMMUNITY HEALTH & PUBLIC SAFETY?

The Community Health & Public Safety Element is a key component in the Comprehensive Plan to:

- » Follow state, regional, and countywide guidance on human services and public safety.
- » Evaluate current resources and programs available to the residents to determine gaps of services, and provide a framework plan on how to address those gaps.
- » Develop the framework plan of how the City will work with partners to meet the increased demands of emergency services as Lynnwood continues to grow.
- » Identify opportunities for intergovernmental coordination to develop approaches to meet the current and future health and safety needs of the community.
- » Identify and implement strategic plans and programs that will increase the quality of life of community members.



CORE VALUES IN THE CONTEXT OF COMMUNITY HEALTH & PUBLIC SAFETY



EQUITY is the fair and just distribution of resources, opportunities, and benefits among all residents, regardless of their race, gender, socio-economic background, or other characteristics. Equity recognizes that each person has different circumstances and needs when accessing resources.



SUSTAINABILITY involves balancing environmental protection with social equity, cultural considerations, and economic growth to ensure that development does not deplete resources, damage the environment, or harm the well-being of current and future generations.



RESILIENCE is linked to the city's capacity to respond to emergencies and reorganize in ways that maintain the essential function, identity, and structure of its residents.



LIVABILITY involves creating cities that are not only vibrant but also provide a high standard of living, social inclusivity, cultural richness, and environmental sustainability. A focus on livability in healthy communities recognizes that accessibility to services and amenities are crucial elements in creating a safe and welcoming community.



ORIENTATION TO TRANSIT aims to ensure that services and amenities are located near transportation hubs that facilitate accessibility, the efficient movement of people, and contribute to regional connectivity.

Refer to the [Introduction Section](#) for full definitions of each core value.

EXISTING CONDITIONS

The following summary of the existing conditions provides an overview of the many different challenges facing the Lynnwood Community.

Lynnwood maintains a Human Service Needs Assessment that is updated every five years. The purpose of the report is to provide new data on the current state of human services, identify best practices from similar municipalities, determine needs and barriers to accessing human services, and recommend strategies to address the current needs. These findings are based on analysis of reports from local human service providers, needs assessments from similar municipalities, and information collected through interviews with local community-based organizations and other key stakeholders. Two of these issues include housing instability and homelessness and behavioral health access.

HOUSING INSTABILITY AND HOMELESSNESS

The most pressing issue in Lynnwood is housing instability and homelessness, affecting households across multiple income levels. Other issues include the lack of behavioral health support, equitable access to services for Lynnwood's diverse communities, programs for youth, and a year-round shelter for community members experiencing homelessness. In 2015, the City created the Human Services Commission consisting of community members and leaders in local nonprofits to collect community feedback and make recommendations to the City. Over the last few years, the City has also distributed ARPA (American Rescue Plan Act) funds to partnering nonprofits to address these issues, as well as the creation of the City's first Human Services Coordinator.

To further address community needs, the Human Services Coordinator collaborates with community groups and local nonprofits to increase access to care and improve healthy outcomes for Lynnwood residents, coordinates and attends community resource events, convenes human services partners from other cities throughout South Snohomish County, and provides Lynnwood representation in County and Regional forums. Additionally, the Human Services Coordinator oversees contracted partnerships with nonprofits providing direct services to the Lynnwood community.

BEHAVIORAL HEALTH ACCESS

The need for improved support for mental and behavioral health emerged as a key theme throughout the interview process. Providers indicated that co-occurring mental health and substance use disorders have been exacerbated by the COVID-19 pandemic. Community resources are limited, and programs are struggling to keep up with the increase in demand for treatment options. The waiting list for mental health counseling, for example, is long and remains cost prohibitive for Medicaid and uninsured patients. Providers noted that wait times for mental health appointments are even longer for youth and non-English speaking clients. Additionally, it was mentioned that the limited availability of parks and green spaces in the City may have detrimental effects on mental health and social connectedness within the community.

Providers also identified drug use and opioid overdoses as increasing concerns in the community. This finding matches county-level data: the Verdant Community Health Needs Assessment reported that drug-overdose levels in Snohomish County increased 74% between 2020 and 2021, which has placed increased demand on an already limited substance disorder treatment workforce. The consistency of this theme in interviews strongly indicates a critical need for increased mental and behavioral health funding and capacity in Lynnwood.

To address the issue of behavioral health access, the City opened the Community Recovery Center in 2024. This facility provides diversion services for residents experiencing a behavioral health crisis, including stabilization and wraparound, individualized support.

Lynnwood maintains a Human Service Needs Assessment available in the [Appendix](#).

Mayor Frizzell viewing the Art Installation at the Community Justice Center





GOALS & POLICIES

CH Goal 1

Further public safety by providing services to the community to maintain a safe environment for the public, while being equitable and efficient.

- CH Policy 1.1** Continue to support effective fire, emergency medical, and police services to meet the needs of growth and new development.
- CH Policy 1.2** Facilitate programs and resources through the Community Justice Center that promote diversion and reduce recidivism.
- CH Policy 1.3** Work collaboratively with the Community Recovery Center and similar programs to provide a safe space for individuals experiencing a behavioral health crisis.
- CH Policy 1.4** Ensure City staff are equipped and prepared to operate the Emergency Operation Center through training, exercises, and coordination with county, state, and federal agencies.
- CH Policy 1.5** Improve community resilience through accessible disaster plans that incorporate a whole community approach to emergency management for all hazards.
- CH Policy 1.6** Develop and maintain a disaster resilience system that incorporates local, state, tribal, and federal partners to facilitate enhanced disaster readiness, response, and recovery.

Collaborations with the Lynnwood Community Recovery Center and other behavioral health specialists is essential for this work.



*Lynnwood Community Justice Center
and Community Resource Center.*

CH Goal 1

- CH Policy 1.7** Continue to ensure that all health and safety considerations are factored into the review of development proposals.
- CH Policy 1.8** Establish a comprehensive community resilience program, including evacuation plans and outreach materials, resilience hubs to support residents and distribute resources, and a system to reduce the risk of exposure to wildfire smoke and particulate matter.
- CH Policy 1.9** Provide an integrated system of streets and technologies that facilitate emergency response times.

System of Streets and Technologies: Streets which provides alternative routes to emergency locations to reduce the reliance on heavily traveled arterials. Technologies will include signal controls and interconnected signals to reduce delays of responding vehicles.

CH Goal 2

Connect community members with appropriate resources in times of need.

- CH Policy 2.1** Support and actively coordinate efforts that address human service needs and ensure that local programs complement programs provided at the county, state and federal level.
- CH Policy 2.2** Continue partnership development with the Verdant Health Commission and Snohomish County Health Department to provide public health and safety programs which meet community needs.
- CH Policy 2.3** Coordinate with public and private community organizations and local media outlets to inform residents of available services and resources.
- CH Policy 2.4** Support programs working to lower youth violence, substance use, untreated mental illness, and suicide in the community.
- CH Policy 2.5** Ensure human service programs, such as, shelters, hygiene centers, and food providers are regularly available and located near areas where transit and non-motorized facilities exist.
- CH Policy 2.6** Encourage the development of partnerships among the City, schools, human services providers and other interested parties, to address the needs of children and families within the school setting.
- CH Policy 2.7** Coordinate that people experiencing homelessness are connected to life-saving services by coordinating the City's response to the housing crisis and connecting those in need to the CRC, which will help provide continuity of care and necessary resources.
- CH Policy 2.8** Streamline approval and development of Essential Public Facilities.
- CH Policy 2.9** Welcome and provide support and resources to refugee and immigrant communities.
- CH Policy 2.10** Continue to support access to medical and health services in Lynnwood.

See the Community Health Improvement Plan and Community Health Assessment from County for more information.



South County Fire Responding to an Emergency

CH Goal 3

Support community health and social well-being through policies, programs, and the built environment.

- 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.
- CH Policy 3.2** Encourage beneficial social interaction and community cohesiveness for the community by identifying, enhancing, or creating publicly accessible gathering spaces.
- CH Policy 3.3** Promote Civic Health by supporting programs aimed at improving communication between the City and community members.
- CH Policy 3.4** Bring community members, organizations, and neighborhoods together to support events and activities that strengthen community networks.
- CH Policy 3.5** Provide access to resources for Veterans and Older Adults by supporting and expanding existing programs and facilities.
- CH Policy 3.6** Collaborate with Sno-Isle Libraries to expand facilities for increased access to safe spaces and educational programs for everyone.
- 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.

Utilizing communication services such as Lynnwood University, eNews, Inside Lynnwood, and others.

“Safe Spaces” refers to the library’s commitment to provide a safe space for all members of the public to use the library’s services with respect and without fear of discrimination.



PARKS, RECREATION & OPEN SPACE

INTRODUCTION

This Element incorporates Lynnwood’s Parks, Recreation & Open Space related goals and policies.

WHAT IS PARKS, RECREATION & OPEN SPACE?



Lynnwood Parks play a vital role in the social, economic, environmental and physical well-being of all members of the Lynnwood community.

Parks, Recreation & Open Space are vital to a high quality of life in any community. Since its incorporation in 1959, the City of Lynnwood has acquired and developed a varied inventory of park and open space lands, established a diverse recreation program, and is constantly expanding its arts, culture, and heritage programs. As Lynnwood grows and changes, it is necessary to plan for ways to accommodate growth and facilitate diversity, while maintaining and enhancing the quality of life Lynnwood has achieved

The objective of the Parks, Recreation & Open Space Element is to provide an analysis of existing and future recreation demands of the City, and coordinate with other Elements of the Comprehensive Plan to develop plans for meeting those demands. The goals and policies of this Element will help guide the City’s decision-making process regarding ongoing management and future acquisitions and development.

Interurban Trail





ABOVE: Golfers at the third green at the City Lynnwood Municipal Golf Course

BELOW: Wickers Building at Heritage Park



WHY PARKS, RECREATION & OPEN SPACE?

The Park, Recreation & Open Space Element is a key component in the Comprehensive Plan to:

- » Provide an active inventory of all park land, recreation areas, open space, and cultural resources within the City.
- » Evaluate the existing parks and recreation inventory to identify potential gaps in facilities and services, and develop a framework plan to address those gaps.
- » Identify needs and develop plans to increase accessibility to parks and recreation facilities.
- » Provide estimates of the parks and recreation demands, and develop the framework plan of how the City will meet those demands.
- » Implement and be consistent with the Capital Facilities & Utilities Element regarding park improvements and maintenance.
- » Identify opportunities for intergovernmental coordination to develop approaches to meet the current and future parks and recreation demands.

CORE VALUES IN THE CONTEXT OF PARKS, RECREATION & OPEN SPACE



EQUITY is ensuring equitable distribution, diversity of, and access to parks, recreation, open space, and cultural arts amenities. It means identifying and rectifying past injustices and ensuring that new facilities do not disproportionately affect historically marginalized or burdened communities.



SUSTAINABILITY is the consideration of social, environmental, and economic factors involved in meeting today's park, recreation and open space demands, without compromising tomorrow's ability to do the same. It considers the impact on the environment and quality of life of the public when planning new or enhancing existing park and recreation facilities.



RESILIENCE is how the City's parks, recreation, and open spaces can aid the City's capacity to prepare for and recover from unanticipated social, economic, and environmental hazardous events, or other hindrances to the City's operations. It encourages the use of efficient and low-impact practices in day-to-day maintenance of facilities to aid the City's ability to adapt to changes and lessen the financial and environmental burden of these facilities.



LIVABILITY is recognizing the positive impacts that parks, recreation facilities, open spaces, and cultural arts have on the quality of life of the community. It means striving to enhance and expand these amenities that promote physical and mental wellbeing for all residents.



ORIENTATION TO TRANSIT is ensuring accessible and extensive connections to the City's parks, recreation, open space, and cultural art amenities. It encourages the connection of these facilities, via trails and sidewalks, to the transit lines throughout the City to provide extensive access opportunities to residents and surrounding communities.

EXISTING CONDITIONS

The following summary of the existing conditions provides an overview of the many different parks, types of recreation, and open spaces the City provides.

As Lynnwood continues to grow and develop, an increased demand for park and recreation facilities will occur. These existing conditions will be an important tool for the City to determine what areas will need the most improvement, and what type of recreation facilities will best serve the community. These conditions will change as the City grows, and continual updates will be necessary to keep up with the community's needs.

PLANS TO CONSIDER



The following plans play a pivotal role in the acquisition, management, and operation of the City's parks, recreation, and open spaces.

- » *Parks, Arts, Recreation & Conservation (PARC) Plan*
- » *Connect Lynnwood Plan*
- » *ParksLove Plan*
- » *ADA Transition Plan*



MISSION FOR PARKS, RECREATION & CULTURAL ARTS DEPARTMENT

*Lynnwood Parks, Recreation & Cultural Arts - creating a healthy community through **people, parks, programs, and partnerships.***

POPULATION TRENDS AND FORECASTS

Lynnwood is a diverse and growing city, home to families with children as well as a growing population of older adults. Understanding the demographics of the City is key to identifying the recreational needs of Lynnwood’s residents, and to ensure that access to recreational facilities are equitably placed throughout the City

In 2022, the City of Lynnwood’s population was 39,861, the median age of which is 39.3 years old. Approximately 19% of Lynnwood residents are youth up to 18 years of age, 64% are 18 to 64-year-olds, and 17% are 65 and older. This data helps to inform the City of the type of recreation facilities that best suit its residents.

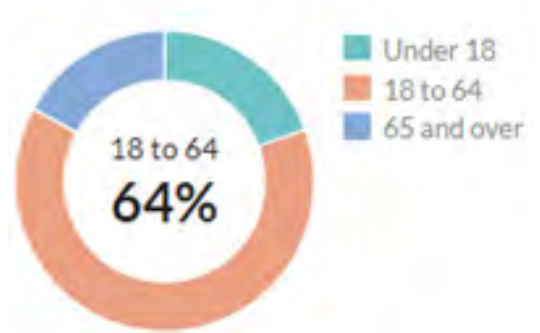


Figure PR.1 Age range of Lynnwood residents in 2022.

Age is helpful in planning parks and recreation facilities.

Refer to the [Introduction Section](#) for more information on general demographics.



WHY IS AGE IMPORTANT?

Knowing residents’ age helps to determine the type of facilities that will likely be used or needed the most.

- » 2,483 (6.2%) - Under 5 years: Preschool programs and facilities. Trails and open space users often in strollers. Future participants in youth activities.
- » 4,062 (10.1%) - 5 to 14 years: Current youth program participants.
- » 4,239 (10.8%) - 15 to 24 years: Teen/young adult program participants moving out of youth programs and into adult programs. Often seasonal employment seekers.
- » 6,277 (15.7%) - 25 to 34 years: Involvement in adult programs with characteristics of beginning long-term relationships and establishing families.
- » 10,918 (27.5%) - 35 to 54 years: Users of a wide range of adult programs and park facilities. Their characteristics extend from having children using preschool and youth programs, to becoming empty nesters.
- » 11,888 (29.9%) - 55 years plus: Users of older adult programs exhibiting the characteristics of approaching retirement or already retired and typically enjoying grandchildren. This group generally also ranges from active older adults, to more physically inactive seniors.

INVENTORY OF FACILITIES

Lynnwood Parks, Recreation & Cultural Arts is responsible for over 420 acres of City parks, athletic fields, trails, open space lands and other civic sites. To aid the management of these facilities, Lynnwood’s park system is classified by the type of recreational and/or natural area opportunities each facility provides. While each park type may serve only one function, collectively the entire park system will serve the full range of the community’s needs. The following four classifications are used in Lynnwood:

- » Parks
 - » Community Parks
 - » Neighborhood Parks
 - » Mini Parks
 - » Trails and Trail Corridors
 - » Open Space
- » Special Use Facilities
 - » Historic Preservation Sites
 - » Memorials
 - » Golf Course
 - » Non-Park Sites

MOST USED FACILITIES



- » *Interurban Trail*
- » *Golf Course Trail*
- » *Meadowdale Playfields*
- » *Lynndale Park*
- » *Scriber Creek Trail*

Of the top five most used facilities, three are trails.

Meadowdale Playfields



PARKS

There are over 159 acres of parkland within the City of Lynnwood, consisting of 18 separate parks. Each park within the City is classified as a community, neighborhood or mini park.

COMMUNITY PARKS

Community parks are the largest park sites that generally include a wide array of both passive and active recreation facilities. Community parks are designed for both active recreational activities like sports, and passive opportunities such as pathways, picnic areas and natural areas. Because of the wide array of amenities, community parks appeal to a diverse group of users, and provide opportunities for individual and family activities. The four community parks within the City combine to provide over 99 acres of recreational amenities.

Size: Generally, 20 to 40 acres.
Service Area: Within a 1-mile drive, walk, or bike ride from the site.

NEIGHBORHOOD PARKS

Neighborhood parks are designed for unstructured play and limited active and passive recreation, and the size of the parks can vary depending on neighborhood need and location. Generally, neighborhood parks include amenities such as pedestrian paths, picnic tables, benches, play equipment, a multi-use open field, sport courts, multi-purpose paved areas, and landscaping.

Size: Generally, 3 to 7 acres.
Service Area: Within a 1/2-mile walking distance from the site.

Eight neighborhood parks are currently developed in Lynnwood providing a mix of recreational and trail amenities. All eight neighborhood parks total 37.83 acres in the City’s park inventory. Furthermore, the City owns three undeveloped properties slated for future development and two additional City-owned properties, Manor Way and Doc Hageman Park, are in the Municipal Urban Growth Area (MUGA) with the intention of being improved at a future date. Once developed, Manor Way and Doc Hageman Park would add approximately 17 acres to the City’s developed park inventory.

CLASSIFICATION	ACREAGE IN LYNNWOOD	ACREAGE IN MUGA
Community Parks	10.04	--
Neighborhood Parks	37.83	16.65
Mini Parks	99.72	--
Parks Subtotal	147.59	16.65
Open Space	56.31	81.40
Special Use	96.30	--
Trail Corridor	28.79	--

Total PROS Acreage 427.04

Park, Open Space, and Special Use facilities Inventory

Size: Generally, less than one acre.

Service Area: Within a 1/4-mile walking distance from the site.

MINI PARKS

Mini parks are small parks that provide limited opportunities for active and passive recreation. Developed mini parks may include lawn or other vegetated areas, and places to sit, while possibly including a small a play area, public art display, or a historic or cultural marker. While mini parks cannot provide the full range of experiences and activities that neighborhood and community parks provide, they can be utilized to supply additional recreation amenities in areas that may be lacking in recreation opportunities.

See the PARC Plan for specific Park Profiles, providing more detailed information about what amenities each park facility provides.

TRAILS

Trails are non-motorized recreation and transportation networks and can be developed to accommodate multiple or shared uses, such as pedestrians and bicyclists, or a single use. As the trail alignments in the City aim to emphasize a strong relationship with the natural environment, they may not provide the most direct route from a practical transportation viewpoint.

Refer to the **Transportation Element** for more information on walking trails and bike paths.

There are three trail classifications within Lynnwood: regional, connector and local trails. These three trail classes serve as the primary linkages across and throughout the City.

Table PR.2 Trail class descriptions

TRAIL TYPE	CHARACTERISTICS
Type 1: Regional	Provides major community and regional connections
	Highest utilization by community
Type 2: Connector	Provides community connections
	Moderate utilization by community
Type 3: Local	Appropriate for trails within subdivisions and links between trails
	Utilized locally

Trails are an important element in Lynnwood’s inventory of outdoor recreation opportunities and a key piece of the local and regional multi-modal transportation system. Lynnwood currently owns and/or maintains over 7.6 miles of trails exclusive of the trails and pathways within individual parks.

In addition to larger trail systems noted above, Lynnwood’s park system also includes nearly seven miles of pathways and trails within developed park sites.

PROPOSED RECREATIONAL TRAIL NETWORK

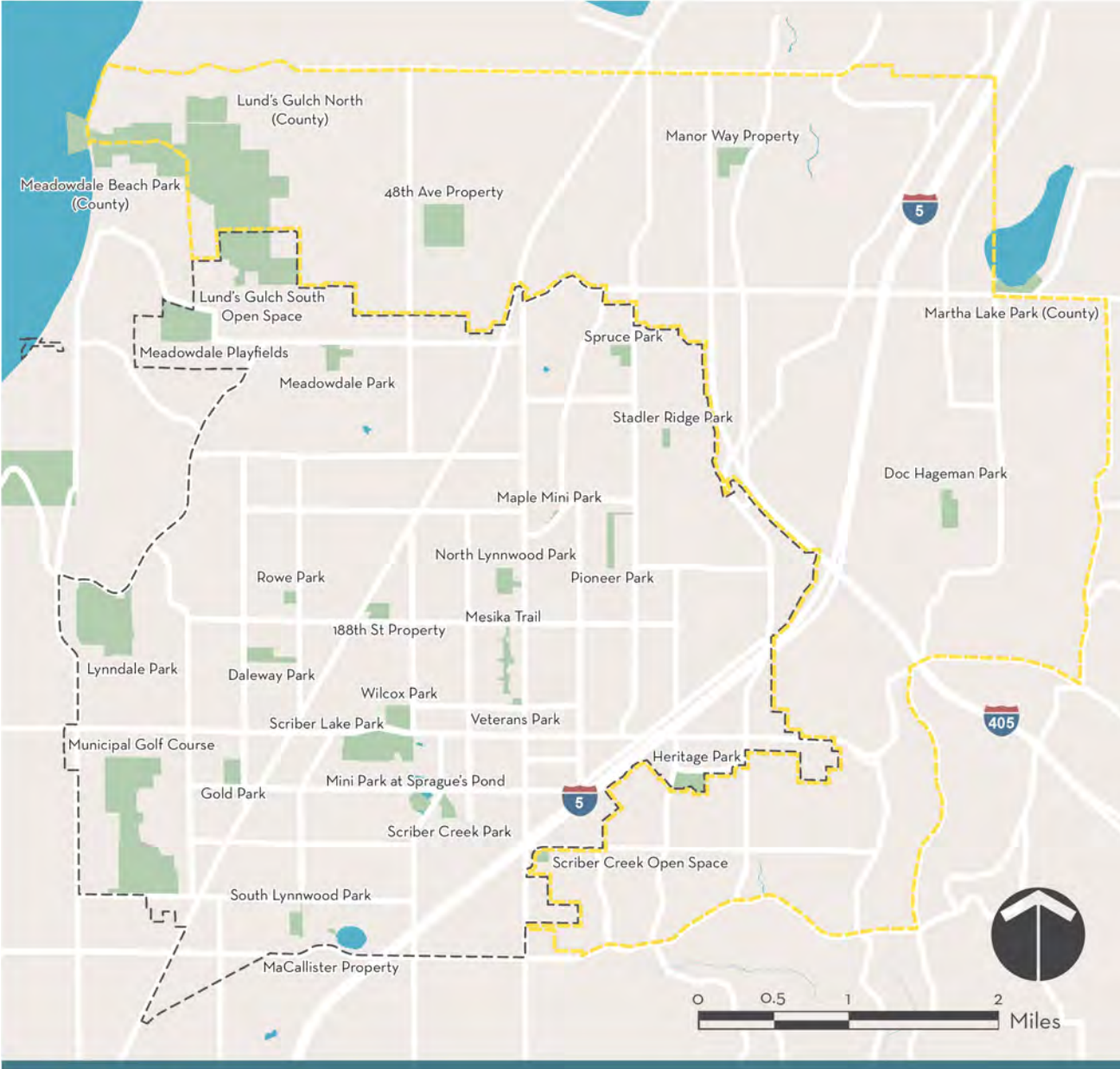
The Interurban Trail is a regional spine that links Lynnwood to surrounding jurisdictions and provides miles of recreational enjoyment for the community. Additionally, the Scriber Creek Trail and the many other trails internal to City parks further enhance the City’s trails network. Expanding on this strong base, the City’s proposed trail network will provide logical connections to key destinations. If fully developed, the recreational trail network would total nearly 22 miles. The following trail corridors are proposed.

- » Interurban Trail Connections
- » City Center Promenade
- » Center to Sound Trail
- » Tunnel Creek Trail
- » Swamp Creek Trail




*See the PARC Plan
for more information
on the proposed
trails.*

MAP PR.1 FACILITIES INVENTORY

Parks Inventory

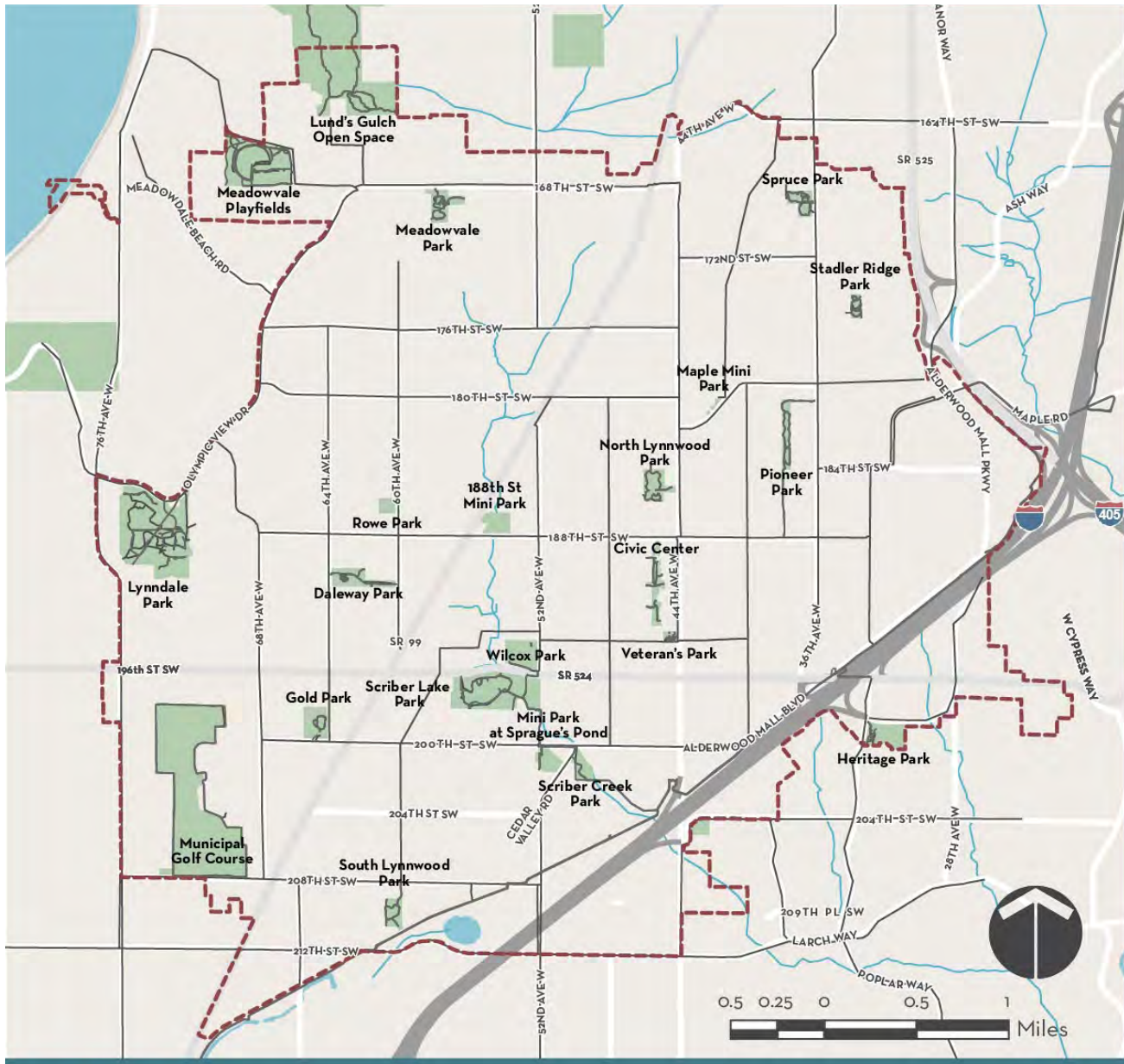


LEGEND

-  MUGA Boundary
-  City of Lynnwood City Limits
-  Park

MAP PR.2 FACILITIES INVENTORY

Trails Inventory



LEGEND

-  City Limits
-  Waterbody
-  Stream
-  Existing Trail Facilities

OPEN SPACE

Lynnwood owns 75.43 acres of land classified as open space within City limits, and over 137 acres in the City limits and MUGA combined. The City's Open Space classification includes large natural areas, environmental parks, and urban greenbelts. These lands are typically owned or managed by the City, which may or may not have public access. This type of land often includes critical areas, such as wetlands, steep hillsides, or other critical features. Open spaces may also serve as trail corridors and provide passive activities, such as walking and nature observation.

Refer to the *Environment Element* for more information on open spaces and critical areas.

The primary target for the acquisition of new open space lands should aim to connect fragmented habitats to larger open spaces to support the movement of wildlife. In addition to a strengthened natural habitat corridor, these alignments could provide added benefit for a recreational trail system.



Wilcox Park Trail



City of Lynnwood Municipal Golf Course

SPECIAL USE FACILITIES

Five facilities in Lynnwood are classified as “Special Use” based on their current purposes, as they are generally single-purpose recreation areas:

- » [City of Lynnwood Municipal Golf Course](#)
- » [Recreation Center](#)
- » [Senior Center](#)
- » [Veterans Park](#)
- » [Heritage Park](#)

WRAP UP

Parks, recreation, and open space opportunities are essential in creating healthy and robust quality of life for Lynnwood’s community members. In addition to providing opportunities for recreation and socialization for residents, the City’s park system also provides environmental benefits to the natural riparian and wildlife corridors within the City.

Plans for expanding the City’s park, recreation, and open space system are continually evolving, but the City’s PARC Plan provides in-depth framework for the acquisition and funding of new facilities.



GOALS & POLICIES

PR Goal 1

Provide safe, accessible, and diverse gathering and recreation places, spaces and programs.

- PR Policy 1.1** Develop a variety of gathering spaces, including parks, public plazas and other informal open and gathering spaces such as linear parks and trails that are inviting to both community members and visitors of all ages.
- PR Policy 1.2** Improve or expand the availability and distribution of park and recreation facilities and amenities (e.g., walking loops, sports facilities, off leash dog areas, skate parks, community gardens) to respond to identified public needs.
- PR Policy 1.3** Provide a variety of recreational services and programs for community members of all ages and abilities, providing opportunities for health and well-being (e.g., water safety, arts and culture, fitness and athletic activities, and out-of-school-time activities).
- PR Policy 1.4** Reduce barriers to participation, improve safety, and provide universal access to facilities and programs. Ensure that recreational services, programs, and amenities are accessible to Lynnwood’s diverse population.
- PR Policy 1.5** Pursue and maintain effective partnerships with governmental, private, and non-profit organizations to plan and provide recreation activities and facilities to maximize access to and opportunities for public recreation.



LEFT: Children playing in fountain at Daleway Spray Park

RIGHT: Accessible Parking at South Lynnwood Park

PR Goal 2

Reduce park system access gaps through strategic and equitable acquisition and development.

- PR Policy 2.1** Provide parkland to a service standard of 3.5 acres per 1,000 persons.
- 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 2.3** Acquire and develop a balanced mix of properties for parks, trails, open space, recreation amenities and special use facilities.
- PR Policy 2.4** Explore developer incentives to incorporate public open space, pedestrian connections, and recreation facilities in future development projects to increase park access preserve areas and to preserve areas with natural or scenic value within development sites.
- PR Policy 2.5** Pursue cooperative planning, acquisition, and development efforts with Snohomish County to provide parks, trails, and open space in future annexation areas.

Developed and undeveloped parks provide for the LOS for the City. More information can be found in the City of Lynnwood 2022 Parkland Inventory with Public Access Designation.

Bicyclist riding on the Interurban Trail



PR Goal 2

- PR Policy 2.6** Support the development of the non-motorized multi choice transportation network to increase accessibility to parks and enhance the ability to walk, bike, and roll throughout Lynnwood.
- 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.
- PR Policy 2.8** Design new parks and trails and provide improvements to existing parks that promote public safety and security and provide accessibility to all in accordance with Americans with Disabilities Act (ADA) standards.

See the Connect Lynnwood Plan for more information on the City’s plans for increasing mobility.





LEFT: Picnic table and play structure at Pioneer Park

RIGHT: Sculpture of girl with chickens at Heritage Park

PR Goal 3

Provide programming and opportunities that enhance quality of life.

- 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.
- PR Policy 3.2** Offer flexible programming that is consistently improving and nimble to respond to growth and community desires with a special emphasis on serving those with limited opportunities due to social isolation, low-income, or disability.
- PR Policy 3.3** Expand awareness of the full range of program offerings encouraging community members to build a habit of healthy living.
- PR Policy 3.4** Collaborate with Edmonds School District and non-profit providers to deliver a coordinated array of recreation, athletics, gathering spaces, and community services.

It's important in recreation services to address social isolation of older adults; strengthening youth development through programming and employment; providing water safety education, etc.



Field in Heritage Park

PR Goal 3

- PR Policy 3.5** Celebrate cultural heritage, develop a “sense of place,” and provide social gathering spaces and events that are stabilizing and strengthening elements in creating a strong sense of community identity.
- PR Policy 3.6** Reflect the City’s identity by continuing to incorporate art, history and culture into public spaces.
- PR Policy 3.7** Advocate for the preservation of historic sites, buildings, artifacts, and for City policies and legislations be informed by an understanding of history, heritage and cultural resources.

PR Goal 3

- PR Policy 3.8** Partner with local community organizations to promote and help facilitate citywide and neighborhood events, such as cultural and heritage celebrations, and projects to enhance community engagement, image, and sense of place.
- PR Policy 3.9** Encourage and support organized public events like farmers markets, fairs, concerts, or other seasonal outdoor performances.
- 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.
- PR Policy 3.11** Improve, encourage, and support active and ongoing participation by community members especially those experiencing disadvantages in the planning and decision-making for parks and recreation facilities and services.

Cyclist Riding along Scriber Creek Trail



Daleway Park



PR Goal 4

Maintain, renovate, and continually ensure park, trail and recreation facility assets are managed for safety, longevity, and sustainable use.

- PR Policy 4.1** Utilize sustainable principles and practices at the City’s parks, golf course, and open spaces, such as water conservation, grasscycling, recycling, and pest and weed management.
- PR Policy 4.2** Design and develop park sites and facilities to maximize recreational value and experience while minimizing maintenance and operational costs and negative environmental and community impacts.
- PR Policy 4.3** Actively manage Lynnwood’s parks and recreation assets through a regular schedule of maintenance and capital renewal efforts to optimize use, reduce unplanned reactive maintenance and protect public investment efforts to optimize use.
- PR Policy 4.4** Encourage and promote volunteer park improvements and maintenance projects from a variety of individuals, service clubs, churches, and businesses.
- PR Policy 4.5** Use traditional and new funding sources to adequately and cost-effectively maintain and enhance the quality of Lynnwood’s parks and recreation system.



GLOSSARY OF TERMS & INITIALISMS

TERM	DEFINITION
Action Plan	A plan that establishes a provision or task to implement adopted policies.
ADA	The 1990 Americans with Disabilities Act was passed by US Congress to establish minimum provisions of accessibility and protections commonly used when establishing accessible design standards.
Affordable Housing	Housing costs that are no more than 30% of a household's annual income.
AHA	The Alliance for Housing Affordability was created through an inter-local agreement signed by 13 cities in Snohomish County as well as Snohomish County and the Housing Authority of Snohomish County.
Alderwood	The area of Lynnwood containing and surrounding the Alderwood mall, formerly part of Alderwood Manor.
All Ages and Abilities	A transportation system or feature of development that is designed to be safe, accessible, and comfortable for all people to use.
Amenities	Aesthetic or other characteristics of a development that increase its desirability to a community or its marketability to the public.
AMI	Area Median Income is a housing affordability index used by the U.S. Department of Housing and Urban Development.
Annexation	The process by which a city expands its municipal boundaries by adding unincorporated area within their designated Municipal Urban Growth Area.
Buffer Area	An area of land separating two distinct land uses that softens or mitigates the effects of one land use on the other. Also, an area that protects sensitive environmental features from development activity.
CFP	The Capital Facilities Program means a six-year program approved by the City Council describing the capital projects Lynnwood will undertake and how those projects will be financed.
Circulation	A network of transit, automobile, bicycle, and pedestrian rights-of-way that connect origins and destinations.
Collector	A collector is a road that collects traffic from local roads and connects them to major and minor arterials.
Complete Streets Ordinance	An ordinance (Ord. No. 3424) to promote the development of streets that provide appropriate accommodation for pedestrians, bicyclists, transit riders, and people of all abilities, while promoting safe operation for all users.
Community Design	A process that involves collaboration between community members, architects, local government leaders, and city planners to create healthy and inclusive living spaces, sometimes referred to as 'Co-Design'.
Commute Trip Reduction	RCW 70A.15.4000-4110, which mandates that affected jurisdictions enact ordinances requiring major employers to implement programs reducing commuting vehicle miles traveled and rates of their employees driving alone.
Comprehensive Plan	A document mandated by the Growth Management Act of 1990, a methodology of planning to assess future growth of the area to ensure capital facilities are adequate as well as provide policy regulations for future actions.
Core City	A regional geography within VISION 2050 that refers to a city that contains one or more regionally designated centers and connected to the high-capacity transit network.

TERM	DEFINITION
Corridor	A street or roadway identified as a principal link or gateway within the community.
Cost Burdened	A household is cost-burdened when it spends more than 30% of its income on rent and utilities.
CPP	The Countywide Planning Policies are an established framework for developing and adopting comprehensive plans. A city’s comprehensive plan may not contradict any of the CPPs. The CPPs, in turn, must not contradict the Multicounty Planning Policies of Vision 2050.
Critical Area	Ecologically sensitive areas due to geology (slopes greater than 40%, unstable soil, or other geologic hazards), proximity to wetland, streams and/or significant wildlife habitat, natural drainage ways, flood hazard areas, and shorelines of Lynnwood, the state, or of statewide significance.
CT	Community Transit is the public transit authority of Snohomish County.
Development Regulations	The controls placed on development or land use activities by a city, including, but not limited to, zoning ordinances, critical areas ordinances, shoreline master programs, planned unit development ordinances, subdivision ordinances, and binding site plan ordinances. A development regulation does not include a decision to approve a development permit application even though the decision may be expressed in a resolution or ordinance of the legislative body of the city. Often referred to as “regulations”.
Displacement- Physical, Economic, or Cultural	Physical displacement is the result of eviction, acquisition, rehabilitation, or demolition of property, or the expiration of covenants on rent or income-restricted housing. Economic displacement occurs when residents and businesses can no longer afford escalating housing costs. Cultural displacement occurs when people choose to move because their neighbors and culturally related businesses have left the area. This is a different phenomenon than when property owners voluntarily sell their interests to capture an increase in value.
EPA	The Environmental Protection Agency means United States Environmental Protection Agency created for the purpose of protecting human health and the environment by writing and enforcing regulations based on laws passed by Congress.
EPF	Essential Public Facilities are public facilities that are typically difficult to site, such as airports, state education facilities, state or regional transportation facilities and in-patient facilities including mental health facilities, group homes, and secure community transition facilities (RCW 36.70A.200).
Equality	The goal that each individual or group of people is given the same resources and opportunities, regardless of their circumstances.

TERM	DEFINITION
Equity	The goal that all people can attain the resources and opportunities that improve their quality of life and enable them to reach full potential. Those affected by poverty, communities of color, and historically marginalized communities are engaged in decision-making processes, planning, and policy making.
Extremely Low-Income Household	An individual or household earning below 30% of the area median income.
FAR	Floor Area Ratio, the gross floor area of a building divided by the total area of the site. For example, a twenty thousand-square-foot building on a site with an area of ten thousand square feet has a floor area ratio of 2.0. This applies regardless of the building's height, so the building could have five stories of four thousand square feet each or two stories of ten thousand square feet each.
Form-Based Code	A means of regulating development to achieve a specific urban form, fostering predictable results and a high-quality public realm by using physical form as the organizing principle.
FLUM	The Future Land Use Map is a required component of a comprehensive plan in Washington that shows the proposed physical distribution and location of the various land uses during the planning period.
Functional Plan	A specialized plan focusing on a single topic area. It may contain more detailed information on actions, projects and programs – based
Geologically Hazardous Areas	Areas that because of their susceptibility to erosion, sliding, earthquake, or other geological events, are not suited to the siting of commercial, residential, or industrial development consistent with public health or safety concerns.
GHGs	Greenhouse Gases are components of the atmosphere which contribute to global warming, including carbon dioxide, methane, nitrous oxide, and fluorinated gases. Human activities have added to the levels of most of these naturally occurring gases.
GMA	The Growth Management Act of 1990 refers to state legislation under RCW 36.70A.
Goal	In the planning process, a goal identifies a desired end state.
Green Space	An area of land, vegetated by natural features such as grass, trees, or shrubs, within an urban context and less than one acre in size that is accessible to the public, promotes physical and mental health of residents, provides relief from the urban heat island effects, promotes recreational and aesthetic values, protects streams or water supply, or preserves visual quality along highway, road, or street corridors.
Growth Targets	The number of residents, housing, or jobs that a jurisdiction is expected to plan for in its comprehensive plan. Growth targets are set by countywide planning groups for counties and cities to meet the Growth Management Act requirement to allocate urban growth that is projected for the succeeding twenty-year period.

TERM	DEFINITION
High-Capacity Transit Areas	The areas around high-capacity transit routes, consisting of both rail and rubber-tired transit modes that can operate in exclusive rights-of-way or in mixed traffic, such as light rail or bus rapid transit, also called ‘Major Transit Stops’.
HOV	High Occupancy Vehicles are vehicles that travel with a minimum of two passengers in recognition of reduction vehicle trips made by SOV or Single-Occupancy Vehicles.
HUD	The United States Department of Housing and Urban Development is a cabinet department in the Executive Branch of the US federal government to develop and execute policies on housing.
Ibid	Ibid, or ‘Id.’ is commonly used in an endnote, footnote, or bibliography citation to refer to the source cited in the preceding note or list item.
Impact Fees	A fee levied on the developer or builder of a project by a city as compensation for otherwise unmitigated impacts the project will produce.
Infill Development	Projects that use vacant or underutilized land in areas that were previously developed.
ITS	Intelligent Transportation Systems are systems in which information and communication technologies are used to facilitate transportation operations. ITS may include technologies such as basic management systems, including car navigation, traffic signal control systems, and variable message signs.
Jobs-Housing Balance	A planning concept which advocates that housing and employment be located closer together, with an emphasis on matching housing options with nearby jobs, so workers have shorter commutes or can eliminate vehicle trips altogether.
Land Use	A description of how land is occupied or utilized.
LID	Low Impact Development means a stormwater management strategy that emphasizes conservation and use of existing natural site features integrated with distributed, small-scale stormwater controls to more closely mimic natural hydrological patterns in residential, commercial, and industrial settings.
LMC	Lynnwood Municipal Code
Local Match	Nonfederal cash or in-kind contributions that a city is required to contribute toward project costs funded by a federal grant award.
Local Road or Street	The lowest federal classification of roadway that typically directly serves neighborhood residential or other low intensity development.
LOS	Level of Service is a rating system for the capacity or ability to provide a service.

TERM	DEFINITION
LOS-Capital Facilities	The Level of Service that one facility may provide for. Typically, a capital facility LOS is expressed in square footage which translates into how many people or how much equipment the facility can accommodate.
LOS-Vehicle Congestion	<p>A rating system of the amount of delay (if any) either on a roadway or at an intersection that one (motorist or pedestrian) may experience. With the classifications:</p> <p>LOS A - Free Flow</p> <p>LOS B - Reasonably Free Flow</p> <p>LOS C - Stable Flow</p> <p>LOS D - Approaching Unstable Flow</p> <p>LOS E - Unstable Flow, Operating at Capacity</p> <p>LOS F - Forced or Breakdown Flow; at intersections where it takes several traffic light cycles to be able to more through the intersection.</p>
Low Income Household	An individual or household earning between 50% and 80% of the area median income.
Major Arterial	Roads that provide the highest level of mobility with limited direct access to properties.
Makerspace	A communal public or private workshop where individuals can work on small personal projects that they otherwise would not have the space for.
Marginalized Populations	Low-income people, people of color, and non-native English speakers. These groups have often historically been underserved and underrepresented in municipal processes.
Middle Housing	A range of housing types, from duplexes to townhomes to low-rise multifamily developments, that bridge a gap between single-family housing and more intense multifamily and commercial areas. The relatively small share of these housing types is sometimes called the “missing middle.”
Minor Arterial	A roadway that serves trips of moderate length at a somewhat lower level of travel mobility than principal arterials.
Mixed-Use	Development that typically contains residential use plus some other commercial, office, or retail use.

TERM	DEFINITION
MMLOS Standards	Multimodal Level of Service Standards are a set of recommended procedures for predicting traveler perceptions of quality and performance of service for person-trips throughout a city. These procedures consider the needs of people using the four major modes of travel on the street (transit, automotive, bicycle, and pedestrian), their impacts on each other as they share the street, and their mode specific requirements for street design and operation.
Mode Split	A term that describes the relative number of people using various forms, or modes, of transportation. Frequently used to describe the percentage of people using private automobiles as opposed to the percentage using transit.
Moderate Income Household	An individual or household earning between 80% and 120% of the area median income.
MPP	Multicounty Planning Policies are an official statement adopted in VISION 2050 to provide guidance for regional decision-making, as well as a common framework for countywide planning policies and local comprehensive plans.
MUGA	Municipal Urban Growth Areas are the divisions of Snohomish County's Southwestern Urban Growth Area as assigned to its fourteen cities or towns.
Multimodal Concurrency	Refers to a concurrency program that recognizes that a city's transportation system is multimodal, involving many forms of transportation, such as motor vehicles, pedestrians, transit, and bicycles.
Multimodal Transportation	The issues or activities which involve or affect more than one mode of transportation, including transportation connections, choices, cooperation, and coordination of various modes.
NPDES	National Pollutant Discharge Elimination System is a program means a permit issued by the Environmental Protection Agency (EPA) (or by the Washington Department of Ecology under authority delegated pursuant to 33 USC Section 1342(b)) that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable on an individual, group, or general area-wide basis.
OFM	The Washington State Office of Financial Management is a state agency responsible for preparing population forecasts used by counties and their cities in development of local comprehensive plans.
Overlay	An area with specialized development regulations that supersede the underlying zoning district's regulations. Overlays are designed to provide additional regulations within an area (that can either include multiple zoning districts or a specified area within a zoning district) to achieve a specific character or quality for the area.

TERM	DEFINITION
Passive Recreation	Low-impact, non-motorized, outdoor recreational activities that do not require developed facilities and can be accommodated without change to the area, topography, or resources.
Pedestrian- Centric, Friendly, and Oriented Areas	Areas designed to focus on nonvehicle movement to enhance the experience of people walking through the area. Techniques to create a pedestrian-friendly area may include wide sidewalks buffered from the street with landscaping, public art, large windows and human scale architecture to create visual interest for pedestrians.
Periodic Update	Legislative actions that cities must periodically take to review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of the GMA. Typically done every 6 or 10 years, depending on the Plan.
Person Trip	A trip by one person in any mode of transportation. This is the most basic and universal measure of personal travel.
Placemaking	A people-centered approach to the planning, design, and management of public spaces such as parks, plazas, and streets that helps give activity and identity to those spaces.
Policy	A statement of principle intended to guide future action in a way that will help achieve an adopted goal or goals.
PSRC	The Puget Sound Regional Council is the Metropolitan Planning Organization for the Puget Sound region that encompasses Snohomish, King, Pierce and Kitsap Counties. The PSRC develops a regional growth strategy through the collaboration of the jurisdictions within the 4-county area. It is also responsible for managing and allocating federal transportation dollars and certifying its municipalities' Transportation Plans.
Public Facilities	Include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities, and schools.
Public Services	Include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.
Quality of Life	The pleasure and enjoyment people experience as they interact within the built and natural environment surrounding them.
RCW	Revised Code of Washington.
Redevelopable	Land that is available to support new development but is not vacant.
Redevelopment	Converting developed properties that are underutilized into a more intense use of the property or to replace obsolete structures with modern structures.

TERM	DEFINITION
Region(al)	An area encompassing land in more than one municipality that is bound together by shared characteristics (e.g. the Puget Sound).
RGC	A Regional Growth Center is mixed-use center formally designated by PSRC that includes housing, employment, retail, and entertainment uses. Regional growth centers are pedestrian-oriented, which allows people to walk to different destinations or attractions and are well-served by transit. Regional growth centers are planned for significant additional growth.
Rolling Mobility	Alternative forms of wheeled mobility, including wheelchairs, walkers, mobility scooters, strollers, wagons, or other personal transportation aides that are difficult to navigate through stairs, curbs, or steep grades.
ROW	Right-of-Way means an area that is dedicated to the use for the public including utilities, roadways, sidewalks, and other public goods.
Safe Space	A place or environment in which a person or category of people can feel confident that they will not be exposed to discrimination, criticism, harassment, or any other emotional or physical harm.
SCT	Snohomish County Tomorrow.
Severely Cost Burdened	A household is cost-burdened when it spends more than 50% of its income on rent and utilities.
Shortfall	A situation where the supply of something is insufficient to meet demand, typically referring to the number of homes available for rent or sale being insufficient to meet the demand from families looking for their own home.
SOV	A Single Occupant Vehicle is a privately operated vehicle whose only occupant is the driver.
Special Housing or Transportation Needs	Housing or transportation arrangements for populations with special physical or other needs. These populations include: the elderly, people with disabilities or medical conditions, and individuals and families experiencing homelessness or displacement.
Sno PUD	The Snohomish County Public Utility District.
ST	Sound Transit.
Subarea	A smaller area or neighborhood within a city.
SWUGA	The Southwestern Urban Growth Area means the area in Snohomish County with the greatest population densities that include Lynnwood, Bothell, Brier, Edmonds, Everett, Mill Creek, Mountlake Terrace, Mukilteo, Woodway, and the unincorporated areas in between.

TERM	DEFINITION
TDM	Transportation Demand Management is a set of strategies to reduce the number of single-occupant car trips by providing more transit or improving pedestrian and bicycle facilities.
Technical Study	A comprehensive study that includes an evaluation of environmental assessment, alternative options, architectural studies, and engineering studies.
The District	The area in Lynnwood formerly known as the Public Facilities District (PFD).
TIP	A Transportation Improvement Plan is a multiyear program of transportation projects for highways, transit, and other modes. The regional TIP consists of projects and programs drawn from the Regional Transportation Plan, as well as from local plans and the transportation programs of other agencies in the region.
TOD	Transit Oriented Development is a development of high-density mixed land use that uses a transit facility as a focal point and thereby seeks to encourage the use of public transit.
Traffic Calming	Slowing vehicle movement speed through either physical or psychological constraints on the roadway. Examples include extended curbing, speed humps, signage, and street markings.
Transportation System	All infrastructure and services for all forms of transportation within a geographical area, irrespective of the responsible jurisdiction or transportation provider.
UGA	An Urban Growth Area is the area formally designated by a county, in consultation with its cities, to accommodate future development and growth.
Undergrounding	The placement of utility lines below ground, with the removal of aboveground poles, wires, and structures as applicable.
Underrepresented Population	Communities and groups provided with insufficient or inadequate resources or services relative to their needs and/or proportion of the total population.
Underserved Population	Communities and groups provided with insufficient or inadequate representation relative to their proportion of the total population.
Urban Collector	A roadway that has less access than local access roads but will still often provide traffic circulation within residential neighborhoods as well as commercial, industrial or civic districts.
Very Low-Income	An individual or household earning between 30% and 50% of the area median income.

TERM	DEFINITION
Vision 2050	A growth plan for the Puget Sound region developed by the region's cities, counties, tribes, ports, agencies, businesses, and communities.
VMT	Vehicle Miles Traveled is a measurement of the total miles traveled by all vehicles for a specified time-period. For transit, the number of vehicle miles operated on a given route, line, or network during a specified time-period.
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation
WTU	Job category representing the fields of Wholesale trade, Transportation, and Utilities.