



CITY OF LYNNWOOD 2020 Comprehensive Plan



City of Lynnwood

2020 COMPREHENSIVE PLAN



As amended by the
Lynnwood City Council
July 11, 2011

CONTENTS:	Introduction
	Land Use
	Transportation
	Housing
	Parks, Recreation and Open Space
	Economic Development
	Cultural & Historic Resources
	Environmental Resources
	Capital Facilities & Utilities
	Energy & Sustainability
	Implementation

Plan Adopted: **April 10, 1995** – Ordinance No. 2033

Plan Amendments: **1995** Ordinance No. 2058 – Adopted Dec. 6, 1995
1996 Ordinance No. 2117 – Adopted Dec. 6, 1996
1997 Ordinance No. 2162 – Adopted Dec. 8, 1997
1998 Ordinance No. 2221 – Adopted Dec. 14, 1998
1999 Ordinance No. 2277 – Adopted Nov. 23, 1999
2000 Ordinance No. 2343 – Adopted Dec. 11, 2000
2001 Ordinance No. 2389 – Adopted Oct. 8, 2001 (Major Update)
2002 Ordinance No. 2432 – Adopted Nov. 12, 2002
2003 Ordinance No. 2472 – Adopted Jan. 12, 2004
2004 Ordinance No. 2534 – Adopted Nov. 22, 2004
2005 Ordinance No. 2594 – Adopted Nov. 28, 2005
2006 Ordinance No. 2637 – Adopted Sept. 11, 2006
2007 Ordinance No. 2695 – Adopted Sept. 24, 2007
2008 Ordinance No. 2747 – Adopted Nov. 24, 2008
2009 Ordinance No. 2798 – Adopted Sept. 14, 2009
2010 Ordinance No. 2870 – Adopted Dec. 13, 2010
2011 Ordinance No. 2899 – Adopted July 11, 2011

ACKNOWLEDGMENTS

Adoption of the 2010 amendments to the Comprehensive Plan were achieved through the combined efforts, ideas and cooperation of Lynnwood citizens and the following City staff and appointed and elected officials.

Executive:

Don Gough, Mayor

City Council:

Kimberly Cole

Ed dos Remedios

Ted Hikel

Kerri Lonergan-Dreke

Loren Simmonds

Jim Smith

Mark Smith

Park & Recreation Board:

Nick Aldrich

Chris Bailey

Dave Gilbertson

Kris Hildebrandt

Michael Megill

Dave Swan

Arts Commission:

Allison Bren Ferris

Rennie Grossman

Ruth Ross

Lynette Stefansson

Kay Wood

Historical Commission:

Neil Roby

Kristopher Skelton

Niniva Tupua

Planning Commission:

Maria Ambalada

Van AuBuchon

Chad Braithwaite

Doug Jones

Bob Larsen

Richard Wright

Michael Wojack

Community Development:

Paul Krauss, Director

Kevin Garrett, Planning Manager

Public Works:

William Franz, Director

David Mach, Project Manager

Economic Development

David Kleitsch, Director

Parks & Recreation:

Lynn Sordel, Director

Laurie Cowan, Park Planner

Police Department:

Steve Jensen, Chief

Fire Department:

Gary Olson, Chief

Administrative Services:

Lorenzo Hines, Finance Director

INTRODUCTION

Introduction to Lynnwood	– 1
Purpose of the Comprehensive Plan	– 2
Organization of the Plan	– 3
Background Reports	– 4
Environmental (SEPA) Review	– 4
Citizen Involvement	– 4
A Vision for Lynnwood	– 5
Goals, Objectives and Policies	– 6
The Goals of GMA	– 6
Concurrent Planning Programs	– 7
Managing our Growth	– 8

INTRODUCTION TO LYNNWOOD

Since Lynnwood's incorporation in 1959, local residents have experienced dramatic changes in the community and throughout our county and region. During its fifty years as a city, the Lynnwood area has been transformed from a quiet rural community of farms and forests to a thriving city of 35,230 people.

What was once just a stop along the highway between Seattle and Everett is now a major center of transportation and commerce. Lynnwood has matured into a full service city of stable neighborhoods, attractive parks and recreational facilities, quality educational facilities, professionally-staffed administrative/police/fire/public works facilities, all of which are providing a wide range of opportunities to the residential and business communities at large.



PURPOSE OF THE COMPREHENSIVE PLAN

Lynnwood's Comprehensive Plan is the official public policy document to guide the City's growth and development over the coming years. Adopted by the City Council, the Plan contains text, statistics and maps that are available for use by both public and private sectors of our community.

The Plan was developed to comply with the State's Growth Management Act of 1990 and its subsequent revisions. It must also be consistent with the Countywide Planning Policies of Snohomish County and with the plans of our neighboring jurisdictions.

The Comprehensive Plan serves a wide range of purposes and functions, including:

- **Formalize goals and policies:** The City's primary land use and development related goals, objectives and policies are formalized in this document, providing officials with a consistent policy source for making decisions and directing programs and activities.
- **Implement the mandates of GMA:** This Plan was prepared in compliance with the Growth Management Act and is consistent with the goals and requirements of the Act.
- **Promote the public health, safety and welfare:** The Comprehensive Plan establishes development guidelines, levels of service standards, and encourages development that complies with those standards in appropriate locations throughout the community.
- **Encourage coordination:** The Plan anticipates future development, population growth and the needs of our community for all major municipal services. It then helps coordinate the provision of needed services to meet those needs. Such tools as the Zoning Code, City budget, the Capital Facilities Plan, six-year Transportation Improvements Plan and other programs work together to implement the Plan in a coordinated manner.
- **Provide the basis for goals and policies:** The Comprehensive Plan provides a goal-oriented foundation for a variety of regulations, programs and actions.

The Comprehensive Plan has the following four primary characteristics:

- **Comprehensive:** The Plan includes the most important functional components that have bearing on the provision of municipal services and the use and development of land, including land use, transportation, capital facilities, housing, utilities, parks, economics, cultural, historic and environmental.
- **Long-range:** The Plan must evaluate past, present and future conditions in order to define goals, issues and opportunities for the next twenty years.
- **Implementable:** To be effective, the Plan must be realistic and capable of being carried out. The Plan includes policies and programs for regulations, public expenditures and private development that have been analyzed for their implications and consistency. Over time, as the Plan is continually reviewed and revised, objectives and policies will become increasingly measurable and predictable in their pursuit of the City's long-range vision and goals.
- **Flexible:** The Plan provides for periodic reviews and amendments to respond to changing conditions, citizens' concerns, political preferences and new concepts. To be effective, the Plan must continue to reflect the needs and values of the Lynnwood community.

ORGANIZATION OF THE PLAN

The Plan is organized into functional “elements”, or chapters. Each element includes a summary of issues, brief descriptive information, data, maps and text to support its goals, objectives and policies. The following is a brief description of the primary elements of this Plan:

- **Land Use:** This element describes the planned use of all lands within the City, including the type, scale, design, density and intensity of development. The element consists of the text and a citywide Future Land Use Plan map.
- **Transportation:** The current and future motorized and non-motorized transportation needs of the City are addressed in this element, which also includes levels of service (LOS) standards for the street system, public transit, and commute trip reduction programs.
- **Housing:** This element describes the status of the City's housing stock, the ability of our residents to afford housing in Lynnwood, preservation of established neighborhoods and the preferred design, style and density of future housing.
- **Parks, Recreation and Open Space:** This element defines current and future needs for parklands, recreation and active and passive open space. It reflects the Parks Department's Comprehensive Plan for Parks and Recreation.
- **Cultural and Historic Resources:** This new element was intended to separate cultural and historic issues that were previously part of the Parks, Recreation and Open Space Element. This element will grow through subsequent amendments.
- **Environmental Resources:** This “optional” element was adopted in 2002 to efficiently focus the City's environmental information, goals and policies, to include “best available science” policies, and provide a foundation for environment-related regulations and actions.
- **Economic Development:** With several important economic activities in progress in 2000, the need for greater emphasis on economic development planning led to the creation of this element. It later became a state-mandated plan element. This element underwent a major revision in 2005 to coordinate with the Economic Development Action Plan that was adopted the previous year. This element provides economic policy guidance through five overarching “Guiding Themes”, as well as goals, objectives and policies.
- **Capital Facilities & Utilities:** This element combines two mandatory elements of GMA to provide a foundation for needed municipal facilities and services. It includes an assessment of current and future needs, our ability to handle planned growth and development, and levels of service standards for the primary utilities. Closely related to this element are the Six-year and Long-range Capital Facilities Plans (CFP) for all City utilities, facilities, buildings and lands. This element was updated in 2001 to include an Essential Public Facilities Siting process, which was revised in 2006 to comply with state law.
- **Implementation Element:** There are many ways to make the Plan successful over time. This element directs the Plan's implementation in the most appropriate ways and identifies some of the options and implementation procedures, including the annual plan amendments procedures and schedule. A five-year Implementation Program is included.

BACKGROUND REPORTS

The Comprehensive Plan is policy-oriented. To make it lean and easy to read and understand, much of the data, analyses and other supporting documentation is contained in separate "Background Reports". These reports are not intended for adoption so they can be continually updated as new information becomes available.

ENVIRONMENTAL (SEPA) REVIEW

All Comprehensive Plan amendments are subject to SEPA environmental review. The City's 5-year update, completed in 2001, utilized a new SEPA tool called the Non-project Review Form, or NPRF. Lynnwood worked with the State Dept. of Ecology as a pilot project to test the new format and process. The NPRF process worked well for Lynnwood. Unfortunately, the project was dropped by DOE prior to completion and implementation. Subsequent reviews have followed the traditional SEPA process.

CITIZEN INVOLVEMENT

Lynnwood's Citizen Involvement Program is reviewed each year. During the Five-year Plan Update in 2001, the program's structure was adopted as part of this section of the Comprehensive Plan. The Citizen Involvement Program was designed to cover state requirements and the requirements of the Lynnwood Municipal Code, LMC 18.04.060 (Public Participation Process, Review by Planning Commission, and City Council).

Lynnwood exceeds the requirements of both in the amount of advertising that is normally done, the number of public meetings and other involvement opportunities, open discussion, and opportunities to provide comments at any time via regular mail, e-mail or voice mail. Citizen involvement is not only a good idea – it's essential to the planning process and a requirement of the GMA. Lynnwood's Program consists of the following three policies:

1. The City shall exceed the mandates of Washington State in our program to involve the public in the continuing review and periodic update of our Comprehensive Plan.
2. The City shall encourage public participation in all phases of the planning process and offer extensive opportunities for communication and involvement, including, but not limited to, the following:
 - Establish the Planning Commission as the primary public forum where all Comprehensive Plan related discussions are open to public observation and, whenever appropriate, public involvement.
 - Conduct community meetings for discussion and exchange of ideas.
 - Conduct neighborhood meetings in schools or other suitable facilities for the convenience of attendees and to facilitate informal discussion.
 - Conduct "open house" type meetings for discussions with staff, review of maps and proposals, and to disseminate handout information.
 - Publicize early in the process to allow adequate time for response.
 - Seriously consider and respond to all comments received.

- Encourage written and verbal comments.
 - Establish a 24-hour telephone and/or e-mail address "hot-line" for public comments.
3. The City shall use, as appropriate, the following methods to advertise meetings, inform the public and disseminate planning information:
- Newspaper Display Advertisements
 - Newspaper Legal Notices
 - Direct mail lists (of interested or affected people and organizations)
 - Press Releases to local newspapers
 - Cable Access Television station public notices
 - City Web Site – Info on the planning process, schedules and involvement opportunities
 - Bulletin Boards in public places

A VISION FOR LYNNWOOD

What is a vision for a community?

A 'vision' is a realistic, credible, attractive future for our city. It articulates a destination toward which our city should aim. A future that in important ways is better, more successful, or more desirable, for our city than is the present.

In early 2009, the City Council approved a new Vision Statement for Lynnwood. This Statement, along with a set of Actions to begin to realize the Vision, was produced by a public visioning process. Starting with a Listening Phase, the city hosted 29 face-to-face brainstorming sessions between late 2007 and early Spring of 2008, involving approximately 400 residents, business people, civic groups and city staff. People also submitted ideas through written answers to four visioning questions in the visioning guide pamphlet. Some preferred to share their ideas online through the portion of the city website dedicated to the visioning process. This Phase produced over 4,000 ideas, comments, suggestions and constructive criticisms. The second Phase of the Project "envisioned" the future for Lynnwood embodied in these 4,000 items. A committee of residents who had attended the Phase I meetings worked through the summer and fall of 2008 to distill those 4,000+ items into a concise vision statement. That work produced the following Vision Statement:

The City of Lynnwood will be a regional model for a sustainable, vibrant community with engaged citizens and an accountable government.

Our vision is...

- *To be a welcoming city that builds a healthy and sustainable environment.*
- *To encourage a broad business base in sector, size and related employment, and promote high quality development.*
- *To invest in preserving and expanding parks, recreation, and community programs.*

- *To be a cohesive community that respects all citizens.*
- *To invest in efficient, integrated, local and regional transportation systems.*
- *To ensure a safe environment through rigorous criminal and property law enforcement.*
- *To be a city that is responsive to the wants and needs of our citizens.*

GOALS, OBJECTIVES AND POLICIES

Each element of the Plan contains goals, objectives and policies to guide decisions related to City growth and development. To ensure a consistent understanding of these terms, the following definitions were used in formulating the statements in this Plan:

Goal: A statement that describes the desired future. It is an ideal that may be difficult or impossible to achieve, but it describes the community's vision and provides direction for planning objectives, policies and actions. In some cases, the Plan will also include "subgoals" which are more focused goals with shorter terms.

Objective: A statement that describes how the goal will be achieved within the restrictions of time, available information, projections and planning assumptions. It represents the maximum realistic level of attainment within the planning period.

Measurable Objective:

An objective statement may include measurements to indicate when the intended result will be achieved, by whom, at what location, at what cost, etc. Many of the objectives in the Comprehensive Plan have been modified to include measurements. This will increase predictability and assist in the scheduling and budgeting of major projects and improvements.

Policy: A specific statement intended to guide actions aimed at achieving the goal and its objectives. Policies imply commitment. They either provide clear guidance for decision-making, or provide clear responsibilities to be implemented. Policy-based activities can often be measured and used to track progress toward achieving the goal and its objective(s).

THE GOALS OF GMA

The Growth Management Act originally included 13 planning goals. Shoreline Management was later added. The goals are summarized as follow:

1. Encourage development in urban areas with existing or planned facilities and services.
2. Reduce urban sprawl.
3. Make adequate provision of efficient multimodal transportation systems.
4. Make affordable housing available to citizens of all income levels.
5. Promote economic opportunity.

6. Respect private property rights.
7. Ensure predictability and timeliness in permit review processes.
8. Conserve natural resources.
9. Retain open space and provide recreational opportunities.
10. Protect and enhance the environment.
11. Provide opportunities for citizen participation in the planning process.
12. Make adequate provision of necessary public facilities and services.
13. Preserve historic and archaeological resources.
14. Shoreline Management

CONCURRENT PLANNING PROGRAMS

Snohomish County's Vision:

Following a public "visioning" process, Snohomish County adopted the Vision 2020 plan in 1990. This regional vision was intended to guide local planning, particularly transportation planning, within Snohomish County.

Snohomish County Tomorrow Goals:

Since 1989, our local communities have been working together in a collaborative planning process known as "Snohomish County Tomorrow" (SCT). This process brings together the County's vision of its future and the broad goals of GMA. Through this process, the County has developed goals, policies and implementation strategies consistent with the basic GMA goals.

Countywide Planning Policies:

Snohomish County met the GMA requirement for Countywide Planning Policies by using the adopted SCT goals as the framework and attaching policies and supplemental policies to provide local level detail that each jurisdiction could use to comply with GMA through their own plans. The adopted Countywide Planning Policies (CPP) provide a framework for the coordinated development of both county and city comprehensive plans. They address a number of issues, including the orderly provision of urban services, the siting of public capital facilities, countywide transportation facilities, affordable housing and joint city/county planning within UGAs.

General Policy Plan:

Generated from the Countywide Planning Policies and organized around the required Comprehensive Plan elements, this document includes all the goals, objectives and policies that apply to unincorporated areas of the County. The County's Comprehensive Plan underwent its 10-year update in 2005.

Consistency with other Jurisdictions:

Our Comprehensive Plan must be coordinated with, and consistent with, the comprehensive plans of other counties or cities with which we have common borders or related regional issues. [RCW 36.70A.100] This doesn't mean that we can't pursue our own visions or be unique in our own ways. It does mean that we will consider how our Plan proposals might affect our neighbors and will coordinate with them on matters of mutual interest.

Population Forecasting:

The County's General Policy Plan is based on the 20-year population projection provided by the State Office of Financial Management (OFM). Distribution of that population projection is based

on Vision 2020, the regional growth and transportation strategy and on the Countywide Planning Policies.

MANAGING OUR GROWTH

Growth may be inevitable – but it is also manageable. The primary purpose of the Growth Management Act, and of our Comprehensive Plan, is to manage our future growth to ensure that it will result in a better and stronger community. Setting "targets" for population and employment growth is a step toward managing our future. Our county's population, housing and employment growth will be directed toward designated "centers" and, more generally, the Urban Growth Areas (UGAs).

Growth Projections and Allocations:

RCW 36.70A.215 requires certain counties and their cities to establish a program to evaluate the availability of land for development or redevelopment in relation to projections and allocations of future growth. This program, known as "buildable lands program", is overseen by Snohomish County Tomorrow and produces updated growth allocations and development capacity projections every five years. The last analysis was completed in 2008.

Population Allocations:

Under the Growth Management Act, the Office of Financial Management (OFM) forecasts state population growth at the county level. Snohomish County Tomorrow, working in cooperation with the Puget Sound Regional Council and individual cities, then allocates the forecast population to cities, the unincorporated urban growth area, and rural areas of the county. Jurisdictions are responsible for providing sufficient capacity to accommodate forecast growth

2006 - City	35,230
2025 - City	43,782
Growth – City	8,552
2006 – MUGA ₁	30,568
2025 – MUGA ₁	48,967
Growth – MUGA ₁	18,399
2006 – MUGA ₂	23,241
2025 – MUGA ₂	38,725
Growth – MUGA ₂	15,294

Source: SCT Final Buildable Lands Report (2007) See text for definitions of MUGA1 and MUGA2

The most-recent growth allocation occurred in 2006. Table Int-1 shows growth allocated to the City of Lynnwood and the Lynnwood Municipal Urban Growth Area (MUGA). Two alternate definitions are provided for the MUGA. Definition 1 includes all of those areas included by the City by Council action; Definition 2, a smaller area currently recognized by the County, does not include the Norma Beach Gap or the area east of Larch Way, west of North Road and south of 164th St SW.

It is expected that over half of this population growth will be located in the City Center, as the City Center Subarea Plan EIS states that redevelopment of the City Center could

accommodate up to 3,000 new multiple family dwelling units by 2020, representing a population of about 5,400 new residents. The remainder of this population growth would be accommodated in the rest of the City by a combination of: A) development of

most of the remaining undeveloped land in the City; B) redevelopment of some sites that are not currently developed at the allowable density, and C) re-designation and development of properties where residential development is not now allowed (such as portions of the Highway 99 corridor and/or portions of the former Lynnwood High School site).

Employment Allocations:

Employment growth projections are not directly linked to population. Instead, they are based on commercial and industrial land availability, zoning, and development potential. Lynnwood has an abundance of commercially zoned properties and significant potential for job growth. As with population growth, much of the employment growth is expected to locate in the City Center Subarea. The Subarea Plan EIS states that redevelopment of this area could create about 9,000 new jobs by 2020. The rest of this job growth would locate in existing commercial areas through either business growth or redevelopment of low-intensity commercial areas, such as the Highway 99 corridor.

2006 - City	27,336
2025 - City	38,550
Growth – City	11,214
2006 – MUGA ₁	4,693
2025 – MUGA ₁	7,864
Growth – MUGA ₁	3,171
2006 – MUGA ₂	4,331
2025 – MUGA ₂	7,355
Growth – MUGA ₂	3,024

Source: SCT Final Buildable Lands Report (2007) See text for definitions of MUGA1 and MUGA2

In conclusion:

Our community of Lynnwood is located at a major transportation crossroads and surrounded by growing cities and unincorporated urban areas. Lynnwood is a convenient and desirable place to live, work, shop, operate a business, attend college, visit parks, play golf and participate in other activities. People want and need to be here for a wide variety of reasons. Lynnwood has a lot to offer.

Through the efforts of our citizens, community organizations, professional staff and our appointed and elected officials, we intend to manage our future growth in ways that are most beneficial to the entire Lynnwood community and its residents. This Comprehensive Plan will provide the needed guidance.



LAND USE ELEMENT

INTRODUCTION..... 1
 PLANNING CONTEXT 2
 BACKGROUND REPORT SUMMARY and
 CONCLUSIONS 3
 SUMMARY OF LAND USE PLANNING
 ISSUES..... 5
 LAND USE PLAN CONCEPT 7
 LAND USE PLAN DESCRIPTION..... 9
 GOALS, OBJECTIVES, POLICIES and
 ACTIONS22

INTRODUCTION

Use of land is the predominant concern of the Comprehensive Plan. How the land within a community is used determines many aspects of community life and operation. Given that, the land use element is the keystone element within the Plan. The land use element deals with the future development and redevelopment of the community. What should and what will the community be over the next twenty years? What should remain the same? What should change? All aspects of the Plan involve and relate to use of the land within the Lynnwood urban area.

Preparation of this land use element did not start with a clean sheet of paper. At the time of element preparation (early 2000), there is an existing Comprehensive Plan in place. And, the Lynnwood urban community occupies most of the available land within the City Limits. More than a century of human settlement decisions has resulted in the Lynnwood of 2000. While the Lynnwood of 2000 shares many characteristics with its suburban neighbors, the City's unique geographic location has led to considerable differences too. Lynnwood's location at the intersection of two interstate highways, and other locational advantages, has resulted in the development of a community with a greater concentration of commercial and industrial uses than any of the neighboring communities. This difference will continue. Still, the City shares the characteristic of well-established, quality single-family neighborhoods with its suburban neighbors.

The land use element for the City is a plan of what the City should look like and how it should function in the year 2020. It proposes land use patterns that will create cohesive neighborhoods, provide for good pedestrian and traffic circulation, provide employment opportunities, set aside land for parks and open space, and protect natural resources. The land use element establishes a balance of land uses that reflects the long-range vision of the community.

This land use element of the Comprehensive Plan begins by providing a description of the planning context within which the element has been prepared. This should provide the reader with a basic understanding of the legal and policy framework that guided Plan preparation. Then there is a brief summary of the planning background document that provides information on the physical characteristics of the Lynnwood area, the existing

conditions of the area, analysis and forecasts of future circumstances, and conclusions about the major planning issues that must be addressed by the Plan. The land use plan is presented and described. Land use goals, objectives, and policies are established. And, a land use plan map is included.

PLANNING CONTEXT

Land use planning is authorized by statutes in the Revised Code of Washington. In addition, planning is guided by various regional and local policies. This element of the Comprehensive Plan has been prepared in accordance with the Washington State Growth Management Act (GMA). Upon adoption this Plan element will be in compliance with the GMA requirements, and be consistent with the regional planning policies of the Puget Sound Regional Planning Council and with the County-wide Planning Policies for Snohomish County.

Growth Management Act (GMA)

The Growth Management Act has thirteen planning goals. There are six goals directly related to land use. This land use element is consistent with these six and all other GMA planning goals:

Urban growth – Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Reduce sprawl – Reduce the inappropriate conversion of undeveloped land into sprawling low-density development.

Economic Development – Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

Open space and recreation – Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

Property Rights – Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

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

Housing – Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types and encourage preservation of existing housing stock.

Regional Planning Policies

The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, Vision 2020, as the regional growth strategy in 1995. Implementation of these policies will create a regional system of central places framed by open space and served by a high capacity transit system. The policies also encourage economic development, the provision of adequate public services, housing diversity, and regional transportation planning. The Comprehensive Plan is consistent with and furthers the regional plan. The PSRC has just adopted Vision 2040; the next major update of this Plan will incorporate the planning framework from Vision 2040 into this Plan.

In 2008, PSRC updated its regional strategy with adoption of VISION 2040. This document re-emphasizes the centers-oriented regional growth strategy for the region by calling for more population and employment growth to locate in centers. Lynnwood will bring our Comprehensive Plan into conformance with VISION 2040 with the next major update of our Plan, which is currently scheduled for 2010-11.

Countywide Planning Policies

The Countywide Planning Policies encourage orderly and efficient development patterns and higher density development in the urban areas of the County. As part of the development process, new growth must be adequately served by public facilities. The policies promote land use, economic, and housing policies to accommodate jobs and housing, and in some cases, transit-supportive densities and land uses. Lynnwood's Plan addresses these main themes and is consistent with the County's planning policies. The City will continue to work closely with the County on GMA planning issues.

With adoption of VISION 2040, Snohomish County Tomorrow is preparing an update of the Countywide Planning Policies. Adoption of new Countywide Planning Policies is scheduled for late 2010. The 2010-11 update of this Comprehensive Plan will bring the Plan into conformance with the new Countywide Planning Policies.

BACKGROUND REPORT SUMMARY and CONCLUSIONS

The Growth Management Act requires an extensive inventory of information about each planning area (city or county) including the physical, social, environmental, and economic circumstances within the area. The assembled database provides essential information to decision making on future actions. An extensive inventory was prepared as a basis for the Lynnwood Comprehensive Plan adopted in 1995. This earlier inventory has been updated and expanded as a part of the 2000 Comprehensive Plan. Most of the inventory materials are published in a separate report entitled *Lynnwood Comprehensive Plan Background Report*.

In order to provide the reader with enough information to better understand the planning policy set forth in this element, some of the most pertinent facts from the *Background Report* are summarized in the following sections. Not all subject areas included in the *Background Report* are covered in the following summary sections, so the reader is encouraged to review the source document for complete information.

Planning Area

Lynnwood is located in the southwestern portion of Snohomish County and shares the Southwest Urban Growth Area (SWUGA) with eight other cities. The City Limits extend generally to 164th Street SW on the north and Interstate 5 and SR-525 on the east. The City of Edmonds abuts the City's western edge and Mountlake Terrace abuts the southern boundary. The City occupies a land area of approximately 7.7 square miles.

Lynnwood's planning area consists of the current City Limits and the City's adopted Municipal Urban Growth Area (MUGA) as shown on the map at the end of this element. The primary focus of the Comprehensive Plan is the area within the current City Limits.

The GMA requires each county to designate an Urban Growth Area (UGA) which allows sufficient land and densities to accommodate the urban population and employment growth and related facilities and services that will be needed within a twenty-year planning time frame. Snohomish County has the authority to establish urban growth areas and has adopted Countywide Planning Policies that pertain to those areas. The policies require coordination of county and municipal planning within the growth areas.

Lynnwood's first GMA Comprehensive Plan included a two phase growth area, extending north and east of the City into unincorporated Snohomish County. The first phase included areas likely to be annexed within the first 5-10 years. The second phase extended to the City limits of Mukilteo on the north and Mill Creek on the east. It included about 17 square miles, or about 2.5 times the land area within the present City limits.

During 2000 and 2001, Lynnwood staff and Planning Commission worked with the County and our seven neighboring cities on a program to coordinate growth areas and establish mutual boundaries. In November 2002, the Lynnwood City Council adopted the City's Municipal Urban Growth Area (MUGA). This new MUGA resulted in an unclaimed "gap" north of Lund's Gulch and south of 148th Street and an overlap of a portion of Mill Creek's adopted growth area east of I-5. In 2007, the City Council expanded the MUGA to incorporate that gap and to extend the eastern boundary to North Road (which action increases the overlap with the Mill Creek MUGA). See map on page LU-33.

Physical Characteristics

Physical features influence development patterns in a community. Land with development constraints such as poor soils, wetlands, or steep slopes will limit or preclude development potential on a site. The delineations of these areas and conditions were analyzed and established in conjunction with the preparation and adoption of the Environmentally Sensitive Areas Ordinance and Map (Note: the Map is included in the *Background Report*). In Lynnwood, the land is generally developable, with major constraints in the Scriber Creek/Scriber Lake areas from flood plains, wetlands, and fish and wildlife habitat areas.

Lynnwood is primarily situated on an upland plateau north and west of I-5. The topography of the area is gently sloping with elevations ranging from about 240 feet to 610 feet above mean sea level. Lund's Gulch, located in the northwest part of the City, is a significant landform. It is a deep ravine with extremely steep slopes.

Existing Conditions

Land Use Patterns

Lynnwood's location along the Interstate 5 corridor, mid-way between Seattle and Everett, has greatly influenced its development as the commercial and retail center of Snohomish County. Approximately one quarter of Lynnwood's land area is currently developed for commercial uses. An additional two-fifths is occupied by residential development, with various institutional uses (e.g., schools, churches, parks, etc.) interspersed. The City's land use pattern is a suburban setting with commercial developments along the arterial roadways, multiple-family residential development adjacent to commercial areas and single-family residences, and neighborhoods with parks and schools and natural areas. Industrial land uses are located primarily south of 196th St. SW and east of Highway 99.

Lynnwood's total land area is 4,943 acres. The three largest land uses are residential which comprises 2,110 acres, or 43 percent of the City's land area, commercial with 811 acres, or 16 percent and rights-of-way which comprises 847 acres, or 17 percent. More than 80% of the residential land is in single-family neighborhoods. These neighborhoods provide an important element of community identity. The Generalized Existing Land Use Map is included in the *Background Report*.

Analysis and Forecasts

Land Capacity

There is a very limited amount of vacant land in the City of Lynnwood. In order to accommodate growth in the City, new development will be built on vacant parcels, underutilized parcels, and on redeveloped parcels.

The methodology the City staff used in its land capacity analysis involved using the population and employment growth projections from the State Office of Financial Management via the Puget Sound Regional Planning Council, and the growth allocation projections from Snohomish County. The population and proposed growth allocation figures were analyzed in light of the vacant land and redevelopment possibilities in the City. In addition, the analysis considered anticipated residential and non-residential development capacity by individual land use analysis zone.

SUMMARY OF LAND USE PLANNING ISSUES

Following is a summary of current, and in some cases long-term, land use planning issues in Lynnwood. The Comprehensive Plan responds to these issues through the inclusion of actions and policies set forth in the land use element.

- The City's limited vacant land will affect the type of future development and will create opportunities for more compact development patterns.
- Redevelopment of underutilized and aging properties will create development opportunities and will need to be properly planned.
- There are annexation opportunities as well as challenges and problems to the north and east of the current City limits which could create an increase in public service demands.
- Additional planning, and plans implementation, needs to be undertaken for the five identified subarea specific planning units (Highway 99, Edmonds Community College, Civic Center, Park Central and the Subregional Center).
- Preserving and enhancing open space, natural resources, and environmentally sensitive areas will be important to assuring a satisfactory balance between the natural and built environments.
- Design review and other enhanced development standards will be important actions in the creation of a more visually appealing City.
- The retail sector currently forms the core of the economic life of Lynnwood. The City needs to maintain and expand this sector while increasing opportunities for other types of business and employment in the City.
- It will be vital to create opportunities for both jobs and housing in the City. The types of future land uses in commercial areas will have a bearing on the type of housing Lynnwood will need to develop. For example, new mixed-use development might include innovative design that allows residences above businesses, in the same building, or in a residential loft/studio environment where residents can both live and work.
- Development of transit-supportive and mixed-use land uses in the Subregional Center Area will be key steps in creating a vibrant new town center.
- Redevelopment of properties along some sections of Highway 99 is important to the economic vitality and aesthetic appeal of this area.
- Land use incompatibility between some adjacent uses and/or between various land use districts needs to be addressed.
- Protection, preservation, and enhancement of single-family neighborhoods are high priorities.
- There is a concern that the residents of multi-family dwellings use a disproportionately high percentage of public services.
- Private property rights are protected under federal and state laws. Land use limitations or permit requirements will need to impose only the minimum burden required to promote the general health, safety and welfare of the community.
- Sound Transit is committed to extending its light rail line north from Seattle to Lynnwood by 2023. Generating maximum benefit for both Sound Transit and Lynnwood from this substantial public investment will mean coordinating plans for the extension so that access to rail stations and rail operations do not

adversely impact properties, businesses and residents in Lynnwood, and vice versa.

LAND USE PLAN CONCEPT

Plan Concept

The basic concepts of the Land Use Element of the Comprehensive Plan are: 1) to create a strong and vibrant Central Business District (in the Subregional Center), 2) to provide room and opportunities for new commercial and industrial uses, 3) to provide a complete range of housing types and values, 4) to protect and enhance single-family neighborhoods, 5) to provide for efficient and compatible infill development, to achieve balance among competing interests, and 6) to coordinate growth in the City's urban growth area.

The Comprehensive Plan supports regional growth management policies encouraging urban areas to absorb a greater share of projected regional growth and to support the development of high capacity transit systems. At the same time, the Plan would protect existing residential areas from incompatible development by focusing a moderate level of employment and residential growth within:

- An education activity centers at Edmonds Community College
- A commercial and mixed-use activity center along Highway 99, and
- A mixed-use, urban center in the Alderwood Mall/44th Ave. W. /I-5 area, known as the Subregional Center. This center includes (but is not limited to) the Lynnwood City Center

Overall, the Comprehensive Plan allows and encourages intensification of existing land uses and allows a more diverse mixture of uses. This should increase the probability for providing public transit services, and for non-motorized travel. Encouraging high-density residential development within the subregional center, coupled with increasing employment opportunities, could help to reduce development pressures on other areas of the city. The Comprehensive Plan and growth and development projections are consistent with the "urban centers" concept adopted by Puget Sound Regional Council and by Snohomish County.

The City Center (in the Subregional Center) is the key activity center for accommodating a large amount of the projected population and employment growth in the City. The City adopted a separate subarea plan for this area in 2005. That plan describes a vision of and policies "to create, within 20 years, a compact, intense and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation." A second location for growth through redevelopment is the Highway 99 Corridor. Development in this corridor began prior to World War II, with connection of the military road (now Highway 99) from Seattle to Everett. Today, properties along the highway are occupied with a broad mix of land uses and businesses, including auto dealerships, shopping centers, free-standing stores and businesses, and Asian businesses and markets. The

Highway 99 Corridor Strategies report states that Lynnwood's Highway 99 Corridor appears to include ample opportunity for redevelopment. Continued growth expected for the Puget Sound region coupled with Lynnwood's desirable location positions the City well in terms of future demand for all land uses.

In the process of preparing the 2000 Comprehensive Plan Update, the Planning Commission did an extensive review of the existing land use pattern and planned uses within the city. The analysis was segmented into five geographic sectors of the city. Information on the sector analysis process is contained in the *Background Report*. The Planning Commission then considered different Land Use Plan alternatives. Four alternatives were proposed and analyzed. Information on each of the alternatives is contained in the *Background Report*. After thorough consideration of the alternatives and listening to and weighing public comment on the alternatives, the Planning Commission selected a preferred alternative. The selected alternative is a composite of two of the considered alternatives and is very similar to the 1995 adopted land use plan. Because the selected plan is very little changed from the 1995 plan it confirms the basic correctness of the 1995 plan. It says that no major changes are necessary. This contributes to policy stability and gives predictability for private property owners.

The land uses delineated by the Comprehensive Plan map are generally distributed consistent with existing land use and zoning. Neighborhoods are characterized as low-density single-family residential areas. Medium density multiple-family is generally located near arterial roadways and as a transitional use between commercial and lower density residential uses. High-density multiple-family development is allowed in the Subregional Center and College District. Commercial land uses are primarily located along the regional transportation corridors such as I-5, Highway 99 and 196th Street. The City Center is planned for increased development and diversification of land uses that includes office buildings, housing, transit facilities, and mixed use developments. Business/Technical and industrial land uses are located in areas that are currently utilized for similar uses. Existing park, open space, school and public facilities are designated on the Comprehensive Plan. Potential future parks and other public facilities are identified in the Parks and Capital Facilities elements.

A description of the various land use categories is contained in the following section. Table 5 lists acreage and percent of total land by use category, according to the Comprehensive Plan.

The relationship between the Comprehensive Plan and zoning (zoning regulations, zoning map and zoning designations) and other land development related municipal codes under the new Comprehensive Plan is more definitive and connected than past plans and practices. Prior to adoption of GMA, Comprehensive Plans were regarded as a "guide" or "blueprint" which suggests zoning measures that should be taken rather than requiring them. Now under GMA, the Comprehensive Plan is given a much more significant role in land use planning and regulation. The GMA Comprehensive Plan is in effect the City's pre-eminent land use planning document along with the zoning code and map.

The Comprehensive Plan provides the policy direction and basis for land use decisions. Development regulations such as zoning, subdivision, planning and environmental codes must be consistent with and implement the Comprehensive Plan.

The Comprehensive Plan Map designates the appropriate land use for all properties in the City. The land use categories provide a broad description of land use, building and site design standards. Other related objectives and policies in the Comprehensive Plan provide additional direction for the use and development of land. The zoning code and zoning map define in greater detail the development regulations and permitted uses for each property within the range (density, intensity and land uses) defined by the Land Use Categories. The land use planning choices made in this Plan will serve as the basis for any property rezoning and for development project review.

The Zoning Code and the Official Zoning Map will be amended and properties rezoned to bring the zoning classifications into consistency with the Comprehensive Plan Map and land use categories.

Table LU-1: Future Land Use

Land Use Category	Acreage	Percent
Low-Density Single-family (SF-1)	1874.9	37.2
Medium-Density Single-family (SF-2)	53.1	1.2
High-Density Single-family (SF-3)	4.4	0.1
Low Density Multiple Family (MF-1)	71.8	1.4
Medium Density Multiple Family (MF-2)	287.9	5.7
High Density Multiple Family (MF-3)	38.7	0.8
Local Commercial (LC)	63.5	1.3
Mixed Use (MU)	50.2	1.0
Community Commercial (CC)	12.1	0.2
Regional Commercial (RC)	349.4	6.9
City Center	190.7	3.8
Alderwood – City Center Transition Area	52.3	1.0
Business/Technical Park (BTP)	38.7	0.8
Industrial (I)	121.6	2.4
Public Facilities (PF)	289.1	5.7
Parks, Recreation & Open Space (PRO)	331.6	6.6
Highway 99 Corridor (H99)	361.8	7.2
Rights-of-way (est.)	854.0	16.9
TOTAL	5045.9	100.0 %

Source: City of Lynnwood Com Devel Dept, 2011

LAND USE PLAN DESCRIPTION

The following section provides a description of each of the land use categories included on the Comprehensive Plan. Categories may in several cases be implemented by more than one zoning district. The Plan is more general and provides guidance to these

implementing decisions on specific zones. In some cases, there will need to be zoning text amendments to implement the Plan.

Low Density Single-Family Residential (SF-1)

Purpose: This Plan category is intended to provide for standard suburban style housing and will be the majority of residential land use in the city.

Principal Use: Detached single-family residences at a minimum density of four dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: Areas designated for this category of use should be well separated or buffered from incompatible or disruptive land uses and should not be subjected to higher volumes of vehicular traffic.

Site Design: Lot sizes within subdivisions shall comply with the City's minimum development code requirements and, in no case, shall cause the overall density to be less than four dwelling units per net acre. Some lots smaller than 8,400 square feet may be allowed through lot-size averaging within subdivisions, and through the planned unit development process. Lot coverage by structures shall be limited so as to provide substantial yard space around the residence.

Building Design: Either one or two stories high with an additional story permitted if located partially below ground level in a basement.

Other Provisions: One accessory dwelling unit may be added to a lot in this category, provided that the single family character of the property and the neighborhood is not impaired. An accessory unit shall not be included in the calculation of allowable density.

Medium Density Single-Family Residential (SF-2)

Purpose: This Plan category is intended to provide for an alternative to the standard suburban style of housing.

Principal Use: Single family detached and attached residences in a density range of 5.1 to 8.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Minimum Lot Size - 7,200 square feet. Smaller lots shall only be allowed as an approved planned unit development. Lot coverage by structures shall be limited to provide private open space on each lot; the amount of open space will generally be less than in the SF-1 category.

Building Design: Residences on these lots shall be either one or two stories high, with an added story located partially below ground level in a basement. Attached residences shall only be allowed as an approved planned unit development, and shall have no more than two residences connected by a common wall.

High Density Single-Family Residential (SF-3)

Purpose: This Plan category is intended to provide for a higher density alternative to current mobile home housing. It shall only serve as a feasible alternative for mobile home parks which are in need of redevelopment.

Principal Use: Single family detached and attached residences in a density range of seven to twelve dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences in a negative way.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets, and within on-quarter mile distance from SR99. The SF-3 Plan designation shall only be applied to mobile home parks existing at the time of adoption of Ordinance No. 2472 (January 12, 2004).

Site Design: Minimum lot size – 4,000 square feet. Smaller lots shall only be allowed as an approved planned unit development. Lot coverage by structures shall be limited to provide open space on each lot; the amount of open space will generally be less than in the SF-1 and SF-2 categories.

Building Design: Residences on these lots shall be either one or two stories high, with an added story located partially below ground level in a basement. Attached residences shall only be allowed as an approved planned unit development, and shall have no more than four residences connected by common walls.

High Density Single-Family Residential – MUGA (SF-4)

Purpose: This Plan category is intended to designate high-density development of single family homes located either on small lots or in air-space condominium (including LDMR) developments that were approved by or vested and then approved under the zoning regulations of Snohomish County prior to annexation to the City of Lynnwood. It is not anticipated that this designation will be used to support similar development in Lynnwood post-annexation.

Principle Use: Single family detached and attached residences at a density that generally does not exceed 14 units-per-acre, although higher densities will be designated with this land use category if they were approved prior to annexation

or where the application was vested and then approved subsequent to annexation.

Locational Criteria: This land use category will be applied to properties approved by or where the application was vested prior to and subsequently approved following the effective date of annexation. It will not be applied to any other properties.

Low Density Multi-Family Residential (MF-1)

Purpose: This Plan category is intended to provide for multi-family housing in a low-density living environment.

Principal Use: Multi-family residences in a density range of 8.1 to 12.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Most of the parking for residents shall be provided in garages or carports; additional parking (for residents or guests) may be uncovered, provided that such parking does not detract from the appearance of the development or any adjoining public streets. Lot coverage should be limited in order to provide substantial usable private recreation space and landscaping.

Building Design: Residences in this category may be built as attached residences with a maximum of four units in a single building; freestanding single-family residences are not permitted in this category. Buildings in this category shall be no more than two stories high.

Medium Density Multi-Family Residential (MF-2)

Purpose: This Plan category is intended to provide for multi-family housing in a medium density living environment.

Principal Use: Multi-family residences in a density range of 12.1 to 20.0 dwelling units per net acre.

Subordinate Uses: Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.

Locational Criteria: The higher density of this housing type requires locations with good access to arterial or collector streets.

Site Design: Parking for residents and guests shall be provided in garages, carports or in uncovered parking areas. Lot coverage shall be limited in order to provide usable private recreation space and landscaping; in general, the amount of open space and landscaping will be less than that in the MF-1 category but shall still provide a reasonable opportunity for on-site recreation.

Building Design: Residences in this category may be built as townhouses or apartments/condominiums; freestanding single-family residences are not permitted in this category. Buildings containing these residences shall be no more than four stories high and typically will be two or three stories high.

High Density Multi-Family Residential (MF-3)

Purpose: This Plan category is intended to provide for multi-family housing in a high-density living environment.

Principal Use: Multi-family residences in a density range of 20.1 to 43 units per net acre.

Subordinate Uses: Institutional, educational, cultural, office, and related accessory and supportive retail and service uses, provided such uses are compatible with the residential environment.

Locational Criteria: High-density residential development should be located on sites with convenient arterial street access, in close proximity to transit facilities/routes, and close to shopping, employment and/or educational opportunities. It is anticipated that this density of housing will only be located within or adjacent to the subregional center, and within the College District.

Site Design: Locational advantages may be maximized through such means as incorporating structured on-site parking, using multi-story and high-rise design, and taking advantage of opportunities for mixed use development. On-site open space, landscaping, and recreational amenities should be emphasized in the design of all high-density residential developments.

Building Design: Residences within this category may be constructed and owned as apartments, condominiums, townhouses, or similar arrangement. Such housing styles as manufactured homes, single-family conventional homes, duplexes and others that are not suitable for development at densities of 20 units per acre or more should not be permitted in MF-3 areas.

Mobile and/or Manufactured Home Park Residential (MH-1)

Purpose: This Plan category is to provide a land use plan designation for existing and future Mobile and/or Manufactured Home Parks (MHP) in the City of Lynnwood. The difference in terminology used to describe these housing units relates to whether the units were built to the HUD Code adopted on June 15, 1976. Manufactured home units all meet the HUD Code. Mobile homes do not fully meet the Code. For a complete definition of the terms, read the Background Report to the Comprehensive Plan.

Application: This Plan designation shall be utilized as an overlay designation. Initial application/mapping will include the following existing parks:

1. Bearden's Park
2. Candlewood Estates
3. Center Mobile Home Park

4. J&L Mobile Home Park
5. Kingsbury East
6. Kingsbury West
7. Kingsbury West Annex
8. Lynnwood
9. Meadowdale
10. Royalwood
11. Squire
12. Spacette Mobile Home Community

If a property owner wishes to establish a new park in the future, the owner may apply to map the MH-1 land use designation to a property in the annual amendment process. In addition to other criteria, a location for the development of a new park must demonstrate good access to arterial and collector streets and reasonable proximity to services including transit.

Principal Use: Single-family mobile and/or manufactured homes in a density range of four to fourteen dwelling units per acre.

Subordinate Uses: Institutional, educational, or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences in a negative way.

Site Design: Minimum site size – one (1) acre. On each lot, four (4) to fourteen (14) mobile/manufactured homes per net acre may be located. Mobile and/or manufactured home parks may be reconfigured and upgraded in accordance with LMC 21.70.

Building Design: Residences within the mobile and/or manufactured home park shall be as they currently exist and/or meet current manufactured home requirements. Nothing shall prevent park ownership and/or management from upgrading the park to residences meeting current manufactured home standards. Units shall not be connected by any common wall(s).

Implementation Process: Preservation of mobile home parks will be accomplished through Development Agreements where the owner voluntarily agrees to maintain the park for a minimum of five years in exchange for financial incentives as described below. The Development Agreements should renew automatically per the terms of the Agreement, unless the owner informs the City and residents of the park of termination of the Agreement at least one year in advance of end of the term.

Incentives: The City has a valid interest in insuring the preservation and creation of housing opportunities for households of limited means. Existing mobile home parks, and ones that may be developed in the future, fulfill this role. Market forces, rising costs and rising property values are creating an environment that makes it difficult for owners to economically justify maintaining

their properties as mobile home parks. The City Council should consider adoption of the following incentives to keep mobile home parks in operation:

- Water - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Sewer - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Storm - 50% of current rate for 5-year development agreement term, 75% for 7-year or longer term
- Waiver of application and other fees for processing a development agreement pursuant to this program;
- Waiver of building permit and other processing and inspection fees for maintaining or improving a mobile home park participating in this program;
- Such other incentives as the City Council may from time to time approve by ordinance;
- Potential property tax reductions based upon expectation of lower assessed value from income-based approach that considers the effect of the development agreement on property value. Longer terms could be expected to result in greater reductions in assessed value. Any changes in assessed value would come from independent action by the County Assessor, and be subject to all applicable State and County laws concerning commercial property appraisal.

Mixed Use (MU)

Purpose: This Plan category is intended to provide the opportunity for a high intensity development of mixed uses that will result in a pedestrian friendly environment and support transit development and usage.

Principal Uses: Residential, office, or retail uses will be permitted within the same building or on the same site(s).

Locational Criteria: This category of use is suitable for location only within the subregional center and the college district.

Site Design: A combination of surface and structured on-site parking is anticipated. On-site open space, landscaping, and recreational amenities should be emphasized when residential use is included in the mix of uses.

Building Design: Most buildings will be multi-story. Residential uses will typically be located on the upper floors above commercial uses.

Highway 99 Corridor

Purpose: This plan category is intended to identify the area where the City will encourage redevelopment of properties, consistent with the strategies in the Highway 99 Corridor economic study, by allowing a wide range of commercial uses AND allowing mixed use, transit supportive development at major intersections (“nodes”) in the corridor.

Principle Uses: Throughout the corridor, principle land uses will include retail, office (all types), service, and eating and entertainment uses. Existing light industrial uses will be allowed to remain, but no new uses of this type will be allowed. At major intersections (designated by zoning), mixed use development (including multiple family residential) will be strongly encouraged. At properties not designated for mixed use, auto dealerships and other retail uses that require large parking lots will be permitted.

Locational Criteria: The corridor crosses the City in the north-south direction, from 216th St. SW to 164th St. SW, and continues north in the City's MUGA to 148th St. SW. Except at major intersections, properties either with frontage on the highway or that can be accessed through properties-with-frontage (or directly from an intersecting street) will be designated to this land use category.

Properties at major intersections along the corridor will be designated for mixed used development, with densities and design requirements that will support transit-supportive development. In select locations (particularly at major intersections), this land use category may extend east or west of properties with highway-frontage in order to create areas that will encourage redevelopment consistent with the intent on this designation and the economic development strategies.

Site Design: Development of "corridor" properties will often be at higher intensity and densities and greater lot coverage than is currently found along the Highway 99 Corridor. This will be particularly likely at major intersection "nodes" having high levels of transit service, where development could one day be dense enough to warrant structured parking. The appropriate relationship of buildings to Highway 99 will be defined.

Building Design: All new development will be required to comply with design guidelines specifically developed to support Corridor strategies.

Performance Standards: On site activities shall not significantly affect adjoining properties outside the corridor.

Local Commercial (LC)

Purpose: This Plan category is intended to provide areas for development of a limited range of commercial services at a low level of development.

Principal Uses: Personal, professional and public services and offices, sale of convenience and comparison goods for the local community.

Locational Criteria: These commercial areas should have direct access to either a collector or arterial street and should be situated to have minimal impact on surrounding residential areas.

Site Design: Substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots. Shared

parking between adjacent uses will be encouraged. The overall design of the site should closely follow the principles of good modern urban design.

Building Design: Buildings in this category will generally be low-rise structures facing public streets and parking areas.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

Community Commercial (CC)

Purpose: This Plan category is intended to provide the opportunity for the development of a moderate range of commercial services at a medium level of development intensity.

Principal Uses: Personal, professional and public services and offices, retail sales of goods for the community, hotels, motels and entertainment businesses.

Locational Criteria: Commercial areas of this type must be located in areas having arterial street access and transit services.

Site Design: Substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees is typically provided in surface parking lots. Shared parking between adjacent uses and sites will be encouraged. The overall design of the site should closely follow the principles of good modern urban design.

Building Design: Retail uses in this category will generally be low-rise structures, with other uses occupying multi-story structures.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

Regional Commercial (RC)

Purpose: This Plan category is intended to provide the opportunity for the development of a wide range of commercial services at a high level of development intensity (more than Community Commercial but less than City Center intensity).

Principal Uses: Personal, professional and public services and offices, retail sales of goods for the region, including the local community and surrounding communities, hotels, motels and entertainment businesses.

Locational Criteria: Commercial areas of this type must be located in areas having arterial street access and transit service.

Site Design: Substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees may be located in either in open parking lots or well-

designed parking garages. Shared parking between adjacent uses and sites will be encouraged. The overall design of the site should closely follow the principles of good modern urban design.

Building Design: Retail uses in this category will generally be low-rise structures, with other uses occupying multi-story structures.

Performance Standards: On-site activities shall not significantly impact adjoining properties in a negative way.

City Center Subarea Plan (CCP)

Purpose: This Plan category provides a link to the subarea plan for the City Center district.

Principal Uses: See adopted City Center Subarea Plan.

Locational Criteria: As outlined on the Lynnwood Comprehensive Plan map. For further information see the subarea plan.

Site Design: See adopted City Center Subarea Plan.

Building Design: See adopted City Center Subarea Plan.

Performance Standards: See adopted City Center Subarea Plan."

Urban Mixed Use Centers (MUCtr)

Purpose: This Plan category is intended to provide for a high density development pattern that contains a mix of residential and non-residential land uses in a compact, pedestrian-oriented environment. These Centers are supportive of and will be supported by major regional high capacity transit systems and other transportation facilities and services.

Principle Uses: Offices, retail, restaurants, entertainment and cultural uses, services and multiple family residences (as part of a mixed use development), and light industrial and other employment uses.

Locational Criteria: This category should be designated at properties/locations with direct access to and service by the region's high capacity transit system. Initially, this land use category will be applied to the properties in annexation areas that have been designated as "urban centers" and/or "transit pedestrian villages" by Snohomish County prior to annexation by Lynnwood. Over time, it may be applied to properties adjoining these centers as may be appropriate for encouraging the successful development of the center.

Site Design: Buildings will typically cover a substantial portion of a site; often lot coverage may be more than is typical for existing development in Lynnwood. In some cases, the entire site may be occupied by structures. Parking will be located either in open parking areas or in parking structures (either as separate structures or under buildings with other land uses). Well-designed direct pedestrian connections between properties and to transit facilities are a required component of new development.

Building Design: Buildings will be architecturally pleasing in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by design guidelines.

Performance Standards: On-site activities shall not substantially adversely impact adjoining lower density properties.

Alderwood – City Center Transition Area

Purpose: This Plan category is intended to provide for a transitional area between the Alderwood Mall and the City Center. The Mall is the retail center of south Snohomish County and experiences a high level of activity, consistent with its retail character. The City Center is intended to be the business center of Snohomish County, with the character and intensity of an urban, mixed use downtown area. This Transition Area will contain a mix of land uses that complements these two areas but at a lower intensity so as to minimize impacts on the residential area to the west (across 36th Ave. W.).

Principle Uses: Offices, retail (excluding big-box stores), restaurants, services and multiple family residences (as part of a mixed use development).

Locational Criteria: This land use category will be applied to the properties between the Alderwood Mall and the City Center and east of 36th Ave. W.

Site Design: Buildings will typically cover up to 50 percent of a site, with open parking or parking structures, landscaping, and open space occupying the rest of a site. Usually parking will be located in open parking areas, although some parking may be located in parking structures (either as separate structures or under buildings with other land uses). Pedestrian connections between properties and through the area to both the City Center and Alderwood will be required.

Building Design: Buildings will be architecturally interesting in appearance, with modulation and articulation of walls, ground-floor transparency, architectural highlighting of pedestrian entries, exterior pedestrian amenities and complementary colors, all as provided by the Citywide Design Guidelines. Building height and location will be managed so as to minimize shading and view blockage for the residential area west of 36th Ave. W.

Performance Standards: On-site activities shall not substantially impact adjoining properties. Traffic flow from this area shall be managed so as to minimize impacts to the residential area west of 36th Ave. W.

Business/Technical Park (BTP)

Purpose: This plan category is intended to provide areas where there is a mixture of professional/business office use with some industrial uses that have low intensity characteristics.

Principal Uses: Offices for business, personal, professional and public services and facilities; research and development, small scale light manufacturing and fabrication; and related storage, wholesale and retail.

Locational Criteria: This plan category is best located within or near the subregional center, or within the Highway 99 corridor.

Site Design: Buildings will typically cover up to 50 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted. The quality of building and site design, building materials and the extent of site improvements will be greater than those in the Industrial category.

Building Design: Buildings at properties in this category will generally be low-rise structures. Access into these buildings will be through a combination of doors designed for persons and roll-up doors of vehicles.

Performance Standards: On-site activities shall not significantly affect adjoining properties.

Industrial (I)

Purpose: This plan category is intended to provide areas for industrial use.

Principal Uses: Light manufacturing and fabrication; warehouses, public facilities and retail uses that may locate only in limited portions of retail areas due to potential off-site or secondary adverse effects (with controls to reduce and mitigate adverse secondary impacts).

Subordinate Uses: Retail or wholesale sales of products produced on site may be permitted, provided that such sales activity is clearly accessory to the production of goods and it does not impair the industrial character or use of the site or the surrounding area.

Locational Criteria: This plan category is best located within the southwestern sector of the city.

Site Design: Buildings will typically cover up to 30 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted.

Building Design: Buildings in this category generally will be low-rise structures. Access to interior space will be through a combination of doors designed for persons and roll-up doors for vehicles.

Performance Standards: On-site activities shall not substantially impact adjoining properties.

Public Facilities (PF)

Purpose: This plan category is intended to provide land area for public and semi-public uses and facilities.

Principal Uses: Public and semi-public uses and facilities.

Locational Criteria: Location of these facilities will be influenced by the appropriateness of the site and location to the type of service being provided, land availability, and compatibility with surrounding land uses.

Site Design: Buildings will typically cover up to 30 percent of the parcel. Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted.

Building Design: Buildings in this category may be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.

Park/Recreation/Open Space (PRO)

Purpose: This plan category is intended to provide land area for the active and passive park and recreational needs of the city; and, to set aside areas for natural conservation.

Principal Uses: Public parks, designated open space and public recreational or educational facilities. Structures at properties in this category shall be limited to facilities needed to support the designated or planned park or open space use of the properties.

Locational Criteria: Location of these facilities will be influenced by multiple factors, including but not limited to: proximity to the population served, land availability, and amenity value of the site.

Building Design: Buildings shall be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.

GOALS, OBJECTIVES, POLICIES and ACTIONS

GOAL:

A balanced land use pattern that prevents urban sprawl, preserves and enhances residential neighborhoods, protects environmentally sensitive areas, protects people and property from environmental hazards, promotes economic development, and encourages community redevelopment at appropriate locations, resulting in a high quality physical environment for residents, workers, and visitors.

SUBGOALS & OBJECTIVES:

Subgoal: Compatibility

Assure that the Future Land Use Plan properly separates and buffers those land uses which are incompatible while permitting the mixing of compatible uses in appropriate ways and in appropriate areas.

Objectives:

- LU-1:** The Community Development Department will identify and map areas in Lynnwood appropriate for mixed residential and commercial use by June 22, 2000.
- LU-2:** The Community Development Department will prepare updated land use regulations that will guide the appropriate type, density, and design of land uses in mixed-use districts.

Subgoal: Density

Assure that the density of development is consistent with the local and regional development patterns, with available and planned infrastructure, with Growth Management Act requirements, and with surrounding land uses.

Subgoal: Development Balance

Assure that the ratio of land areas for various developed uses accommodates regional market needs while maintaining a good balance between urban developed and natural, or open, land allocations.

Subgoal: Single-Family Housing Retention

Assure preservation of existing single-family neighborhoods and community identity through protection from conflict with or encroachment of incompatible land uses or activities.

Objectives:

- LU-34:** As a measure of success, the city will strive to maintain a mix of 80% single-family to 20% multifamily by area across all areas designated as residential on the future land use map.

Subgoal: Sustainable Neighborhoods

Improve the sustainability of single-family neighborhoods through an appropriate mix of public and private investment leading to improved resource efficiency, resiliency, and livability.

Subgoal: Specific Subarea Plans

Develop and implement specific subarea plans that provide more detailed guidance on development and redevelopment than contained in the Comprehensive Plan.

Objectives:

- LU-11:** Review the status of the Park Central (Scriber Lake-Wilcox Park area) subarea plan and schedule, by the end of 2009, any additional work that needs to be done, including zoning adjustments.
- LU-14:** By September 1, 2009, conduct a review of development and aesthetic qualities within the Highway 99 Corridor and propose a course of action to improve the corridor.
- LU-15:** By April 1, 2011, submit a proposal for an improvement plan and project for the 196th Street Corridor.
- LU-32:** Adopt a land use designation and land use policies, zoning regulations and design guidelines for the transitional area between the City Center and Alderwood Mall.
- LU-34:** Insure that extending light rail service to Lynnwood includes one light rail station in the Core District of the City Center – serving the City Center – and a separate station at the Lynnwood Transit Center – serving commuters.
- LU-35:** Adopt subarea plans for the areas around planned light rail stations in Lynnwood.

Subgoal: Urban Design

Establish and administer plans, policies, and regulations to improve the function and appearance of existing and new development and thereby enhance the livability and image of Lynnwood.

Objectives:

- LU-16:** Subarea specific plans will provide detailed urban design plans and guidelines that will be followed in the implementation of public and private improvements within the planning unit.

Subgoal: Neighborhood Preservation and Renewal

Establish and administer plans, policies, regulations, and programs to assure the preservation and renewal of residential neighborhoods within Lynnwood.

Objectives:

- LU-18:** Establish the purpose and functioning of neighborhood planning areas.
- LU-19:** With citizen and Planning Commission input, and City Council approval, establish neighborhood planning boundaries.
- LU-20:** Establish sample bylaws and organizing procedures for neighborhood planning organizations.
- LU-21:** Establish two pilot neighborhood planning organizations, with Commission and Council approval.
- LU-22:** Prepare a socio-economic profile and a survey of housing conditions, infrastructure conditions, and level of public services completed within the two pilot neighborhoods.
- LU-23:** Prepare a neighborhood renewal plan and program for the two pilot neighborhoods with the approval of the two pilot neighborhoods and the Planning Commission and City Council.

Subgoal: Environment

Assure that developed uses of land avoid and protect environmentally sensitive areas and that such uses avoid and are protected from environmental hazard areas.

Subgoal: Consistency

Assure that the interrelatedness of all other plan elements with the land use element has been well considered and that consistency between the elements has been achieved, and is maintained as the Comprehensive Plan maybe amended. And, assure continuing consistency between the Plan and implementing regulations.

Objectives:

- LU-26:** Before adoption of the Lynnwood 2000 Comprehensive Plan the Community Development Department will assure that there has been a thorough analysis of the consistency among the various elements of the Plan and that consistency has been achieved.
- LU-27:** Revise the Zoning Districts Map, as necessary, to be consistent with the Land Use Plan Map and adopt at the same time the amended Comprehensive Plan is adopted.

Subgoal: Growth Area

Assure that the Future Land Use Plan provides sufficient land within the Lynnwood urban growth area to meet the growth needs of the community in all categories of land use over the next twenty years

while maintaining a compact land use pattern and being well coordinated with the development of surrounding cities and unincorporated county areas.

Objectives:

- LU-29:** Continue to participate with Snohomish County and our neighboring cities to achieve agreement in the delineation of Municipal Urban Growth Areas.
- LU-30:** Establish a growth management system that will regulate the development of land so that proper mitigation of related impacts occurs, and adequate public facilities and services are provided.
- LU-31:** Monitor, evaluate, and update land use regulations, standards, and programs to ensure effective performance.
- LU-32:** Include mixed-use development and other density-promoting measures in Lynnwood's Comprehensive Plan.
- LU-33:** Plan and fund a network of streets, pathways and trails that support walking and biking within and between Lynnwood's neighborhoods, retail, Senior Center, schools, parks and city centers.

POLICIES

The following policies will be used in the decisions made and the actions taken to implement the land use element of the Comprehensive Plan.

1. General Land Use

- Policy LU-1.1:** The Land Use Plan Map shall be consistent with the goals, objectives, and policies of the Comprehensive Plan, and it shall serve as the basis for future zoning categories and designations.
- Policy LU-1.2:** Land development regulations adopted to implement the adopted Comprehensive Plan shall, at a minimum, address the following issues:
- a) Regulation of the use and development of land;
 - b) Regulation of the subdivision of land;
 - c) Protection of designated environmentally sensitive areas and historical property;
 - d) Ensuring safe and adequate vehicular access, on-site parking and traffic flow;
 - e) Regulation of signs;
 - f) Minimizing adverse impacts between adjacent land uses;
 - g) Providing incentives and methods to encourage specific land uses;
 - h) Including urban amenities and architectural design standards;
 - i) Evaluating the related impacts of proposed development to determine consistency with adopted plans and programs, level of

service standards, pertinent regulations and appropriate mitigation measures;

- j) Establishing development review processes and procedures that are timely and responsive;
- k) Complying with legal limitations on the regulation of land use and development and allow constitutionally protected forms of expression.

Policy LU-1.3: Land Use Plan designations shall be periodically re-evaluated to ensure consistency and coordination among the land use, capital facilities and transportation plans.

Policy LU-1.4: The regulation of the use and development of private property shall be consistent with federal and state laws, including the Growth Management Act.

Policy LU-1.5: Procedures, standards, and criteria shall be established to provide for a clearly understandable, fair, and expeditious process for the evaluation and decision on land use and development applications such as Comprehensive Plan amendments, rezones, subdivisions, conditional use permits and other related permits.

Policy LU-1.6: Proposals for rezoning shall be evaluated utilizing the following criteria:

- a) The proposal must be consistent with and implement the Comprehensive Plan.
- b) The proposal must be consistent with and implement the purpose of the zone.
- c) The proposal must be compatible with the zones and uses of surrounding properties.
- d) There must be significant changes in the circumstances of the subject property or surrounding properties to warrant consideration of the proposed rezone.
- e) There must be infrastructure capacity to adequately serve the proposed uses of the subject property.
- f) The property must be practically and physically suited to the uses allowed in the proposed zone.
- g) The benefit to the public health, safety, and welfare is sufficient to warrant the change in zoning.
- h) The proposal must be consistent with other adopted plans, program goals, and policies of the City.

Policy LU-1.7: Applications for planned unit developments, which may allow relaxation of City development regulations, shall be evaluated to ensure that the design and development of the development will further the goals, objectives and policies of this Comprehensive Plan.

Policy LU-1.8: Whenever possible, boundaries between uses should occur along physical features such as water or slopes. Streets as boundaries should be avoided except in the case of arterials of such a scale that any use,

which can tolerate the street, would be unlikely to be adversely impacted by any uses located across the street.

Policy LU-1.9: Fill-in development of vacant parcels which were passed over by earlier development, but which are served by utilities and streets that meet current standards should be encouraged in order to maximize efficiency of existing capital improvements.

Policy LU-1.10: Encourage development at an intensity that is related to the adequacy of public services (such as fire protection, police protection and public safety, courts, health care, schools, libraries and others).

2. Residential Uses

Policy LU-2.1: Land use regulations shall encourage infill housing and redevelopment of underutilized housing sites.

Policy LU-2.2: Innovative-housing techniques shall be utilized to provide for housing infill diversity and affordability. These techniques will include small-lot subdivisions, zero lot line housing, duplexes, and accessory dwelling units.

Policy LU-2.3: Customary non-residential uses such as home occupations, and public and semi-public uses shall be allowed on residentially designated property. These uses must directly support the residential use of and shall not impair the residential character of the surrounding area. Allowable public and semi-public uses shall include (but not be limited to) churches, childcare, schools, libraries, museums, other cultural facilities, agricultural and horticultural activities, transit facilities and public utility facilities.

Policy LU-2.4: Performance related regulations shall be established and used to allow multi-family residential densities and building height to exceed designated zoning densities and building height in the subregional center, in order to promote the provision of housing and to support commercial activities in the center. A density increase may be allowed for a residential development that provides affordable housing or that locates new residences above the ground floor in mixed-use buildings. In general, this density increase should not exceed the allowable density by more than 40 percent. A greater density increase beyond 40 percent may be allowed for a development that would provide an exceptional design and that would minimize or eliminate the development's impact on surrounding properties. Building height may be increased so as to allow development of the increased density while providing substantial ground level landscaping.

Policy LU-2.5: Land use regulations shall recognize that existing mobile home and manufactured home parks offer a unique and important form of housing, and shall allow for the continued viability, maintenance and upgrading of these parks.

Policy LU-2.6: Regulations and guidelines shall be established to improve the appearance, function and livability of multi-family developments with high quality design and improvements for open space, landscaping, buffers, lighting, parking, on-site traffic circulation, trails and pedestrian

facilities, solid waste facilities, recreation, streetscape, building scale and architectural features.

Policy LU-2.7: Regulations that allow a diversity of housing types and densities in new developments shall be based upon design and performance related standards such as the size, shape, location and natural features of the site, adjacent land uses, proposed amenities and mitigation of development related impacts.

Policy LU-2.8: Determine the appropriate zone and density for properties designated multi-family on the Future Land Use Plan using, as a framework, the following characteristics.

- a) The site is located along an arterial roadway and transit corridor.
- b) The site is located near commercial, service, community or employment centers.
- c) The development proposed for the site would include a site plan that exhibits a well-designed arrangement of on-site structures and improvements (including buffering and landscaping) and which includes one or more of the following design elements:
 - i) Recreational amenities (indoor or outdoor) that substantially exceed code requirements;
 - ii) Proposed building locations and separation and screening between buildings so that residents will enjoy privacy in their living units;
 - iii) Preservation of natural areas, substantial stands of trees and other on-site features that are identified by the City as appropriate for preservation.
 - iv) Substantial on-site usable open space.
- d) Site creates a transition between lower densities residential and non-residential uses.
- e) Site is located in an area already developed with significant amounts of multi-family developments or non-residential uses.
- f) Multi-family development of the site will not disrupt or negatively impact adjacent single-family property.
- g) Site will be developed with the infrastructure improvements to properly mitigate development-related impacts.
- h) Site will be developed so that building heights, noise, lights traffic and other development related impacts are adequately mitigated to protect adjacent residential development.
- i) The development proposed for the site exhibits a high quality exterior design, including:
 - i) Exterior architecture that creates a visually pleasing appearance using a balance between horizontal and vertical design elements and coordinating colors;
 - ii) A site plan that creates a varied and pleasing streetscape and environment for residents;

- iii) Landscaping that forms a substantial element of the total exterior appearance of the development, that creates an interesting and inviting environment for residents, and that softens the appearance of parking areas;
- iv) Treatment of the perimeter of the site that minimizes impact on adjoining development.
- j) The development proposed for the site provides on-site amenities in addition to those required by the Zoning Code that will improve the livability and function of the development.
- k) The site and proposed development comply with or promote other goals, objectives or policies in the Comprehensive Plan.

If a property proposed for rezoning substantially complies with these characteristics, then the property should be rezoned to permit a density within the upper half of the density range allowed in the applicable land use designation. If a property proposed for rezoning does not substantially comply with most of the characteristics, then the property should be rezoned to the lower half of the density range allowed by the applicable land use designation. Approval of a rezone based on these characteristics shall include a binding agreement to insure that the property will develop as approved.

Policy LU-2.9:

Establish regulations and determine the appropriate design and density for Single Family 2 (SF-2) planned unit developments using, as a framework, the following characteristics.

- a) The site has easy access to retail and other commercial services, particularly stores selling groceries.
- b) The site is adjacent to or has easy access to community facilities.
- c) The development potential of the site is not adversely affected by wetlands, streams, steep slopes or other development constraints.
- d) Site provides a transition between lower density single-family development and other uses.
- e) Roads that connect the site to arterials and local shopping areas are fully developed to City standards.
- f) The surrounding street network provides alternative access routes to/from the development and major employment and commercial areas in the City.
- g) The development proposed for the site would include a site plan that exhibits a well-designed arrangement of dwelling units and improvements and which may include:
 - i. Recreational amenities;
 - ii. Proposed building locations and separation and screening between buildings so that residents will enjoy privacy in their living units;
 - iii. Preservation or enhancement of natural areas, substantial stands of trees and/or other natural features;
 - iv. On-site common and usable open space.

- h) The development proposed for the site exhibits a high quality exterior design, including:
 - i. Exterior architecture that creates a visually pleasing appearance using a balance between horizontal and vertical design elements and coordinated colors;
 - ii. A site plan that creates a varied and pleasing streetscape and environment for residents;
 - iii. Landscaping that forms a substantial element of the total appearance of the development, that creates an interesting and inviting environment for residents;
 - iv. Treatment of the perimeter of the site that minimizes impacts on adjoining development and enhances the neighborhood;
 - v. Improvements that provide non-motorized and pedestrian circulation, access and facilities.
- i) The site adjoins property designated for uses other than single-family residences.
- j) The site will be developed with the infrastructure improvements to properly mitigate development-related impacts.
- k) The site is located in an area that is already developed to a density in the upper half of the allowed density range.
- l) The site and proposed development comply with or promote other goals, objectives or policies in the Comprehensive Plan.

If a property proposed for a planned unit development rezoning substantially complies with these characteristics, then the planned unit development should allow a density within the upper half of the density range allowed in the SF-2 land use category. If a property proposed for a planned unit development rezoning does not substantially comply with most of these characteristics, then the density of the planned unit development should be limited to the lower half of the density range allowed in the SF-2 land use category. Approval of a planned unit development rezoning based on these characteristics shall include a binding agreement to insure that the property will develop as approved.

Policy LU-2.10: Residential development shall be allowed at less than the plan designated density range on properties where the development potential is constrained by environmental or infrastructure factors.

Policy LU-2.11: Subdivision regulations and standards shall promote public health, safety, aesthetics, and general welfare. Such regulations and standards shall allow for efficient use of land, minimize adverse impacts on surrounding development, provide adequate public utilities, proper access and traffic circulation, streets, sidewalks, and other public facilities.

Policy LU-2.12: No single-family residential property (SF) shall be rezoned to any form of multi-family (MF) use; except in rare instances, and then only upon a showing of clear and convincing evidence of need.

3. Non-Residential Uses

- Policy LU-3.1:** Incentives and performance related standards shall be established to allow residential uses and mixed-use developments on Office Commercial and Regional Commercial designated properties, at appropriate locations in the Subregional, Community College, and Highway 99 Corridor Subareas.
- Policy LU-3.2:** Accessory or customary uses such as churches, child care, group homes, schools, and transit, utility and public facilities shall be allowed in commercial areas provided that such uses can be properly accommodated and support the needs of the area.
- Policy LU-3.3:** Adult entertainment uses shall be allowed in specified portions of the Industrial land use categories, subject to restrictions (such as locational, signage, landscaping and operational controls) designed to reduce and mitigate the adverse secondary impacts of such uses while allowing constitutionally protected forms of expression.
- Policy LU-3.4:** Regional commercial (RC) land uses shall be delineated in the land development regulations to specify the appropriate desired uses and developments in accordance with the Comprehensive Plan, subarea specific plans, and other planning efforts.
- Policy LU-3.5:** When reviewing nonresidential proposals that involve discretion, the extent to which nonresidential development would reduce existing housing stock, or reduce land available for residential development, should be weighed.

4. Mixed Use

- Policy LU-4.1:** Zoning districts and regulations shall be established to implement the Mixed-Use land use category shown on the Future Land Use Plan map.
- Policy LU-4.2:** Incentives shall be provided to encourage mixed-use developments in the Subregional Center.
- Policy LU-4.3:** Areas in the Subregional Center appropriate for mixed-use development shall be identified and the appropriate density of such development shall be established.
- Policy LU-4.4:** Encourage mixed use development (including multiple family residences) at major intersections along Highway 99, provided that development sites are large enough to enable high-quality urban design and inclusion of site amenities.

5. Industrial Uses

- Policy LU-5.1:** Industrial and business zoning performance standards shall be established to ensure that the location of such uses will be in close proximity to major transportation facilities and that the scale will not adversely affect adjacent or nearby residential uses.
- Policy LU-5.2:** Development standards that require building and site design shall be established in order to ensure quality and harmonious industrial and business development, and to minimize adverse impacts on surrounding properties.

6. Public Facilities

- Policy LU-6.1:** The siting of public facilities shall follow these guidelines:
- a) Public facilities should be centrally located in their service area.
 - b) Facilities that serve a single neighborhood should be located in such neighborhoods.
 - c) Facilities that serve two or more neighborhoods should, where possible, be located near the common boundary(ies) of the neighborhoods.
 - d) Facilities that serve the entire City shall be easily accessible from all parts of the City and should minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.
 - e) Facilities that serve regional needs shall be located in close proximity to regional transportation systems (freeways, arterials, or major public transit lines); such facilities shall minimize and then mitigate use-generated traffic or other impacts to residential neighborhoods.
 - f) Regional facilities shall also be located in close proximity to supporting services.
 - g) Public facilities serving regional needs should also be located near supporting or complementary uses and away from residential areas.

7. Neighborhoods

- Policy LU-7.1:** Work with affected persons and groups to develop plans and strategies that will improve and stabilize neighborhoods.
- Policy LU-7.2:** Allow a range of complementary residential and limited neighborhood commercial land uses in existing and developing neighborhoods. Complementary uses include places of worship, child day care, adult day care, and similar institutional uses that provide a residential service and do not cause a substantial impact to adjoining residences. Limited commercial land uses may be allowed where residences are more than convenient walking distance (about one-half mile) from other shopping areas, and may include small retail stores providing convenience goods for residents of the immediate area.
- Policy LU-7.3:** Facilitate neighborhood identity through public improvement and activities.
- Policy LU-7.4:** Provide for a rental housing inspection program to promote the long-term viability of neighborhoods.
- Policy LU-7.5:** Encourage the creation of pedestrian-friendly developments and neighborhoods.
- Policy LU-7.6:** In all categories, non-residential developments that adjoin residential properties shall provide transitional screening so that commercial activities do not significantly affect the livability of the residential properties.

Policy LU-7.7: Residential areas shall be protected from encroachment by developments that would influence available residential land towards nonresidential use.

Policy LU-7.8: The city will consider the unique requirements for enhancing the sustainability of existing single-family neighborhoods during the development of climate change and sustainability plans.

8. Urban Design

Policy LU-8.1: Complete an urban design plan that describes concepts, principles and methods for strengthening the City's image and "sense of place" and enhance the City's livability.

Policy LU-8.2: Develop design guidelines and standards, and a design review process for development that improves the quality of residential, commercial, industrial, mixed use, and public development and supports the urban design plan.

Policy LU-8.3: Establish a program to preserve historically and culturally significant sites, buildings, structures, landscapes, trees and artifacts.

Policy LU-8.4: Provide adequate setbacks, buffers, landscaping, visual screens, and appropriate building scale and architecture to make development compatible with nearby residential and other land uses.

Policy LU-8.5: Develop specific design guidelines and development standards for the Activity Centers and areas with special or unique characteristics.

Policy LU-8.6: Establish signage standards that provide for business visibility while enhancing the visual character and image of the City.

Policy LU-8.7: Provide incentives and recognition to those property owners that rehabilitate, restore, retain or reproduce historical elements of their properties.

Policy LU-8.8: Provide a program for the early identification and resolution of conflicts between the preservation of cultural and historic resources and future land uses.

Policy LU-8.9: Establish development programs and regulations for the preservation of a major tree stands and canopies and other native vegetation on development sites. Emphasis should be given to retaining masses of trees rather than isolated freestanding trees.

Policy LU-8.10: Guidelines and regulations to improve and increase the use of trees and landscaping, as an important feature of land development and the community shall be established.

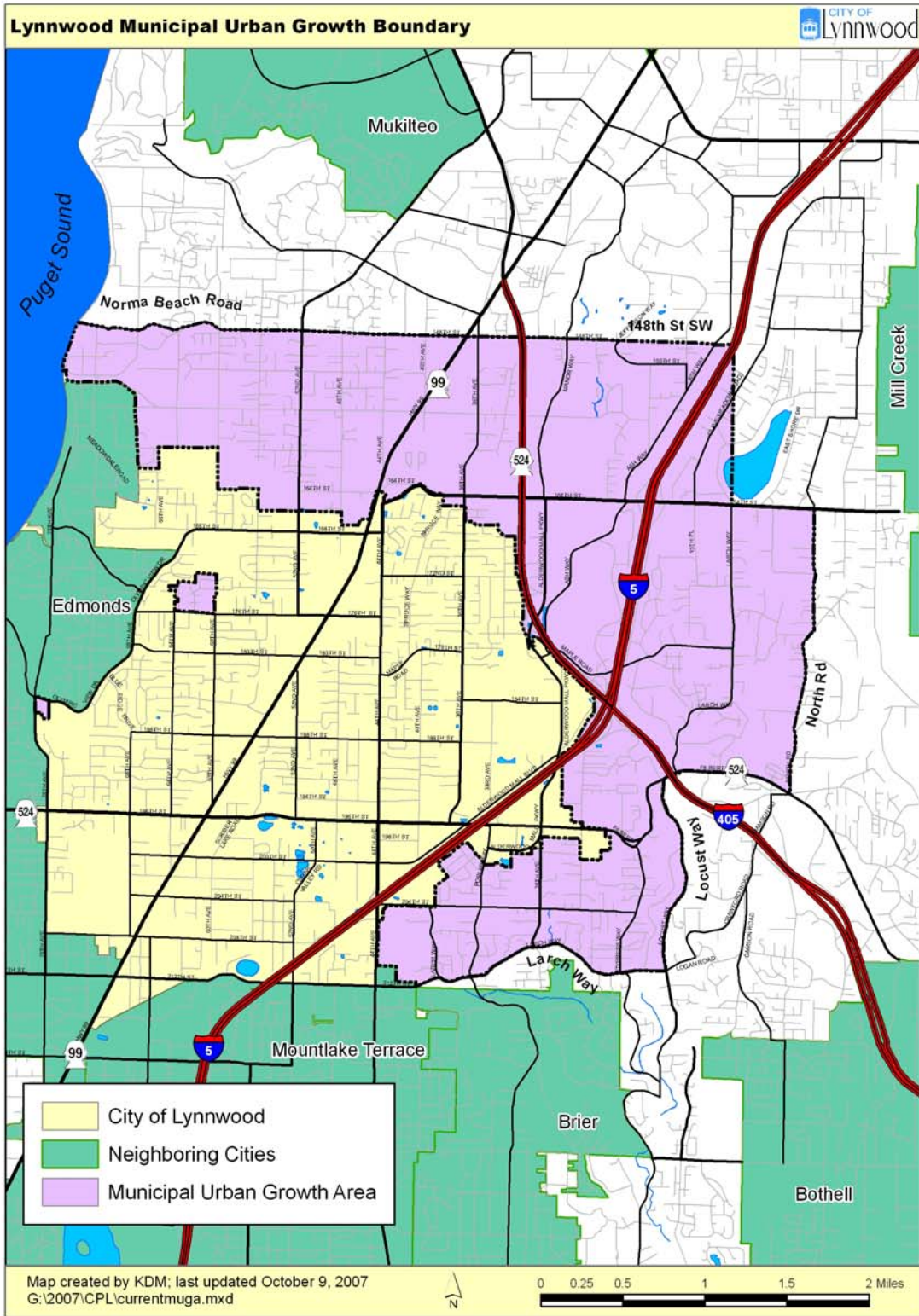
Policy LU-8.11: A comprehensive street and landscaping tree plan that will enhance streetscape, provide identity and continuity, soften the appearance of pavement and separate pedestrians from vehicular traffic shall be prepared and implemented.

Policy LU-8.12: Attractive gateways shall be established at all principal entry points to the City.

Policy LU-8.13: Reconstruction of streets located within principal gateways shall incorporate high quality landscape and streetscape design and features.

-
- Policy LU-8.14:** Special design features and standards shall be employed to strengthen the individual character of planned activity centers.
- Policy LU-8.15:** The number, size and height of signs shall provide for business and product identification while creating an aesthetically pleasing visual environment.
- Policy LU-8.16:** Signs shall be designed and placed on a site in a way that provides an integrated development appearance and is aesthetically pleasing as viewed from the street and surrounding properties.
- Policy LU-8.17:** The City shall implement a program requiring nonconforming signs to be made conforming or be removed.
- Policy LU-8.18:** The visual character of buildings shall be enhanced by means of architectural design and landscape elements to create a human scale and positive visual character for the streetscape and abutting residential uses.
- Policy LU-8.19:** Screening of elements such as recycling and waste collection areas, compactors and dumpsters, loading and service areas, and mechanical equipment shall be required so that these elements do not create a negative impact to the streetscape and nearby residential areas.





TRANSPORTATION ELEMENT

Introduction	1
Planning Context	1
Summary of Issues	3
Transp. Facilities & Conditions	4
Travel Demand Forecasts	12
Concurrency Management	13
Transportation Facility Plan	18
Goals, Objectives & Policies	22
Maps & 20-year List	29

INTRODUCTION

Transportation continues to play a major role in Lynnwood's development as the economic center of southwest Snohomish County. Lynnwood's unique geographic position, half way between Everett and Seattle at the convergence of I-5 and I-405, provides a very convenient location with easy access to the north, south and the 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. As part of its vision, "the City of Lynnwood will be a regional model for a sustainable, vibrant community". The City will "invest in efficient, integrated, local and regional transportation systems" by:

- improving pedestrian and bike flow, safety, and connectivity,
- providing adaptive, safe, well-maintained, state-of-the-art traffic management infrastructure,
- supporting the needs of commuters and non-commuters, and
- reducing traffic congestion

The City's goal for the transportation system is:

To provide mobility options for residents, visitors and commuters through a balanced transportation system that supports the City's land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on the environment.

This element contains details of actions that the City should take in order to meet the Transportation Element requirements outlined in the Growth Management Act and Revised Code of Washington. In describing these actions, this element includes both: 1.) statements of actions to be taken ("policies") for the City of Lynnwood to support management of the existing transportation system, development of a multi-modal transportation options, and meet system concurrency requirements; and 2.) background discussions of those actions and the standards, rules, requirements and strategies needed to guide the implementation of the goals, objectives and policies stated in this element. These two components should be read together, and considered one whole. The policies are the action-oriented statements of initiatives that the City (or others) should take, and the background discussions state the context and procedures needed to support those actions. Together they describe the approach to be taken to achieve the goals and objectives of the City's Transportation policy.

PLANNING CONTEXT

Growth Management Act:

Transportation is one of the five Comprehensive Plan "elements" mandated by the Growth Management Act (GMA) of 1990. The state transportation goal is:

"Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans."

GMA sets forth the requirements for this element, including goals, inventories, levels of service standards, etc. This element has been developed to fully comply with those requirements, including the "concurrency" requirement that requires a financial commitment in place to provide necessary transportation system improvements within six years for a new development.

GMA requires each jurisdiction to determine whether it can provide adequate transportation facilities and services, timed to serve the growth that it is required to accommodate. The definition of what is adequate is a local decision.

Since the incorporated area of Lynnwood is now about 98 percent developed, the City is turning toward infill and the redevelopment of older areas. Its boundaries may also be expanded through the process of annexation. This will add more miles of streets to improve and maintain.

Regional Planning Strategy:

VISION 2040, adopted in April 2008 by the Puget Sound Regional Council, provides a long-range growth management, environmental, economic, and transportation strategy for the central Puget Sound region. VISION 2040 contains the region's multi-county planning policies, which are required by the Washington State Growth Management Act. It provides a comprehensive regional approach to manage growth through the year 2040. VISION 2040 covers King, Kitsap, Pierce, and Snohomish counties and their respective cities and towns.

VISION 2040 is long-range and addresses a larger and complex geography than that of a single local jurisdiction. It is not simply a bigger version of a local comprehensive plan. While the relationship of VISION 2040 to local plans is mutually reinforcing, the regional plan plays the role of portraying the larger picture. VISION 2040 provides a benefit to localities by creating a common planning context. In turn, the local plan offers the details and specifics for implementation, including fiscal, infrastructure, and capacity analyses. It is appropriate for local level planning to be more detailed and address specific local issues.

Some of the key elements of VISION 2040 are a numeric regional growth strategy to achieve closer balance between jobs and housing within the counties and regional geographies, more effective guidance for distributing growth to urban growth areas, more explicitly address focusing growth into cities, minimizing rural development, distinguishing between different roles of regional geographies, and supporting growth in designated regional and subregional centers. For population, VISION 2040 calls for more growth in cities with regional growth

centers and in larger cities, and for minimizing rural growth. For employment, VISION 2040 calls for continuing the current locally-adopted policies for employment growth which emphasize a concentrated regional pattern with a focus on centers.

The current regional transportation plan, *Destination 2030*, was adopted in May 2001 by the Puget Sound Regional Council and responds to federal and state requirements for improving transportation in metropolitan areas. *Destination 2030* is to be superseded by its successor, *Transportation 2040*, in May 2010.

Countywide Planning Policies (CPP):

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.

SUMMARY OF ISSUES

Demands on the transportation system continue to grow. Along with population increases and economic growth, come increases in commuter trips, miles traveled, shipment of goods and other traffic demands. As Lynnwood's population increases and more people choose to live in denser developments near the City's core, transportation will become an essential part of the City's economic health. A sound transportation system is essential to support the existing economy, to facilitate desired growth, to minimize the cost of congestion and to preserve mobility.

The following is a summary of major transportation issues facing the City in the future.

1. Transportation issues in the City of Lynnwood are complex and will require a coordinated effort with other jurisdictions to address current and future needs.
2. Major transportation projects will require multiple funding sources to make them financially feasible. The ability to secure grant funding, or other sources of funding, will determine how street and intersection improvements are accomplished.
3. Lynnwood lacks adequate east/west transportation corridors. Several existing streets will be studied for widening to relieve 196th Street SW. Interstate 5 is an impediment to circulation in the vicinity of Alderwood Mall. A new north/south crossing of I-5 in the 33rd Avenue W. corridor will be studied.
4. It is the City's policy to preserve and protect the quality and character of our residential neighborhoods. A comprehensive program for dealing with neighborhood traffic issues will be developed.
5. Transportation improvements must balance the needs of providing access to neighborhoods, access to businesses, and providing an efficient flow of traffic.
6. Increased congestion creates an increase in delay and lowers Lynnwood's quality of life. However, solutions to congestion can have negative impacts on the City's quality as well. Wider roadways are not always the correct response to congestion. Denser development, more transit use and less reliance on single-occupant vehicle travel must be utilized as well.

7. Bicycle and pedestrian improvements should be considered whenever physically and financially feasible to continue the development of bicycle and pedestrian facilities.
8. The City will need to use technology to maximize traffic flow and safety on the City's arterial streets as our region continues to grow.
9. Lynnwood residents comprise a high proportion of the ridership on Community Transit buses that use the Lynnwood Transit Center and the Ash Way Park & Ride Lot. The City will need to work with regional transit service providers to enhance alternate travel mode opportunities for citizens.
10. The City's role as a regional service and transportation center requires the efficient movement of freight and goods.
11. The City of Lynnwood will continue a strong presence and leadership role in the development of transportation strategies within the Puget Sound region.
12. The City will include non-SOV (single occupancy vehicle) alternatives in its multimodal transportation strategy, including:
 - Pedestrian access and amenities
 - Bike lanes and facilities
 - Additional bus linkages
 - Van and car pools
 - Flex-time or altered start times

The land within the existing City limits in the year 2008 is approximately 98% developed. The City is in a period of redevelopment. Lynnwood's future is more toward that of a compact city, with denser mixed use development, than towards a traditional suburb. Projects such as the Convention Center, the City Center and the redevelopment of the Edmonds School District properties (including the Lynnwood High School site) are expected to contribute to the continuation of that pattern. The transportation system must alter for this redevelopment, focusing more on pedestrian and transit to move people around these new mixed use neighborhoods. Transportation plans must also recognize that traffic will adjust to congestion at some locations by shifting to alternative routes using less congested locations.

Because vehicular access to the significant amount of commercial property in Lynnwood remains a critical function of the transportation system, a continued effort will be directed to improving the City's traffic control equipment thereby optimizing the existing street system.

TRANSPORTATION FACILITIES AND CONDITIONS:

1. Roads:

The City's arterial street network is classified into a hierarchy of four categories: Principal, Minor, and Collector Arterials, and Neighborhood Streets as shown on the Existing Street System Map. In general, a Principal Arterial is the highest street category and has the greatest vehicular capacity. Its function is to connect major regional facilities (such as freeways) to the rest of the street network, and to move people and goods into and out of Lynnwood. The principal arterial system carries most of the trips entering and leaving the city, also travel between central business districts and residential communities or between major inner city destinations.

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
- SR-99

Interstate-5, I-405 and SR-525 are located along the City's borders, and are directly fed by the City's arterial street system. 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.

Fig. T-1: Road Mileage		
Class	Mileage	Percent
Principal Arterial	9.7	10%
Minor Arterial	18.1	18%
Collector Arterial	19.3	19%
Neighborhood Streets	54.3	54%
TOTAL:	101.4	100%
Source: Lynnwood Dept. of Public Works, 2008		

Collector Arterials collect traffic from the neighborhood streets and convey it 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. **Figure T-1** shows the mileage for each type of arterial in Lynnwood. The Arterial Roadway System Plan shows the City's existing arterial street network.

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 forty-five percent (45%) of the traffic on these arterials passes through the City primarily during the morning and afternoon rush hours.

Pavement Management System:

The City completed an update of the pavement management system in 2008. On the average, the City's street network was in good condition average rating of 63 goal to 75%. The budget for performing street overlays, chip seals and major repairs is contained in fund 111. The pavement management system recommends an annual overlay program of approximately \$1 million to maintain the current level of pavement conditions.

Neighborhood Traffic Calming:

The City has implemented a Neighborhood Traffic Calming program which will attempt address neighborhood issues related to speeds and intersection controls.

Street Maintenance:

Lynnwood's street maintenance budget is included in fund 111. The street maintenance funds are spent on routine maintenance items such as minor roadway repair, striping, signage, street cleaning, signal maintenance, snow removal, landscaping maintenance, and minor sidewalk repairs.

2. Bridges:

The City is currently responsible for the maintenance and inspection of two bridges. They are the Scriber Creek bridge at Wilcox Park, which has been closed to vehicular traffic since 1995, and the north bridge of the three bridges completed in 1999 that make up the Alderwood Mall Blvd. crossing over 196th Street SW. All of the other bridges within the City are maintained by the Washington State Department of Transportation.

3. Parking:

The City of Lynnwood experiences a major demand for parking for both commuter employees and customers of retail stores. The demand for parking convenient to the workplace will continue to be substantial. The following areas within the City have a relatively large supply and demand for parking:

- Lynnwood Transit Center with 1260 stalls
- Ash Way and Swamp Creek Park and Ride Lots (unincorporated Lynnwood)
- Alderwood Mall (two new parking structures opened in 2005 increased supply to nearly 5,300 stalls)
- Quadrant Office Complex
- Major retail facilities on:
 - Highway 99
 - 196th St. SW
 - Alderwood Mall Parkway
 - Alderwood Mall Blvd.
- Edmonds Community College

4. Non Motorized Facilities – Multi-Use Trails, Sidewalks, Paved Shoulders and Bicycle Lanes:

Like other cities that developed as a suburb, Lynnwood has an auto-oriented transportation system. More emphasis has been placed on getting to places by car and less emphasis has been placed on non-motorized connections. **Figure T-2** shows the percentage of streets, by classification, that have existing sidewalks.

Fig. T-2: Sidewalk Mileage

Classification	Potential Sidewalk (miles)	Existing Sidewalk (miles)	Percent
Principal Arterial	16	16	100%
Minor Arterial	33	31	94%
Collector Arterial	35	30	85%
Residential Street	122	70	57%
Citywide Total	206	146	71%
Source: Lynnwood Public Works Department, GIS Database, April 2008			

Walking and biking between destinations within Lynnwood can be a challenge. Sidewalks, where they exist, often do not connect with each other or with primary activity centers. As Lynnwood redevelops, an attractive pedestrian environment, which is a key element in a city center area economic development strategy, will become more predominant since most intense retail uses are heavily dependent on foot traffic to generate sales.

The lack of existing non-motorized connections between residential areas, transit facilities, schools, parks, shopping and other nearby activities limits opportunities to walk short distances. Still, many of the City's 95 miles of streets are without continuous pedestrian facilities on at least one side of the road. Most streets are without designated bike lanes.

As a means of prioritizing and ranking necessary fiscal expenditures and making decisions regarding placement, the City will continue to use the following criteria to evaluate missing non-motorized system segments throughout the City:

- Proximity to schools, designated school walk routes.
- Proximity to Senior Services.
- Proximity to stores, businesses, etc.
- Proximity to parks, trails and open space.
- Roadside safety elements/obstacles.
- Mid-block crossing safety.
- Proximity to federally designate low income census tracks
- Proximity to bus stops, bus routes.
- Pedestrian usage trends.
- Accident history.
- Neighborhood Connector.
- Presence of existing sidewalk/walkway on one side of street.

- Type of street – Principal, Minor, Collector Arterial, Residential
- Traffic volumes and speeds.
- Size of missing segment of walkway.
- Type of walkway in vicinity - concrete, asphalt, gravel
- Presence of ditches and/or other roadside obstacles.
- Right of way necessary to construct improvements.
- Potential for redevelopment of segment by private developer or capital project.
- Potential for other funding sources.
- Active Neighborhood groups

Bicycle facilities are added to existing streets when feasible. The need for bicycle lanes must often be balanced between the loss of traffic lanes and the loss of on street parking.

Pedestrian and Bicycle Skeleton Systems:

The City of Lynnwood has developed a City-wide multi-choice transportation system, known as the skeleton system. The skeleton system provides a framework of sidewalks, walkways, trails, paths, promenades and bikeways to allow people the choice to travel between most homes, schools, businesses, entertainment and other services throughout the City of Lynnwood without using their cars. The pedestrian skeleton system includes a total of 104 miles of sidewalks, paths, and trails, of which 85 miles or 82% is complete today. The bicycle skeleton system includes a total of 70 miles of bike lanes/routes, of which 12 miles or 17% is complete today. Existing and future planned pedestrian and bicycle facilities are shown on the [Pedestrian and Bicycle Skeleton System Maps](#).

Interurban Regional Trail:

As the backbone of the skeleton systems, 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-foot wide. The trail is mostly continuous and separated from roadways except for a few isolated locations, primarily south of 52nd Avenue W. These “missing links” are a confusing impediment that discourage trail use and should be completed. The trail should be continuous, uninterrupted by major roads and road crossings and include lighting and other amenities in order to provide a safe and comfortable pedestrian environment.

5. Signal System:

The [Existing Traffic Signals Map](#) shows the locations of signals throughout Lynnwood. The city currently owns and operates 53 traffic signals. Eleven additional signals are operated through interlocal agreements with Mountlake Terrace and Edmonds.

The City has aggressively pursued new technologies to improve signal operation and monitor traffic flow through the City. As of the end of 2008, the City has installed over 400 video detection cameras and has 48 Pan/Tilt/Zoom cameras for traffic signal monitoring.

The cameras are just one part of the Lynnwood Intelligent Transportation System (ITS) Program. This program is essentially a citywide computer network, using fiber optic cable, linking all of the traffic signals to a central computer in City Hall. All of these components have been recently upgraded with the assistance of federal ITS grants. The Lynnwood ITS system will allow City engineers to monitor traffic, collect data, and reprogram signals all from the Traffic Management Center (TMC). In addition, many signal components can now communicate their status real-time, allowing faster trouble shooting and repairs.

6. Transit:

Community Transit

In 1976, voters in Lynnwood, Edmonds, Mountlake Terrace, Brier, Woodway, Marysville and Snohomish agreed to form their own local transit agency, Community Transit (CT). CT has been providing local transit service in Lynnwood and other communities within Snohomish County for over 30 years. Over this time CT has expanded its operation to provide service to most of Snohomish County, the University of Washington, Seattle and the Eastside. CT currently operates 33 local and 31 commuter routes and carries over 57 percent of all Snohomish County-Seattle commuters to work and back.

Community Transit's operations can generally be separated into fixed-route and flexible transit options. The fixed-route options are subdivided into Local service and Commuter Service and consist of the following type of routes:

Local Transit Routes

In-County Commuter Routes (Boeing)

Inter-County Commuter Routes (primarily serving Seattle and the Eastside)

Commuter Service to the University District (University of Washington)

The flexible transit options consist of both Vanpools and DART (Dial-A-Ride Transit). The Vanpool is a small group (5 to 10 people), commuter-organized van service to Snohomish County. The vanpool program is one of the largest fleets in the nation, with 333 vans. The DART system is primarily for use by seniors and people with special needs and has a fleet of 55 paratransit vehicles.

In 2007, CT reported a total system-wide ridership of 10,011,413 boardings. Of these boardings, 9,058,663 consisted of local and commuter service, which accounts for approximately 90% of total system ridership. According to statistics provided by CT, a total of 4,418,543 annual boardings are from routes that provide service to Lynnwood. This equates to 48.8% of all of CT's annual local and commuter ridership. The average daily ridership totals for routes serving Lynnwood are shown as a percentage of CT's total average daily ridership is shown in Figure T-3.

Figure T- 3			
2007 Community Transit Ridership			
Average Daily Boardings			
	Average Daily Ridership	Average Daily Ridership for routes serving Lynnwood	% of Total Daily Riders
Weekday	31,717	15,193	47.9%
Saturday	10,917	6,248	57.2%
Sunday	7,095	3,867	54.5%
All Trips	5,661	3,000	53.0%
Source: Community Transit, Strategic Planning and Grants Division, Research & Statistics Section, 2008			

The CT routes serving the City are shown on the [Existing Transit System Map](#).

Lynnwood Transit Center

In the late 1990's, a Transit Center was completed within the City of Lynnwood. Most of the transit service (both commuter and local) serving Lynnwood has stops at this location. The Lynnwood Transit Center provides service to 21 local and commuter transit routes as follows:

- 13 of 33 Local Service routes including routes 110, 112, 113, 114, 115, 116, 118, 119, 120, 121, 130, 201 and 202. The 2007 annual ridership for these routes total 3,608,393 boardings, or 60.0% of all CT Local Service.
- 3 of 21 Inter-County Commuter routes including routes 401, 402 and 441. The 2007 annual ridership for these routes totaled 559,569 boardings, or 25.4% of all CT Inter-County Commuter Service.
- 3 of 10 University District Commuter Service routes including routes 810, 855 and 885. The 2007 annual ridership for these routes totaled 250,581 boardings, or 36.5% of all CT University District Service.
- 2 Sound Transit Commuter Service Routes including routes 535 and 511.

Edmonds Community College

There are several local service routes that provide transit service to Edmonds Community College. Of these 6 routes, four (routes 112, 115, 116 and 118) also stop at the Lynnwood Transit Center. The remaining two service routes are as follows:

- Route 190 – Provides service between Mukilteo and Edmonds Community College. The 2007 annual ridership for this route totaled 172,004 boardings.
- Route 131 – Provides service between Aurora Village and Edmonds Community College by way of Westgate and Edmonds. The 2007 annual ridership for this route totaled 42,120 boardings.

Park and Rides near City Limits

Additional routes and park and ride locations are located in close proximity to the Lynnwood city limits. While these locations also serve local routes their primary purpose is to support commuter routes. Near the southwest corner of Lynnwood, located on 72nd Ave W south between 212th Street SW and 216th Street SW, is the Edmonds Park and Ride lot. This location offers service to 1 local route and 7 commuter routes. Near the northeast corner of Lynnwood, there are the Swamp Creek and Ash Way Park and Ride lots, which are located along 164th Street SW between 36th Ave W and Interstate 5. Swamp Creek offers service to 4 local routes and 5 commuter routes. The largest of the three is the Ash Way Park and Ride, which offers service to 6 local and 9 commuter routes.

CT Transit Development Plan 2008-2013

On January 3rd, 2008 the board of directors for CT adopted the 2008-2013 Transit Development Plan. The centerpiece of the plan is primarily a Swift Bus Rapid Transit (Swift BRT) that is planned along the Highway 99 corridor through Lynnwood. The Swift BRT project will add 26 new stations between Everett and Shoreline Transit Stations and provide rail-like high speed bus service (10-15 min. between buses) along Highway 99. Swift BRT is planned to be operational in late 2009.

Also planned during this period is a comprehensive route restructure in south Snohomish County. The restructure decisions will be based on data acquired from CT's new Advanced Public Transportation System (APTS) data systems. This effort will be specifically targeting routes between Seattle and Lynnwood, Everett and Lynnwood, and East-West Corridors in South Snohomish County. This new system will be implemented in 2008.

The plan also identifies a list of Unfunded Bus Service Priorities and identifies Transit Emphasis Corridors in which they will be targeting for future transit system improvement studies. Of the Unfunded Bus Service Priorities, the most notable with regard to service to Lynnwood would be the addition new routes between Lynnwood and Stanwood / Smokey Point, Lynnwood and Bothell (via Filbert Rd), and increased service to the University District and Smokey Point. The Transit Emphasis Corridors listed in the plan include both 164th ST SW and SR 524 (196th Street SW) in Lynnwood.

7. 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. In Lynnwood, ST supplements bus services provided by Community Transit with two express bus routes that stop at the Lynnwood Transit Center.

In 2008, the voters approved a plan to extend ST services throughout its service area over the next 15 years. Known as ST2, the extension plan calls for extending the light rail line north from Seattle to Lynnwood by 2023. As part of planning for

redevelopment in the City Center, City staff has been developing a program to support transit use in the City Center. The "Mode Split for City Center Master Street Plan" (prepared by Pertee Engineering, September, 2009) found that a single light-rail station (planned for the Lynnwood Transit Center) cannot adequately provide transit service for both commuters traveling from Lynnwood to Seattle or points-south and riders coming to new employment in the City Center. As the end-of-the-line station (for the foreseeable future), commuters from throughout Snohomish County will use the Lynnwood light-rail station to access the service. This rider-group is most easily accommodated by locating the station at the Transit Center. However, that location is too far from the Core of the City Center (across 44th Ave. W.) to encourage transit use by employees working in that area. Providing optimal transit service for both rider-groups will require developing two separate stations – one at the Transit Center and one in the Core District of the City Center. The plan for a single station at the Transit Center fails to take advantage of the potential ridership from new employment and residential development in the City Center. Options for a station located midway between City Center and the Transit Center were explored and found lacking in merit.

8. Transportation Demand Management:

Lynnwood's first Commute Trip Reduction (CTR) Plan and Ordinance (LMC 11.14) were adopted in 1993, in response to the 1991 State Commute Trip Reduction Act (RCW 70.94.521.551). The CTR Act affected all employers in counties with a population of 100,000 or more which had 100 or more employees regularly reporting to work between 6:00 a.m. and 9:00 a.m. weekdays. Affected employers were required to prepare and submit for city approval a Commute Trip Reduction Program which set target goals for reducing Single Occupant Vehicle (SOV) commute trips and commute trip Vehicle Miles Traveled (VMT), along with strategies for achieving the goals. Employers were also required to participate in bi-annual surveys (conducted by WSDOT) to determine if the CTR Programs were working, and to cooperate with the city in revising their programs if they weren't.

In 2005, the State Legislature overhauled the 1991 CTR Act with the Commute Trip Reduction Efficiency Act (CTREA - ESSB 6566). The CTREA imposed new requirements for CTR planning on local jurisdictions, and also set more aggressive SOV and VMT goals for employers. In response, the City has developed a new CTR Plan and Ordinance. The new plan includes strategies for regional cooperation, especially with Community Transit, to help meet regional CTR goals and assist employers in developing and implementing their CTR Programs.

There are currently eight Lynnwood employers who meet the criteria set forth by the new state law. The following table shows the affected employers, the number of affected employees, and their SOV and VMT reduction goals for 2011.

Fig. T-4: 2011 Commute Trip Reduction Goals						
	Full-time Employees	Affected Employees	SOV Base	2011 SOV Goal	VMT Base	2011 VMT Goal
City of Lynnwood	488	196	89.50%	80.60%	8.7	7.6
Dept. of Social & Health Services	175	175	87.90%	79.10%	10.8	9.4
Edmonds Community College	945	370	78.90%	72.40%	8.7	7.6
Edmonds School District	122	114	80.50%	58%	7.6	6.6
Harris Ford	146	46	79%	71.10%	8.7	7.6
Verizon Northwest	122	122	60.50%	54.50%	11.9	10.3
Cobalt Group*						
Pemco Mutual Ins. Co.*						
* Cobalt Group and Pemco Mutual opened Lynnwood offices in 2007. Their base rates and goals will be established by the next bi-annual survey.						

Affected employers have developed the following programs in response to the City's Ordinance.

1. Developed Commute Trip Reduction programs by the completion of employee surveys, and assigning and training Employee Transportation Coordinators (ETC).
2. Conducted on-site employee educational efforts, e.g., CTR fairs, newsletters, voice mail reminders, to name only a few educational activities.
3. Placed "Commuter Option Boards" (information boards with bus schedules, carpool and vanpool information and other materials) in highly visible locations on-site.
4. Offered incentives to employees to not drive their cars by themselves to work, e.g., subsidized bus passes, vanpool subsidy.
5. Reviewed the feasibility of offering work schedule modifications.

WSDOT reimburses local jurisdictions for their costs to administer CTR Programs. In 2008, the City of Lynnwood along with every affected city in Snohomish County

except Everett and Bothell entered into a contract with Community Transit (CT) under which CT will provide most of the support services to the employers to help them develop, implement and monitor their programs. In return the cities turn over most of their WSDOT funds to CT. However, the city still has final review of employer Commute Trip Reduction programs, and still must adopt and enforce our local CTR Ordinance.

TRAVEL DEMAND FORECASTS

Beginning in 2003, the City began developing a new travel demand forecasting model. The new Base Transportation Model has land use information (trip beginnings and ends) for approximately 162 zones within the City, and 121 zones in surrounding King and Snohomish County.

The land use intensity can be altered in just one zone, representing a new major development, or across the board, representing background growth over time. Then, the model is run, resulting in new traffic loading on the street system based on the growth. Alternately, new street segments can be added, and the improvement in level of service can be identified.

The most important use of the model is to run it based on the expected 20-year growth in land use intensity, and to have portions of the street system that need improvements be identified. The 20-year Project List for transportation improvements is based on a 20-year forecast using the traffic model.

Another use of the traffic model is for concurrency management. A short-range growth forecast will be developed for each new development proposed in Lynnwood, testing the addition of that development to the pipeline of all other developments either constructed or in development review. Mitigation for the development will be based on the traffic model run for that case.

CONCURRENCY MANAGEMENT

State Owned Transportation Facilities:

The 1998 legislation, commonly known as the Level of Service Bill, amended several laws including the Growth Management Act requiring local jurisdictions to include transportation facilities and services of statewide significance in their comprehensive planning. The State has been tasked with giving higher priority to correcting identified deficiencies on transportation facilities of statewide significance as they are deemed essential public facilities under GMA.

Level of service standards for state owned transportation facilities are to be set by WSDOT, Regional Transportation Planning Organizations and local jurisdictions through a collaborative process that process started in 2000. The intent of the new legislation is to recognize the importance of specific transportation facilities that are of statewide importance, from a state planning and programming perspective. 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.

WSDOT, in coordination with local and regional entities periodically undertake major updates of Washington's Transportation Plan (WTP). The updated WTP will serve as a blueprint of how to support our state's transportation system through strategic investment decisions while working to maintain a balance for a livable sustainable environment, vibrant communities and vital economy. Setting the LOS standard for state facilities are core work elements of the WTP update.

The current adopted level of service standard is LOS "E-mitigated" for non-HSS highways within 3 miles of I-5 and I-405. The City limits currently reside within this 3 mile area.

City Transportation Facilities:

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. Figure T-5 gives the criteria for Level of Service grades A-F.

Fig. T-5: LEVEL OF SERVICE	
LEVEL OF SERVICE (LOS)	INTERSECTON DELAY
A	Never Stop
B	Only Hesitate
C	Short Wait
D	1/4 Signal Cycle Wait
E	1/2 Signal Cycle Wait
F	1 Signal Cycle Wait

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.

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 is maintained to serve traffic through major intersections, and to provide appropriately for pedestrian, bicycle, and transit modes. Where one or more design features or transportation elements (such as sidewalks, or adequate queue storage length, as examples) are missing, the LOS rating of the street may be lowered as a whole, according to guidelines established by the Director of Public Works.

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 is established as LOS "C" at all times.

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. This plan establishes LOS "E" for the City Center during the PM peak hour.

Concurrency Test:

An important aspect of travel in Lynnwood is that traffic may and will choose alternative routes to avoid the most congested locations and use less congested locations, to accomplish most trips. A major distinction must also be made between signalized and un-signalized intersections. The latter may generally be upgraded to higher control levels at modest cost, and are not the central focus of concurrency in a citywide system. 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 concurrency 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. LOS failures at un-signalized locations will be separately addressed under SEPA review of new developments. For the purpose of concurrency, a development is deemed significant if it generates ten or more peak hour trips.

When a significant development is proposed, the number of new trips generated is simply added to the Transportation Model for the concurrency pipeline case including all previous development proposals under review. If the model shows that the development does not bring the percentage of remedial intersections above 20%, the development is considered to have passed Concurrency. The development would pay its calculated mitigation fees and the model is then updated to add the new trips into the background for future tests.

If the new development were to fail the threshold for the number of remedial intersections, the development would have to improve enough intersections to bring the percentage in line, or wait until the City had built enough new projects that would do the same. Intersection improvements for this purpose include improvements to adjacent approaches to the extent needed to assure the full functioning of the intersection as intended by the improvements.

Concurrency Does Not Apply:

The impacts on LOS of developments generating a total of ten peak hour trips or less are deemed not significant for purposes of concurrency, but such developments shall still be required to comply with SEPA as applicable. The following specific types of development actions are identified as consistent with this rule:

1. Developments exempt from SEPA environmental review and therefore exempt from GMA concurrency requirements as described in WAC 197-11-800.
2. Day-care facilities for children if not operated for profit.
3. Privately operated not for profit social service facilities recognized by the Internal Revenue Service under the IRS code.
4. Low-income housing, which is defined as housing which is affordable to persons whose income is below fifty (50) percent of the median income for the persons residing in the Snohomish County Area. Not more than ten (10) percent of the total number of units shall qualify for this purpose.
5. Public Safety Facilities including Police, Fire and Trauma Centers.
6. Re-developments that do not generate any additional traffic or transportation impacts
7. Single family homes on legal lots of record.
8. Rezones that are not accompanied by a specific site development permit.
9. Boundary line adjustments.
10. Temporary use permits.
11. Variances.
12. Shoreline substantial development permits or variances.
13. Building permits for single-family homes or duplexes.
14. Administrative interpretations.
15. Sign permits
16. Street vacations.
17. Right-of-way use permits
18. Utility permits.

SEPA Review:

All developments generating ten or more peak hour trips will also be evaluated for traffic impacts during the SEPA environmental review process. Such developments shall be asked to study traffic patterns for the immediately surrounding arterial system as well as on any adjacent neighborhood streets. To the extent that their impacts are mitigated by road improvements accounted for by payment of a Traffic Impact Fee (TIF), no additional mitigation is required. For other impacts on un-signalized intersections, non-motorized facilities, transit, traffic safety, physical obsolescence, and design standards, additional analysis for potential mitigation is required. If the development increases the volumes over the established LOS or other standards they will be required to propose and evaluate mitigation to provide alternatives which would reduce or eliminate their impact.

Change of Use:

Any change, redevelopment or modification of use not meeting the exemption criteria in above, shall require an environmental review for changes in traffic impacts. If a change of use shall have a greater impact on the transportation system than previous use, then an

environmental review of the net increase in traffic is required. If a change of use results in a traffic impact determined to be less than the previous use, then an environmental review is not required.

Developments to which SEPA Does Not Apply:

If the project is of a small size and is exempt from the SEPA process the project would move directly to the permit review process and make payment of the Transportation Impact Fee.

Concurrency Mitigation:

If a development proposal fails the concurrency test, then mitigation is required to meet the concurrency standard. The developer may choose to: 1.) reduce the size of the development; 2.) delay the development until the City or others provide the required improvement, or 3.) provide the required mitigation. Mitigation must be acceptable in form and amount, to assure compatibility with City plans and policies. Acceptable mitigation must:

1. Be consistent with the City's comprehensive plan and zoning.
2. Contribute to the performance of the transportation system.
3. Not shift traffic to a residential neighborhood.
4. Not shift traffic to other intersections resulting in a violation of the LOS standard without any possible mitigation.
5. Not violate accepted engineering standards and practices.
6. Not create a safety problem.

Evaluation characteristics include the level of service used in the initial determination as well as transit service, pedestrian facilities, bicycle facilities, safety and overall circulation. Each characteristic can help to reduce individual trips and mitigate the proposed development's impact of the road system.

Proposed mitigation may include system improvements or modifications involving one or more of the following categories:

1. **Transit Service:** Mitigation projects would include possible bus pullouts, transit stop improvements, better access routes to bus or a TDM program for the project. Projects could be both adjacent to the development and citywide.
2. **Pedestrian and Bicycle Facilities:** Pedestrian and bicycle facilities promote use of alternative modes of transportation thereby reducing trips. Improve sidewalk connections, new sidewalk routes and safer highway crossings could be used to promote pedestrian use. Shoulder pavement and revised channelization could assist bicyclists. On site storage facilities would promote use of bicycles.
3. **Safety:** Safety concerns within the city should be evaluated and projects selected that would reduce accidents and speed traffic. Improvements could reduce drivers concerns at certain locations and encourage possible alternative routes.
4. **Street Circulation:** The overall street circulation would be looked at and projects developed that could change existing traffic patterns. Access points may change, turn lanes can be added or small street segments can be added or modified. If projects can be identified that will improve the transportation system, by reducing overall trips on the system or increasing system capacity, the impact of the

development can then be reduced. An agreement with the project proponent as to scope of projects, development review and code compliance for site improvements could mitigate impacts.

5. **Transportation Demand Management:** As a mitigation measure, the developer may establish transportation demand management (TDM) strategies to reduce single occupant vehicle trips generated by the development. The developer shall document the specific measures to be implemented and the number of trips generated by the development to be reduced to each measure. The environmental review may require performance monitoring and remedial measures if the TDM strategies are not successful in obtaining the predicted reduction in peak hour trips.

As a participant in the environmental review process, the Public Works Director shall determine whether mitigation is required and appropriate under this chapter due to a development exceeding the LOS standard, and, if so, whether any mitigation proposed by the developer is appropriate.

Transportation Impact Fee (TrIF):

The Capital Facilities Element of this Plan identifies transportation improvements made necessary by growth forecast to the year 2025, and the Financial Element identifies public revenues likely to be available for those improvements. A Transportation Impact Fee (TrIF) shall be paid by new developments to account for the cost of transportation improvements reasonably related to the demand created by the development. The TrIF shall provide only for improvements on the Arterial System (including collector arterials) needed for growth, and not including mitigation of existing deficiencies.

The TrIF will be calculated by use of the Base Transportation Model 20-year forecast to determine what percentage of growth in traffic will be due to development within the City. New development will then be assigned to pay for that same percentage of the City's 20-year Transportation Improvement Plan (TIP). Each new trip generated by in-City development, will pay for a share of development's percentage of the TIP.

Every two years the Public Works staff will recalculate the cost of the TIP, and the expected share of that that development is expected to pay for. The per-trip fee will then be adjusted, if necessary. All projects, except those listed here, are subject to the TrIF, based upon the net number of trips generated by their development in the PM peak hour.

If a development proposal fails the concurrency test and then chooses to construct mitigation in order to pass, the cost of that mitigation shall not be credited against the TrIF that is due, unless the improvement is listed in the 20-Year Improvement List of this Comprehensive Plan, and the effect of the mitigation by the development is merely to accelerate the timing of an improvement already anticipated and provided for in the calculation of the Transportation Impact Fee. If the mitigation provided is to alleviate a deficient condition not accounted for in the basis of the Transportation Impact Fee (TrIF), no credit shall be given.

If a development passes the concurrency test, and pays the established Transportation Impact Fee, the development will be deemed to have mitigated its traffic impacts to the

extent covered by the 20-year Improvement List on which the TrIF is based. The development will remain subject to SEPA review and may be required to provide additional mitigation, to address all other transportation issues not covered by the concurrency test or the TrIF. These may include, but are not limited to, impacts on unsignalized intersections, non-motorized facilities, transit, traffic safety, physical obsolescence, and compliance with design standards on and off-site.

TRANSPORTATION FACILITY PLAN

In the past, the City has been very successful in securing grants to help pay for its most pressing transportation needs; e.g., the I-5/196th Street Interchange project, Highway 99 improvement project, Hazardous Elimination Project (HES) funding, and the like. With the passage of various initiatives in the 1990's and decreases in the state and federal grant programs, the availability of funds to support transportation has decreased. The reduction in the amount of funds available for transportation will mean smaller programs with fewer projects in the future. For a more detailed accounting of the financial sources and plan refer to the Capital Facilities Element. The following is a brief discussion of how this element meets the requirements of the GMA.

RCW 36.70A.070 (6)(c) outlines the requirements relating to the Transportation Element's ability to finance the identified needs in order to meet both the forecasted growth and fix the deficiencies that were found through this transportation planning effort. The requirements for financing this plan require the City to develop a three-step process, as follows.

Step One: RCW 36.70A.070 (6)(c)(i) calls for an analysis of the City's funding capacity to judge the needs against probable funding resources.

Step Two: RCW 36.70A.070 (6)(c)(ii) requires the City to develop a multiyear financing plan based on the needs identified in the Comprehensive Plan, the appropriate parts of which will serve as the basis for the six-year street, road, or transit program.

Step Three: RCW 36.70A.070 (6)(c)(iii) states that if probable funding falls short of meeting identified needs, a discussion will take place on how additional funding will be raised or how land use assumptions will be reassessed to ensure that the Level Of Service standards will be met.

In order to meet the **Step One** requirement the City has identified the following existing potential funding sources. Additionally, due to the City's strategic location, in the Regional Transit Authority System, there may be extra funding sources to assist Lynnwood in meeting its transportation needs.

Existing Funding Sources for Transportation:

The following grants 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. Hazardous Elimination and Safety Program (HES): Federal gas tax funds used to eliminate hazards on the transportation network.
3. Transportation Improvement Account (TIA): State funds used to support local transportation projects.
4. Urban Arterial Transportation Fund (UATF): State funds used to support arterial improvements especially the state routes.
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: TrIF funds 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. Transportation Efficiency Act for the 21st Century (TEA-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: 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. 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. Transportation Benefit Districts (TBD): State legislation passed in 2007 allows for the formation of Transportation Benefit Districts to fund arterial improvements. Funds are established by council motion and/or voted tax authority including license tab fees.

The City met the **Step Two** requirement by developing its short-term and long-term multiyear transportation improvement program based on the ability of existing funding sources to meet the identified needs. The City met the **Step Three** requirement by

evaluating the impacts of significant development and redevelopment as part of the SEPA environmental assessment. Mitigation is proposed that utilizes demand management strategies to reduce peak hour traffic impacts and multi-modal solutions.

The City also recognizes that there are certain circumstances under which a facility will be constrained. This means that the City will not be able to fix the problem to the Level Of Service standard during peak periods. In that event, the City will strive to lower the impacts to the overall system by alternative improvements or strategies to provide additional capacity in alternative locations, or by demand management strategies.

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 often must be 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 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 twenty-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 following funding shortfall strategy will be used to balance the City's transportation needs and its transportation concurrency requirement under GMA.

1. Reduce transportation funding needs.
 - Reevaluate the need for projects
 - Promote transportation demand management actions to reduce vehicle trips
 - Rescope 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
4. Change the City's land use and zoning.
 - Revise the land use plan to modify growth patterns to reduce traffic growth
 - Adjust the target forecast for the City's growth
 - Delay development until facilities are in place to meet the LOS standard

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 provided under separate cover and updated annually.

Long Range Transportation Projects:

The Six-Year and Long Range Capital Plan include a listing of anticipated projects, including transportation projects, throughout the remainder of the 20-year planning period. That listing contains additional related information such as project schedule, estimated costs, funding sources and priorities.

GOALS, OBJECTIVES AND POLICIES

GOAL:

To provide mobility for residents, visitors and commuters through a balanced system of transportation alternatives that supports the City's land use vision, protects neighborhoods from transportation impacts and minimizes adverse impacts on the environment.

SUBGOALS, OBJECTIVES & POLICIES:

Subgoal: Roadway System

Provide a City system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.

Objectives:

- T-1:** Monitor traffic patterns and accident histories to formulate solutions that reduce the potential for serious accidents. In cooperation with the Police Department, analyze statistics for citywide traffic, pedestrian and bike accidents on a monthly basis.
- T-2:** Conduct bi-monthly meetings of the traffic safety committee to evaluate proposals for traffic system improvements.
- T-3:** Work with communities to evaluate traffic problems and provide appropriate traffic calming solutions based on available funding and relative need.
- T-4:** Provide for the yearly inspection of City owned bridges as required by Federal and State law.
- T-5:** Recommend an annual overlay program supported by the City's Pavement Management System. Identify the implications of deferred maintenance if funding levels fall below recommended levels.
- T-6:** Complete Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.

Subgoal: Signal System

A traffic signal system that provides safe movement through high volume intersections and a responsive level of service during off peak hours for the residents moving within the City limits.

Objectives:

- T-7:** Review status of all existing traffic signal equipment on yearly basis (i.e. traffic signal rebuild program) and prepare the annual budget with recommended improvements and/or replacements.
- T-8:** Complete Intelligent Transportation System (ITS), including Transportation Management Center (TMC) and all field infrastructure.

- T-9:** Begin measuring travel time on SR-99 during peak travel periods by the completion of the Lynnwood phase of the SR-99 project.
- T-10:** Establish City measures of effectiveness (MOE's) for traffic.

Subgoal: Public Transit System:

Work with the transit providers to make transit an attractive travel option for local residents, employees and users of regional facilities.

Objectives:

- T-11:** Work with the transit providers to establish a hierarchy of transit services focused on three major elements: 1) neighborhood services, 2) local urban service, and 3) inter-community and regional services.
- T-12:** Continue working with Sound Transit on the development of the improvements to the Park and Ride Lot.
- T-13:** Work with the transit providers to develop an operational procedure for the use of transit signal priority during peak travel hours. (ongoing)
- T-14:** On a yearly basis, monitoring public transit operations through the City and the related impacts to east-west mobility and traffic progression during peak travel hours.
- T-15:** Work with private development and transit agencies to integrate transit facilities and pedestrian and bicycle connections to residential, retail, manufacturing, commercial office and other types of development.
- T-15.A:** Insure that Sound Transit's approved ST 2 project that will extend light rail service under ST 2 to Lynnwood includes one light rail station in the Core District of the City Center – serving the City Center – and a separate station at the Lynnwood Transit Center – serving commuters. Lynnwood will partner with Sound Transit to implement and secure funding for this extension. Construction of the City Center station should be completed within the original 2023 timeframe
- T-15.B:** The City will work with ST, Snohomish County and SW Cities to select a route and station locations for completing the line to Everett. The City will also work with these parties to advance funding for this project by bringing "ST3" to the voters as soon as feasible.

Subgoal: Non-motorized Transportation Systems

Strive to complete an integrated safety-orientated pedestrian, school walkway and bicycle system to provide mobility choices, reduce reliance on vehicular travel and provide convenient access to schools, recreational facilities, services, transit and businesses.

Objectives:

- T-16:** Develop an integrated non-motorized "skeleton" transportation system of sidewalks and bicycle facilities that link neighborhoods, businesses, parks, schools and activity centers.
- T-17:** Establish clear policies and priorities to guide the planning for and construction of public sidewalks throughout the City.

-
- Policy T-17.1:** Public sidewalks shall be required of new development, including residential subdivisions.
- Policy T-17.2:** Public sidewalks, walkways shall be included in the design and construction of all future arterial streets.
- Policy T-17.3:** The highest priority for public walkways on non-arterial streets shall be those that connect parks, recreational areas, schools or other public facilities, or that are needed to correct a unique safety concern(see list of criteria previously listed in the Non-Motorized Facilities section).
- Policy T-17.4:** The City shall provide public walkways within residential neighborhoods only when funded through a Local Improvement District (LID), grant, participation program or other private development.
- Policy T-17.5:** Paved pedestrian walkways should be provided on corner development sites from street to building entrances to encourage walking between businesses, especially at signalized intersections, to reduce development traffic impacts.
- Policy T-17.6:** A safe, well lit pedestrian walkway network should be provided throughout commercial development sites.
- Policy T-17.7:** At appropriate locations, walkways should be extended to the edge of development sites to connect to existing walkways on adjacent property or allow for future connections when adjacent property is developed or redeveloped.
- Policy T-17.8:** Street right-of-way adjacent to development sites should be fully improved to current City standards, including the provision of sidewalks, to reduce traffic impacts.
- Policy T-17.9:** Existing streets lacking sidewalks, shoulders, or other features required of new streets shall be upgraded to full standards on a priority basis that considers at least traffic volumes, safety concerns, and non-motorized activity levels.
- Policy T-17.10** The Municipal Code requires installation of public improvements as part of development or redevelopment of property. In some cases, the requirements of Code may not prescribe sufficient improvements to adequately address issues related to traffic, access, connectivity, pedestrian facilities, bike facilities, etc. that may be needed to support, sustain and serve the development and surrounding community and mitigate the impacts of the development. In such cases, the City may require additional improvements and/or other mitigation, provided that such requirements are related to the impact of the proposed development and the costs of the improvements and/or mitigation is generally consistent with the relative scale and potential impact of the development on the existing transportation system and infrastructure.

- Policy T-17.11:** City will develop funding policies that support construction of a minimum, "skeleton system" of non-motorized improvements.
- T-18:** Continue the program of linking schools and parks with sidewalks in accordance with a prioritized master plan.
- Policy T-18.1:** Review and update the City's sidewalk program each year prior to budget development.
- T-19:** Continually improve the safety of walkways and cross walks.
- Policy T-19.1:** Identify safe walk routes for students and work with school district staff to enhance the safety of crosswalks.
- Policy T-19.2:** Review the routes and the transportation system in the vicinity of each school on a yearly basis prior to the start of the school year to identify safety deficiencies or special maintenance requirements for corrective action.
- T-20:** City shall evaluate codes with regards to operation and maintenance of sidewalks and develop the appropriate policies to ensure adequate, long-term maintenance of facilities.

Subgoal: Consistency and Concurrency

A transportation plan that is consistent with and supportive of the land use plan, and that assures the provision of transportation facilities and services concurrent with development, which means the improvements or strategies are in place at the time of development, or that a financial commitment is in place within the next six years.

Objectives:

- T-21:** Review and revise the Level of Service (LOS) standard and methodology.
- Policy T-21.1:** Develop an approach for inclusion in the yearly Comprehensive Plan Update for the new LOS system based on delay.
- Policy T-21.2:** The transportation impacts of projects already permitted, under construction or otherwise legally vested prior to adoption of the new LOS system will be evaluated and mitigated in accordance with the City's policies and procedures.
- Policy T-21.3:** The City shall provide staff training and consultant assistance during the initial set-up of the new LOS system and related model.
- Policy T-21.4:** Traffic generated by new and redevelopment projects should be evaluated to determine the impact on the operation of surrounding intersections and street network. Projects that create adverse traffic impacts should include measures demonstrated to mitigate those impacts.
- T-22:** Maintain the City's traffic model for various planning purposes. Review land use changes and development patterns on a continuing basis for additions or changes to the assumptions used in the traffic model. Re-calibrate the base year model at least every five years. Maintain a concurrency pipeline model that is regularly updated to account for all development activity on a continuing basis, to give a short-range

forecast useful for six-year priority programming. Update the 20-year forecast model at least every five years, to maintain the 20-year improvement list and related plans.

Subgoal: Transportation Functionality and Safety

Maximize the functionality and safety of the local circulation system to guide the design of all transportation facilities, incorporating new materials and technology and responding to the needs of neighborhoods, visitors and businesses.

Objectives:

- T-23:** Control the location and spacing of commercial driveways and the design of parking lots to avoid traffic and pedestrian conflicts and confusing circulation patterns.
- Policy T-23.1:** Driveways shall be located to provide adequate sight distance for all traffic movements and not interfere with traffic operations at intersections.
 - Policy T-23.2:** On-site traffic circulation shall be designed to ensure safe and efficient storage and movement of driveway traffic.
 - Policy T-23.3:** Driveway access onto all classifications of arterial streets shall be avoided whenever possible. Require property access to streets with lower classifications.
 - Policy T-23.4:** Shared vehicle access between adjacent commercial and industrial development sites should be provided where feasible or provisions made to allow for future shared access to reduce development traffic impacts.
 - Policy T-23.5:** Access to properties should be oriented away from properties that are used, zoned or shown on the Comprehensive Plan less intensively.
- T-24:** Enhance the safety of residential streets and the livability of neighborhoods.
- Policy T-24.1:** Non-local and bypass traffic on local neighborhood streets shall be discouraged. Discourage through traffic on local access streets.
 - Policy T-24.2:** Traffic calming measures and innovative street design features shall be required where traffic analysis indicates that a development will introduce traffic that exceeds the established neighborhood level of service standard.
 - Policy T-24.3:** Local street networks shall be linked through subdivisions to provide efficient local circulation, as appropriate.
 - Policy T-24.4:** Place high priority on the access needs of public safety vehicles.
 - Policy T-24.5:** Encourage directing increased traffic volumes onto streets with sufficient capacity to provide safe and efficient traffic flow or where adequate traffic improvements will be provided in conjunction with the development, require adequate vehicular and pedestrian access to new developments, and minimize pedestrian-vehicular conflict points.

Policy T-24.6: Encourage land uses that would generate relatively low volumes of traffic, or complementary peak traffic periods, or would have the potential to increase the use of public transportation systems.

Policy T-24-7: Institute a citywide Neighborhood Traffic Calming Program to address traffic issues on local streets and to afford continued protection to neighborhoods.

T-25: Existing curb cuts and parking areas shall be consolidated during development and redevelopment to the greatest extent possible.

T-26: Ensure that all transportation facilities will accommodate the needs of physically challenged persons.

Policy T-26.1: Require the construction and operation of transportation facilities and services to meet the standards of the Americans with Disabilities Act (ADA).

Subgoal: Environmental Factors

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

Objectives:

T-27: Evaluate projects and programs for consistency with environmental issues such as climate change, conservation and sustainability as required by law and deemed appropriate.

T-28: Minimize consumption of natural resources through the efficient coordination of traffic flow, the promotion of non-motorized alternatives, and the use of public transit.

T-29: Minimize spillover parking from commercial areas, parks and other facilities encroaching on residential neighborhoods.

T-30: Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as residential streets.

T-31: Develop a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets.

T-32: Design new residential streets to discourage cut-through traffic, while providing for connectivity.

Subgoal: Funding

Develop a Multi-modal Funding Plan and contingency plans for funding needed transportation improvements.

Objectives:

T-33: Establish ongoing condition assessments and funding plans for transportation related programs including street overlays, sidewalks, traffic signal rebuild, street maintenance and operations, and other multi-modal transportation options.

T-34: Assure adequate funds to provide local match for grant opportunities in order to maximize the benefits to Lynnwood of all funding sources.

T-35: Utilize creative funding mechanisms to facilitate development of new transportation infrastructure.

T-35A: Adopt a policy to support Traffic Impact Fees (TrIF). Adopt impact fees that charge growth for the cost of transportation improvements reasonably related to the impacts of growth.

Subgoal: Support Implementation of Subarea Plans

Support the implementation of specific subarea plans such as the City Center Subarea Plan.

Objectives:

T-36: Develop a schedule and funding plan for City Center infrastructure projects and implement the Plan.

T-37: Work with appropriate community stakeholders to develop effective means to support implementation of the Edmonds Community College Master Plan and the plan for the surrounding neighborhood.

Subgoal: Revise Transportation Element

Systematically revise the Transportation Element on a five-year basis.

Objectives:

T-38: Review and revise the Arterial Street Map every five years.

T-39: Review and revise the 20-Year Project List every five years.

T-40: Review and revise the Priority Ranking System every five years.

Subgoal: Facilitate Intergovernmental Coordination

Develop a strategy to coordinate effectively with other local, regional, state and federal agencies.

Objectives:

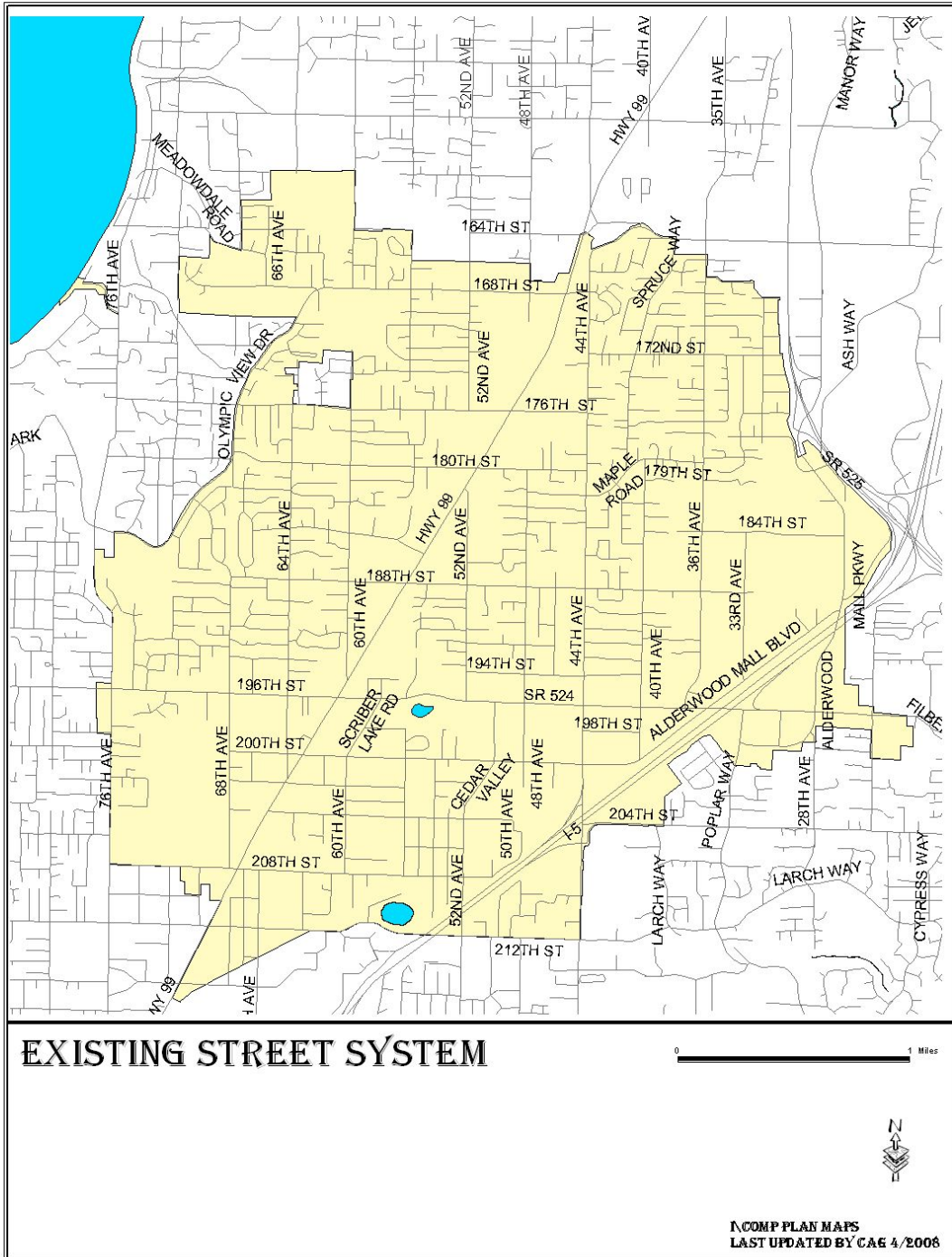
T-41: Attend regular meetings of long-standing forums such as Snohomish County Infrastructure Coordinating Committee (ICC), Regional Project Evaluating Committee (RPEC) at PSRC, Snohomish County Committee for Improved Transportation (SCCIT), WSDOT quarterly meetings and Snohomish County Tomorrow (SCT).

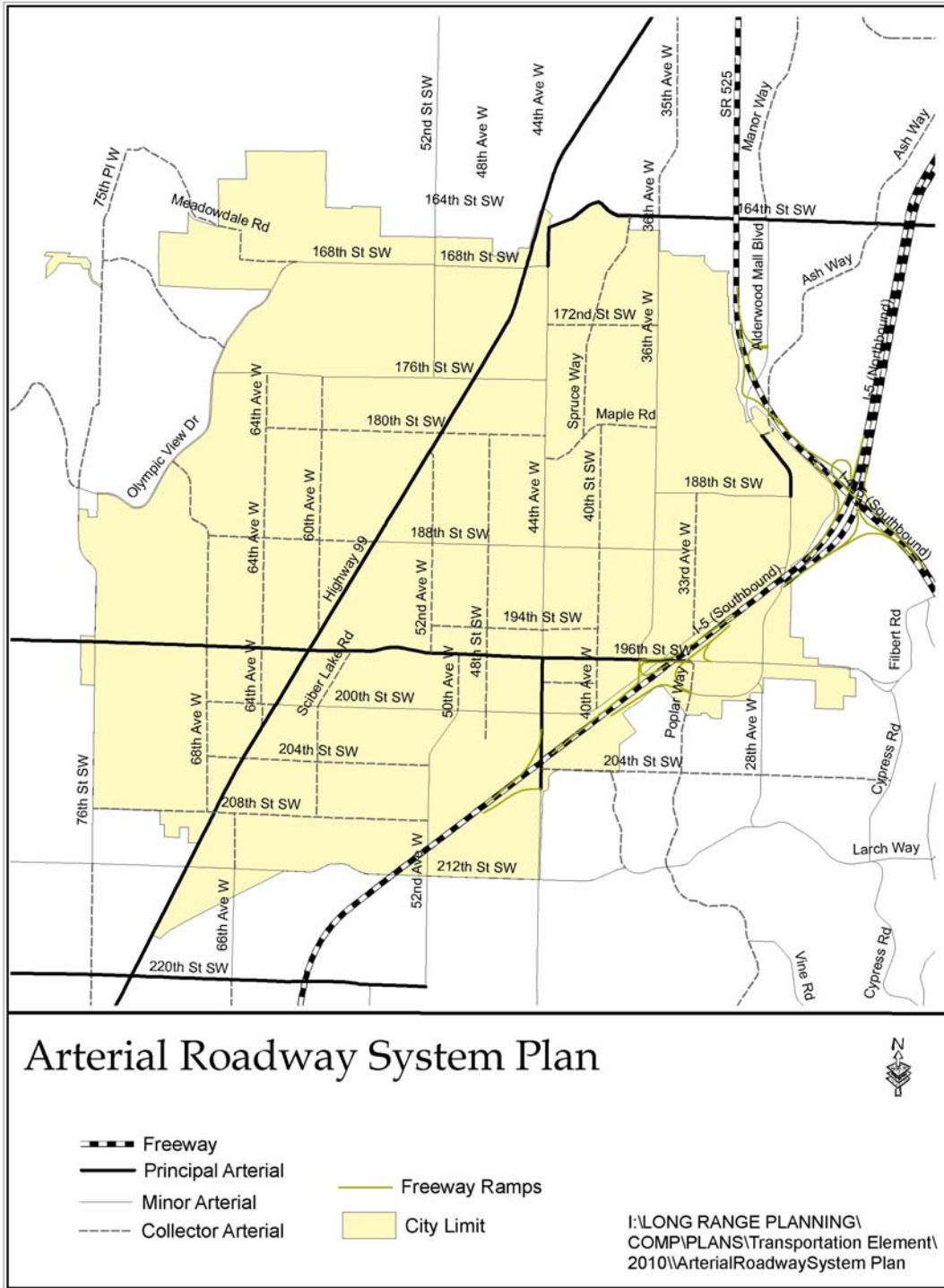
T-42: Participate in special purpose sub-regional and regional forums convened to deal with specific issues of concern to Lynnwood.

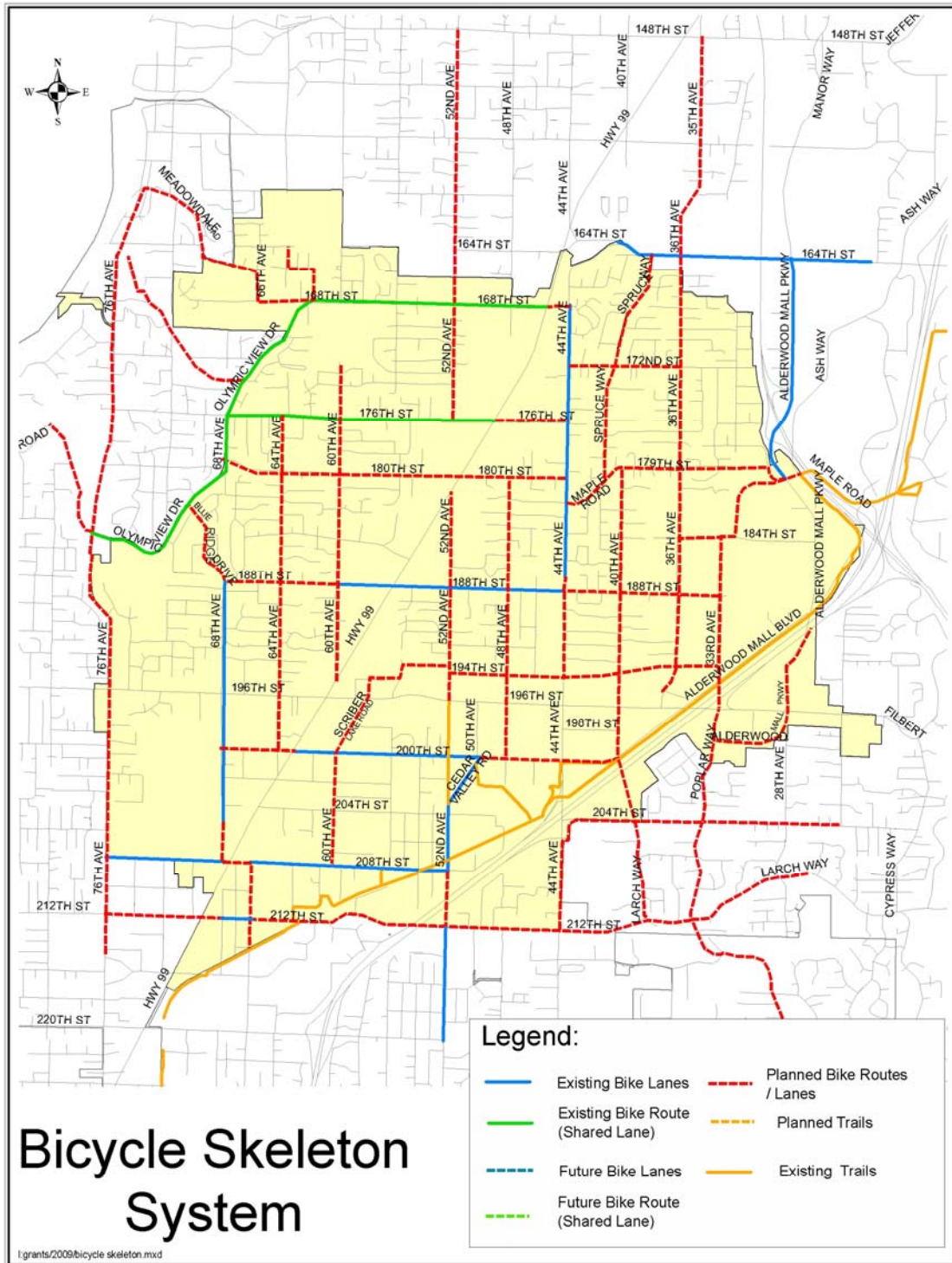
Transportation Element Maps (on following pages):

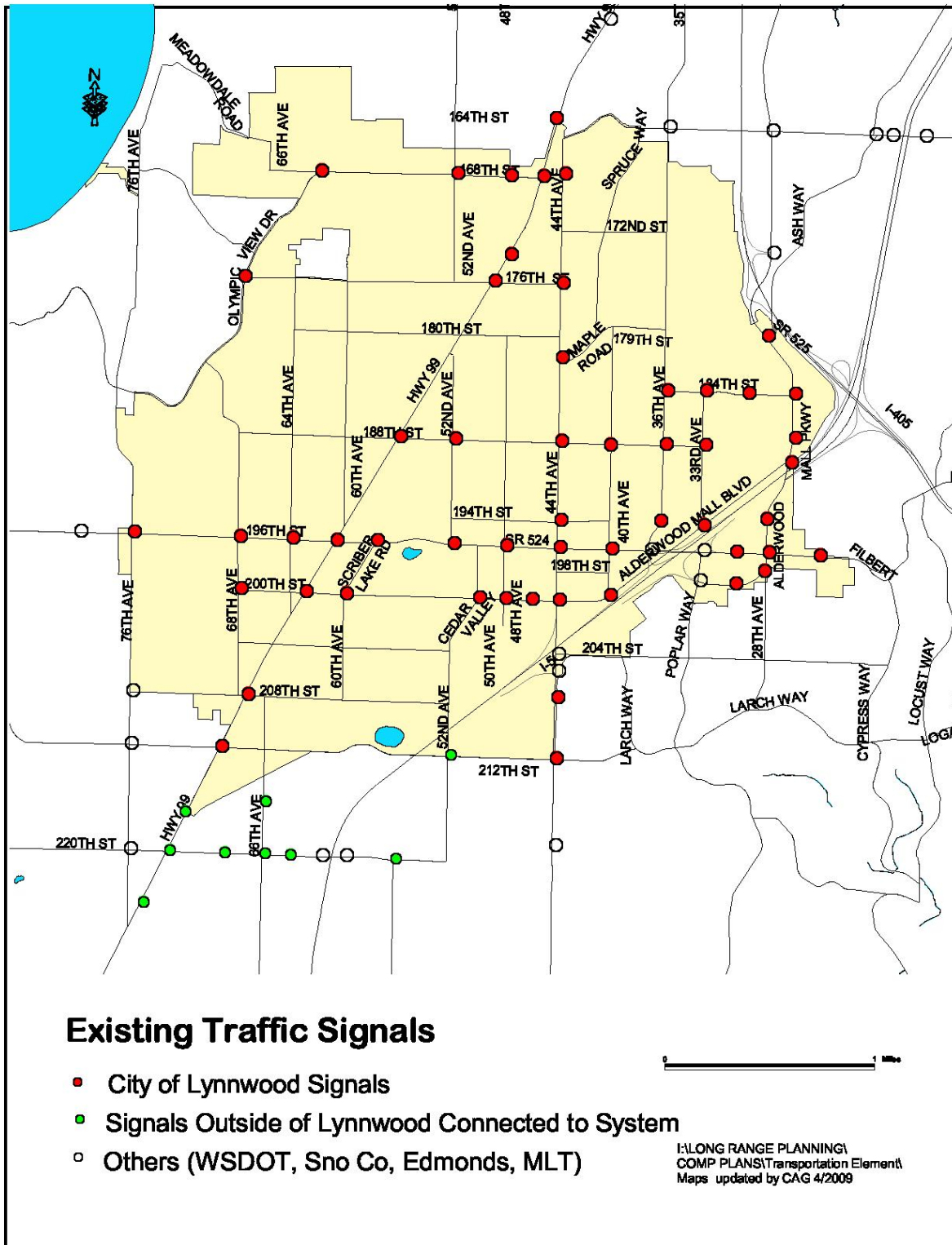
- Existing Street System Map
- Arterial Roadway System Plan
- Pedestrian Skeleton System
- Bicycle Skeleton System
- Existing Traffic Signals Map
- Existing Transit System
- Locations of Future LRT Stations (conceptual)

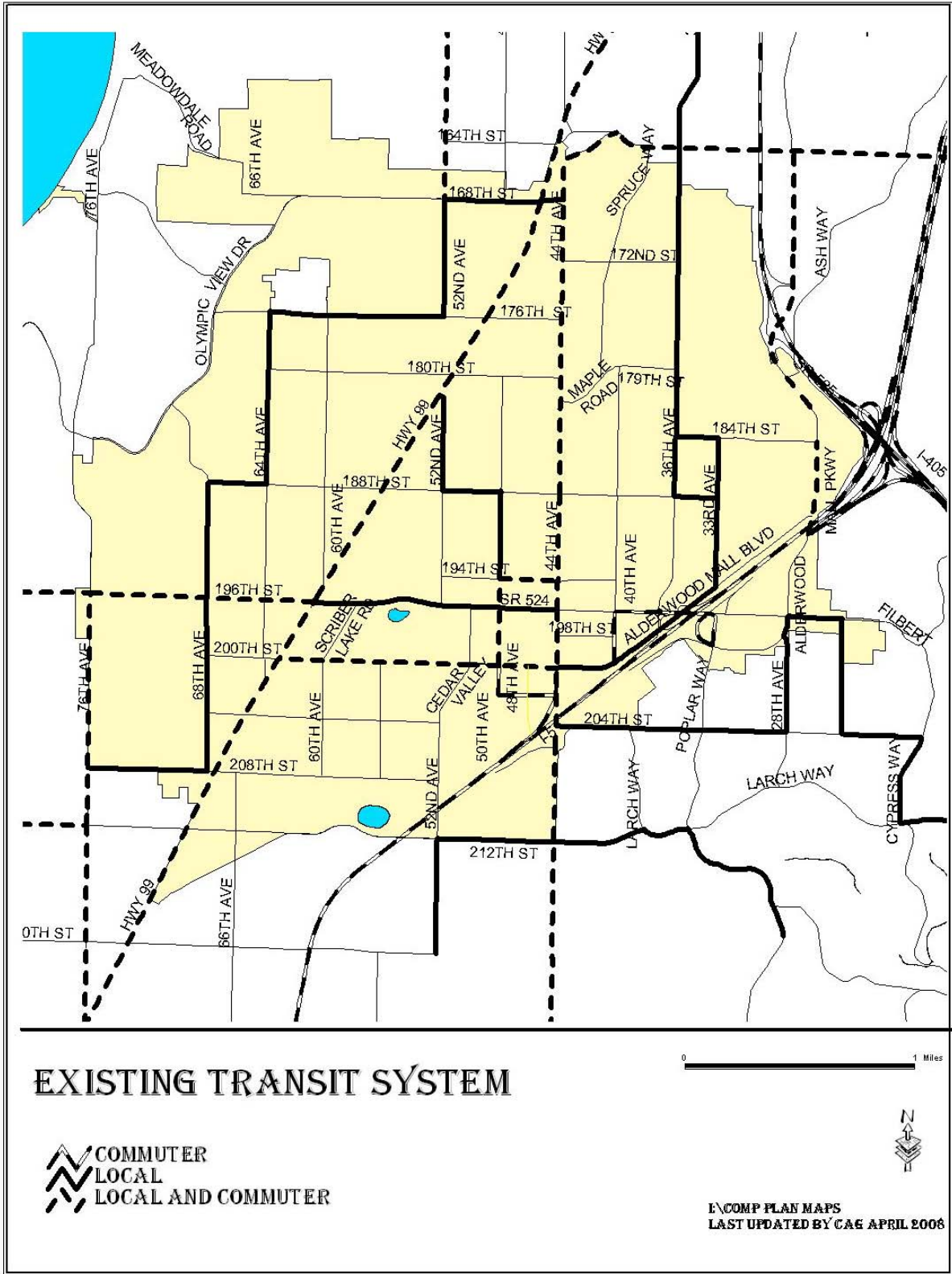
20-year List – follows maps.











20 Year List

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
1	60th Ave W	176th St SW	188th St SW	Pedestrian project P23
2	180th St SW	56th Ave W	44th Ave W	Pedestrian project P74
3	202nd St SW	68th Ave W	SR 99	Pedestrian project P100
4	72nd Ave W/188th PI SW	192nd PI SW	68th Ave W	Pedestrian project P4
5	60th Ave W	188th St SW	SR 99	Pedestrian project P22
6	56th Ave W/191st St SW	52nd Ave. W	Trail off 56th	Pedestrian project P28
7	Spruce Rd	172nd St SW	Maple Rd	Pedestrian project P50
8	181st PI SW/Maple Road	48th Ave W	36th Ave W	Pedestrian project P77
9	184th St SW	40th Ave W	AMP	Pedestrian project P79
10	192nd PI SW / Dale Way	68th Ave W	60th Ave W	Pedestrian project P85
11	192nd PI SW	52nd Ave. W	46th Ave W	Pedestrian project P86
12	196th St SW	SR 99	48th Ave W	Pedestrian project P92
13	74th Ave/191st St/190th St	196th St SW	76th Ave W	Pedestrian project P3
14	64th Ave W	176th St. SW	188th St. SW	Pedestrian project P17
15	62nd Ave/165th PI/64th Ave	Lunds Gulch	168th St. SW	Pedestrian project P25
16	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Pedestrian project P38
17	48th Ave W	180th St. SW	192nd PI SW	Pedestrian project P40
18	40th Ave W	188th St. SW	194th St SW	Pedestrian project P48
19	180th St SW	Olympic View	56th Ave W	Pedestrian project P73
20	185th St SW/186th PI SW	64th Ave W	SR 99	Pedestrian project P76
21	56th Ave W/198th St SW	Scriber Lk Rd	208th St. SW	Pedestrian project P26
22	172nd St SW	44th Ave W	33rd PI W	Pedestrian project P67
23	193rd PI/194th St/58th Ave	196th St SW	52nd Ave W	Pedestrian project P88
24	168th/66 th /Meadowdale Rd	West city limit	OVD	Pedestrian project P112
25	60th Ave W	168th St SW	176th St. SW	Pedestrian project P24
26	188th St SW	68th Ave W	SR 99	Pedestrian project P81
27	40th Ave W	Maple Rd	188th St. SW	Pedestrian project P49
28	196th St SW	33rd Ave W	E City limit	Pedestrian project P95
29	Spruce Rd	164th St SW	172nd St SW	Pedestrian project P51
30	58th PI W	196th St SW	Prop. E-W trail	Pedestrian project P114
Non-Motorized Bicycle Improvements				
31	68th Ave W	208th St. SW	196th St SW	Bicycle project B9
32	52nd Ave W	SR 99	196th St SW	Bicycle project B34
33	200th St SW	SR 99	48th Ave W	Bicycle project B98
34	208th St SW	SR 99	52nd Ave W	Bicycle project B106
35	212th St SW	SR 99	52nd Ave W	Bicycle project B107

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
36	52nd Ave W	204th St. SW	S city limit	Bicycle project B32
37	48th Ave W	192nd Pl SW	200th St SW	Bicycle project B39
38	168th St SW	52nd Ave. W	44th Ave W	Bicycle project B63
39	188th St SW	44th Ave W	33rd Ave W	Bicycle project B83
40	194th St SW	52nd Ave. W	44th Ave W	Bicycle project B89
41	200th St SW	Edmonds CC	SR 99	Bicycle project B97
42	52nd Ave W	N City limit	176th St. SW	Bicycle project B36
43	44th Ave W	Maple Rd	194th St SW	Bicycle project B44
44	176th St SW	54th Ave W	44th Ave W	Bicycle project B70
45	Alderwood Mall Pkwy	Poplar Way	196th St SW	Bicycle project B96
46	212th St SW	52nd Ave. W	44th Ave W	Bicycle project B108
47	216th St SW	SR 99	Interurban Trail	Bicycle project B110
48	66th Ave W	S City limit	208th St. SW	Bicycle project B12
49	60th Ave W/Scriber Lk Rd	196th St SW	208th St. SW	Bicycle project B21
50	62nd Ave/165th Pl /64th	Lunds Gulch	168th St. SW	Bicycle project B25
51	44th Ave W	204th St. SW	212th St SW	Bicycle project B43
52	36th Ave W	Maple Rd	194th St SW	Bicycle project B52
53	204th St SW	44th Ave W	E City Limit	Bicycle project B104
54	64th Ave W	176 th St SW	200 th St SW	Bicycle project B17
55	33rd Ave W	184th St SW	194th St SW	Bicycle project B55
56	180th St SW	56th Ave W	44th Ave W	Bicycle project B74
57	184th St SW	33rd Ave W	36th Ave W	Bicycle project B79
58	188th St SW	68th Ave W	SR 99	Bicycle project B81
59	193rd Pl/194th St/58th Ave	196th St SW	52nd Ave W	Bicycle project B88
60	194th St SW	44th Ave W	33rd Ave W	Bicycle project B90
61	68th Ave W/Blue Ridge Dr	196th St SW	OVD	Bicycle project B10
62	60th Ave W	188th St SW	SR 99	Bicycle project B22
63	60th Ave W	176th St SW	188th St SW	Bicycle project B23
64	Scriber Creek Trail	Interurban Trail	Scriber Lk Park	Bicycle project B38
65	Maple Road	44th Ave W	36th Ave W	Bicycle project B77
66	40th Ave W	188th St. SW	194th St SW	Bicycle project B48
67	Spruce Rd	172nd St SW	Maple Rd	Bicycle project B50
68	Alderwood Mall Pkwy	Interurban Trail	196th St SW	Bicycle project B58
69	180th St SW	Olympic View	56th Ave W	Bicycle project B73
70	168th /66th Ave/Meadowdale	Meadowd. Rd	OVD	Bicycle project B112
71	76th Ave. W	196th St SW	208th St. SW	Bicycle project B2
72	60th Ave W	168th St SW	176th St. SW	Bicycle project B24
73	48th Ave W	180th St. SW	192nd Pl SW	Bicycle project B40
74	172nd St SW	44th Ave W	36th St SW	Bicycle project B67

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
75	76th Ave W	OVD	196th St SW	Bicycle project B1
76	Spruce Rd	164th St SW	172nd St SW	Bicycle project B51
77	40th Ave W	Maple Rd	188th St. SW	Bicycle project B49
Non-Motorized Miscellaneous Improvements				
78	I-5/196th St SW Ped Imp.	36th Ave W	Poplar Way	East/west ped route through interchange
79	44th Interurban Trail & Bridge	44th Ave W	40th Ave W	Regional multiuse trail over 44th
80	Sidewalk - ADA Ramps	City-Wide	City-Wide	Bring deficient locations into compliance
81	Pedestrian Signal	SR 99	180th St SW	Pedestrian signal
Intersection Improvements				
82	Intersection Improvements	28th Ave W	AMB	NB Lt turn pocket and traffic signal
83	Intersection Improvements	Sears	AMP	SB Rt turn pocket and reconstruct signal
84	Intersection Improvements	48th Ave W	188th St SW	Traffic signal
85	Intersection Improvements	66th Ave W	212th St SW	Traffic signal
86	Intersection Improvements	52nd Ave W	176th St SW	Traffic signal
87	Intersection Improvements	AMP	196th St SW	Add turn pockets and reconstruct signal
88	Intersection Improvements	61st Pl W	212th St SW	Traffic signal
89	Intersection Improvements	50th Ave W	196th St SW	Traffic signal
90	Intersection Improvements	44th Ave W	172nd St SW	Traffic signal
91	Intersection Improvements	44th Ave W	180th St SW	Traffic signal
92	Intersection Improvements	40th Ave W	198th St SW	Traffic signal
93	Intersection Improvements	AMP	Poplar Way	Traffic signal
94	Intersection Improvements	AMP	182nd St SW	Traffic signal
North/South Capacity Improvements				
95	Olympic View Drive	76th Ave W	168th St SW	Turn lanes, shared bike lanes, sidewalk
96	36th Ave W Improvements	Maple Road	164th St SW	Turn lanes, bike lanes, sidewalk
97	Poplar Extension Bridge	196th St SW	AMB	5/6 lane bridge over I-5 (new connection)
98	33rd Ave W Extension	184th St SW	AMP	New road through old high school
99	33rd Ave W Extension	33rd Ave W	184th St SW	New road through mall or H-Mart
100	33rd Ave W Extension	Maple Road		Realign Maple to new 33rd Extension
101	52nd Ave W Improvements	176th St SW	168th St SW	Add turn lanes, bike lanes, sidewalk

	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
102	Beech Road Extension	AMP	Maple Road	Continuous road behind Kohls and Target
103	40th Undercrossing of I-5	204th St/Larch	AMB/40th Ave	New connection across I-5
East/West Capacity Improvements				
104	204th St SW Extension	68th Ave W	SR 99	New road
105	Maple Road Extension	32nd Ave W	AMP	New road
106	196th St SW Improvements	SR 99	Scriber Lk Rd	Add lanes
107	196th St SW Improvements	Scriber Lk Rd	48th Ave W	Add lanes
108	188th St SW Improvements	68th Ave W	60th Ave W	Add turn lanes, bike lanes, sidewalk
City Center Improvements				
109	196th St SW Improvements	48th Ave W	36th Ave W	Add lanes
110	200th St SW Improvements	64th Ave W	48th Ave W	Add lanes
111	200th St SW Improvements	48th Ave W	40th Ave W	Add lanes
112	42nd Ave W Improvements	200th St SW	194th St SW	New road
113	194th St SW Improvements	40th Ave W	33rd Ave W	New road
114	44th Ave W Improvements	I-5	194th St SW	Add lanes
115	City Center Street Grid	Master Street Plan		Remainder of grid streets
Freeway Improvements				
116	I-5/196th Braided Ramp	EB 525/NB 405	SB 5	WSDOT project
117	I-5/44th Ave W Interchange	I-5	44th Ave W	NB ramps and two braids
118	NB I-5 Braided Ramps	196th St SW	I-405	One braided ramp
119	New Ramp	SB I-5	WB SR525	New Interchange Ramp
Maintenance Programs				
120	Overlay	City-Wide	City-Wide	Pavement overlay
121	Traffic Signal Rebuild	City-Wide	City-Wide	Periodic repair of signals
122	Traffic Signal Reconstruction	Scriber Lk Rd	196th St SW	Fully reconstruct signal
123	Sidewalk - O & M	City-Wide	City-Wide	Periodic repair of sidewalks
Other Projects				
124	Traffic Management Center	City Hall	City Hall	TMC at City Hall
125	ITS - Phase 3	City-Wide	City-Wide	Includes Dynamic Message Signs (DMS)
126	Neighborhood Traffic Calming	City-Wide	City-Wide	Misc. projects
127	Lynnwood Link Trolley	ECC, LTC, CC, Alderwood		Feasibility study
128	SR 99 Corridor Safety	164th St SW	218th St SW	Access management
129	Tran Element/Tran Bus Plan	City-Wide	City-Wide	Misc. planning documents

HOUSING ELEMENT

Background	1
Summary of Housing Issues	2
Inventory & Existing Conditions	3
Affordable Housing	4
Future Needs and Fair Share	4
Goals, Objectives & Policies	6

BACKGROUND

The Growth Management Act (GMA) requires a housing element in all comprehensive plans, based on the following requirements of RCW 36.70A.070(2):

“A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory, and analysis of existing and projected housing needs; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.”

The Growth Management Act includes thirteen planning goals that must be considered when preparing or updating a Comprehensive Plan. Each Plan element relates differently to each State goal but all elements must be consistent with each other and with the goals. The following State goals are most directly related to Lynnwood's Housing Element:

Housing: Encourage availability of affordable housing to all economic segments of the jurisdiction.

Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

Transportation: Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

SUMMARY OF HOUSING ISSUES

The following is a summary of major issues that were identified with the original adoption of the Comprehensive Plan in 1995 and supplemented with public input received through the citizen involvement process of the 5-year update in 2001.

- There is a limited amount of vacant land in the City on which to develop housing. Most of Lynnwood is already developed.
- The lack of large developable areas within the City may elevate the value of remaining lots and, in turn, become an economic incentive to maximize development potential through more efficient and creative design – within the limitations of the City's development codes.
- Preservation and improvement of the existing housing stock is one of the keys to meeting future housing needs and affordability targets.
- Higher density and mixed-use projects in activity centers will contribute to the City's projected housing needs as well as the success of the Subregional Center.
- Building on lots that were previously skipped over or are underdeveloped (infill), will be necessary to meet the projected housing demand and is a means to achieving the most efficient use of residential lands and infrastructure.
- Lynnwood will need to seek outside funding sources if it wants to create new fair share housing opportunities. It will also need to continue to work closely with the Snohomish County Housing Authority (HASCO) and other housing providers to ensure that all jurisdictions are striving to provide a fair share of needed housing.
- Design standards and guidelines will become increasingly important, particularly for higher density housing, to ensure residential compatibility between different types of housing. Usable private open spaces, generous landscaping, and buffering of potentially incompatible land uses will help to minimize conflicts.
- The demand for "special needs" housing, including housing for senior citizens, handicapped persons, etc., is likely to increase substantially in the foreseeable future as the "baby boom" generation approaches retirement.
- Mobile home parks remain an important housing resource for many Lynnwood residents. A number of issues need to be addressed in coming years, including long-term park maintenance, upgrading to meet current codes, replacement units for older mobile homes, and nonconforming use concerns.
- Available housing opportunities for people who work in Lynnwood is a growing concern. The City's abundance of lower-paying retail and service jobs raise issues of affordability and convenience in discussions of housing/jobs balance.
- Public education about housing availability and housing improvement opportunities in Lynnwood will help promote awareness and stability.
- The protection and improvement of residential neighborhoods is essential to the City's overall quality, character and image. The preservation of established single-family neighborhoods will continue to be a high priority of the City's Comprehensive Plan while it strives to satisfy a variety of housing needs.
- The City's ratio of single-family to multi-family homes was raised as an issue during the 1999 Comprehensive Plan amendment process. The City Council proposed and adopted a policy to *"...establish a balance between single-family and multi-family units that is more representative of the municipalities in south county."* That policy stirred considerable interest, comparisons

between Lynnwood and other cities, and discussions about what our City should be and how we can get there.

INVENTORY AND EXISTING CONDITIONS

Population growth in Lynnwood has increased 50 percent over the last 20 years. The following table illustrates our population growth since 1960.

Table 1: Population Change				
Year	Lynnwood		Snohomish County	
1960	7,207		172,199	
1970	16,495	+129%	265,236	+ 54%
1980	22,600	+ 37%	337,720	+ 27%
1990	28,695	+ 27%	465,628	+ 38%
1996	29,110	+ 2%	538,100	+ 13%
1997	33,070	+ 12%	551,200	+ 2%
1998	33,110	+ <1%	568,100	+ 3%
1999	33,140	+ <1%	583,300	+ 3%
2000	33,847	+ 2%	606,024	+ 4%
2001	34,010	+1%	618,600	+ 2%
2002	33,990	-<1%	628,000	+ 2%
2003	34,500	+2%	637,500	+ 2%
2004	34,540	+<1%	644,800	+ 1%
2005	34,830	+<1%	655,800	+ 2%

Source: OFM Forecasting Division; Lynnwood Planning Dept.

Over the years, Lynnwood's housing has produced a near-even mix of multi-family and single family units. In 1990, 53% of the units were single family and 47% multi-family.

During the decade of the 90s, the balance changed by about one percentage point – to 54% single family and 46% multi-family.

A total of 1,767 single-family dwellings were either constructed in or annexed into the City since 1990. Approximately 4% of the single-family units consist of Mobile Homes.

The peak construction period for residential dwellings occurred during the 1960's and 1970's when more than half of Lynnwood's housing stock was constructed. The 1980's saw a moderate increase in multi-family construction followed by a slight increase in single-family units during the 1990's.

As the City grew during its first four decades, its rate of homeownership declined. The most dramatic decline was during the 1960's when the percentage of dwellings that were occupied by their owners dropped from 90% in 1960 to 57% in 1970. Since 1970, owner-occupancy continued to decline but at a much slower rate until the rate reversed itself during the 1990's. The 2000 Census shows 53% of our households are now owners and 47% renters.

Table 2: Housing Tenure: 1960 - 2000					
	1960	1970	1980	1990	2000
Owner Occupied	1,588	2,963	4,688	5,607	7,062
Proportion	90%	57%	54%	49%	53%
Renter Occupied	184	2,192	4,040	5,724	6,266
Proportion	10%	43%	46%	51%	47%

Source: U.S. Census, 1960-2000 (includes all housing types)

AFFORDABLE HOUSING

The 1990 Census found the median income of Lynnwood households to be \$30,512, which was slightly lower than Snohomish County's median of \$36,847. Similarly, the 2000 Census reported the 1999 median income of Lynnwood households to be \$42,814, which was lower than the County's median of \$53,060. However, Lynnwood was only slightly lower than Washington State's 1999 median household income of \$45,776.

When household incomes are compared to the increasing values of homes in the southwest Snohomish County area, it becomes difficult for the average homebuyer within our Western Washington region to purchase a home. It is generally accepted that a household should pay no more than 3 times its income for housing. The median sales price for a single-family home for 1998 was \$180,000 and \$120,000 for a condominium. When Lynnwood was tested for affordability, approximately 36% of the sales in 1998 were indeed affordable to lower-income households. Only Mountlake Terrace and Everett had higher percentages of homes sold that were affordable.

As with homeowners, rental households should not pay more than 3 times their incomes for rents for their housing to be considered affordable. The current rental housing in Lynnwood ranges from \$468 for a studio apartment to \$950 for a 3 bedroom, 2 bath apartment. The average rent for Lynnwood is approximately \$710 per month. This falls in the middle of the neighboring southwest Snohomish County communities.

Lynnwood's Housing Background Report has identified housing assistance opportunities related to the special needs of different groups and individuals including, but not limited to, age, physical or mental disability, or economic circumstances. The age of our community is increasing, as are the numbers of elderly housing units. Housing costs gets considerably more expensive as the level of assistance increases. For those unable to care for themselves, or in stages of recovery from an accident or illness, a more expensive form of housing, senior citizen care (nursing home), is available to those in need of the 24-hour care supplied by such a facility.

Support services and shelters also support a benefit to those who need a form of assistance with housing costs. These include but are not limited to the Trinity Lutheran Church, the Kiwanis Club, and Pathways for Women. These programs and facilities provide for motel vouchers for families/individuals and beds for homeless teenage mothers.

Mobile home parks and manufactured home parks provide affordable housing to many City residents. In many cases, they provide the opportunity of home ownership to households which cannot afford to purchase more traditional types of housing. Mobile and manufactured home parks can also provide a transition between traditional single family detached dwellings and higher density attached housing. Preservation of mobile and manufactured home parks is an important goal of the county. However, preservation requires a careful balance between the rights of park owners and the rights of the tenants living within in them.

FUTURE NEEDS AND FAIR SHARE

Lynnwood’s housing stock is reasonably diverse, well maintained and of good quality. Overall quality and level of maintenance has not changed significantly over the past five years since the 1995 Comprehensive Plan was adopted.

Homebuyers and renters typically look at a number of criteria when selecting a home. Most would like to live in a comfortable neighborhood that is relatively quiet, safe and that provides a sense of community. Such a place results from a combination of qualities, including convenience to the places people need to go, availability of good traffic circulation patterns, the least possible congestion, a minimum of commercial vehicles and bypass traffic, attractive trees and landscaping, availability of parks and recreational facilities, good schools and, of course, the availability of affordable housing.

Projections were made in 1992 for the number of housing units that would be constructed by the year 2012 throughout the City, including within the Subregional Center, which is generally described as the property incorporating the Alderwood Mall and the future Central Business District (Lynnwood Triangle area). The following table lists those projections and also shows the number of existing units in the year 2000.

Table 3: Housing Units			
TYPE	1992	2000	2012*
City Total	12,593	13,638	14,326
Subregional Center	1,206	1,206	1,882
Remainder of City	11,283	12,432	12,444
* Projected			

Source: Lynnwood Planning Department, 1994

It becomes apparent that Lynnwood is approaching the intended number of units projected in the year 2012. The total number of units currently within the sub-regional center is 676 dwelling units short of the projected number in 2012.

Fair Share Housing

In 1990 the Snohomish County Planning Advisory Committee (PAC) of Snohomish County Tomorrow developed “fair share” guidelines to provide an equitable distribution of lower and moderate-income housing among the cities and unincorporated portion of Snohomish County. The intent of this legislation was to keep lower income housing and job opportunities from concentrating in certain areas of the county. The legislation stated that Lynnwood would need to provide an additional 570 units of affordable housing by 2012.

Of these units, one third (190 units) was to be directed toward those with "extremely low" incomes – not more than \$10,500. One third was to meet the needs of those with "very low" incomes – up to \$17,500, and the remaining units were to be made available for "low-income" households with incomes between \$17,500 and \$28,000.

Lynnwood has been a leader in providing affordable housing in Snohomish County. During the 1990s, 43 percent of Lynnwood's new housing has been multiple-family – primarily lower-cost apartments. And, Lynnwood is second only to Mountlake Terrace and Everett in the numbers of "affordable" homes sold. Lynnwood has been exceeding its "fair share" of

affordable housing and now needs to focus more attention on the preservation and maintenance of established single-family neighborhoods.

Lynnwood also recognizes that its nearly 600 mobile homes in 17 mobile home parks play an important role in the City's efforts to ensure a variety of housing diversity and affordability for all economic segments of the community. Many are older pre-1976 mobile homes that no longer conform to today's HUD Code standards. As these parks continue to age, they become more vulnerable to redevelopment pressures. In an effort to reduce those pressures and ensure the continuing presence of manufactured and mobile homes within our community, the City Council has directed a study of our existing mobile home parks, plans and regulations, to determine the most appropriate method of regulation of these important housing assets.

Single-family home neighborhoods are among Lynnwood's most important assets and must be preserved. However, not everyone has the interest, financial ability or need to live in a single-family home. Lynnwood recognizes the importance of continuing to provide housing opportunities for diverse income and interest groups and will continue to be a community in which housing of virtually all sizes, types and costs can be found.

GOALS, OBJECTIVES, AND POLICIES

GOAL:

Provide for sufficient availability and a variety of opportunities for safe, decent, and affordable housing in strong, cohesive neighborhoods to meet the needs of present and future residents of Lynnwood.

SUBGOALS, OBJECTIVES & POLICIES:

Subgoal: Neighborhood Preservation

Preserve, protect, and enhance the quality, stability and character of established neighborhoods in Lynnwood.

Objectives:

- H-1:** Establish and manage a citywide program for neighborhood preservation and improvement.
- Policy H-1.1:** Recognize the efforts of neighborhood groups and associations and coordinate their efforts with appropriate city functions and programs.
- Policy H-1.2:** Develop an education program to inform residents and homeowners about housing and neighborhood improvement programs.
- Policy H-1.3:** Provide opportunities that assist middle- to low-income households in the maintenance and rehabilitation of their homes.

- Policy H-1.4:** Allow uses that will be compatible with the existing (or most desirable) character of surrounding properties, or that can be effectively buffered or screened if they have problem potential.
- Policy H-1.5:** Establish a street, trails, and sidewalk improvement program that promotes an effective and safe neighborhood circulation and transportation system.
- Policy H-1.6:** Adopt and apply code enforcement regulations and strategies that will promote neighborhood protection, quality redevelopment, preservation, property maintenance, public safety and welfare.
- Policy H-1.7:** Recognize the role of mobile and manufactured housing as an important component of Lynnwood's single-family housing stock by creating a more stable planning and zoning environment for their continuation and by providing flexible and effective development regulations that will allow the upgrading and modernizing of existing mobile home parks.
- H-2:** Provide opportunities for housing that is responsive to market needs within our region, including both ownership and rental opportunities. (ongoing)
- H-3:** Encourage amenities that enhance neighborhood safety. (ongoing)
- Policy H-3.1:** Encourage and support community service projects such as painting, landscaping, spring clean up, and tree planting programs.
- Policy H-3.2:** Review for effectiveness and enforce regulations intended to reduce or mitigate such negative impacts as traffic, noise, lights, glare, etc., on residential sites and neighborhoods.

Subgoal: Housing Opportunities

Provide for diverse, safe, and decent housing opportunities that meet local housing needs without encroachment into established single-family neighborhoods.

Objectives:

- H-4:** Establish zoning that permits alternative housing types and mixed-use development in the Edmonds Community College District. (immediate)
- Policy H-4.1:** Adopt the Community College Areawide Plan, including its related zoning, overlay zone, development guidelines and other implementation tools.
- Policy H-4.2:** Provide redevelopment incentives and performance standards that will allow college and neighborhood scale mix-used development at appropriate locations within the College District.
- H-5:** Allow developers the use of the most efficient state-of-the-art design and development tools to produce new homes and neighborhoods that are consistent with regional housing market trends.

- Policy H-5.1:** Modify the Zoning Code (Title 21) to remove development obstacles and allow greater innovation in design and construction.
- Policy H-5.2:** Consider limited use of incentives that will allow a greater variety of housing types in selected locations throughout the City. These may include: density bonuses; cluster housing; zero lot line; revised development standards (setbacks, lot sizes, street standards, etc.); affordable housing set-aside; and streamlined development review.

Subgoal: Affordable Housing

Encourage the development of affordable housing for all income levels within the City.

Objectives:

- H-6:** Comply with regional Fair Share population and housing allocations, as provided through Snohomish County.
- Policy H-6.1:** Consider the use of grants, private lenders, and other available funding sources to establish and carry out a housing subsidies program aimed at meeting our Fair Share allocation, as necessary.
- Policy H-6.2:** Consider the creation of new affordable housing development opportunities and/or a home maintenance and rehabilitation program through the use of available resources.
- H-7:** Develop a public awareness program by July 2006 to enhance awareness of available housing programs and related resources.
- Policy H-7.1:** Work closely with the Snohomish County Housing Authority (HASCO) and other agencies to provide affordable housing and related information on the availability of housing and housing assistance programs.
- Policy H-7.2:** Encourage the development of affordable housing for senior citizens to include, as a viable alternative, mobile and/or manufactured home parks.
- H-8:** Develop a public awareness program by July, 2006 to enhance awareness of available housing programs and related resources.
- Policy H-8.1:** Work closely with the Snohomish County Housing Authority (HASCO) and other agencies to provide affordable housing and related information on the availability of housing and housing assistance programs.
- Policy H-8.2:** Encourage the development of affordable housing for senior citizens to include, as a viable alternative, mobile and/or manufactured home parks.
- H-9:** Preserve mobile and manufactured home parks within urban growth areas.
- Policy H-9.1** The City shall create development regulations to encourage the preservation of mobile and manufactured home parks.

Development regulations shall allow a variety of uses while fulfilling this policy.

Policy H-9.2

Whether to allow the rezoning of mobile and manufactured home parks to other zones should involve a balancing of the property rights of mobile home parks owners and the rights of owners of mobile homes who are renting space in mobile home parks. Some of the factors to consider are:

- a) The cost to the mobile home park owner of maintaining the property as a mobile home park or related use;
- b) The cost to the mobile home park tenant of the closure of a mobile home park;
- c) Whether the uses allowed under the proposed rezone are compatible with the existing neighborhood
- d) Whether there are available spaces in other mobile home parks in the vicinity that can accommodate relocating the mobile home park tenants that would be displaced by the closure of the mobile home park; and
- e) Whether there is relocation or financial assistance for the parks' tenants.

H-10: The City shall facilitate affordable home ownership and rental opportunities by promoting an increased supply of lower-cost housing types, such as small lots, townhouses, multiplexes, and mixed-use housing.

Policy H-10.1: The City shall support the development and preservation of mobile and manufactured home parks by:

- a) Creating a comprehensive plan designation and development regulations that will encourage the long-term preservation of mobile and manufactured parks.
- b) Investigating the development of site size and buffering standards for mobile and manufactured parks that permit development in all medium and high density residential zones and conditional development in low density residential zones.

Policy H-10.2: The City shall evaluate the feasibility of implementing a mitigation program for low income households (<50 percent of median income as defined by the Department of Housing and Urban Development, the agency that defines eligibility for assistance based on that definition) displaced as a result of manufactured housing community closures.

Policy H-10.3: The City shall investigate methods of ensuring that redevelopment will not result in a net loss of affordable housing; i.e. every unit of affordable housing lost to redevelopment is replaced with like, affordable housing, suitable for and in a location beneficial to the same demographics as those displaced by redevelopment. To this end, the City shall consider requirements for the inclusion of low-income housing or fees in lieu of providing low-income housing.



PARKS, RECREATION AND OPEN SPACE ELEMENT

Introduction	1
Planning Context	1
Summary of Issues	2
Existing Conditions	3
Demand & Needs Assessment	4
Goals, Objectives & Policies	7

INTRODUCTION

Parks, recreation and open space are essential to a high quality of life in a community. Since incorporation in 1959, the City of Lynnwood has acquired and developed many park and open space lands and established an excellent recreation program. As Lynnwood and the Puget Sound region grow and change, it is vital to be prepared to accommodate new growth and diversity while maintaining and enhancing the quality of life we have grown to enjoy.

This element of the Comprehensive Plan includes a summary of the existing conditions and issues relevant to the City's parks, recreation and open space system. The element includes a demand and needs assessment and concludes with the goals, objectives and policies for the City's parks, recreation and open space system.

PLANNING CONTEXT

The Parks, Recreation and Open Space Element of the Comprehensive Plan is optional under the Growth Management Act (GMA), but the City is choosing to incorporate this element into the Plan because it is a vital part of a high quality community.

The GMA goals pertaining to the parks, recreation and open space element are:

Open Space and Recreation: Encourage the retention of open space, development of recreational opportunities, conserve wildlife habitat and increase access to natural resource lands.

Environment: Protect the environment and the state's high quality of life.

Regional Planning:

Lynnwood's Comprehensive Plan is consistent with Destination 2040's policies related to parks, recreation, and open space. The Plan calls for preservation, acquisition, and development of parks, recreation, and open space facilities, including non-motorized facilities, consistent with the regional vision.

County-Wide Planning Policies:

Countywide planning policies do not specifically address neighborhood or community parks and recreation issues within cities or their urban growth areas. It is, however, the County's policy to provide greenbelts and open space to provide separation from adjacent urban areas, and regional park facilities within urban growth areas. Snohomish County's Parks and Recreation Comprehensive Plan states that "parks are necessary for development." This policy provides the opportunity for cities to work with the County to provide park land within urban growth areas.

SUMMARY OF ISSUES

The following is a summary of issues relating to parks, recreation and open space in the City. It is the intent of the Comprehensive Plan to propose solutions to these issues through the implementation of programs and policies in this element.

- Due to the limited amount of vacant land in the City, the timing of acquisition and the location of park and open space lands are important to maintain a balance of land uses and meet the minimum level of service standards, planning standards and goals.
- Acquisition of park land in future annexation areas within Lynnwood's MUGA is recommended to provide recreation facilities for future Lynnwood residents and to reduce the demand on existing recreation facilities within the city limits.
- There is currently a deficit of active park facilities to serve Lynnwood's current population. Additional acres of Core Parks (mini, neighborhood and community parks) are needed to meet the minimum level of service for active parks. It is necessary to replace the active recreation opportunities previously provided by the Lynnwood Athletic Complex, and to increase the level of service for community parks within the city.
- The demand for athletic facilities in the City exceeds the current supply. Potential loss of the Lynnwood Athletic Complex (LAC) would have a significant impact on the need for athletic facilities. Edmonds School District built a new Lynnwood High School outside the city limits in 2009, and currently proposes mixed-use development for the former high school/athletic complex site. The City has contractual rights for use of the LAC through a joint use agreement that would expire in 2019. The City's athletic programs previously scheduled at the LAC have been temporarily suspended due to budgetary constraints. In addition, ESD has completed demolition of the buildings on the site, including the City's athletic programs office. Potential loss of this athletic facility will require mitigation to replace or improve athletic fields elsewhere in the city.
- Following the renovation/expansion of the Recreation Center in 2011, Phase II development of a new Community Center is planned to provide for programming youth/teen and senior activities, performing arts and sports. The new community center would relieve over programming at the Recreation Center with complimentary programs.

- Preservation of the City's historical resources and interpretation of Lynnwood's past is a priority. Continued renovation of the historic structures, programming of heritage activities, and development of museum displays and interpretive exhibits at Heritage Park will provide the community with a sense of its heritage.
- Implementation of the city's Multichoice Transportation System, the "skeleton system" of sidewalks, walkways, paths, promenades, trails and bikeways is a funding priority. Additional trails are needed to meet the minimum level of service for trails. Through the ACHIEVE/Healthy Communities program, a grant was received in 2010 to help improve 'safe routes to school' at selected Lynnwood schools that have been impacted by busing service reductions.
- The acquisition and preservation of open space continues to be a high priority, and is an important consideration when determining funding priorities. Significant environmental impacts have occurred in Lund's Gulch that threaten the gulch and its salmonid stream, and restorative efforts are necessary to regain the health of this important resource. Low Impact Development standards should be enforced for all proposed development adjacent to critical areas. Continued coordination with Snohomish County is needed to improve current development standards with the common goal of reducing the cumulative impacts of development on Lund's Gulch.
- The availability of funding to provide new parks and recreation facilities, and to provide improvements to existing facilities, is a critical issue. Alternate funding sources such as user fees, park impact fees, grant funds, bonds, partnerships with other agencies, non-profit organizations and the private sector, or formation of a metropolitan park district need to be considered to ensure that new city development is adequately served with parks and recreation facilities.
- Opportunities for entrepreneurs, both non-profit and for-profit, should be created to enrich the park experience and implement innovative approaches to revenue generation for parks and recreation facilities, events and programs.
- Social and demographic trends that affect service delivery should be regularly reviewed to identify and address new recreational needs and to reposition those facilities and programs that are no longer relevant.
- To anticipate and respond to the cultural diversity of the City's population, communication strategies should be implemented to provide timely, accurate information to Lynnwood residents and visitors, and non-English speaking populations.
- To preserve and protect our existing assets, the ongoing maintenance and operations of our parks and recreation facilities needs to remain an important budget consideration.
- The City has been recognized as a Tree City USA for 12 years. It is a priority of the Parks and Recreation Advisory Board to support tree preservation activities to preserve and enhance the existing tree canopy in Lynnwood.
- To provide the park, recreation and open space facilities needed within the City Center, sites must be identified, acquired and developed in accordance with the City Center Parks Master Plan and City Center SubArea Plan.
- The City of Lynnwood was selected by the Snohomish Health District to participate in its Healthy Community Initiative in June, 2007. Action plan strategies created by a citizen task force provide a framework in which the City's policy makers can work together to build and support an environment that makes it easier for Lynnwood residents to choose healthy foods and be physically active.

EXISTING CONDITIONS

The City's current parks, recreation and open space inventory amounts to approximately 374 acres and includes park facilities within the City and in the MUGA, that offer both active and passive recreational opportunities. The park facilities within the City are categorized into the following functional classifications for planning and programming purposes, according to size and function.

Core Parks:

Core Parks (mini, neighborhood and community parks) traditionally provide a combination of active and passive uses, including play equipment, picnic areas, athletic fields, and trails. The City currently operates 13 developed parks in the Core Parks category, with 4 park properties undeveloped. This category continues to include the Lynnwood Athletic Complex although scheduled activities there have been temporarily suspended. The Core Parks category shows a need for 26.37 additional acres to meet the minimum level of service. Additional Core Park land needs to be acquired and developed within the city, and within the city's Municipal Urban Growth Area. Currently Core Park land accounts for 136.86 acres, or about 38% of the total inventory within the city.

Special Use Areas:

Four facilities in Lynnwood are classified as "Special Use Areas" based on their current purpose and/or activity - the Municipal Golf Course, the Recreation Center, the Senior Center and Heritage Park - for a total of 81.86 acres. Because of its primary historical purpose, Heritage Park is included in this category.

Open Space:

The City's Open Space classification includes large natural areas, environmental parks and urban greenbelts. It is the City's policy to preserve natural resources for the conservation of important habitats and for passive recreational use whenever possible. 138.46 acres in and adjacent to Lynnwood are preserved as Parks and Recreation-maintained open space. Scriber Lake Park, Scriber Creek Park and Gold Park are included in this category because they are environmental parks that do not have active recreation elements.

Regional Parks:

Regional Parks are not included in the City's parks and open space inventory. Regional parks are typically large facilities that draw from multiple jurisdictions and are often located in unincorporated urban growth areas. These facilities are historically provided at the County level, whereas neighborhood and community parks are provided by cities, both within their boundaries and in their municipal urban growth areas. Meadowdale Beach County Park is an example of a regional park in unincorporated Snohomish County.

DEMAND AND NEEDS ASSESSMENT

Over the years, the City of Lynnwood has continued to improve and expand its inventory of recreational resources. Residents are well served by a variety of leisure opportunities, but with population growth comes an increasing demand for more parks, open space and recreation facilities in order to attain the adopted Parks Level of Service Standard (LOS).

Level of Service: The adopted Parks LOS Standard in Lynnwood is 10 acres per 1,000 population. This standard is expressed as minimum acres of park, recreation and open space recommended for each 1,000 persons, using the 2010 OFM estimated population of 36,160. The standard is further delineated as 5 acres per 1,000 population for Core Parks (mini, neighborhood and community parks), and 5 acres per 1,000 population for Other Park Land (open space and special use facilities). The City Center Sub-Area Plan recommends a separate Parks Level of Service Standard within the City Center area.

The demand and need for parks, recreation and open space in Lynnwood has been assessed through analyses of existing conditions, potential park sites, available resources and level of service. Trends in recreation were considered and public input was obtained through surveys and community meetings.

The existing and future demand and need for parks, recreation and open space *within the city limits* is reflected on Table 1.

Table 1: Parks, Recreation and Open Space DEMAND AND NEED WITHIN CITY LIMITS						
#	Classification	Existing ^{1,4}	2010 – <u>36,160</u> OFM Est. Population		2025 – <u>86,000</u> Est. Population ⁵	
			Demand ²	Need ³	Demand ²	Need ³
Core Parks:						
5	Mini	3.32 ac	5.42 ac	2.10 ac	12.90 ac	9.58 ac
8	Neighborhood	38.77 ac	54.24 ac	15.47 ac	129.00 ac	90.23 ac
3	Community	94.77 ac	121.14 ac	26.37 ac	288.10 ac	213.73 ac
Subtotal:		136.86 ac	180.80 ac	43.94 ac	430.00 ac	313.54 ac
Other Park Land:						
4	Special Use	81.86 ac	72.32 ac	0 ac	172.00 ac	90.55 ac
	Open Space	138.46 ac	108.48 ac	0 ac	258.00 ac	119.54 ac
Subtotal:		220.32 ac	180.80 ac	0 ac	430.00 ac	210.09 ac
TOTAL:		357.18 ac	361.60 ac	4.42 ac	860.00 ac	523.63 ac
4	Trails:	7.10 mi	9.04 mi	1.94 mi	21.50 mi	14.40 mi

Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, revised 4/2011.

Notes:

- 1 Includes both developed and undeveloped park facilities within the city limits only.
- 2 Demand reflects total park acres required to meet minimum level of service standard for each category.
- 3 Need reflects additional park land required to meet minimum level of service standard for each category.
- 4 City park property located outside the city in the MUGA is not included in the City's demand and need analysis.
- 5 The 2025 population shown is an estimate that includes annexation of MUGA population and the new City Center population.

Population projections to 2025 were applied to determine future impacts on the City's existing parks system. Both potential annexation of the MUGA population and the new City Center population are reflected in the 2025 population estimate. In addition to maintaining and improving the City's existing facilities, additional park facilities will be needed to meet current and future demands and the adopted LOS within the City, and in the City's urban growth areas.

Within City Boundaries:

The adopted Parks Level of Service Standard is a minimum of 10 acres per 1000 population. The current level of service for combined park classifications achieved is 9.88 acres per 1000 population. There remains a need for an additional 43.94 acres in the Core Parks category to meet the demand for 180.80 acres of active park land. The inventory also shows a deficit of 1.94 miles in the Trails category to meet the demand for 9.04 miles of trails outside of parks.

By the year 2025, it is estimated that Lynnwood's population will increase to approximately 86,000. This includes potential annexation of the MUGA population and also the estimated City Center population of 5,400. Continued park acquisition and development will be necessary to meet the demand for parks, open space and recreation facilities in 2025. Table 1 summarizes the existing and future demand and need within the City.

Within Municipal Urban Growth Areas:

New residential and commercial development in Lynnwood's MUGA is generating demand for parks, recreation facilities and open space. In future north annexation areas, approximately 93 acres of open space in the Swamp Creek corridor have been preserved jointly by Snohomish County and the City of Lynnwood. The City has also acquired a 9-acre future park site (Manor Way) adjacent to this annexation area, and a 7.69-acre future park site (Doc Hageman Park) east of Interstate 5. A 21-acre wetland site has been acquired east of Lund's Gulch for preservation of the headwaters of Lund's Creek and potential future development of an environmental park.

There are currently no active use park facilities in the City's MUGA, which had an estimated 2008 population of 41,597. As a result, Lynnwood's parks are over-burdened with non-resident use. Applying our current Parks Level of Service Standard to today's MUGA population would require approximately 415 acres of parks and open space. To provide park facilities needed by the growing population in the MUGA, the City will continue to seek equitable methods of acquisition and development with Snohomish County and other jurisdictions.

If annexation within the MUGA is approved by the voters, additional parkland and facilities will be needed. The City will develop a comprehensive plan of funding options including park impact fees to assist in this matter. NOTE: Snohomish County already has impact fees within the MUGA area the City proposes to annex.

GOALS, OBJECTIVES AND POLICIES

GOAL:

Provide a comprehensive system of parks, open space and recreation facilities that serves the needs of current and future residents, and visitors to Lynnwood.

Subgoal: Park System

Provide a system of mini, neighborhood and community parks to meet the recreational needs of the community.

Objectives:

P-1: Acquire park land in the city for the development of Core Parks to help meet the community's recreational needs.

Policy P-1.1: Provide the minimum adopted level of service of 5 acres/1000 population for Core Parks.

Policy P-1.2: Acquire park land in accordance with the Annual Budget and Capital Facilities Plan.

Policy P-1.3: Annually review vacant and underdeveloped parcels and park service areas to determine underserved neighborhoods in the city.

Policy P-1.4: Plan for the location of parks in the proximity of high-density developments.

Policy P-1.5: Use a variety of methods for funding acquisition of park lands including park impact fees, grants, user fees, City funding, interjurisdictional cost-sharing, land developer contributions and other sources.

Policy P-1.6: Adopt and implement a program to require new residential and commercial development to provide impact mitigation to the City, either by dedication of park land, plazas, park improvements, or payment of park impact fees.

Policy P-1.7: Preserve land for future park development.

P-2: Acquire park land in the Municipal Urban Growth Area for future park development to meet the recreational needs of future annexation areas.

Policy P-2.1: Pursue cooperative planning efforts with Snohomish County and neighboring jurisdictions in urban growth areas and future annexation areas.

Policy P-2.2: Annually review potential parks and open space sites in the MUGA, and related facilities needed to provide the recommended level of service.

Policy P-2.3: Seek methods of acquisition and development of these sites and facilities, which reflect the responsibilities of Snohomish County and the City.

- P-3: Plan and develop new parks and renovate existing parks in the city and in the Municipal Urban Growth Area.**
- Policy P-3.1:** Design new parks in accordance with the purpose, size and classification of each.
- Policy P-3.2:** Design new parks and provide improvements to existing parks to promote public safety and security.
- Policy P-3.3:** Provide a variety of recreational opportunities to serve a diverse population.
- Policy P-3.4:** Provide accessibility to all park facilities in accordance with Americans with Disabilities Act standards.
- P-4: Begin construction of Doc Hageman Park in Lynnwood's MUGA. Master plan completed in April 2009. Seek state funding in 2012 to include equal matching funds for first phase of park construction.**
- P-5: Develop new neighborhood park in NE Lynnwood, Stadler Ridge Park, per master plan completed in 2004. Begin construction of park with city and state funding available in 2011.**
- P-6: Develop new neighborhood park in west Lynnwood, Rowe Park, per master plan completed in 2004, when funding is available.**
- P-7: Develop an off-leash dog park in an existing city park or an acquired site in the city or in the MUGA.**
- P-8: Renovate the existing amphitheater at Lynndale Park to expand seating capacity, improve access, improve lighting, and preserve and protect existing slopes and trees.**
- P-9: Continue development at Meadowdale Park per the 2001 Master Plan with expanded parking and picnic shelters.**
- P-10: Develop the 188th St SW mini park in an underserved neighborhood.**

Subgoal: Open Space System

Provide a system of open space to preserve and protect the area's remaining native forests, wetlands, streams and wildlife habitats, and to provide natural buffers to the built environment.

Objectives:

- OS-1: Continue acquisition of open space properties in the Lund's Gulch, Swamp Creek and Scriber Creek watersheds.**
- Policy OS-1.1:** Provide the minimum adopted level of service of 3 acres/1000 population for Open Space.
- Policy OS-1.2:** Preserve and protect in public ownership areas with significant environmental features such as view corridors, landforms, steep slopes and plant and animal habitats from the impacts of development.

- Policy OS-1.3:** Use a variety of methods for funding open space acquisitions including grants, donations, tax abatements, City funding, interjurisdictional cost-sharing, land developer contributions and other sources.
- Policy OS-1.4:** Support volunteer and interjurisdictional efforts for restoration and preservation of the four major watersheds in South Snohomish County: Scriber Creek, Lund's Gulch, Swamp Creek and Hall Creek.
- Policy OS-1.5:** Continue to encourage stewardship of open space and natural areas through the Park Stewards program.
- OS-2: Plan conservation and passive development of 21-acre Lund's Creek Open Space with the Brackett's Landing Foundation. Plan for potential environmental center and interpretive development of uplands.**
- OS-3: Develop Master Plan for the preservation of Lund's Gulch in partnership with Snohomish County, the Brackett's Landing Foundation and Friends of Lund's Gulch.**
- OS-4 Acquire open space within urban areas to buffer and enhance the built environment.**
- Policy OS-4.1:** Continue to review vacant and underdeveloped parcels within the city for potential acquisition of open space.
- Policy OS-4.2:** Preserve open space corridors and trail linkages between parks, neighborhoods, schools and commercial centers. Where possible, acquire key linkages between parks and trail segments to create connected trail system.
- OS-5: Provide passive recreational opportunities in acquired natural areas.**
- Policy OS-5.1:** Provide neighborhood access to natural areas with trailheads and parking, in accordance with Chapter 17 of the Lynnwood Municipal Code and ESA regulations.
- Policy OS-5.2:** Provide environmental educational opportunities in natural areas with interpretive signage, nature trails and overlooks.
- OS-6: Work with Public Works and community volunteers in the enhancement of City-owned stormwater detention areas for passive community appreciation.**
- OS-7: Begin Scriber Lake Park renovation per master plan completed in 2005. Phase I to include public safety improvements, and design and construction of a new overwater dock, in 2011. Seek funding for additional phases to fully develop park as a safe and active community park.**
- OS-8: Provide improvements to Gold Park including trail development and invasive plant removal to increase use and public safety in park. Support continuing volunteer efforts by Edmonds Community College and other volunteer groups.**

Subgoal: Facilities and Programs

Provide facilities and programs that promote a balance of recreational opportunities.

Objectives:

FP-1: Identify and prioritize the need for new/upgraded facilities and programs on an annual basis.

Policy FP-1.1: Seek adequate funding and timely development of such facilities in accordance with the Annual Budget and Capital Facilities Plan.

Policy FP-1.2: Provide the minimum adopted level of service of 2 acres per 1000 persons for Special Use facilities.

Policy FP-1.3: Provide improvements to facilities that are cost-effective, durable, attractive and energy efficient.

Policy FP-1.4: Provide facilities that meet competitive playing standards and requirements for all age groups and recreational interests.

Policy FP-1.5: Continue to offer specialized programming for diverse community groups such as seniors, youth and teens, and preschool.

FP-2: Complete phased development of Heritage Park, including renovation of all the historic structures, and development of museum programming in the park.

Sub-Objective 1: Provide information that interprets the history of the Lynnwood/Alderwood Manor area, including historical displays, programs, activities, museum programming and interpretive signage.

Sub-Objective 2: Work with Snohomish County Tourism Bureau to facilitate visitor information services.

Sub-Objective 3: Work with the Alderwood Manor Heritage Association to provide historical programming within the park and the management of heritage collections.

Sub-Objective 4: Work with the Sno-Isle Genealogical Society to provide a community genealogical library in the Humble House.

Sub-Objective 5: Work with the Car 55 Restoration Committee to complete renovation of Interurban Car 55. Work with docents to provide tours of the trolley.

Sub-Objective 6: Work with local gardening groups to develop demonstration gardens and landscaping within the park.

Sub-Objective 7: Work with the Lynnwood Parks and Recreation Foundation and community volunteers to complete Phase II renovation of the historic water tower.

Sub-Objective 8: Work with the Heritage Park Partners Advisory Committee to plan and coordinate heritage programming in the park, and provide museum development in the Wickers Building.

- FP-3: Plan for Recreation Center Phase II construction of a new community center that will provide programming space for youth/teen and senior activities, performing arts and sports.**
- FP-4: Develop a master plan for Wilcox Park, Scriber Lake Park and the adjoining School District property, reflecting how these facilities can be connected for pedestrian access and related activities.**
- FP-5: Participate in the planning and design of a regional performing arts facility.**
- FP-6: Provide improvements to the Meadowdale Playfields athletic complex with renovation of the soccer and softball fields to provide a competitive athletic facility.**

Subgoal: Trail System

Provide a connecting system of non-motorized trails for recreational, commuter and general circulation purposes to promote Lynnwood as a “walkable city”.

Objectives:

- T-1: Support other City departments in the implementation of the “Multi-Choice Transportation System Plan”, which proposes a comprehensive city-wide “skeleton system” of sidewalks, walkways, bike paths and trails. The Plan would link parks, schools, community facilities, commercial centers, neighborhoods and adjacent regional trail systems.**
- Policy T-1.1:** Work with other jurisdictions to provide a continuous regional trail network.
- T-2: Develop additional non-motorized pedestrian trails outside of parks to meet the adopted minimum level of service.**
- Policy T-2.1:** Provide the adopted minimum level of service standard of 0.25 miles/1000 population for trails outside parks.
- Policy T-2.2:** Design and construct trails to required standards to serve a variety of users at varying skill levels.
- Policy T-2.4:** Include bicycle lanes when City streets are being reconstructed or built, and add bike routes to existing City streets, where feasible.
- Policy T-2.5:** Require new development to provide access and connections to parks, trails and school sites.
- Policy T-2.6:** Encourage public and private funding for the development of trails.
- T-3: Plan and construct the northward extension of the Scriber Creek Trail to generally follow the creek route, from Scriber Lake Park north to the Meadowdale area and Lund’s Gulch.**
- Policy T-3.1:** Promote trail safety through signage and educational activities for pedestrians and bicyclists.

- T-4: Provide improvements to the Interurban Trail to include trailheads, enhanced landscaping, signage and historic markers.**
- Policy T-4.1:** Support interjurisdictional efforts to provide consistent and aesthetic improvements along the length of the Interurban Trail.
- Policy T-4.2:** Promote trail safety through signage and educational activities for pedestrians and bicyclists.
- T-5: Coordinate with Public Works to provide a seamless Interurban Trail corridor through Lynnwood by completing “missing links” in the Interurban Trail, specifically segments located at 212th St SW to 63rd Ave W to 211th St SW, 208th St SW and 52nd Ave W, and 208th and 54th Ave W. The objective is to remove trail users from traffic where possible, providing a continuous trail route through the city.**
- T-6: Coordinate development of the South Lund’s Gulch Trail with Snohomish County, Brackett’s Landing Foundation and volunteers. The trail is planned to begin in north Lynnwood, continue north into Lund’s Gulch, cross Lund’s Creek and connect with the existing Meadowdale Beach Park county trail, giving Lynnwood residents access to Lund’s Gulch open space and a walkable connection to Puget Sound.**
- T-7: With Public Works, coordinate a feasibility assessment of sidewalk and crosswalk needs (safe routes to schools) for schools that have been impacted by the reduction of Edmonds School District busing.**

Subgoal: Activity Centers

Ensure that parks and open space are included as part of the land use mix in the activity centers' master plans.

Objectives:

- AC-1: Work with Community Development to identify parks and open space sites, related improvements, and implementation strategies for the City Activity Centers, City Center plans, including the City Center Parks Master Plan, and the Highway 99 Subarea Plan.**
- AC-2: Establish park and open space guidelines and achieve level of service standards for public and private improvements in the City Center and the Highway 99 corridor.**

Subgoal: Interjurisdictional Coordination

Coordinate parks, open space and facility planning and development with appropriate jurisdictions and agencies for mutually beneficial partnerships.

Objectives:

- IC-1: Partner with Edmonds School District to improve existing school recreation sites for shared school/park use. Discuss mitigation measures with ESD for potential loss of athletic facilities at the Lynnwood Athletic Complex.**

Policy IC-1.1: Work with other agencies to provide adequate recreational facilities for community use.

IC-2: Work closely with service providers and other local private and non-profit organizations in order to meet the diverse program and special events needs of the community.

IC-3: Pursue cooperative planning efforts with Snohomish County to provide parks and open space in future annexation areas.

IC-4: Work with local businesses, land owners and other agencies, to pursue the feasibility of creating a Farmers Market in Lynnwood, through the ACHIEVE/Healthy Communities grant obtained in 2009.

IC-5: Work with Edmonds Community College and support volunteer efforts to make improvements to Gold Park.

Policy IC-5.1: Work with non-profit organizations and other community volunteers on parks, trails and open space service projects.

IC-6: Create sponsorship opportunities for entrepreneurs, both non-profit and for-profit, to enrich the park experience and implement innovative approaches to revenue generation for parks and recreation facilities, events and programs.

Subgoal: Facilities Management

Manage and maintain parks, open space and recreation facilities to optimize use and protect public investment.

Objectives:

FM-1: Continue a regular schedule for maintenance of parks, facilities and open space, and revise annually.

Policy FM-1.1: Maintain and upgrade existing parks and facilities for the safety, comfort and satisfaction of park users.

Policy FM-1.2: Ensure that adequate funding and staff are available for management and maintenance of parks, facilities and open space.

Policy FM-1.3: Promote interjurisdictional operations of parks and facilities.

Policy FM-1.4: Advise the City Council and other City boards and commissions on a regular basis about facility management issues.

Policy FM-1.5: Update staff training in playground safety standards and play equipment inspection.

FM-2: Coordinate the operations of Heritage Park with the Heritage Park Partners Advisory Committee, including the Visitor Information Center, Heritage Resource Center, Genealogy Research Library, Interurban Car 55, Water Tower, heritage programming and demonstration gardens.

Policy FM-2.1: Work with non-profit organizations and other community volunteers on parks, trails and open space service projects.

FM-3: Continue to implement City Pesticide and Fertilizer Use Policy within the City on public properties, including posting of areas to be treated in accordance with state and local requirements.

Subgoal: Monitoring and Evaluation

Monitor, evaluate and update parks, recreation facilities and open space to ensure balanced, efficient and cost-effective programs.

Objectives:

ME-1: Update parks, facilities and programs in accordance with public input and survey results.

Policy ME-1.1: Encourage community input by providing opportunities for public involvement in park, recreation and open space planning.

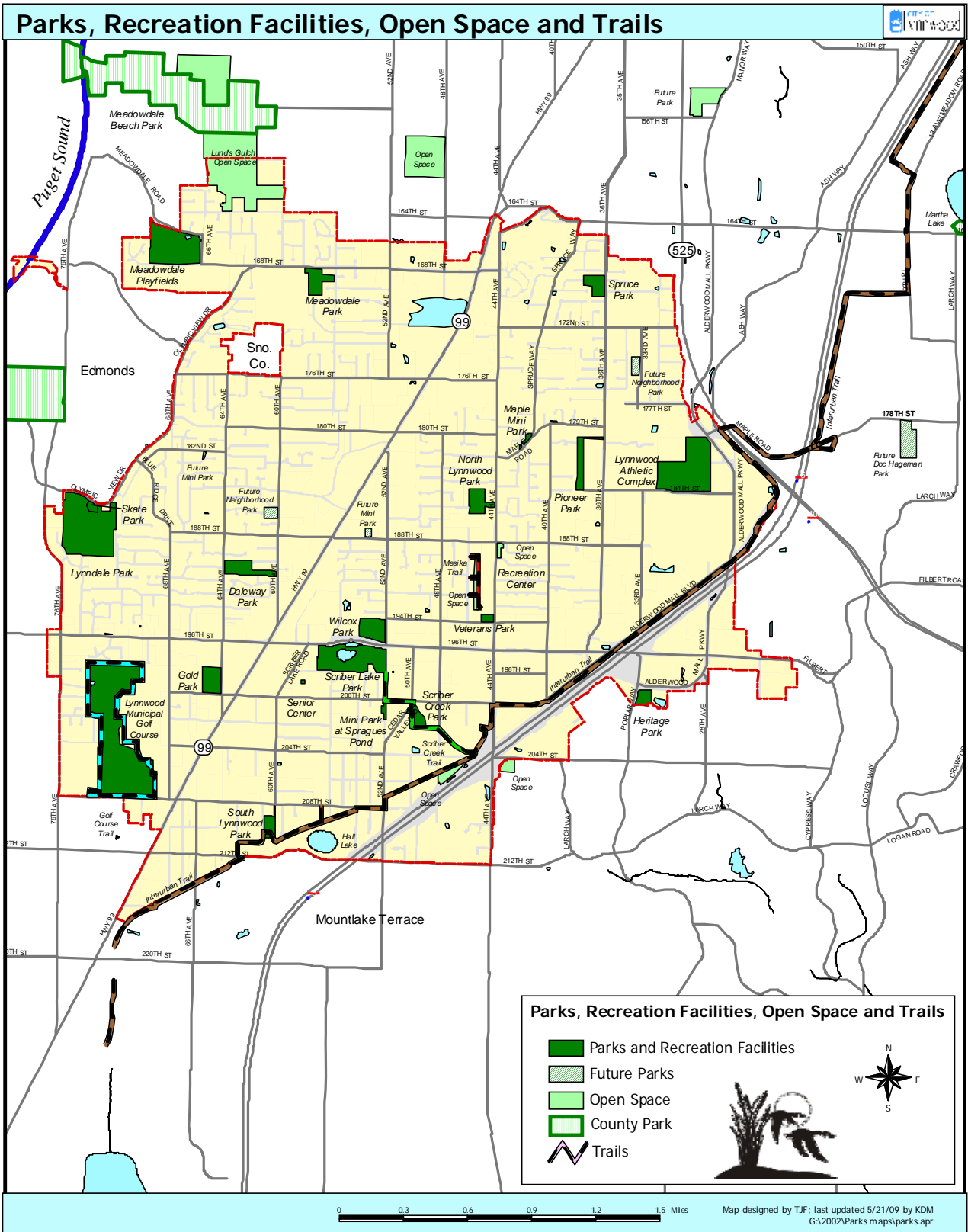
ME-2: Annually update the Parks, Recreation and Open Space Element of the Comprehensive Plan, in accordance with the Recreation and Conservation Office guidelines.

ME-3: Continue public information programs to increase public awareness of the City's parks, recreation and open space system.

ME-4: Develop a separate Lynnwood Parks, Recreation and Open Space Comprehensive Plan to help guide the planning, acquisition and development of parks, facilities, open space and recreation programs.

ME-5: Annually update the Capital Facilities Plan with capital projects that reflect the recreational needs of the community.





ECONOMIC DEVELOPMENT ELEMENT

Introduction	1
Economic Development Action Plan Themes	2
Guiding Themes	2
Inventory & Existing Conditions	3
Strategic Opportunities	8
Goals, Objectives and Policies	9

INTRODUCTION

The Economic Development Element is one of the mandatory elements for comprehensive plans.

The Growth Management Act includes thirteen goals that must be considered when updating the Comprehensive Plan. Consideration of these goals ensures that our local plans and policies are consistent with State goals. The following goals relate mostly to the Economic Development Element:

Goal 1. Urban Growth – Encourage development in urban areas where adequate public facilities/services exist or can be provided in an efficient manner.

Goal 3: Transportation – Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.

Goal 4: Housing – Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.

Goal 5: Economic Development – Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

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

Goal 12: Public facilities and services – Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

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

ECONOMIC DEVELOPMENT ACTION PLAN

On November 22, 2004, the Lynnwood City Council adopted an economic development action plan that identifies economic development goals, strategies and activities. The clear policy direction of that document has been incorporated into the Comprehensive Plan.

The Economic Development Element will help the City include economic considerations in day-to-day planning and decision-making. The economic goals, strategies and activities provide the direction for economic development. This direction will be adjusted in response to changing circumstances.

In addition to the Comprehensive Plan and its Background Report, an Economic Development Profile and Key Issues report has been prepared to provide current economic data and projected future economic trends.

GUIDING THEMES

The Economic Development Action Plan for the City of Lynnwood provides guidance for a citywide effort to improve the economic vitality and quality of life in Lynnwood. The Plan is given direction by five overarching Guiding Themes:

1. Economic Development is a Citywide Priority.

Economic development is a priority for Lynnwood. City officials and staff are working to encourage a culture that values economic development and operates in accordance with those values. Economic development in Lynnwood is a citywide effort, extending beyond the Economic Development Department to include all staff and all City departments.

2. A Positive Business Climate is Essential.

The City will ensure that Lynnwood is a positive and attractive place to do business. A supportive business climate will help ensure that the City continues to attract and retain healthy businesses. Through excellent customer service, the City will improve its competitiveness regarding economic development.

3. Improving and Diversifying Employment Opportunities is an Underlying, Fundamental Goal.

Creating a diversity of employment opportunities in the City is critical to strengthening Lynnwood's economic vitality and creating a livable city with opportunities for a wide range of people to both live and work in the community. By concentrating on higher wage professional and technical jobs, the City will continue to expand its economic base beyond its strong retail core and to support its diverse residential population.

4. Strategic and Effective Partnerships are Important to the City's Success.

The City recognizes that many partners are necessary to foster economic development. The City is working to develop effective partnerships with agencies. To be a good partner, the City pledges to":

- Champion economic development policies adopted in the City's Municipal Code – LMC 2.45.010 and Ordinance No. 2320;

- Identify resources that support activities to achieve economic development;
- Clearly communicate the City's economic development goals and priorities, as well as the City's roles and responsibilities;
- Work constructively towards shared economic development goals; and
- Convey to residents the importance of a strong employment and revenue base.

5. The City Values Measurable Results.

Furthering the City's commitment to evaluating organizational performance, qualitative and quantitative indicators of economic development performance and customer satisfaction have been established in this Plan. Tracking these indicators during the life of the Plan will help ensure that the City's economic development efforts are as effective as possible.

INVENTORY AND EXISTING CONDITIONS

The following inventory and existing conditions provide the data used to prepare the Economic Development Element of the Comprehensive Plan.

Lynnwood's Role in Southwest Snohomish County:

Lynnwood has witnessed significant growth since its incorporation in 1959. The City has grown through annexations, migration and natural increases to become 34,830 (2005) people living in nearly 5,000 acres (7.8 square miles). Edmonds and Mountlake Terrace lie adjacent to the west and south. To the north and east lies Lynnwood's large Municipal Urban Growth Area (MUGA) which includes 3,950 acres and more than 20,000 residents.

Lynnwood's physical location at the intersections of Interstate 405 and 5, and 196th St. SW and Highway 99, has made possible a large number of businesses and services for the traveling public. Most commercial activity has located along what are now heavily traveled highways and arterials.

Overall, the City's population base is growing and southwest Snohomish County will continue to grow more rapidly than the region. Lynnwood's residents, however, are not as economically diverse as in other cities, and attracting the City's share of population growth could be a challenge. Lynnwood has fewer high-income residents and more low-income residents. The City's housing stock reflects and supports this trend with higher shares of rental and multi-family housing.

Population:

The City of Lynnwood includes some of the most densely populated areas within the region. Local population growth has generally matched regional growth since about 1975. During seven years since 1997, however, local population growth has been relatively slow. City population growth outpaced the region until 1990.

Median household income in Lynnwood ranks lower than many comparable cities and lower than both Snohomish and King Counties. The 2000 Census estimated 1999 median household income to be \$42,814 for Lynnwood residents, nearly 20% lower than the median for King and Snohomish Counties (\$53,157 and \$53,060 respectively).

Asian people make up the largest share of non-white population in Lynnwood, totaling 14 percent in 2000. Asians are the largest non-white share of population in most cities in the Puget Sound region. Foreign-born residents make up a relatively larger share of Lynnwood's population (21%) than most comparable cities. Neighboring cities have half the relative concentration of foreign-born residents. In Lynnwood, most foreign-born residents come from Asia and then Eastern Europe.

Population forecasts show a strong demand to live in southwest Snohomish County. Lynnwood will continue to be in the middle of strong regional population growth for many years to come. The Puget Sound Regional Council forecasts Lynnwood to grow between 0.4% and 1.9% per year through 2020.

Housing:

Finding the right balance of housing tenure is important for community development. Rental housing is important for providing affordable housing; owner occupied housing fosters greater incentives for residents to invest energies in making the City thrive.

Lynnwood offers a mix of single- and multi-family housing options. The majority of Lynnwood's homes were constructed in the 1960s and 1970s. Home construction surged again in the early 2000s. The 1980s was a boom decade for multi-family construction. During that decade, approximately 2,224 multi-family units were constructed in Lynnwood, compared to only 166 single-family units.

The demand for single-family housing steadily increased during the 1990s. In 2003, according to figures from the State Office of Financial Management, Lynnwood had 14,200 housing units. Of those, 46% were multiple-family dwellings and 54% were single-family dwellings, including mobile and manufactured homes.

The proportion of owner-occupied homes in Lynnwood is below that of comparable communities. In 2004, only 53% of Lynnwood's housing units were owner-occupied. This relatively low level suggests somewhat less permanent local commitment than desired. County wide, 68% of the housing units are owner-occupied.

Housing costs in Lynnwood rank in the middle among comparable communities. In 2003 the average price for a single-family detached home in Lynnwood was \$248,000, greater than the average for Snohomish County (\$237,000) but less than the King County average of \$312,000.

Municipal Services:

The quality of municipal services reflects the economic health of a community. A complex arrangement of service providers and regulatory agencies can complicate the planning and development process and result in costly services and service conflicts. The following types of service providers serve the City:

- City: Sewer, water, storm water, government, parks, police and fire services;
- Private companies operating in the City: gas and telephone; and
- Other agencies: electricity, telecommunications, schools, solid waste landfill.

Other service providers currently provide a number of services to portions of Lynnwood's population. The Alderwood Water District provides water and sewer services to most of

southwest Snohomish County. In addition, the Snohomish County Fire District 1/11 and Sheriffs Department provide service to the unincorporated areas of Snohomish County directly adjacent to Lynnwood. Other service providers include the Public Utility District, GTE, and Puget Sound Energy.

Employment:

Lynnwood's economy has always been dominated by retail businesses and the trend continues today. State Route 99 expanded into south Snohomish County in 1927 and businesses catering to motorists from Seattle and elsewhere began to thrive. By 1970, one-third of Lynnwood's jobs were in the retail sector and one-quarter were in service related industries. Other parts of the county were more dependent on manufacturing and military.

The numbers of retail jobs in Lynnwood is significant. In 2002, retail jobs made up approximately 36% of the work force. Many of these were minimum wage and part time jobs. Half the retail workers in Lynnwood were earning less than \$20,000 in 2000. For these individuals, housing affordability was a critical concern.

Lynnwood has a relatively greater concentration of jobs in the Finance, Insurance and Real Estate (FIRE) sector, compared to comparable communities. In Lynnwood, 9% of local jobs are in this sector compared to just 5% and 7% in Snohomish and King Counties. The City is the southwest Snohomish County financial center with nearly 200 small to medium sized financial companies. Lynnwood has more than 1,900 jobs in this sector, accounting for 18% of the County's total FIRE jobs. Lynnwood has more jobs in this sector than any other city between Seattle and Everett.

The goals of Lynnwood's The Economic Development Plan, adopted in November 2004, call for diversifying the employment base by attracting industries with higher paying jobs. The plan also calls for the development of a range of housing types to ensure balanced housing options within the city.

Lynnwood Jobs by Sector, 1995-2002						
Sector	1995		2002		Change '95-'02	
	Jobs	% of Total	Jobs	% of Total	Jobs	%
Construction and Resources	1,124	5%	1,150	5%	26	2%
Manufacturing	2,596	12%	742	3%	-1,854	-71%
WTCU	1,136	5%	1,256	6%	120	11%
Retail	8,518	38%	8,094	38%	-424	-5%
FIRE	1,947	9%	1,949	9%	2	0%
Services	4,131	18%	4,530	21%	399	10%
Education	2,412	11%	2,613	12%	201	8%
Government	620	3%	1,199	6%	579	93%
Total	22,485	100%	21,532	100%	-953	-4%

Source: Washington State Employment Security Department, Puget Sound Regional Council

According to forecasts by the Puget Sound Regional Council, Lynnwood is expected to be at the center of strong employment in southwest Snohomish County in the coming years. Several thousand jobs are expected to locate in and around Lynnwood during the next 16 years. Most are forecasted to be in FIRES sector. Retail is expected to show strong growth as well.

Lynnwood Area Employment Forecasts				
			Change	
	2000	2020	Actual	%
Manufacturing	2,304	1,211	-1,093	-47%
WTCU	1,431	2,619	1,188	83%
Retail	9,333	12,769	3,463	37%
FIRES	7,624	16,112	8,488	111%
Government & Education	3,807	5,575	1,768	46%
Total	24,499	38,313	13,814	56%
Source: Puget Sound Regional Council				

(See Economic Profile and Key Issues Report, Pages 25-28 for detail on Lynnwood's Employment)

Employment Targets:

The Introduction section of the Comprehensive Plan explained that an employment target was established for Lynnwood and southwest Snohomish County. It was projected that Lynnwood would accommodate an additional 13,227 jobs by 2012. Projections by the Puget Sound Regional Council (PSRC) suggest an increase of 13,814 jobs in Lynnwood between 2000 and 2020. Aggressive steps must be taken for Lynnwood to achieve the employment target outlined in the GMA; new employment sources must be developed.

The Lynnwood Economic Development Plan identifies six sectors to target for job growth. Target sectors were identified based on analysis by the City; the Snohomish County Economic Development Council; Snohomish County 2010: A Blueprint for Education, Workforce, and Economic Development; the WorkSource Snohomish County Forecast 2005-2006; and the Puget Sound Regional Council.

The targeted employment sectors for Lynnwood are:

- Finance Insurance and Real Estate
- Professional and Business Services
- Bio Science
- Aerospace
- Electronics/Information Technology
- Tourism/Hospitality

Lynnwood intends to maintain its retail prominence as part of the economic and revenue base as well.

Retail Sales Analysis:

Retail activity is very important to the City for several reasons:

- Fostering economic vitality
- Providing jobs
- A source of municipal funding

Following a slight decrease in 2001 and 2002, taxable retail sales rebounded in 2002 to a total of \$1.3 billion.

Lynnwood retailers draw shoppers from all over the Pacific Northwest, including Vancouver B.C. and Portland. However, most shoppers come to Lynnwood from much closer locations.

The City's market area extends to roughly a 7-mile radius beyond the City limits. This represents a market area of 479,000 (in 2000). City sales are the equivalent of 30% of all spending by people in this market area. The area is forecasted to grow by more than 125,000 people by 2020. Correspondingly, annual retail spending would increase substantially in this area. For Lynnwood to maintain its capture of regional spending, retail space would need to increase by 750,000 to 1,000,000 square feet. Lynnwood currently has approximately 2.5 million square feet of retail space.

Commute Patterns and Jobs-to-Housing Ratios:

Lynnwood residents work throughout the Puget Sound region, concentrated most heavily in Lynnwood and downtown Seattle, followed by the University of Washington and Bellevue. Bothell and Mountlake Terrace have many Lynnwood workers as well.

The ratio of local jobs to housing, an indicator of the degree to which a city can be thought of as a bedroom community, is 1.6 in Lynnwood and the region.

The daytime population of people working in Lynnwood draws workers that live in communities throughout the region. People who work in Lynnwood live in areas most heavily concentrated in south Snohomish County and north King County. Most of the City's workers come from areas within a roughly five to six mile radius, skewed to the north beyond Everett.

Tourism:

Tourism has been an asset for Lynnwood and the surrounding jurisdictions that are located in southwest Snohomish County. Visitor spending in Snohomish County is \$608 million per year. Tourism accounts for 8,100 jobs, \$149 million in payroll, \$9.2 million in local taxes and \$41.4 million in state taxes generated in the County. As of 2002, Snohomish County ranked third of all Washington counties for visitor spending. Lynnwood's proximity to Seattle, Bellevue and Everett, an array of affordable hotels, abundant recreational opportunities, including the Puget Sound and Cascades, excellent shopping and dining, make Lynnwood an ideal place to stay while visiting Seattle and the Puget Sound. The April 2005 opening of the Lynnwood Convention Center added to the City's tourism based assets.

Tourism is a targeted industry for the City of Lynnwood to develop. Both hotel occupancy rates and revenue per available room, two figures used to measure the strength of the tourism economy, have increased steadily after a slump brought on by the 9-11 attacks.

A focused marketing plan and effective partnerships will be used to enhance the City's tourism industry.

Annexations:

Since the adoption of the 1995 Comprehensive Plan there have been five annexations totaling 247.7 acres. The choices and patterns of past annexations have shaped the Lynnwood we know today.

Annexed areas have provided much of our commercial base. The most recent commercial construction has taken place at 196th St. SW and Alderwood Mall Parkway (Formerly known as 28th Ave W). This construction was made possible by the capital improvements associated with a Local Improvement District (LID).

The economic impacts of annexation can be significant and must be reviewed individually. The City's level of service (LOS) standards are not always the same as those of Snohomish County. Developments outside the City don't always meet City minimum standards and are not always accompanied by curbs, gutters, sidewalks, local parks, etc. The long-term costs to the City of annexing these unincorporated lands can be costly. There are also the costs to make needed street improvements and to extend major utilities such as sewer and water, location of light standards, traffic signals, Fire and Police Protection, etc.

Annexation is the only way Lynnwood can increase in physical size, but there are obstacles and costs that must be considered along the way. Annexation is often opposed by residents of unincorporated areas who often feel that their "semi-rural" character and lifestyle will cease when they become part of a city. Annexation is usually requested when the City is offering more than is available under the County's jurisdiction.

Future urban growth must be allocated to areas that can accept it. The basic concept of growth management includes high expectations that cities will continue to annex their Urban Growth Areas and will be the primary providers of municipal facilities and services. If we don't, urban growth will continue within the unincorporated UGAs under the County's jurisdiction and will fill in the available areas between the cities. The final result may be significantly different than it might have been if that development had occurred under City guidelines and regulations. And, the quality and character of that future development will affect the economics of Lynnwood in various ways.

STRATEGIC OPPORTUNITIES

There are several strategic themes to explore as part of the economic development process:

- Capture the benefits of forecasted growth
- Celebrate Lynnwood's diverse population
- Maintain the City's retail prominence
- Diversify the economy
- Foster entrepreneurship and small business development

The relatively smaller share of owner-occupied housing and single-family housing demonstrates a need to invest in neighborhoods to make them more desirable to middle-income and higher income households. Strategies in this arena are specifically focused on:

- Image, identity, sense of community
- Competing within a very soft office market
- Capturing jobs locally for the City's labor force
- Focusing on quality of life amenities.

GOALS, OBJECTIVES AND POLICIES

The following goals and action strategies have been identified to achieve the Guiding Themes of Lynnwood's Economic Development Action Plan, adopted in November 2004.

1. Grow and Diversify Lynnwood's Economy and Employment Base through Business Retention and Attraction

A. Pursue a Targeted Sector Focus to Strategically Grow the City's Economic Base

- Identify targeted growth sectors based upon an understanding of Lynnwood's current and projected economy, with emphasis on professional and technical employment in all sectors. Targeted sectors have been identified based upon analysis by the City; the Snohomish County Economic Development Council; Snohomish County 2010: A Blueprint for Education, Workforce and Economic Development; the WorkSource Snohomish County Forecast 2005-2006; and the Puget Sound Regional Council.
- Maintain Lynnwood's retail prominence as part of the City's economic and revenue base.
- Use the City's available tools to facilitate the retention and attraction of targeted businesses within growing employment sectors
- Promote Lynnwood as a tourism

B. Enhance and Market Lynnwood's Business Climate

- Establish economic development and competitiveness as core City priorities and areas of policy focus.
- Promote the City's commitment to economic development and customer service to local businesses via Business Advisory Group meetings and business visits.
- Document input received from local business owners and address substantive, systemic issues.
- Support new development that accommodates business attraction opportunities.
- Embrace recommendations to improve the City's permitting processes to best address goals for land use, economic development, and quality development:
- Encourage continued diversity and expansion of small business by printing permit forms in multiple languages. Provide access to interpretation services for permitting.
- Place welcoming and informational signs in multiple languages at City Hall.
- Develop multilingual communication materials that publicize improvements to the City's development process.
- Develop a program to reach out to new business owners in partnership with the Chamber of Commerce and community organizations. Identify challenges and opportunities the businesses face.

C. Inventory the City's Site and Building Vacancies

- Maintain a list of the current and future property needs of existing businesses and desired new businesses by outreach to the business community.
- Develop a detailed list of available properties specifying size, zoning, and other key information.
- Develop an Internet-based service method to link businesses and developers with available properties, joining an existing service if this is determined to be the most strategic approach.

D. Encourage and Facilitate Small Business Development and Diversity

- Create a one-stop resource center for business planning and assistance. Connect small business owners to the Edmonds Community College Small Business Development Center, the South Snohomish County Chamber of Commerce, the Small Business Administration, lenders, and other partners.
- Acknowledge the diversity of Lynnwood's small business owners and reach out to a diverse range of entrepreneurs and business associations through business visits and other means.
- Strengthen ethnically diverse businesses to support regional and worldwide economic linkages through local associations.

E. Explore Annexation Strategies

- Commission an annexation analysis to fully understand the economic development, fiscal, and Growth Management policy implications of annexation opportunities.
- Develop a strategy for annexation that addresses expansion opportunities.
- Pursue opportunities for increased retail development and job growth through strategic annexations when appropriate given study findings.
- Explore and assess setting an interim northern boundary for the City.

2. Implement Redevelopment Activities to Enhance the City's Economy and Sense of Place**A. Implement the City Center Plan, Adopted April 2005**

- Capture the employment growth projected in the City Center Plan by attracting employers in targeted industries.
- Encourage projects that enhance the community through quality urban design.
- Establish the City Center as a focus for governmental activities, i.e. Convention Center, library, Edmonds School District offices, Edmonds Community College business support programs, Snohomish County District Court and governmental services for all levels of government
- Create an ongoing marketing program for the City Center.
- Conduct ongoing market analysis.
- Create a detailed list of available properties that could support redevelopment.
- Identify and implement potential development opportunities and options.
- Adopt community renewal strategy.
- Prepare legislative strategies and lobbying.
- Adopt state-authorized 10-year tax abatement program.
- Develop property acquisition strategy and parameters.

- Develop phased program for consolidation of City offices and facilities.
- Implement an umbrella Business Improvement District (BID) for operations and maintenance.
- Implement a parking management program.

B Implement Revitalization Strategies for the Highway 99 Corridor – Adopted February, 2008

Create Gathering Spaces

- Develop mixed use high density nodes at key locations
 - Locate nodes at major intersections & in conjunction with BRT
- Increase development capacity at key locations
 - Increase lot depth and commercial zoning
- Ensure safety
 - Lit pathways, housing, enhance security
- Introduce housing
 - Create vitality and take advantage of transit
- Create park / Plazas
 - Complement transit and commercial/residential nodes

Support Transit Oriented Development

- Allow flexibility in zoning and increase density, particularly at the Gathering Places
- Leverage capacity of transit by concentrating housing within walking distances to stations
- Provide and enhance bus and pedestrian access to properties while maintaining through traffic capacity
- Improve vehicle access to properties
- Ensure the corridor continues to be a transit priority
- Collaborate with Community Transit to ensure success

Allow a wide variety of business types along the corridor

- Connect the Gathering Places with a broad mix of commercial uses
- Capitalize on regional growth and current market success to build capacity and recruitment
- Expand commercial zoning back from Hwy 99 where appropriate to encourage higher quality developments
- Identify potential redevelopment areas
- Recognize needs of retail frontage, foster access and visibility
- Encourage small business development in strategic locations
 - Shallower commercial parcels
 - Near housing; within mixed use
- Broaden allowed uses at key sites.
 - Create Flex buildings
 - Light industrial and manufacturing as allowed flex uses
- Update comp plan, zoning and development regulations to be supportive of desired outcomes

Support Housing

- Encourage a variety of housing types to:
 - Increase housing choices
 - Create opportunities for affordable home ownership
 - Create a better sense of place
 - Increase vitality along the corridor
- Encourage homeownership next to commercial uses
- Locate housing back from street

Support Small Business

- Develop a product type that supports small business
- Encourage a business improvement association to:
 - Create marketing campaigns for the corridor
 - Support design and maintenance standards
 - Provide business education and training
 - Advocate for small businesses
 - Conduct research and surveys
 - Act as a funding mechanism for corridor improvements
- Accommodate flex space spaces for small businesses

Improve Identity & Image of Corridor & Key Segments

- Enhance commercial areas and encourage higher quality investments
- Address quality of life issues: perceptions of crime, safety and cleanliness
- Maintain and support successful niche businesses
 - Identify geographic areas with concentrated uses and identities
 - Create guidelines to reinforce character and market potential
 - Determine other strategies to support geographic segments
- Auto dealers and service as a desirable niche business
 - Recognize the value and potential of new dealerships
 - Improve physical condition of auto support services

Develop a Physical Plan

- Work with urban designers to coordinate a plan for physical conditions consistent with the Corridor strategy
- Address quality-of-life issues in the physical planning process
- Create coordinated communication and outreach plan to include adjacent neighborhoods

C. Conduct Economic Revitalization and Redevelopment in Other Key Areas

- Commission a market analysis to understand the economics and related issues of identified key areas.
- For each key area pursue the following:
 - Develop an area vision derived from opportunities defined by the market analysis.
 - Develop area plans and strategies to realize these visions.
 - Identify and use available tools for implementation.
 - Create a detailed list of available properties that could support redevelopment.
 - Allocate resources required for plan implementation.

- Identify options and facilitate the redevelopment of surplus Edmonds School District properties.
- College District
 - Define the optimal size of the College District area.
 - Complete and begin execution of the College District Plan.
 - Work with Edmonds Community College to implement the College Master Plan as an economic development tool.
 - Relocate other government uses to the City Center, including the Edmonds School District offices, Edmonds Community College, and Snohomish County District Court. [related to City Center efforts, above].
 - Identify infrastructure needs and strategies.
 - Establish a 204th Street Local Improvement District.
- South Lynnwood area
 - Define the geographic boundaries of the South Lynnwood area.
 - Commission a market analysis to assess the dynamics of the land use composition and business activity already underway in the area.
 - Develop an attraction strategy based on market analysis.

3. Enhance Lynnwood's Livability and Quality of Life

A. Focus on Enhancing the City's Neighborhoods

- Coordinate with other Departments and community partners to determine appropriate roles and responsibilities to support and improve the City's neighborhoods.
- Engage in an outreach plan and facilitated dialogue with neighborhoods and community members to assess the needs and interests of the City's residential areas.
- Develop a City neighborhood development work plan identifying resources and establishing priorities; determine the placement of this function within the City organization.
- Pursue grant funding to support the work plan.
- Develop a program for new City residents in partnership with local businesses, the Chamber of Commerce, and community organizations to foster neighborhood identity and a sense of place and to promote local businesses and services.
- Provide community cultural amenities and activities for quality of life by working with Edmonds Community College.
- Work with the Edmonds School District to enhance K-12 education services for community quality of life.
- Explore the feasibility and desirability of placing the neighborhood function within the City organization.

B. Encourage the Development of a Range of Housing Types to Ensure Balanced Housing Options within the City

- Conduct targeted outreach to developers and brokers to encourage and facilitate development of desired housing types.
- Work with neighborhood residents and associations to identify and address their priorities.
- Develop and implement a methodology to monitor resident satisfaction with the quality of life in Lynnwood and how it changes over time.

C. Focus on Enhancing the City's Neighborhoods

- Coordinate with other Departments and community partners to determine appropriate roles and responsibilities to support and improve the City's neighborhoods.
- Engage in an outreach plan and facilitated dialogue with neighborhoods and community members to assess the needs and interests of the City's residential areas.
- Develop a City neighborhood development work plan identifying resources and establishing priorities; determine the placement of this function within the City organization.
- Pursue grant funding to support the work plan.
- Develop a program for new City residents in partnership with local businesses, the Chamber of Commerce, and community organizations to foster neighborhood identity and a sense of place and to promote local businesses and services.
- Provide community cultural amenities and activities for quality of life by working with Edmonds Community College.
- Work with the Edmonds School District to enhance K-12 education services for community quality of life.
- Explore the feasibility and desirability of placing the neighborhood function within the City organization.

D. Encourage the Development of a Range of Housing Types to Ensure Balanced Housing Options within the City

- Conduct targeted outreach to developers and brokers to encourage and facilitate development of desired housing types.
- Work with neighborhood residents and associations to identify and address their priorities.
- Develop and implement a methodology to monitor resident satisfaction with the quality of life in Lynnwood and how it changes over time.

E. Invest in Neighborhood Infrastructure, Public Spaces and Amenities

- Inventory and prioritize infrastructure improvements according to a project feasibility and potential enhancement of quality of life
- Assess and implement methods requiring new residential developments to incorporate specific amenities and designate a specific amount of space for common use by neighbors
- Provide services to the public, i.e. Snohomish County Library

4. Improve the City's Image and Identity in the Region through Targeted Communication Projects and Outreach

A. Develop Key Messages about Lynnwood's Assets, Strategic Vision and Opportunities

- Develop key themes and messages around the City's economic development program, its business competitiveness and approach to customer service.
- Develop messages and communication strategies for each target group: targeted businesses, developers, and neighborhoods.
- Develop consistent, consistently delivered, and true key messages for use on the City's web site, in printed materials, and to be used in speaking to stakeholder and neighborhood groups.
- Contact local newspapers regularly with pictures and story ideas to keep Lynnwood in the press.

B. Enhance the City's Information Materials

-
- Develop a media kit, presentation materials and trade show display to be used in promoting the City of Lynnwood to businesses, developers and target industries.
 - Create a coordinated family of informational brochures on Lynnwood (demographics, employment base, tax structure, permit contact etc). These brochures should be easy to update and reproduced internally.
 - Review area maps published by AAA, Rand McNally, Seattle Chamber, Travel magazines, etc, and work to have Lynnwood accurately identified.
 - Provide public information through a centralized point of contact in the City.

C. Create Lynnwood's Brand

- Commission an effort to brand Lynnwood and update and align the City's identity with its strengths and priorities.
- Redesign the City's logo.
- Revise and update the City's web site and printed materials to reflect the new brand and logo.

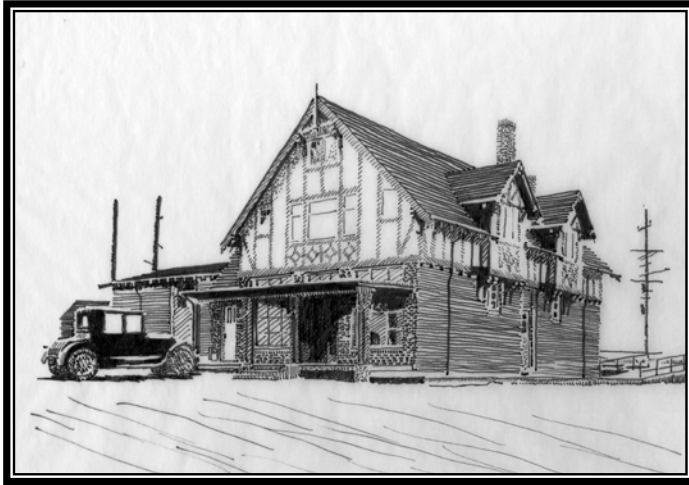
D. Develop New Community Signage to Create a Sense of Place and Community

- Develop "way finding" signage for key locations within the City.
 - The signage should reinforce the City's boundaries, business districts and neighborhoods, as well as key destinations.
 - The signage should reflect the brand and key messages Lynnwood develops.

E. Sponsor Community Events to Create Community Involvement and Identity

- Research successful community building events in other cities and develop a plan to reinforce existing events and create 2-3 new community events.
- Identify community partners for each event and work with those public, business and non-profit organizations to define and organize the community events.





CULTURAL AND HISTORIC RESOURCES ELEMENT

Introduction	1
Planning Context	1
Summary of Issues and Needs	2
Goals, Objectives & Policies	3

INTRODUCTION

Cultural and historic resources are essential to a high quality of life in a City. As Lynnwood and the Puget Sound region grow and change, it is vital to be prepared to preserve our beautiful natural surroundings, celebrate cultural heritage, and maintain and enhance the quality of life we have grown to expect.

PLANNING CONTEXT

The Cultural and Historic Element of the Comprehensive Plan is optional under the Growth Management Act (GMA), but the City is choosing to incorporate this element into the Plan at the onset because it is a vital part of the community's interests.

The GMA goals that pertain most directly to cultural and historic resources are:

Goal 1. Urban Growth: Encourage development in urban areas where adequate public facilities/services exist or can be provided. [Such facilities might include meeting or recreational facilities, community centers, senior centers, galleries, museums, etc.]

Goal 5: Economic Development: Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities. [The social well being of our community is influenced by the economic well being of our citizenry.]

Goal 11. Citizen Participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts. [Involvement of our citizens could be expanded to include involvement in community projects, activities, programs, etc.]

Goal 13. Historic preservation: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.
[We have taken the first steps in identifying our historic resources. Preservation is a more challenging matter.]

SUMMARY OF ISSUES AND NEEDS

The following is a summary of issues and needs relating to cultural and historic resources in the City. It is the intent of the Comprehensive Plan to provide solutions to these issues through the implementation of programs and policies.

Cultural:

Cultural arts in our community greatly enhance the quality of life for residents and visitors. The arts and related activities bring people together socially. The results benefit our community through a strengthening of our community pride and identity.

People value and enjoy their leisure time, and the cultural arts are important elements in the lives of many. As Lynnwood grows, there will be an increased demand for affordable recreational and cultural opportunities close to home. It will be increasingly important to plan for facilities and programs that support and promote the cultural arts.

The following list includes priority issues that need to be addressed in order to achieve the further advancement of the cultural arts in Lynnwood:

- A community center has been identified as one of Lynnwood's primary facility needs. Such a facility could be used for citizen art displays, performing arts and a wide variety of other community activities and functions.
- There is community interest in additional outdoor performances in areas such as the amphitheater in Lynndale Park, as well as additional indoor performances for the entertainment of the community.
- Hosting more festivals and community events for the cultural enhancement of the citizens.
- Promoting art in the form of education for our youth in schools.
- Organizing special arts events for youths to display their talents learned in school.
- Cultural tourism has been identified by the Lynnwood Arts Commission as a way to increase outside interest in the community.

Historical:

Lynnwood has a long and diverse heritage that began with logging in the late 1800's. Along with the Cultural Arts, preservation and recognition of historical resources will also help give residents a stronger "sense of place". Protection, recognition of sites, and educational programs will be the focus of preservation efforts in the City over the next 20 years, since many of its remaining historical resources are under development pressures. In order to achieve these ideas, the City will need to do the following:

- Identify and protect archaeological and historic resources within Lynnwood in order to comply with state and federal regulations.
- Provide incentives to private owners for preservation, restoration and use of historic sites.
- Seek both public and private funding for restoration and enhancement of historical resources.
- Recognize significant historical sites.

It is likely that additional needs may be identified and the user demands/priorities may change following adoption of this new Cultural and Historic Resources Element. Future changes will be reviewed and appropriate adjustments made through the City's annual plan review and amendment process.

GOALS, OBJECTIVES, AND POLICIES

GOAL – CULTURAL RESOURCES:

To bring cultural arts in all its forms and expressions to the citizens of Lynnwood. The Arts Commission supports the arts to enrich the quality of life in Lynnwood.

Sub-goal: Community Identity

Create and enrich a strong sense of community identity.

Objectives:

CR-1: Celebrate cultural heritage, develop a “sense of place,” and provide social gathering places that are stabilizing and strengthening elements in creating a strong sense of community identity. As cultural voices, the arts play an important role in defining who we are.

Policy CR-1.1: Provide opportunities for educating residents about different ethnic arts and cultural traditions, and for building multicultural understanding.

Policy CR-1.2 Advocate for visual and performing arts facilities.

Policy CR-1.3: Increase public awareness of the role and work of the Arts Commission.

Policy CR-1.4: Increase public awareness of cultural arts programs and services through media, use of new technology, City publications, community partnerships, and through increased accessibility to public artwork.

Sub-goal: Partnerships and Collaborations

Expand partnerships and collaborations for cultural opportunities.

Collaborations promote creative use of existing and potential resources and facilities, providing mutual benefit for audiences and artists.

Objectives:

CR-2: Strengthen our partnerships with Edmonds Community College, Edmonds School District, neighboring cities, Lynnwood Library, artists, local businesses, arts and civic organizations.

Policy CR-2.1: Collaborate with Edmonds Community College, Edmonds School District, other jurisdictions, and Sno-Isle Library to present quality arts programs and performances to the community.

Policy CR-2.2: Encourage City planning that provides sufficient opportunities and facilities to support local artists in developing and presenting their work.

Policy CR-2.3: Encourage participation from the private and business sectors to provide art for display in public places.

Policy CR-2.4: The Arts Commission will collaborate with the Historic Commission to enhance the preservation of Lynnwood's History.

Sub-goal: Improve Quality of Life

Improve the quality of life in our city by promoting, preserving and sustaining the cultural arts. The arts are a catalyst for social interaction and creativity. By promoting and preserving the arts, and by identifying the resources needed to create and sustain a vibrant cultural community, we seek to enhance the quality of life for residents and visitors of Lynnwood and the South Snohomish County region.

Objective:

CR-3: Provide facilities and programs for public art and cultural opportunities that create and enrich a strong sense of community identity and promote a high quality of life.

Policy CR-3.1: Advocate for and participate in the planning and design of a possible regional performing arts and/or convention center facility.

Policy CR-3.2: Support, enhance and/or maintain community events through the inclusion of arts related activities.

Policy CR-3.3: Maintain and expand the public art program, including the number of art pieces displayed.

Policy CR-3.4: Advocate for the development of a community center as the central location for community, cultural and leisure activities.

- Policy CR-3.5:** Maintain an awareness of County and State funding opportunities, programs and information to circulate to the local community.
- Policy CR-3.6:** Review the Cultural Arts Plan annually for appropriateness and implementation.
- Policy CR-3.7:** Develop strategies to ensure continued stability of quality programs, staffing and funding of the arts in the City planning process.
- Policy CR-3.8:** Provide quality performances, programs and exhibitions.

GOAL – HISTORIC RESOURCES:

To give residents a better understanding and awareness of the historic sites within the community.

Subgoal: Preservation, Protection and Re-use

To identify, preserve and protect historically and culturally significant facilities, sites, buildings, structures, natural features and landscapes, trees and artifacts.

Objectives:

HR-1: Develop a program to protect and preserve significant historical resources and resolves conflicts between the preservation of cultural and historical resources and future land uses.

- Policy HR-1.1:** The historical preservation program should include incentives such as utilization of the state special property tax valuation, partial income tax write-off for restoration and relaxation of Zoning Code standards to encourage property owners to rehabilitate, restore, retain or reproduce historical elements of their properties.

HR-2: Identify culturally and historically significant resources.

- Policy HR-2.1:** Historical resource evaluation criteria should be established to determine which historical resources to include on the inventory.

(The Historical Commission has already adopted historical resource criteria)

- Policy HR-2.2:** A City historical resources inventory should be established and updated on a regular basis.

(Initial inventory was prepared by the Historical Commission)

- Policy HR-2.3:** Work with the community to provide information to interpret the history of the Lynnwood/Alderwood Manor area, including historical displays, programs, and interpretative signage.

Policy HR-2.4: Recognize historic resources and sites.

HR-3: Provide space to store and display cultural and historical resources. *(Ongoing)*

Policy HR-3.1: Provide space in the restored Wicker's Store for the proper storage, preservation and display of significant cultural and historical artifacts.

HR-4: Provide ways to recognize property owners who rehabilitate, restore, retain or reproduce historical elements of their properties. *(On-going)*

Policy HR-4.1: Provide landmark plaques to recognize property owners who rehabilitate, restore, retain or reproduce historical elements of their properties. *(On-going)*

Policy HR-4.2: An annual event should be held to recognize property owners who rehabilitate, restore, retain or reproduce historical elements of their properties. *(On-going)*

Subgoal: Education

To educate the community about the value of historical resources.

Objectives:

HR-5: Provide a variety of approaches for educating the community about the value of historical resources. *(On-going)*

Policy HR-5.1: Prepare an informational and educational brochure describing the Historical Commission and local historic sites and structures for general distribution. *(On-going)*

HR-6: Participate with other local, county, state and national historical organizations to educate the community about the value of local cultural and historical resources.

Policy HRB-6.1: Work closely with the League of Snohomish County Heritage Organizations and other heritage organizations in south Snohomish County to foster knowledge and appreciation of our historic resources. *(On-going)*

Subgoal: Historical Projects

To encourage the development of City historical projects using public and private resources.

Objectives:

HR-7: Develop a program for non-profit organization, community volunteer and business support of City historical projects.

Policy HR-7.1: Establish a volunteer program (similar to the "City Stewards" program) so non-profit organizations and community volunteers can work on City historical projects.

Policy HR-7.2: Commemorate Lynnwood's history within its parks.

Subgoal: Environmental Review

To evaluate impacts of other proposals on historical resources through environmental review.

Objectives:

HR-8: Utilize State Environmental Policy Act (SEPA) requirements to evaluate the impacts of proposals on historical resources. *(On-going)*

Policy HR-8.1: Evaluate transportation improvement projects and plans, through SEPA to determine their impact on significant cultural and historical resources of the City. *(On-going)*

Policy HR-8.2: Evaluate capital projects, plans and programs through SEPA to determine their impact to significant cultural and historical resources of the City. *(On-going)*

Policy HR-8.3: Evaluate utility system expansion and reconstruction through SEPA to determine impacts to culturally and historically significant resources in the City. *(On-going)*

Policy HR-8.4: A register of historically significant structures and sites should be established so SEPA review of such structures would be required before redevelopment could occur per WAC 197-11-800(2)(f).



ENVIRONMENTAL RESOURCES ELEMENT

Introduction.....	1
Goal	1
Planning Context	2
Summary Of Issues	3
Environmental Protection And Enhancement	3
Conservation And Recycling.....	4
Natural Landscape And Vegetation.....	5
Geologic Hazard Areas	5
Water Resources	7
Fish And Wildlife.....	12
Tree Preservation	14
Air Quality	15
View Protection And Light Pollution	17
Noise Pollution	17
Environmental Enforcement.....	18
Goals, Objectives And Policies.....	19

INTRODUCTION

Lynnwood is located on terrain characterized by gently rolling hills and valleys. Lund's Gulch is a prominent natural feature at the northwestern corner of the city and connects to the marine shoreline of Puget Sound.

The city is extensively developed and has few remaining "natural" or forested areas. A significant percentage of the city's land area is covered with buildings, asphalt and other impervious surfaces. Because of the large amount of commercial and multiple-family development, Lynnwood's proportion of impervious surface is higher than would be found in a community having less commercial development and mostly single-family homes.

Lynnwood is located within, or partially within, at least five watersheds: Swamp Creek, Scriber Creek, Lund's Gulch, Hall Creek and Puget Sound. Much of the environmentally sensitive land in Lynnwood is located along Scriber Creek and its tributaries. With Chinook salmon listed as a threatened species, and other valued species in danger of joining the list, protecting our remaining natural environment is an increasing concern as our community continues to grow and develop.

The quality of the environment that surrounds us is essential to maintaining a high quality of life for the citizens of Lynnwood. It is important to find new and innovative ways to preserve as much of the remaining natural environment as possible as new development occurs. Creative design with sensitivity to the natural environment will help reduce flooding, pollution and erosion; create habitat for plants and animals; and preserve the natural aesthetic values that often get lost in the urban landscape.

GOAL

The goal for the Environmental Resources Element of the Comprehensive Plan is:

To minimize loss of habitat functions and to maintain, protect and enhance the functions of fish and wildlife habitat, water quantity and quality, wetlands and other water bodies; and to integrate the nonhuman natural environment with the urban environment.

PLANNING CONTEXT

Growth Management Act (GMA)

RCW 36.70A.070 requires at least the following mandatory elements:

Land Use
Housing
Capital Facilities
Utilities
Transportation

GMA does not require an Environmental Resources Element. However, state planning goals do require the protection of the environment and the enhancement of the state's high quality of life, including air and water quality. In addition, the GMA requires that we protect sensitive areas, which include wetlands, aquifer recharge areas, fish and wildlife habitat areas, frequently flooded areas and geologically hazardous areas.

Each of the thirteen GMA planning goals was considered in the development of the City's Comprehensive Plan and this element of the Plan. Of those, the following goals were found to have the greatest and/or most direct influence on environmental matters and on the Environmental Resources Element:

GMA Goal 2. Reduce Sprawl: Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.

GMA Goal 6. Property Rights: Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

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

GMA Goal 9. Open space and recreation: Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.

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

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

Regional Planning Policies

The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, *Vision 2040*, as the regional growth strategy. Implementation of these policies will create a regional system of central places framed by open space.

Environmentally healthy communities adjacent to open space represent the environmental piece of the vision. Important objectives of *Vision 2040* are to conserve farmlands, forests and other natural resources when possible. Other policies are intended to conserve and enhance natural resources, to retain open space, to conserve fish and wildlife habitat, to increase access to natural resource lands and water, and to provide recreational opportunities. The *Comprehensive Plan* of the City of Lynnwood is consistent with and furthers the regional plan.

SUMMARY OF ISSUES

The environmental concerns, hazards, and resource-related issues in Lynnwood fall into the following categories: energy and water conservation, recycling and waste disposal, geologic hazards, water resources, fish and wildlife, trees and plant life, air quality, view protection, light pollution and noise pollution.

Each aspect of the Environmental Resources Element is interconnected with various aspects of other Comprehensive Plan elements. For example, trees cannot survive without the proper care of the soil. Fish cannot survive without proper care of water and stream habitat. Surface water and ground water are closely interconnected. Certain types of wildlife cannot survive without a network of open spaces and connecting corridors.

The goal of the element is to minimize loss of habitat functions and to maintain, protect and enhance the functions of fish and wildlife habitat, water quantity and quality, wetlands and other water bodies; and to integrate the nonhuman natural environment with the urban environment.

ENVIRONMENTAL PROTECTION AND ENHANCEMENT

Since local governments can affect the well being of their residents, they must consider the totality of the circumstances affecting the community. The City provides public facilities and services and encourages development in appropriate locations consistent with the Growth Management Act, Lynnwood's Comprehensive Plan and local development regulations.

Part of our responsibility is the protection and enhancement of the natural environment. We know that trees help filter and improve air quality, so we undertook a major review and update of our tree regulations in 2002 to find better ways to protect and preserve trees. A number of outside government agencies and organizations in addition to the City of Lynnwood are involved in protecting and enhancing the natural environment.

The city plays many different roles in preserving, protecting and enhancing the environment. It is responsible for complying with certain state and federal regulations that apply within the

community. These regulations may require Lynnwood to undertake certain activities and manage its operations in ways that protect the environment.

The City is a regulator, effectively implementing and enforcing appropriate legal or regulatory requirements through land use and building codes. The City is also an educator that can teach by example. We show through our daily operations how to cost-effectively protect the environment. The City can promote knowledge and awareness of the personal choices and decisions that impact the environment.

Finally, the City can act as a catalyst for businesses and individuals to improve the environmental outcomes of their activities, by providing technical assistance and incentives for actions that contribute to our environmental goals.

Best Available Science

The Growth Management Act, RCW 36.70A.172, requires the City to consider best available science in developing policies and development regulations to protect the functions and values of critical areas. The best available science requirement will help ensure that reliable scientific information is considered when cities and counties adopt policies and regulations related to the protection of critical areas. Science can play a central role in:

- Delineating the functions of critical areas and determining their value,
- Recommending strategies to protect their functions and values, and
- Identifying the risks associated with alternative approaches to their protection.

To be considered "best available science", valid scientific processes must be consistent with criteria set out in WAC 365-195-900 through WAC 365-195-925. Characteristics of a valid scientific process include *peer review*, *documented methodology* that is clearly stated and able to be replicated, *logical conclusions and reasonable inferences*, *quantitative analysis*, information that is placed in proper *context*, and *references*.

CONSERVATION AND RECYCLING

As an employer and as a provider of services, the City of Lynnwood has many opportunities to conduct its operations in an environmentally responsible manner. In carrying out its operations, the City can make choices that favor improvements in air and water quality and noise levels, conserve resources, preserve and enhance wildlife habitat, and minimize greenhouse gas emissions.

One of the best ways to have a positive impact on the environment is to promote the more efficient use of natural resources. The City provides leadership in a number of ways. For example, electronic distribution and double-sided copying of reports, agenda, minutes, etc., reduces paper. The City also uses recycled products and recycles materials.

Lynnwood is also faced with the need to properly dispose of large quantities of packaging and products each year. The City should promote the reuse of these materials and recycle whenever possible, thus reducing the strain on natural systems caused by the producing and disposing of more products. The city also should continue to encourage residents and businesses to reduce waste and recycle in programs such as the Waste Prevention and Recycling Program.

As the population of the City and region grows, we will face increasing demands on water, energy and other resources. The City should encourage more efficient use of resources and create and continue effective reuse and recycling programs. Benefits from energy conservation include reductions in greenhouse gas emissions, additional water in rivers for wildlife and other uses, and reduction in other types of pollution.

NATURAL LANDSCAPE AND VEGETATION

Existing ordinances administered by the Community Development and Public Works departments provide standards for safe development with respect to slope stability and the suitability of soil-bearing capacity for placement of structures. Development may comply with engineering standards yet fail to minimize the disturbance of existing vegetation, soils and natural landscape, thereby affecting the use and amenities of nearby properties and the community in general (for example, by use of retaining structures, a project may be "safe" even though the natural landscape and vegetation are greatly disturbed).

GEOLOGIC HAZARD AREAS

Landslide Hazard Areas

Landslides are a result of slope instability and loading which causes the slope to fail. Lynnwood is located in the Puget Lowlands, which generally are characterized by glacial soils on steep slopes. Glacial soils are prone to debris flows and shallow landslides. Lynnwood, however, contains few landslide hazard areas. Most areas of concern are located adjacent to Lund's Gulch.

The conditions that lead to landslides are usually predictable. Most damage in urban areas occurs on land that has shown past landsliding or recent instability. Planning to reduce landslide hazards involves the identification of hazardous slopes and an assessment of future hazards. Much of that work has already been done and mapped.

Development in areas of high landslide hazard potential should be avoided. The City's Sensitive Areas Ordinance regulates development in these cases and requires building setbacks from steep slopes. Site-specific buffers can be established on less hazardous sites to separate out the buildable lands. The type and extent of a buffer can be determined by geotechnical analysis, which measures the type and speed of the landslide, and distance of the deposition of material (CTED, 1999).

Erosion Hazard Areas

Erosion involves the transport of soil by wind, water and other natural agents. Erosion hazard areas are generally identified as particular soil types that are likely to experience severe to very severe erosion hazards. These areas are generally associated with susceptible soil types, exposure to wind and water or steep slopes.

Development of these areas can cause extreme erosion problems which result in clogging streams, flooding nearby properties, smothering salmon eggs and other aquatic plants and

animals. Sediment in streams also charges growth of algae that reduces water clarity and available oxygen.

A number of counties and cities have adopted guidelines for such areas, including increased storm water retention/detention requirements, seasonal clearing and grading restrictions and significant tree retention requirements.

The City of Lynnwood ensures the minimization of erosion during development through implementation of development regulations during plan review and the SEPA process, and through inspection of construction sites.

Seismic Hazard Areas

Earthquakes occur with great frequency within the Puget Sound lowlands. Since 1840, over two hundred earthquakes have been strong enough to be felt in the Puget Sound Region. Most are small enough that we cannot feel them, but each is strong enough to weaken unstable and "fill" soils.

The United States is divided into seismic hazard zones based upon historic documents. These zones range from 1 to 4, with 4 representing the highest risk. Until 1994, the Puget Sound area fell into category 3. Since 1994, the United States Geologic Survey has done extensive research on the lowland area and found that the risks are greater than they had first expected. This moved us into category 4, which means that the Lynnwood building code must have the highest standards.

The Lynnwood Sensitive Areas Map does not currently include Seismic Hazard Areas. The Snohomish County Sensitive Areas Ordinance includes Swamp Creek as an area that is especially prone to liquefaction. Swamp Creek lies outside of the Lynnwood City limits but within the urban growth area. Liquefaction hazard areas usually coincide with soft or loose saturated soils having a shallow ground water table. These areas are located mostly in river valleys and floodplains.

Considering earthquake hazards in land-use decisions can often reduce future earthquake damage. The use of appropriate engineering and construction design reduces the hazard, as well as involving communities in earthquake preparedness programs. The consequences of building in areas exposed to earthquake hazards should be a consideration in land use decision-making. Property owners in hazardous areas may be at greater risk of injury and loss during an earthquake (Division of Geology and Earth Resources, 1988). Developers must meet all building codes related to seismic events.

Frequently Flooded Areas

Flooding is often caused when eroded soil from cleared land or unstable slopes reduces a waterway's natural ability to disperse runoff. Construction and development within the floodplain is particularly damaging. Flooding can damage buildings within the floodplain and also destroy aquatic and riparian habitat. Persons living or working within the floodplain are at risk of injury from floods and from the diseases spread by floodwaters.

Construction within a floodplain also may harm neighboring properties. Buildings and embankments can backup water behind them, flooding neighboring properties. If floodwaters destroy a building or wash away materials stored on site, these materials can strike against other buildings or bridges within the flood plain and damage them.

Appropriate land uses within a 100-year flood plain (land that has a 1% chance of flooding each year) include open space, parks and other uses that don't involve buildings or storage of materials, etc. Pervious surfaces can better absorb extra water runoff. Lynnwood's mapped 100-year flood plain is located around Scriber Creek. The City participates in the National Flood Insurance Program which includes adoption and enforcement of an ordinance which regulates development within the 100-year floodplain.



WATER RESOURCES

Human activity in and near water bodies affects the quality of the water. Sources of water pollution that the city can influence and potentially regulate include storm water from several non-point sources: automobile emissions; animal waste; rooftops; parking lots, streets, chemicals and sediment from landscaping and lawns; construction and industrial site run-off; and smaller discharges into storm drains, including their use for improper disposal of used oil and chemicals.

Lynnwood's water resources include all streams within the City, as well as Scriber Lake, Hall Lake and ground water. Streams, lakes and wetlands are impacted by urbanization. The City should protect, preserve and restore, where feasible, these areas in order to have them function in the most beneficial manner possible in an urban environment. In order to most efficiently manage these resources, they should be viewed as a whole and not as separate pieces (projects).

Historically, the modification and use of our water resources has caused flooding, erosion, degradation of water quality, loss of fish and wildlife habitat and a loss of aesthetic beauty. We can avoid repeating past mistakes through good responsible planning and implementation of effective regulations.

In 1972, Congress enacted the first comprehensive national clean water legislation in response to growing public concern for serious and widespread water pollution. The Clean Water Act is the primary federal law that protects our nation's waters, including lakes, rivers, aquifers and coastal areas.

The Clean Water Act's primary objective is to restore and maintain the integrity of the nation's waters. This objective translates into two fundamental national goals:

- Eliminate the discharge of pollutants into the nation's waters;
- Achieve water quality levels that are fishable and swimmable.

The Clean Water Act focuses on improving the quality of the nation's waters. It provides a comprehensive framework of standards, technical tools and financial assistance to address the many causes of pollution and poor water quality, including municipal and industrial wastewater discharges, polluted runoff from urban and rural areas, and habitat destruction. The Clean Water Act:

- Requires major industries to meet performance standards to ensure pollution control.
- Charges states, cities and tribes with setting specific water quality criteria appropriate for their waters and developing pollution control programs to meet them.
- Provides funding to states and communities to help them meet their clean water needs and protect valuable wetlands and other aquatic habitats through a permitting process that ensures development and other activities are conducted in an environmentally safe manner. (From Clean Water Act Summary, EPA)

The City will be required by the Clean Water Act as a Phase II city to meet the National Pollutant Discharge Elimination System (NPDES) stormwater standards. The standards require a stormwater program which includes public education, outreach and participation, illicit discharge detection and elimination, construction site stormwater runoff control, post-construction stormwater management, and pollution prevention for municipal operations.

The City also has adopted a "Surface Water Management Comprehensive Plan (September 2009) that describes the City's water resources and proposes solutions to identified problems with management of surface water, including stormwater run-off.

WATERSHEDS/STREAMS

Watershed management is an important part in preserving the environment. It reduces problems associated with flooding, sedimentation, erosion, and pollution resulting from the rapid growth in the Lynnwood area.

Over the years, most forested land and wetland areas have been converted to streets, parking lots, buildings and other impervious surfaces. Rainwater runs off these surfaces instead of soaking into the ground naturally.

Lynnwood has 18 major drainage areas, which feed several small creeks and lakes within the city. The tributaries of Swamp Creek (Scriber, Poplar and Golde Creeks) cover a major portion of the city.

In the Lynnwood stream rating system, Scriber Creek, Swamp Creek, Hall Creek and Lund's Creek are all Category I streams. The Sensitive Areas Ordinance requires buffers from the nearest development.

Category II streams, including Golde Creek and Poplar Creek, are smaller watercourses that are used by salmonids at any portion of the stream.

Category III streams are not used by salmonids in any portion of the stream.

The Washington State Department of Fish and Wildlife (WDFW) has recommended buffers much larger than those in Lynnwood's Sensitive Areas Ordinance. The City will consider WDFW's stream management recommendations when reviewing best available science on urban stream protection.

Additional information on the major watersheds within the City of Lynnwood (Scriber Creek Watershed, Hall Creek Watershed, Golde Creek Watershed, Poplar Creek Watershed, Swamp

Creek Watershed, and Lund's Gulch Creek Watershed) can be found in the *Surface Water Management Comprehensive Plan (2009)* and in the *Stream Habitat Analysis, dated October, 2000*.

Impaired and Threatened Water Bodies

The state is required to identify its polluted water bodies and submit the list to the Environmental Protection Agency (EPA). These water bodies are those that do not meet state surface water quality standards. These standards are set so that water in our state can be used for fishing, swimming, boating, drinking, fish habitat and agricultural uses. Scriber Lake was listed in the Department of Ecology's 2008 Washington State Water Quality Assessment, the 303(d) list. 303(d) represents Section 303(d) of the Federal Clean Water Act. Scriber Lake was listed for failing to meet water quality standards in regard to total phosphorous. The EPA requires the state to set priorities for cleaning up impaired waters and establishes a Total Maximum Daily Load (TMDL) for each. A TMDL is a cleanup plan that analyses how much pollution a water body can handle and still remain healthy for the above uses. The TMDL also includes recommendations for controlling pollution and monitoring the water quality. A TMDL has not yet been development for Scriber Lake.

Approximately 61% of Lynnwood is in the Swamp Creek Watershed (comprising approximately 20% of the entire watershed). Swamp Creek was listed along with Scriber Lake on the 303(d) list of impaired waters. The creek failed to meet water quality standards regarding fecal coliform, pH (acidity) and dissolved oxygen. In June 2006 the Department of Ecology developed a TMDL to address the fecal coliform bacteria in the Swamp Creek Watershed (Ecology Publication #06-10-021). The City is currently implementing the required and recommended actions included in this report.

Wetlands

Not too long ago, wetlands were often viewed as undesirable mosquito-breeding swamps. Filling them in was considered "progress".

Today, we know that wetlands are transitional areas between aquatic and upland habitats. They include the presence of water, unique hydric soils and hydrophytic vegetation (plants adapted to growing in very wet conditions). And, they are vitally important.



Natural wetlands help clean and improve the water quality of surface water. They create detention areas for water overflow, keeping the land from flooding. They also provide habitat for many animal and plant species.

In 1989 there were 107 acres of wetlands in Lynnwood. Approximately 15 percent was open water, 3 percent palustrine emergent, 40 percent palustrine scrub/shrub, and 42 percent forested. Much of the wetland areas in Lynnwood are showing signs of degradation. Large impervious surfaces, parking lots, street run-off and other effects of nearby development are often the source of the problem.

Urbanization has affected both water quality and the functionality of our water resources. Preserving more wetlands could reduce flooding problems in and around Lynnwood while improving water quality and wildlife habitat areas.

One of the best opportunities for preserving wetlands is during the process of subdividing land. Lynnwood's Sensitive Areas Ordinance already requires that existing wetlands be set aside or otherwise carefully treated during the planning and development process. The Sensitive Areas Ordinance offers a buffer credit which allows more development density. Other opportunities are available beyond the requirements of code which could be considered, including clustering of new development on smaller lots, transferring density to another part of a site, or offering density bonuses for innovative conservation applications.

The City should promote various ways to preserve wetlands as well as the economic value and development potential of the land. The wetlands of highest value can be read about in more detail in the Lynnwood Surface Water Management Comprehensive Plan. Information on the major wetlands within the City of Lynnwood (North Scriber Creek Wetland, Scriber Creek Wetland, Scriber Lake Park Wetland, Hall Lake Wetland, and the 44th and I-5 Wetland) also can be found in the *Background Report*.

Wetland Retention

It is important to preserve wetlands to protect water quality, riparian zone restoration, tree planting and other enhancements.

- Support property tax relief to landowners with wetlands on their property so that they are not taxed as though the whole property is developable.
- Allow for increased density for portions of upland areas in exchange for protecting wetland buffer zones.
- Support actions of local Land Trusts to protect local areas through conservation easements and/or acquisitions.
- Discourage development in and near wetlands through critical areas ordinances.
- Acquire wetlands, when feasible, to provide open space, recreational opportunities, and preserve biological diversity.

Buffers

The Sensitive Areas Ordinance sets standard buffer widths for wetlands. Lynnwood updated the buffer widths (and other provision in the critical areas ordinance) in 2005. Ultimately, buffers need to be wide enough to provide adequate protection to wetlands. At the same time, there is an optimum width of buffer that provides adequate protection, but still allows practical use of the adjacent land.

Wetland Mitigation

Mitigation is required by the Sensitive Areas Ordinance, or by the Army Corps of Engineers on jurisdictional wetlands when a development creates loss of stream system or wetland functionality. It refers to actions required or recommended to avoid or compensate for impacts to habitat other aquatic resources. Mitigation can be on-site, in-kind, off-site, or out-of-kind. A detailed explanation concerning mitigation can be found in the *Background Report*. Mitigation should be considered and implemented in the following order of preference to ensure no loss of habitat, fish or aquatic resources.

Avoiding the Impact
Minimizing the Impact

Compensating for the Impact (through creation, restoration, enhancement of similar resource areas)

Ground Water

Ground water is the water present underground in the tiny spaces in rocks and soil. Underground areas where ground water accumulates in large amounts are called aquifers. Aquifers can store and supply water to wells and springs.

Most ground water moves slowly — usually no more than a few feet a day. Ground water in aquifers will eventually discharge to or be replenished by springs, rivers, wells, precipitation, lakes, wetlands, and the oceans as part of the Earth's water cycle.

Ground water accounts for over 95 percent of the nation's available fresh water resources, and is the drinking water source for half the people in this country. Many households, towns, cities, farms, and industries use ground water every day, or depend on lakes and rivers that receive part of their water supplies from ground water. In Lynnwood, though, groundwater is not the source of our public water supply. Alderwood Water District does maintain an artesian groundwater well on 164th Street SW (outside of the City limits). The well does not tie directly into the water supply system, but it is open to any person who wants to come and fill containers. Studies by the District has shown that a portion of the aquifer recharge area extends into the City of Lynnwood.

A study done in 1997 by the US Geological Survey found that 94% of the ground water in South Snohomish County was considered soft to moderately hard. No appreciable widespread ground-water contamination was found at the time of the study, and most of the region's water quality problems were a result of natural conditions. Concentrations of arsenic, iron and manganese were the most widespread problems.

The population growth in Snohomish County has increased dramatically in the last 15 years and has affected the quantity and the quality of groundwater. Most ground water recharge in Snohomish County is from infiltration of precipitation, and impervious surfaces prevent infiltration. Consequently, there is less water available. Water quality has been affected by increased septic tank use, increased use of private lawn fertilizers, and increased industrial and commercial activities.

Stormwater

Lynnwood is relatively rich in commercial and business development. Alderwood Mall, strip commercial areas and other business areas consist of large buildings served by expansive areas of paved parking. The result is a high percentage of impervious surface and excessive stormwater runoff in some areas of Lynnwood. Flooding, water quality degradation, and erosion of streambanks from increased flows have been a problem in some areas. Because Lynnwood is mostly built-out, it is not anticipated that drainage problems will increase much more beyond existing conditions.

Increased impervious surfaces and related frequency and severity of flooding are among the most severe causes of damage to salmon habitat in urban areas. The Washington State Department of Fish and Wildlife "strongly urges" Lynnwood to limit the amount of impervious surface area through regulations and/or incentives. Although Lynnwood has adopted a Surface Water Management Comprehensive Plan (2009) and regulations to handle

stormwater and protect critical areas, there are always opportunities for further improvement.

To decrease the effects of urban flooding and water quality degradation, the City has constructed, or participated in constructing large regional stormwater facilities. The Swamp Creek Regional Stormwater Facility, at the junction of I-5 and I-405, is about a 100-acre facility that was constructed with Snohomish County and provides flood attenuation for Swamp Creek. The North Scriber Regional Pond, located on 18 acres just west of SR 99 at 17nd Street SW, provides regional stormwater detention in the Scriber Creek basin.

The City also requires development to meet the stormwater detention and water quality requirements of the latest version of the Washington State Department of Ecology Stormwater Manual.

FISH AND WILDLIFE

Wildlife diversity is often an indicator of the environmental health of the area. Protecting wildlife requires the protection of habitat and the creation and protection of wildlife corridors between habitat areas.

Wildlife habitat is judged to be fair to poor in Lynnwood, as it typically is in urban areas. Extensive wildlife corridors no longer exist. This creates a loss of biodiversity by generating areas too small for many species, which leads to interbreeding and disappearance of plants and animals. The Lynnwood Parks and Recreation Department has been working on a project to acquire lands surrounding Lund's Gulch Creek to create a habitat corridor. The City also has a Sensitive Areas Ordinance which requires critical areas to be protected and preserved when adjacent development occurs.

Through urbanization we have lost certain types of habitat that are critical for some species. This type of habitat is referred to as critical wildlife habitat, which the state and federal government has designated as endangered, threatened, sensitive, candidate or other priority species.

Use of Lynnwood's streams by anadromous fish species has been documented by Jones and Stokes Biologists in the Stream Habitat Analysis dated October 2000. The analysis verified that Lynnwood's streams do contain some fish habitat but also stressed that streams have experienced dwindling fish populations due to the effects of urbanization.

Priority Habitat and Species of Concern

The Washington State Department of Fish and Wildlife (WDFW) publishes lists of priority habitat species (PHS) and species of concern (SOC). The PHS list includes habitats and species that need special consideration for conservation. Priority Species include all State Endangered, Threatened, Sensitive and Candidate species that are listed in the Washington Administrative Codes. Additionally, the PHS list includes vulnerable species that are susceptible to decline and those species that are of recreational, commercial or tribal importance. Priority Habitat includes habitats that harbor diverse or unique animal species or unique vegetation.

Lynnwood provides (or likely provides) habitat for the following species listed by the WDFW: **Great Blue Heron, Wood Duck, Columbian Black-tailed Deer, and Bald Eagle.** Additional information about these species is available in the Comprehensive Plan's *Background Report*. Other species that may occur in the Lynnwood area that are listed as Candidate or Threatened species include the following: **Little Willow Flycatcher, Northern Red-legged Frog and Spotted Frog.**

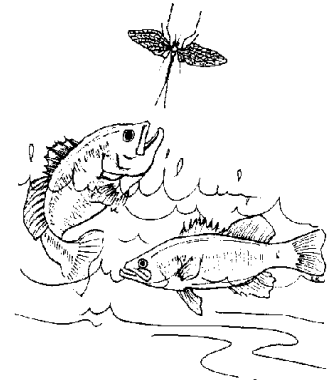
Other species of animals that have been seen by residents and biologists include raccoon, opossum, coyote, rabbit, squirrel, geese, muskrats, red winged blackbird, red tailed hawk, woodpeckers, numerous rodent species and passerine birds. Passerines include such bird species as finches, warblers, tanagers, wrens, swallows, nightingales, crows, vireos and flycatchers.

Only species that can tolerate an extensive amount of human disturbance and considerable noise will be unaffected by further development of forests, wetlands and riparian areas. Wildlife habitat has been found to be poor to fair within the study area (Lynnwood) (RW Beck, 1998) (Salmonid Habitat Assessment, Jones and Stokes, 2000). Extensive development has eliminated most of the suitable habitat. Extensive wildlife corridors no longer exist. Habitat is isolated and available to a very small number of wildlife.

Federal Threatened and Endangered Species

The Endangered Species Act (ESA)

"The purposes of (the) Act are to provide a means whereby the ecosystems upon which endangered species and threatened species depend may be conserved, to provide a program for the conservation of such endangered species and threatened species, and to take such steps as may be appropriate to achieve the purposes of the treaties and conventions set forth in (the ESA)." (Endangered Species Act, Section 2, 5b).



Policy

"(1) It is further declared to be the policy of Congress that all Federal departments and agencies shall seek to conserve endangered species and threatened species and shall utilize their authorities in furtherance of the purposes of this Act.

"(2) It is further declared to be the policy of Congress that Federal agencies shall cooperate with State and local agencies to resolve water resource issues in concert with conservation of endangered species." (Endangered Species Act, Section 2, 5c).

The ESA prohibits the "taking," or harming, of protected species and their habitat. Violating this could leave the violator(s) open to federal fines and penalties.

The U.S. Fish and Wildlife Service listed Bald Eagles as threatened. In 1995 they were taken off of the Endangered Species List because of successful recovery. They have been seen on their migratory route in Lund's Gulch.

On July 10, 2000, the National Marine Fisheries Service (NMFS) published a final rule under Section 4(d) of the Endangered Species Act (ESA) which prohibits actions that take or harm certain Northwest salmonid species listed as threatened, including the Chinook salmon. Bull trout were also listed as threatened by the U.S. Fish and Wildlife Service. Coho, chum and

sockeye salmon have been listed as threatened in other areas of the Pacific Northwest. Steelhead trout have also been listed as threatened, and according to NMFS they will be protected in a separate Federal Register document. Coho salmon have been recently seen in Lynnwood's streams and lakes, however the Puget Sound Coho are not currently listed as an endangered Evolutionarily Significant Unit (ESU), and therefore are not as high a priority as other salmonid ESU's.

Jones and Stokes Biologists completed a Salmon Habitat Assessment (2000) and found no presence of listed species in Lynnwood. Swamp Creek has historically supported Puget Sound Chinook salmon that will be protected and steelhead trout that may soon be protected under a separate federal ruling.

TREE PRESERVATION

Preservation and Enhancement of Trees & Soils

Trees are often seen as obstacles in the way of new development. Many people do not realize the importance of trees. They help moderate temperature, wind speed and reduce pollution in the air. They help to stabilize soil and prevent erosion and provide habitat for birds and animals. Trees clean the air and water, slow global warming, and increase aesthetics. Water transpires from trees and cycles through back into ground water.



Numerous studies have also linked higher home prices with the presence of trees on the site (Planning Advisory Service report 489-90).

Trees that live next to streams, lakes and wetlands provide important habitat. The trees shade the water and reduce temperatures. Trees also help slow stormwater and flooding during storms, therefore reducing erosion. Tree roots stabilize stream bank soils, and the leaves and insects falling off trees into the waterways provide food for fish and other creatures.

Preservation of a stand of trees instead of a few lone trees on a new development site significantly improves the trees' chances of survival. It has been proven that leaving lone trees where there once were many can cause more harm than good. When the trees are suddenly subjected to higher winds and root damage from the removal of surrounding trees they will be more likely to blow down in windstorms.

Replacement of trees removed from a site is another common form of urban forestry conservation. Furthermore, requiring more trees to be planted than were initially removed is legally enforceable because a large mature tree is generally considered to be worth more.

Deciding to preserve trees is only the beginning on a construction site. Careless construction activities can cause trees to eventually die anyway. Bulldozing, digging, or even driving large construction trucks over a tree's roots can result in death of the tree. Severe grade changes around trees can also be very harmful. Soil is also an important part of preserving trees, and often during construction the soil is compacted and cleared away. This causes trees to suffocate from lack of oxygen and nutrients in the soil.

After construction is over, it is important to maintain the preserved trees. The developer should replace preserved trees that die because of construction, and they should plan for the fertilization, irrigation and pruning of the living trees.

The City presently has a tree ordinance whose purpose is to preserve and protect significant trees and which incorporates many of the ideas outlined above, in the context of the City's other obligations, such as allowing properties to develop to urban standards. The ordinance emphasizes that trees saved during development must be appropriate trees for long-term survival in the urban landscape. The ordinance also requires replanting of appropriate tree species at a minimum ratio of 1:1, to provide no net loss of trees and protection of significant trees during and after construction.

AIR QUALITY

Considering Lynnwood's high volumes of traffic, congestion and close proximity to major freeways, air quality is a concern, particularly at congestion points. Gasoline and diesel-powered vehicles and equipment are a large source of air pollution in Lynnwood. Air pollution also contributes to water pollution when rainwater picks up air pollutants and runs off into water bodies.

The City can take a lead role in encouraging other modes of transportation by using more efficient vehicles and alternative-fueled vehicles in its own fleet and by promoting transit use among its employees with transit subsidies and restrictive parking policies. While the city is not the regulator of automobile emissions, the City can encourage alternatives to gasoline powered automobile transportation by promoting improvements to the public transit system, increasing incentives for car-pooling, bicycling and walking, and by limiting the amount of parking that may be included in some new developments. The City can advocate with Community Transit and Sound Transit in designing public transportation systems and stations that help maximize the use of such systems.

The agency primarily responsible for monitoring and regulating air quality in this area is the Puget Sound Clean Air Agency. The city will cooperate with the Puget Sound Clean Air Agency to achieve high standards for air quality.

To measure existing air quality, DOE and Puget Sound Clean Air Agency (PSCAA) maintain a network of monitoring stations throughout the Puget Sound. Based on monitoring information, regions are designated as "attainment" or "non-attainment" areas for particular air pollutants. Once an area has been designated as a non-attainment area it is considered as an air quality "maintenance" area until attainment has been reached for 10 consecutive years. The City of Lynnwood is within a carbon monoxide and ozone "maintenance" area, both established in 1996.

The amount of ozone, inhalable particulate matter (PM10) and carbon monoxide (CO) are growing in our environment. Population growth and dependence on motor vehicles affects Lynnwood's air quality more than any other factors. The areas in Lynnwood with the worst air quality are directly linked to high traffic volumes, specifically, 196th St SW, 200th St. SW, 44th Ave W and Highway 99. Coincidentally, one of the Puget Sound Clean Air Agency monitoring stations is located on 44th Avenue West (the other one is on 59th Place West).

Ozone

Ozone is a highly reactive form of oxygen that is created by sunlight activated chemical transformations of hydrocarbons and nitrogen oxides in the air. Lynnwood is part of a maintenance area.

Particulate Matter

There are two categories for measuring the amount of particulate matter in the air: particulate matter less than or equal to 10 micrometers in diameter (PM10) and fine particulate matter less than or equal to 2.5 micrometers in diameter (PM 2.5). Industrial activities, residential wood burning, and motor vehicle engines most commonly produce particulate matter. Lynnwood is part of a PM10 attainment zone and is expected to stay at attainment levels.

Modeled Intersection	Time	1998 Conditions
SR 99 & 196 th St SW	1 hour	13.2
	8 hour	9.2
48 th Ave W & 196 th St SW	1 hour	11.0
	8 hour	7.7
44 th Ave W & 196 th St SW	1 hour	13.2
	8 hour	9.2
37 th Ave W & 196 th St SW	1 hour	9.7
	8 hour	6.8
Alderwood Mall Pkwy & 196 th St SW	1 hour	12.6
	8 hour	8.8
44 th Ave W & 200 th St SW	1 hour	13.5
	8 hour	9.5
Note: Eight-hour concentrations were calculated from the modeled 1-hour CO concentration with a 0.7 persistence factor. Bold font represents a calculated CO concentration over the 8-hour ambient air quality standard of 9.0 ppm.		

Carbon Monoxide

Carbon monoxide (CO) is a by-product of incomplete combustion, largely generated by motor vehicles and wood burning. Carbon monoxide is the pollutant of greatest concern because it is being emitted in the largest measurable quantity.

There are two air quality standards for CO, a 1-hour average of 35 parts per million (ppm) and an 8-hour average of 9 ppm. If these levels are exceeded more than once a year the attainment standard will be violated.

Lynnwood is located within a CO maintenance area established in 1997. This requires the Department of Ecology and PSCAA to develop a work plan to comply with the standards. The intersections of most concern are 196th Street and Highway 99, 196th and 44th Ave, and 200th St and 44th Ave.

Future Conditions

Washington's population is expected to increase by approximately 1.7 million people by 2040. Traffic will grow with the increase

of population, and with it motor vehicle emissions will cancel out air quality gains made in recent years, unless people stop driving and start using mass transit or we reduce the amount of motor vehicle emissions.

Tree preservation is an integral part of protecting air quality. Trees improve air quality by intercepting particles and removing gaseous pollutants. These pollutants include nitrogen dioxide (NO2), sulfur dioxide (SO2), carbon monoxide (CO), and particulate matter.

Conservation of trees should be encouraged through City regulations and incentive mechanisms.

Greenhouse Gas Emissions

The Environmental Protection Agency is now required to consider carbon dioxide (CO₂) to be an air pollutant under the Clean Air Act, putting control of this most prevalent greenhouse gas on an equal footing with the traditional criteria pollutants. In accordance with this finding, and the Energy & Sustainability Element Policy E&S2.2.1, the City will evaluate proposed actions subject to the State Environmental Policy Act (SEPA) for their greenhouse gas emissions. After appropriate action by the City Council, the City may adopt measures consistent with policies E&S 2.2.1 and ER-8.7 to require mitigation of greenhouse gas impacts.

VIEW PROTECTION AND LIGHT POLLUTION

Views may be protected through height restrictions, sign controls, view corridor requirements and landscaping regulations. View corridors are openings in the urban landscape that allow views of important features such as historical buildings, mountains, shorelines and parks. Lynnwood's topography provides limited views of the Olympic and Cascade Ranges and Mount Rainier.

View protection is often linked with the natural environment. Lynnwood's Tree protection ordinance plays a major role in both aesthetic value and natural resource protection. Trees provide beautification while helping to clean the air and stabilize the soil, but trees also block views if not carefully placed.

Roadway protection programs are also common, and usually restrict sign size, lighting (no neon or excessive bright light), and have minimum landscaping requirements. Lynnwood could select streets that have the best views to become street view corridors. Burying power lines could be a first step in improving the aesthetics of the chosen streets. Strict enforcement of sign codes, the prevention of cell towers in view corridors, and appropriate landscaping would also improve local views.

Glare is strong, steady light that extends beyond the area intended for illumination. Glare interferes with views and, in extreme cases, may interfere with the normal use of nearby properties. Night lighting is an important safety feature. However, lighting should be designed and directed to minimize glare. Night lighting is a necessity but, through good design and code enforcement, it's possible to maintain darker skies in the residential neighborhoods of Lynnwood and to enhance our views of stars and planets.

NOISE POLLUTION

Noise is a pollutant that can have a significant negative impact on humans and other animals. Excessive noise makes neighborhoods and communities less desirable and can cause neighborhood deterioration. Noise also impacts people's physical and mental health.

The City of Lynnwood needs to pay particular attention to noise levels within residential neighborhoods, in order to protect the residents' comfort and quality of life. Neighborhood protection and enhancement are high priorities of the City Council and are emphasized in the 2020 Comprehensive Plan.

The new College District Mixed-Use zone allows a mix of residential, office and commercial uses. Design and development code provisions were drafted to control land uses, densities, design and construction to hold noise and traffic to acceptable levels.

Residential areas that are directly adjacent to commercial uses, industrial uses, I-5 or Highway 99 should have the benefit of more protection measures. Fences and concrete noise walls can greatly reduce sound, but the aesthetics of the community also need to be preserved. When they are not designed with aesthetics in mind, concrete walls can produce a negative feeling of enclosure. Cities abutting freeways can work with the Dept. of Transportation to mitigate freeway noise while addressing aesthetic concerns. In addition, building standards can be modified to require noise attenuating walls and windows to decrease noise impacts on adjacent residents.

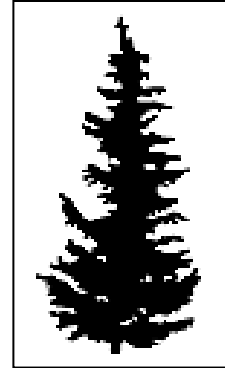
ENVIRONMENTAL ENFORCEMENT

- Most health-related services are provided by the Snohomish County health district which includes the City of Lynnwood.
- Activities that involve the use, processing and /or storage of hazardous materials are regulated by the Lynnwood Fire Department.
- Any activity with the potential to expose the public to health or safety hazards not covered by the regulations of the health department, fire department or other public agencies should be discouraged.
- Any permitted activity with the potential to expose the public to health or safety hazards should be carefully monitored.

GOALS, OBJECTIVES AND POLICIES

GOAL:

To minimize loss of habitat functions and to maintain, protect and enhance the functions of fish and wildlife habitat, water quantity and quality, wetlands and other water bodies; and to integrate the nonhuman natural environment with the urban environment.



Subgoal ER-1: Environmental Protection and Enhancement

A city government that strives to reduce impacts to the environment, considers impacts of policy on the environment, leads educational programs about the environment, cooperates with government agencies on environmental issues, and strives to improve the City's achievement of environmental goals.

Objective ER-1.1 Meet all state and federal mandates regarding critical areas ordinances, such as the incorporation of best available science.

Policy ER-1.1 In managing City government operations, take reasonable steps to reduce impacts to the environment.

Policy ER-1.2 Consider the environmental impacts of policy, regulatory and service decisions in the context of the City's commitment to provide for the public safety and a high quality of life in a sustainable environment.

Policy ER-1.3 Consider and integrate best available science in development regulations that are concerned with critical areas.

Policy ER-1.4 Encourage hazardous waste cleanups within the city. To encourage such cleanups, Lynnwood should ensure that its regulations and standards are flexible, do not duplicate state and federal requirements and provide for expeditious approval where local review is required.

Policy ER-1.5 Promote and lead educational programs to raise public awareness of environmental issues, encourage respect for the environment and show how individual actions and the cumulative effects of a community's actions can have significant effects on the environment.

Policy ER-1.6 Cooperate with other local governments, state, and federal agencies and nonprofit organizations to protect and enhance the environment.

Policy ER-1.7 Ensure that environmental impacts resulting from policy, regulatory and service decisions are consistent with the goals and objectives of other Plan elements that pertain to a high quality of life in Lynnwood, and specifically to the Housing Element's "Neighborhood Preservation" subgoal.

Subgoal ER-2: Conservation of Resources and Recycling

A city government that strives to reduce consumption of resources, minimizes waste, reduces pollution, uses new technologies, promotes conservation, reuse, and recycling, encourages non-automotive transportation, and promotes the use of alternative fuels.

Objective ER-2.1 Recycle and conserve resources through the implementation of the following policies:

Policy ER-2.1 Strive to design, construct, and operate City facilities to limit environmental impacts, such as by incorporating energy efficiency, water conservation, waste minimization, pollution prevention, or resource-efficient materials throughout a facility's life.

Policy ER-2.2 Seek to minimize the quantity and toxicity of materials used and waste generated from City facilities and operations through source reduction, reuse, and recycling.

Policy ER-2.3 Use, where feasible, new technologies that demonstrate ways to reduce environmental impacts.

Policy ER-2.4 Promote energy and water conservation.

Policy ER-2.5 Use education to promote reuse and recycling of used or waste materials by residents, businesses and City employees.

Policy ER-2.6 Work to reduce emissions of greenhouse gases from transportation by encouraging the use of non-automotive transportation by city employees and the public and measures that reduce vehicle miles traveled.

Policy ER-2.7 Promote the use of alternative fuels in vehicles and equipment by the City, transit operators, fleet operators, and the public.

Policy ER-2.8 Promote the use of innovative conservation measures, such as low-impact development techniques.

Subgoal ER-3: Natural Landscape and Vegetation

Minimize the disturbance of existing vegetation, soils and natural landscape to protect the use and amenities of nearby properties and the surrounding community.

Policy ER-3.1 Encourage land development practices that minimize disturbance to vegetation, soils, and the natural landscape. Development plans should respect natural topographical and landscape features where feasible. Avoid disturbance of steep slopes, where the visual impact, erosion potential and opportunity for landslides is greatest.

Policy ER-3.2 Ensure prompt restoration of land after grading and vegetation removal through phased clearing and grading, hydro-seeding, and other appropriate re-vegetation and engineering techniques.

Policy ER-3.3 Native vegetation on undeveloped land should not be removed unless an application has been submitted to the city for development, unless permitted by the Lynnwood Municipal Code (LMC) or required in the interest of health, safety and welfare.

Policy ER-3.4 Avoid clearing of native vegetation that maintains slope stability, reduces erosion, shades shorelines, buffers wetlands and stream corridors, and provides aquatic habitat.

Policy ER-3.5 Encourage the incorporation of open space into development through setbacks, view corridors and recreation areas. Preserve areas with natural or scenic value within development sites to achieve open space amenities.

Subgoal ER-4: Geologic Hazard Areas

Protected geologic hazard areas including steep slopes with significant landslide or erosion potential, soils unsuited to development, areas of significant seismic hazard, and properties within 100-year floodplains.

Policy ER-4.1 Seek to retain and designate as open space significant areas of steep slopes that may be critical erosion or landslide hazard areas.

Policy ER-4.2 Avoid where possible the creation of lots with building sites entirely within these areas, following the requirements of the Sensitive Areas Ordinance: Landslide hazards; Soils unsuited to development, and 100-year floodplains. Direct uses that require substantial improvements or structures away from the following areas not already characterized by urban development: critical erosion hazard areas; landslide hazard areas; seismic hazard areas; areas with soils unsuitable for development; areas within the 100-year floodplain.

Policy ER-4.3 Manage development in both erosion and landslide hazard areas to minimize erosion and landslide probabilities during both construction and use.

Policy ER-4.4 Regulate development in the 100-year floodplain to avoid substantial risk and damage to public and private property and loss of life. These regulations shall, as a minimum, comply with state and federal requirements for floodplain regulations.

Subgoal ER-5: Water Resources

Enhanced water quality and protected environmentally sensitive areas including wetlands, natural streams and lakes, riparian vegetation, and buffers required by sensitive areas regulations; Enhanced pervious surface and vegetative cover in the city; Decreased use of pesticides and herbicides.

Objective ER-5.1 Review and update, as necessary and as required by state and federal mandate, the City's Sensitive Areas Ordinance to ensure maximum protection of known sensitive areas and wildlife habitat.

Policy ER-5.1 Work to maintain or improve water quality, through appropriate land use and transportation policies.

Policy ER-5.2 Seek to retain and designate significant areas of wetlands as open space.

Policy ER-5.3 Strive to increase the amount of total pervious surface and vegetative cover in the city balancing the need to provide urban densities, with the needs to promote groundwater replenishment and decrease surface water runoff and the pollution it collects from roads, rooftops and sidewalks.

Policy ER-5.4 Limit the use of pesticides and herbicides on City-owned property, which can result in polluted stormwater run-off, and provide education for other landowners to do the same.

Policy ER-5.5 Protect and enhance surface water quality. The flow of nutrients (especially phosphorus), heavy metals and other pollutants into streams, rivers, lakes and natural wetlands should be controlled. Treatment measures shall be required where the development results in discharges to surface or ground waters.

- Policy ER-5.6** Reduce transportation-related water quality degradation by promoting less polluting transportation alternatives.
- Policy ER-5.7** Include Low Impact Development stormwater treatment technologies to roadways, parking lots, public plazas, sidewalks, and pathways where practicable, and encourage low-impact developments by providing incentives for developments that utilize low-impact development principles.
- Policy ER-5.8** Conserve and protect environmentally sensitive areas from loss or degradation following the requirements of the Sensitive Areas Ordinance. In areas planned for substantial urban development, sensitive areas may be modified where they have low ecological value and the function and values will be fully replaced or where the impact on the resource may be reduced to acceptable levels. Land uses and developments that are incompatible with environmentally sensitive areas shall be restricted within those areas.
- Policy ER-5.9** Encourage Planned Unit Developments (PUDs), clustering and density transfers for both commercial and residential development to help retain significant natural features and sensitive areas as open space.
- Policy ER-5.10** Preserve wetlands following the requirements of the Sensitive Areas Ordinance. The size and value of the wetlands shall determine the amount of development allowed, if any. On a citywide, long-term basis, Lynnwood shall strive to achieve no net loss of wetlands function and value. Maintain wetlands acreage over the long-term. In undertaking public projects and deciding development applications, Lynnwood shall first seek to avoid wetlands impacts. Where impacts cannot be avoided, the impacts shall be minimized and any adverse impact mitigated. On-site, in-kind mitigation generally is preferred. Other forms of mitigation may be allowed where consistent with these policies and Lynnwood's sensitive areas regulations.
- Policy ER-5.11** Enhance and restore degraded wetlands where possible.
- Policy ER-5.12** Protect and enhance natural streams, lakes and wetlands, including riparian and shoreline habitat, to protect water quality, reduce public costs, protect fish and wildlife habitat and prevent environmental degradation. The protected features should include natural hydraulic and ecological functions, fish and wildlife habitat, recreational resources and aesthetics.
- Policy ER-5.13** Avoid development-related impacts to riparian corridors following the requirements of the Sensitive Areas Ordinance. Protect riparian vegetation. Require the enhancement and rehabilitation of these areas if they are impacted by development and encourage enhancement and rehabilitation when development takes place on adjacent uplands.
- Policy ER-5.14** Avoid alteration of streams following the requirements of the Sensitive Areas Ordinance. Do not reduce the capacity of natural drainage courses. Minimize the enclosure of natural drainage ways and discourage relocation. Where relocation or alteration is necessary, the flood control and habitat values of the drainage course shall be fully replaced and enhancement shall be encouraged. In the case where the City accepts alteration of a stream to increase the usability of a site, enhancement shall be required.
- Policy ER-5.15** Restore, where feasible, natural drainage channels that have been placed within culverts and have had their capacity or habitat value reduced as development or redevelopment occurs.
- Policy ER-5.16** Using best available science, restore, where feasible, Scriber Creek, Scriber Lake, and other adversely effected water bodies.

Policy ER-5.17 Support public education to protect and improve surface and ground water resources by: Increasing the public's awareness of potential impacts on water bodies and water quality; Encouraging proper use of fertilizers and chemicals on landscaping and gardens; Encouraging proper disposal of materials; Educating businesses on surface and ground water protection best management practices in cooperation with other government agencies and other organizations; Educating the public and businesses on how to substitute materials and practices with a low risk of surface and ground water contamination for materials and practices with a high risk of contamination.

Policy ER-5.18 Encourage development practices that respect and preserve the city's watercourses and wetlands. Integrate, wherever possible following sensitive areas regulations, stormwater control facilities and streams, lakes, ponds and wetlands into project design to preserve and improve water quality, control sedimentation and to preserve and enhance the aesthetic quality of the sensitive areas and nearby developments.

Policy ER-5.19 Seek to identify all wetlands, streams, and water bodies, and areas of biological significance and designate as environmentally sensitive areas according to LMC sensitive areas criteria.

Subgoal ER-6: Fish and Wildlife

As feasible, and in balance with the requirements of an urban area, protect urban forests and wildlife habitats, including salmon habitat; open space and parkland network linking habitat for wildlife and native ecosystems; restore, protect, and enhance habitat areas.

Objective ER-6.1 Maximize, as feasible, fish and wildlife habitat through the implementation of the following policies:

Policy ER-6.1 Where suitable habitat potential exists, work to maintain and enhance Lynnwood's urban forests and wildlife habitats and the plants and animals native to the region.

Policy ER-6.2 Consistent with the overall goals of the Growth Management Act, support the preservation of regional habitat and bio-diversity with land use patterns that encourage growth near the city center and in areas characterized by urban development rather than in undeveloped areas.

Policy ER-6.3 Protect the habitat of native and migratory wildlife by acquiring open space, encouraging the conservation of beneficial habitat, and providing for the growth of native species of trees and other native vegetation.

Policy ER-6.4 Minimize habitat fragmentation by linking wildlife habitats. Use greenways, stream corridors and other natural features to connect natural habitat, parks, and other open space features.

Policy ER-6.5 On city property, both on-land and in-water, cultivate native ecosystems that encourage native wildlife and encourage replacement of invasive, non-native vegetation. Native ecosystems are more diverse and therefore more resilient to insects, disease, and climate changes.

Policy ER-6.6 Maintain the health of natural habitats on private property through a combination of education, incentives and development review practices.

Policy ER-6.7 Land use plans and developments should avoid impacts on critical wildlife habitats and restore and enhance degraded or lower quality critical wildlife habitats whenever possible.

Policy ER-6.8 Encourage environmental protection and enhancement practices among Lynnwood's residents and City personnel through education, training, and continued volunteer participation in the care of Lynnwood's plant and wildlife habitats. Involve citizens, community groups, and nonprofit organizations in the care and enhancement of the urban forests and wildlife habitat.

Policy ER-6.9 Consider best available science in making decisions regarding habitat preservation and restoration efforts.

Subgoal ER-7: Urban Forestry

A net increase of healthy, diverse tree cover including sizable tree clusters, forested slopes and treed gullies, as well as trees preserved within stream, wetlands and lake buffers; and selected arterial streets designed to give preference to pedestrian and non-motorized traffic with street trees and other natural elements.

Objective ER-7.1 Complete the major revision of the City's tree protection regulations and continue to monitor and update these regulations as necessary.

Policy ER-7.1 Strive to achieve a net increase of healthy, diverse tree cover throughout the city by requiring developers to save trees worthy of retention and to replant appropriate species for the urban environment at a ratio of at least one tree planted for every tree removed.

Policy ER-7.2 To help preserve the natural environment and Lynnwood's remaining forested lands, Lynnwood shall promote the retention of sizable tree clusters, forested slopes, treed gullies and specimen trees that are of species that are long-lived, not dangerous, well-shaped to shed wind and located so that they can survive within a development without other nearby trees.

Policy ER-7.3 Preserve trees within stream, wetlands and lake buffers.

Policy ER-7.4 Promote planting of suitable native trees and native vegetation within degraded stream, wetlands and lake buffers as well as within gullies.

Policy ER-7.5 Street trees within street right-of-way shall be encouraged along selected arterial streets and local streets. Where street trees are not practical, neighborhood policies may also designate areas where trees shall be planted on developable lots.

Policy ER-7.6 Designate streets that give preference to pedestrian and non-motorized traffic and that include street trees and other natural elements. Consider this designation for new streets in the City Center or existing, underused streets that could be re-configured to serve primarily pedestrian needs. The design may include such elements as large planting beds, wide paths and seating areas to encourage pedestrian use and neighborhood revitalization. The roadway should be diminished in importance when vehicular capacity is not an issue, with narrowed and restricted lanes to slow traffic and less space dedicated to parking. Unique features should be designed into the streetscape to help users form a mental connection with the place and feel a sense of pride and ownership.

Policy ER-7.7 Street trees shall be planted in planter strips or tree wells located between the curb and sidewalk, where feasible. Tree species and planting techniques shall be selected to create a unified image for the street, provide an effective canopy, avoid

sidewalk and utility damage and minimize water consumption. The trees required as street trees shall be deciduous shade trees that are suited to the climate and to planting along streets and sidewalks.

Policy ER-7.8 On City property, protect selected trees, utilize proper pruning and tree care, and improve conditions in order to achieve long-term benefits from the urban forest – and encourage private landowners to do the same.

Policy ER-7.9 Lynnwood should provide information to community residents and property owners to encourage them to plant appropriate trees on their properties and to care for the trees properly.

Policy ER-7.10 Existing significant trees (as defined in the Lynnwood Municipal Code) to be preserved and removed in conjunction with development should be evaluated by a Certified Arborist prior to removal. Trees to be preserved well beyond limits of construction do not need to be evaluated.

Policy ER-7.11 Removal of significant trees (as defined in the Lynnwood Municipal Code) should be mitigated by the planting of replacement trees. The number, size and species of replacement trees depend on the number, size, species and condition of the trees to be removed and the circumstances requiring removal.

Subgoal ER-8: Air Quality

Raise Lynnwood's level of livability by supporting efforts to reduce urban environmental air pollution and increase indoor environmental quality in city-owned buildings.

Objective ER-8.1 Support the reduction of urban environmental air pollution to established standards.

Policy ER-8.1 Strive to reduce air pollution from all sources, including transportation, wood burning and industrial activities through appropriate land use and transportation policies.

Policy ER-8.2 Support regional growth management activities that help reduce the need for automobile transportation and related air pollution.

Policy ER-8.3 Promote clean-burning, alternative-fueled vehicles for use by large fleet operators, transit operators, and the public as a way of reducing impacts on air quality.

Policy ER-8.4 Strive to ensure beneficial indoor environmental quality (which can increase health, welfare and productivity of workers or residents) in all renovations and new construction of City-owned facilities and promote design conditions that enhance beneficial indoor environmental quality in private construction.

Policy ER-8.5 Comply with federal and state air pollution control laws and improvements to regional air quality in cooperation with the Puget Sound Clean Air Agency and the Puget Sound Regional Council.

Policy ER-8.6 Mitigate the emissions of any odors which are not otherwise prohibited by law, but which are detrimental or disturbing to surrounding property or individuals. Before-and-after observations and measurement of particulate matter and gases may be required by independent air quality consultants as a means of monitoring and insuring compliance, and requiring corrections.

Policy ER-8.7 The City shall evaluate proposed actions subject to the State Environmental Policy Act (SEPA) for their greenhouse gas emissions. The City may exercise its

substantive authority under SEPA to condition or deny proposed actions in order to mitigate associated individual or cumulative impacts to global warming.

Subgoal ER-9: View Protection and Light Pollution

Significant public natural scenic views and dark night skies in Lynnwood's residential neighborhoods.

Policy ER-9.1 In planning for parks, give consideration to siting and developing parks so that the public can see significant views from them, including the Cascades to the east, the Olympics to the west, and Mt. Rainier to the south.

Policy ER-9.2 Measures may be taken to improve views, but do not remove or prune trees within parks or protected areas to improve views.

Policy ER-9.3 Design and construct night lighting to minimize excessive glare. Night lighting should not spill over onto nearby properties.

Policy ER-9.4 Light sources, including signs, shall be shielded or shaded to prevent glare on surrounding areas or cast excessive light on any residential use or street.

Policy ER-9.5 Materials with high light reflective qualities should not be used in construction of buildings where reflected sunlight or artificial light would throw intense glare on adjacent areas or streets.

Subgoal ER-10: Reduction of Noise Pollution

Minimize, to the extent practical, noise pollution through the implementation of the following policies:

Policy ER-10.1 Enforce the City's noise emission standards.

Policy ER-10.2 Limit noise to levels that protect the public health and that allow residential, commercial and manufacturing areas to be used for their intended purposes through noise regulations.

Policy ER-10.3 In city operations, reduce where possible, the use of noise-polluting equipment.

Policy ER-10.4 Support the use of technologies and engineering practices to lessen noise produced by traffic, aircraft, construction, and commercial and industrial facilities located near residential areas.

Policy ER-10.5 Support the reduction of noise and mitigation measures to reduce the noise and visual impacts of freeways and arterials on residential areas. Promote actions, such as sound attenuating surfaces and reductions in traffic speed, by the city and other agencies that reduce the noise impacts of freeways and arterials within the city.

Policy ER-10.6 Promote actions, such as equipment modifications and operational limits, that reduce noise from transportation modes, construction sites, industrial uses, and commercial business establishments.

Policy ER-10.7 Require buffering or other noise reduction and mitigation measures to reduce noise impacts from commercial and industrial areas on residential areas. Doors and windows, and any exterior mechanical equipment should be located or buffered to minimize noise impacts to surrounding properties.

Policy ER-10.8 Work with businesses and the community to provide education about the impacts of noise pollution on health and our quality of life.

Subgoal ER-11: Environmental Health and Hazardous Activities:

Discourage any activity with the potential to expose the public to health or safety hazards. Carefully monitor any permitted activity with the potential to expose the public to health or safety hazards.

Policy ER-11.1 Any activity with the potential to expose the public to health or safety hazards not covered by the regulations of the health department, fire department or other public agencies should be discouraged.

Policy ER-11.2 Any permitted activity with the potential to expose the public to health or safety hazards should be carefully monitored.

Policy ER-11.3 Proposals involving the potential risk of an explosion or the release of hazardous substances should include specific measures to prevent any environmental health hazards and ensure the public health, safety and welfare.



CAPITAL FACILITIES & UTILITIES ELEMENT

Introduction	1
Planning context.....	3
Planning by Service Providers.....	4
Summary of Issues.....	6
Sewer	7
Water	11
Stormwater Runoff Management	14
Electricity	16
Natural Gas.....	17
Schools.....	18
Public Library	19
telecommunication services.....	20
Capital Facilities Plan	21
Essential Public Facilities Siting Process.....	23
Goals, Objectives and Policies	29

INTRODUCTION

The 1990 State Growth Management Act requires all comprehensive plans to contain a Utilities Element that “includes the general location, proposed location, and capacity of all existing and proposed utilities, including but not limited to electrical lines, telecommunication lines, and natural gas lines” (RCW 36.70a.070-(4)). The main purpose of the utility element is to ensure that development within the City of Lynnwood has adequate utility capacity to support the Land Use Plan. This section also emphasizes the quality, reliability, safety and regulation of the services provided. The Act also requires a Capital Facilities Element (RCW 36.70a.070 (3)). “A capital facilities plan element consisting of: (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities; (b) a forecast of the future needs for such capital facilities; (c) the proposed locations and capacities of expanded or new capital facilities; (d) at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and (e) a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.”

Capital Facilities and Utilities protect the public health and safety and help maintain a high quality of life in Lynnwood. In Lynnwood, as in many cities, utilities are provided by a

combination of city-managed and non-city-managed providers. Depending on their service, these are variously state-regulated, federally-licensed and/or municipally-franchised providers.

City-managed utilities are sewer, water, and surface water. Non-city-managed utilities are electricity, gas, telephone, personal wireless services, solid waste, and cable television. Non-city-managed utilities providers include Puget Sound Energy (PSE) (electricity and gas), Frontier Communications ("land-line" telephone), and a number of personal wireless companies. These utilities are regulated by the state Washington Utilities and Transportation Commission (WUTC).

Personal wireless service providers serving Lynnwood in the Seattle Major Trading Area are those licensed by the Federal Communications Commission (FCC) in the Radio Frequency Spectrum for wireless telecommunications service and regulated to do business in Lynnwood. Cable television services are provided by Comcast under municipal franchise.

Usually these services are invisible to City residents and businesses; they draw attention only when they are not available. Providing these services depends on building and maintaining major capital facilities. Each of these services requires extensive networks of pipes, wires or other major conveyance systems. Constructing and improving these capital facilities requires long lead times and substantial investments of public or private funds. The service capacity provided by new and expanded facilities is required to be available when new development is occupied in order keep service levels above minimum acceptable standards.

This Element identifies the existing and projected levels and types of capital facilities and utilities. Underlying this discussion is the City's intent to maintain acceptable levels of service for City-provided utility services and to work with other providers to insure that service capacity keeps pace with new development. For City owned utility services this Element describes existing conditions, facilities and service levels, projects service demands from new development, states minimum acceptable service level standards, and presents goals, objectives and policies for providing facilities and services to meet these standards. Capital Facilities data, plans and policies relating to Parks and Recreation, and Transportation are found in their respective elements of the Comprehensive Plan.

For services provided by other providers, it describes existing conditions, facilities and service levels, projects service demands from new development, and presents goals, objectives and policies for cooperating with the service provider(s) to help ensure that facilities and services meet level of service standards that may be set by the provider. This element also includes a 20 year Capital Facilities Plan that delineates the capital projects, (streets, parks and recreation, water, sewer and surface water utilities, municipal buildings and police and fire service facilities) that are needed for current and future municipal utility services and capital facilities.

Changing environmental regulations, especially those created by the Endangered Species Act (ESA) and the National Pollutant Discharge Elimination System (NPDES) Phase 2 for cities with populations less than 100,000, have placed increased demands upon utilities. For example, stormwater management will be held to a much higher water quality and procedural standards. The water and sewer utilities may also have to make procedural changes in response to the ESA, such as increased maintenance monitoring and reporting.

This Element has been coordinated with other Elements of this Plan and with other City planning documents. The Land Use Element presents the growth requiring new utility

facilities and services. The City's annual budget includes funding for construction of new or expanded City-owned facilities. It also provides funding and staffing for operation of these facilities. The City has also adopted functional plans for each City owned utility service, namely sewer, water, and stormwater management. These plans are briefly described elsewhere in this Element. Each functional plan should be consulted for more detailed information related to each City owned utility.

In addition, other service providers have adopted capital facilities and service operations for other agencies and private companies are programmed by those agencies and/or companies. These plans are also briefly described herein.

PLANNING CONTEXT

Growth Management Act:

The following state planning goals are most relevant to the Capital Facilities and Utilities Element of the Comprehensive Plan:

Urban Growth: Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.

Public Facilities and Services: Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

This Element is consistent with these goals because it plans for providing adequate public facilities and services for new development in Lynnwood, concurrent with the availability of such development, and it establishes minimum service level standards and goals, objectives and policies to insure that new facilities are provided in a cost-efficient manner. The Capital Facilities Plan identifies facility improvements that will be needed to provide expanded services and the scheduling and financing for those improvements.

Economic Considerations:

Lynnwood's development policy is that new development will pay for the portion of facility improvements related to its demand on the system. These improvements to the City's utility systems allow for a more equitable distribution of costs and help to keep rates lower.

In cases where one development occurs prior to another and is not adjacent to existing infrastructure, the new development may have to extend utilities across the frontage of another undeveloped site and incur the cost of such extensions. Lynnwood has some mechanisms of reimbursement, such as a latecomers agreement, to provide a mechanism for fair share financing in such cases. The original developer would be reimbursed for costs associated with the portion of the extension that is later used by another developer.

In limited cases, and with City Council approval, the City allows extensions of utilities outside of the city limits. Because general rates should not be used to fund and operate systems outside of the City boundaries, differential rates and/or connections fees are established to ensure that City residents are not subsidizing service outside of City boundaries.

County-wide Planning Policies:

The County-wide Planning Policies call for the orderly provision of public services and utilities concurrent with new development, so that minimum acceptable service levels are maintained. The goals, objectives and policies of this Element are consistent with those policies because the City intends to manage its services and cooperate with other service providers to ensure that services are provided concurrent with new development.

PLANNING BY SERVICE PROVIDERS

The complex arrangement of public service providers, private service providers, and regulatory agencies results in a complicated planning process for service and utility facilities. Three different types of service providers serve the City:

- **City Owned Utilities:** (sewer, water, surface water utilities, parks and recreation, police and fire service);
- **Private Owned Utilities:** (gas, telephone); and,
- **Utilities Owned by other agencies:** (electricity, schools, solid waste landfill).

While the City has direct control over services that it provides directly, there is no formal connection between the City and either the private companies (second group) or the other agencies (third group). The City must closely coordinate their efforts at both the technical and policy levels. In addition, regional, state and federal agencies oversee many of these services, either directly or in connection with environmental protection programs, and they impose minimum service levels or other requirements that service providers must meet.

Sewer:

The City adopted a Comprehensive Wastewater Plan in 2006 that provides planning direction for management and maintenance of the sewage collection and treatment system. This plan provides for compliance with discharge requirements and limitations imposed by the State Department of Ecology under the National Pollution Discharge Elimination System and the federal Clean Water Act. The federal Environmental Protection Agency and Puget Sound Air Pollution Control District regulate air pollutant emissions from incinerating sewage sludge. An update of this plan is in preparation.

Water:

The City adopted a *Water System Comprehensive Plan Update* (2005) that includes an evaluation of the existing water system, incorporates anticipated growth, and presents a plan for water system improvements. This Update projects needed improvements through 2020, consistent with rules and regulations for public water systems from the state Board of Health. The federal Safe Drinking Water Act and state Department of Health require water providers to meet safety standards. An update of this Plan is in preparation.

Stormwater Runoff Management:

The City adopted a Comprehensive Plan for surface water management in 2009. That Plan is document responds to both state and federal requirements for managing surface water in the City. The Plan reviews current and anticipated regulatory requirements, discusses current stormwater management programs, identifies flooding and water quality programs and discusses the resources needed for the City to implement the plan fully. Management of surface waters in the City is funded through the City's Surface Water Utility (established in 1991).

Parks and Recreation:

The City regularly prepares and adopts a Parks Plan in compliance with IAC guidelines for parks planning, recreation programming and grant eligibility purposes. Consistency is maintained between the Parks Plan and Parks & Recreation Element of the Comprehensive Plan, which is updated annually.

Transportation:

The City annually prepares and adopts a six-year Transportation Improvement Plan (TIP). This plan lists street and non-motorized projects, and revenue sources. This plan is prepared for transportation project scheduling, prioritization and grant eligibility purposes.

Electricity:

The Snohomish County Public Utility District (PUD) No.1 provides electricity service in Lynnwood.

Natural Gas:

Puget Sound Energy (PSE) provides Lynnwood with natural gas.

Solid Waste:

The Washington Solid Waste Management Recycling and Recovery Act (RCW 70.95) requires each county, in association with its cities and towns, to prepare a 20-year comprehensive solid waste management plan (CSWMP) and to update the plan at least every 5 years. Snohomish County is the solid waste management planning authority for all jurisdictions in this County. The County's Solid Waste Plan Update

was adopted by the County, Lynnwood and other participating jurisdictions initially in February 1990 and further revised and adopted in 2004. The CSWMP was extended to show the long-range needs 20 years into the future. A revised 6-year construction and capital improvement plan was adopted by the County in 2009.

Schools:

The Edmonds School District regularly adopts and updates the *Edmonds School District Capital Facilities Plan*. This plan describes when new schools will be needed, and what funds may be available for these facilities.

Library:

Lynnwood's library is located in the Civic Center at 19200 – 44th Avenue W. The facility was recently expanded and includes more than 87,000 items in its collection. The library is a member of the Sno-Isle Regional System, allowing members to borrow materials from 18 other libraries in Snohomish and Island Counties.

Telecommunication Services:

Frontier Communications provides “land-line” telephone service for Lynnwood and their facilities are adequate for the foreseeable future.

SUMMARY OF ISSUES

Based on the service and facility needs identified in the preceding sections, the following major issues for capital facilities and utilities face the City.

Sewer:

The Sewer Utility operates and maintains the sewage collection system that serves the needs of residents and commercial establishments. Any extension of the system is typically funded by development. The collection system discharges to the City owned wastewater treatment plant which is located on the shores of Puget Sound and surrounded by the City of Edmonds.

Flows through the waste water treatment plant are expected to increase to 6.5 million gallons per day which is well within the design capacity of the existing facility. The sludge incinerator is expected to require extensive maintenance or replacement within the next five years.

While the system does not require any extensive improvements to meet the expected growth within the utility's service area, which is generally the existing City boundaries, some significant projects are proposed to address current deficiencies. Most of these deficiencies deal with aging sewer pump stations, and surcharging of the collection system during heavy rain events. Any increase in development density may require localized improvements, but the overall system capacity would be sufficient. Future emphasis will focus on maintaining the existing infrastructure, incorporating technology to optimize the existing system, and complying with any new regulatory requirements.

Water:

The Water Utility purchases water from the Alderwood Water District. Water is distributed through mains operated and maintained by the water utility to residential, commercial, and industrial users.

The City has been able to control peak water flows by managing the use and recharge of the existing water tanks for supplemental flow. Peak flows at full build out are calculated to be 7.52 million gallons per day (MGD) which is less than the system capacity in the connection to Alderwood Water District.

The system is currently sized to provide for the expected growth within the utility's service area which is generally the existing City boundaries. Any increase in development density may require localized improvements, which would typically be funded by development, but the overall system capacity would be sufficient. Future emphasis will focus on maintaining the existing infrastructure, incorporating technology to optimize the existing system, and complying with any new regulatory requirements.

Stormwater Runoff Management:

Responding to and meeting the requirements of the National Pollutant Discharge Elimination System (NPDES) Phase 2 will be the major issue facing the Surface Water Utility over the next few years. The implications that these issues have to stormwater runoff management include changes to ordinances and development standards as well as changes to how the City maintains its infrastructure.

Eliminating existing flooding problems may require increasing the capacity of existing stormwater facilities or constructing new facilities. The NPDES requirements will require modification to our existing Best Management Practices (BMPs) and our design standards and policies.

Parks and Recreation:

See the Parks, Recreation and Open Space Element.

Transportation:

See the Transportation Element.

Other Services and Utilities:

Continuing to cooperate and coordinate facility planning and construction so that new or expanded services are provided concurrent with new development.

SEWER

The City of Lynnwood is responsible for providing sewer service to its residents, and the maintenance and operation of the treatment plant and the collection and transmission systems. The City's wastewater treatment plant was converted to secondary treatment in

1992, increasing the plant's capacity to an average annual flow of 7.4 million gallons per day (MGD). Additional improvements to the wastewater treatment plant were completed in 1998. These were replacement of the treatment plant outfall, sludge handling improvements, addition of a bar screen, and extensive odor control improvements. In 2010 a backup generator for the secondary treatment system was added. This improvement will allow the plant to fully process wastewater even during a power outage, eliminating the problem of sending only primary treated effluent into Puget Sound.

The following analysis is based on information contained in the City's Comprehensive Wastewater Plan (January 2006). Technical data and information has also been collected from documents revised or created since the 1995 City of Lynnwood Comprehensive Plan. These include the 1998 Comprehensive Sewer Plan, and the 1996 Wastewater Facilities Plan Amendment. These documents serve as a reference and background information for this city comprehensive plan.

Collection System:

The Lynnwood wastewater service area is divided into four major drainage basins: Swamp Creek, Scriber Creek, McAleer Creek, and Browns Bay. These basins are further divided into 17 unit sub-basins. The wastewater collection system is for sanitary sewage only; storm water discharges into the system are not allowed.

The majority of the collection system was installed prior to 1975. Additions to the original system have been numerous, particularly in recent years during annexation and development in the northern and eastern parts of the City. Four small lift stations (No. 4, 7, 8 and 14) serve local areas in the system; these lift stations (LS) were constructed after the original sewer system was installed. Wintertime storms sometime inundate the system and hydraulic overloads occur in some areas of the system, causing raw sewage to flow onto the streets and into the stormwater system. Two projects are planned to deal with the worst locations of overloads: The trunk sewer on 76th Ave W just south of the Treatment Plant will be upsized; and, a new lift station will be added just north of Scriber Lake. Another, longer term solution is for the reduction of infiltration/inflow into the system, either by replacing or repairing specific pipelines and manholes, or reducing inflow from storm drains that are incorrectly connected to the sanitary sewer. The success of these programs will be monitored.

Transmission System:

The components for the transmission system were installed with the original system and originally included two lift stations (LS Nos. 10 and 12), a force main and gravity trunk sewer from LS NO. 10 to LS No. 12, and a second force main and gravity trunk sewer system from LS No. 12 to the treatment plant. In 1993, LS No. 10 was extensively refurbished at the existing site, and a new force main which bypassed LS No. 12 was installed to the gravity main in 76th Avenue W. LS No. 12 was also modified and updated during 1993.

LS No. 10 receives flow from the Scriber Creek and Swamp Creek drainage basins. Flows received at LS No. 10 are pumped through a 24-inch diameter force main to a gravity sewer trunk line that leads to the treatment plant. The capacity of the force main is approximately 8.5 MGD at the maximum velocity of 8 feet per second (fps).

Flows received at LS No. 12 are pumped through an 18-inch diameter force main to a 24-inch diameter gravity line that leads to the wastewater treatment plant. At the maximum recommended velocity of 8 fps, the flow capacity of the force main is approximately 9.1 MGD. The 24-inch gravity trunk line also receives tributary flows from Edmonds and the Browns Bay Drainage basin at several points along the alignment.

Current transmission capacity generally meets the needs of the City. Isolated areas are subject to surcharging due to heavy infiltration during larger storm events.

Treatment Plant:

The City's Wastewater Treatment Plant upgrade was completed in 1992. The project upgraded the existing primary treatment plant to a secondary treatment plant utilizing the activated sludge process and incineration for solids handling. The plant design parameters were to handle an average annual flow of 7.4 million gallons per day (MGD) and an influent biochemical oxygen demand (BOD) of 15,120 lbs/day for the design year 2010. The maximum month average flow is not to exceed 7.4 MGD. The report assumed projected population for the City of Lynnwood is 44,700 people and a total population equivalent of 52,080 for the service area, which includes a portion of Edmonds, and all commercial contributions. The plant produces an effluent at or below the discharge limitations set by the Washington Department of Ecology (DOE).

The treatment plant currently operates under a National Pollution Discharge Elimination System (NPDES) permit issued by the Department of Ecology. Limitations under the permit are listed under "Level of Service Standards," below.

When either the actual flow or waste load reaches 85 percent of the design capacity or when the projected increases would reach design capacity within five years, whichever occurs first, the City is required to submit to the Department of Ecology a plan and a schedule for continuing to maintain capacity at the facility sufficient to achieve the effluent limitations and other conditions of the NPDES permit.

In 1998 a review of the capacity and the Biological Oxygen Demand on the plant were reviewed and a new permit applied for. The hydraulic capacity remained at 7.4 mgd but the BOD was raised to 15,120 pounds per day. The permit was approved in January of 1998 and the plant is now below the 85% threshold.

The plant capacity was evaluated in 1995 and a report was issued in January 1996 that identified capacity limits or "bottlenecks" in the system. All of the improvements have been implemented. The Department of Ecology issued the current City of Lynnwood NPDES operating permit; allowing for an increase of BOD and total suspended solids increases of 17% over previous permitted levels. Hydraulic capacity was not increased, but neither was it originally identified as being within 85% of design capacity as identified above.

In the last five years, the only major upgrades at the plant has been the addition of the secondary system backup generator (2010) and the replacement of the outfall diffuser(2011). With the age of the last major upgrade now nearing 20 years, many major system are nearing upgrade or replacement again. Projects are being scoped to upgrade the incinerator controls, replace the incinerator heat exchangers, and replace the two major shell buildings that house the primary treatment system and the incinerator.

Demand Forecasts:

Based on the growth anticipated in this Plan, average annual flows are projected to increase from the current 4.30 MGD for 2010 to 6.50 MGD in 2023. This projected flow would not exceed the design flow capacity of the plant.

An analysis of BOD loadings based on a population of 43,601 results in a projected average BOD loading of 10,629 lbs/day with the growth anticipated in this Plan. This projected BOD loading is below the current DOW permit limitation of 15,120 lbs/day and below the 85% design capacity, which would trigger a design review.

Level of Service and Design Standards:

Treatment plant, pipe connection size and flow rate are all levels of service standards for the sewer system.

Flows:

- 70 gallons per day per capita

Pipes:

- 8" minimum diameter
- 6" side sewer connection

Treatment Plant:

- Waste Loadings: Unknown
- Average flow for the maximum month – 7.4 MGD;
- Biochemical Oxygen Demand (5 day) (BOD₅) loading for maximum month – 15,120 lbs/day;
- Influent total suspended solids (TSS) – 15,120 lbs/day.
- Effluent limitations: (Monthly Average)
 - CBOD₅ – 25 mg/L, 1,534 lbs/day
 - TSS – 30 mg/L, 1,851 lbs/day
 - Fecal Coliform Bacteria – 200/100 mL
 - Chlorine – 318 ug/L (7.16 lbs/day) [daily maximum – 834 ug/L]
- Effluent limitations: (Weekly Average)
 - CBOD₅ – 40 mg/L, 2,469 lbs/day
 - TSS – 45 mg/L, 2,777 lbs/day
 - Fecal Coliform Bacteria – 400/100 mL
 - pH shall not be outside the range of 6.0 to 9.0

The NPDES permit also sets limits for effluent concentrations. The monthly average effluent concentration limitations for CBOD₅ shall not exceed 25 mg/L or 15 percent of the influent concentration; the monthly average effluent concentration limitations for TSS (total suspended solids) shall not exceed 30 mg/L or 15 percent of the influent concentration. Additional design standards relating to level of service are found in the Capital Facilities Plan provided (HD).

Needs Assessment:

Improvements to sledge handling capabilities in 1999 allowed the increase in our NPDES permit to 15120 lbs/day for both BOD and TSS. This should allow the facility to remain in compliance with existing codes through 2018.

WATER

Inventory and Existing Conditions:**1. Supply:**

Lynnwood receives its potable water supply from the watershed around the headwaters of the Sultan River. The City of Everett supplies water via pipelines to regional purveyors in south Snohomish County. The Alderwood Water District (AWD) purchases water from Everett and resells it to the City of Lynnwood.

The City of Lynnwood water service area includes all of the area within the corporate city limits, which now totals approximately 4,900 acres, except for the parcels north of 180th St SW and east of 36th Ave W and the Spruce Hills development on Spruce Way at 172nd Street SW which are served by the AWD. AWD also services the area of Lynnwood east of I-5 and south of I-405, and they have a major transmission line running down 36th Ave W from 184th St to Alderwood Mall Boulevard.

In 2010, the City of Lynnwood and the AWD entered into a new agreement for water supply. The agreement provides for the delivery of water needed by the City for the next fifty years.

2. Pressure Zones:

There are four pressure zones that distribute water within the City of Lynnwood -- the 573, 635, 680 and 724 zones. The City serves the 573, 635 and 680 pressure zones, while the 724 pressure zone is served by the AWD.

The 724 zone serves an area approximately from 168th Street SW to 172nd Street SW and from Spruce Way to 36th Avenue W. Water and storage for this pressure zone is supplied from Alderwood Water District's 2.0 million gallon (MG) reservoir located one mile north of 168th Street SW near 35th Avenue W. Static water pressure in the area ranges from 50 psi to 80 psi. Service is provided from a 12" water loop with 8" distribution lines into the residential areas. A pump station containing 3 pumps capable of 1.4 million gallons per day (MGD) fills the storage tank.

The 680 zone serves the area between 188th St. SW on the south and 179th St. SW on the north and several blocks east and west of 40th Ave. W. This new pressure zone was created in 2000 with the placement of a new booster pump next to the two water tanks at 40th Ave. W. and 185th St. SW. These tanks serve the 573 zone. This new zone provides pressures in the area of 65 psi.

The 635 zone serves an area approximately from 196th Street SW to 172nd Street SW and from 40th Avenue/Spruce Way to 36th Avenue W. North of 172nd Street SW the westerly boundary moves west to Highway 99. Water is supplied through the city's master meter at 168th Street SW and Spruce Way. The water is supplied from the Alderwood Water District's reservoirs totaling 76 MG. Service is provided from 10" and 12" mains feeding 8" distribution lines. Static pressure in the area is 35 psi to 90 psi. The City currently requires the installation of individual booster pumps for new construction within those areas affected by low water pressure.

The 573 zone serves the remainder of the city. The water is supplied through the City's master meter and goes through the pressure reducing station located at Spruce Way and 173rd Street SW. Water is stored in the City's two reservoirs totaling 5.7 MG located at 40th Avenue W and 185th Street SW. Static water pressure in the area ranges from 60 psi to 100 psi.

3. Generalized Existing Potable Water System:

A. Transmission and Distribution System:

The primary water transmission main for the City is a 24" concrete cylinder pipe that runs along 35th Avenue W and Spruce Way from AWD's terminal storage facilities at 153rd Street SW to the intersection of 164th Street SW and Spruce Way. A pressure-reducing valve (PRV) vault, located at 173rd Street SW and Spruce Way on the 24" main, reduces the pressure of the incoming supply from Alderwood to feed the City's supply lines. Two transmission mains (a 16" line and an 18" line) split off at the termination of the 24" main. The 16" main supplies water to the northwestern portion of the City and the 18" main supplies the City's storage reservoirs. A 24" main runs from the storage reservoirs and connects to a combination of 18", 16" and 12" mains that distribute water to the remaining portions of the City.

A second PRV station, located at 196th Street SW and 40th Avenue W, provides a secondary means of supplying the 573 pressure zone when the main PRV is out of service or when there are high demands on this zone. If the main PRV were out of service for an extended period, the secondary PRV would be unable to meet the demand in the 573 pressure zone. The distribution system off the second PRV consists of looped 6" through 12" water mains.

B. Storage:

The City has a total of 5.49 million gallons (MG) of usable storage capacity with two reservoirs located at 185th Street and 40th Avenue W. Both reservoirs are in the 573 pressure zone. In 2009, the total required storage (fire, equalizing, operational, and standby) for the 573 pressure zone was 10.39 MG; the balance of the required storage is provided by AWD by agreement.

Storage for the 635 and 724 pressure zones is also provided by the AWD

C. Demand Forecasts:

Residential, commercial, and industrial growth associated with the City's land use alternatives would increase consumptive uses and would place increased demands on existing water supplies and facilities. Estimated total average and peak daily demand in 2023 at full development based on the 2005 Water System Plan are 5.27 MGD and 8.96 MGD, respectively (based on a 2023 population of 38,113, and planned development in the City Center).

Estimates for this Plan are based on an average daily demand of 105 gallons per capita per day and are taken from the City's 2005 Water System Comprehensive Plan Update. Estimates do not reflect conservation measures, and are assumed to meet the annual 1% Conservation Goal set by the Everett Water Utility Committee. Applying the conservation goal, the 2023 average daily demand would be reduced to 4.31 MGD. Actual water demand would depend on household size, employment, the type of land uses that develop (particularly industrial uses), implementation of water conservation measures, and other factors.

D. Future Supply:

The Sultan River watershed has the capacity to supply the current and projected future demands for the City of Everett and its service area, which includes the City of Lynnwood.

E. Future Storage:

The Water Supply Plan Update projects water storage requirements for the 573 pressure zone as 12.52 MG by the year 2023. The required storage for this pressure zone includes: operational storage of 0.90 MG; fire flow storage of 2.16 MG, equivalent to 6,000 gpm for 6 hours (the fire flow requirement for Alderwood Mall); emergency storage equivalent to the maximum day demand of 9.02 MG; and equalizing storage equivalent of 0.44 MG.

F. Level of Service Standards:

Fire flow, equalizing, and emergency storage are required to be provided by the City of Lynnwood by terms set in the agreement with the Alderwood Water District.

G. Fire Flows and Water Storage:

- Commercial:
6,000 gpm; storage for a 6-hour supply (2.16 million gallons)
- Multi-Family:
3,000 gpm; storage for a 3-hour supply (0.54 million gallons)
- Residential:
1,000 gpm; storage for a 2-hour supply (5.3 million gallons)
- Emergency Storage:
800 gallons per connection (5.3 million gallons)

H. Fire Hydrants:

- Commercial Area - one hydrant every 330 feet

- Residential Area - one hydrant every 600 feet

I. Distribution System:

- 8" minimum pipe size
- 30 pounds per square inch minimum
- Maximum velocity of 8 feet per second

J. Consumption:

- The average daily demand is approximately 105 gallons per capita per day.

Needs Assessment:

The amount of water used per person per day has been decreasing over the last twenty years. This is likely due to more personal attention to conservation, desire not to waste resources, and more water efficient appliances. This conservation will likely offset any growth in demand from population increases in the next twenty years. The only expansion of water system facilities will be accomplished by development to address localized deficiencies. The City of Lynnwood Water System Comprehensive Plan Update contains a list of recommended improvements that were developed to meet the projected requirements of the City's water system. These projects are replacements of existing mains that are undersized for existing standards or have exceeded their useful life.

While water pressure generally ranges from 30 psi to 100 psi, during periods of high use the pressure in the 635 zone can fall below the minimum of 30 psi due to falling water tank elevations and increased head loss due to velocity in the mains. Future water system improvements should resolve low pressure problems.

STORMWATER RUNOFF MANAGEMENT

Inventory and Existing Conditions:

1. Existing Drainage Basins:

The City of Lynnwood's drainage system consists of Scriber Creek (with two primary tributaries (Popular Creek and Golde Creek), Meadowdale Pond, Swamp Creek (with its primary tributary – Tunnel Creek), Hall's Lake, Hall's Creek, Perrinville Creek, and Lund's Gulch Creek. The public portion of the drainage system contains approximately 4,700 catch basins and manholes, 484,800 lineal feet of storm pipe, 42,200 lineal feet of ditches, 37 detention ponds, 85 underground detention tanks and pipes, and several miles of streams.

2. Stormwater Runoff Management Requirements:

The National Pollution Discharge Elimination System (NPDES) is a section of the federal Clean Water Act, and is administered by the Washington State Department of Ecology. The NPDES Phase II Municipal Stormwater Permit (the Permit) took effect in 2007, and requires all counties and cities (with populations over 1,000) within the state to implement a host of

actions aimed at improving water quality, including public education and outreach, controlling pollution and illicit discharges, controlling runoff from new development and redevelopment, improved mapping, and improving maintenance and operations. The Permit allows the City to phase-in these actions over a 5-year permit period. The next 5-year permit cycle is expected to begin in 2012.

The City of Lynnwood currently requires all new and redevelopment projects over 1 acre to comply with Department of Ecology's *Stormwater Management Manual for Western Washington, 2005 Edition*. This is in accordance with the requirements of the Permit.

In June 2006 the Department of Ecology developed a TMDL to address high fecal coliform bacteria in the Swamp Creek Watershed (Ecology Publication #06-10-021). Approximately 61% of Lynnwood is in the Swamp Creek Watershed (comprising approximately 20% of the entire watershed). The City is currently implementing the required and recommended actions included in this report.

In 2010, the City adopted strict water quality regulations, prohibiting illicit discharges and pollution, and requiring regular maintenance of privately owned water quality and quantity facilities.

Demand Forecasts:

Future conversion of open space to residential, commercial, and industrial development would result in increased volumes and peak flow rates of stormwater runoff. In general, the greater the level of development, the greater the increase in impervious surfaces and stormwater runoff.

Low impact development (LID) techniques encompass a broad range of land use planning, site design, and policy tools collectively aimed at reducing or eliminating the adverse effects of development and related land use conversion on the environment. Stormwater management is one of the key components of LID. Stormwater management in the context of LID seeks to mimic natural hydrologic processes to negate increases in runoff volumes and peak flow rates, reduce pollutant loadings in runoff to surface waters, and recharge groundwater.

It is anticipated that during the next Permit cycle, the City will be required to incorporate regulations for non-structural preventative actions and source reduction approaches, including LID techniques, to minimize the creation of impervious surfaces, and measures to minimize the disturbance of soils and vegetation where feasible.

Level of Service Standards:

Drainage improvements on private and public land must be designed and constructed to reduce or prevent run-off, promote water quality, and provide adequate protection of natural habitat.

Generalized Existing Stormwater Management System

1. Sizing and Capacity of Conveyance Systems:

- Systems on private property must be designed to pass the 25-year storm. No minimum size requirements.
- Public systems in right-of-way or in city easements must be designed to pass the 25-year storm, or 12" minimum. 8" may be used if run is less than 50' from a curb inlet.

2. Detention System Requirements:

- Detention is generally required of new development or redevelopment greater than 5,000 square feet, pursuant to the Department of Ecology's *Stormwater Management Manual for Western Washington, 2005*.

3. Water Quality Requirements:

- Water quality facilities, such as biofiltration swales, two-celled ponds, and wet vaults, are required of new development and redevelopment greater than 2,000 square feet, pursuant to the Department of Ecology's *Stormwater Management Manual for Western Washington, 2005*.

Needs Assessment:

Localized, temporary flooding has been a problem in areas of the City due to increased development and insufficient capacity. Flooding also occurs as a result of drainage conveyances becoming clogged, debris plugging inlets to catch basins and pipes backing up.

Water quality problems resulting from the effects of urban development are common in urban cities such as Lynnwood. Pollutants of concern include erosion and sedimentation (silts), fecal coliform bacteria, petroleum products, chemical fertilizers and pesticides, metals and solid wastes. Pollutants in the surface water system the potential uses, create human health hazards, and degrade the natural habitat.

Fish habitat problems also result from urban development and are common in the City. These problems include erosive flows in streams, channelization, damage from poor water quality, and migration blockages from culverts and pipes.

ELECTRICITY

Inventory and Existing Conditions:

The Snohomish County PUD provides electrical service in Lynnwood. The PUD receives power from the Bonneville Power Administration's (BPA) distribution system through a cooperative agreement. The PUD also operates its own generating sources. The PUD maintains several 115 kilovolt (kV) lines and 230 kV lines in Snohomish County.

Power is distributed by 115 kV lines from BPA's SnoKing station to six distribution substations where it is transformed from 115 kV down to 12.5 kV and distributed to Lynnwood and surrounding areas. The existing 115 kV line will be at 70 percent capacity within 5 years.

The PUD is completing a 20-year plan to identify capital projects. The plan is based on several factors: peak demand during the winter peak utility, energy forecasts, land use permits, zoning, and historical data. This information is then broken down into 7-year

forecasts for capital improvements. As the provider of electricity services to the City, the PUD will determine the timing, place and manner of providing new or expanded facilities.

In 2005, the PUD plans to upgrade the existing Alderwood Substation, including the addition of distribution circuits.

ENERGY DEMAND	
LAND USE	ANNUAL ENERGY USE (KWH/GSF/YEAR)
Single Family Residence	5.7
Multi-family Residence	3.6
Retail	19
Office	23
Manufacturing	Varies

Source: Bonneville Power Administration, 1993.

Demand Forecasts:

Future development under this Plan will result in energy consumption increases. Although energy conservation efforts help to curb energy demands, certain uses inherently consume more energy than others do. The Energy Demand Table shows average annual energy consumption for urban land uses.

The PUD states that there would be adequate power to supply the future population that is projected for the Lynnwood. The PUD states that it has the ability and capital to buy additional power and/or build its own power resources.

Needs Assessment:

The PUD has identified no facility needs for electricity service in addition to those already planned by the PUD.

NATURAL GAS

Inventory and Existing Conditions

Puget Sound Energy (PSE) provides natural gas service to Lynnwood. Natural gas is supplied to the Lynnwood area through two supply mains owned and operated by the Williams Company that together are known as the North Seattle Lateral.

As of July 2000, there were approximately 10,482 natural gas customers in Lynnwood and the surrounding Urban Growth Areas. These customers are served through PSE’s distribution system which consists of the following components:

Gas Supply Mains: These are generally larger diameter (8” and over) steel wrapped mains designed to operate at higher pressure (100 psig to 250 psig) to deliver natural gas from the supply source to pressure reducing stations (district regulators).

Pressure Reducing Stations: These are located at various locations throughout the system to reduce pressure to a standard distribution operating pressure of approximately 60 psig.

Distribution Mains: Distribution mains are fed from District Regulators. These mains vary in size (usually less than 8” in diameter) and the pipe material is typically polyethylene.

Demand Forecasts

The average energy use for residential customers is 50 cubic feet per hour during winter heating months. Energy use from office, commercial and industrial development varies. New hookups will trend similar to residential and commercial growth within the city, since the majority of new developers request natural gas service.

Needs Assessment

There are four types of typical projects that PSE could have in the Lynnwood area:

- System reinforcement required to supplement existing system and improve reliability.
- New installation due to new customers or conversions from an alternate fuel.
- Main replacement projects to improve system reliability.
- Replacement or relocation of facilities due to municipal and state improvement projects.

At this time there is one long-term system reinforcement project under review in Lynnwood. PSE's 10 year plans call for adding additional supply main to improve pressure and link the existing 16" systems on the east and west sides of south Lynnwood. Timing of this project is dependent on load and/or customer growth within the service area. The project route will be reviewed with the City of Lynnwood early in the planning stages.

SCHOOLS

Inventory and Existing Conditions

The City of Lynnwood lies within the Edmonds School District. The Edmonds School District covers approximately 36 square miles of southwest Snohomish County. The District boundaries encompass the cities of Brier, Edmonds, Lynnwood, and Mountlake Terrace, the town of Woodway and unincorporated Snohomish County. The Edmonds School District's student enrollment for fall 2009 was 20,279. The District has 19 schools serving grades K-6, two schools serving grades K-8, 4 middle schools (grades 7-8), 5 high schools, one resource center for grades K-12 home-schooled students and one district program for students with severe disabilities. The City of Lynnwood contains 10 of the schools belonging to the District, plus the District's administration offices and the maintenance and transportation buildings ("bus barn").

Within the City of Lynnwood, there are 7 elementary schools (Beverly, Cedar Valley, College Place, Lynndale, Lynnwood Intermediate, Meadowdale, and Spruce Primary), 2 middle schools (College Place and Meadowdale Middle), and one high school (Meadowdale High). The location of public schools within the City of Lynnwood is shown on the map of **Existing Public Buildings**.

Planned Improvements

In 2006, voters approved capital construction bonds for the district. Those projects have, in general been completed, with the exception of the planned relocation of the District's administrative services center and "bus barn" to property on Cedar Valley Road and renovation of the administrative services center to accommodate Scriber Lake High School.

Demand Forecasts

SPI Enrollment Projections:

Enrollment projections are generated annually by the Superintendent of Public Instruction (SPI) using a 6-year forecast period. SPI uses the cohort survival methodology for projecting student enrollment for grades 1 through 12. Kindergarten enrollment is projected based on a least squares linear regression analysis of actual kindergarten enrollment over the previous six years. This methodology assumes enrollment trends that have occurred over the previous six years will likely continue through the next six years.

Needs Assessment

The School District projects needs for new or expanded facilities in its annual Capital Facilities Plan. The Plan includes detail forecasts and facility planning for the following six-year period and more general forecasts for a twenty-year period. In the District's 2010 Plan, the District forecasts that it currently owns enough school sites to accommodate the need for housing students through the year 2015. Similarly, the District expects to have sufficient capacity for housing projected student populations through the year.

PUBLIC LIBRARY

Inventory and Existing Conditions

The Lynnwood Library is the flagship of the Sno-Isle library system. Located in a building of approximately 26,000 square feet in size (renovated in 1999), the Lynnwood library has the most diverse customer base in the district. It serves families, teens, adults and seniors, as well as a high percentage of ESL customers. It is the only library in the district to offer materials in all seven international languages, as well as programs in a variety of languages. In 2005, circulation at this library totaled 846,475 materials, almost one-third of which were children's materials. At that time, about 70% of Lynnwood residents held a library card.

The Library offers many electronic databases that can be used in a search for materials. Some of these resources are: several magazine databases; a general encyclopedia online; a biographical resource; a health reference; and two business databases with investment and company information.

The Lynnwood library includes:

- **The System Reference Center:** A reference collection of over 10,500 books that is especially useful to business people and those looking for education, career, and job opportunities. Reference professionals also assist with Internet and database searches.
- **The Career Reference Center:** Reference and circulating books on choosing a career, writing resumes, etc. Two computers are available to aid in career assessment.
- **Inter Library Loan Services:** For items not owned by Sno-Isle, there is a computerized listing of more than 40 million library materials all over the country, most of which can be obtained for Lynnwood Library patrons.

- **Business Indexes and Databases:** Experian Real Estate Database, General Business File ASAP, Investex, Reference USA, Small Business Legal Pro, Stat-USA, and Wall Street Journal.
- **Children's Programs:** In addition to the children's collection, the library offers many programs for children – from toddlers to school age, including storytimes, puppet shows, movies, craft programs and a summer reading club.

A remodeling of the Library was completed in 1999. The remodeling resulted in a doubling of the size of the Library. The additional space allows for an expansion of children's and adult services.

Lynnwood is the Sno-Isle Regional Reference Center and has unique and out-of-print material at its disposal that other Sno-Isle branches do not have, as well as offering more materials in greater depth.

The community supports the Library as evidenced by the funds donated to and the ongoing support by the Friends of the Library.

Needs Assessment

Due to more rapid than anticipated usage and the addition of technological advances and materials which evolve as our society changes, the Lynnwood Library Board anticipates the need for a new library approximately double the current size or larger in the near future.

In order to meet the goal of providing high quality of service to library patrons, the Library Board is planning for development of a new library generally between 2011 and 2015, as use of the present library is exceeding the service capacity of the existing building. Due to the fact that the serviceable life of the Library building itself will likely be longer than the useful function as a library, provisions need to be made for alternative uses of the building.

The exploration of alternate funding sources is encouraged. Some alternatives may be corporate and Sno-Isle partnering, grants, service fees, and alternative taxing methods. The Library Board will need to involve the citizenry in the exploration and analysis of alternative financing methods.

TELECOMMUNICATION SERVICES

Inventory and Existing Conditions

Frontier Communications recently replaced Verizon as the provider of land-based ("land-line") telephone service in Lynnwood. It maintains facilities that include switching equipment and other telephone facilities in Lynnwood. These facilities provide residential and business service in the City. Verizon had reported that they have adequate capacity to meet the existing demand.

Wireless communication service has increased greatly in the last few years. Lynnwood has numerous wireless communication facilities, serviced by AT&T, Sprint, Verizon Wireless, and T-mobile. Adequate facilities are available to meet existing needs of the Lynnwood area.

Demand Forecasts

Service demands are expected to increase with new development. Long-term quantified projections of such large amounts of new development like Lynnwood is seeing cannot be reliable due to the rapidly changing technology in the telecommunications industry.

Needs Assessment

Verizon reported that they had adequate facilities for the expected service requirements into 2012. It expected that there will be sufficient digital technology to manage new development.

Wireless communication providers constantly monitor the use of their facilities to determine where additional facilities will be required. As the number of customers increases, supplementary wireless communication sites will need to be located. Additional facilities are frequently being added within the city.

CAPITAL FACILITIES PLAN

For the City owned services (sewer, water, and stormwater management), the Capital Facilities Plan (CFP) identifies planned and proposed projects for the next twenty years. The City reviews and updates a financially balanced, six year Capital Facilities Plan on a yearly basis. The functional plans for these services also discuss planned and proposed improvements to resolve current service deficiencies and to provide services to new development. For the services provided by other agencies or utilities, each provider determines the timing, place and manner of providing new or expanded facilities.

This Capital Facilities Plan has been developed to identify public facility capital improvements that will be needed to adequately serve the community as it grows under the provisions of the Lynnwood Comprehensive Plan. The CFP has been developed consistent with the requirements of the Growth Management Act (GMA) which requires:

- An inventory of existing capital facilities owned by public entities, showing their locations and capacities.
- A forecast of the future needs for such facilities.
- The proposed locations and capacities of expanded or new facilities.
- At least a six-year plan that will finance such facilities within projected funding capacities, and that clearly identifies sources of public money for such purposes.

GMA also requires that jurisdictions reassess the Land Use Element of their comprehensive plans if probable funding falls short of meeting identified capital needs (RCW 36.70A.070(3)).

The following public facilities are included in the CFP: transportation facilities (streets, sidewalks, traffic signals, etc.); the sanitary sewer system; the public water system; stormwater management facilities; parks, recreation facilities and open space; and general government facilities including fire and police facilities, the library, City Hall. etc.

This CFP focuses on public facilities, or improvements to those facilities that have a relatively long life and substantial cost, since it is difficult to adequately plan for and finance such

facilities through an annual budget process alone. For the purposes of this CFP, a capital improvement is defined as the acquisition or improvement of land, equipment or structures costing \$40,000 or more and having a useful life of at least five (5) years. This definition is used for planning purposes and the Six-Year and Long Range Capital Facilities Plans may also identify expenditures less than \$40,000 that are considered significant.

Approach:

The City's overall approach to capital facility planning and financing is reflected in the goals, objectives and policies established in the Transportation, Capital Facilities and Utilities, and Parks, Recreation and Open Space Elements. These policies will guide future facility planning and funding decisions to ensure appropriate coordination between changing community needs and capital investments.

Existing Public Buildings:

Other Elements of the Comprehensive Plan provide an inventory of existing capital facilities and a forecast of future needs for each category of public facility (transportation, sewer, water, etc.). The inventory and needs information included in the CFP has been derived largely from previous planning efforts, which have been updated where needed to reflect the community growth rates anticipated and the land use patterns established by the Land Use Element of the Lynnwood Comprehensive Plan. In the case of transportation systems, the identification of needs has also been guided by established level of service standards. For other categories of public facilities (e.g., parks, water systems, etc.), appropriate level of service planning guidelines or other criteria were used to help identify needed improvements.

A six-year Capital Facilities Plan with a financial plan for meeting capital facility needs over the planning period is included. This finance plan lists each capital improvement project identified as needed during that six-year period, and identifies its estimated cost, timing and probable funding sources.

It should be noted that the CFP, including the six-year finance plan, is based on a number of key assumptions about the community's future. These assumptions include:

- That the community will grow generally consistent with the timing, land use patterns and land use intensities anticipated by the Land Use Element of the City of Lynnwood Comprehensive Plan;
- That the existing tax structure (tax rates and types of taxes levied) will remain essentially unchanged over the planning period;
- That the City will continue to have success in securing grant funding and other forms of financial assistance from state and federal sources;
- That the City will continue to experience moderate growth (4 percent per year) in retail sales tax revenues (this is significantly lower than sales tax growth experienced during the 1980's, but slightly higher than average growth for the last three years);
- Voted general obligation bonds will be used for large scale capital projects related to community growth and are primarily dependent on General Fund revenues, such as parks or community services.

The Capital Facilities Plan, and especially the six-year finance plan, will be reviewed on an annual basis and modified as conditions warrant. For example, if community growth occurs more slowly than anticipated by the Land Use Element, the timing of some capital

improvement projects may require modification (since they may not be needed as soon as anticipated, and supporting revenues may accumulate more slowly than forecast). Other circumstances that may require modification of the CFP include slower than anticipated sales tax revenue or assessed value growth, significant tightening of outside funding availability (e.g., grants), or a more rapid community growth rate than anticipated.

ESSENTIAL PUBLIC FACILITIES SITING PROCESS

Goal:

Facilitate the siting of essential public facilities sponsored by public and private entities in a manner that results in the least negative impact on surrounding properties and the community as a whole.

Objectives:

EPF-1: Comply with state law by accepting state and regional essential public facilities within the corporate limits of Lynnwood, subject only to reasonable impact mitigation measures.

EPF-2: Work with Snohomish County and other local jurisdictions to prepare, adopt, and maintain a common siting process for various types of essential public facilities.

EPF-3: Establish criteria defining and guiding the siting of local essential public facilities.

EPF-4: Prepare and adopt development regulations to implement the siting of state, regional and local essential public facilities consistent with the goal, objectives and policies of this section of the Comprehensive Plan.

Policies:

Policy EPF-1: The City of Lynnwood shall follow the common process for siting state and regional essential public facilities, as adopted by Snohomish County Tomorrow, and as presented in this section of the Comprehensive Plan.

Policy EPF-2: The City of Lynnwood will review and modify its development regulations and administrative procedures as necessary to fully implement the common siting process within its area of jurisdiction.

Policy EPF-3: The City of Lynnwood shall not prevent the siting of a state or regional essential public facility through imposition of regulatory requirements. The City will mitigate negative impacts of such facilities by the application of mitigation measures applied through an EPF Permit process. Approval of an EPF Permit shall be granted by the City Council upon recommendation of the Planning Commission and after public hearings before the Commission and the Council.

Policy EPF-4: Criteria may be established for siting of public facilities which are essential to the local area. Regulation of such local facilities may utilize the common

siting process designed for state and regional essential public facilities. The regulation of local essential public facilities may require a Conditional Use Permit, which may include the possibility of denial of the permit. Regulation of such local facilities shall not be a means for regulation of or denial of siting state or regional essential public facilities.

Purpose:

In accordance with the requirements of the Washington Growth Management Act (GMA), and following an extensive policy review process by the Snohomish County Tomorrow Steering Committee, the Snohomish County Council has adopted a series of countywide planning policies to guide the preparation of city and county comprehensive plans. Included therein are policies addressing the siting of “public capital facilities of a countywide or statewide nature” (identified as Policies CF-1 through CF-5), as specifically required by the GMA. These policies commit the GMA planning jurisdictions of Snohomish County to develop a common siting process for these facilities.

The GMA further requires local governments to develop a process for identifying and siting “essential public facilities” and to incorporate that process into their local comprehensive plans. As indicated and defined by WAC 365-195-340 essential public facilities can be difficult to site, and their location in a community may be locally unpopular. Local and state governments are charged by GMA with the task of ensuring that such facilities, as needed to support orderly growth and delivery of public services, are sited in a timely and efficient manner.

The process described here is intended to address the siting of essential public facilities not already sited by the Lynnwood Comprehensive Plan, or other City facility plans, and for which land use action is required. The siting process set forth as follows is also intended to meet GMA requirements, as well as the intent of the countywide planning policies. A final objective is to enhance public participation during the early stages of facility siting so as to reduce the time spent analyzing unacceptable sites, and thereby produce earlier siting decisions that are also consistent with community goals.

Definition of Essential Public Facility:

Any facility owned or operated by a unit of local or state government, by a public utility or transportation company, or by any other entity providing a public service as its primary mission may qualify as an “essential public facility” (or, EPF). In general, an essential public facility will be characterized by the following:

- it is a necessary component of a system or network which provides a public service or good; and
- it may be difficult to site because of potential significant opposition.

Essential public facilities of a countywide nature are those which serve a population base extending beyond the host community. This may include several local jurisdictions within Snohomish County or a significant share of the total County population. Such facilities may include, but are not limited to, the following examples: airports, state education facilities, state or regional transportation facilities, state or local correctional facilities, solid waste

handling facilities, in-patient facilities including substance abuse facilities, mental health facilities, and group homes.¹ Other facilities meeting the basic definition above and whose sponsor desires to utilize this siting process may be qualified as essential public facilities by completing the designation procedure described below.

Essential public facilities of a regional or statewide nature may include, but are not limited to, those facilities listed above which serve a multi-county population base; and other large public facilities appearing on the Office of Financial Management (OFM) list to be maintained under RCW 36.70A.

Essential Public Facilities Eligible for Common Site Review:

Essential public facilities of a countywide or statewide nature which are not already sited in a local comprehensive plan are eligible for review under the common siting process described below. Candidate facility proposals may be submitted for review under this Common Siting Process by either the project sponsor or by a local jurisdiction wishing to site the project (the "host community").

A facility may be designated an essential public facility eligible for review under this process under the following conditions:

- The Snohomish County Tomorrow Steering Committee or the governing board of the host community makes a determination that the proposed facility meets the definition of an essential public facility; or, the facility appears on the state, county, or the host community's list of essential public facilities; AND
- Either the sponsoring agency or the host community determines that the facility will be difficult to site.

Common Site Review Process:

Either the sponsor of an essential public facility within Snohomish County which is eligible for review under the Common Site Review Process, or the proposed host community, may elect to follow the process described herein. Alternatively, sponsors of such facilities having a preferred site location already identified may choose to seek siting approval under the local process provided by the host community (the jurisdiction having land use authority over the site), if that approach is acceptable to the host community.

The Common Site Review Process will involve the steps described below.

- Determination of Eligibility. The project sponsor must receive a determination of eligibility from either the host community or the Snohomish County Tomorrow Steering Committee that the proposed facility constitutes an essential public facility as defined above. This initial step will also include a determination, as a threshold matter, of whether the facility in question presents siting difficulties. If the facility does not present siting difficulties, it should be relegated to the normal siting process, as recommended in WAC 365-195-340 (2)(a)(iii).

¹ The application of this definition for group homes and similar facilities, as well as of the siting process for these facilities, will be within the legal parameters of fair housing laws.

- Site Search Consultation. As an optional service to project sponsors, the Planning Advisory Committee (PAC) and/or the Infrastructure Coordinating Committee (ICC) will, upon request, provide a forum for project sponsors prior to the initiation of the formal siting review process. Sponsors will have the opportunity to present proposed projects involving essential public facilities for the purpose of seeking information on potential sites within Snohomish County and about potential concerns related to siting. Sponsors may also propose possible incentives for host communities.

Through the PAC/ICC, local jurisdictions may be requested to provide information to sponsors regarding potential sites within their communities. The sponsor of an eligible project electing to utilize this siting process may initiate this communication by contacting Snohomish County Tomorrow and requesting aid in the siting of its proposed facility.

- Local Land Use Review. Following site consultation with the PAC and/or ICC (when that step is taken by the sponsor), the sponsor may then apply for site approval with the local land use permit authority, as required under local law. The local jurisdiction shall conduct its review as required by this common siting process, as well as its own codes and ordinances. This shall include the conduct of public hearings required for any land use action which may be needed by the proposal, including comprehensive plan amendment, rezoning, conditional use permit, or similar approval.

The local authority shall evaluate the proposal against the common siting criteria described herein, as well as against any local criteria generally applicable to the type of action required, in making its land use decision on the project proposal. Where no local land use action is required the sponsor may proceed directly to the permit application stage.

1. Advisory Review Process. The local land use authority's decision, as it relates to matters encompassed by the site evaluation criteria described below, is subject to an advisory review process as provided herein. This process, if utilized, would occur prior to any appeal processes already provided by local ordinance.

Within 21 days following the decision by the local land use authority required to approve the proposal, and advisory review process may be utilized by the sponsor involving a three member advisory review board appointed by the Snohomish County Tomorrow Executive Board. Qualifications for board members, as well as procedures for board creation and conduct of board business shall be governed by written guidelines to be established by Snohomish County Tomorrow, provided that no official or employee of Snohomish County or any local jurisdiction within Snohomish County shall be a board member.

The advisory review board shall not have the authority to overturn a local decision. The board, on a review of the record, shall only find that the local decision does or does not accurately reflect the evidence provided by the sponsor, or that adequate consideration was or was not given to the evaluation criteria, and may recommend to the local agency that it reconsider its decision.

A recommended alternative for host communities and sponsors would be to use arbitration as the final recourse for resolution of differences. In cases where this option is agreed to in advance, a pre-selected arbitrator would serve as the appeal agent for these parties.

Nothing herein shall be construed to limit the administrative appeal or legal remedies otherwise available to sponsors, host communities, or third parties.

2. Permit Application. Upon receipt of the required land use approvals by the local land use authority, the sponsor may then apply for the required permits to construct the proposed facility. When a permit is denied for reasons relating to this siting process, the permitting authority will submit in writing the reasons for permit denial to the sponsor.

Site Evaluation Criteria:

The following criteria will be utilized by all county and city review authorities in evaluating siting proposals made by sponsoring agencies seeking to site an essential public facility (EPF) in Snohomish County. The sponsor shall provide the information needed for the reviewing body to evaluate a site(s) and make a recommendation or decision on a specific proposal. These criteria encompass an evaluation of regional need and local site suitability for the proposed and designated essential public facility. Findings concerning the proposal's conformance with each criterion shall be included in the documentation of the local authority's decision.

1. Documentation of Need. Project sponsors must demonstrate the need for their proposed EPF's. Included in the analysis of need should be the projected service population, an inventory of existing and planned comparable facilities and projected demand for this type of essential public facility.
2. Consistency with the Sponsor's Plans. The proposed project should be consistent with the sponsor's own long-range plans for facilities and operations.
3. Consistency with Other Plans. The proposal must demonstrate the relationship of the project to local, regional, and state plans. The proposal should be consistent with the comprehensive plan and other adopted plans of the prospective host community. In evaluating this consistency, consideration shall be given to urban growth area designations and critical area designations, population and employment holding capacities and targets, and the land use, capital facilities and utilities elements of these adopted plans.
4. Relationship of Service Area to Population. The facility's service area population should include a significant share of the host community's population, and the proposed site should be able to reasonably serve its overall service area population. [Note: Linear transmission facilities are exempt from this criterion.]
5. Minimum Site Requirements. Sponsors shall submit documentation showing the minimum siting requirements for the proposed facility. Site requirements may be determined by the following factors: minimum size of the facility, access, support facilities, topography, geology, and mitigation needs. The sponsor shall also identify future expansion needs of the facility.
6. Alternative Site Selection. In general, the project sponsor should search for and investigate alternative sites before submitting a proposal for siting review. Additionally, the proposal should indicate whether any alternative sites have been identified that meet the minimum site requirements of the facility. The sponsor's site selection methodology will also be reviewed. Where a proposal involves expansion of an existing facility, the documentation should indicate why relocation of the facility to another site would be infeasible.

7. Concentration of Essential Public Facilities. In considering a proposal, the local review agency will examine the overall concentration of essential public facilities within Snohomish County to avoid placing an undue burden on any one community.
8. Public Participation. Sponsors should encourage local public participation, particularly by any affected parties outside of the host community's corporate limits, in the development of the proposal, including mitigation measures. Sponsors should conduct local outreach efforts with early notification to prospective neighbors to inform them about the project and to engage local residents in site planning and mitigation design prior to the initiation of formal hearings. The sponsor's efforts in this regard should be evaluated.
9. Consistency with Local Land Use Regulations. The proposed facility must conform to local land use and zoning regulations that are consistent with the Countywide Planning Policies. Compliance with other applicable local regulations shall also be required.
10. Compatibility with Surrounding Land Uses. The sponsor's documentation should demonstrate that the site, as developed for the proposed project, will be compatible with surrounding land uses.
11. Proposed Impact Mitigation. The proposal must include adequate and appropriate mitigation measures for the impacted area(s) and community(ies). Mitigation measures may include, but are not limited to, natural features that will be preserved or created to serve as buffers, other site design elements used in the development plan, and/or operational or other programmatic measures contained in the proposal. The proposed measures should be adequate to substantially reduce or compensate for anticipated adverse impacts on the local environment.

Amendments:

This siting process may be amended, upon recommendation by the Snohomish County Tomorrow Steering Committee, through established procedures for amending the Comprehensive Plan in accordance with local code and the State Growth Management Act.

GOALS, OBJECTIVES AND POLICIES

GOAL: Capital facilities, regulations, policies, and procedures which serve the needs of current and future residences and businesses, property owners, and commuters by providing utility services which meet basic level of service standards.

Subgoal 1: Planning

Planning that considers both changes in regulations, requirements, and best available science, studies existing and future conditions and specifies non-structural and structural solutions including system upgrades, maintenance and replacements based on established Level of Service (LOS) standards for the purpose of meeting future challenges as they arise.

Objectives: Surface Water Management (SWM):

- SWM-1.1:** Study the legal issues and practical requirements of the Endangered Species Act (ESA) and assess the areas in stormwater runoff management that require the City to make appropriate planning, regulatory, procedural or policy changes.
- SWM-1.2:** Develop an ESA compliance program that establishes appropriate planning, regulatory, procedural, and policy changes for the purpose of protecting the City against liability and goes towards the goal of enhancing the habitat of listed species.
- SWM-1.3:** Implement the requirements of the National Pollution Discharge and Elimination System (NPDES) and assess the areas in stormwater runoff management that require the City to make appropriate planning, regulatory, procedural or policy changes.
- SWM-1.4:** Update and adopt ordinances that meet the requirements of the Puget Sound Water Quality Management Plan, NPDES and ESA for water quality and quantity control from development and redevelopment.
- SWM-1.5:** Review and update the City's Comprehensive Flood and Drainage Management Plan approximately every five years, depending on changes in best available science and the regulatory climate.
- SWM-1.6:** Study and update the Surface Water Utility rate model and resource/staffing needs and propose appropriate changes that reflect both changes in costs of business since the rates were adopted in 1991 and requirements of regulations, such as ESA.
- SWM-1.7:** Complete and implement an emergency response plan to be used for responding to surface and ground water contamination emergencies. Staff from different City departments should work together.

Objectives: Sanitary Sewer (SS):

- SS-1.1** Provide review for all development considering the land use plan.
- SS-1.2** Utilize contemporary materials and construction techniques.
- SS-1.3** Provide construction services to insure quality construction.

Objectives: Water System (WS):

- WS-1.1** Conduct ongoing monitoring and analysis of the water system to identify deficiencies and system expansion needs related to current and future growth and list options (administrative changes and capital projects) that would resolve deficiencies identified and the improvements needed.
- WS-1.2** Plan and initiate the necessary design efforts to address identified system deficiencies, system upgrades and expansions.
- WS-1.3** Plan and initiate the necessary analysis and public review to identify system financial needs and implement results of the those efforts.
- WS-1.4** Review and initiate changes to the operation and regulation of the water system relative to changing State and Federal regulations and prudent fiscal and environmental considerations at least once each year. For example, conservation requirements.
- WS-1.5** Coordinate with other jurisdictions to assure that interties, local agreements and common issues are addressed. This should be done at least once per year.

Subgoal 2: Maintenance and Operations (M&O)

Continue to identify facilities that are in need of repair, cleaning or replacement and revise the maintenance program to schedule these activities in an efficient, and timely manner so that the systems perform in a manner that will optimize the use and life of the facilities, while also making necessary changes in the program, as necessary, to protect the natural environment and aesthetic character of the city.

Objectives: Surface Water Management (SWM):

- SWM-2.1** Operate the North Scriber Regional Detention Facility to decrease erosive and flood flows and to enhance and create environmentally sensitive areas in the Scriber Creek Drainage Basin.
- SWM-2.2** Update and adopt ordinances that meet the requirements of the Puget Sound Water Quality Management Plan, ESA, and NPDES Phase 2 for maintenance of the system by both the City of Lynnwood and private property owners.
- SWM-2.3** Perform M&O activities to the currently adopted schedule such that cleaning, repairs, and replacements are made quickly and efficiently, or immediately in the case of emergencies.

SWM-2.4 Review and update the City's Comprehensive Flood and Drainage Management Plan list of problems and corrective solutions, depending on changes in best available science and the regulatory climate.

SWM-2.5 Every year prioritize, schedule, fund, and construct capital improvements in the Six-Year Capital Facilities Plan, as identified in the Comprehensive Flood and Drainage Management Plan, to decrease incidents of flooding, enhance water quality in the system, and make improvements to natural habitat.

Objectives: Sanitary Sewer (SS):

CFS-2.1 Provide financial support annually for funding the Pre-treatment Program.

CFS-2.2 Clean sewers on a frequency determined by historical need.

CFS-2.3 Remedy one infiltration/inflow concern each year.

CFS-2.4 Prevent any large and control any small wastewater overflows each year.

CFS-2.5 Monitor air and water quality on a daily basis.

CFS-2.6 Maintain the equipment preventative maintenance schedule.

CFS-2.7 Limit odor complaints to no more than four annually.

Objectives: Water System (WS):

WS-2.1 Respond within one hour to any emergency water system failure. Repair all non-critical water system problems within three days of knowledge of the problem.

WS-2.2 M&O activities will be based on an annual schedule established for the upcoming year during the budget process of the preceding year. The schedule will be developed from field reviews of the water system (flow, pressure and leak testing) and life cycle information combined with field verification inspections.

WS-2.3 Stay abreast of current water quality standards and make adjustments to monitoring and testing to assure continual, consistent compliance with the standards and conditions of the Department of Health operating permit.

Subgoal 3: Interjurisdictional Relations

Cooperate and coordinate planning, capital facilities planning and development, as appropriate, with adjacent jurisdictions and stakeholders for the purpose of improving levels of service and reducing costs for all services and utilities.

Objectives: Surface Water Management (SWM):

SWM-3.1 Participate in interjurisdictional coordination to help solve common stormwater runoff management problems, coordinate land use plans, development regulations and capital facility plans on a watershed basis. This will also include analyzing the benefits of interjurisdictional funding of projects and habitat enhancements in response to the ESA.

SWM-3.2 Design and implement a Public Involvement Program that builds upon the current school grants program and expands to businesses as well as general citizen groups. The program would work towards the reduction of illegal dumping onto the stormwater system and receive citizen input to assist staff and City Council in making decisions related to all aspects of stormwater runoff management as well as to the City's response to ESA.

Objectives: Sanitary Sewer (SS):

SS-3.1 Maintain air and water quality to standards required by regular authority.

SS-3.2 Coordinate contractual relationships with adjacent agencies for services.

Objectives: Water System (WS):

WS-3.1 Maintain coordination and communications with the Lynnwood water supplier, Alderwood Water District as well as AWD's supplier, the City of Everett so that the contract with AWD is adhered to and the City's interests are protected.

WS-3.2 Conservation issues will be reviewed, goals and programs established relative to the impact conservation has on long term costs of water, summer flow and peaking issues, and regulatory and contract issues such that conservation efforts will be implemented that meet the established goal and regulatory standards.

Subgoal 4: Capital Facilities

Provide Capital facilities to properly serve the community in a manner that enhances quality of life and economic opportunities, optimizes the use and protection of existing facilities and provides for future needs.

Levels of Service Standards:

Specific Comprehensive Plans for each utility establish level of service standards for City-provided services (water, sewer, and stormwater drainage). These standards must be used in all development permitting and other facility planning so that acceptable service levels are maintained through service systems.

Objective 1: Implement levels of service (LOS) for water, sewer and storm water systems as minimum standards for facility design and planning, land development permitting, and operation and maintenance.

Policy 1.1: Utilize professionally accepted methods and measures in determining LOS standards.

Policy 1.2: Land development review will include coordination of the development requirements according to pertinent adopted plans, the land development regulations, and the availability of system capacities needed to support such development.

Policy 1.3: Water, sanitary sewer, and storm water system improvements shall be designed and constructed to the size required to serve the City's projected capacity needs consistent with the Comprehensive Plan.

Policy 1.4: Require the private sector to provide fair share, project related capital facility improvements and contributions in connection with the development of land.

Policy 1.5: Development should be encouraged only when adequate utilities, including water, sewer, power, natural gas, telecommunications and storm drainage facilities are available or will be made available in conjunction with development.

Capital Facilities Plans and Projects:

Principle: The Capital Facilities Plan Element identifies projects to construct new facilities, or to expand or rehabilitate existing facilities. These projects must be completed in a timely manner in order to maintain acceptable service levels.

Objective 2: Implement capital facilities plans for water, stormwater, sewer, transportation, parks, recreation, public safety, and other municipal facilities:

Policy 2.1 Maintain a 20-year Capital Facilities Plan that supports the Land Use Plan, and includes the implementation of a Six-Year Capital Facility Plan. Implement the following facility plans for City utilities, parks and recreation and transportation facilities. These plans will be prepared and implemented such that they are coordinated and consistent with the Comprehensive Plan.

- Six-Year Transportation Improvement Plan (1996)
- Water System Comprehensive Plan Update (1992)
- Sewer Facilities Plan (1980 and 1990)
- Comprehensive Flood and Drainage Management Plan (1998)
- Parks Plan (1996)
- Non-Motorized Plan (to be adopted 1996)

Policy 2.3 Include the Six-Year Capital Facilities Plan and capital budget as a part of the annual budget process.

Policy 2.4 Evaluate, categorize and prioritize proposed capital improvement projects in the Six-Year Capital Facilities Plan according to the following categories:

Category 1 Project specifically satisfies legal, operational, health or safety requirements mandated by local, state and federal statutes.

Category 2 Project is required to obtain basic services relating to public health, safety, welfare, and applicable levels of service (LOS) standards.

Category 3 Project is consistent with the Comprehensive Plan or other adopted Capital Facilities Plans.

Category 4 Project is a public benefit or service improvement relating to general welfare of the community.

Additional considerations in prioritizing and scheduling capital improvement projects will include the following criteria:

- The project is necessary to maintain, operate or implement a requirement of a debt obligation or grant.
- The project is a subsequent phase or continuation of a previously approved project.

- The project will have a significant impact on alleviating an identified problem.
- The project has exhibited a high degree of citizen support
- The local economy and tax base will derive significant benefit from the project.
- The project is related to improved efficiency or increased productivity of public services, or reduces operation and maintenance costs.
- The project will provide service for a longer period of time relative to other possible approaches to the problem.
- If the project is not acted upon now, the opportunity may be irrevocably lost, or other major alternative actions would have to be initiated.

Proposed projects that substantially comply with these criteria will be considered to have a higher priority than those with relatively less compliance with the criteria.

- Policy 2.5** Requests for new capital facilities will be considered concurrently with requests for maintenance, repair and staffing costs of existing capital investments.
- Policy 2.6** Identify acceptable funding methods and debt service standards as guidelines for financing capital facility and utility projects.
- Policy 2.7** Identify capital facility improvements and implementation strategies to encourage redevelopment at appropriate locations and for the Activity Center plans.
- Policy 2.8** Actively seek local, state, and federal funding and grants for the capital facilities projects.
- Policy 2.9** Amend the following capital facility plans as necessary to include current regulations, standards, techniques and conditions. In addition, comprehensively review and revise these plans at least every five years. Revisions, updates and amendments to the plans shall be consistent with the City's Comprehensive Plan.
- Long Range Transportation Plan
 - Water System Comprehensive Plan
 - Sewer Facilities Plan
 - Comprehensive Flood and Drainage Management Plan
 - Parks Plan
 - Non-Motorized Plan

Capital Facility Maintenance:

Principle: Preserving adequate service levels in developed areas will require proper maintenance of existing facilities.

Objective 3: Ensure that existing capital facilities are maintained and operated in a manner that will optimize the use and the life of the facility.

Policy 3.1: Capital improvements needed to maintain and improve existing facilities shall be prioritized in the capital facilities plans.

Environmental Compatibility:

Principle: Carefully design, construct, operate and maintain facilities to minimize environmental impacts.

Objective 4: Develop a response to the Endangered Species Act (ESA) that includes strategies and standards for the development of capital facilities.

Policy 4.1: Design and develop capital facilities that minimize or mitigate adverse impacts.

Policy 4.2: Develop, operate and maintain capital facilities located in neighborhoods to minimize or mitigate facility related impacts on residential uses.

Policy 4.3: Capital facility improvements and maintenance should be compatible with the natural constraints of slope, soil, geology, vegetation, wildlife habitat and drainage.

Policy 4.4: Evaluate capital projects, plans and programs to determine their impact to locally significant historical resources.

Coordination with Other Jurisdictions and Service Providers:

Principle: Neighboring cities and the County provide similar services, and other providers also serve City residents and businesses. Cooperation and coordination among all jurisdictions and service providers can improve levels and reduce costs for all services and utilities.

Objective 5: Coordinate capital facilities planning and development with appropriate jurisdictions and service providers.

Policy 5.1: Coordinate land use plans, development regulations and capital facilities plans with adjacent jurisdictions and service providers.

Policy 5.2: Work closely with other jurisdictions and service providers to ensure the proper extension or expansion of utility services.

Policy 5.3: Encourage the County, Federal, and State, regional and special purpose agencies to participate in the implementation of capital facilities that are mutually beneficial.

Policy 5.4: Work with the appropriate jurisdictions and agencies to coordinate stormwater management activities.

Siting of Essential Public Facilities:

Principle: The GMA requires the City to develop a process for siting essential public facilities in Lynnwood. At present, the County is identifying such facilities for the County and developing a county-wide siting program. The City will need to adopt a City siting program when the County has completed its program that is consistent with state requirements and the County program.

Objective 6: Facilitate efficient and equitable siting of essential public facilities.

- Policy 6.1:** Ensure that the siting and construction of capital facilities considered essential public facilities are not precluded by the City's Comprehensive Plan.
- Policy 6.2:** Establish a review process for the siting and construction of essential, local public facilities.
- Policy 6.3:** Participate in an interjurisdictional review and selection process for the siting of essential public facilities having interjurisdictional significance.
- Policy 6.4:** Locate and develop essential public facilities to provide the necessary service to the intended users of the facility with the least impact on surrounding land uses.

Related Design Standards and Programs:

Principle: The City has standards for the design and construction of sewer water and stormwater utilities, and programs to develop new or expand utility systems. These standards should include the most recent design techniques so that these utilities are constructed and operate in an efficient manner.

Objective 7: Design and construct sewer, water and stormwater utility systems to ensure efficient service, and the use of best management practices.

- Policy 7.1:** Require connection to the City sewer system for all new development.
- Policy 7.2:** Design sewer systems to provide efficient and reliable service while minimizing cost. Gravity feed shall be used whenever feasible.
- Policy 7.3:** Continue to actively pursue elimination of high infiltration and inflow situations.
- Policy 7.4:** Support and implement conservation strategies aimed at reducing average annual and peak day water use. These strategies can include: billing rate structures which encourage conservation, water restrictions at appropriate times, technical assistance for leak detection, design of low-water use irrigation and other water saving measures, public information, use of drought tolerant plantings and native vegetation in City landscaping and development regulations, and construction codes requiring water saving devices.
- Policy 7.5:** Design water delivery and storage systems to provide efficient and reliable service while minimizing cost. These design methods can include: the use of gravity feed whenever feasible, the development of a looped system, and standardization of transmission facilities sizing and/or materials.
- Policy 7.6:** New development shall construct water system improvements and dedicate easements necessary to serve the development and to provide a reliable integrated distribution system.
- Policy 7.7:** Maintain adequate water storage facilities to meet demand loads.

- Policy 7.8:** Open channel drainage systems, natural or man-made (except roadway drainage ditches), should be retained and new systems encouraged and utilized when feasible.
- Policy 7.9:** Stormwater management systems shall be designed and constructed to minimize adverse impacts to natural watercourses.
- Policy 7.10** Stormwater retention/detention facilities shall be allowed to be used as partial fulfillment of open space requirements.
- Policy 7.11** Encourage co-location of utilities in shared trenches and easements.
- Policy 7.12** Coordinate utility construction with public improvements when possible to minimize costs and related service disruption.
- Policy 7.13** Require underground utilities for all new development.
- Policy 7.14** Require, where feasible, that existing utility lines be relocated underground when areas are redeveloped, or as streets are constructed, reconstructed, or widened.
- Policy 7.15** Promote, where safe, the joint use of utility corridors for recreational facilities, such as non-motorized trails.
- Policy 7.16** Design utility facilities that are aesthetically complementary to surrounding land uses and minimize adverse visual impacts.

Subgoal 5: Capital Facilities coordinated with the land use plan, which serves the needs of current and future residents, property owners, visitors and commuters in a safe, efficient and aesthetic manner while protecting neighborhoods and minimizing adverse impacts on businesses and the natural environment.



ENERGY & SUSTAINABILITY ELEMENT

INTRODUCTION	1
PLANNING CONTEXT	2
THE ICLEI FIVE MILESTONE PROCESS	7
LYNNWOOD'S ROLE IN ENERGY & SUSTAINABILITY	8
INITIAL ENERGY INVENTORY	9
GOALS, OBJECTIVES AND POLICIES	10
IMPLEMENTATION	13

INTRODUCTION

We live in a time of ever-increasing demands on our environment. Energy, climate change, and sustainability are three closely related issues that are driving major changes in the way that communities and their local governments function. Despite significant gains in productivity and energy efficiency, we continue to increase our consumption of energy. Energy and natural resource consumption is growing at an even higher rate across the globe, as developing economies strive to attain higher living standards. This growth is challenged by declining resources – fossil fuels, water, land, and air. Worldwide increases in energy consumption competing for dwindling resources will result in higher and more volatile prices for petroleum products and will drive the development of renewable and distributed energy systems. Efforts to mitigate climate change will further change our use of fossil fuels, increasing prices as carbon caps or similar measures are implemented. The challenge of sustainability is to achieve a balance between resource supplies and societal demand that can be continued for future generations. In order to assure that these future generations will have adequate resources and working ecological systems, we must increase our efforts to plan for sustainable development and land use practices. The challenge of planning for energy, climate change, and sustainability will also require the development of new tools and approaches to comprehensive planning.

It is the intent of this inaugural Energy & Sustainability Element to establish the intention of the City to fully embrace sustainability as a strategic principle framing a set of values from which critical current and future decisions made in the city will take direction and focus. It includes an examination of the current planning and regulatory context around these three issues – energy, climate change, and sustainability. The element is prospective in intent, focusing on a framework for establishing city goals and policies and the application of those policies to existing elements of the comprehensive plan, offering only a few specific new policies. This 2009 update to the Comprehensive Plan will expand and more fully develop this framework, leading to a full integration of sustainability policies in the next major update.

Lynnwood's efforts will initially focus on the twin challenges of climate change and unprecedented changes in world energy markets¹. These issues are at the core of the larger question of sustainability, and demand immediate attention if we are later to have sufficient

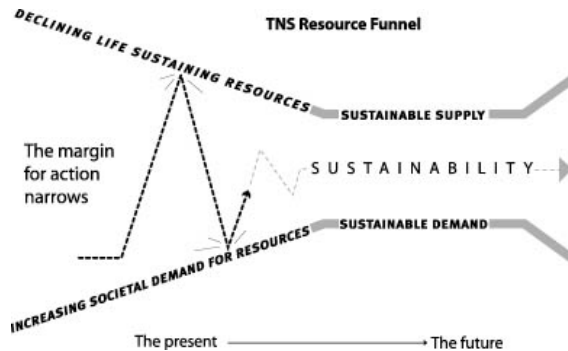
resources to deal with the broader relationships between community and environment over the following decades.

PLANNING CONTEXT

The Sustainability Imperative

The harsh economic reality of \$4 gasoline and growing concern over global warming has brought renewed focus to energy and sustainability planning. The modern roots of our concern with environmental pollution and its effects on worldwide ecosystems can be marked as the first American Earth Day in 1972. Sustainability and associated concepts were first addressed at the 1972 United Nations Conference on the Human Environment. Subsequently, the United Nations in 1983 created the World Commission on Environment and Development. The commission was headed by former Norwegian Prime Minister Gro Harlem Brundtland. In 1987 the commission published its report, *Our Common Future*, now generally remembered as the “Brundtland report.” The report established a foundational definition of sustainability – “development that meets the needs of the present without compromising the ability of future generations to meet their own need.”² – that still serves us well today.

The Resource Funnel concept (diagram at right) illustrates our dilemma. We live in global economic system with a declining supply of life sustaining resources, but with an increasing demand for these resources – both renewable and non-renewable. The combination of these two forces is continually narrowing our margin for action – without action we will likely reach a point where we have insufficient resources to meet our demands. Overall, the challenge is to both reduce the decline in resources by strengthening our natural systems and to reduce resource demands by becoming more efficient producers and consumers.



Sustainability is a very broad concept and principle.³ While the effective range of influence that a community can have on sustainability is considerable, we will be most effective by focusing on a narrow set of initial objectives: city operations; decision-making and community action directed at energy conservation; ecoliteracy; climate change; health; and associated public policy and local economic development issues. At the same time, the city can adopt the basic framework of sustainability as guideposts for all of our operations and decisions. The elements of this framework are addressed in more detail in the Goals area of the element.

Global Energy and Climate Change Issues

Energy is our most immediate sustainability challenge. We are clearly in a narrowing “funnel” of increasing demand and declining supplies of petroleum – a fossil fuel that pervades nearly every aspect of modern life. But as the case with many sustainability issues, the problem does not stop there. We now have conclusive evidence that greenhouse gas emissions from our increasing worldwide use of petroleum and other fossil fuels are changing the global climate.

In 1988, two United Nations organizations, the World Meteorological Organization and the United Nations Environment Program, established the Intergovernmental Panel on Climate Change (IPCC) to assess the “scientific, technical and socio-economic information relevant for the understanding of the risk of human-induced climate change.” Over the past twenty years, the IPCC has released periodic assessments. The First Assessment, completed in 1990, supported the negotiations at the 1992 Rio de Janeiro “Earth Summit” leading to creation of UN Framework Convention on Climate Change. The U.S. ratified the convention in October, 1992.

In the intervening years, there has been a growing consensus in the worldwide scientific community around the role of manmade (anthropogenic) greenhouse gases (GHG) in increasing global warming. This consensus reached a critical milestone in February 2007 with the release of the Fourth Assessment, which concluded that “warming of the climate system is unequivocal”⁴, and that “[m]ost of the global average warming over the past 50 years is very likely due to anthropogenic increases.”⁵ In scientific terms, “very likely” means at least a 90% probability.⁶ The Washington State Department of Ecology estimate that temperatures in the Pacific Northwest will warm by 0.5° per decade⁷, and the University of Washington Climate Impacts Group warns of widespread environmental impacts including rising sea levels, increasing percentage of annual precipitation as rainfall, increase in irrigation demands, increased susceptibility of forests to disease and wildfire, and varied human health impacts⁸.

Washington State Government Response

While the federal government has been slow in responding to the challenge of global climate change, many state governments – including Washington – have launched serious programs aimed at mitigating GHG emissions and adapting to climate change impacts.

Governor’s Climate Change Initiative

On February 7, 2007, Governor Gregoire signed Executive Order No. 07-02 directing the departments of Ecology and Community, Trade, and Economic Development (CTED) to lead the “Washington Climate Change Challenge”. In the order, the Governor noted several significant actions previously undertaken by the state, including the 2005 Clean Car Act, the widely acclaimed Energy Code, and citizen approval of the Washington Clean Energy Initiative (I-937). The order, for the first time, formally established statewide GHG emissions reduction targets:

- **By 2020, reduce GHG emissions to 1990 levels (10MMT below 1994)**
- **By 2035, reduce GHG emissions to 25% below 1990 levels (30MMT below 1994)**
- **By 2050, “do it’s part” to reach climate stabilization by reducing emissions to 50% below 1990 levels**

The order also directed Ecology and CTED to create what became known as the Governor's Climate Action Team⁹, or CAT. The Climate Action Team then formed five Technical Working Groups (TWGs) and five Preparation/Adaptation Working Groups (PAWGs) to research specific measures for achieving the targets.

During 2007 and early 2008, the CAT held several public meetings and released numerous interim reports, including policy evaluations from the TWGs and PAWGs. The 2008 Climate Change Interim Report, Leading the Way on Climate Change: The Challenge of Our Time¹⁰, identifies twelve recommendations for a "broad, flexible and long-term response to Washington's Climate Change Challenge."

- *Recommendation 1:* Build market-based mechanisms to unleash investment in the creativity and innovation of Washington's economy to deliver cost effective emission reductions.
- *Recommendation 2:* Establish emissions reporting so that progress in emission reduction can be tracked and acknowledged.
- *Recommendation 3:* Analyze greenhouse gas emissions and mitigation options early in decision-making, planning processes, and development projects.
- *Recommendation 4:* Invest in worker training for the emerging clean economy to ensure having a skilled workforce and to provide meaningful employment opportunities throughout the state.
- *Recommendation 5:* Build and continue to redesign communities that offer real and reliable alternatives to single occupancy vehicles.
- *Recommendation 6:* Ensure Washington has vehicles that are as efficient as possible and use non-carbon or lower carbon intensity fuels developed sustainably from regional resources.
- *Recommendation 7:* Focus investments in Washington's transportation infrastructure to prioritize moving people and goods cleanly and efficiently.
- *Recommendation 8:* Design, build, upgrade, and operate new and existing buildings and equipment to maximize energy efficiency.
- *Recommendation 9:* Deliver energy from lower or non-carbon sources and more efficient use of fuels.
- *Recommendation 10:* Restore and retain the health and vitality of Washington's farms and forest lands to increase carbon sequestration and storage in forests and forest products, reduce the releases of greenhouse gas emissions, and support the provision of biomass fuels and energy.
- *Recommendation 11:* Reduce waste and Washington's emissions of GHGs through improved product choices and resource stewardship.
- *Recommendation 12:* Allocate sufficient state resources to maintain Washington's leadership role regionally and nationally and to fulfill its responsibilities for structuring and guiding implementation of emission reduction strategies.

While each of these recommendations will have some impact on local government, seven of them – #2, #3, #5, #7, #8, #10, and #11 – depend upon some level of local government action.

Legislative Policies and Actions

Following upon Governor Gregoire's Executive Order 07-02, the 2007 legislature enacted ESSB 6001, effectively codifying the administrative targets in the Executive Order. In the following session, the legislature took the additional step, through HB2815, replacing the

administrative targets with legally binding, enforceable targets. The 2008 legislation also directed Ecology and CTED to:

- develop specific policy recommendations for reducing emissions and implementing several recommendations of the Governor's Climate Action Team;
- develop systems for monitoring and reporting GHG emissions by large emitters;
- coordinate with the Western Climate Initiative to develop a regional cap-and-trade system for GHG emissions, including methods for local government

Perhaps most importantly for local government, HB2815 recognized the major contribution of transportation to GHG emissions, and established benchmarks¹¹ for reducing *per capita* vehicle miles of travel:

- 18 percent by 2020;
- 30 percent by 2035; and
- 50 percent by 2050.

The 2008 legislature also recognized the importance of land development and transportation decisions and critical role of the state's Growth Management Act (GMA) in reducing GHG emissions. As initially proposed SB 6580 would have placed significant new responsibilities on local government, adding climate change language to the GMA goals and requiring a climate change element. While these dramatic changes were not enacted in 2008, SB6580 as passed into law requires CTED to review possible changes to GMA required to meet the GHG emissions reductions goals set forth in HB2815 and to report these recommendations to the legislature by December 1, 2008. SB6580 also expands CTED technical assistance role in developing protocols for measuring the GHG emissions impacts of local land use decisions, and created a small competitive grant program.

The Western Climate Initiative

The Western Climate Initiative (WCI) is a collaborative effort between seven western states and four Canadian provinces to establish regional strategies to address climate change. The primary efforts of WCI have been directed toward the creation of a framework for a regional cap-and-trade system for reducing GHG emissions. While simple in concept, realization of a workable cap-and-trade system deals with a very complex set of relationships required for allocation of emissions among the region's impacted industries, determination of available offsets, standardizing emissions measurement, and working with the complexities of the regional electrical generation and supply system.

Washington's Growth Management Act (GMA)

While the GMA does not directly address the issue of climate change, several broad GMA goals – reducing sprawl, encouraging efficient multimodal transportation systems, preserving agricultural and resource land, and protecting the environment – are common to most climate change action plans. RCW 36.70A.080 allows for inclusion of optional elements, and the Energy & Sustainability Element is incorporated into the Comprehensive Plan in that spirit. As noted above, there are likely to be significant changes to GMA in response to evolving state climate change policies. By adopting this Energy & Sustainability Element, the City is taking a major step towards compliance with these emerging requirements.

The Emerging Regulatory Framework – Two Key Federal Court Cases

While a federal climate change policy has been very slow to develop, both environmental groups and state governments have challenged the adequacy of the implementation of current environmental law. Two important federal court cases in 2007 have altered the regulatory landscape. In April 2007, the U.S. Supreme Court issued an opinion in *Massachusetts v. EPA*, holding that carbon dioxide (CO₂) was an air pollutant subject to regulation under the Clean Air Act. This decision was in response to a lawsuit filed by twelve states (including Washington). Legal and political wrangling still continues around EPA's response to this decision. It is likely to be years before the finding makes its way into revised rules.

The findings in *Massachusetts v. EPA* certainly gave weight to the arguments of the plaintiffs in *Center for Biological Diversity v. NHSTA* for that climate change impacts be considered in decisions subject to the National Environment Policy Act (NEPA). In December, 2007, the Ninth Circuit Court of Appeals held that the "impact of greenhouse gas emissions is precisely the kind of cumulative impact analysis that NEPA requires agencies to conduct."¹² As Washington's State Environmental Protection Act (SEPA) is largely based upon the federal NEPA, the effects of this precedent on state litigation may be substantial. In response to the Ninth Circuit ruling and litigation in several states, the Washington Department of Ecology in April, 2008, announced its intention to clarify the state's SEPA rules to avoid such a case-by-case "policy by litigation" situation in Washington.¹³ This challenge has now been taken up by the 2008 Climate Action Team Implementation Working Group¹⁴.

Local Government Response

Local governments across the U.S., and especially in Washington and Oregon, have been in a leadership role in formulating a response to the challenge of climate change. The cities of Seattle, Portland, Olympia, Kirkland and Bellingham, as well as King County, have been early adopters of programs aimed at reducing GHG emissions and, more recently, using SEPA as one tool. But beyond individual local actions, success in dealing with the complexities of climate change and creating a sustainable economy requires the development of strong networks to cooperatively develop solutions. Two of these networks will be especially helpful to the City of Lynnwood in formulating goals and implementing solutions.

USCM Climate Protection Agreement

On February 16, 2005, the Kyoto Protocol for the reduction of greenhouse gases became law in the 141 countries. On the same day, Seattle Mayor Greg Nickels began a campaign to encourage U.S. cities to strive to meet the goals of the Kyoto Protocol through their own local initiatives. By the 2005 U.S. Conference of Mayors annual meeting in June, 2005, Mayor Nickels and eight other mayors had gathered 141 signatures to the original version of what was to become the "U.S. Mayors Climate Protection Agreement."

By May 2007, 500 cities had signed on; as of August 15, 2008, some 850 cities – including 32 in Washington State – had become signatories to the agreement. Under terms of the Agreement, participating cities commit to take following three actions:

- Strive to meet or beat the Kyoto Protocol targets in their own communities, through actions ranging from anti-sprawl land-use policies to urban forest restoration projects to public information campaigns;

- Urge their state governments, and the federal government, to enact policies and programs to meet or beat the greenhouse gas emission reduction target suggested for the United States in the Kyoto Protocol -- 7% reduction from 1990 levels by 2012; and
- Urge the U.S. Congress to pass the bipartisan greenhouse gas reduction legislation, which would establish a national emission trading system

ICLEI Local Governments for Sustainability

The International Council on Local Environmental Initiatives – ICLEI – is an international association of local governments dedicated to climate protection chartered in 1990. ICLEI USA was founded in 1995 and counts 32 Washington State cities and counties¹⁵ among its more than 450 members.

Originally conceived to establish local laws to phase out ozone-depleting chemicals, ICLEI built upon this success to address broader sustainability issues. In 2003, members voted to change the name to ICLEI—Local Governments for Sustainability to reflect this broader mandate. Through ICLEI's Cities for Climate Protection campaign, local governments and funding organizations have come together to create a range of tools and support programs to help local governments measure their needs, create local actions programs, and measure success toward these community-based goals. ICLEI has been successful in attracting funding to develop tools for local government, including development of web-based software tools underwritten by Microsoft and the Clinton Foundation.

THE ICLEI FIVE MILESTONE PROCESS

Organizing an effort to deal effectively with the challenge of climate change can be a daunting task. The ICLEI Cities for Climate Protection campaign has developed a set of five important milestones to serve as a broad framework.

1. Conduct a baseline emissions inventory and forecast

The baseline inventory is the important first step towards understanding the energy needs of our community. The emissions inventory describes how various activities in the community contribute to GHG emissions, both now and in the future. The inventory separately tracks emissions from municipal operations and community activities. ICLEI's Clean Air and Climate Protection (CACP) software provides a tool to create an emissions inventory for at least a base year and a forecast year.

2. Adopt an emissions reduction target for the forecast year

The reduction target is the specific GHG emissions reductions goal for the community. It is expressed as a percentage reduction to be achieved in the target year relative to the baseline year. The target makes a clear statement of the local government's commitment and provides a framework to guide planning and implementation.

3. Develop a Local Action Plan

The Local Action Plan describes the policies and measures that will be undertaken to reach the emissions reduction target. Plans should include timelines, financing mechanisms, and assignment of responsibilities for implementation. Strong community input, both from

residents and business, should be included in order to build stakeholder consensus needed to implement the chosen measures. ICLEI provides the Climate and Air Pollution Planning Assistant (CAPPA) Decision Support Tool to assist in the process of identifying and prioritizing measures that fit each community's needs.

4. Implement policies and measures

The local government implements the policies and measures contained in the Local Action Plan. Some measures – so-called “low hanging fruit” such as interior lighting efficiency and traffic signal retrofits – may be implemented in advance of the Local Action Plan. Other policies and measures that require new capital investments or changes in organizational culture will require a level of cooperation and political will that will likely only evolve following consensus on the Local Action Plan coupled with some early successes.

5. Monitor progress and report results

The monitoring program measures and verifies that the policies and measures are having the desired effect. Feedback provides local government and the community with a sense of success from implementing the measures in the action plan. Monitoring also can be used to alter measures or the Local Action Plan as required to help achieve reduction targets. Annual updates of the emissions inventory, using CACP, are an important tool in monitoring progress. The new ICLEI – US Green Building Council Star Community Index will provide a standardized framework for tracking and evaluation of community sustainability projects. Other tools, like the EPA's Energy Star Portfolio Manager, can help in tracking and evaluating energy use by municipal buildings.

LYNNWOOD'S ROLE IN ENERGY & SUSTAINABILITY

What can the City of Lynnwood, or any other community, do to help meet the climate change challenge? Public attention has been focused by media coverage of alternative energy, fuel economy standards, melting glaciers and ice caps, and vanishing species, little attention, if any, attention has been given to the role of local governments and communities. But as the Governor's Climate Action Team has so clearly pointed out, local government in fact has a crucial role in guiding communities through the kinds of changes needed to slow and eventually stabilize GHG emissions. Transportation and buildings are the two largest contributors to GHG emissions. While state and federal governments can do their part by mandating higher efficiency standards for vehicles and appliances, providing higher funding levels for transit, and supporting development of alternative energy sources, these policies are only half-measures without complementary changes in locally controlled land use patterns, building codes, and infrastructure that allow these larger initiatives to have real impact.

What has Lynnwood done?

Our City has made some wise investments and decisions in the past few years in recognition of its responsibility to reduce energy consumption and begin planning for climate change. Under a low-interest loan program from the State of Washington, the City was able to make several investments in energy-efficient technologies, with annual estimated savings in excess of \$50,000:

- Replace incandescent lighting in traffic signals with LEDs
- Modify motors and pumps in the wastewater treatment plant
- Update lighting and HVAC systems in the library and civic center complex

While Lynnwood's Comprehensive Plan has recognized a few sustainability issues, it has lacked a comprehensive treatment of energy issues. In 2006, the City pursued and was awarded a \$30,000 competitive grant towards the development of an Energy Element. While this grant, a first for CTED, was able to underwrite the development of an initial energy inventory and explore policy options, matching city resources were insufficient to either complete the inventory or fully develop a model element.

What do we need to do next?

Local governments are a key to success in dealing with climate change and other emerging challenges to sustainability. Lynnwood should:

- **Lead by example** – As one of the largest and most visible enterprises in the local community, Lynnwood can exercise both significant market power and provide leadership in demonstrating sustainable solutions.
- **Empower our citizens** – Lynnwood can empower citizens to make sustainable choices by removing antiquated zoning and building code restrictions and providing incentives to make sustainable choices.
- **Regulate when markets fail** – Market mechanisms are frequently absent or too slow to act. Lynnwood can develop and enforce zoning and building regulations to accelerate adoption of new technologies and elimination of wasteful practices.
- **Act as a regional partner** – The city can also act as the voice of the community in proposing and implementing regional sustainability solutions that are beyond the capability of any single local government.
- **Education** – As the city gains experience with climate change mitigation and sustainable development measures, this knowledge can be shared with local business and citizens through outreach programs and environmental education initiatives such as E3 Washington¹⁶. The city is in a unique position to establish partnerships with energy utilities, developers, the construction industry, and local educational institutions to build sustainability as a community value.

INITIAL ENERGY INVENTORY

Our baseline inventory is a crucial step in understanding how both city government as an enterprise and the broader community use energy. Analysis of these energy use patterns leads to estimates of greenhouse gas (GHG) emissions. In 2001, Transportation, at 61%, was the largest use of energy in the community. As nearly all of this energy is in the form of liquid petroleum (gasoline and diesel fuels), transportation accounted for a full 73% of Lynnwood's GHG emissions. This percentage is significantly higher than the statewide contribution of 52%. Residential buildings accounted for another 17% of our energy use, while commercial buildings add about 22%. Electricity, at 23% ranks second behind petroleum as an energy source, but contributes only 13% of our GHG emissions due to our abundance of hydroelectric power. Additional information on Community and City

Government energy use and GHG Emissions can be found in the *City of Lynnwood Initial Greenhouse Gas Inventory 2001-2006 and 2020 Reference Forecast*

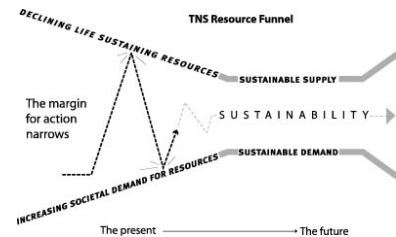
GOALS, OBJECTIVES AND POLICIES

Overview

As stated in the Introduction, the Energy & Sustainability Element is different in both structure and intent than other element of the Comprehensive Plan. Rather than a statement of detailed city policies, the Goals, Objective, and Policies section provides an initial high-level blueprint to guide the city's actions over the next three years. Most objectives and policies will be developed over this time period and incorporated into the next major update of the Comprehensive Plan. Those specific objectives and policies that are presented are in areas where either a substantive need has already been demonstrated or where the performance of certain activities – such as completion of the emissions inventory or developing the local climate action plan – are necessary steps to support overall goals.

GOAL 1: Sustainability

Fully embrace Sustainability as a key strategic principle providing direction and focus for current and future critical city decisions.



Subgoal E&S-1.1: Sustainability Framework

The city establishes the following framework for guiding actions and moving toward creating a Sustainable Lynnwood. In order to be sustainable the City must make choices that:

- Reduce our dependence upon fossil fuels, extracted underground metals, and minerals
- Reduce our dependence on chemicals and other manufactured substances that can accumulate in nature
- Reduce our dependencies on activities that harm life-sustaining ecosystems -- water, air, land, and biological resources.
- Meet the hierarchy of present and future human needs fairly and efficiently

Subgoal E&S-1.2: Sustainability as a Strategic Principle

The city will seek to establish sustainable practices in the conduct of all city programs, services, operations, and capital projects.

Policy E&S-1.2.1 Sustainability, as a key strategic principle, is the responsibility of all elected officials, appointed officials, employees of the City, citizens, and business

Subgoal E&S-1.3: Incorporate Sustainability principles into city comprehensive and operational plans.

Policy E&S-1.3.1 Future amendments to the city comprehensive plan and operational plans will include consideration of sustainability principles. This policy will be phased in coordination with existing schedules and planned updates and be fully implemented by the next major update of the Comprehensive Plan. Operational plans include, but are not limited to, functional plans (“comprehensive plans”) and business plans for the following city functions:

- Stormwater management
- Water and wastewater utility infrastructure
- Transportation infrastructure and traffic management
- Parks and recreation facilities
- Other capital facilities

GOAL 2: Climate Change

Develop a Lynnwood local action plan response to the challenge of climate change that reflects the unique situation of our community and the need to develop and monitor plans with time horizons of forty (40) years or longer.



Subgoal E&S-2.1: Develop a Lynnwood response to the challenge of climate change through the use of the ICLEI Five Milestone process.

Milestone-1: Conducting an Emissions Analysis

Policy E&S-2.1.1 The City, under the leadership of the Community Development department and with the full cooperation and action of all other city departments, will complete the baseline inventory in 2009. Updates to the City Government portion of the inventory shall be completed annually. Updates to the Community portion of the inventory shall be completed at a minimum every five years, with supplemental updates to coincide with required updates to the Comprehensive Plan .

Policy E&S-2.1.2 The initial baseline inventory will describe energy use and emissions separately for City Government operations and the Community as a whole with a primary 2001 base year and an initial intermediate year of 2006.

Policy E&S-2.1.3 The baseline inventory will include estimates of City Government and Community energy use and emissions for a secondary 1990 base year to assure compatibility with emissions targets of the U.S. Conference of Mayors (USCM) Climate Protection Agreement (derived from the Kyoto protocol) and to assure recognition of energy efficiency measures adopted by the city prior to 2006.

Policy E&S-2.1.4 The baseline inventory will include forecasts of energy use and emissions for the future target years of 2020, 2035, and 2050 consistent with state targets. Updates to the inventory will include updated forecasts as required to reflect changes in current practice and likely available technologies for GHG emissions reductions.

Milestone-2: Setting the Target

Policy E&S-2.2.1 The City, under the leadership of the Community Development Department and with the full support cooperation of all other city departments, has established the following greenhouse gas emissions reductions targets. Each target represents reduction from the 2005 levels estimated in the *Greenhouse Gas Emissions Inventory and Baseline Forecast*. Targets apply both to City government operations and to the community as a whole.

- 2012 – 5% reduction
- 2020 – 15% reduction
- 2030 – 30% reduction
- 2035 – 40% reduction
- 2050 – 60% reduction

Policy E&S-2.2.2 Emissions targets may be amended as required to reflect Lynnwood's fair-share proportion of statewide emission reduction targets established under E2SHB 2815 and codified in RCW 70.235.020(1)(a) and be consistent with any regional targets established by the Puget Sound Regional Council

Milestone-3: Developing the Climate Action Plan

Policy E&S-2.3.1 The City will develop a focused Climate Action Plan (CAP) for city government operations no later than October 1, 2009. The effort to develop the CAP shall be led by the Community Development department with the full cooperation of all city departments.

Policy E&S-2.3.2 The Mayor will establish a "Green Team" consisting of at least one representative of each department. Members of the Green Team, working with their departments, are responsible for the development and review of measures for incorporation into the CAP.

Policy E&S-2.3.3 The Mayor will appoint a Green Ribbon Task Force to guide development of a comprehensive, community wide Climate Action Plan (CAP). This effort will be jointly coordinated by the Community Development and Economic Development departments. The City will make its best efforts to complete the initial draft of the plan by February 1, 2010.

Milestone-4: Implementing the Climate Action Plan

Policy E&S-2.4.1 The citywide "Green Team" shall submit recommendations for implementation priorities as a part of the initial CAP. Recommended measures shall be identified and presented to departments. If a recommended measure has budgetary impact, the departments will review the potential costs and benefits of these measures and develop decision packages for the next biennial budget or budget amendment.

Policy E&S-2.4.2 Departments shall continuously review their own operations to identify and implement measures that provide immediate energy savings or GHG emissions reductions without significant budget impact.

Milestone-5: Monitoring Progress and Reporting Results

Policy E&S-2.5.1 The city will establish a public and transparent process for monitoring the results of both city government and community measures.

Policy E&S-2.5.2 All recommendations proposed under Milestone 3 should be, to the greatest extent possible, linked to measurable objectives that can be clearly reported to employees and our citizens.

Subgoal E&S-2.2: Incorporating Climate Change into the Environmental Review Process

Policy E&S-2.2.1 The Community Development department, in cooperation with the Public Works department, shall establish a process for incorporating evaluation and mitigation of GHG emissions into the city's environmental review process under SEPA no later than July 1, 2010. These procedures shall include an emissions schedule and applicant-friendly estimating methodology and apply only to such developments that are over a reasonable threshold as determined by the SEPA responsible official. The Council may establish by ordinance conditions under which a project action or a non-project action would be deemed not to have significant environmental impact.

Policy E&S-2.2.2 Upon completion of new SEPA guidance from the Washington State Department of Ecology, and after review by the Mayor's Green Ribbon Task Force, the City shall modify procedures developed under Policy E&S-2.2.1 as required by law.

Subgoal E&S-2.3: Incorporate Climate Change considerations into city comprehensive and operational plans.

Policy E&S-2.3.1 Future amendments to the city comprehensive plan and operational plans will incorporate climate change considerations. This policy will be phased in coordination with existing schedules and planned updates and be fully implemented by the next major update of the Comprehensive Plan. Operational plans include, but are not limited to, functional plans ("comprehensive plans") and business plans for the following city functions:

- Stormwater management
- Water and wastewater utility infrastructure
- Transportation infrastructure and traffic management
- Parks and recreation facilities
- Other capital facilities

IMPLEMENTATION

The implementation requirements for the Energy & Sustainability Element are contained within the element itself, and are not reflected in the Implementation Element at this time. As the activities required under this Element are completed, additional specific implementation requirements will be added.



¹ <http://www.hubbartpeak.com/summary.htm>,
http://www.netl.doe.gov/publications/others/pdf/Oil_Peaking_NETL.pdf

² Our Common Future, Oxford University Press, 1987, page 43.

³ “Sustainability encompasses a wide array of issues including: conservation, globalization, socially responsible investing, corporate reform, ecoliteracy, climate change, human rights, population growth, health, biodiversity, labor rights, women’s rights, public policy, trade and organic farming.” *The Sustainability Revolution: Portrait of a Paradigm Shift*, by Andres R. Edwards, New Society Publishers, 2005, at 8.

⁴ http://www.ipcc.ch/pdf/assessment-report/ar4/syr/ar4_syr_spm.pdf p. 2

⁵ http://www.ipcc.ch/pdf/assessment-report/ar4/syr/ar4_syr_spm.pdf p. 5

⁶ There remains a minority of the scientific community that does not concur with the IPCC assessment. Many of their counter-arguments may be found in *Nature, Not Human Activity, Rules the Climate*, S. Fred Singer, Ph.D., The Heartland Institute, 2008. <http://www.globalwarmingheartland.org/article.cfm?artId=22835> An independent summary of the counter-points to these arguments may be found at Skeptical Science, <http://www.skepticalscience.com/argument.php>.

⁷ http://www.ecy.wa.gov/climatechange/economic_impacts.htm

⁸ <http://www.cses.washington.edu/db/pdf/cighb1303interim580.pdf>

⁹ <http://www.ecy.wa.gov/climatechange/>

¹⁰ <http://www.ecy.wa.gov/climatechange/interimreport.htm>

¹¹ <http://apps.leg.wa.gov/documents/billdocs/2007-08/Pdf/Bills/Session%20Law%202008/2815-S2.SL.pdf> page 16, line 27

¹² <http://www.martenlaw.com/news/?20071128-climate-change-analysis>

¹³ DOE Manning letter April 30, 2008

¹⁴ “The SEPA IWG will provide recommendations on changes to SEPA rules, guidance and/or environmental review documents...” see http://www.ecy.wa.gov/climatechange/2008CAT_iwg_sepa.htm

¹⁵ As of August, 2008, the list of Washington State ICLEI members includes Bainbridge Island, Bellevue, Bellingham, Bothell, Burien, Clallam County, Edmonds, Everett, Ferndale, Issaquah, Jefferson County, King County, Kirkland, Lake Forest Park, Langley, Lynnwood, Mercer Island, Oak Harbor, Olympia, Pierce County, Port Townsend, SeaTac, Seattle, Shoreline, Snohomish County, Spokane, Tacoma, Tukwila, Tumwater, Vancouver, Washougal, Whatcom County

¹⁶ <http://www.e3washington.org/about-e3-washington>

IMPLEMENTATION ELEMENT

Introduction	1
Goals, Objectives & Policies	2
Plan Amendments	5
Plan/Zone Consistency	6
Urban Growth Policies	8
Annexation Policies	8

INTRODUCTION

While implementation is not one of the mandatory comprehensive plan elements under the Growth Management Act, implementation is an essential part of the planning process. It makes no sense to make plans with no thought given to making those plans become reality. Implementation is the follow-through and the completion of the process. This implementation element will help describe how planning proposals will be carried out and provide the means to do so.

The essence of city planning is the making of land space allocation decisions concerning various human activities and land uses. While the space allocation decision-making process is regulated by governmental action, the actual development actions and uses are predominantly within the private sector. So, implementation of the Comprehensive Plan is achieved in large measure by the private sector under governmental guidance.

The public sector is also a significant user of land space and provider of essential public services. The decisions on public land space use and public service delivery have a significant impact on private development decisions. So, assuring consistency of public investments in essential public services and public land uses with the Comprehensive Plan is essential to effective Plan implementation.

While there are many factors involved in implementing a Comprehensive Plan, there are two basic tools available to government – regulation and public investment. Through a variety of legal instruments, government regulates the development and use of private property. And, through various public investments (streets, water system, sewer system, storm drainage, parks, public buildings, etc.) government influences and makes possible private development opportunity.

The Implementation Element deals with the foregoing two basic tools of implementation and subparts thereof. In the following pages, the Implementation Element is described. First, the goals and objectives of implementation are presented. Then certain aspects of the implementation program are described in some detail.

This Implementation Element summarizes many activities, some currently in place and others new, that will work in a coordinated and integrated process to achieve implementation of the Comprehensive Plan.

GOALS, OBJECTIVES & POLICIES

GOAL:

A coordinated action program that integrates a full range of activities and results in achievement of the Vision, Goals, Subgoals, and Objectives of the Comprehensive Plan.

Subgoal I-1: Development Regulation

Assure that the system of development regulations integrates a full range of methods in an understandable and user-friendly way and is consistent with the Comprehensive Plan.

Objectives:

I-1.4: (Ongoing) The Community Development and Public Works Departments, with assistance from legal counsel, will assure that all development regulations of the City are in compliance with environmental regulations.

I-1.6: (Ongoing) Achieve and maintain a process for review and action on development applications that is shorter than the average for all central Puget Sound cities.

Subgoal I-2: Development Assistance

Assure that a program of assistance is provided to the general public and the development community that provides effective guidance from the concept stage of development through the decision and implementation stage.

Objectives:

I-2.1: Continue the economic development program and enhance its function to include the provision of information and assistance needed to attract and retain local businesses and employment.

I-2.2: Continue to improve the effectiveness of pre-application development assistance.

Policy I-2.2.1 Continue to improve the City's Development Assistance team, composed of staff from various City departments.

Policy I-2.2.2 Prepare a series of brief and easy to read development guides that summarize the important parts of the development regulations and the steps through the development review process.

Policy I-2.2.3 Provide development assistance 24 hours a day and 7 days a week (24/7) by making all plans, ordinances, zoning maps, guides, and applications available on the City's internet website.

Policy I-2.2.4 Provide computer terminals at key service counters for use by the public in accessing City information.

Subgoal I-3: Urban Redevelopment

Assure that the City takes full advantage of all redevelopment techniques available under current state law and work to expand the list of techniques.

Objectives:

- I-3.2:** Work cooperatively with the Public Facilities District to assist in the review of proposals and alternatives, project selection, and design for future redevelopment projects within the District's jurisdiction.
- I-3.4:** Continue to assess all legal mechanisms available to encourage redevelopment and determine what more the City could be doing.
- I-3.5:** Propose an enhanced program of redevelopment assistance for inclusion in the Economic Development Element of the Comprehensive Plan.

Subgoal I-4: Capital Investments

Assure that all capital investments made by the City are consistent with the Comprehensive Plan's Goals, Objectives, and Policies.

Objectives:

- I-4.1:** Continue the preparation of annual Capital Facilities Plan updates and assure consistency with the Comprehensive Plan.
- I-4.2:** Continue to develop the process of performance budgeting and assure that the City's annual budget is consistent with, and helps implement, the Comprehensive Plan.

Subgoal I-5: Service Programs

Assure that all City service programs are in compliance with and consistent with the Comprehensive Plan's Goals, Objectives, and Policies.

Objectives:

- I-5.1:** Review City service programs for Plan consistency through the annual budgeting process and at the time of periodic program review and modification.

Subgoal I-6: Coordination

Assure that implementing actions and programs are well coordinated internally (intracity) and externally (interjurisdictional) and are in compliance with and consistent with the Comprehensive Plan.

Objectives:

- I-6.1:** The Community Development Department will continuously monitor the key plans and programs of the State, Snohomish County, and

surrounding jurisdictions and continue to coordinate implementation actions and programs in ways that will assure Plan compliance with minimal conflict.

Subgoal I-7: Annexation and Growth Management

Assure that annexation and growth management are consistent with the Comprehensive Plan.

Objectives:

I-7.4: Affected City departments will continue to comment on development proposals within the unincorporated Lynnwood MUGA and encourage their compliance with City standards and guidelines.

Subgoal I-8: Plan Monitoring and Amendment

Assure effective Plan implementation through continuous monitoring of the progress and performance in achieving the measurable objectives of the Plan, and through adjustments thereto, as may be necessary, through the annual Plan amendment process.

Objectives:

I-8.1: Establish an interdepartmental staff team that will evaluate the progress of Plan implementation, during the annual Plan Amendment process, and report the results to the Planning Commission, Mayor and City Council.

I-8.4: Assure that the Comprehensive Plan is updated and kept in conformance with the requirements of the Growth Management Act.

I-8.5: Assure that all requested amendments to the Comprehensive Plan and Zoning Map are consistent with each other and with applicable State and local requirements.

I-8.6: Establish a Quality of Life Index for the monitoring of key benchmarks that can be used to measure the improvement and/or deterioration of Lynnwood as a place to live, and which will include the health of our natural environment.

PLAN AMENDMENTS

Timing of Amendments:

The Comprehensive Plan may be amended no more frequently than once per calendar year, in accordance with the City's established process (see Municipal Code). Since some Plan amendments may have financial implications, the City's Plan amendment process should be coordinated with City's budget process.

The following guidelines will assist the City in processing Plan Amendments:

1. State law requires that all Plan amendment proposals be considered and acted upon concurrently (in a package) so that their cumulative effects can be ascertained.
2. The Comprehensive Plan is intended to be a 20-year Plan. There should be no need for extensive amendments other than during major updates.
3. Amendments processed outside of major updates should only consist of relatively minor site specific land use adjustments, text/policy revisions, etc.
4. Major changes to visions, goals, land use designations, or other aspects that might have citywide impacts usually require more extensive study and public input and, therefore, should be placed on a docket for the next major update.

Off-schedule Plan Amendments:

The Comprehensive Plan may be amended outside of this schedule under certain circumstances, as provided in the Growth Management Act.

Criteria for Approval of Plan Amendment Requests:

Each component of a Comprehensive Plan Amendment package shall be reviewed and approved only if it meets all of the following criteria:

- The proposal is consistent with the provisions of the Growth Management Act and will not result in Plan or regulation conflicts; and
- The proposal will change the development or use potential of a site or area without creating significant adverse impacts on existing sensitive land uses, businesses, or residents; and
- The proposed amendment can be accommodated by all applicable public services and facilities, including transportation; and
- The proposal will help implement the goals and policies of the Lynnwood Comprehensive Plan; and
- If the proposal could have significant impacts beyond the Lynnwood City Limits, it has been sent to the appropriate Snohomish County officials for review and comment.

2014-2015 PLAN UPDATE

The Growth Management Act requires cities in the central Puget Sound region to: "... review and, if needed, revise their comprehensive plans and development regulations to ensure the plan and regulations comply with the requirements of ..." the Act no later than June 30, 2015 (RCW 36.70A.130). Originally, GMA had required completion of this Update by December 1, 2011; however, the 2010 session of the Legislature extended the deadline to 2014 and the 2011 session extended it to June 30, 2015. The City is programming a substantial effort – involving staff, elected and appointed officials and the community – to complete this review by 2015. Major components of this effort will include (but not be limited to):

- Extending the time horizon of this Plan beyond 2020;
- Incorporating the annexation area into all Elements of the Plan (if the annexation is approved);
- Redirecting goals, objectives, policies and actions in all Elements in order to promote the goals, objectives and policies of the Energy & Sustainability Element;
- Incorporate the Visioning Statement into all Elements of the Plan; and,
- Revise all Elements to be consistent with and not in conflict with VISION 2040 and the updated Countywide Planning Policies (being drafted by Snohomish County Tomorrow).

PLAN/ZONE CONSISTENCY

The Comprehensive Plan is the City's plan for the next twenty years. To work properly, other development regulations must be consistent with the Plan, as required by the Growth Management Act. Zoning adjustments are usually necessary following adoption of a new Plan to ensure that changes in the Plan will be implemented through zoning.

The following table is intended to provide assistance in achieving and maintaining Plan/Zone Consistency. It can be used as a guide when applying zoning to implement the Comprehensive Plan and when reviewing a rezone request for Plan consistency.

PLAN/ZONE CONSISTENCY

Comprehensive Plan	Consistent Zoning
SF-1 – Low-density Single-family	RS-8 – Low-density Single-family MHP – Mobile Home Park
SF-2 – Medium-density Single-family	RS-7 – Medium-density Single-family MHP – Mobile Home Park
SF-3 – High-density Single-family	RS-4 – High-density Single-family

Comprehensive Plan	Consistent Zoning
	MHP – Mobile Home Park
MF-1 – Low-density Multi-family	RML – Low-density Multi-family MHP – Mobile Home Park
MF-2 – Medium-density Multi-family	RMM – Medium-density Multi-family MHP – Mobile Home Park
MF-3 – High-density Multi-family	RMH – High-density Multi-family MHP – Mobile Home Park
MU – Mixed Use	MU – Mixed Use CDM – College District Mixed Use CR – Commercial-Residential PCD – Planned Commercial Development
LC – Local Commercial	B-4 – Restricted Business B-3 – Neighborhood Business
CC – Community Commercial	B-2 – Limited Business
RC – Regional Commercial	B-1 – Community Business CG – General Commercial PCD – Planned Commercial Development PRC – Planned Regional Center
City Center	CC-W – City Center West CC-C – City Center Core CC-N – City Center North
BT – Business/Technical Park	BTP – Business/Technical Park
I – Industrial	LI – Light Industrial
PF – Public Facilities	P-1 – Public Use
PRO – Parks, Recreation, and Open Space	P-1 – Public Use
H99 – Highway 99 Corridor	H99MU – Highway 99 Mixed Use CG – General Commercial
Alderwood – City Center Transition Area	ACCTA
SF4 – High Density Single Family MUGA	TBD
WFB – Waterfront Beach	TBD
MUCTR – Mixed Use Urban Center	TBD

The Plan designations provide general long-range guidance for land use and development. Zones are tools for specific area implementation. In some cases, such as a mixed use Planned Unit Development, different zones may be used in combination

within a single Plan designation, such as "Mixed Use" in this example. Some zones may be consistent with more than one Plan designation, depending on their applications.

URBAN GROWTH POLICIES

In the mid-1990s, Lynnwood amended its Land Use Element to include a map depicting a two-tier urban growth strategy:

- **Priority #1 Planning & Annexation Area:**
This includes an area extending northward to 148th Street, eastward across I-5 and I-405 to Larch Way and Martha Lake, and southeast to Larch Way. This is the area within which the City anticipated most annexation activity within the first ten years of the initial planning period.
- **Priority #2 Planning & Annexation Area:**
A much larger area, and possibly the City's ultimate UGA, was represented by the second phase. It extended to Mill Creek on the east and Everett and Mukilteo on the north and included approximately 17 square miles of area, about 2.5 times the size of Lynnwood today. A 1992 population estimate for this UGA was 43,225. That estimate included the unincorporated areas but not the City of Lynnwood.

Snohomish County has the responsibility of establishing Urban Growth Areas, with input from the cities. However, the process of assigning specific areas in the Southwest Urban Growth Area to each city in the UGA was not completed. The result was that several cities were occupying the same UGA. This resulted in confusion in planning for growth and the provision of utilities and services.

Lynnwood's growth plans overlapped those of Mill Creek, Everett, Mukilteo, Edmonds and Brier. Bothell also had an interest in a portion of the disputed territory. In an effort to end the confusion, the City of Lynnwood joined other cities of Southwest Snohomish County in a "Municipal Urban Growth Area" (MUGA) study to determine the most appropriate urban growth area for each city, based on a number of criteria.

Following a two-year study of municipal urban growth areas (MUGA), the Lynnwood City Council decided to adopt its Priority #1 Planning and Annexation Area as the City's MUGA boundary. [2002 amendment] In 2007, the City Council revised the MUGA boundary; see Land Use Element for current MUGA map.

ANNEXATION POLICIES

On December 23, 1996, the Lynnwood City Council passed Resolution No. 96-21, adopting guidelines for evaluating proposed annexations, as directed by 1995 Comprehensive Plan Policy 17.2.

The "Annexation Evaluation Guidelines" include specific criteria within the following major categories:

- General
- Community Identity and Support
- City Services

- Costs and Revenues
- Economic Development
- Housing
- Parks, Recreation and Open Space
- Community Development and Land Use
- Public Safety
- Streets and Transportation
- Capital Facilities and Utilities