Lynnwood 2020 Comprehensive Plan

BACKGROUND REPORT

A technical support document for the Lynnwood Comprehensive Plan

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This edition is the support document for the Five-year Update of the Comprehensive Plan adopted October 8, 2001.
Intro to the
Background Report

The first GMA-compliant Lynnwood Comprehensive Plan was adopted in 1995. It contained all goals, objectives, policies, proposals, inventories and other support data.

The 1995 Plan called for major updates at five-year intervals, per GMA. The first five-year review of the Plan began in October, 1999 and continued through 2000 and most of 2001 before being adopted on October 8, 2001.

All new data, analyses, documentation of options, etc., could not be accommodated within the Plan document. So, it was done in two volumes. The first became the GMA-required Plan document. The second “Background Reports” document now provides the information and technical support on which the Plan’s objectives and policies were based. The following is a further description of both.

Comprehensive Plan:

The Comprehensive Plan was prepared to comply with GMA requirements; to be consistent with the plans of the State of Washington, Snohomish County and our neighboring communities; and to include primary planning information and guidance for decision-making, including the City’s visions, goals, objectives and policies.

The Plan is intentionally concise – providing enough information to provide the reader with an overview of the issues, but not intended to include all the raw data, alternatives comparisons and other analyses that led to adoption of the final Plan.

The Comprehensive Plan was adopted by Ordinance No. 2389 and is subject to once-per-year amendments, in accordance with GMA and the City’s adopted schedule.

Background Reports:

The development of each Comprehensive Plan element was preceded by research and analysis of facts and data related to that element’s general topic. Some elements included inventories or the evaluation of alternatives. To "show our work", much of that information was included in this series of Background Reports for each of the elements. This document is intended as a reference for the Comprehensive Plan and is not intended for official adoption. Since it is related to, but not an adopted part of, the Comprehensive Plan, it can be continually revised, updated and maintained – without being restricted to the once-per-year limit on Plan amendments.

A number of additional reports have also been adopted independently or as amendments to the Comprehensive Plan. They include the following:

- Parks & Recreation Comprehensive Plan
- Comprehensive Sewer Plan
- Water System Comprehensive Plan
- Comprehensive Storm Drainage Plan
- College District Plan (and other subarea or neighborhood plans – when adopted)
- City Center Plan (when adopted)
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Introduction

Lynnwood was incorporated in 1959. Since that time, local residents have experienced dramatic changes in the community, county and region. During its forty years as a city, the Lynnwood area has been transformed from a quiet rural community of farms and forests to a thriving city of 33,000 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.

The Comprehensive Plan

Lynnwood's Comprehensive Plan is adopted by the City Council as the City's official public policy document on the City's growth and development intentions for the next twenty years. The Plan was developed to comply with the State's Growth Management Act of 1990 (GMA) and its subsequent revisions. Care was taken to ensure that the Plan is consistent with the Countywide Planning Policies of Snohomish County, with the plans of our neighboring jurisdictions and with itself (internal consistency among elements).

As explained in greater detail in the Comprehensive Plan document, the Plan serves a wide range of purposes and functions, including:

- **Formalize goals and policies:**
- **Implement the mandates of GMA:**
- **Promote the public health, safety and welfare:**
- **Encourage coordination:**
- **Provide the bases for goals and policies:**

The Comprehensive Plan has the following four primary characteristics:

- **Comprehensive:** Occasionally, the Plan is criticized for not being "comprehensive" because it doesn't cover everything possible. That's true. However, it should be recognized that this is a relatively new Plan, designed around fairly new state guidelines. As the City continues to plan and update its Comprehensive Plan, each amendment should make it a little better and a little more comprehensive. In the meantime, the Plan already includes more than required, and emphasizes the most important aspects of providing municipal services and the use and development of land. The primary focus is on land use, transportation, capital facilities, housing, utilities, parks and open space, economics, cultural, historic and the environment.

- **Long-range:** The Plan defines goals, objectives, policies, issues and opportunities for the next twenty years. The Plan can be amended each year, but the vision remains long-range.

- **Implementable:** The Plan includes policies and programs for regulations, public improvements, etc., that have been analyzed for their budget implications and consistency. The Plan is continually reviewed and revised annually. As this process continues, objectives and policies will become increasingly measurable and predictable in their pursuit of the City's long-range vision and goals.
• **Flexible:** By providing for periodic reviews and annual amendments, the City is better able to respond to changing conditions, citizens’ concerns, political preferences and new concepts. To be effective and supported by the community, the Plan must continue to reflect the needs and values of those who live, play, work and invest in Lynnwood.

**Plan Organization**

The Comprehensive Plan text is intentionally policy-oriented but with enough text to describe the basic background, issues and intent. To make the Plan lean and easy to read and understand, much of the data, analyses and other supporting documentation was contained in separate “Background Reports”. These reports support the Plan, but were not intended for adoption. Since they are more flexible, they can be continually updated as new information becomes available and are not subject to the “once per year” amendment limitation of GMA.

The Comprehensive Plan document is organized into “elements”, or chapters. Most elements include a summary of issues, brief descriptive information, data, maps and text to support its goals, objectives and policies. The 2001 Plan Update includes the following primary elements:

- **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 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 and preservation of established neighborhoods. It includes goals and objectives aimed at providing diverse housing opportunities and to encourage housing that is affordable at all income levels.

- **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 element was intended to separate cultural and historic issues that were previously part of the Parks, Recreation and Open Space Element. This element is expected to grow through subsequent amendments.

- **Economic Development Element:** With several important economic activities in progress in 2000, the need for greater emphasis on economic development planning led to the creation of this new element. Its purpose is to provide economic policy guidance and improved coordination. It’s future potential may include other kinds of growth as well.

- **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).
• **Implementation Element:** There are many ways to make the Plan successful over time. This new element is intended to direct the Plan’s implementation in the most appropriate ways and to identify some of the options and implementation procedures. It includes a five-year “Implementation Program” that reflects the Plan’s measurable objectives.

**Citizen Involvement**

The Citizen Involvement Program was developed early to ensure that all requirements of GMA and state law were being followed. The Program also followed the public participation requirements of the Lynnwood Municipal Code, LMC 18.04.060.

The Plan Update program was designed to exceed the requirements for advertising, public meetings and other opportunities. It emphasized open discussion with ample opportunities to provide comments at any time via mail, e-mail or voice mail. Since the Planning Commission agreed that “Citizen involvement is not only a good idea — it’s essential to the planning process,” all issues were discussed openly and the public was invited to participate. The Program was not complicated or cumbersome. It 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 will 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 planning process, schedules and involvement opportunities
   - Bulletin Boards in public places
Visions & Goals for Lynnwood

The 20-year Comprehensive Plan is based primarily on the community’s “vision” of what it wants to be in 2020. The seeds of a community vision were planted in the 1993 Lynnwood Legacy planning process that led to ten “key goals”. Those goals were possibly the first “comprehensive” long-range goals for the City and were adopted as part of the 1995 Lynnwood Comprehensive Plan. They provided an important foundation that was later used to develop and refine the vision.

When the five-year Plan Update process began in October, 1999, the Planning Commission wanted to make sure the Plan reflected and was guided by the true vision. The Commission hosted a series of meetings to invite public participation in this important process. Unfortunately, very few citizens came forth to assist. As a result, the vision statements that were developed by staff and the Planning Commission were tailored to reflect the visions of the adopted ten “key goals”, then discussed with the City Council to ensure a solid foundation on which to proceed with the Plan Update.

Although the City Council later developed and adopted a slightly different set of citywide vision statements, the vision that was eventually adopted and is now contained in the Comprehensive Plan is the vision that was developed through the public process by the Planning Commission in November and December, 1999.

GMA Goals

The Growth Management Act included the following 13 planning goals (summarized):

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.

The reader of the Comprehensive Plan will find references to these goals throughout the document. The introductory section of each element refers to the goals that are most directly related to that particular element. And, the goals and objectives of each element were, in turn, developed to be consistent with the GMA goals.
Managing Growth

One of the first tasks in the Plan Update process was to update the City’s Land Use Inventory. Table 1 of the Land Use Element provides a summary of that information. The City has 4,943 acres of land within its boundaries and only about five percent of that is considered “undeveloped”. Lynnwood is nearly built out but still has a number of undeveloped small parcels in most land use categories. Small scale in-fill development will continue to occur throughout the community, but opportunities for significant new subdivisions are behind us.

Early Five-year Update:

Lynnwood embarked on its five-year update earlier than many other communities so that our Plan could be fine-tuned for the next 20-years before it was time for the County’s next round of population allocations. In other words, we wanted to clearly show the County where we are today, where we want to go over the next 20 years, and how much additional growth we can handle when it comes time to assign the numbers. We now have those figures and are ready to participate in the allocation process.

The City Center:

Lynnwood’s primary growth opportunities for the future are expected to be in two areas; (1) development of a new City Center and (2) growth through annexation. Since we have no traditional “downtown”, the City recently began work on a new City Center Plan which will result in adoption of a subarea plan for retail commercial, office, entertainment, housing and other uses within the identified City Center area. The Plan is not yet complete, so we don’t know what the ultimate intensity might be, nor the residential density, types or total number of dwellings. The results of this plan may trigger further Comprehensive Plan amendments.

Annexation:

Lynnwood will also grow through the process of annexation. The extent and direction(s) are difficult to predict since those decisions are made by the City Council. The growth ambitions of the City often change with the composition of the Council.

In 1997, Lynnwood adopted a two-tiered growth map of “annexation priority areas”. The boundary extends to the city limits of Mill Creek and Mukilteo. Since those cities have their own growth ambitions, the result has been extensive boundary overlaps. Those conflicts need to be resolved so we can all plan in a coordinated manner.

To resolve the overlaps, Lynnwood is participating with Snohomish County and neighboring cities to more clearly and reasonably delineate “Municipal Urban Growth Areas” (MUGA) within which each city will have greater responsibilities for planning and annexing. At this time (Oct. 2001), we hope to have a Planning Commission public hearing on a staff proposal in early 2002 and would like to have our new MUGA boundaries adopted during the 2002 Plan Amendment cycle.
Public Meetings
Comprehensive Plan Five-year Update process

1999:

- October 14, 1999: Planning Commission: "Kick-off" Meeting for Plan Update
- October 28, 1999: Planning Commission: Visions, Measurable Objectives, etc.
- November 18, 1999: Planning Commission: Vision Statements
- December 9, 1999: Planning Commission: Visioning & Citizen Involvement Program

2000:

- February 22, 2000: Neighborhood Meeting: Sector A Open House
- February 23, 2000: Neighborhood Meeting: Sector A Open House
- March 30, 2000: Neighborhood Meeting: Sector B Open House
- April 25, 2000: Neighborhood Meeting: Sectors D and E Open House
- April 27, 2000: Planning Com./Park Bd: "Let's Talk about Parks, OS & Environ."
- June 8, 2000: Planning Commission: Public Hearing
- July 25, 2000: Public Open House (staff hosted)
- August 16, 2000: City Council: Work Session
- August 21, 2000: City Council: Work Session
- September 5, 2000: City Council: Work Session
- September 11, 2000: City Council: Public Hearing
- September 14, 2000: Planning Commission: Final recommendations
- September 25, 2000: City Council: Public Hearing
- October 9, 2000: City Council: Public Hearing
- October 23, 2000: City Council: Public Hearing
- October 30, 2000: City Council: Work Session on Essential Public Facilities & UGA
- November 13, 2000: City Council: Public Hearing
- November 27, 2000: City Council: Deliberations
December 4, 2000  City Council: Deliberations

**2001:**

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<td>City Council: Continued Hearing – Plan &amp; Zoning Amendments</td>
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<td>October 8, 2001</td>
<td>City Council: <strong>ADOPTION:</strong> [Effective Date: Oct. 18]</td>
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<td>• Updated Comprehensive Plan</td>
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Environmental Review

Background Report

for the

Lynnwood Comprehensive Plan
Five-year Update

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NOTE: The Environmental Review document is available from the Dept. of Community Development under separate cover.
Introduction

In mid-2000, the City of Lynnwood volunteered to assist the State Department of Ecology in the development and testing of a new "Non-project Review Form" or NPRF. The form and related process was being developed to improve the environmental analysis of such non-projects as comprehensive plan amendments, etc.

Although the City got a late start in using the new form, five iterations were prepared during the summer and fall of 2001. Each iteration was a bit more focused and thorough in its assessment as the format was being tested and fine-tuned. These documents were helpful in assisting the public, the Planning Commission and the City Council in their understanding of the various Comprehensive Plan land use alternatives and the associated impacts of each.

Format and Approach

Lynnwood's approach was to follow as closely as possible, the drafted format. In some cases, the outline didn't apply well to our program, or additional information seemed necessary. As a result, some minor adjustments were made to the original format.

The following is an outline of the final product, the full text of which is under separate cover:

1. Background
2. Need and Objectives
   a. Problems to be addressed and Anticipated Actions
   b. Primary Objectives of the 5-year Plan Update
   c. Known or Key Environmental Issues, Controversy or Concern
3. Previous Documentation
4. Alternative Approaches
5. Public, Agency & Tribal Involvement
6. Existing Environment
7. Broad Impacts
8. Key Issues/Questions, Alternatives, etc.
   a. Citywide Land Use Plan Adjustments
   b. Future Development of a new CBD
   c. Incorporation of College District Plan
   d. Single-family Neighborhood Preservation
   e. Resolution of Conflicting Urban Growth Areas
   f. Encourage Redevelopment to Industrial
9. Total Proposal Evaluation
10. Consistency with Plan, Policies & Law
11. Unavoidable Impacts
12. Monitoring and Follow-up
Environmental Determination

The final iteration (November 1, 2000) of the Environmental Review document was submitted to the City’s Environmental Review Committee (ERC) for processing.

The ERC determined that the five-year Plan and Zoning Update proposal was likely to have significant impacts on the environment. Therefore, to meet the requirements of RCW 43.21C.030(2)(c), the lead agency adopted the Draft and Final EIS for the Lynnwood General Policy Plan, which was originally adopted in 1995 for the City’s first GMA Comprehensive Plan.

That document, as supplemented by the recent NPRF document, adequately covered all impacts of the land use alternatives that were being considered for the update – with one exception. Therefore, it could be adopted as the principal environmental document for the proposal (WAC 197-11-360).

The exception was land use Alternative #4 which would have converted a considerable number of residential properties to industrial uses. That alternative would have exceeded the impacts covered in the 1995 EIS and, therefore, additional documentation would have been necessary if this alternative had been selected. It was not.

The City Council eventually approved a slightly altered version of the Planning Commission’s “Preferred Alternative”. It was actually a combination of two other alternatives, both of which were adequately covered in the environmental review.

The final determination was made on November 6, 2000. Shortly thereafter, the City Council adopted two relatively minor amendments. One was a new section on “Concurrence Management” for the Transportation Element and the other a site-specific map amendment related to a proposed expansion of a park-n-ride lot and transit facility.

The Second Year

Following the City Council’s partial adoption in December, 2000, the remainder of the five-year update project was remanded to the Planning Commission to complete a Plan/Zone Consistency Review program that was already in progress.

During the spring of 2001, the Planning Commission reviewed 462 individual properties that were not zoned consistently with the Comprehensive Plan. In most cases, adjusted zoning was recommended for City Council approval. All consistency review recommendations were submitted to the City Council in May 2001 and the Council held additional hearings during the summer months.

The Zoning Consistency was considered to be an integral part of the Update process since GMA requires zoning to be consistent with the Comprehensive Plan. Therefore, the SEPA process focused primarily on the Comprehensive Plan, with the expectation that consistent zoning would follow – and it did.

Two significant areas of the City were excluded from the update process. A subarea plan is being prepared for the “City Center” area and will include an EIS and possibly “planned actions”. Also, a subarea plan was prepared for the College District and recommended for adoption in May 2000. However, the City Council is concerned about some of the main proposals and, consequently, has not adopted this plan.
LAND USE

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INTRODUCTION

The Growth Management Act (GMA) 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 Land Use Inventory was prepared as a basis for the Lynnwood Comprehensive Plan adopted in 1995. This earlier inventory was updated and expanded as part of the 2020 Comprehensive Plan. The following pages relate specifically to that part of the inventory used in the preparation of the Land Use Element of the Plan.

Planning Area

Lynnwood is located in the southwestern portion of Snohomish County. The City Limits extend generally to 164th Street SW on the north, 212th Street SW on the south, Interstate 5 and State Route 525 on the east, and Olympic View Drive and 76th Avenue W. on the west. The City currently occupies a land area of approximately 7.7 square miles.

Lynnwood’s ultimate planning area consists of the current City Limits and its Urban Growth Area, as adopted in 1997 and shown on Map LU-1. However, because there is currently an ongoing process to divide the UGA into more specific “Municipal Urban Growth Areas”, the primary focus of Lynnwood’s Comprehensive Plan is the area within the current City Limits.

Urban Growth Area

The comprehensive planning of the urban growth area is currently the subject of an interlocal planning process involving the City, the County, and several adjacent cities. The City expects to eventually revise its Comprehensive Plan to include its newly delineated “Municipal Urban Growth Area” (MUGA), which is expected to result from this planning process.

The GMA requires each county to designate an Urban Growth Area (UGA). The UGA must include land and densities to accommodate the urban growth that is projected to occur in the twenty-year planning time frame. In the Countywide Planning Policies, Snohomish County has adopted policies pertaining to the urban growth areas. These policies require coordination of joint county and municipal planning within the urban growth areas. The UGAs are intended to provide enough developable land, public services and facilities, and density, including transit supportive densities, to accommodate projected population and employment growth.

The City identified its growth and possible UGA several years ago and adopted the “Planning and Annexation” priorities map (LU-1) in 1997. It shows two phases of City growth. The first phase UGA includes areas north and east of the City limits in unincorporated Snohomish County that are likely to be annexed to Lynnwood within the first 5-10 years of the plan. This area has been the subject of current and past interest in annexation and several annexations have been completed. This area is generally bounded by 148th Street SW, 52nd Avenue West, I-5, and 212th Street SW.
The long range or second phase Urban Growth Area might be viewed as an annexation and planning influence area. This area has overlapping annexation interest with other jurisdictions, and its development will affect planning and future conditions in Lynnwood. In general, the boundaries of the second area are 128th St. SW to the north, the City of Mill Creek and a line between North Road and the Bothell-Everett Highway to the east, 212th St. SW to the south, and Edmonds/Puget Sound to the west.

The land area contained within the adopted UGA is approximately 17 square miles, which is about 2.5 times the land area within the current city limits. The 1992 estimated population for the UGA was 43,225, not including the City of Lynnwood population. Thus, if Lynnwood annexed its entire UGA and it grew in population as projected, Lynnwood would become a city of about 75,000 people.

**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 delineation of these areas and conditions were analyzed and established in conjunction with the preparation and adoption of the Environmentally Sensitive Areas Ordinance and Map 2. 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.

**Soils**

Lynnwood’s soils consist of Alderwood soils (60 percent), Everett soils (10 percent), and various other soils (30 percent). The Alderwood soils are moderately well drained gravelly sandy loams. Everett soils have a surface layer of gravelly sandy loam, while the subsoil is very gravelly sandy loam. These soils are suitable for urban development with minor limitations such as seasonal wetness, shallow depth to the hardpan, and occasional steep slopes.

**High Erosion and Landslide Areas**

High erosion or landslide areas identified on the Environmentally Sensitive Areas Map are typically small linear segments of land located near the I-5 corridor between 44th Ave. W. and 54th Ave. W., adjacent to Highway 99 between 183rd St. SW and 196th St. SW, and adjacent to 36th Ave. W., between 188th St. SW and 179th St. SW.

**Water Resources**

Drainage:
The City has 18 major drainage areas. The major watershed areas are Swamp Creek, Scriber Lake/Scriber Creek, and Hall Lake/Hall Creek. The drainage system consists of a
network of natural features and manmade facilities including streams, lakes, wetlands, storm drainpipes, ditches, and stormwater detention systems.

Surface Water:
Major surface water features include Scriber Lake, Hall Lake, Scriber Creek, Poplar Creek and Golde Creek, Meadowdale Pond, Swamp Creek, and Lund's Creek.

Wetlands:
A total of 30 wetlands covering approximately 107 acres have been identified in the City. Nearly all of the wetlands have surface water connections to Scriber Creek, Lund's Creek or Hall Lake. Many of the wetlands are riparian wetlands that are bisected by Scriber Creek.

Groundwater:
Till soils are found over most of the planning area. Depths to the water table average 75 feet, generally making the area suitable for site development. Surface water features such as streams and lakes are hydraulic boundaries that locally intercept groundwater flows. The majority of drainage within the City is carried to surface water features. In the northwest portion of the City, drainage is carried to a local depression of outwash soils where it infiltrates into the ground.

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. The remainder of the City is largely devoted to 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 acreage 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 (16 percent) and rights-of-way which comprises 847 acres (17 percent). [see Table 1, Existing Land Use, page 4].

The City's 1999 generalized existing land uses are shown on Map LU-3.
Residential

Residential is the largest single use of land in Lynnwood, occupying 43 percent of the City's total land area. Over 80 percent of this residential land is occupied by single family housing. Multi-family housing occupies less than 10 percent of the total land area in the City, yet accounts for nearly half of all dwelling units. Most of Lynnwood's housing was constructed after World War II--only five percent of Lynnwood's housing stock predates 1950. Almost one third of the City's housing units were constructed in the 1960's.

In general, the single-family residential areas are concentrated north of 196th on both sides of Highway 99, and in the south central part of Lynnwood between 52nd Ave. W. and 60th Ave. W. It was estimated, during the City's Structural Quality Survey in 1992, that over 80 percent of the single-family units in the City are located north of 196th St. SW.

Multi-family development has concentrated behind the commercial development on Highway 99, and on the 200th St. SW corridor. The area with the highest proportion of multi-family units is south of 196th St. SW, particularly east of Highway 99. Many of these multi-family uses are located in a "de facto" transition zone between commercial and single-family residential areas.

The Land Use Inventory found 576 manufactured/mobile homes in the City. Most are located in Lynnwood's seventeen mobile home parks. Only about 25% are considered "manufactured homes" (built to the HUD Code). The rest are pre-1976 "mobile homes".

Commercial

Lynnwood has emerged in South Snohomish County and in the north central Puget Sound region as the leading retail center. At the same time, although less predominant than retail uses, there are many professional office use in the City. According to the Puget Sound Regional Council, the current employment in Lynnwood is predominantly retail related jobs. In 1998, there were a total of 24,010 full-time equivalent jobs in the City. Of this total, approximately 36% were retail, 29% were office/service, 13% were government/education, and 10% were manufacturing.

Commercial development is generally concentrated along Highway 99 and 196th St. SW, in the 44th Ave. W. area (Lynnwood Triangle), and in the vicinity of the Alderwood Mall. In the 1960's and 1970's, Lynnwood's commercial area was concentrated on Highway 99, and its land uses were comprised of restaurants, beauty shops, offices, specialty retail, and auto
sales and services. Many of those businesses have survived and have been joined by newer "big box" retail uses such as Costco, Office Depot, Staples and Lowe's Hardware, as well as scattered small shopping centers constructed on redeveloped parcels. Two corners of Highway 99 and 196th St. SW, for example, have small shopping centers with grocery stores as anchor tenants.

The 1,100,000 square foot Alderwood Mall was built in 1979. The mall has been very successful. It draws shoppers from the local Snohomish County area, and from a region stretching from North Seattle to Vancouver, B.C. Expansion of the Mall is anticipated in the near future. A combination of small strip centers and single use retail stores were developed in the vicinity of the mall in the 1980's and 1990's. As a result, many national retail chains are now represented and the mall area has become a regional retail center.

In addition to retail development in the Alderwood Mall area, there has also been office development, especially along 33rd Ave. W. and 36th Ave. W. Most of the offices are two or three stories with surface parking, with the exception of the Fisher Buildings, which have 7 stories and a parking garage. Another new office building is under construction. Since the zoning in this area includes the "Business/Technical Park" zone, some office buildings in the mall area have an office in the front and warehouse-type space in the rear.

Additional commercial uses are located in the 196th St. SW and the 44th Ave. W. areas. On 196th St. SW, community-serving businesses, including restaurants, offices, banks, auto services, car dealerships, small retail shops and the Fred Meyer Department Store, have located in these areas. In the 44th Ave. W area, a large hotel, a Boeing office building complex, gas stations, auto services, and personal services such as tailors and dry cleaners are the primary land uses.

**Industrial**

Industrial land comprises approximately 143 acres, or less than 3 percent of the City's land area. It is most heavily concentrated south of 196th, between Highway 99 and I-5. Connolly Skis, Larsen's Bakery, and Winkler Industries are examples of the typical industrial uses in the southerly part of Lynnwood.

Mixed in with these industrial land uses in this part of Lynnwood are single-family and multi-family dwellings, offices, and parks. There are some light industrial uses, such as truck equipment services and hydraulic services on 196th St. SW, southeast of the Alderwood Mall. Other industrial land uses, such as salvage yards, are located on Highway 99.

**Parks, Recreation, and Open Space**

Lynnwood's 258 acres of park and open space land comprises 5 percent of the overall land uses. There are 17 parks in the City ranging in size from .75 acres for a pocket park to a 75-acre golf course. All levels of park (pocket, neighborhood, community, regional, and special use parks) are represented in the City. The parks offer opportunities for passive and active uses and many have features for a spectrum of age groups from toddlers to senior citizens. Two of the City's parks, Meadowdale Playfields and Lynnwood Athletic Complex, are operated under joint use agreements with the Edmonds School District. The City's current level of service is 9.3 acres of combined park, recreation, and open space lands per 1,000 persons.
Public Use
The City's largest public uses are eleven public schools, Edmonds Community College, and the Civic Center area in which City Hall, the Library, the Recreation Center, and the Criminal Justice Center are located. Edmonds Community College is located in the southwest corner of the City, and schools are distributed throughout the City. These public uses along with institutional uses such as churches comprise 9 percent of the City's land base.

Vacant Land
Vacant land in the City totals 300 acres, or 6 percent, of the total land area in Lynnwood as shown in the Generalized Existing Land Use Map in the Background Report. Most of this land is in small parcels of generally 5 acres or less. The largest vacant parcels are located on 212th St. SW, south of I-5; and west of Highway 99 and east of 52nd Ave. W., between 176th St. SW and 168 St. SW. Some vacant land may also be encumbered by environmental constraints that limit future development opportunities.

National Land Use Survey
The American Planning Association in 1992 undertook an extensive study of land use ratios. The APA surveyed 66 municipalities to update and verify an older 1983 survey. To accommodate the wide range of data sources, the survey used only the categories of residential, commercial, industrial and public. The intent was to review the actual uses of urban lands. Therefore, rural vacant, agricultural and forest areas were not included.

The following table compares this survey's results to the land use inventory in Lynnwood:

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>1992 APA Survey</th>
<th>2000 Lynnwood Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>48%</td>
<td>43.0%</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>10%</td>
<td>16.3%</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>10%</td>
<td>2.9%</td>
</tr>
<tr>
<td>PUBLIC</td>
<td>32%</td>
<td>37.8%</td>
</tr>
</tbody>
</table>

Based on the APA survey, Lynnwood is slightly lower than average in its proportion of residential land and about 18% higher than average in the "public" category, which includes streets, freeways, etc. These are not significant concerns.

More importantly, Lynnwood is considerably higher than average in commercial lands and much lower than average in industrial lands.

The land use inventory was updated in the spring of 2000. The industrial lands figure was significant enough to be considered a deficiency and was addressed during the Comp Plan update process and particularly in the Economic Development Element.

"Industrial" lands accounted for only 143 acres, or 3 percent of the land area. Comparing these figures against those of a more typical or average community, shows a significant imbalance, leaning heavily toward retail commercial. The goal of this Plan is not to achieve "average" status for Lynnwood. However, when obvious abnormalities in the overall mix of land uses are observed, they deserve attention and possible adjustments.
Lynnwood's industrial lands tend to be scattered throughout the southern portion of the City and, to a lesser extent, along Highway 99. Light industrial uses have infiltrated some neighborhoods but without any apparent pattern. There is no obvious "industrial park" or industrial district.

The City had to decide whether or not to increase its proportion of industrial lands and businesses through Comprehensive Plan and Zoning adjustments. The addition of 100 acres of industrially-zoned land would raise the percentage to nearly five percent—still only half the national average. To raise the City's figure to equal the national average of 10% would require the conversion of 354 acres to industrial use. Considering the age, condition and other characteristics of the City's existing non-industrial land uses, such a conversion would be very difficult and would take many years to achieve.

In developing its five-year Plan Update, the City looked at various land use alternatives, including two that would have increased the industrial opportunities. However, those proposals conflicted with a new goal relating to a 60/40 housing ratio and, therefore, could not be accepted. In those cases, the City's need to preserve its single-family housing stock prevailed over the need for greater diversification of industrial business and better job opportunities.

**Land Capacity Analysis**

There is a very limited amount of vacant land in the City of Lynnwood. In order to accommodate additional growth, new development will occupy vacant, underutilized and redeveloped parcels. The focus of the land capacity analysis for the five-year update of the Comprehensive Plan was on the availability of land for residential development within the existing city limits. The analysis went beyond simply looking at vacant land and estimated an amount of land that could be available for future development from currently underutilized land.

The City's ArcView GIS (geographic information system) was utilized in the land capacity analysis. This computer-mapped database contains land use and planning information on all parcels.

All vacant land parcels were mapped along with environmentally sensitive areas. Where there was an overlap, those lands were excluded from the buildable lands category. This analysis revealed that we have 112 acres of buildable residential land remaining in Lynnwood. Fourteen of those acres are designated for multi-family use. The remaining 98 acres are designated for single-family use.

The analysis of underutilized single-family land revealed that as much as 282 acres might be available for additional development of residential units. What amount of this land may become available for development within the next twenty years cannot be predicted with accuracy. Even as the value of land increases, so too does the property tax liability. Some land owners may simply want to keep the "extra" land on which they reside and be willing to pay the extra costs associated with holding the land, rather than making it available for development.

A common figure used to estimate the land that will not become available for development is 25%. In the following tables on buildable lands utilization, a discount factor has not been applied. The tables reflect the theoretical maximum number of units that might be

G:1999\cpl\0004\land use\backgrounddoc
developed under the currently allowed densities. This reveals that under full utilization an additional 888 single-family dwellings could be built.

The analysis of underutilized multi-family land was not done in terms of additional acres available for development. Rather, existing multi-family developments were examined to determine what number of additional units might be added to each site under current planning and zoning regulations. This analysis reveals that there is a theoretical possibility of developing an additional 509 multi-family units at existing developed sites.

**Sector Analysis Process**

An important part of the Comprehensive Plan update was the sector analysis process. The purpose was to identify homogeneous single-family residential areas and examine the boundaries of these areas where there is a transition to other land uses. Along these boundaries the analysis process identified areas where it appeared that there might be factors which could result in changes to the established single-family residential uses.

Conducting this analysis process was important because of the high value placed on the preservation of single-family residential neighborhoods. It would be difficult to anticipate potential problems and plan preservation activities without knowing where the pressure points to change are along the boundaries of the single-family areas.

The study process divided the city into five geographic sectors (see Map 4). Protected area lines were drawn around all homogeneous single-family areas. Along these protected area boundaries nineteen locations were identified where factors existed that could result in pressures to change existing land use designations. The possible changes in designation varied considerably from location to location. Information for each of the nineteen areas was collected and presented to the Planning Commission on existing land uses, planning and zoning designations, condition of buildings, property valuations, influencing factors, and alternative land use designations.

After a thorough review of all the information, the Commission decided to make no changes to the current Comprehensive Plan designation for any of the nineteen study areas.

The detailed sector analysis information reviewed by the Commission, in open public meetings, is on file at the Community Development Department office and is a part of the public record.

**Land Use Planning Issues**

Following is a summary of current, and in some cases long-term, land use planning issues in Lynnwood, as identified through the public process. 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 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). Some of these are currently in progress.

• 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 in the creation of a more visually appealing City. [Note: New citywide design guidelines were developed during 2001 and adopted on September 24, 2001.]

• 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.

• Development of transit-supportive and mixed-use land uses in the Subregional Center Area will be key steps in creating a vibrant new City 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 and enhancement of the single-family housing stock is a high priority of the City Council. [Note: To emphasize that priority, the Council initiated and adopted a long-range goal to increase or single-family housing stock from 54% to 60% of the total housing stock, and adopted a policy that strongly discourages single-family to multi-family rezones.]

• There is a concern that multiple family residents 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.
Planning Principles

The following planning principles have guided the preparation of Comprehensive Plan Update land use alternatives, selection of a preferred alternative, and will continue to guide implementation of the Plan proposals.

Principle: The timing and location of new development needs to be managed so that: added service capacities are available concurrent with service needs from new development ("concurrency"); service costs do not exceed new revenues; and new development does not impair existing City services, facilities or environmental conditions.

New development (residential, commercial, or industrial) provides the "building blocks" for the evolution of the community. New residences accommodate the new employees for growing local businesses and the new customers for new and existing local businesses. New industrial and commercial buildings provide the facilities for expanding existing businesses and new enterprises. And together they generate new tax revenues to support new and expanding City services. They also increase the demand for existing City services.

Implementation of the Comprehensive Plan will involve new or revised regulations, programs and plans. The Growth Management System will include the zoning code and map, subdivision code, environmental code, the planning code and capital facility plans. These regulations, programs and plans will be coordinated and implemented so that the future development of land will result in the desired land use pattern and urban form with adequate public infrastructure as defined by the Comprehensive Plan.

Principle: Infill properties and annexations provide new sites for single family residences; sites located along major streets or near commercial areas provide sites for new multi-family developments.

Most of the residential land in the current incorporated area is developed with a mix of single family and multi-family residences. Existing residential neighborhoods form the core of the City and provide the setting for residents' daily activities. This Comprehensive Plan envisions accommodating new residents while preserving the character and integrity of the existing single family neighborhoods. New residential development will allow the City to accommodate these new residents and to provide new and varied housing opportunities for existing residents.

Principle: Locating commercial and industrial areas near major transportation facilities can help promote local economic activity. Designating zones for specific types of businesses (such as retail sales, services, manufacturing) will help to insure that differing business activities do not adversely impact residences or other businesses and that sites are available for all types of businesses that are appropriate for a suburban city. Public or semi-public uses of a regional nature, such as convention/performance arts facilities or park and rides may appropriately locate in commercial or industrial areas where such development is complementary or similar to the types and scale of uses allowed in those areas.

The commercial and industrial areas provide the "stage" for the local economy. Office, technical and light industrial establishments provide employment opportunities for residents and semi-finished and finished products and business and industrial services for local
businesses and for export. Retail businesses provide finished goods and personal and professional services, as well as employment opportunities, for residents and visitors.

**Principle:** Designating specific areas for businesses that serve or support a particular market will help to insure that a wide variety of goods and services are available locally and will enhance consumer convenience.

Commercial businesses of retail, wholesale, professional office and services, and industrial uses are needed to provide goods and services to all types of consumers, including residents, employees of local businesses, local businesses themselves, and residents and businesses from nearby communities. Attracting businesses and other private and public facilities that serve a regional market into the City brings new employment and income into the City and generates tax revenues to support City services for the entire community. The economic health of the businesses in Lynnwood directly affects the quality of life in the City. Continued economic development in the City is important sustain opportunities for jobs, goods and services in Lynnwood.

**Principle:** "Mixed Use" development locates different types of uses in close proximity to each other. These arrangements allow employees or residents to visit retail stores and services quickly, without having to drive from home/work to a shopping center.

A single building could contain retail stores on the ground level and offices, services or residences above, or retail with offices and residences above. Or, a single site could have separate buildings with residential, offices, retail and service uses. In some cases, residents will choose to live and work in the same area, or even in the same building. Mixed-use development represents a new step in Lynnwood's evolution.

**Principle:** Industrial areas should be separated from residential areas so that any off-site effects from industrial activities do not impact residents.

Industrial establishments provide an important component of the local economy. By selling semi-finished and finished goods and businesses services to other industrial and commercial businesses (located in the City, the region, the country and the world) they bring income and jobs into the community and generate tax revenue to support City services. These businesses need easy access to transportation facilities and, increasingly, to high-speed communications facilities.

**Principle:** Easy access from residential neighborhoods will facilitate use by residents (and particularly schools), but impacts on neighborhoods need to be controlled. Regional public facilities should, whenever possible, be located outside of residential areas to avoid any adverse impacts.

Public facilities provide the locale for recreational, cultural and educational activities. Some facilities are designed for a specific activity (swimming pools), some can accommodate a range of activities (theater), and others are designed to accommodate a wide variety of activities (parks, community rooms).

**Principle:** Recreation areas and open space provide opportunities to enjoy the natural environment and leisure-time activities in a variety of outdoor settings, from private patios and balconies to City parks and natural preserves.
**Principle:** Successful neighborhoods separate residences from higher intensity commercial and industrial land uses and provide supportive land uses and public improvements for residents' daily lives.

Residential neighborhoods are one of the essential "building blocks" of the community. They also allow residents to develop a positive sense of identity about themselves and their community.

**Principle:** Highway 99 will continue to function as a regional transportation corridor carrying substantial commuter traffic, and also functioning as a commercial use street.

Most of the uses along the corridor are auto oriented. However, a number of businesses are more neighborhood oriented and provide goods and services to a relatively small nearby market area. For much of the corridor, the commercial area along the highway creates a linear boundary with adjacent residential areas. (Ongoing development and redevelopment continually juxtaposes new buildings and sites developed to newer standards next to older buildings and sites developed to older standards.)

**Principle:** Development of the Subregional Center along I-5 near the 44th Avenue interchange and the future regional transit station presents a new opportunity for the City. It offers the means to develop a "downtown," or Town Center, that combines the best aspects of a traditional central business district with current and future trends in transportation, shopping, employment and living.

Residents and employees in the Center will enjoy easier access to employment, shopping, transportation systems, and City services. At the same time, it will allow the City to accommodate new residents who are expected to move to Lynnwood in the coming years while maintaining the single-family character of existing neighborhoods. Realizing this concept will be one of the major elements of implementing this Comprehensive Plan. Well-designed office and industrial sites will provide a positive work environment for employees and attract businesses to locate in Lynnwood.

**Principle:** The development and use of land in the College District Activity Center shall support the programs and other activities of the community college. New development in this Center should be coordinated with existing structures in order to promote ease of access among existing and future structures while minimizing impacts on surrounding neighborhoods.

The Edmonds Community College (EdCC) enriches the lives of Lynnwood residents through its education, recreational and cultural programs and activities. In addition, the off-site activity associated with the community college creates a unique setting for related land uses and improvements for transit, pedestrians, businesses and housing. The College is expected to use existing public and private educational facilities outside the Center as sites for classes and other programs. However, the unmanaged encroachment of college buildings or facilities into residential neighborhoods beyond this subarea would substantially de-centralize the activity needed for the Activity Center.

**Principle:** The Civic Center Activity Center will be developed with offices and other structures for City services and other government agencies in a campus-like setting that
both attracts citizens to take advantage of City programs and services and allows citizens to efficiently transact business with government offices.

Public services provide direct benefits to Lynnwood residents and support private activities in the local economy. Public buildings and facilities also create a first impression of the City for visitors.

**Principle:** Wilcox Park and Scriber Lake Park and the surrounding area offer the opportunity to provide a premier community park and community center. In addition, the Scriber Lake and Creek corridor offers a prime setting for open space recreation and for natural history education.

**Principle:** The improvement of the appearance of the 196th Street corridor is a high priority for the City of Lynnwood.

196th Street is one of the City's "gateways" and the appearance of public and private improvements along this corridor determine visitors' and residents' image of the City. The street provides the second major set of connections between the City and the surrounding region. The eastern section connects the I-5 freeway with the City's major commercial areas, and the western section connects the City to Edmonds and, via the Edmonds-Kingston ferry, the Kitsap peninsula. It also connects the City's residential neighborhoods to commercial areas and to I-5, the ferry, and the surrounding region.

**Principle:** The adoption and implementation of urban design guidelines will result in a higher quality of life in Lynnwood.

Just as the appearance of a single residence or business conveys an image of the owner, the appearance of buildings and properties together (the "streetscape") makes a statement about the City. Well-designed residences convey a pride of ownership. Attractive shops, stores, and businesses invite customers to "do businesses" in Lynnwood. Well-designed office and industrial sites provide a positive work environment for employees and attract businesses to locate in Lynnwood. Appropriately located and well designed public facilities foster a "sense of place" for residents and visitors and provide a stimulus for high quality private development.

**Principle:** The City will continue to annex land during the planning period. The Urban Growth Area boundary, in which all future annexations will occur, will be planned with Snohomish County and neighboring jurisdictions.

Land Use planning for these areas will follow. The annexation process at the City level will be evaluated in the near term to ensure that the annexation issues, such as financial or land use/development regulations, are identified and addressed prior to annexation.
**Principle:** As more and more land is annexed into the City and capital facilities and public services are interrelated, it will be important to work closely with Snohomish County, neighboring jurisdictions, and special use districts to ensure that intergovernmental issues and related fiscal and operational issues are adequately addressed.

In some cases, the City may want to establish common land use development standards with other jurisdictions for areas adjacent to one another. Public facility and service extensions should be coordinated whenever possible.

**Principle:** A land use and development tracking system and an annual evaluation process will help the City keep abreast of changes and important issues that arise relating to growth.

The tracking system will also be useful as departments look at plan amendments and their service and operational levels during planning and budgeting processes.

**LAND USE PLAN ALTERNATIVES**

The Comprehensive Plan that was prepared and adopted in 1995 examined a range of plan alternatives based on growth rates. The selected alternative was based on a moderate rate of growth. The land use plan concept for the adopted 1995 Plan alternative anticipates the addition of 1,733 more dwelling units and 13,783 new employees in Lynnwood by 2012.

The 2000 “5 year” Plan Update process included consideration of four land use plan alternatives. Each alternative assumed that, in the year 2020, Lynnwood will be fully developed within the land area encompassed by the year 2000 City Limits. [See tables near end of this report.]

**Alternative #1** was very close to the adopted 1995 Comprehensive Plan. The key changes from the 1995 plan were: 1) the addition of a high-density multi-family land use plan category, 2) elimination of the “Office Commercial” Plan category within the Lynnwood Triangle, 3) expansion of the public facilities area for transit center usage, 4) addition of various lands for park and open space use, and 5) some changes in the Edmonds Community College District as the result of a subarea plan for that district.

**Alternative #2** focused on types of housing and the need to establish a specific ratio between the two basic housing types: single-family and multi-family. The underlying concerns that generated this focus on the housing mix were: 1) that single-family neighborhoods are being negatively impacted by multi-family developments, and 2) that multi-family housing is putting a disproportionate amount of demand on community facilities and services. This alternative attempted to change the ratio of single-family units to multi-family units over the twenty-year planning period with a shift to a higher percentage of single-family units than now exists.

**Alternatives #3 and #4** attempted to increase higher wage jobs in the City by allocating additional land area for industrial development. The difference between these last two alternatives was the amount of land area proposed for industrial use. Alternative #4 proposed to convert considerably more residential land to industrial use than did Alternative #3. Both were eventually rejected.
The range of differences between the proposed land use alternatives was constrained by the advanced stage of community development. For example, when the community was in the early stages of development, the land use pattern reflected sparse development and the range of future land pattern alternatives could have been broad. However, the community is now in a later development stage with little undeveloped land remaining and the basic land use pattern is set. In this situation, the range of land use alternatives has become narrower. The alternatives considered were unavoidably closer in likeness to each other.

**Land Use Policy 2.14**

The City Council amended the Comprehensive Plan in 1999 by adding *Policy 2.14* which read: *"Revise Land use Goals and objectives of the City to establish a balance between single family and multiple family units that are more representative of municipalities in south county"*. Table 2 shows the housing unit balance for the communities surrounding Lynnwood. Lynnwood is 5.8 percentage points greater in multi-family units than the average of these communities in southwest Snohomish County. However, it should be noted that the cities of Brier and Woodway were not included. They have virtually no multi-family development. And Everett, which has considerably more multi-family development than Lynnwood, was also not included.

The land use alternatives process took a serious look at what steps would have to be taken to achieve the outcome envisioned in Policy 2.14. Alternative #2 responded specifically to the directions given in this policy statement. The other land use alternatives reflected other policies.

**Table 2: Housing Units and Percentages by Type, Southwest Snohomish County Communities**

<table>
<thead>
<tr>
<th>City</th>
<th>Single-Family</th>
<th>Multi-Family</th>
</tr>
</thead>
<tbody>
<tr>
<td>Edmonds</td>
<td>10,897</td>
<td>5,703</td>
</tr>
<tr>
<td><strong>LYNNWOOD</strong></td>
<td><strong>7,372</strong></td>
<td><strong>6,266</strong></td>
</tr>
<tr>
<td>Mill Creek</td>
<td>2,841</td>
<td>1,840</td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td>5,051</td>
<td>3,262</td>
</tr>
<tr>
<td>Mukilteo</td>
<td>4,266</td>
<td>2,434</td>
</tr>
<tr>
<td><strong>30,427</strong></td>
<td><strong>19,505</strong></td>
<td><strong>39.1%</strong></td>
</tr>
</tbody>
</table>

Land Use Plan Alternative #1 was the closest of the four alternatives to a no change alternative from the adopted 1995 Comprehensive Plan. How this alternative varied from the existing plan was described earlier.

Table 3 shows the results of the land capacity and build-out analysis on Alternative #1. This alternative would add 2,070 new housing units, an increase of 15% over the current
amount. Population added would be 5,323. Total housing units at build-out would be 15,708. Of the new housing units added, 62% would be single-family and 38% multi-family.

This alternative would have moved the City only one percentage point towards the goal of policy 2.14.

**Table 3: Buildable Lands Utilization – Alternative #1**

<table>
<thead>
<tr>
<th></th>
<th>Single-Family</th>
<th>%</th>
<th>Multi-Family</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Dwellings</td>
<td>7,372</td>
<td>54.1</td>
<td>6,266</td>
<td>45.9</td>
</tr>
<tr>
<td>New: Underutilized</td>
<td>888</td>
<td></td>
<td>509</td>
<td></td>
</tr>
<tr>
<td>New: Vacant Land</td>
<td>400</td>
<td></td>
<td>273</td>
<td></td>
</tr>
<tr>
<td>New: Total</td>
<td>1,288</td>
<td></td>
<td>782</td>
<td></td>
</tr>
<tr>
<td>2020 Totals:</td>
<td>8,660</td>
<td>55.1</td>
<td>7,048</td>
<td>44.9</td>
</tr>
</tbody>
</table>

Land Use Plan Alternative #2 was an attempt to achieve the housing ratio envisioned in Policy 2.14 (60% single-family and 40% multi-family). This alternative is presented in two parts, each relating to the same plan alternative map. In order to accomplish this objective, the alternative map proposed to change the Plan designations of all undeveloped parcels that were designated for multi-family use to single-family use. This would have changed the use designations of about five parcels.

Table 4 shows Alternative #2a and shows that this land use designation change only shifts the housing ratio by 1.3 points towards the Policy 2.14 objective.

**Table 4: Buildable Lands Utilization – Alternative #2a**

<table>
<thead>
<tr>
<th></th>
<th>Single-Family</th>
<th>%</th>
<th>Multi-Family</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Dwellings</td>
<td>7,372</td>
<td>54.1</td>
<td>6,266</td>
<td>45.9</td>
</tr>
<tr>
<td>New: Underutilized</td>
<td>888</td>
<td></td>
<td>509</td>
<td></td>
</tr>
<tr>
<td>New: Vacant Land</td>
<td>509</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>New: Total</td>
<td>1,397</td>
<td></td>
<td>509</td>
<td></td>
</tr>
<tr>
<td>2020 Totals:</td>
<td>8,769</td>
<td>56.4</td>
<td>6,775</td>
<td>43.6</td>
</tr>
</tbody>
</table>
Table 5 shows Alternative #2b, which represents an unmapped policy alternative. In addition to the land use designation change to all undeveloped multi-family parcels, this alternative represents a complete ban on the construction of new multi-family units in the City of Lynnwood. This alternative would move the City 4.2 percentage points closer to achievement of Policy 2.14.

The reader is reminded of the earlier statement that the results presented in these analyses are theoretical maximums. For example, even if the City were successful in stopping any additional multi-family construction there is no guarantee that the number of single-family units shown in Table 5 would actually be built. We were reasonably certain that the vacant land would be developed, but what amount of underutilized land would become available is a matter of some speculation. If only half of the single-family units were built on underutilized land, as projected in Table 5, the end balance between single-family and multi-family units would be 57.1% to 42.9%.

Table 5: Buildable Lands Utilization – Alternative #2b

<table>
<thead>
<tr>
<th></th>
<th>Single-Family</th>
<th>%</th>
<th>Multi-Family</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Dwellings</td>
<td>7,372</td>
<td>54.1</td>
<td>6,266</td>
<td>45.9</td>
</tr>
<tr>
<td>New: Underutilized</td>
<td>888</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>New: Vacant Land</td>
<td>509</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>New: Total</td>
<td>1,397</td>
<td></td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2020 Totals:</td>
<td>8,769</td>
<td>58.3</td>
<td>6,266</td>
<td>41.7</td>
</tr>
</tbody>
</table>

Alternatives #3 and #4 focused on adding higher wage jobs by allowing the conversion of some residential lands for industrial uses. These alternatives did not include the mapped or policy changes of alternative #2. Although these alternatives would have encouraged the conversion of residential properties to industrial use in the southwestern sector of Lynnwood, they were "residential friendly" elsewhere.

Table 6 shows the housing unit amounts and percentages for all alternatives and compares those numbers with the existing situation. Even under the most “aggressive” industrial alternative, the city would still gain nearly 1,000 new single-family residential units while maintaining the existing housing type balance.

The Planning Commission gave thoughtful consideration to the objective expressed in Policy 2.14; i.e., to be more like the communities surrounding Lynnwood in housing type balance. The Commission found that each community has its unique aspects. The unique role that Lynnwood plays in this subregional area is as a provider of regional commercial services.

The Vision 2020 plan prepared for the central Puget Sound area by the Puget Sound Regional Council envisions a network of subregional centers. These centers are to be the focus of high-density employment and housing. Lynnwood is the location of one of these subregional centers. It is generally located on the north side of I-5 from the Alderwood Mall
to 48th Avenue. While much planning and development work must be done to achieve the full vision contained in the Vision 2020 plan, Lynnwood's subregional center already contains some of the basics and more is being added each year. There is a solid base of retail development. There is a good start on office employment. And, there are a high number of higher density residential units within the subregional center.

The Planning Commission believes that, if there is an understanding that each community is unique and that Lynnwood's uniqueness is the role it plays as a subregional center, then there should be an acceptance of the notion that a fair comparison among Lynnwood and its neighbors on the subject of housing balance will exempt from the comparison that portion of Lynnwood that is unique. That is, the subregional center should be excluded from the analysis. Specifically, the multi-family housing units in the subregional center should be excluded. Of the 6,266 multi-family housing units in Lynnwood, 1,208 are in the subregional center. When these units are removed from the analysis, the housing balance for the remainder of Lynnwood is 59.3% single-family and 40.7% multi-family. The Planning Commission's conclusion is that when the housing balance issue is viewed in this way, Lynnwood is already very much like its neighbors.

The Planning Commission held several public meetings to discuss the various land use plan alternatives. Much of the testimony came from residents of the southwestern sector where Alternatives #3 and #4 proposed conversion of residential land to industrial use. Most of those residents favored retaining the existing residential areas. There did not appear to be opposition to the residential to industrial conversion in areas proposed by Alternative #3.

After thoughtful consideration of the public testimony and analysis of the alternatives presented, the Planning Commission decided that none of the alternatives clearly reflected the community's vision and they were not ready for the City Council. The Commission preferred the residential concepts and policies embodied in Alternative #1 because they would maintain the present housing balance and established development patterns.

On the employment side, the Commission saw value in adding slightly more industrial land. Given no opposition to Alternative #3, the Commission felt the land use proposals contained therein should be incorporated in a "preferred alternative."

**The Preferred Alternative**

The Planning Commission's process of studying and evaluating alternatives resulted in a "Preferred Alternative", which is best described as a blend of Alternatives #1 and #3.

The Preferred Alternative Comprehensive Plan (text and map) was forwarded to the City Council in August, 2000, with the Commission's recommendation for adoption. In September, October and November of 2000, the Council conducted more public hearings on the updated Plan and adopted two relatively minor amendments in December.

The remainder of the Plan was remanded to the Planning Commission with instructions to complete a Plan/Zone Consistency review process in 2001 and consider some additional specific text amendment proposals – including a new 60/40 housing ratio goal. All of that work was accomplished in the spring of 2001. The Plan was returned to the Council in May, additional hearings were held, and the updated Plan was adopted on Oct. 8, 2001.
The Plan that was finally adopted was essentially the Commission’s Preferred Alternative with relatively minor modifications to the text of the Plan – following public hearing input and Council deliberation. The Plan Map was also adjusted to incorporate changes resulting from the Plan/Zone Consistency Review. The final housing counts are shown in Table 6. Final acreage figures for all alternatives are shown on Table 7.

**Table 6: Housing Unit Type** (Existing and Future Alternatives)

<table>
<thead>
<tr>
<th>EXISTING 2000 &amp; Preferred Alternative – Unit Comparison:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Units</strong></td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td>Single-family</td>
</tr>
<tr>
<td>Multiple-family</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
</tr>
</tbody>
</table>

**OTHER ALTERNATIVES** [Considered during the planning process]

<table>
<thead>
<tr>
<th>Alt. #1</th>
<th>Alt. 2a</th>
<th>Alt. #2b</th>
<th>Alt. #3</th>
<th>Alt. #4</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Units</strong></td>
<td><strong>%</strong></td>
<td><strong>Units</strong></td>
<td><strong>%</strong></td>
<td><strong>Units</strong></td>
</tr>
<tr>
<td>Single-family</td>
<td>8,660</td>
<td>55.1</td>
<td>8,769</td>
<td>56.4</td>
</tr>
<tr>
<td>Multiple-family</td>
<td>7,048</td>
<td>44.9</td>
<td>6,775</td>
<td>43.6</td>
</tr>
<tr>
<td><strong>TOT.</strong></td>
<td>15,708</td>
<td>15,544</td>
<td>15,035</td>
<td>15,690</td>
</tr>
</tbody>
</table>

*NOTE: Lynnwood’s “Subregional Center” is not represented in these alternatives, nor in the Preferred Alternative. The Subregional Center contains the Alderwood Mall, numerous other commercial and office development, but very little housing. Within the Center, the City is currently developing a “City Center” subarea plan which will include a residential component. However, since the type, density or other characteristics of future City Center housing is not yet known, it was impossible to estimate. And, since the City Center will be a unique district of mostly multi-family housing, it was decided that the housing that will eventually be planned for and built within this area should not be governed by the City’s new 60/40 housing ratio goal, which is intended to apply primarily to existing more conventional neighborhoods.
Table 7: Land Use Plan Alternatives – Acres by Land Use Type

<table>
<thead>
<tr>
<th>Future Land Use</th>
<th>Alt. #1</th>
<th>Alt. #2</th>
<th>Alt. #3</th>
<th>Alt. #4</th>
<th>Preferred Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF1 Low Density Single Family</td>
<td>1822.8</td>
<td>1807.8</td>
<td>1780.2</td>
<td>1724.7</td>
<td>1815.8</td>
</tr>
<tr>
<td>SF2 High Density Single Family</td>
<td>78.4</td>
<td>114.0</td>
<td>114.0</td>
<td>99.6</td>
<td>78.4</td>
</tr>
<tr>
<td>MF1 Low Density Multi Family</td>
<td>115.2</td>
<td>109.6</td>
<td>115.0</td>
<td>111.5</td>
<td>115.0</td>
</tr>
<tr>
<td>MF2 Medium Density Multi Family</td>
<td>286.2</td>
<td>271.3</td>
<td>286.2</td>
<td>279.5</td>
<td>286.2</td>
</tr>
<tr>
<td>MF3 High Density Multi Family</td>
<td>41.1</td>
<td>41.1</td>
<td>41.1</td>
<td>41.1</td>
<td>41.1</td>
</tr>
<tr>
<td>MU Mixed Use</td>
<td>39.3</td>
<td>39.3</td>
<td>39.3</td>
<td>39.3</td>
<td>39.3</td>
</tr>
<tr>
<td>LC Local Commercial</td>
<td>85.0</td>
<td>85.0</td>
<td>85.0</td>
<td>85.0</td>
<td>85.0</td>
</tr>
<tr>
<td>RC Regional Commercial</td>
<td>737.4</td>
<td>737.4</td>
<td>732.9</td>
<td>737.4</td>
<td>732.9</td>
</tr>
<tr>
<td>OC Office Commercial</td>
<td>90.1</td>
<td>90.1</td>
<td>90.1</td>
<td>90.1</td>
<td>90.1</td>
</tr>
<tr>
<td>BTP Business/Technical Park</td>
<td>101.3</td>
<td>101.3</td>
<td>84.3</td>
<td>101.3</td>
<td>84.3</td>
</tr>
<tr>
<td>I Industrial</td>
<td>64.8</td>
<td>64.8</td>
<td>93.7</td>
<td>152.0</td>
<td>93.7</td>
</tr>
<tr>
<td>PF Public Facilities</td>
<td>310.5</td>
<td>310.5</td>
<td>310.5</td>
<td>310.5</td>
<td>310.5</td>
</tr>
<tr>
<td>PRO Parks, Recreation &amp; Open</td>
<td>316.0</td>
<td>316.0</td>
<td>316.0</td>
<td>316.0</td>
<td>316.0</td>
</tr>
<tr>
<td>ROW Rights of Way (approx.)</td>
<td>854.0</td>
<td>854.0</td>
<td>854.0</td>
<td>854.0</td>
<td>854.0</td>
</tr>
<tr>
<td><strong>TOTAL:</strong></td>
<td><strong>4942.0</strong></td>
<td><strong>4942.0</strong></td>
<td><strong>4942.0</strong></td>
<td><strong>4942.0</strong></td>
<td><strong>4942.0</strong></td>
</tr>
</tbody>
</table>

Goals, objectives and policies are contained in the Land Use Element of the Lynnwood Comprehensive Plan.

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G:\1999\cpr\004\land use\backgrounddoc

Land Use - 22
Map 4
Sector Analysis Areas
June, 2000

g:\1999\vpl\0004\Comp Plan Maps
last updated by CYC on August 8, 2000
TRANSPORTATION

Background Report

Introduction 3
Planning Requirements 3
New Legislation 4
Terminology 4
Non-motorized Transportation Plan 5
Goals and Objectives 6
Transportation Issues for Discussion 7
Facilities of Statewide Significance 8
Concurrency 9
Snohomish Co. – General Policy Plan 11
INTRODUCTION:

The Transportation and Land Use Elements are very closely related in providing the physical development plan for Lynnwood for the next twenty years. Land use is sometimes referred to as the "meat" of the Plan, supported by the "skeleton" of streets, highways and other infrastructure.

Transportation planning supports the Future Land Use Plan. The introductory section of Lynnwood's Transportation Element states that the Growth Management Act (GMA) requires that transportation support land use. And land use decisions, not transportation capacity or improvements, should direct future growth and development. All elements of the Plan should be designed to promote the City's vision and leading goals.

PLANNING REQUIREMENTS:

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

- Land Use
- Housing
- Capital Facilities Plan
- Utilities
- Transportation

The requirements for the Transportation Element are stated in RCW 36.70A.070(6), as follows:

(6) A transportation element that implements, and is consistent with, the land use element. The transportation element shall include the following sub-elements:

(a) Land use assumptions used in estimating travel;

(b) Facilities and services needs, including:

   (i) An inventory of air, water, and ground transportation facilities and services, including transit alignments and general aviation airport facilities, to define existing capital facilities and travel levels as a basis for future planning;

   (ii) Level of service standards for all arterials and transit routes to serve as a gauge to judge performance of the system. These standards should be regionally coordinated;

   (iii) Specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard;

   (iv) Forecasts of traffic for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth;

   (v) Identification of system expansion needs and transportation system management needs to meet current and future demands;

(c) Finance, including:

   (i) An analysis of funding capability to judge needs against probable funding resources; the appropriate parts of which shall serve as the basis for the six-year
street, road, or transit program required by RCW 35.77.010 for cities, 36.81.121 for counties, and 35.58.2795 for public transportation systems;

(ii) A multiyear financing plan based on the needs identified in the comprehensive plan, the appropriate parts of which shall serve as the basis for the six-year street, road, or transit program required by RCW 35.77.010 for cities.

(iii) If probable funding falls short of meeting identified needs, a discussion of how additional funding will be raised, or how land use assumptions will be reassessed to ensure that level of service standards will be met;

(d) Intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions;

(e) Demand-management strategies.

The City is also required to adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the Transportation Element – unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development. (See: Concurrency) Such strategies may include:

(a) Increased public transportation service;
(b) Ride sharing programs;
(c) Demand management; or
(d) Other systems management strategies.

NEW LEGISLATION:

The 1998 "Level of Service Bill" (HB 1487) amended the transportation element requirements by requiring that they now include an inventory of state-owned transportation facilities, a new sub-element that includes estimates of the impacts on state-owned facilities resulting from land use assumptions, and the LOS for state-owned transportation facilities. It also clarified that GMA concurrency requirements do not apply to highways of statewide significance.

TERMINOLOGY:

Concurrent with development: means that the needed improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

Public Facilities: includes streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.
NON-MOTORIZED TRANSPORTATION PLAN:

A key component to the multimodal approach to transportation planning is the provision of a non-motorized system of interconnected bicycle and pedestrian facilities that will enable people to travel without having to rely totally on the single-family occupant vehicle, taxi, bus or other motorized vehicle. Such a system is essential to the improvement of Lynnwood's quality of life and mobility options.

There are three classes of bikeways/walkways that make up a safe system of non-motorized transportation facilities. They are:

Off-road separated multi-use paths (Class I): These are physically separated from motorized vehicular traffic by an open space or barrier. These paths generally serve multiple users, including pedestrians, bicyclists and equestrians. An example of a Class I path in Lynnwood is the Interurban Regional Trail. These facilities are provided primarily through the City's Department of Parks and Recreation.

Bicycle lanes and/or walkways (Class II): These are distinguished from the off-road paths in that they are not separated from motorized traffic. Bicycle lanes are designated for exclusive use by bicyclists and are delineated from traffic lanes by a painted stripe. Bicycle lanes can be present with or without walkways. Walkways can be traditional raised sidewalks or extensions of the paved roadway surface and its shoulders with "rumble bars" or raised diagonal polyester markings serving as delineation.

Bicycle or walkway routes (Class III): These are roadways that have been designated by signs as a suggested route for bicyclists. Roadway shoulders, where they are present, serve as informal walkways. Bicycle routes are not delineated with stripes except for a line delineating the shoulder. Bicycle routes are typically found on roadways with shoulders of at least four feet in width. Roadway shoulders are generally suitable for a mix of pedestrian and bicycle use where the volume of pedestrians and bicyclists is low.

Objective 8 of the 1995 Comprehensive Plan was to:

Provide a local and regional integrated non-motorized transportation system of sidewalks, trails and bicycle lanes to link neighborhoods, businesses, parks, schools and activity centers for safe and adequate pedestrian and bicycle circulation.

During the five-year Plan Update, the following Transportation Subgoal was added to the Transportation Element:

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.

A set of five objectives and ten policies now support the subgoal and development of the integrated non-motorized system is scheduled for completion in 2002 (see Five-year Program in the Implementation Element). Work began on this system in 2001 with a public sidewalk linkage study.

The following are ideas for further objectives and policies related to the non-motorized plan that might be considered in future Comprehensive Plan amendments.
OBJECTIVES:

A: Prepare a citywide plan for future pedestrian and bicycle facilities improvements for inclusion in the Transportation Element. The plan will be prepared cooperatively by City planning, parks and public works staff and will be completed and ready for adoption in December 2001 as a Comprehensive Plan Amendment.

B: Establish a program for completing missing sidewalk and/or trail segments in the citywide Non-motorized Plan. The program will be prepared by Public Works as an implementation component of the Non-motorized Transportation Plan and will be ready for adoption in December 2001 and considered for inclusion in the 2002 six-year Transportation Improvements Program (TIP).

POLICIES:

The Non-motorized Transportation Plan and decisions involving pedestrian and bicycle facilities shall be consistent with the following policies:

1: Non-motorized connections between neighborhoods, schools, recreational facilities, business/shopping centers and regional transit corridors shall be of highest priority in the planning and design of new development.

2: Citywide and regional routes shall be designated on the Non-motorized Plan.

3: The use of bicycle and pedestrian facilities shall be encouraged by making them as safe, convenient, well-maintained and attractive as possible.

4: The non-motorized system shall be linked to public transportation routes and facilities whenever feasible.

5: Bicycle and pedestrian facilities shall be included in all public parks, schools, community centers and other public places and major facilities.

6: Construction of non-motorized facilities shall be consistent with City-adopted design standards.

7: Continue to promote the use of non-motorized alternatives through the City's Commute Trip Reduction (CTR) program.

GOALS AND OBJECTIVES

GMA Goals:

Each of the Growth Management Act's thirteen planning goals must be considered when updating our Comprehensive Plan and we must ensure that our local plans and policies are not in conflict with those goals. The following state goals apply directly to the Transportation Element:

Goal 1. **Urban Growth**: Encourage development in urban areas where adequate public facilities/services exist or can be provided.

Goal 2. **Reduce Sprawl**: Reduce the inappropriate conversion of undeveloped land into sprawling low density development.

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

Lynnwood's Transportation Element Goal:

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

In support of the 1995 Transportation Goal were 12 objectives and 81 policies. All were reviewed during the 2000 five-year update. Most were adjusted and many were discarded or consolidated.

See the section "Goals, Objectives and Policies" of the Transportation Element.

TRANSPORTATION ISSUES FOR DISCUSSION:

Early in the planning process, the Lynnwood Planning Commission was briefed by staff on land use, population and housing issues at its December 9, 1999 meeting. On February 24, 2000, the Commission hosted an open house meeting that included the first public discussion of land use and transportation issues. Additional data from the update of the citywide Land Use Inventory was available at that meeting, as well as the summary of public comments received at, and following, the January 13 public meeting on neighborhood issues.

The 1995 Comprehensive Plan listed a number of transportation issues. It was intended that these be resolved through the implementation of programs and policies. The degree of success the City has had in resolving each of these issues will be of interest during the review.

In advance of the February 24 public meeting, the Planning Commission was asked to advise staff as to which, if any, of the following issues should be dropped, given emphasis, or more information provided. These are just a few of the Transportation Element issues that will be discussed. None were removed from the list to make the most of the public input opportunity.

A balanced transportation system:

- What does "balance" mean in the context of the citywide transportation system?
- Will arterial street improvements be the predominant feature?
- Where do pedestrians, transit and bicycles fit in the overall balance?

Will the Plan include a non-motorized transportation system component?

- If so, what will it include?
What can we do to improve the efficient movement of freight and goods?

What can the City do to assist the providers of public transit services?
- Can local services recover from the impacts of I-695?
- Is the City adequately covered with existing transit routes?
- Are there obstacles to the provision of services that the City should address?

Can design or development standards reduce street problems in key areas?
- Highway 99 Corridor: Can it benefit from design standards or guidelines?
- 196th Street: How can the "physical barrier" effects of major highways be reduced?
- Parking Lots: What can be done to improve lot design and functionality?
- Subdivisions: Are requirements for streets and related improvements adequate?

What funding sources and mitigation fees should be included in the City's plans?

What kinds of other citywide transportation plans should be considered?
- Pedestrian Access Plan that includes priorities for sidewalk improvements, crossings, etc?
- Bicycle Facilities Plan, including bikeways, bike lanes, signing and related facilities?
- Arterial Streets and Highways Master Plan? Others?

What can the City do to provide more alternatives to single-occupancy vehicles?
- Enhance pedestrian facilities, access and amenities?
- Provide more conveniently-located bikeways and related facilities?
- Provide shuttle bus (or trolley) services between important activity nodes?
- Reduce off-street parking requirements (make parking less convenient)?
- Work with transit providers to maximize transit services throughout Lynnwood?
- Offer incentives to employees – adjusted work schedules, bus passes, etc?

FACILITIES OF STATEWIDE SIGNIFICANCE:

Legislation passed in 1998 declared that certain transportation facilities and services are of statewide significance. These provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. Transportation facilities and services of statewide significance are identified under RCW 47.06.140 and specifically include the following:

- The interstate highway system
- Interregional state principal arterials (including some ferry connections)
- Intercity passenger rail services
- Intercity high-speed ground transportation
- Major passenger intermodal terminals (excluding airport facilities and services)
- The freight railroad system
- The Columbia/Snake navigable river system
- Marine port facilities and services that are related solely to marine activities . . .
- High-capacity transportation systems serving regions as defined in RCW 81.104.015
This list is somewhat general. Identification of specific facilities and services has not yet been accomplished but identification criteria is being developed under the supervision of WSDOT for later application.

**Highways of Statewide Significance (HSS)** are designated under a separate process involving development of criteria, approval by the Transportation Commission and submission to the Legislature (1999) for final review and adoption. This HSS system specifically includes the interstate highway system and interregional state principal arterials that are needed to connect major communities across the state and support the state's economy. The state has the authority to set the LOS for HSS and the regional transportation planning organizations (RTPOs), local jurisdictions, and the state jointly set LOS on other state highways.

The following are Highways of Statewide Significance in the Lynnwood area:

- **SR-5** Oregon to Canada (entire route)
- **SR-405** I-5/Tukwilla to I-5 (entire route)
- **SR-525** I-5 to SR-20 (entire route)

The state Office of Financial Management (OFM) has traditionally maintained the list of **Essential State Public Facilities**. Under GMA, no local comprehensive plan can preclude the siting of essential public facilities. The 1998 amendments to RCW 36.70A.200 identified "transportation facilities and services of statewide significance" as "essential public facilities.

**CONCURRENCE:**

**RCW 36.70A.070:**

"Local jurisdictions must adopt and enforce ordinances which prohibit development approval if the development causes the level of service on a transportation facility to decline below the standards adopted in the comprehensive plan, unless transportation improvements or strategies to accommodate the impacts of development are made concurrent with the development."

The question came up in Lynnwood as to whether or not we can achieve concurrency through the use of our SEPA process, or if we need a separate transportation concurrency ordinance.

Although RCW 36.70A.070(6)(b) requires local jurisdictions subject to the GMA to adopt and enforce transportation concurrency ordinances, the statutes are not specific about the type of ordinance necessary to implement concurrency. Many cities are adopting separate concurrency ordinances to implement their concurrency programs, but a few are relying primarily on SEPA.

Whether we choose to implement concurrency through our SEPA regulations or another part of our code, the development regulations should include specific concurrency language that prohibits development when level of service standards for transportation facilities cannot be met. (See RCW 36.70A.070(6)(b).
In addition, a Western Washington Growth Management Hearings Board case indicated that local jurisdictions should spell out their methodology for assuring concurrency compliance either within their comprehensive plans or development regulations.

Source: "Ask MRSC" – December 1999

The Lynnwood City Council adopted a new "Concurrency Management" section to add to the Transportation Element in 2000, as one of two annual Plan Amendments. The City does not have a Concurrency Ordinance.

<table>
<thead>
<tr>
<th>FACILITY</th>
<th>LEVEL OF SERVICE</th>
<th>CONCURRENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LOCAL</strong> Transportation Systems</td>
<td>LOS identified and set by locals through the GMA planning process.</td>
<td>Concurrency required under GMA for local transportation facilities.</td>
</tr>
<tr>
<td><strong>REGIONAL</strong> State Highways and Ferries</td>
<td>LOS set through a coordinated process (RTPO) with state, regional and local input.</td>
<td>Concurrency requirement (as amended in 1998) does not address state-owned transportation facilities... other than HSS.</td>
</tr>
<tr>
<td><strong>STATE</strong> Highways of Statewide Significance</td>
<td>LOS set by state in consultation with locals. State has final authority to establish LOS on HSS.</td>
<td>Concurrency requirements of GMA do not apply to transportation facilities and services of statewide significance. (Exception noted below)</td>
</tr>
<tr>
<td>Exception: Island Counties</td>
<td>LOS established as identified above for local, regional, and HSS</td>
<td>Concurrency required for HSS. State highways and ferry route capacity must be a factor in meeting the concurrency requirements in island counties.</td>
</tr>
</tbody>
</table>

**Statewide Significance Exemptions:**

GMA requires jurisdictions to identify "level of service standards for all locally owned arterials and transit routes to serve as a gauge to judge performance for the system," and "for state-owned transportation facilities, level of service standards for highways..."

In 1998, GMA was amended to change the concurrency requirements as they relate to transportation facilities and services of statewide significance. This change included the following language:

"The concurrency requirements of (b) of this section (RCW 36.70A.070) do not apply to transportation facilities and services of statewide significance except for counties consisting of islands..."

The 1998 changes clearly removes transportation facilities and services of statewide significance from the concurrency requirement. The Concurrency requirement remains an important tool to help assure that our adopted LOS will be maintained on other local streets and facilities. If development of a specific project threatens to cause the LOS on a transportation facility to decline below standards identified in the Transportation Element, that project must be denied – unless improvements can be made concurrent with development that will maintain the adopted LOS. The change to GMA did not
affect our ability to develop a concurrency management system, just the application of the system to specific designated components.

Procedural criteria for concurrency is contained in WAC 365-195. Further guidance is provided in the GMA publication "A Transportation Element Guidebook", published by CTED.

SNOHOMISH COUNTY – GENERAL POLICY PLAN
January 2000

The "Transportation Element for the Snohomish County Comprehensive Plan" is separate from the General Policy Plan. It includes the inventory, LOS standards for arterials and transit routes, and standards for access and transit compatibility to serve as a gauge to judge transportation system performance in meeting improvements needs, and as a basis for determining transportation and land development concurrency.

The Transportation Element of the County's General Policy Plan includes goals, objectives, policies, implementation measures and provisions for a concurrency management system and financial strategy.

The Vision 2020 Regional Growth and Transportation Strategy, adopted by PSRC, provides a basis for coordination of growth management and transportation policies throughout the region. Snohomish County Tomorrow is the collaborative planning process that will implement the regional strategy.
INTRODUCTION

The housing element contains an inventory and analysis of current housing stock and conditions. It also contains an assessment of current and projected housing needs affordable to all economic segments of the community. Finally, goals, sub-goals, measurable objectives and policies for the preservation, improvement and development of housing will be included as a guide for the desired future housing stock in the City.

PLANNING CONTEXT

This Comprehensive Plan element has been prepared in accordance with the State Growth Management Act (GMA). It is the City’s intent that this element comply with GMA requirements and be consistent with other Plan elements, regional housing plans and policies, and with Snohomish County’s Countywide Planning Policies.

Growth Management Act:

The Growth Management Act (GMA) requires a housing element in all comprehensive plans and sets forth the following goal:

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 (RCW 36.70A.020(4))."

Regional Planning:

Vision 2020, the regional plan adopted by the Puget Sound Regional Council includes policies pertaining to housing diversity and affordable housing. Lynnwood’s Comprehensive Plan promotes a variety of housing types, including affordable housing and housing in transit-oriented locations. The variety of housing types and affordability ranges also will offer opportunities for the projected workforce to live in the City.

County-Wide Planning Policies:

The Countywide Planning Policies for Snohomish County includes the goal "to provide a variety of decent, safe, and affordable housing opportunities to all segments of the county's population." An important focal point of the CPPs is to adopt and implement a "fair share" distribution of low-income and special needs housing so that all economic groups in the County are not concentrated in a single community.

The Comprehensive Plan strives to be consistent with GMA and the Countywide Planning Policies by including policies for compact and affordable housing development. City staff is continuing to work with the County and our neighboring cities on housing-related GMA planning issues. Hopefully, this will help to ensure that Lynnwood can influence housing grants and funding dispersal, play a role in housing plans, programs and educational opportunities, and work with financial and lending institutions to better provide the types of funding sources that are most needed in our local housing market.
SUMMARY OF HOUSING ISSUES

The following are some of the major housing issues that were identified and addressed during the Comprehensive Plan Update process:

- There is a limited amount of vacant land in the City on which to develop new housing. This will affect development patterns and means that creative ways to achieve additional housing will have to be found through land use regulations, higher densities or other incentives.
- Preservation and improvement of the existing housing stock is one of the keys to meeting the future housing demands and affordability targets.
- Higher densities and mixed-use projects may be needed in certain activity centers to achieve Lynnwood’s share of projected housing needs.
- Building on lots that were previously skipped over (in-fill), is one way to meet future housing needs within existing neighborhoods.
- Outside funding sources may be desirable for the expansion of our “fair share” of affordable housing opportunities. It may be beneficial to work more closely with the Snohomish County Housing Authority (HASCO) and other housing providers on the issue of providing fair share housing and affordable housing.
- Site and building design standards and guidelines will be increasingly important for higher density housing to encourage neighborhood compatibility and to ensure design quality. Usable private open spaces and the addition of significant landscaping between different land uses may help ensure compatibility.
- Senior citizen housing and housing for handicapped persons is likely to increase special needs housing demands in the near future.
- Mobile home parks are important housing resources in the City. Long term zoning, maintenance and park site upgrading issues need to be addressed.
- Continue to consider the housing needs of new workers in Lynnwood. Affordability and convenient location will be key issues in the housing/jobs linkage issue, as will the addition of more higher-paying family wage jobs.
- Educational programs that promote local awareness of the City’s housing and housing improvement opportunities will also help promote a more stable and diverse community.
- The protection and enhancement of neighborhood quality will become more important as we continue to accommodate growth and change in the City.

INVENTORY OF EXISTING CONDITIONS

Population:

In its first ten years after incorporation in 1959, Lynnwood’s population grew from 7,207 to 16,495 – an increase of 129 percent. By 1992, Lynnwood’s population grew to 29,110, a 300 percent increase over its 1960 population. Snohomish County’s population increased 180 percent during the same period. Growth in Lynnwood in the
last 20 years has resulted in a 32 percent increase. Figure H-1 shows population increases for the years 1960-2000.

<table>
<thead>
<tr>
<th>Year</th>
<th>Lynnwood</th>
<th>%</th>
<th>Snohomish County</th>
</tr>
</thead>
<tbody>
<tr>
<td>1960</td>
<td>7,207</td>
<td></td>
<td>172,199</td>
</tr>
<tr>
<td>1970</td>
<td>16,495</td>
<td>+129%</td>
<td>265,236</td>
</tr>
<tr>
<td>1980</td>
<td>22,600</td>
<td>+37%</td>
<td>337,720</td>
</tr>
<tr>
<td>1990</td>
<td>28,695</td>
<td>+27%</td>
<td>465,628</td>
</tr>
<tr>
<td>1996</td>
<td>29,110</td>
<td>+2%</td>
<td>538,100</td>
</tr>
<tr>
<td>1997</td>
<td>33,070</td>
<td>+12%</td>
<td>551,200</td>
</tr>
<tr>
<td>1998</td>
<td>33,110</td>
<td>+1%</td>
<td>568,100</td>
</tr>
<tr>
<td>1999</td>
<td>33,140</td>
<td>+1%</td>
<td>583,300</td>
</tr>
<tr>
<td>2000</td>
<td>33,847</td>
<td>+2%</td>
<td>606,024</td>
</tr>
</tbody>
</table>

Source: Lynnwood Planning & US Census Data

In 1992 the median age of Lynnwood residents was 31.2 years, slightly higher than the County's median age of 32.1 years.

In 1990, more than one third of the population was in the 25-44 year old age group, with another quarter of the population under the age of 19. These age group breakdowns are projected to remain fairly steady through 2012, with a slight decline in the under-19 age group and a slight increase in the 65-and-over population. The results of the 2000 census will allow the City to see if these trends are continuing.

**Housing Stock:**

In the 30 year span between 1960 and 1990, Lynnwood's housing stock grew from 2,077 units to 11,871 units, an overall increase of 9,794 housing units. The largest growth spurt occurred between 1960 and 1970 when Lynnwood's housing stock grew from 2,077 to 6,064 housing units — a 191 percent increase.

<table>
<thead>
<tr>
<th>Unit Type</th>
<th>1960 Units</th>
<th>%</th>
<th>1970 Units</th>
<th>%</th>
<th>1980 Units</th>
<th>%</th>
<th>1990 Units</th>
<th>%</th>
<th>2000* Units</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family</td>
<td>1,663</td>
<td>80%</td>
<td>3,439</td>
<td>57%</td>
<td>5,536</td>
<td>60%</td>
<td>5,702</td>
<td>48%</td>
<td>6,811</td>
<td>50%</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>414</td>
<td>20%</td>
<td>2,413</td>
<td>40%</td>
<td>3,301</td>
<td>36%</td>
<td>5,525</td>
<td>47%</td>
<td>6,266</td>
<td>46%</td>
</tr>
<tr>
<td>Mobile Home</td>
<td>212</td>
<td>3%</td>
<td>372</td>
<td>4%</td>
<td>547</td>
<td>5%</td>
<td>561</td>
<td>4%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>97</td>
<td>&lt;1%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>2,077</td>
<td>100%</td>
<td>6,064</td>
<td>100%</td>
<td>9,209</td>
<td>100%</td>
<td>11,871</td>
<td>100%</td>
<td>13,638</td>
<td>100%</td>
</tr>
</tbody>
</table>

# Projection according to Future Land Use Plan

Source: U.S. Census. *Projected by the City of Lynnwood to the Office of Financial Management

There was a decline in total units developed in each subsequent decade. Between 1970 and 1980, there were 3,142 new units, representing a 52 percent increase in housing, and between 1980 and 1990, 2,662 housing units were built — a 28 percent increase. From 1990 to 2000, an additional 1,767 housing units were built, representing an increase of approximately 13 percent. Figure H-3 describes the total number of dwelling units broken down into single family and multiple family housing types.
A shift in the types of dwelling units built in Lynnwood during the last thirty years is indicated by the larger proportion of multi-family residential units in the 1980's than in other decades. In 1960 just one of every five dwellings was in a multi-family structure (20 percent). In just ten years, by 1970, 40 percent of the City's housing units were multi-family units.

### Figure H-3, Total Number of Dwelling Unit Types

<table>
<thead>
<tr>
<th>DWELLING TYPE</th>
<th>UNITS</th>
<th>% of Total D.U.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single-family, detached:</td>
<td>6,719</td>
<td>49.3%</td>
</tr>
<tr>
<td>One dwelling on one lot, not attached to any other dwelling.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family, attached:</td>
<td>92</td>
<td>0.7%</td>
</tr>
<tr>
<td>One dwelling on one lot that shares at least one common wall with a neighboring dwelling on an adjacent lot. Includes townhouses, row houses, accessory dwellings and &quot;conventional&quot; homes with a common wall or zero-lot-line design.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Manufactured Home:</td>
<td>561</td>
<td>4.1%</td>
</tr>
<tr>
<td>One single-family detached dwelling unit built in a factory to HUD Code specifications and transported to its site in a park or on a subdivision lot.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL SINGLE-FAMILY DWELLING UNITS:</strong></td>
<td>7,372 (1)</td>
<td>54.1%</td>
</tr>
<tr>
<td>Condominium:</td>
<td>1,314</td>
<td>9.6%</td>
</tr>
<tr>
<td>A method of apartment ownership in which a person owns an undivided interest in common with other owners of a portion of a parcel of property, along with a separate interest in a space (apartment) in a residential building. (Some of Lynnwood's older condos were originally designed as apartments and later converted to condominium ownership.)</td>
<td>(As determined from Metroscan)</td>
<td></td>
</tr>
<tr>
<td>Other Multiple-family:</td>
<td>4,952</td>
<td>36.3%</td>
</tr>
<tr>
<td>Includes all units, other than condominiums, in structures that contain more than one dwelling unit.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL MULTIPLE-FAMILY DWELLING UNITS:</strong></td>
<td>6,266 (2)</td>
<td>45.9%</td>
</tr>
<tr>
<td><strong>TOTAL DWELLING UNITS:</strong></td>
<td>13,638 (1+2)</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

The proportion of multi-family units declined slightly to 36 percent in 1980, but rose again to a high of 47 percent in 1990. The decade of the 80s saw a local building boom of multiple-family structures. During that decade, 166 single-family units were built in Lynnwood while 2,224 new multi-family housing units were created. In other words, 93 percent of all the dwellings produced in Lynnwood during the 80s were
multiple-family units. Currently, single family housing units constitute 54% of the total housing units and Multiple Family housing units make up 46%.

Growth in the number of mobile homes in the City is also notable. The number of units increased by 335 (158%) between 1970 and 1990. There are currently 561 mobile homes in the city, representing approximately 4 percent of the City's housing stock.

**Age of Housing Stock:**

Lynnwood's housing stock is relatively young. Less than 5 percent predates 1950. More than half of our housing units were constructed in the 1960's and 1970's, with the 1960's being the peak decade for housing construction with nearly 4,000 new units constructed.

Most of the City's multi-family units were built in the 1980's.

The community experienced a moderate increase of single family housing units (1,109) during the 1990's. During that time, we also began to see more innovative developments that provided for a mixture of single- and multiple-family types of housing and, thereby, providing new opportunities for both rental and ownership.

Demand for housing has remained high in Lynnwood and the Seattle area. Initial post World War II growth was predominantly suburban single-family in nature. Changes in household type coupled with rising housing costs resulted in a significant amount of multi-family housing development beginning in the 1970's.

**Housing Quality:**

The adequacy of the housing stock depends, in part, on its quality. Basic criteria of quality are whether the housing unit is decent, safe and sanitary.

In 1991, each residential structure in the City was surveyed and rated on a 4 point scale. After each unit was observed from the street, obvious deficiencies were evaluated and assigned a rating. A minor deficiency would include maintenance items such as peeling paint, broken window(s), or similar relatively inexpensive repair needs. Major deficiencies include a need for roof replacement, obvious cracks in the foundation, severely sagging porches or similar expensive repair needs.

Based on this survey, the overall quality of Lynnwood's housing stock was considered "very good". Every section of the City has nearly all of its housing rated as "good" or "standard". The greatest concentrations of houses in need of some minor or major repairs are in Section 20, located west of 68th Avenue W. and south of 196th St. SW, and Section 17, which is located north of 196th St. SW and west of Blue Ridge Drive. Section 9, located north of 176th St. SW and west of 52nd Ave. W, also has a concentration of substandard and dilapidated units.

Our analysis determined that pockets of older poorly maintained housing, and neighborhoods impacted by the encroachment of commercial or industrial land uses, are more likely to show signs of decline and deterioration. This is particularly true if the owners/investors are speculating that their future land use will be non-residential and of higher value.
A new survey has not been performed since 1991. Since then, a number of badly deteriorated homes have been demolished and replaced by new single-family dwellings. The majority of the housing throughout Lynnwood is still considered to be of good quality and not blighted.

### Household Composition:

As the housing ratio continued to shift from single family to more multi-family units, the City also experienced a decline in owner occupancy. In 1960, about 82% of all housing units were owner occupied. By 1990, less than half, or 48 percent of the units were owner occupied (see Fig. 4). In the 1960's, there was a substantial increase in the number of new multi-family units being developed. Also during the 60s there was a major ownership shift from nearly all owner-occupied to only two thirds owner-occupied. The 2000 Census will tell us if these trends have continued.

In 1990, family households comprised approximately 64 percent of all households in Lynnwood. About three-fourths of these family households were married couples. Single-parent families represented about 10 percent of all Lynnwood households. Eighty-one percent of these single-parent families were headed by a female. In non-family households, 74 percent were single-person households.

### Household Income:

According to the 1990 Census, the median household income for the City of Lynnwood was $30,512. The median income was substantially lower than Snohomish County's median household income of $36,847. Median household incomes for the 39 Snohomish County incorporated cities ranged from a high of $62,439 in Woodway to a low of $16,249 in Index. (1990 Census)

The Puget Sound Regional Council has estimated the Median Household Income in 1998 for the majority of Lynnwood is 25% or below the regional median ($64,000), totaling $48,000 or less. The northwest corner of the City, adjacent to Edmonds, is estimated to be within 25% of the regional median. These estimates tend to be lower than the surrounding jurisdictions of Lynnwood that are within 25% of the regional median.

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Special Needs Housing:

Special needs populations refer to groups in need of additional living assistance including but not limited to, age, physical, mental, disability or economic circumstances. In 1990 there were approximately 630 special needs housing dwelling units in the City. This figure is an estimate due to the fluctuating number of housing/motel vouchers or beds available at any given time. According to the Snohomish County Housing Authority there are currently 357 of Section 8 tenant based assistance in the City of Lynnwood. Additionally, although some arrangements are not permanent or defined as a dwelling unit in the traditional sense, they do provide necessary space for persons with special circumstances.

Elderly Housing

The 1990 Census indicated that ten percent of Lynnwood’s population was age 65 or over and an additional seven percent were between the ages of 55 and 64 years. These numbers are estimated to rise when the City receives the statistics from the 2000 Census.

In Lynnwood, eight housing developments for the elderly account for 365 dwelling units and 339 beds. Four of the senior citizen developments (nursing homes), accounts for the 339 beds of the are considered congregate care facilities which may include common dining and health care services, and is typically more expensive than traditional housing options.
Handicapped

In the Fall of 1991, a rental survey conducted by the Lynnwood Planning Department found that there were 53 handicapped tenants in market rate developments. There were also 54 handicapped tenants who may or may not have been elderly, residing in housing developments for the elderly.

Homeless and Transitional Housing

The 1990 Census identified 5 people in emergency shelters and 44 in "other non-institutional" quarters in Lynnwood. Other non-institutional quarters include youth hostels, YWCA's, staff residents of institutions and other transitory arrangements. There is also a category for homeless people on the streets and none were counted in Lynnwood. The City of Lynnwood Police Department and Nuisance Abatement Officer address a number of problem sites that have witnessed a reoccurrence local homeless community locating on vacant parcels throughout the City.

Support and shelter services in the Lynnwood area are provided by the Trinity Lutheran Church, the Kiwanis Club, Pathways for Women (pregnant teens from ages 14-18), and St Vincent DePaul (motel vouchers for families). Pathways for Women also provides a small number of motel vouchers. About 3 to 5 families per month receive these 30 day maximum stay motel vouchers. Pathways for Women operate a shelter with 18 family units, a few of which are two and three bedroom apartment units. The Kiwanis Club operates a home for seven teenage mothers and an accompanying nursery facility in Lynnwood.

Housing Affordability:

1. Purchased Housing

In determining an affordable purchase price it is generally accepted that a household should pay no more than 3 times their income for a house. Furthermore, mortgage payment, property taxes, and insurance should not exceed 30 percent of monthly income. The highest affordable sales price for those earning the median household income as estimated by the PSRC of $48,000 in Lynnwood would be $144,000.

Unfortunately, Lynnwood has very few (if any) houses available for sale at prices under $144,000. The median sales price in the City in 1998, as determined from the 1998 Snohomish County Growth Monitoring report, was $180,000 for a single family detached dwelling unit and 120,000 for a condominium; requiring an income of $40,000 to $60,000.

Based on these statistics, along with the estimated median household income from PSRC, we must conclude that there are very few houses available to purchase in the City of Lynnwood.

The following table illustrates the percentage of homes that were sold in selected cities within Snohomish County that were affordable to low/moderate income households.
**Figure H-6: Median Sale Prices for 1998**

<table>
<thead>
<tr>
<th>Community</th>
<th>Median Sales Price*</th>
<th>Percent Sold that were affordable to low/moderate income HH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill Creek</td>
<td>$289,500</td>
<td>3%</td>
</tr>
<tr>
<td>Mukilteo</td>
<td>$250,000</td>
<td>10%</td>
</tr>
<tr>
<td>Edmonds</td>
<td>$191,500</td>
<td>21%</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>$159,000</td>
<td>24%</td>
</tr>
<tr>
<td><strong>Lynnwood</strong></td>
<td><strong>$158,000</strong></td>
<td><strong>36%</strong></td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td>$139,900</td>
<td>49%</td>
</tr>
<tr>
<td>Everett</td>
<td>$137,400</td>
<td>51%</td>
</tr>
</tbody>
</table>

Source: Snohomish County 1999 Growth Monitoring Report

*includes all Condominium and Single Family dwelling unit sales

Approximately 36% of the homes sold in Lynnwood last year were affordable to buyers in the lower income levels (See Figure H-4 for income levels). When compared to surrounding jurisdictions, Lynnwood falls closer to the bottom in the median sales price therefore increasing the percentage of affordable sales.

**Housing Values**

It has been estimated by Snohomish County\(^2\) that in 1998, 4 units were sold to families in the Extremely Low Income level, 67 units in the Very Low Income level, 131 units in the Low and Moderate Income level, 182 units in the Moderate Income level, 145 units in the Upper Middle Income level, and 35 units in the Upper Income Level.

**2. Rental Housing**

Affordable rent should not exceed 30 percent of household income according to the Department of Housing and Urban Development.

Monthly rent for households earning $15,000 should be no more than $375; for those earning $25,000 rent should not exceed $525; and those earning $35,000 theoretically could pay up to $875. The highest rent recorded in the City of Lynnwood was $950 for a three bedroom, two bath unit.

The following table reflects average rents for Lynnwood, Snohomish County and surrounding jurisdictions, as of fall 2000.

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\(^2\) 1999 Snohomish County Growth Monitoring Report
Figure H-7: Average Rents

<table>
<thead>
<tr>
<th></th>
<th>Average 2000 Rents</th>
<th>Average 1995 Rents</th>
<th>Percent Vacant</th>
<th>Annual Increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mill Creek</td>
<td>$ 890</td>
<td>$ 645</td>
<td>3.1%</td>
<td>+ 6.7%</td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td>$ 778</td>
<td>$ 616</td>
<td>4.4%</td>
<td>+ 4.8%</td>
</tr>
<tr>
<td>Lynnwood</td>
<td>$ 743</td>
<td>$ 587</td>
<td>3.3%</td>
<td>+ 4.8%</td>
</tr>
<tr>
<td>Paine Field</td>
<td>$ 704</td>
<td>$ 567</td>
<td>6.1%</td>
<td>+ 4.4%</td>
</tr>
<tr>
<td>Edmonds</td>
<td>$ 697</td>
<td>$ 547</td>
<td>4.0%</td>
<td>+ 5.0%</td>
</tr>
<tr>
<td>Everett</td>
<td>$ 601</td>
<td>$ 476</td>
<td>3.9%</td>
<td>+ 4.8%</td>
</tr>
<tr>
<td>Snohomish County</td>
<td>$ 755</td>
<td>$ 582</td>
<td>4.5%</td>
<td>+ 5.3%</td>
</tr>
</tbody>
</table>

Source: Dupré + Scott – Fall 2000 Apartment Vacancy Report

Rental Housing Market

The average rent for the different sizes of apartments for Lynnwood range from $468 for a studio to $950 for a 3 bedroom / 2 bath. The gross monthly income that could afford the rents in Lynnwood range from $1,563 to $3,174 per month.

When current rents are compared with the current wages being paid (see the Economic Element) by local employers, it can be seen that an employee in the retail trade can afford a monthly rent of approximately $442 which is comparable to a studio apartment in Lynnwood.

Puget Sound Regional Council (PSRC) identified 8,560 Lynnwood jobs that fall into the retail category. That is approximately 36% of all jobs in Lynnwood.

Manufacturing jobs, have an average salary of approximately $49,563 per year, allowing a family to afford the more expensive housing in Lynnwood. However, Industry is a small and shrinking sector of our local economy. It needs to be bolstered against further erosion if we really want to provide a better balance of jobs and housing.

HOUSING TRENDS

White picket fences aren’t as common as they once were, but a home in the suburbs seems to continue to be the "American Dream" for many. That dream as been realized in Lynnwood for many families over the years and the majority of our dwellings continue to be single-family homes on relatively large lots.

Today, buildable land is in shorter supply and home prices are increasing faster than incomes. The typical dream home has become beyond the financial reach of many households. There is a recognized need for smaller more affordable forms of housing. The concept of smaller houses on smaller clustered lots is catching on in many communities while more conventional multiple-family dwellings (apartments, townhouses, condominiums, etc.), are continuing to fill the need for "affordable" housing in most communities and the unincorporated urban areas of counties.
The following table shows that permitting activity during the decade of the 1990s has produced more than 81,000 new multiple-family units in cities larger than 10,000. In the state's 25 largest cities, 61% of all new dwellings were multi-family, while new single-family homes accounted for 39%.

**Figure H-8:**

**1999 – Residential Permit Activity** – in Washington's 25 largest cities

<table>
<thead>
<tr>
<th>CITY</th>
<th>Single-family</th>
<th>Multi-family</th>
<th>% SPLIT SFR / MFR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Seattle</td>
<td>4,243</td>
<td>20,065</td>
<td>18 / 78</td>
</tr>
<tr>
<td>2. Spokane</td>
<td>4,073</td>
<td>3,278</td>
<td>55 / 45</td>
</tr>
<tr>
<td>3. Tacoma</td>
<td>4,290</td>
<td>1,735</td>
<td>71 / 29</td>
</tr>
<tr>
<td>4. Vancouver</td>
<td>3,586</td>
<td>4,520</td>
<td>44 / 56</td>
</tr>
<tr>
<td>5. Bellevue</td>
<td>2,220</td>
<td>5,135</td>
<td>30 / 70</td>
</tr>
<tr>
<td>6. Everett</td>
<td>2,237</td>
<td>4,961</td>
<td>31 / 69</td>
</tr>
<tr>
<td>7. Federal Way</td>
<td>1,783</td>
<td>657</td>
<td>73 / 27</td>
</tr>
<tr>
<td>8. Kent</td>
<td>1,704</td>
<td>3,436</td>
<td>33 / 67</td>
</tr>
<tr>
<td>9. Yakima</td>
<td>349</td>
<td>1,288</td>
<td>21 / 79</td>
</tr>
<tr>
<td>10. Bellingham</td>
<td>2,376</td>
<td>4,335</td>
<td>35 / 65</td>
</tr>
<tr>
<td>11. Lakewood</td>
<td>309</td>
<td>8</td>
<td>97 / 3</td>
</tr>
<tr>
<td>12. Shoreline</td>
<td>363</td>
<td>102</td>
<td>78 / 22</td>
</tr>
<tr>
<td>13. Kennewick</td>
<td>2,328</td>
<td>1,492</td>
<td>61 / 39</td>
</tr>
<tr>
<td>14. Renton</td>
<td>1,401</td>
<td>3,233</td>
<td>30 / 70</td>
</tr>
<tr>
<td>15. Kirkland</td>
<td>1,437</td>
<td>2,647</td>
<td>35 / 65</td>
</tr>
<tr>
<td>16. Redmond</td>
<td>968</td>
<td>3,046</td>
<td>24 / 76</td>
</tr>
<tr>
<td>17. Olympia</td>
<td>1,686</td>
<td>2,036</td>
<td>45 / 55</td>
</tr>
<tr>
<td>18. Auburn</td>
<td>1,277</td>
<td>1,119</td>
<td>53 / 47</td>
</tr>
<tr>
<td>19. Edmonds</td>
<td>572</td>
<td>562</td>
<td>50 / 50</td>
</tr>
<tr>
<td>20. Richland</td>
<td>1,634</td>
<td>562</td>
<td>74 / 26</td>
</tr>
<tr>
<td>22. Longview</td>
<td>744</td>
<td>478</td>
<td>61 / 39</td>
</tr>
<tr>
<td><strong>23. LYNNWOOD</strong></td>
<td>997</td>
<td>753</td>
<td>57 / 43</td>
</tr>
<tr>
<td>24. Puyallup</td>
<td>1,628</td>
<td>933</td>
<td>64 / 36</td>
</tr>
<tr>
<td>25. Burien</td>
<td>109</td>
<td>12</td>
<td>90 / 10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th><strong>TOTALS:</strong></th>
<th><strong>67,025</strong></th>
<th><strong>39 / 61</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>All cities over 10,000</td>
<td><strong>63,827</strong></td>
<td>81,060</td>
<td><strong>44 / 56</strong></td>
</tr>
<tr>
<td>Unincorporated Areas</td>
<td><strong>181,593</strong></td>
<td>39,329</td>
<td><strong>82 / 18</strong></td>
</tr>
</tbody>
</table>

**Source:** Building permit data – assembled by Property Dynamics, Woodinville
FUTURE HOUSING NEEDS

Lynnwood's housing stock is diverse and of generally good quality. It's well worth preserving to ensure a quality living environment for generations to come.

People tend to feel strongly about where they live – their neighborhood and community. People are attracted to neighborhoods that offer identity and a sense of community, as well as the more obvious attributes of safety, comfort, convenience, affordability, etc. Thus, when a neighborhood is well-cared for and considered “desirable”, it’s value goes up – both socially and economically.

Neighborhood improvements that promote healthy and safe environments, such as street and sidewalk improvements, good traffic circulation patterns, landscaping and parks, are usually good (and popular) public investments. Such services as police and fire protection also contribute to long-term safety, viability and stability.

Lynnwood's 54/46 ratio of single-family to multi-family housing provides opportunities for both renting and home ownership. In today's (2000) market, it's difficult to find a single-family home for sale that the typical family can afford in Lynnwood. However, the abundance of apartments and lower-cost condominiums make it possible for many who work in local retail commercial businesses to find suitable accommodations within their price range. Since most of Lynnwood's jobs are of the retail variety, we will need either more low-cost multi-family housing, or more higher-paying jobs that can support those families who wish to purchase single-family homes in the Lynnwood area.

A better housing/jobs balance will also have positive impacts on our traffic congestion. If more of the people who work in Lynnwood can afford to live here, there will be fewer long-distance auto commuters who must (for financial reasons) work here and live elsewhere.

HOUSING OPTIONS AND ALTERNATIVES:

Housing affordability is becoming increasingly important to many jurisdictions in Snohomish County and will be a challenge for years to come. It's our responsibility to seek out regulatory techniques that might be available to increase the quality, quantity and affordability of housing in Lynnwood.

The following are some techniques that have been implemented over the years and that were considered again during the City's five-year Plan update process:

**Upzoning (higher density):** This technique involves the rezoning of land for a higher density development. This might include changing the zoning of some single family areas to allow multiple family homes at higher densities. There is a reduction of site development costs with the more dense properties. [Note: The City Council determined that Lynnwood already has more than its “fair share” of multi-family and affordable housing and, therefore, up-zoning was strongly discouraged.]

**Inclusionary Zoning:** This is a technique that sets aside units to be constructed as affordable to low and moderate income home buyers. General provisions would be established during site development. This technique would help avoid problems that are sometimes associated with over-concentration of affordable units.
**Density Bonus:** This technique allows for the developer to receive a density bonus with the inclusion of affordable units. As a result the applicant would be allowed to construct more units than what was normally allowed. The benefits would be similar to Inclusionary Zoning. **[Note:** The City Council determined that higher densities are not desirable and that we should not provide bonuses to encourage higher densities.]

**Performance/Impact Zoning:** This technique is a type of zoning that determines land use locations and characteristics through application of a system of performance criteria. These criteria would establish basic development standards and limitations. This would allow for more flexibility of the developers to respond to a broader spectrum of the housing market. This technique would require the establishment of detailed performance criteria for impact and mitigation.

**Manufactured Housing:** This technique allows for the ability to locate a manufactured home/mobile homes on a piece of property. The use of manufactured housing allows for an affordable use of a parcel. This type of housing allows the moderate to low income to purchase a home. **[Note:** The City Council determined that manufactured and mobile homes provide affordable housing to a certain segment of our community and, therefore, this is an important part of our housing stock. The Council directed staff to develop a new "mobile home park zone" that might be used to protect and preserve many of our existing mobile home parks from redevelopment pressures.]

**Accessory Dwelling Units:** This technique is used to provide affordable housing which uses surplus of space within an existing single family detached home. It allows for the construction of a separate living unit attached or detached from the main living structure. **[Lynnwood currently allows ADUs. During 2002, we will review our development requirements to see if we can make them more desirable and easier to permit.]**

**Planned Unit Developments:** This type of technique allows for the flexibility in overall design of residential projects. PUD ordinance often allow for a variety of uses within a particular development. A number of other land use techniques may also be used with a planned unit development.

**Cluster Subdivisions:** This technique is used to locate a number of housing units within a residential development on smaller lots than those normally allowed. Cluster subdivisions generally conform to the zoning district gross density. This type of development is performed when existing sensitive areas exist on the site. The benefits of Cluster Subdivisions would be similar to those of PUDs, in many ways.

**Small Lots and Small Lot Districts:** This technique allows for the reduction of minimum lot sizes for detached single family homes. These lots may range from 2,500 to 6,000 square feet in area. The increased density allows the development costs to be lowered and result in significant savings. Architectural review is normally performed with this type of lot development. **[Note:** Lynnwood currently allows subdivision lots to be as small as 7,200 sq.ft. In many jurisdictions, these would be considered "large lots". This will be reviewed during the 2002 development regulations update.]

**Zero Lot Line Development:** This type of development allows for a more efficient use of small lots for residential developments. Design review of a particular development plays an important part of a final development plan.
Infill Development: Infill development refers to the development of the remaining parcels within an urban area. These parcels are normally the parcels that have been passed up for one reason or another. This type of development is usually already served by utilities therefore decrease the development costs.

Adaptive Reuse: This type of technique allow for the re-use of a building that is out of date. Examples of this include old schools, hospitals, train stations, etc. [Note: Since Lynnwood is only 42 years old, we have very few older buildings, although this may be an opportunity in the future.]

Mixed Use Development: This technique is an example of flexible zoning. It allows for the mixture of commercial and residential developments within a structure or development. A development of this type helps reduce the development costs therefore allowing for the allocation of affordable units.

Rezoning Vacant Land for Residential Use: This process allows for the rezoning of nonresidential properties for residential uses. The use for affordable housing would fit in with surrounding neighborhoods.

Office/housing Linkage: This technique might allow the developer of an office building or other nonresidential buildings to also construct market rate affordable housing, related to the businesses. Development incentives are used to help the developer proceed in that direction.

Transfer of Development Rights (TDR): TDR allows for the developer to sell or transfer the development rights from one property to another site which is owned by the developer.

Exemption from Impact Fees: This technique allows the jurisdiction to allow the applicant to apply for a reduction or waiving of impact fees associated with a development. These type of fees are normally the reason for more expensive developments. The monetary brake to the applicant would benefit the city by possible allocation for affordable units.

Subdivision/Development Standards: Subdivision and/or other development codes can be revised to provide for an allocation of affordable residential units and Lynnwood’s development regulations are being reviewed and updated in 2002.

Inherent in each of these land use techniques are the shrinking availability of raw land and the continually increasing costs of new development. This combination heavily contributes to the difficulty in providing housing that is affordable for those who need it. Density increases (bonuses) and reduced development permitting fees (and time) are ways to make the provision of affordable housing more acceptable and achievable.

Lynnwood currently incorporates Accessory Dwelling Units, Planned Unit Developments, Mixed Use Developments, and Subdivision and Development standards in Title 21 (Zoning Code) and Title 19 (Subdivision Code). All are scheduled for review in 2002.

Projected Housing Units

The Growth Management Act requires that the Housing Element identify "sufficient land for housing, including, but not limited to, government assisted housing, housing for low-
income families, manufactured housing, multifamily housing, and group homes and foster care facilities."

Under the Future Land Use Plan, a total of 1,733 new dwelling units were allocated to the City of Lynnwood by Snohomish County, for development by 2012. These units would accommodate nearly 4,000 persons. It was predicted that within the Subregional Center, 828 housing units would be developed: 130 units would be single family and 698 units would be multi-family. Outside the Subregional Center, 905 single family and multi-family units would be developed. It is projected that 452 single family dwelling units, and 453 multi-family dwelling units would be developed.

By 2012, the overall increase in housing units would be 14 percent over the 1992 housing count (582 new single family units and 1,151 new multi-family units). These would be distributed throughout the City, with the largest concentration of multi-family units going into the Subregional Center. The single-family/multi-family ratio was projected to be 45 percent/55 percent City-wide. Mobile home dwelling units were included in the total counts for single family units.

During 2000, Lynwood’s housing units increased by 1,045 over 1992 and the total number of units within the subregional center had not changed. Future Plans for a new central business district (City Center) to be located generally within the "Lynnwood Triangle", will include a residential component. That subarea plan is not yet to the stage where a housing unit projection can be made.

Lynnwood has nearly reached its 2012 housing unit target. The most obvious difference between the 2000 and 2012 unit projections is the subregional center. The City is 676 dwelling units away from the 2012 projection in this area since virtually no housing activity has taken place within the subregional center in the past decade.

Even though Lynnwood is nearly "built-out" and has just a scattering of vacant lands and in-fill sites remaining, it appears that our past and current rates of growth will allow us to easily meet the County’s 2012 housing allocation.

![Fig. H9: Housing Units](image)

<table>
<thead>
<tr>
<th>TYPE</th>
<th>1992</th>
<th>2000</th>
<th>2012*</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Total</td>
<td>12,593</td>
<td>13,638</td>
<td>14,326</td>
</tr>
<tr>
<td>Subregional Center</td>
<td>1,206</td>
<td>1,206</td>
<td>1,882</td>
</tr>
<tr>
<td>Remainder of City</td>
<td>11,283</td>
<td>12,432</td>
<td>12,444</td>
</tr>
</tbody>
</table>

* Projected

Source: Lynnwood Planning Department, 1994

A variety of housing types, styles and density ranges will better enable the City to accommodate a diverse range of future owners and renters, as well as a variety of changing households that includes families, singles, empty nesters, single-parent households and others.

**Single-family Housing:**

The Comprehensive Plan envisions a continued mix of both single family and multi-family housing for the next twenty years. Detached single family homes on 8,400 square foot lots (or larger) is the preferred residential land use pattern throughout most of Lynnwood’s established neighborhoods. The Comprehensive Plan designation "Large
Lot Single Family (SF-1)" with a minimum density of four units per acre, will remain in most of those areas and will be the primary tool to maintain that pattern and prevent future encroachment of non-residential uses and higher density residential developments.

The Comprehensive Plan’s SF-2 designation offers a slightly higher-density single-family option. This designation is implemented by the RS-7 zone, which requires lots of at least 7,200 sq.ft. in size. The slightly smaller lot size allows a bit more flexibility on smaller or irregular in-fill sites, but does not result in a significantly greater single-family home density – just slightly smaller lots. The City’s Planning Commission and City Council are aware that trends toward more compact development on smaller lots are increasingly popular in other communities and that single-family lots of 5,000 sq.ft. or smaller are not uncommon. However, Lynnwood’s larger lots sizes are consistent with the community’s established land use patterns and the continued maintenance of those patterns and neighborhoods is a high community priority.

**Multiple-family Housing:**

Beyond the established neighborhoods are three designated “activity centers” that may provide new opportunities for needed higher density housing and mixed use development.

The **Highway 99 Corridor**, the **College District**, and the **Subregional Center** may become active districts that are much different than each other and different than the low-density single-family home neighborhoods. In their own unique ways, each may provide high quality housing for those seeking a more urban and active lifestyle.

The **College District Plan**, a collaborative effort of the City and Edmonds Community College, was completed in 1999. However, the Plan includes a proposal to redevelop an area of older single-family houses into a new mixed-use center of shops, businesses and housing just outside the main entrance to the campus. The Plan was recommended by the Planning Commission for adoption in May, 2000. However, the City Council found some of the proposals to be controversial and has not yet taken action on the plan. The primary controversy revolves around the redevelopment of single-family housing, which now conflicts with a newly adopted City goal of increasing our ratio of single-family housing. It’s very possible that the College District Plan will not be approved.

The Comprehensive Plan proposes three basic levels of multi-family development. The first level, **Low Density Multiple Family (MF-1)**, would allow development to a density of 12 units per acre. Buildings could contain up to four units each and would be limited to two stories. Single family development would not be permitted in MF-1 areas. Since there is not very much available land in this category, the City needs to ensure that it will be used for its highest and best use and not subdivided into single home lots.

The second level is the **Medium-Density Multiple-family (MF-2)** designation which allows densities to a maximum of 20 units per acre. Single family units would not be allowed in these areas for similar reasons. Townhouses, condominiums and apartments are the preferred types of units in this density range and could be up to four stories high.

The third level is the **High-density Multi-family (MF-3)** designation, which was proposed and adopted during the five-year Plan Update. This designation was needed to support the City’s two existing high-density zones, as well as several developments that
currently exist at densities exceeding 20 units per acre. This designation was useful in bringing consistency to the existing zones and may also be useful in implementing future plans for the Subregional Center and the future City Center.

**Fair Share Housing**

The 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 distribution helps ensure that lower-income housing and job opportunities do not continue to be concentrated in just a few areas in the County.

The housing need allocation considers both existing (1990) conditions and projected need (2012). The fair share allocation targets households with incomes under 95 percent of the County household median income and which pay greater than 30 percent of their gross income on housing costs.

The affordable housing ranges stated by the Snohomish County Growth Monitoring Report are illustrated in the following table delineating the income segments and affordable mortgages in association with corresponding household income levels.

Each jurisdiction's fair share housing need apportionment was calculated within the context of the Countywide need. Two adjustments are made in the formula to account for the relative proportion of low-cost housing and low paying jobs within and adjacent to the jurisdiction. The purposes of the adjustments are twofold: first, to reward jurisdictions for past efforts at addressing affordable housing and discourage higher Countywide concentrations in a few areas; and second, to encourage development and preservation of lower-cost housing within close proximity to lower-paying jobs.

The fair share allocation represents the number of lower and moderate income households for which a jurisdiction should plan.

To diversify affordable units to all needy income groups, the fair share guidelines recommend that one-third of the new housing units be targeted to the Extremely Low Income (less than 30 percent of County household median) one-third be targeted to the Very Low Income and the remaining one-third to be targeted to the Low and Moderate Income segments (55-95 percent of County median).

In 1992, there were 3,428 households (27% of all households) whose incomes were less than 95 percent of the county median household income of $35,000, and who paid more than 30 percent of their gross household income for housing.

In 1992, Lynnwood had 3,439 units of fair share housing, which slightly exceeded the housing needs of lower income groups. By 2012, it was projected that Lynnwood would need to provide an additional 570 affordable units. The total fair share housing allocation for the City by 2012 was 4,009 units (existing plus new affordable units).

The City Council has declared that Lynnwood has far more than its "fair share" of affordable and subsidized housing. They know that 24 percent of all of Snohomish County's subsidized housing is in Lynnwood and that 46% of our housing stock is

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3 *Snohomish County Tomorrow 1999 Growth Monitoring Report, Presented to the Snohomish County Tomorrow Steering Committee on December 15, 1999*
multiple-family (mostly apartments). We realize that "apartments" are not always low-
cost and do not necessarily meet the definition of "affordable". 2000 Census data that
is not yet available will help to sort out this issue and better describe our housing stock
and population, and better define our housing needs.

**Figure H-10: Income Levels for Home Ownership in Snohomish County**

<table>
<thead>
<tr>
<th>Income Level</th>
<th>Household Income (Year)</th>
<th>Lynnwood Maximum Sales Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>Extremely Low Income (0-30%)</td>
<td>$14,329</td>
<td>$43,865</td>
</tr>
<tr>
<td>Very Low Income (31-54%)</td>
<td>$25,791</td>
<td>$78,957</td>
</tr>
<tr>
<td>Low and Moderate Income (55-95%)</td>
<td>$45,374</td>
<td>$138,905</td>
</tr>
<tr>
<td>Middle Income (96-120%)</td>
<td>$57,314</td>
<td>$175,459</td>
</tr>
<tr>
<td>Upper Middle Income (121-175%)</td>
<td>$83,584</td>
<td>$255,878</td>
</tr>
<tr>
<td>Upper Income (&gt;175%)</td>
<td>&gt;$83,584</td>
<td>&gt;$255,878</td>
</tr>
</tbody>
</table>

**Note:** The Median Household Income of Snohomish County is $47,762 (prelimin. 1998 figure)
Source: Snohomish County 1999 Growth Monitoring Report

Of those 570 additional "affordable" units, one third (190 units) must be for those with
extremely low incomes – up to $10,500. Another 190 units must be for those with very
low incomes – up to $17,500. The remaining 190 units must be available for low
income households with incomes between $17,500 to $28,000.

These fair share units need not be all new construction, and may include existing units
for which the rents are now affordable. Lynnwood has been a leader in providing
affordable housing and recognizes the importance of continuing to provide housing
opportunities for diverse income groups.

**Special Needs Housing**

Those with special needs, including the elderly, handicapped and those in need of
temporary transitional housing (e.g., women's shelters, teen pregnancy group homes, or
homeless persons) can find a variety of special housing opportunities in Lynnwood.

As the population grows, the special needs populations will likely also grow. Our
population is aging, and we can expect to see an ever increasing need for elderly
housing in coming years. Strategies to address the future housing demand will include
the preservation and expansion of housing targeted to special needs populations.

As the population ages, additional elderly housing will be needed, both market rate and
subsidized. It is difficult to project the need for handicapped housing, but at present
non-elderly handicapped persons live in elderly housing for lack of suitable alternatives. These persons could be relocated into handicapped-accessible units as they become available. This issue will be further evaluated with organizations such as the Puget Sound Regional Council (PSRC), Snohomish County, Snohomish County Tomorrow (SCT), and the Housing Authority of Snohomish County (HASCO).

**Mobile Home Parks**

Our seventeen mobile homes fill a unique and essential housing niche in Lynnwood. Most are older mobile home parks and filled with dwellings that are now considered substandard by today’s codes. Only about 25 percent of the existing units were built to the modern HUD Code and are considered “manufactured homes”. The remaining 75% were built prior to 1976 and are “mobile homes”.

Older mobile homes of substandard construction have long been considered more hazardous to their occupants than units built to modern standards. However, the older homes continue to provide a low-cost housing alternative for many residents.

Over the years, there have been good arguments in favor of phasing some of the older parks out as quickly as possible. The previous City Council designated several of the parks for higher-density residential or, in some cases, commercial or industrial uses as incentives to encourage their redevelopment to other uses.

Although designated for other uses on the Comprehensive Plan Map, several of the mobile home parks were not zoned consistently. When the City undertook its Plan/Zone Consistency Review in 2001, the Planning Commission recommended consistent zoning for most of the parks. The City Council, however, disagreed with the multi-family zoning, largely on the basis that the parks consist of single-family units and a high priority of the City is to increase its ratio of single-family dwellings. Therefore, the City Council placed all but one park “on hold” and directed staff to prepare a new zone that would protect the parks from redevelopment to other uses.

Mobile home parks presently serve as buffers or transitional uses in some locations between traditional multi-family and single family neighborhoods. Most are located along the Highway 99 Corridor, often abutting commercial businesses. They don’t often fit comfortably into either the residential or commercial category.

Some older mobile home parks, particularly those parks south of 196th St. SW were rated fair or poor in the City’s Housing Quality survey due to the poor quality of the units, lack of landscaping and space between mobile homes, poor maintenance, and old age. During the next year (2002), particular attention will be directed to those mobile home parks with fair or poor quality ratings and with the highest percentages of older nonconforming “mobile homes”.

**Other Needs**

Preservation of the existing housing stock will continue to be a high priority of the Lynnwood Comprehensive Plan. Our housing stock is fairly young, with few pockets of dilapidated units. Ongoing inspection programs for rental units and homeowner education about housing improvement or acquisition are essential for housing stock preservation. Demanding quality development in both design and construction are also important to housing and neighborhood preservation. Interjurisdictional and
interagency coordination will help to provide the best housing options in the right places in the City and the County.

A number of regulatory tools are available to help us ensure quality housing at a variety of densities and in a variety of attractive styles and sizes. They include:

- Cluster development through the subdivision process
- Small lot subdivisions (with or without alley access)
- Zero lot line development
- Infill development
- Accessory units
- Manufactured housing
- Transfer of development rights
- Density bonuses
- Flexible zoning.

These and other regulatory measures will be considered during the 2002 review and update of the City’s development regulations.

Higher-intensity housing in the activity centers has been considered essential to strengthening their balance of land uses and to add vitality and round-the-clock activity. In most Lynnwood neighborhoods, housing will continue to be a stand-alone land use. However, new opportunities are waiting in the Subregional Center, the College District, and the future City Center. These are clearly the most appropriate locations in Lynnwood for alternative housing and mixed use development. We don’t want to miss those opportunities.

**HOUSING GOAL**

**Housing 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.

Sub-goals, objectives and policies are contained in the Housing Element of the Lynnwood Comprehensive Plan.
ENVIRONMENTAL RESOURCES

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View protection 26
Noise 27
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INTRODUCTION

With Chinook salmon listed as a threatened species, and other valued species dangerously close to joining the list, protecting our environment is becoming an increasing concern as our community continues to grow and develop.

The quality of the environment that surrounds us is essential in maintaining a high quality of life for the citizens of Lynnwood. As Lynnwood continues to grow, it is important to find innovative ways to preserve as much of the remaining natural environment as possible. At the same time we can reduce flooding, pollution and erosion, create habitat for plants and animals and preserve the aesthetic values of nature that are often lost in the urbangscape.

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 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.

During the recent five-year Comprehensive Plan Update process, the City of Lynnwood considered the addition of an “Environmental Resources Element”. However, since three other new elements were already in progress and because environmental issues require considerably more time and information, this project was postponed.

Instead of drafting a new Environmental Resources Element during the five-year update process, the City decided to collect a variety of information on the local environment and include it in the Comprehensive Plan Background Report until such time as a formal element can be prepared.

The information contained in this report will assist the City in writing objectives and policies regarding the protection and enhancement of the natural environment of the City of Lynnwood. They, in turn, will encourage greater care in the design and construction of new developments and help ensure that the negative impacts of urban development are minimized.

Each of the thirteen GMA planning goals were considered in the five-year Plan Update process. The following goals were found to have the greatest and/or most direct
influence on environmental matters and on our future Environmental Resources Element:

**Goal 2. Reduce Sprawl:** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development. [Undeveloped land could be used for open space, wildlife areas, aquifer recharge areas]

**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. [The City is careful not to “take” any land for environmental purposes without just compensation]

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

**Goal 9. Open space and recreation:** Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

**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.

**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. [Involving citizens will help them understand how to best preserve the quality of life and the environment]

**Goal 13. Historic preservation:** Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance. [Possible historic preservation of open space sites that are significant to citizens or the creation of a historic “park” that protects open space and/or sensitive areas, such as the City’s Heritage Park, which has been annexed and is currently under development.]

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**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 is characterized by glacial soils on steep slopes. Glacial soils are prone to debris flows and shallow landslides.

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. 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).
**Diverting** the landslide can sometimes create more developable land. This involves redirecting the deposition runoff, which would not work on the top of an eroding slope. Structures for diversion include earth dams, timber barriers and walls.

**Stabilizing** landslide areas may involve drainage control, re-grading, and restraining the slope. Drainage control increases stability by reducing the amount of water in the slope. Re-grading an area removes the soil from the slope to create stability by lowering the slope gradient. Restraining the slope can be the least damaging, simply by re-vegetating the steep slopes. Wire mesh covering rocks such as seen on the mountain passes and retaining walls can be constructed to hold back rocks and eroding slopes.

**Erosion Hazard Areas:**

Erosion involves the transport of soil by the wind, rain, 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.

**Seismic Hazard Areas:**

Earthquakes occur with great frequency within the Puget Sound lowlands. Since 1840, 222 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 King County Sensitive Areas Ordinance includes Swamp Creek as an area that is especially prone to liquefaction, and Swamp Creek as a whole should be considered for designation as a "seismic hazard 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, which might also include Scriber Creek.

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).

**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. Impervious surfaces can better absorb extra water runoff. Lynnwood's 100-year flood plain is located around Scriber Creek.

**WATER RESOURCES**

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. For example, the Clean Water Act requires major industries to meet performance standards to ensure pollution control. It also charges states and tribes with setting specific water quality criteria appropriate for their waters and developing pollution control programs to meet them. The Act 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)

Lynnwood's water resources include all streams within the City, as well as Scriber Lake, Hall Lake and ground water. Streams, lakes and wetlands must be protected from
adverse impacts of urbanization to continue to function in a beneficial manner. In order to preserve these resources, they must be managed as a whole and not as separate pieces (projects). Historically, the careless 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.

**Wetlands:**

Not too long ago, wetlands were viewed by many as undesirable mosquito-breeding swamps and filling them in was “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 is often the source of the problem.

These impacts are affecting both water quality and the functionality of storm water detention ponds. 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 codes already require that existing wetlands be set aside or otherwise carefully treated during the planning and development process. To compensate for the loss of buildable land, the City could do more to relax development standards to allow the clustering of new development on smaller lots, the transferring of density to another part of the site, or even offering density bonuses for innovative conservation applications. There are various ways to preserve the wetland 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 Comprehensive Flood and Drainage Management Plan.

**Wetland 3 (North Scriber Creek Wetland)**

This wetland covers 21 acres within the headwaters of Scriber Creek. It is the largest and probably most diverse wetland in Lynnwood. However, it has undergone degradation associated with the inflow of untreated storm water and filling for development. The wetland is a palustrine system with a mix of scrub-shrub, forest and emergent communities.

The value of this wetland should be considered extremely high because of its large size, variety of habitats and its hydrologic functions. This wetland stores water during floods and provides excellent opportunities for water quality improvement.
Wetland 18 (Scriber Creek – upstream of I-5)
This is the second largest wetland in Lynnwood, covering approximately 19 acres. Most of this wetland consists of palustrine scrub/shrub, with only small areas of forest and emergent vegetation. The center of the area is covered in dense willow and red-osier dogwood. Lady fern, water parsley and skunk cabbage also make up the vegetation in the wetland. Western red cedar and western hemlock are found in the forested areas, and cattails grow from the emergent vegetation zone. Soil in the wetland consists of deep muck and peat.

Scriber Creek runs through this wetland and there is standing water present here year round. This wetland should also be considered of high value. A series of trails run through the wetland and it is home to many animals. The water quality of this wetland is degraded as a result of the poor water quality of Scriber Creek, disturbance from the park and ride lot, and the filling of the southeast portion of the wetland.

Wetland 15 (Scriber Lake Park)
This wetland is about 16 acres of forested land, scrub shrub and open water areas (including Scriber Lake and a small pond to the south). The land is vegetated with red alder, cottonwood, willow, red dogwood, salmonberry, lady fern and skunk cabbage. Soils consist of peat, muck and hydric mineral soil. This wetland is also of high value, but is degraded with water that has a high quantity of phosphorous. The wetland contains trails, boardwalks and interpretive signs.

Wetland 23 (Hall Lake)
The Hall Lake wetland is approximately 6 acres in size and surrounded by residential houses. Wetland vegetation is limited to the very edge of the lake on a few of the lots, a narrow forested area at the outlet, and a scrub/shrub area at the east end of the lake. The lake has seen degradation problems due to I-5, clogged detention ponds, lead in the lake, and illegal wetland filling by a local resident.

Wetland South of I-5 and East of 44th Ave W
This area was recently petitioned for annexation but was denied by the City Council, partially because of concerns about potential liability or other legal issues regarding the wetland area. This wetland is 59 acres of palustrine scrub/shrub and forested areas. It provides excellent wildlife habitat and significant hydrologic function. It is a natural water detention and purifying area. It is vegetated with red alder, willow, Pacific ninebark, and salmonberry. Soils are deep organic silts capable of storing significant quantities of water.

This area has significant value as a high quality wetland and is within an area that was awarded to Lynnwood by a court agreement between Lynnwood and Mountlake Terrace as part of the solution to an annexation dispute to the south.

Buffers:
The Army Corps of Engineers Federal Manual for Identifying and Delineating Jurisdictional Wetlands provides us with development guidelines that depend on the type of wetland. There are currently four categories of wetlands:
Category I:

- Requires buffers of 100 feet;
- Any wetlands closely associated with Scriber Creek, Swamp Creek, Lunds Gulch, Halls Lake or Hall Creek;
- The presence of any species that is listed as endangered, threatened, sensitive or priority species in a wetland;
- Any wetland that has a high potential of becoming habitat for such species;
- Large wetlands that are over 10 acres in size;
- Any size wetland with rare species such as sphagnum bogs and fens or mature forested wetlands.

The Department of Ecology (DOE) recommends 200-300 foot buffers for category I. Lynnwood's codes, including the Sensitive Areas Ordinance, will be reviewed in 2002 and that recommendation will be considered, as will the contents of the NMFS 4(d) rule.

Category II:

- Requires buffers of 50 feet;
- Wetlands that have a surface water connection with Scriber Creek, Swamp Creek, Lund's Gulch, Halls Lake or Hall Creek;
- Wetlands greater than 2 acres;
- Wetlands that are at least 1 acre that have 40% or 50% open water with 2 or more vegetation classes;
- Wetlands of any size that form headwaters of a stream system (unless it qualifies as Category I).

DOE recommends 100-200 foot buffers.

Category III:

- Requires buffers of 25 feet;
- Wetlands that are equal to or less than two acres in size;
- Have two or fewer wetland classes;
- Have no surface water connection to Scriber Creek, Swamp Creek, Lunds Gulch, Halls Creek or Halls Lake systems.

DOE recommends 50-100 foot buffers.

Category IV:

- Requires buffers of 10 feet;
- Hydrologically isolated of any size;
- One wetland class, which is not forested.

DOE recommends 25-50 foot buffers.
Wetland Mitigation:
Mitigation is required when a development creates loss of stream system or wetland functionality. Mitigation refers to actions required or recommended to avoid or compensate for impacts to fish and other aquatic resources. It should be considered and implemented in the following order of preference. Complete mitigation is achieved when these elements 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)

Avoidance:
The Federal MOA (Memorandum of Agreement) for mitigation states that "the determination of avoidance requirements will not be based on characteristics of the proposed projects such as need, societal value, or the nature or investment objectives of the project’s sponsor". Unacceptable activities will include, but are not limited to the following:
- Activities which cause violations of state water quality standards;
- Activities causing violations of toxic effluent standards;
- Activities which cause or contribute to degradation of aquatic resource functions;
- Activities for which non-impacting or less impacting alternatives exist;
- Activities which affect threatened or endangered species or their habitat;
- Activities that are determined non-water dependent (by the Clean Water Act).

Minimization:
This action should only take place once it has been determined that avoidance is not practical or possible. Minimization includes, but is not limited to the following:
- Choosing the location of an impact so that it minimizes effects on aquatic resources.
- Ensuring that indirect impacts do not occur;
- Avoiding changes in water current patterns that would interfere with plants and animals;
- Avoiding changes in water floodplains that would interfere with native plants;
- Avoiding the creation of habitat that harbors invasive species;
- Enhancing aquatic resource functions through innovative construction;
- Timing impacts to avoid critical interruption of natural cycles such as spawning;
- Avoiding destruction of remaining natural sites within development areas;
- Avoiding impacts to features that protect water quality;
- Avoiding creating incompatible human activity or a need for constant maintenance.
Compensation:
The DOE has a list of six questions that they will consider for those impacts that have been determined as unavoidable:

- What are the species, habitat types, or functions being impacted?
- Is replacement of the species, habitat type, or functions vital to the health of the watershed, and if so, do they need to be replaced on site to maintain the necessary functions?
- If on site, in kind replacement is not necessary for the continued health of the watershed, are there higher priority species, habitat types, or functions that are critical or limiting within the watershed?
- How will the proposed compensatory mitigation maintain, protect, or enhance these impacted functions, or the critical or limiting functions of a watershed?
- Will the proposed compensatory mitigation have a high likelihood of success?
- Will the proposed compensatory mitigation be sustainable in consideration of future wetland uses?

Compensatory Mitigation Requirements:
Those requirements that are not currently in the Lynnwood Municipal Code should be written in the near future, as the listing of the salmon will most likely cause more strict interpretations of requirements by the DOE and by NMFS.

Note: Special Species referenced below means plants or animals listed by the state or federal government as threatened or endangered, those candidate for listing, priority habitats and species designated by WDFW, and those species designated as species of concern under the GMA.

1. On site: On site mitigation is on or adjacent to the project site, and is required when the greatest ecological benefit can be obtained on site. This may include, but is not limited to the following:
   - The on site location is critical for protecting or replacing important location dependent functions that are lost due to project impacts;
   - The location or natural conditions on site play a key role in larger watershed functions and health, or to a special species;
   - The on site location has a high likelihood of success and will not be too highly influence by adjacent development pressures;
   - On site may be required in other circumstances as determined by site specific needs or at the discretion of the permitting agencies.

2. In Kind: Means the same species, habitat type and function. It is required when the greatest ecological benefits for the watershed can be obtained by replacing impacted functions. This may include, but is not limited to the following:
   - Impacted functions are limiting within the watershed and are critical for replacement;
   - Impacted functions are critical to the continued health of the watershed or of a special species;
   - Impacted functions are of high quality and should be replaced;

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Replacement of impacted functions may be required in other circumstances as
determined by site specific needs or at the discretion of the permitting agencies.

3. Off site: This does not mean that the mitigation can take place anywhere. It must
be within the same Water Resource Inventory Area (WRIA). For threatened or
endangered species such as Chinook salmon, mitigation must occur within the habitat
supporting the same Evolutionary Significant Unit (ESU). It must be demonstrated that
greater habitat functions can be achieved off site.

Off site may be acceptable in the following circumstances if the conditions for on site
above do not apply, and:

➢ The project proponent can demonstrate to the agencies’ satisfaction that greater
  limiting or critical functions can be achieved off site than on site;

➢ Impacted functions are of low quality, and off site location can be restored,
  preserved, or created to obtain a limiting factor need of the watershed, critical
  habitat for special species, or provide higher quality functions than what is impacted;

➢ There are no reasonable on site opportunities;

➢ On site opportunities do not have a high likelihood of success due to development
  pressures or adjacent impacts to the compensatory mitigation area.

4. Out-of-Kind: This means species, habitat types and functions which are limiting
within the watershed and may provide a net-gain for the resources of the watershed,
but may differ from the species, habitat type or function impacted. Out-of-Kind may be
acceptable in the following circumstances:

➢ When the resources impacted provide little desirable function and are not considered
  limiting for a special species or within the watershed;

➢ Out-of-Kind functions proposed are demonstrated by the proponent and agreed to by
  the permitting agencies, to be critical or limiting within the watershed and provide a
  net-gain for the resources of the watershed;

➢ Good scientific rationale may not exist to deal with the issue of incompatibility of
  functional measuring units.

(Information gathered from the DOE Alternative Mitigation Policy Guidance, 2000)

Ideas for wetland retention incentives:
Identify opportunities for providing incentives to property owners, developers and
businesses that preserve more than what is required by environmental regulations to
protect water quality, riparian zone restoration, tree planting and other enhancements.

➢ Provide 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 (if any) to protect local areas through
  conservation easements.

➢ Discourage development in and near wetlands through critical areas ordinances.
➢ Acquire wetlands, when feasible, to provide open space, recreational opportunities, and preserve biological diversity.

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 are layers of rock or soil that can store and supply enough water to wells and springs to be economically useful.

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.

A study done in 1997 by the US Geological Survey found that 94% of the ground water in 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. Most of the arsenic concentrations were located outside Lynnwood.

The population growth in Snohomish County has increased dramatically in the last 10 years and has affected the quantity and the quality of the water. 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.

WATERSHEDS

Watershed management is crucial in preserving the environment. It reduces problems associated with flooding, sedimentation, erosion, and pollution resulting from the rapid growth in the Lynnwood area.

In recent 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 ponds within the city. Scribe Creek and its two major tributaries (Poplar and Golde Creek) make up the backbone of the city.
In the Lynnwood stream rating system, Scriber Creek, Swamp Creek, Hall Creek and Lund's Creek are all Category I streams, which require a larger buffer from the nearest development (in Lynnwood, 50 feet).

Category II streams, including Golde Creek and Poplar Creek, are smaller watercourses that are used by salmonids at any portion of the stream. These streams currently require a 25-foot buffer.

Category III streams are not used by salmonids in any portion of the stream, and only require a 10-foot buffer.

Anadromous salmon and resident trout use all of the above Category I and II streams. In recent years, these creeks have experienced dwindling fish populations due primarily to poor water quality and habitat (RW Beck, Comp Flood & Drainage Management Plan 1998). In order to improve the water quality of the streams the buffer width on streams for future developments should be larger, as suggested by NMFS.

**Scriber Creek Watershed:**

Scriber Creek is a former glacial outwash channel that dates back to the end of the last ice age – about 11,000 years ago. It was formed when the glaciers began receding northward.

Scriber Lake was formed by a depression left from a section of ice. Peat bogs surrounding Scriber Creek were formed from decomposing moss, sedge and other wetland plants. Scriber Lake is not a pure bog, as it is flushed out by the inflow of Scriber Creek. Labrador tea, sphagnum moss, and other bog plants are dominant here. In the upland areas of the watershed typical northwestern forest grows. Approximately Sixty percent of Lynnwood’s boundaries are located in the Scriber Creek watershed. (Parks & Recreation Comp Plan, 1996).

In 1994, 250 coho were planted in Scriber Creek. Curt Buchanan of the WDFW confirmed occasional sighting of adult coho up to Highway 99 and steelhead trout up to Poplar Creek. Scriber Lake supports cutthroat trout, largemouth bass, yellow perch and possibly rainbow trout.

The ½ mile reach of Scriber Creek downstream from 1-5 flows through a forested wetland that has a wide floodplain. This area is within the Urban Growth Area (UGA) and was petitioned for annexation in 1999. Although the City Council decided to exclude this area from the annexation, this area should continue to be of concern to the City of Lynnwood, since Lynnwood controls the quality of the water upstream.

The stream in this area is characterized by pool and the streambed is mud and sand. This reach provides no spawning habitat, but good rearing habitat for salmonids due to extensive cover and refuge from high flows in the wetland.

The stream section from 1-5 to Scriber Lake has a low gradient within a mix of commercial and residential land. There is one large wetland adjacent to the park and ride lot next to 1-5 & 44th Ave W in Lynnwood. The stream canopy here is limited. The stream is mostly pool and the banks are armored with riprap in many areas and the streambed is sand. This reach provides poor spawning and rearing habitat for salmonids due to channelization, siltation and poor water quality.

The stream section from the inlet of Scriber Lake to the source has a moderate gradient and flows through more commercial/residential. The stream canopy is very limited.
Large sections of this reach are piped and riprapped. The streambed is large gravel and silt which is frequently covered with iron precipitate. This reach provides poor spawning habitat and fair rearing habitat for salmonids due to extremely degraded habitat and water quality (RW Beck 1998).

Scriber Lake was listed on the Department of Ecology's Final 1998 List of Impaired and Threatened Waterbodies, the 303(d) list. 303(d) represents Section 303(d) of the Federal Clean Water Act. Every two years the state is required to identify its polluted waterbodies and submit the list to the Environmental Protection Agency (EPA). These waterbodies 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. The EPA requires the state to set priorities for cleaning up impaired waters and establishes a Total Maximum Daily Load (TDML) for each. A TDML is a cleanup plan that analyses how much pollution a waterbody can handle and still remain healthy for the above uses. The TDML also includes recommendations for controlling pollution and monitoring the water quality. Scriber Lake was listed for failing to meet water quality standards in regard to total phosphorous.

**Hall Creek:**

Hall Creek provides fair spawning and good rearing habitat for resident salmonids (mostly cutthroat trout). Anadromous fish are excluded from the upper reaches of Hall Creek because of a water quality facility constructed by the City of Mountlake Terrace. Hall Creek is a low gradient stream flowing through a narrow riparian wetland. The riparian vegetation is dense and covers most of the stream banks. The stream is mostly pool with a few shallow riffles. The streambed is smaller gravel (1/2 inch), silt and sand.

**Hall Lake**

In 1996, the Lynnwood City Council gave the Hall Lake Community Environmental Association (HLCEA) funds to study and test Hall Lake water quality. The HLCEA has been testing the lake since 1997 as a result of the grant. The University of Washington has also been monitoring the lake for teaching purposes since at least the 1960's.

The HLCEA routinely checks the water quality of Hall Lake, primarily testing for turbidity, temperature, pH, dissolved oxygen and overall appearance. Generally, the water quality is good. During the summer, the average visibility runs from 3 to 5 meters. In the winter, however, there is considerable mud and silt that washes in from the freeway and storm drains that causes the lake to appear very unclean.

On average the pH of Hall Lake is 7.5. pH is a measurement of the acidity or alkalinity of water, with 0 being battery acid and 14 lye. Bugs and fish need water with a neutral pH (6.5 to 8.5).

Healthy bugs and fish also need cold water with lots of dissolved oxygen (DO₂). Colder water holds more DO₂. The Washington State Water Quality Standards (WAC 173-201) state that DO₂ shall exceed 8.0 mg/l (parts per million). The dissolved oxygen in Hall Lake is generally between 8 and 10 near the surface but drops to near 0 at the bottom of the lake. This is potentially very serious. Salmon eggs do best with a DO₂ measurement of 11, adult salmon thrive at 8mg/l. Salmon eggs die at 6mg/l, and all fish and invertebrates die at 1mg/l.
Temperature determines the amount of DO₂ that is held in water. Cold water can hold more DO₂ than warm water. Aquatic invertebrates survive within only very narrow temperature ranges. Washington State Standards (WAC 173-201) state that water temperatures shall not exceed 64 degrees. Temperatures between 55 and 68 degrees are ideal for chinook and coho, however other species of salmon & trout do best with water temperatures below 55 degrees. Temperatures above 77 degrees are lethal to all salmon.

Hall Lake was glacially formed and is 50 feet deep. At that depth the water is very cold year round (approximately 39 degrees). However, summer temperatures may reach 70 degrees at the surface.

Hall Lake has a small algae bloom some years, but it is not serious or toxic according to Bill Green, president of HLCEA. The lake has a troublesome infestation of milfoil weed, a condition common in other area lakes. Milfoil began infesting area lakes 10 years ago and has no known predators. Last year the HLCEA discovered an unusual growth in the lake. The growth was identified by the UW Limnology Department as a Bryozoan, which grows like coral or a sea anemone. Bill Green found this interesting because the contacts at the UW report that this is usually found only in very clean lakes.

The Hall Lake Association raises salmon under a permit from the State, and releases fifty to seventy thousand Coho and Chinook salmon every year. The salmon are hatched from eggs provided by the State and raised in pens in Hall Lake. When they reach smolt size, they are planted in area streams, including Hall Creek. Because of the many obstructions in their way, they never return to Hall Lake.

Fall and winter rains occasionally threaten the process of raising smolt because of excessive siltation and mudflows. One of the main sources of excessive silt is a siltation/retention pond at the east end of the lake. The retention pond was built in the 1960’s by the Department of Transportation during the building of I-5 and retrofitted in 1996. During winter rainstorms the ponds overflow and cause excessive silt to be dispersed into the lake. Mr. Green realizes that it may be costly, but he would appreciate it if the City would consider cleaning out the ponds on a more frequent basis.

**Golde Creek:**

Golde Creek is a tributary to Scriber Creek. The lower ½ mile of stream has a low gradient and flows through wetlands that are bordered by newly constructed commercial buildings. The stream is has a well developed mixture of pool and riffle. The streambed is made of mostly small gravel, sand and silt. Its banks are overgrown with plants such as blackberries in some areas.

This stream provides good spawning habitat and excellent rearing habitat for salmonids due to the diversity of habitat and the open water wetland, which serve as a catch basin for overflow during flooding.

Golde Creek, north of Larch Way (which is partially in the Lynnwood City Limits), has a moderate grade and is surrounded by a mix of forest, residential and commercial buildings. The stream is primarily riffle with a few shallow pools. The streambed consists of large gravel and cobble with silt and sand. The stream banks have been lined with riprap in areas. Two erosion problems were observed during a 1996 site visit. A culvert upstream of the Alderwood Middle School blocks anadromous salmon. This
stream section provides little spawning habitat and poor rearing habitat for salmon due to habitat degradation.

The creek is heavily impacted by stormwater runoff from Alderwood Mall and residential development south of 196th. Development within the City of Lynnwood has lowered approximately 200 yards of stream channel and drainage of adjacent wetlands (Swamp Creek Watershed Management Plan, Sno Co 1994).

**Poplar Creek:**

Poplar Creek is a tributary of Scriber Creek. The stream reach between Larch Way to the source is isolated from anadromous fish use because of a stormwater detention facility north of Larch Way that blocks migration.

This stream is mostly channelized, heavily impacted by storm water runoff and is generally poor fish habitat.

**Swamp Creek Watershed:**

Twenty-five percent of the Scriber Creek watershed lies within Lynnwood City Limits. Historically, Swamp Creek was a cool, clear, well-oxygenated stream with a low mineral content. Today the creek has high turbidity due to erosion and sediment transport during storm events and low oxygen due to low flow periods in the summer because of a high input of organic material.

Several water quality and water quantity problems have been identified in the Swamp Creek Watershed Management Plan (Snohomish County, 1994). The Plan states that the creek's water quality is poor enough to warrant long term action to correct the problems. Recreational activities, water supply, fish & wildlife habitat are all impaired because of degraded water quality.

Urban activities that are threatening the water quality include the following: the removal of riparian vegetation, poorly functioning waste disposal systems, impervious surfaces, excessive fertilizer application, improper disposal of yard waste, car washing, stream bank alterations, poor construction practices, poor commercial development, and parking lot runoff (Swamp Creek Watershed Management Plan).

Swamp Creek was listed along with Scriber Lake on the 1998 303(d) list of impaired waters (see Scriber Creek Watershed section for details). The creek failed to meet water quality standards regarding both fecal coliform and dissolved oxygen. In the 1994 Swamp Creek Management Plan (Sno Co) the creek was found to have poor suitability for recreational use. Fecal coliform levels are too high even for safe wading.

Fecal coliform is the most frequent water quality problem in Washington State and is found in failing septic systems, sewage and animal waste. It originates in the intestines of warm-blooded animals. Although fecal coliform is not pathogenic, its presence in water indicates that there are pathogenic bacteria present that may pose a public health problem.

Dissolved oxygen (DO₂) in the water is necessary to sustain the life of aquatic creatures. Cold water fish such as salmon and trout require higher levels of DO₂ in order to survive (see Hall Lake section for more information on DO₂).
Key Findings and recommended actions of the Swamp Creek Watershed Management Committee (1994):

Nonpoint pollution is the most serious type of pollution impacting water quality and aquatic resources in the Swamp Creek watershed. Nonpoint pollution refers to pollution that comes from diffuse sources that typically cannot be attributed to a single point of discharge such as a municipal or industrial wastewater outfall. Nonpoint pollution usually is associated with specific land use activities, and encompasses a wide variety of possible sources that make control of nonpoint pollution difficult.

Major types of nonpoint pollution sources in Swamp Creek are urban development, agricultural activities, onsite waste disposal, highway runoff, peat mining, hazardous spills, and waste disposal.

The Watershed Management Committee ranked post-development (homeowner) activities associated with urban development as the largest nonpoint pollutant source in the watershed. Post-development activities are those activities related to homeowner or landowner practices (yard landscaping, pesticide and fertilizer application, disposal of household hazardous waste).

Pollutants commonly associated with the nonpoint sources identified above include: suspended solids (dirt from land erosion); bacteria (animal and human waste); nutrients (phosphorous and nitrogen); oil and grease; metals; pesticides; and organic materials. Fish and wildlife resources in the watershed have drastically declined. Beneficial water uses of Swamp Creek, such as recreation, water supply, and fisheries and wildlife are impaired due to water quality conditions. The Watershed Management Committee ranked fisheries habitat as the most important beneficial water use of Swamp Creek.

Hydrologic modeling results show that Swamp Creek has a serious potential stormwater flooding problem, particularly in the Kenmore area of King County. Homes in this area are subject to larger and more frequent floods. This flooding problem is due to urban development and the corresponding increase paved or impervious surfaces in the watershed. More than twenty-seven percent of the Swamp Creek watershed is in imperious surfaces.

Low seasonal flows during the dry summer months are also a problem on Swamp Creek. This is due to the loss of wetlands and increases in impervious surfaces in the watershed. When wetlands are developed or covered by impervious surfaces, opportunity for groundwater recharge is reduced. The end result is that there is less groundwater available for stream recharge during the summer.

There are numerous small drainage and flooding problems throughout the watershed. These problems are a result of rapid growth and urban development. Most of these problems result in erosion and stream scouring, contributing to sediment loading and water quality degradation of Swamp Creek.

The general public has an inadequate understanding of nonpoint pollution and how their everyday activities can impact water quality. Public education will help.

Recommended Actions by the Swamp Creek Management Committee (1994):
Administration:
  ➢ Increased inspection and plan reviews (moderate to high priority)
  ➢ Staff workshops (mod)
  ➢ Watershed steward (High)
  ➢ Emergency Pollutant Response Network (mod)

Capital Improvement Projects:
  ➢ Locust Way Flood Control (mod-high)

Finance:
  ➢ Wetland retention incentives (mod)

Interagency/governmental coordination:
  ➢ Coordination of the jurisdictions and agencies within the watershed to ensure that program elements are implemented.
  ➢ Deter illegal waste disposal (mod)
  ➢ Interlocal agreement: watershed steward (High)
  ➢ GIS Swamp Creek database (High)

Land Acquisition:
  ➢ Acquisition of fee title, easement, or other mechanisms to preserve sensitive lands or provide access for maintenance or future facility construction.
  ➢ Land Inventory/Acquisition (High)

Maintenance and Operation:
  ➢ Estimate labor and equipment needed to maintain the storm and surface water system with minimal water quality impacts.
  ➢ Stormwater conveyance system maintenance (mod-high)
  ➢ Storm response plan (mod-high)
  ➢ Roadside creek indicators (mod)
  ➢ Yard debris reduction (High)

Monitoring:
  ➢ Design and implementation approach to establish baseline, storm event, and source identification for evaluation of progress toward achieving plan goals and objectives.
  ➢ Illicit connection survey (High)
  ➢ Monitoring strategies (High)
  ➢ Streamwalks (mod-high)
Pre-design Alternative Analysis:

- Research and analysis of alternatives to control and correct water quality and flooding problems.
- Comprehensive flood control plan (High)
- Industrial area drainage survey (mod)

Public Involvement and Education:

- Measures to provide for ongoing education and involvement of the public in watershed water quality management issues.
- Pumper certification training (High)
- Contractor training/certification (mod)
- Voluntary ditch maintenance (mod)
- Public involvement/brochures (mod)
- Plastic waste reduction and recycling (mod)
- Composting (mod-high)
- Annual creek clean-up days (High)
- Citizen advocate training (mod)
- BMP manual for watershed residents (High)
- Program assessment questionnaire (mod)
- Catch basin stenciling (mod-high)
- Oil recycling program (high)

Regulatory/Enforcement:

- Staff, regulations, and authority needed to minimize accidental or willful discharges of pollutants into storm and surface water systems.
- Adopt and enforce stormwater standards (High)
- Increased water quality enforcement (mod)
- Revise codes (mod)

Lund’s Gulch:

Lund’s Gulch is located north of Lynnwood in unincorporated Snohomish County. Much of Lund’s Gulch wetlands have been filled or altered, causing an increase of winter water flow and a decrease of summer flow. Flash flooding from poor housing development planning occurs on a regular basis. Water quality in the stream is degraded by herbicide, oil, automotive by-products and other uses (Lynnwood Parks & Recreation Comprehensive Plan, 1996).

Lund’s Gulch Creek, despite being degraded, still supports chum and Coho salmon as well as cutthroat trout (NOAA stream restoration project, 2000). Ten Coho salmon returned to spawn in the stream in 1998. NOAA and ASA (Adopt-a-Stream) are working on a project to control stream flow, reduce flooding and siltation, and provide increased
spawning and rearing habitat. The stream channel will be widened in certain areas, and large woody debris will be installed to increase pool habitat for the fish. Gravel will be brought in to improve fish spawning habitat, and there will be wetlands created to hold flooding water.

Through grant money, the City of Lynnwood Parks & Recreation Department is also buying property surrounding Lund’s Gulch Creek in order to save it from further damage. They have already acquired 65 acres of land surrounding the creek that has been designated open space, and they are working on buying more.

**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, and the remaining areas are mostly steep slopes and wetlands 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.

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.

**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**

The Blue Heron depends on undisturbed stands of trees near fresh or salt water bodies. Residents of Hall Lake have observed Blue Herons, and they have been known to use both Swamp and Scribe Creek watersheds. The Blue Heron is listed as susceptible to significant population declines.

**Wood Duck**

The Wood Duck depends on tree cavities adjacent to sloughs, lakes, beaver ponds and other shallow open water and wetland areas. They are listed as a wildlife species of
recreational importance that are vulnerable to habitat loss or degradation. They are most commonly seen in the Scriber Creek area.

**Colombian black-tailed deer**
These deer depend on deep forest for cover, and have been observed in the Swamp Creek wetlands and Lund’s Gulch. They are listed as a wildlife species of recreational importance that are vulnerable to habitat loss or degradation. Deer are in great danger of loosing all habitat in the Lynnwood area due to urbanization of all thick forestlands.

**Bald Eagle**
The Bald Eagle depends on rivers and estuarine zones for foraging food. They need plentiful fish populations to feed on and uneven aged coniferous forests for nesting. They are listed as native wildlife species legally designated as threatened. They have been seen in the Lund’s Gulch area.

**Other Candidate/Threatened Species**
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
- Spotted frog
- Bull trout

(Information gathered from the Parks and Recreation Comprehensive Plan for the City of Lynnwood and the Biology/Wetland Report of SR 525 from WSDOT Environmental Affairs Office, March 1998)

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, wood peckers, 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). 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.

Recently, Chinook salmon were listed as threatened by the National Marine Fisheries Service. 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.

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. Upstream of where Scribe Creek enters Swamp Creek is a relatively stable stream with good fish habitat. Cutthroat trout have been known to thrive in the area. The WSDFW plant as many as 400,000 coho fry in Swamp Creek annually (RW Beck).

Upstream of 1-5 is a large wetland area which lies within Lynnwood’s North Gateway Annexation Area (pending approval). The City of Lynnwood and Snohomish County jointly own the wetland as a detention facility. The section of stream just south of 1-5 has the largest population of coho Salmon in the study area (RW Beck 1998). Numerous coho were observed spawning in this section of stream in 1995. Below the mouth of Scribe Creek Swamp Creek becomes scoured due to high flows introduced by Scribe Creek. The Washington Department of Fisheries reports that Chinook salmon have also utilized Scribe Creek.

Lynnwood will review the impacts that it’s development is having on the listed fish and wildlife of the area and will consider the following possible steps:

- Improve land use regulations (i.e., enforce regulations on development in sensitive areas, widen buffers on streams and riparian areas...)
- Improve stormwater flood and drainage plans (i.e., replace culverts & screens, expand detention ponds...)
- Acquisition and restoration of habitat
- Scientific watershed assessments
- Develop salmon conservation plans
- Restoration projects specific to Swamp & Scribe Creeks
TREES PRESERVATION AND AIR QUALITY

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 as well as muffle noise pollution. 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 that is used by Lynnwood residents.

Numerous studies have also linked higher home prices with the presence of trees on the site (PAS report 489-90).

Trees that live next to streams, lakes and wetlands provide important habitat. The trees shade the water that reduces temperatures and helps salmon and steelhead trout survive. 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.

Any jurisdiction that is attempting to preserve trees should be aware of recent court rulings regarding trees and the “taking” of property. Recent court rulings have usually sided with the city enforcing the ordinance, provided it is well written and not vague.

Many cities protect all trees larger than a specific diameter, although this is not an adequate way to measure the true worth of the tree. Some species that many people consider “special”, such as dogwood and cherry trees, will not grow to the same diameter as larger varieties like cedar. So, an increasing number of cities are establishing variable size specifications for significant trees, based on the species.

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.

The preservation of clumps of trees can greatly reduce this problem. Many cities have ordinances wherein the percent of tree cover retention is based on a sliding scale depending on land use, such as 10% minimum in commercial, 15% in high density residential and 20% in low density residential. When a development disturbs more than its allotted percentage, the developer must then replace the vegetation to preexisting conditions.

Replacement of trees removed from a site is another common form of tree preservation. 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 a few 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. Instead of digging trenches near a large tree root system, many cities are requiring that the developer tunnel around the roots, and when necessary cut the roots with a sharp
tool to reduce damage. Severe grade changes around trees can also be very harmful so local governments are restricting this. 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, ordinances should be put into place that help maintain the preserved trees. The developer should be required to replace preserved trees that die because of construction, and they should plan for the fertilization, irrigation and pruning of the living trees.

Enforcement of a tree ordinance is pertinent to the survival of the trees and the credibility of the local government. Many cities are withholding certificates of occupancy until a developer or property owner complies with the tree ordinance. Fines are implemented for previously developed land. Some cities also require that a developer give a lump sum of money up front for the preservation of trees. If they comply with the ordinance, they receive the money back after one year.

Giving the developers incentives for keeping the trees is usually very effective, and usually makes everyone involved satisfied. Setting aside a certain amount of land to be undisturbed in return for higher density developments is a common incentive.

**Air Quality:**

Air Quality is assessed by discovering whether the amount of air pollutants are higher or lower than the ambient air quality standards. Ambient air quality is the measurement of air that is healthy for living creatures.

To measure existing air quality, DOE and Puget Sound Air Pollution Control Agency (PSAPCA) 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. Southwestern Snohomish County, including Lynnwood, is currently classified as a “maintenance” area.

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 Ave W, 44th Ave W and Highway 99.

**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. The EPA designated Snohomish County as a non-attainment zone for ozone in 1990. Lynnwood is still regarded as a maintenance zone.

**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).
Particulate matter is most commonly produced by industrial activities, residential wood burning, and motor vehicle engines. Lynnwood is part of a PM10 attainment zone and is expected to stay at attainment levels.

<table>
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<tr>
<th>Modeled Intersection</th>
<th>Time</th>
<th>1998 Existing Conditions</th>
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<tr>
<td>SR 99 &amp; 196th St SW</td>
<td>1 hour</td>
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<tr>
<td>48th Ave W &amp; 196th St SW</td>
<td>8 hour</td>
<td>9.2</td>
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<tr>
<td>44th Ave W &amp; 196th St SW</td>
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<td>13.2</td>
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<tr>
<td>37th Ave W &amp; 196th St SW</td>
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<tr>
<td>Alderwood Mall Pkwy &amp; 196th St SW</td>
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</tr>
<tr>
<td>44th Ave W &amp; 200th St SW</td>
<td>8 hour</td>
<td>6.8</td>
</tr>
</tbody>
</table>

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. Gray cells indicate locations where no mitigation was required.

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 2.5 million people over the next 25 years. 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. They 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.

VIEW PROTECTION

Many cities have adopted a combination of ideas for protecting views, such as height restrictions, sign control, and landscaping regulations. View protection regulations can give a city government the power to enforce design regulations and other zoning codes that discourage unpleasant aesthetics on private as well as public property.
One approach to view protection focuses on view corridors, which are defined as openings in the urban landscape that allow quick or even more extended views of important features such as historical buildings, mountains and parks. In the City of Lynnwood our topography provides us with mountain vistas both of the Olympics and the Cascades, including Mount Rainier. Denver has an ordinance that requires that buildings not block views of the mountains from city parks and public places. San Francisco adopted height controls on buildings to prevent shadows in public plazas and parks at certain times of the day.

Another view protection program links view protection with the environment. Tree protection ordinances play a major role in both aesthetic value and natural resource protection. Trees provide both city beautification and cleaner air and stable soil. Protecting views of mountains and the natural landscape can also work in conjunction with preserving wetlands and greenbelts. Many greenbelts occur on steep slopes, and regulating hillside development often involves both the protection of views and natural features in order to reduce erosion. Clearing and grading restrictions on slopes can also reduce erosion, while maintaining the visual quality of the hillside.

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 would be the first step in providing the chosen streets with a better aesthetic. Strict sign codes and a restriction of cellular towers in view corridors would also be necessary, as well as additional landscaping.

**NOISE**

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 deterioration of that neighborhood. 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 (2001), as emphasized in the 2020 Comprehensive Plan.

Traffic noise is one of the most pressing concerns for citizens, especially those who live on a street than is undergoing extensive new developments. Traffic studies done on these streets should include noise mitigation for the amount of traffic volume that will occur with a new development.

The addition of the [proposed] College District Mixed-Use zone will soon allow a mix of residential and commercial properties. Within this area, provisions have also been drafted for controlling land uses, densities, design and construction in order to keep noise and traffic at livable levels.

Residential areas that are directly adjacent to commercial uses, industrial uses, I-5 or Highway 99 should have the benefit of a large buffer of trees and other landscaping, as trees can greatly reduce noise levels. Fences and concrete noise walls can also greatly reduce sound, but the aesthetics of the community also needs to be preserved. When
they are not designed with aesthetics in mind, concrete walls can often produce a negative feeling of enclosure. Many cities abutting freeways try to work with the Department of Transportation to mitigate freeway noise while addressing aesthetic concerns.

ENVIRONMENTAL ENFORCEMENT

During the Comprehensive Plan Update public meetings, held in 1999 and 2000, Lynnwood citizens expressed concern about enforcement of the current municipal code. Many feel that we have not done an adequate job of enforcing our own environmental rules, and they are correct. However, we’re not alone.

The government agencies responsible for the recent listing of salmon as a threatened species are the same agencies that have ignored, selectively enforced or even actively violated their own laws. Lynnwood can set an example by paying closer attention to and more vigorously enforcing our own environmental regulations.

GOALS, OBJECTIVES AND POLICIES

In developing its new Environmental Resources Element, the City will review its existing goals, objectives and policies and probably make adjustments or additions, as necessary to achieve the following goal:

Goal: To achieve no 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 achieve a net gain in those functions through restoration, creation and enhancement.
PARKS, RECREATION & OPEN SPACE

Background Report

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INTRODUCTION

The Background Document of this element includes a detailed inventory of the existing conditions of the City's parks, recreation and open space system. The document includes a level of service analysis and identifies the demand and needs for parks, recreation facilities and open space. This section concludes with a list of priorities that address the identified parks, recreation and open space needs in Lynnwood.

INVENTORY OF EXISTING CONDITIONS

Lynnwood’s current inventory of parks, recreation and open space facilities and programs is extensive. Beyond traditional park facilities, Lynnwood includes special use facilities, historical resources and cultural arts, with diverse programs and services.

The City’s inventory includes a total of 342.86 acres of parks, recreation facilities and open space, of which approximately 152 acres are classified as Core Parks, 81 acres as Special Use facilities, and 110 acres as parks-maintained Open Space. For locations of these facilities, please refer to the Existing Parks, Recreation and Open Space Map in the Comprehensive Plan. An inventory of facilities and improvements is included on Table 4 in this document.

Parks provide opportunities for active and passive recreation experiences. Lynnwood’s parks include ballfields and active play areas, as well as natural forested areas and trails for passive use. Lynnwood strives to achieve a varied and balanced approach to the design and development of its parks. The City’s parks are categorized into functional classifications for planning and programming purposes. Lynnwood considered the National Recreation and Park Association (NRPA) park category definitions and modified them for local conditions, as they are described below:

Core Parks:

Core Parks traditionally offer active recreation opportunities as well as passive, often providing ballfields, sports courts, play equipment, open play areas, picnic facilities and natural areas. Targeted to serve residents of the community, core parks are accessible to the surrounding neighborhoods. The City currently operates 12 facilities in this category and has acquired 6 properties for future development as Core Parks. Core Park land accounts for approximately 151 acres, or 44% of the total inventory. See Table 6 for a listing of parks, recreation facilities and open space in the city.

Mini-Park: A park of 1 acre or less which serves an approximate radius of one quarter mile. These facilities usually address limited recreational needs and have minimal improvements designed to serve the immediate neighborhood. There are 3 developed mini parks and 2 undeveloped mini park sites in the city.

Neighborhood Park: A park of 1 to 10 acres which serves an approximate radius of one quarter to one half mile. These parks serve the recreational and social focus of the neighborhood. They usually include active play areas for informal games, play equipment, court games, trails, picnic areas and restrooms. Within the city, there are 5 developed neighborhood parks and 5 undeveloped neighborhood park sites. One undeveloped neighborhood park site is located approximately 1 mile north of the city.
Community Park: A park, usually over 10 acres, which serves an approximate radius of 1 to 2 miles. These parks are focused on meeting community-based recreation needs as well as preserving unique landscapes and open spaces. They may include athletic facilities such as ballfields and sport courts in addition to passive and natural areas for trails and picnicking. Community parks serve several neighborhoods. There are 4 developed community parks/facilities in Lynnwood.

Other Park Land:

Special Use: Special use facilities generally serve a specific purpose or form of recreation. There are no size requirements, but they must be large enough to meet the designated purpose, and often draw from an entire region. In Lynnwood, the Municipal Golf Course, the Recreation Center, the Senior Center and the future Heritage Park are classified as Special Use facilities.

- The Municipal Golf Course is located adjacent to Edmonds Community College, and is open to the public. This facility includes 18-holes, a driving range and a perimeter walking path.
- The Recreation Center is located in the Civic Center complex on 44th Avenue W. Facilities include a swimming pool, hydrotherapy pool, racquetball courts, exercise room and multi-purpose activity rooms. This facility is open to the public, with fees for specific programs and activities.
- The Senior Center is a local multi-purpose senior activity center open on weekdays for drop-in activities and specific classes.
- The Heritage Park (undeveloped) will feature many of Lynnwood’s historic resources including a restored Interurban trolley. This park, which is expected to open in 2002, will attract both residents and tourists with a museum displaying the history of the Lynnwood/Alderwood Manor area and a visitor information center. Local non-profit groups and interested citizens are expected to participate in the operations of the park. Other proposed site amenities include interpretive displays, trails, demonstration gardens, picnic areas, children’s play equipment and parking. For more information, please refer to the Cultural and Historic Resources Element of this Plan.

Open Space: Open space controlled by the Parks Department includes lands set aside for the preservation of significant natural resources and can range from large undeveloped forested areas, to stream corridors and urban green belts. From several hundred acres to a fraction of an acre, parks open space provides a visual buffer to the built environment. The benefits of preserving open space in urban areas include conservation of community water resources, critical habitat areas and natural systems, while providing opportunities for passive recreation.

The City owns approximately 110 total acres of open space, which ranges from large natural areas in Lund’s Gulch, to buffers and greenbelts within the community. In addition, large portions of many of our parks are left in a natural state with only passive improvements such as trails and picnic sites. The open space preserved within our developed parks totals approximately 68 acres, more than 50% of the total park acreage.

The City has preserved over 74 acres of open space adjacent to Meadowdale Beach County Park in the Lund’s Gulch Corridor, thereby protecting important habitat areas and the integrity of Lund’s Creek. Future recreational opportunities in this area include the passive development of trail heads providing access from the adjacent neighborhoods and hiking trails connecting to the County park.

In the future North Gateway annexation area, approximately 93 acres of open space in the Swamp Creek corridor have been preserved by Snohomish County and the City of Lynnwood. This area contains a regional stormwater detention facility. Future plans may include the development of a walking and biking loop, interpretive exhibits, boardwalks and overlooks to the wetlands and Swamp Creek.
**Regional Parks:** The Regional Park classification has been eliminated from the City’s inventory as these facilities are usually provided at the County level within unincorporated urban growth areas.

**Trails:**

In a recent survey of parks and recreation users in the City, trails were the most in demand of all recreational amenities. Lynnwood has approximately 13.15 miles of trails within its boundaries. Approximately 6.35 miles of trails are located within parks, while approximately 6.8 miles of trails are located outside the parks.

<table>
<thead>
<tr>
<th>Trails Outside Parks</th>
<th>Length</th>
<th>Use</th>
<th>Trails Within Parks</th>
<th>Length</th>
<th>Use</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scriber Creek Trail</td>
<td>1.50</td>
<td>Ped.</td>
<td>Mesika Trail</td>
<td>0.50</td>
<td>Ped./ADA</td>
</tr>
<tr>
<td>Interurban Trail</td>
<td>3.80</td>
<td>Bike/Ped</td>
<td>Daleway Park</td>
<td>0.25</td>
<td>Ped.</td>
</tr>
<tr>
<td>Golf Course Trail</td>
<td>1.50</td>
<td>Ped.</td>
<td>Lynddale Park</td>
<td>1.50</td>
<td>Ped./Bike</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Lynnwood Athletic</td>
<td>1.00</td>
<td>Ped./Bike</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Meadowdale Playfields</td>
<td>1.00</td>
<td>Ped.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>North Lynnwood Park</td>
<td>0.30</td>
<td>Ped./Bike</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Pioneer Park</td>
<td>0.50</td>
<td>Ped./Bike</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Scriber Lake Park/OS</td>
<td>0.75</td>
<td>Ped.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>South Lynnwood Park</td>
<td>0.25</td>
<td>Ped./Bike</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Spruce Park</td>
<td>0.30</td>
<td>Ped./Bike</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>6.80</strong></td>
<td></td>
<td><strong>Total:</strong></td>
<td><strong>6.35</strong></td>
<td></td>
</tr>
</tbody>
</table>

Existing trails include soft surface pedestrian hiking trails and asphalt biking trails. On-street bike lanes and sidewalks are not included in this inventory but are discussed in the **Transportation Element** of this Plan.

**Recreation Programs:**

More than 200,000 people benefit from Lynnwood’s recreation programs each year. They participate in aquatics, cultural arts, fitness, special events, athletic leagues, golf and senior and youth programs. User groups include senior adults, adults, teens, school-age children, preschool children, families and diverse cultural groups. Recreation programs contribute to the community’s overall quality of life and offer a variety of benefits which include the following:

- Provide opportunities for community volunteer involvement and social interaction;
- Improve emotional and physical health and well being, and provide for effective stress management;
- Contribute to child and human development;
- Provide opportunities for lifelong learning;
- Build strong families;
- Reduce alienation and loneliness;
- Provide positive lifestyle choices and alternatives to self-destructive behavior; and
- Improve social skills and opportunities for leadership.
### Table 2: 1999 Recreation Program Attendance

<table>
<thead>
<tr>
<th>Activities</th>
<th>Attendance</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aquatics</td>
<td>252,129</td>
<td>Lessons, open swims, rentals, weight room, classes</td>
</tr>
<tr>
<td>Athletics</td>
<td>110,072</td>
<td>Softball, volleyball, youth sports camps, rentals</td>
</tr>
<tr>
<td>Racquetball</td>
<td>6,915</td>
<td>Lessons, court rentals</td>
</tr>
<tr>
<td>Fitness/Outdoor</td>
<td>15,472</td>
<td>Classes</td>
</tr>
<tr>
<td>Senior Programs</td>
<td>22,811</td>
<td>Trips, health &amp; social services, events, classes</td>
</tr>
<tr>
<td>Youth/Teen</td>
<td>17,931</td>
<td>Camps, after-school programs, teen programs</td>
</tr>
<tr>
<td>Special Events</td>
<td>16,900</td>
<td>4&lt;sup&gt;th&lt;/sup&gt; of July, Civic Lights, Annual Egg Hunt</td>
</tr>
<tr>
<td>Cultural Arts</td>
<td>38,939</td>
<td>Classes, arts events, gallery exhibits, performances</td>
</tr>
<tr>
<td>Golf</td>
<td>60,137</td>
<td>Rounds of play, camps, tournaments</td>
</tr>
<tr>
<td><strong>Total:</strong></td>
<td><strong>541,306</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: City of Lynnwood 1999 Annual Report

The City offers a variety of programs and facilities in partnership with the neighboring Cities of Edmonds and Mountlake Terrace, Edmonds School District and Edmonds Community College. Local businesses and regional and national corporations provide funding for events and cultural arts performance series, as well as in-kind programming support. Partnerships with civic and service organizations, local high school service clubs, and non-profit organizations have been established.

**Other Providers of Parks, Recreational Facilities and Open Space:**

Edmonds School District, neighboring cities and Snohomish County are the three major "other" providers of parks, recreational facilities and open space. School facilities supplement the City's park and recreation facilities since they are generally available for public use after school hours.

Non-profit recreation facilities and private schools, such as the Boys and Girls Club, St. Thomas More and Snohomish County Christian School, also provide recreation and open space to the community. However, this provision is somewhat more limited as the non-profit or private organizations are solely responsible for the maintenance and scheduling of these facilities.
## Table 3: Recreation Facilities Provided by Schools and Others

<table>
<thead>
<tr>
<th>In City - Schools</th>
<th>Size (acres)</th>
<th>Adult Baseball</th>
<th>Youth Baseball</th>
<th>Softball</th>
<th>Basketball</th>
<th>Football</th>
<th>Multi-Purpose Gym</th>
<th>Soccer/ Multi-Purpose</th>
<th>Tennis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Beverly Park Elementary</td>
<td>9.1</td>
<td>1</td>
<td></td>
<td>2.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Cedar Valley Elementary</td>
<td>8.5</td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>College Place Elementary</td>
<td>9.0</td>
<td>1</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Lyndale Elementary</td>
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<td></td>
<td></td>
<td>1.5</td>
<td>1</td>
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<tr>
<td>Meadowdale Elementary</td>
<td>9.1</td>
<td>1</td>
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<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Spruce Primary</td>
<td>8.9</td>
<td>1</td>
<td></td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>College Place Middle</td>
<td>18.7</td>
<td>1</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>(2)</td>
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<tr>
<td>Lynnwood Intermediate</td>
<td>7.9</td>
<td></td>
<td></td>
<td>2</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Meadowdale Middle</td>
<td>20.7</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>0.5</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>(2)</td>
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<tr>
<td>Lynnwood High School</td>
<td>40.0</td>
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<td></td>
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<tr>
<td>Meadowdale High School</td>
<td>40.0</td>
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<td></td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>4</td>
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</tr>
<tr>
<td>Scriber Lake High School</td>
<td>22.1</td>
<td>1</td>
<td>2</td>
<td></td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other Schools/Clubs</th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
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<tbody>
<tr>
<td>Edmonds Community Coll.</td>
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<tr>
<td>St. Thomas More</td>
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<td></td>
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<tr>
<td>Snohomish Christian School</td>
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</tr>
<tr>
<td>Alderwood Manor B&amp;G Club</td>
<td>9.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Source: City of Lynnwood Park, Recreation and Cultural Arts Department, 2000

Notes:
1. Field use is included in Lyndale Park inventory.
2. Use of football field for soccer.
3. Facilities are included in Lynnwood Athletic Complex inventory.
<table>
<thead>
<tr>
<th>Park #</th>
<th>Name</th>
<th>Classification</th>
<th>Size</th>
<th>Parking</th>
<th>Trails</th>
<th>Open Space</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total Acres</td>
<td>Full Size Spaces</td>
<td>Compact Spaces</td>
<td>Handicapped Spaces</td>
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<td>1</td>
<td>Civic Center Park</td>
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<td>0.87</td>
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<tr>
<td>2</td>
<td>Maple Park</td>
<td>Mini</td>
<td>0.75</td>
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</tr>
<tr>
<td>3</td>
<td>Mini Park @ Spragues Pond</td>
<td>Mini</td>
<td>0.50</td>
<td>8</td>
<td>1</td>
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</tr>
<tr>
<td>4</td>
<td>Daleway Park</td>
<td>Neighborhood</td>
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<td>17</td>
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<td>360</td>
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<td>North Lynnwood Park</td>
<td>Neighborhood</td>
<td>6.32</td>
<td>12</td>
<td>3</td>
<td>1,830</td>
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<tr>
<td>6</td>
<td>South Lynnwood Park</td>
<td>Neighborhood</td>
<td>4.25</td>
<td>12</td>
<td>1</td>
<td>800</td>
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<td>7</td>
<td>Pioneer Park</td>
<td>Neighborhood</td>
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<td>6</td>
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<td>1,750</td>
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<td>8</td>
<td>Soruce Park</td>
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<td>12</td>
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<td>9</td>
<td>Wilcox Park</td>
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<td>21</td>
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<tr>
<td>11</td>
<td>Meadowdale Playfields</td>
<td>Community</td>
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<td>181</td>
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<td>4</td>
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<tr>
<td>12</td>
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<td>3,580</td>
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<td>14</td>
<td>188th Street Property</td>
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<td>182nd Street Property</td>
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<td>Manor Way Property (UGA)</td>
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<td>19</td>
<td>66th Ave. Property</td>
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<td>Lynnwood Golf Course</td>
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<td>Lund's Gulch Properties</td>
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<td>Scriber Creek Park</td>
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<td>Miscellaneous Park Open Space</td>
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<td>110.12</td>
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</tbody>
</table>

Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, 2000
Table 4 cont.: City of Lynnwood Parks, Recreation and Open Space Facilities and Improvements Inventory

<table>
<thead>
<tr>
<th>Park #</th>
<th>Equipment</th>
<th>Athletic Facilities</th>
<th>Site Furnishings</th>
<th>Other Site Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Swing Sets</td>
<td>Slide</td>
<td>Play Structure</td>
<td>Park Seating</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
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<tr>
<td>12</td>
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Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, 2000
Habitat:

Lynnwood has unique ecological systems, several important natural resource areas and wildlife habitats. In 1991, the City adopted three major environmental tools to help protect these areas: the Sensitive Areas Ordinance; the Tree Preservation and Protection Ordinance; and the Comprehensive Flood and Drainage Management Plan (updated in 1998). These documents help to identify critical areas for watershed functioning and outline areas for environmental protection and enforcement.

<table>
<thead>
<tr>
<th>Resource</th>
<th>Habitat</th>
<th>Existing Fish Species</th>
<th>Existing Wildlife Species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Scriber Lake</td>
<td>Drainage basin with bogs, forest habitat</td>
<td>Rainbow, cutthroat trout, large mouth bass, yellow perch</td>
<td>Wood ducks, ring-neck ducks, hooded mergansers, raccoons, mice</td>
</tr>
<tr>
<td>Scriber Creek</td>
<td>Upland forest vegetation, urban, wetlands, bogs</td>
<td>Salmonids, Steelhead trout</td>
<td>Red-tail Hawk, Northern Flicker, American Crow, Black-capped Chickadee, coyotes, raccoons, opossum, squirrels, skunk, frogs, salamanders</td>
</tr>
<tr>
<td>Hall Lake/Hall Creek</td>
<td>Drainage basin with wetlands, upland forest, shrub/scrub</td>
<td>Salmonids, Steelhead trout</td>
<td>Limited existing wildlife species</td>
</tr>
<tr>
<td>Lund's Gulch/Lund's Creek</td>
<td>Drainage basin with steep slopes/ravine, mature second growth forest</td>
<td>Class I salmonid stream with Chum and Searun Cutthroat trout, Coho salmon</td>
<td>Bald Eagle, Pileated Woodpecker, Great Blue Heron, Douglas Squirrel, Mountain Beaver; migration route for land birds and other mammals</td>
</tr>
<tr>
<td>Swamp Creek</td>
<td>Drainage basin with forested upland, bogs, shrub/scrub</td>
<td>Class I salmonid stream with Sockeye and Coho salmon, Cutthroat and Steelhead trout</td>
<td>Pacific Tree Frog, Western Pond Turtles, Pileated Woodpecker, Great Blue Heron, King Fisher, Gold Finch, Redtailed Hawk, salamanders, ducks, beavers, squirrels, moles, shrews, black tail deer</td>
</tr>
</tbody>
</table>

Source: City of Lynnwood Public Works Department, 2000

The four major watersheds and habitat areas within the City limits are Scriber Lake/ Scriber Creek, Hall Lake/Hall Creek, Lund's Gulch Corridor/Lund's Creek and Swamp Creek Corridor/ Swamp Creek. Table 5 summarizes the characteristics of these major watersheds and their associated habitats.

**Scriber Creek Watershed:** Sixty-one percent of the current City limits is within the Scriber Creek Watershed. This corridor is a former glacial outwash channel that was formed when glaciers melted and outwash ran toward Swamp Creek. Scriber Creek Watershed had been extensively developed, and little natural vegetation remains, except on remaining steep slopes, in wetlands, and in riparian zones along the streams. Within the watershed there are approximately 189 acres of wetlands remaining. Wildlife habitat is poor to fair; limited forest and shrub habitats provide areas for birds and small animals. The watershed is underutilized by salmon and trout, attributed to poor water quality and damage from high flows due to urban development.

Scriber Lake is considered to be a depression left from melting ice. The surrounding peat bogs were formed from the decomposition of moss, sedges and other wetland predominant species. The bog displays typical bog plants such as Labrador tea and sphagnum mosses. The uplands of Scriber Lake...
display a typical forest habitat. The prospects for migratory fish are poor in Scribe Lake due to physical barriers including culverts, limited stream canopy, degraded habitat and poor water quality. The wildlife habitat in the lake area include birds, ducks and small animals.

**Hall Lake Watershed:** Although Hall Lake is located in Lynnwood, the Hall Creek and Hall Lake Watersheds are located primarily in Mountlake Terrace. Most of the soils are till and wetland soils found along the stream corridors. Wildlife habitat is limited in this area and relatively little natural vegetation remains. Hall Creek, which flows out of Hall Lake and into Lake Ballinger, is underutilized by fish habitat primarily due to poor water quality and damage from high flows. It does provide fair spawning and good rearing habitat for resident salmonids. The local homeowner’s association stocks rainbow trout in Hall Lake.

**Lund’s Gulch Watershed:** The Lund’s Gulch Watershed is located north of Edmonds and Lynnwood in unincorporated Snohomish County. The basin covers an area of approximately 2.3 square miles and discharges directly into Puget Sound at Meadowdale Beach County Park.

The area above Lund’s Gulch is relatively flat with areas of wetlands while slopes within the gulch itself are very steep and average 50%. Many small cliffs and an occasional landslide occur on the south slopes. Several side gullies feed into the ravine from the north side which contains a more moderately sloping bench. The soils are the Alderwood Everett type that are characteristically moderate to very deep, generally well drained, on nearly level to steep slopes, and are found on till plains, terraces and outwash plains.

**Swamp Creek Watershed:** The Swamp Creek basin drains in both King and Snohomish Counties. Swamp Creek flows generally southward from the City of Everett in Snohomish County to Kenmore in King County, eventually draining into the Sammamish River. The basin is approximately 13.5 miles long and 2.5 miles wide with a total drainage area of approximately 23.1 square miles. Flooding in the Swamp Creek drainage basin has increased as greater portions of the basin are developed. During large storm events, the stream banks often over-top due to increased runoff.

### DEMAND AND NEEDS

Lynnwood’s park, recreation and open space demand and needs have been identified with population projections, recreation trends, public input, and projected level of service. Staff recommendations included in this Plan respond to the demands and needs as identified.

**Background:**

**Population Trends:** In the past 30 years, Lynnwood’s population has more than doubled due to annexation and increasing development. The population in Snohomish County and Lynnwood’s urban growth areas is growing at an even greater rate. As land becomes more scarce and expensive in King County, there will continue to be a natural growth progression northward into Snohomish County.

Lynnwood’s 2000 Census population was **33,847**. Our 2020 population is projected to be approximately **38,000**, a 12.3% increase. Our 2020 projected population will depend largely on the build-out of the adopted Comprehensive Plan, as allowed by zoning. The Planning Commission’s recommended Plan called for a maximum increase of 1,217 single-family dwellings and 779 additional multi-family dwellings – for a total increase of 1,996 dwellings. If an average household size of 2.5 persons per household is multiplied by the number of expected units, the result would be up to 4,990 new residents over the life of the Plan – assuming total build-out at maximum allowed densities. This would be a fairly modest population increase of about 12% over the next twenty years.
However, it's not quite that simple. First of all, we know that properties don't always develop to their maximum potential. Streams, steep slopes, wetlands or other sensitive features are often in the way, or the preference of the owner or developer is something less than the property’s maximum potential.

The City Council adopted the recommended Plan with a number of land use and zoning changes. The full impact of those changes on residential build-out have not yet been determined. The Plan also left a void where the "City Center" plan is now being developed. Since the future City Center will include a residential component, we won't know the type or extent of the land use mix until this subarea plan is completed later in 2002. It's possible that the City Center could house several thousand new residents. An advantage of the subarea planning process is that the City Center Plan will be properly balanced to include sufficient park, recreation and open space for future residents.

Another factor that will be considered later is the County's new population allocations, which will be assigned in a year or two, based on State population projections. These may result in a need to plan for even more housing and residents (and parks) than we had intended.

**Recreation Trends:** National, regional and local recreation trends will have an impact on the types of parks and recreation system that will be demanded by Lynnwood residents. These trends, coupled with age group projections, will help to determine priorities. Recreation trends for our area are as follows:

- In the Pacific Northwest, biking, jogging, walking, swimming and sightseeing are popular recreational activities.
- The demand for recreational activities close to home has grown due to time shortage for two wage-earner couples.
- Longer life spans, better health and earlier retirements increase the demand on recreational activities, including passive activities such as picnicking, trail use and sightseeing.
- Technological advances in equipment are allowing more people of different physical abilities to participate in recreation activities.
- Due to involvement in sports at an earlier age, women have become more active and continue to be through adulthood.

**Public Input:** In addition to public meetings, the City conducted a Parks and Recreation Survey in 1997 to gauge the public's perceptions of the current and projected needs for the City's parks, recreation and open space system. In 1999, a similar survey was conducted by Snohomish County in the unincorporated areas of the County. The following is a summary, not necessarily in order of priority, of the foremost parks and recreation needs expressed by park users:

- Develop additional trails: bicycle, pedestrian and commuter routes.
- Provide additional picnic facilities in parks.
- Provide additional athletic fields.
- Provide additional recreation programs for families, seniors, teens and children.
- Provide an indoor gymnasium, basketball and racquetball courts.
- Preserve and protect natural and sensitive areas.
- Develop a community center.
- Address park maintenance, security and parking issues.
LEVEL OF SERVICE

In 1995 the City undertook an extensive analysis to determine a level of service (LOS) for parks, recreation and open space appropriate for Lynnwood. The analysis included an inventory of City-owned facilities, public input, user projections, a review of national and local service standards and a needs assessment. It also included an analysis of potential park sites and a review of the City's financial capabilities. This information was analyzed to balance needs with available sites and financing to arrive at a recommended LOS standard. This standard is expressed as acres of parks, recreation facilities and open space needed for each 1,000 persons, using an early pre-Census 2000 population estimate of 34,010.

The City's recommended LOS includes only those facilities owned and/or controlled by the City. It is, however, important to recognize the contribution of other recreation providers. The County, neighboring cities, local schools, and non-profit and private organizations also provide valuable recreational opportunities within the community.

The current recommended LOS standard for park, recreation and open space in Lynnwood is 10 acres per 1,000 people. Of the 10 acres, 5 acres are for Core Parks (mini, neighborhood and community parks). The standard is further delineated for planning and programming needs according to park classification. The remaining 5 acres are for Other Parks (open space and special use facilities).

Demand and Need Within the City:

The City has achieved an overall level of service of 9.82 acres per 1000 population. There remains, however, a deficit in the current inventory to meet the recommended 10 acres per 1000 population. The deficit appears in acres of Core Parks and in miles of Trails outside of parks. Please refer to Table 6 for an analysis of the LOS and the demand and need within the City.

- **Core Parks:** Applying the recommended LOS to the existing inventory reveals a need for an additional 27.42 acres in the "Core Parks" category to meet the demand (recommended acres) of 170.05 acres of active park land.

- **Trails:** The inventory indicates a need for an additional 1.7 miles of trails to meet the demand for 8.5 miles.

Demand and Need Within the Urban Growth Areas:

The population of projected development in the UGA will generate demand for additional parks, recreation and open space.

- **Core Parks:** The City has acquired a 9-acre site for future development as a neighborhood park site adjacent to the North Gateway annexation area. There are, however, no developed active park facilities in the UGA to serve current or future development.

- **Special Use:** Currently there are no special use facilities in the UGA.

- **Open Space and Trails:** In the future North Gateway annexation area of the UGA, approximately 93 acres of open space in the Swamp Creek corridor has been preserved jointly by Snohomish County and the City of Lynnwood. Approximately 6 miles of the Interurban Trail continues northward in the UGA to South Everett.
Future Demand and Need:

In addition to maintaining and improving the City’s existing facilities, additional parks, recreation facilities and open space will be needed to meet projected population growth and development within the City and in the City’s urban growth areas.

Periodically, the City reviews undeveloped and underutilized properties within the city and the UGA to identify available land for potential acquisition. The existing level of service for each quadrant of the City is calculated and potential properties are evaluated using site-specific criteria that include location, access, orientation, physical characteristics, zoning and valuation. Park service areas are analyzed and neighborhood needs are determined. To meet the current level of service deficit in active parks or Core Parks category, emphasis has been given to acquisitions in underserved neighborhoods. A mini park site and a neighborhood park site were acquired for future park development in 1999 and 2000, to help meet this deficit.

The projected population by 2020 is estimated to be 37,953. In twenty years, applying the minimum recommended LOS to the existing City inventory, an additional 46 acres of parks/recreation facilities will be needed, with an additional 2.7 miles of trails outside of parks.

To meet future parks, recreation and open space needs, it will be necessary to work with Snohomish County to acquire park properties in potential annexation areas. The County will continue to participate in joint ventures with cities to provide park service to the growing population in the UGA’s.
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<th>EXISTING LOS</th>
<th>RECOMMENDED LOS</th>
<th>DEMAND</th>
<th>NEED</th>
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<td>Scriber Creek Park</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>110.12 acres</td>
<td>3.24 acres/1000</td>
<td>3.00 acres/1000</td>
<td>102.03 acres</td>
<td>-</td>
<td>8.09 acres</td>
</tr>
<tr>
<td><strong>Special Use</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heritage Park</td>
<td>2.48 acres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Recreation Center</td>
<td>3.24 acres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Senior Center</td>
<td>0.09 acres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Golf Course</td>
<td>75.30 acres</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>81.11 acres</td>
<td>2.38 acres/1000</td>
<td>2.00 acres/1000</td>
<td>68.02 acres</td>
<td>-</td>
<td>13.09 acres</td>
</tr>
<tr>
<td><strong>Other Park Land Subtotal</strong></td>
<td>191.23 acres</td>
<td>5.62 acres/1000</td>
<td>5.00 acres/1000</td>
<td>170.05 acres</td>
<td>-</td>
<td>21.18 acres</td>
</tr>
<tr>
<td><strong>TOTAL ACRES</strong></td>
<td>333.86 acres</td>
<td>9.82 acres/1000</td>
<td>10.00 acres/1000</td>
<td>340.10 acres</td>
<td>6.24 acres</td>
<td>-</td>
</tr>
<tr>
<td><strong>Trails – Total Miles</strong></td>
<td>6.80 miles</td>
<td>0.20 miles/1000</td>
<td>0.25 miles/1000</td>
<td>8.50 miles</td>
<td>1.70 miles</td>
<td>-</td>
</tr>
</tbody>
</table>

Source: City of Lynnwood Parks, Recreation and Cultural Arts Department, 2000

Notes:
PARKS, Recreation & Open Space Background Report

1. **Existing Level of Service** = Existing Acres divided by 34.01 (1/1000 of population). Level of Service (LOS) is calculated at 1 acre per 1000 people using the 2000 population of 34,010.
2. Level of Service recommended to provide reasonable park and recreation facilities and open space properties.
3. **Demand** = Total acres required at Recommended LOS. Multiply Recommended LOS by 34.01 (1/1000 of population).
4. **Need** = Additional acres needed to meet Recommended LOS. Subtract Existing Acres from Demand.
5. **Surplus** = Existing park and open space acres provided beyond Demand. Subtract Demand from Existing Acres.
6. Park properties currently undeveloped.
7. Manor Way property, outside the City limits, is not included in the City LOS calculations.
8. Lund's Gulch property contiguous to Lynnwood City limits in the UGA are included in the City LOS calculations.

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### PRIORITIES

Based on demand and need, level of service analysis, public input, recreation trends and projected population growth, the following reflects parks and recreation needs in the categories of Core Parks, Special Use, Trails and non-motorized transportation.

#### Core Parks:

The City’s primary park needs are the Core Parks category. The current inventory reveals a need for 23.32 additional acres in this category to meet the current demand (recommended acres) for 164.95 acres of active park land. The inventory shows a deficit of 1.78 acres in mini parks, 6.48 acres in neighborhood parks and 19.16 acres in community parks. Community input and surveys have indicated the need for additional active park facilities. Many of the City’s existing mini, neighborhood and community parks are over-used and not conveniently accessible to all neighborhoods. It is recommended that the acquisition of active park land should be concentrated in the underserved areas of the City and in the UGA.

#### Special Use:

**Community Center:** The City’s primary recreation facility need is a community center. This facility could include classrooms, meeting spaces, a gymnasium for youth, teens and seniors, performing arts and a community hall. Development of this facility would relieve existing over-programming at the Recreation Center and allow a dispersion of activities and programs between the two facilities.

**Heritage Park:** The need for a historical perspective of the Lynnwood/Alderwood Manor area has been expressed by the community through surveys and public meetings. Development of this facility would restore and display the City’s historical resources, providing a place for residents and visitors to experience the history of the area. The facility would include a heritage museum, visitor information center, interpretive displays and traditional park amenities.

#### Trails:

A comprehensive system of trails and bicycle lanes is needed to provide more walking, bicycling and commuting opportunities. Currently there is a deficit of 1.7 miles of trails to meet the recommended minimum LOS. To help meet this deficit, existing trails could be extended throughout the community, providing links between parks, open space, schools and business centers.

**Interurban Trail:** The proposed pedestrian overpass at 44th Ave. W. and development of the trail between 40th Ave. W. and 44th Ave W. would complete a missing link in Lynnwood’s portion of the trail.
**Scriber Creek Trail:** This pedestrian trail could be extended northward to the Meadowdale area. Trail development along the Scriber Creek corridor would link nine City parks, from the Interurban Trail to the Meadowdale Playfields, and eventually connect with the proposed Lund’s Gulch trail system.

**Golf Course Trail:** Cooperation with Edmonds Community College could provide an extension of this trail through the campus.

➢ **Non-Motorized Transportation:**

A City-Wide Non-Motorized Transportation Plan would identify the current and proposed transportation needs of pedestrians, bicyclists and commuters. This Plan would be coordinated with the Public Works department.
CULTURAL AND HISTORIC RESOURCES

Background Report

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Cultural Arts 3
   Existing Conditions and Programs 3
   The Cultural Arts Plan Vision 4
Historical Resources 5
   Background 5
   Existing Conditions 5

Table:
   Sites and Structures with Historic Interest 6
   Within and Nearby the City of Lynnwood

G:\1999\CPL\0004\CULTURAL & HISTORIC RESOURCES ELEMENT\Background Report.doc  Cultural/Historic - 1
INTRODUCTION

The Cultural and Historic Resources Element was developed during the five-year review and update of the Lynnwood Comprehensive Plan. It was adopted as an “optional element” of that Plan on October 8, 2001.

Much of the subject matter of this element was originally included in the Parks, Recreation, Cultural Arts and Open Space Element. This new element was created, in part, to simplify the Parks element. And, since there was a growing interest in local history and the arts, the separation of this information into its own element will allow the information to be more easily located and used by the Arts Commission, Historic Commission and other interested persons or groups.

This background document includes existing conditions and an inventory of current historical sites. Specific information, goals, objectives and policies that were intended to be officially adopted by the City are found in the Comprehensive Plan document.

CULTURAL ARTS

Existing Conditions and Programs

There are three primary focus areas for the cultural arts in Lynnwood: 1) performing and visual arts; 2) public arts, permanent and portable; and 3) literary, performing and visual arts events, exhibits, and competitions. The following is a summary of current offerings:

- **Performing Arts**: Wonder Stage Performance Series for Children and Fantastic Fridays concerts for families, Soundsations, Saturday Matinee Performance Series, Collaborative Performance, and Shakespeare in the Park;
- **Public Art**: Permanent and portable works, sculptures, installation of various arts and photograph collections, Lynnwood Library Gallery monthly exhibit and glass, clay and brick works;
- **Festivals**: 4th of July Festival, Lynnwood Jazz Festival, Civic Lights, Egg Hunt and other smaller community festivals;
- **Literary Arts**: Lynnwood Library Children’s activities and author appearances, signings and events at local bookstores;
- **Arts Organizations**: Debut Youth Theatre and Lynnwood Arts Commission, Snohomish County Arts Commission, Edmonds Community College Art Club.
- **Classes**: Creation Station, Seattle Children’s Theatre, Artists-in-Residency, The City also offers many classes in performance, literary, language and visual arts for adults and youth with the help of Edmonds School District #15 and local businesses and non-profit organizations;
- **Facilities**: Lynnwood Library gallery, Lynndale Park Amphitheater, Wilcox Park Bandstand, Lynnwood High School Little Theatre, Edmonds Community College and Meadowdale High School Great Hall and Black Box Theatre.
The Cultural Arts Plan Vision

In 1995 the City of Lynnwood Arts Commission presented a Cultural Arts Plan on behalf of the citizens of Lynnwood who helped create it. They defined three visionary goals and eight basic principles, which can be read in detail in the Cultural Arts Plan:

Goals:

- To create and enrich a strong sense of community identity;
- To expand partnerships and collaborations for cultural opportunities;
- To improve our quality of life by promoting, preserving and sustaining the cultural arts.

Principles:

- The arts include many forms of aesthetics and human expression: music, dance, drama, the visual arts and crafts, literature, media arts and architecture;
- The arts are based on freedom of thought and expression, resulting in a creative process and product;
- The arts enhance our quality of life, and provide compelling reasons for people to live, work, play and visit Lynnwood;
- Within each of us is an artist, having a fundamental need for the joy of creativity, imagination, and the discovery of our personal gifts;
- Within each of us is an audience member, having a fundamental need to thoughtfully respond, creatively interact with the artistic product, express emotions and problem solve in new and meaningful ways;
- Cultural heritage and ethnic traditions are a source of celebrations and understanding;
- Public and private sectors together play a role in encouraging the arts and making them accessible to all citizens of Lynnwood;
- With comprehensive planning and support, the arts can play an important role in meeting the city's mission.

The Arts Commission has envisioned Lynnwood as a community alive with artistic and cultural activity, with arts and cultural programs available to visitors and residents of all ages. They would like to provide abundant educational opportunities for young people and adults to learn about and appreciate the cultural richness of the Lynnwood community. They are working to promote intergovernmental and cultural collaborations for funding, facilities, and programming to create substantial benefits for Lynnwood. A richer quality of life in Lynnwood is the desired outcome of the Arts Commission and the inspiration for the Cultural Arts Plan Vision.
HISTORICAL RESOURCES

Background:

The area currently known as Lynnwood was logged in the late 1800's and early 1900's. After the logging was completed, the Puget Mill Company enticed young families to move to the area and use the Interurban Trolley to commute to jobs in the shipyards and lumber mills. The Company built a demonstration farm in 1917 in the Alderwood Manor area to show people how to raise chickens, fruit trees, and other crops. The Alderwood area was platted during this time, with 5 to 10 acre tracts on which cottage style houses were built.

Chicken farming proved to be successful and became the primary agricultural industry of farmers in this area. However, by the 1930's the decline of the working farmers was evident due to a decrease in egg prices and an increase in shipping costs. Egg production in Alderwood Manor became unprofitable and most of the farms were converted into subdivisions after World War II.

The wave of urban development continued to move outward from Seattle, resulting in a number of new communities. The City of Lynnwood incorporated in 1959. Since its incorporation, Lynnwood residents have witnessed the development of the Alderwood Mall where acres of second growth forest once existed. Development of housing has skyrocketed in recent years where chicken farms used to operate. A bicycle/pedestrian path has replaced the Interurban Trolley. And, vastly improved transportation systems of arterial highways and freeways have made long distance commuting commonplace.

Existing Conditions:

Lynnwood, which was originally part of "Alderwood Manor," has few "historic" buildings of statewide significance, but there are buildings and places that are important parts of Lynnwood's historic fabric. Keeler's Korner, located along Highway 99 in north Lynnwood is the only current building with National Registry recognition. Many of these historic places are under development pressures. The following table includes sites and structures that have potential for nomination to the National Register of Historic Places. The map "Historic Sites" shows the location of these sites and structures.

The purpose of listing the properties is to identify and recognize their historical value. It is important to identify historic properties in the Comprehensive Plan because a number of policies call for the assessment of impacts of development and public projects, plans and programs on City historical resources. The effectiveness of these policies will depend on the City administrative staff's and community's knowledge of these historical properties.

Being listed in the table below does not prevent a structure from being altered, relocated or demolished or a site from being redeveloped. However, the use and redevelopment of these sites and structures are subject to Federal, State or City ordinances, codes and regulations.

The table is not intended to be a complete listing of all sites and structures within and nearby the City with historic value.
<table>
<thead>
<tr>
<th>ID #</th>
<th>NAME</th>
<th>ADDRESS</th>
<th>CURRENT STATUS</th>
<th>COMMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>#2</td>
<td>Manor Hardware</td>
<td>19500 36th Ave. W</td>
<td>Unoccupied</td>
<td>Originally built as a model school by Puget Mill Co. Remodeled in 1922 for use as the P. M. real estate office, who leased 4 spaces to various tenants, including a print shop, post office and barbershop. National Register Potential.</td>
</tr>
<tr>
<td>#3</td>
<td>Wicker's Store</td>
<td>I-5 and Alderwood Mall Parkway</td>
<td>A-1 Appliance building relocated.</td>
<td>Believed to have been built in 1919 by Puget Mill Company. Served as mercantile, post office and Interurban Rail Ticket Agency. National Register Potential.</td>
</tr>
<tr>
<td>#5</td>
<td>Cedar Valley Grange</td>
<td>20526 52nd Ave. W</td>
<td>Active Grange</td>
<td>Originally Hall Lake Grange. Founded 1909. Moved to present location 1948.</td>
</tr>
<tr>
<td>#6</td>
<td>Swartz Residence</td>
<td>7017 196th St. SW</td>
<td>Office</td>
<td>Built around 1912 by Swartz family who pioneered from Kansas. Martin Swartz was local music teacher.</td>
</tr>
<tr>
<td>#7</td>
<td>Conklin / Hayes Residence</td>
<td>17827 36th Ave. W</td>
<td>Private residence</td>
<td>Original 1920's era poultry farmette.</td>
</tr>
<tr>
<td>#8</td>
<td>Demonstration Farm:</td>
<td>19807 Birch Way</td>
<td>Planned to be relocated to the</td>
<td>Estimated Construction in 1917 or 1918 by Puget Mill Company to train and educate &quot;Little Landers&quot; Alderwood Manor settlers. Farming demonstrations included Poultry, Vegetables and Orchards. Community Hall is now a private residence.</td>
</tr>
<tr>
<td></td>
<td>Community Hall Carebaker</td>
<td></td>
<td>Heritage Park</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Residence</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Water Tower</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>#9</td>
<td>Williams Residence</td>
<td>2911 164th St. SW</td>
<td>Private residence</td>
<td>Built in 1921 by Lewis Williams, a local businessman who operated a paint, floor covering and appliance store.</td>
</tr>
<tr>
<td>#10</td>
<td>Chase / Echelberger Residence</td>
<td>18806 40th Ave. W</td>
<td>Private residence</td>
<td>1917 residence of local freight company owner's family who later became a developer.</td>
</tr>
<tr>
<td></td>
<td>Pioneer Park</td>
<td></td>
<td>structures</td>
<td></td>
</tr>
<tr>
<td>#12</td>
<td>Congdon Homestead:</td>
<td>16820 36th Ave. W</td>
<td>Public park; no historic</td>
<td>Early homeste. Built in 1917 by Puget Mill Company as model farmette.</td>
</tr>
<tr>
<td></td>
<td>Spruce Park</td>
<td></td>
<td>structures</td>
<td></td>
</tr>
<tr>
<td>#13</td>
<td>Valentine / McClane</td>
<td>19124 36th Ave. W</td>
<td>1919 are private residence</td>
<td>F.C. McClane was supervisor of Demonstration Farm. The Valentines were his wife's parents.</td>
</tr>
<tr>
<td></td>
<td>Residence</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>#14</td>
<td>Wigen Residence</td>
<td>4210-164th St. SW</td>
<td>Private residence</td>
<td>Built in 1927 by Mr. Wigen who was a salesman for Puget Mill Company.</td>
</tr>
<tr>
<td>#15</td>
<td>Willows Roadhouse</td>
<td>4324-164th St. SW</td>
<td>Private residence</td>
<td>Built in 1927. Architecturally significant fireplace in ballroom built by Priebie.</td>
</tr>
<tr>
<td>ID #</td>
<td>NAME</td>
<td>ADDRESS</td>
<td>CURRENT STATUS</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>------</td>
<td>-----------------------------</td>
<td>--------------------------------</td>
<td>-----------------------------------------------------</td>
<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>#17</td>
<td>Wilcox Park</td>
<td>5215 196th St. SW</td>
<td>Public park; no historic structures</td>
<td>Early 1920's dairy farm site owned by Charley Olsen, local milk deliveryman. Site sold to Wilcox family in 1926. The Wilcox boys used to catch minnow, trout and muskrats in Scriber Lake.</td>
</tr>
<tr>
<td>#18</td>
<td>Pacific Northwest Traction Right of Way</td>
<td>P.U.D. Transmission Corridor</td>
<td>Interurban bike/pedestrian trail constructed on ROW</td>
<td>The Interurban Electric Trolley ran from 1910 to 1939 providing transportation between Seattle and Everett (prior to that it stopped at Hall Lake).</td>
</tr>
<tr>
<td>#19</td>
<td>W.A. Irwin School Site</td>
<td>3800 196th St. SW</td>
<td>Vacant – Building demolished 1988.</td>
<td>Former Edmonds School District Headquarters Brick Colonial building was built in 1920 as a school.</td>
</tr>
<tr>
<td>#20</td>
<td>Scriber Lake Park</td>
<td>5322 196th St. SW</td>
<td>Passive use park; no historic structures</td>
<td>1890 160-acre homestead site of Peter Schreiber. Family later moved to Edmonds where he was one of the first council members. During the 20's and 30's there was a resort on the West end of the lake developed by the Barklay Family. There were rental cabins, picnic areas, rental boats and canoes, and a dance hall.</td>
</tr>
<tr>
<td>#21</td>
<td>Artesian Well</td>
<td>North of 164th ST SW and 2300 block</td>
<td>Actively Flowing Well</td>
<td>Originally part of the Breed Homestead.</td>
</tr>
<tr>
<td>#22</td>
<td>Middleton Store</td>
<td>6625 212th ST SW</td>
<td>Unoccupied</td>
<td>Early Post Office. National Register Potential.</td>
</tr>
<tr>
<td>#23</td>
<td>Dollar Steamship Co. Radio Station (EDCC)</td>
<td>20008 and 20010 68th Ave W</td>
<td>College Offices and Classrooms</td>
<td>Built in 1930 as a commercial communication station (Globe Wireless) for Dollar Steamship Lines. It was used as a US Navy communication facility during WWII. Dr. James Warren, the 1st College President, had an office with a fireplace in the south unit.</td>
</tr>
<tr>
<td>#24</td>
<td>Scriber Lake High School</td>
<td>19400 56th Ave W</td>
<td>School to be demolished</td>
<td>Originally Lynnwood Junior High School.</td>
</tr>
<tr>
<td>#25</td>
<td>Old 196th Street Bridge (Wilcox Park)</td>
<td>West of Wilcox Park</td>
<td>Pedestrian Bridge across Scriber Creek</td>
<td>Created with the original 196th ST SW on June 23, 1934.</td>
</tr>
<tr>
<td>#26</td>
<td>Cressy Residence</td>
<td>19430 68th Ave W.</td>
<td>Private Residence</td>
<td>Lewis Cressey installed the first telephone in Lynnwood. One of first families to settle in the area.</td>
</tr>
</tbody>
</table>
INTRODUCTION

The Economic Development Element of the Lynnwood Comprehensive Plan is a guide to including economic considerations in day-to-day planning and decision-making. This is a new "optional" element. As such, it is in its initial phase of development and not yet expected to be a fully developed plan. When complete it will be a framework to build on to gradually improve the economic health of our community.

The goals, objectives and policies that are adopted in the City's first Economic Development Element will point out the general direction we wish to proceed, with the understanding that the direction may be adjusted along the way. The Background Report provides information on current and future needs, limited analyses and forecasting of economic trends – as available. Hopefully, this element of the Plan will promote a balance of land uses that will help provide for the economic stability of Lynnwood through the next twenty-year planning period.

PLANNING CONTEXT

This element is “optional”, but has been prepared to comply with the requirements of the State Growth Management Act (GMA). It was also designed to be consistent with the Countywide Planning Policies for the Snohomish County region and with other elements of the Lynnwood Comprehensive Plan.

Growth Management Act:

Of the thirteen goals of the Growth Management act, the following are most directly related to the subject of Economic Development:

**Goal 1. Urban Growth:** Encourage development in urban areas where adequate public facilities/services exist or can be provided in an efficient manner. [Such facilities might include meeting or recreational facilities, community centers, senior centers, galleries, museums, etc. A strong local economy is essential to providing efficient high quality public facilities and services.]

**Goal 3: Transportation:** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans. [Efficient transportation systems and convenient access to Lynnwood's neighborhoods, shopping, employment and educational facilities are important to our local economy. Traffic congestion, concurrency issues and poor access will make Lynnwood less desirable and may cause people to look elsewhere for places to live, work, shop or locate their businesses.]

**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. [Housing availability and affordability are important concerns, as is the balance of housing with local job opportunities. The Housing Element will deal more directly with these matters, but consistency throughout the Comprehensive Plan must be maintained.]
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 and City government. The focus of the Economic Development Element will be on new ways to maintain and enhance Lynnwood's economic and other assets.]

Goal 7: Permits: Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability. [New growth, development, building remodeling, expansion, etc., are potentially important economic development activities that can suffer financially as a result of unnecessary permitting costs and delays. An important factor in keeping the economy alive and well is the efficient processing of land use and building permits and predictability in that process.]

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. [Major projects that could have positive effects on our local economy can't take place without adequate public facilities and services. Success often brings more people, more traffic and more congestion. We must make sure that our facilities and services (including streets) can handle the additional loads.]

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.]

Regional Planning:

The Puget Sound Regional Council (PSRC) established a multi-county planning policy framework, Vision 2020, as the regional growth strategy. These policies would 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 intended to be consistent with and further the regional plan.

County-Wide Planning Policies:

Snohomish County's Comprehensive Plan includes a section on Economic Development based on a shared long-term vision of the County's future. The vision "must be grounded in reality in order to survive the cyclical nature of the economy, flexible enough to serve the community in both periods of growth and recession, and open to periodic review and refinement."
SUMMARY OF ISSUES

The following issues relate to economic development in the City of Lynnwood. Solutions to these issues may be developed in this element or in other elements of the Comprehensive Plan, depending on the type of need or solution.

- The City has a strong commercial base. How much additional effort should be directed toward economic development?
- Four of five "activity center" plans, as outlined in the 1995 Comprehensive Plan, have not been completed, including:
  - Highway 99 Corridor
  - Civic Center
  - Park Central
  - Subregional Center
- The fifth activity center plan, the College District Plan, has been completed and recommended by the Planning Commission for adoption. However, as of the date of adoption of the updated Comprehensive Plan (Oct. 8, 2001), the College District Plan had not been adopted. The plan is returning for additional study by the City Council later in October.
- Do we have enough – or too much – retail commercial? The types and intensities of land uses allowed by the Comprehensive Plan and zoning will be instrumental in creating a better balance of jobs and housing.
- Will the provision of additional industrially-zoned land result in an increase in higher-paying family wage jobs?
- The retail sector dominates Lynnwood’s economic character. Should the City attempt to expand this sector, or concentrate on increasing opportunities for other types of business and employment in the City?
- Redevelopment will be an issue along Highway 99. Should the City adopt development standards to guide redevelopment in that area? If so, what kinds of standards or guidelines will be appropriate?
- Annexation opportunities north and east of the City may increase service demands.
- The Urban Growth Area should be adjusted to more accurately reflect the City's growth philosophy and annexation intent to year 2020. This is currently being studied as part of the "Municipal Urban Growth Areas" (MUGA) process.
- How can our subregional center be enhanced to include assets and improvements that will benefit both visitors and local residents?

INVENTORY AND EXISTING CONDITIONS

To achieve and maintain an acceptable balance of jobs, adequate opportunities need to be available within our community for retail and wholesale businesses, professional offices, personal and professional services, and industrial uses. They all provide needed goods and services to all types of consumers.

According to the Land Use Inventory, updated in the spring of 2000, the "commercial" land use categories accounted for about 812 acres, or about 16.3 percent of all land area within the City. "Industrial" lands accounted for only 143 acres, or 3 percent of the
Land area. Comparing these figures against those of a more typical or average community, shows an imbalance toward the retail side.

Lynnwood's industrial lands tend to be scattered around the southern portion of the City and, to a lesser extent, along Highway 99. The City has virtually no "heavy" industrial businesses and no zone to attract that type of land use. Light industrial uses have encroached into some neighborhoods south of 200th Avenue and east of Highway 99 but without any apparent pattern.

Light industrial uses tend to blend in with the more intensive commercial uses allowed in some zones. The City has no specific area it would refer to as an "industrial park" or industrial district.

Another earlier problem that has been resolved was that of Plan/Zone inconsistency. The City had considerable acreages planned for Business/Technical uses but zoned "Light Industrial", particularly on the east side of 52nd Avenue, south of 200th Street and the Scriber Creek corridor. These conflicts were corrected during the Plan/Zone Consistency process that was completed in 2001.

**National Land Use Survey:**

An extensive study of land use ratios was undertaken by the American Planning Association in 1992. The APA surveyed 66 municipalities to update and verify an older 1983 survey. To accommodate the wide range of data sources, the survey used only the categories of residential, commercial, industrial and public. The intent was to review the actual uses of urban lands. Therefore, rural vacant, agricultural and forest areas were not included. The following table shows how the results of this survey compare to the land use inventory in Lynnwood:

**Table E1: Land Use Comparison – City vs. National Average**

<table>
<thead>
<tr>
<th>Land Uses</th>
<th>1992 APA Survey</th>
<th>2000 Lynnwood Inventory</th>
</tr>
</thead>
<tbody>
<tr>
<td>RESIDENTIAL</td>
<td>48%</td>
<td>2,137 ac.</td>
</tr>
<tr>
<td>COMMERCIAL</td>
<td>10%</td>
<td>812 ac.</td>
</tr>
<tr>
<td>INDUSTRIAL</td>
<td>10%</td>
<td>143 ac.</td>
</tr>
<tr>
<td>PUBLIC</td>
<td>32%</td>
<td>1,879 ac.</td>
</tr>
</tbody>
</table>

Based on the APA survey, Lynnwood is slightly lower than average in its proportion of residential land and about 18% higher than average in the "public" category, which includes streets, freeways, etc. These are not significant concerns.

Lynnwood is considerably higher than average in commercial lands and much lower than average in industrial lands. The industrial lands figure is significant enough to be considered a deficiency that should be addressed in the Comprehensive Plan. The addition of 100 acres of industrially-zoned land would raise the percentage to nearly five percent – still only half the national average. To raise the City's figure to equal the national average of 10% would require the conversion of 354 acres to industrial use.
Considering the age, condition and other characteristics of the City’s existing non-industrial land uses, such a conversion would be very difficult.

One of the land use alternatives that was considered by the Planning Commission called for a gradual conversion of a number of residential properties to industrial in the southern portion of the community where most of our industrial uses already exist. However, that alternative would have adversely affected the City’s housing ratio by reducing the proportion of single-family dwellings. This, in turn, would conflict with the City Council’s newly adopted long-range goal of increasing the proportion of single-family dwellings from 54% (in 2000) to 60%. Thus, that alternative was not approved.

A more appropriate and realistic approach was to adopt an objective to gradually increase the supply of developable industrial land within the City, over time. That approach could minimize impacts on existing neighborhoods and other land uses.

**Lynnwood’s Role in Southwest Snohomish County:**

Lynnwood has witnessed significant growth since its original incorporation in 1959. The City has grown from a small area along the Interurban route from Seattle to Everett to a City of 33,000 residents. During its first four decades, Lynnwood has also become an increasingly strong economic player within Snohomish County.

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 in close proximity to these heavily traveled highways and arterials. The following table lists the larger commercial establishments in Lynnwood. These locations provide a small percent of the commercial land uses in Lynnwood. The remaining commercial sites tend to be smaller scale commercial and industrial uses.

### Table E2: Larger Commercial Sites in Lynnwood

<table>
<thead>
<tr>
<th>Employees</th>
<th>Nature of Business</th>
<th>Assessed Valuation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alderwood Mall</td>
<td>1,239</td>
<td>Regional Mall</td>
</tr>
<tr>
<td>Fisher Business Cntr.</td>
<td>923</td>
<td>Office Bldg.</td>
</tr>
<tr>
<td>Quadrant I-5 Center</td>
<td>1,181</td>
<td>Bus. Complex</td>
</tr>
<tr>
<td>Embassy Suites Hotel</td>
<td>87</td>
<td>Multi-unit Hotel</td>
</tr>
<tr>
<td>Alderwood Plaza</td>
<td>313</td>
<td>Shopping Center</td>
</tr>
<tr>
<td>Bon Marche</td>
<td>318</td>
<td>Retail Sales</td>
</tr>
<tr>
<td>Fred Meyer</td>
<td>363</td>
<td>Retail Sales</td>
</tr>
<tr>
<td>Alderwood Town Cntr</td>
<td>114</td>
<td>Shopping Center</td>
</tr>
<tr>
<td>Nordstrom</td>
<td>338</td>
<td>Retail Sales</td>
</tr>
<tr>
<td>J.C. Penneys</td>
<td>285</td>
<td>Retail Sales</td>
</tr>
<tr>
<td>Sears, Roebuck &amp; Co.</td>
<td>233</td>
<td>Retail Sales</td>
</tr>
<tr>
<td>Pacific Linen Plaza</td>
<td>115</td>
<td>Shopping Center</td>
</tr>
<tr>
<td>Eagle Hardware</td>
<td>125</td>
<td>Retail hardware</td>
</tr>
<tr>
<td>Target</td>
<td>218</td>
<td>Shopping Center</td>
</tr>
<tr>
<td><strong>TOTALS:</strong>*</td>
<td>6,041</td>
<td>------</td>
</tr>
</tbody>
</table>

Source: 1999 Comprehensive Annual Finance Report for City of Lynnwood
Residential Considerations:

The health of the local economy is often reflected in its residential areas. The majority of Lynnwood’s homes were constructed in the 1960’s and 1970’s. These areas have played important roles in the development of the City. The continued growth of single family homes and multiple family dwellings has provided safe and affordable housing for individuals and families who spend their incomes in Lynnwood and surrounding areas. Table 2 lists some of the larger apartment complexes in the City.

Table E3: Assessed Valuations of Larger Multiple Family Developments

<table>
<thead>
<tr>
<th>Assessed Valuation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cambridge Square</td>
</tr>
<tr>
<td>Whispering Cedars Apts.</td>
</tr>
<tr>
<td>Alderwood Park Apartments</td>
</tr>
<tr>
<td>Brighton Court</td>
</tr>
</tbody>
</table>

Source: 1999 Comprehensive Annual Finance Report for City of Lynnwood

Lynnwood currently has 6,266 multiple-family dwellings – approximately 46% of the total dwellings in the City. Single-family dwellings total 7,372 units, making up 54% of the total units. The 1980s was a boom decade for multi-family construction in Lynnwood. During that decade, approximately 2,224 multi-family units were constructed, compared to only 166 single-family units.

A major factor in the lack of new construction of single-family homes could be the high mortgage interest rates during the 1980’s. Since January of 1988, interest rates for a conventional 30-year mortgage, as determined by the Federal Home Loan Mortgage Corporation, fluctuated in a cyclical pattern. Beginning at a high of about 11% in 1989, the rate declined to a low of 7% in 1998. The continual decline of the interest rate in the 1990’s was a contributing factor to rapid growth and the related residential construction boom in the central Puget Sound region.

The demand for single-family housing steadily increased during the 1990’s. However, family incomes have not kept pace with single-family home prices in Snohomish County. The increased price of homes prevented home ownership for many households who fall into the moderate- to low-income levels. The most reasonable alternative for those people is to rent until they can afford a down payment.

Manufactured/mobile homes offer another lower-cost housing option. The City Council recognized that Lynnwood has hundreds of units in 17 mobile home parks. Although about 75% of the units are pre-1976 HUD-standard “mobile homes”, the Council feels they constitute an important part of our housing stock and has directed staff to look into the development of a new zone or other ways to “preserve and protect” these parks from possible transition to multi-family development or other land uses.

The Census Bureau population survey reported that the fastest growth in apartment renters in 1999 occurred in households with incomes of over $50,000 dollars per year. It’s clear that many choose to rent for access to amenities and technologies not associated with single-family home ownership. Also, the greater flexibility offered by a
rental situation allows people to respond more readily to job and life changes. Another factor is the vastly improved design and construction of new apartments. While other reasons may be factors in today’s fast paced world, apartment living is an increasingly popular housing choice – and not only for economic reasons.

The following table illustrates some demographics for Lynnwood within the past decade.

**Table E4: Demographic information up to 1999 for Lynnwood**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Per Capita Income</th>
<th>Median Age</th>
<th>Education Level in year of Formal School</th>
<th>School Enrollment</th>
<th>Unemployment rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>12,574</td>
<td>28.9</td>
<td>12.8</td>
<td>7,012</td>
<td>5.0 %</td>
</tr>
<tr>
<td>1991</td>
<td>13,419</td>
<td>28.8</td>
<td>12.9</td>
<td>7,073</td>
<td>5.7 %</td>
</tr>
<tr>
<td>1992</td>
<td>13,984</td>
<td>31.2</td>
<td>13.0</td>
<td>7,806</td>
<td>7.1 %</td>
</tr>
<tr>
<td>1993</td>
<td>20,959</td>
<td>31.8</td>
<td>13.0</td>
<td>7,435</td>
<td>6.7 %</td>
</tr>
<tr>
<td>1994</td>
<td>21,559</td>
<td>31.8</td>
<td>13.0</td>
<td>7,573</td>
<td>6.0 %</td>
</tr>
<tr>
<td>1995</td>
<td>21,559</td>
<td>31.8</td>
<td>13.0</td>
<td>7,375</td>
<td>6.4 %</td>
</tr>
<tr>
<td>1996</td>
<td>21,559</td>
<td>34.2</td>
<td>13.0</td>
<td>7,338</td>
<td>4.6 %</td>
</tr>
<tr>
<td>1997</td>
<td>23,470</td>
<td>34.4</td>
<td>13.2</td>
<td>7,830</td>
<td>3.0 %</td>
</tr>
<tr>
<td>1998</td>
<td>24,438</td>
<td>34.8</td>
<td>13.2</td>
<td>8,703</td>
<td>3.5 %</td>
</tr>
<tr>
<td>1999</td>
<td>27,015</td>
<td>35.1</td>
<td>13.2</td>
<td>9,361</td>
<td>4.3 %</td>
</tr>
</tbody>
</table>

Sources: 1999 Comprehensive Annual Finance Report of City of Lynnwood

**Municipal Services Considerations:**

The economic health of Lynnwood is also reflected in the quality and efficiency of its municipal services. The following types of service providers serve the City:

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

Other service providers provide 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. Others include the Public Utility District, public libraries, Edmonds School District, Verizon, Puget Sound Energy and many others.
## Table E5: Services Provided -- 1999

<table>
<thead>
<tr>
<th>Service Provided</th>
<th>Statistics</th>
</tr>
</thead>
<tbody>
<tr>
<td>Streets</td>
<td></td>
</tr>
<tr>
<td>Miles of Streets</td>
<td>95.0 mi.</td>
</tr>
<tr>
<td>Number of Street Lights</td>
<td>2,150</td>
</tr>
<tr>
<td>Water Services</td>
<td></td>
</tr>
<tr>
<td>Number of Consumers</td>
<td>7,805</td>
</tr>
<tr>
<td>Average Daily Consumption</td>
<td>2.85 million gallons</td>
</tr>
<tr>
<td>Miles of Water Mains</td>
<td>170 mi.</td>
</tr>
<tr>
<td>Sewer Services</td>
<td></td>
</tr>
<tr>
<td>Number of Customers</td>
<td>7,491</td>
</tr>
<tr>
<td>Miles of Sanitary Sewers</td>
<td>105 mi.</td>
</tr>
<tr>
<td>Fire Protection</td>
<td></td>
</tr>
<tr>
<td>Number of Stations</td>
<td>2</td>
</tr>
<tr>
<td>Number of Firemen and Officers</td>
<td>41</td>
</tr>
<tr>
<td>Number of Part-Paid Firemen</td>
<td>15</td>
</tr>
<tr>
<td>Police Protection</td>
<td></td>
</tr>
<tr>
<td>Number of Stations</td>
<td>1</td>
</tr>
<tr>
<td>Number of Policeman and Officers</td>
<td>68</td>
</tr>
<tr>
<td>Number of Part-Paid Policemen</td>
<td>8</td>
</tr>
<tr>
<td>Parks, Recreation and Culture</td>
<td></td>
</tr>
<tr>
<td>Number of Parks</td>
<td>12 (125 acres)</td>
</tr>
<tr>
<td>Golf Course</td>
<td>1 (75 acres)</td>
</tr>
<tr>
<td>Open Space, Trails and undeveloped Parks</td>
<td>128 acres</td>
</tr>
<tr>
<td>Recreation Facilities</td>
<td>1 (3.24 acres)</td>
</tr>
<tr>
<td>Senior Center</td>
<td>1 (4,100 square feet)</td>
</tr>
<tr>
<td>Building Permits issued</td>
<td>424</td>
</tr>
<tr>
<td>Business Licenses issued</td>
<td></td>
</tr>
<tr>
<td>Resident</td>
<td>3,076</td>
</tr>
<tr>
<td>Non-resident</td>
<td>1,689</td>
</tr>
<tr>
<td>Employees</td>
<td></td>
</tr>
<tr>
<td>Full-Time</td>
<td>303</td>
</tr>
<tr>
<td>Part-Time</td>
<td>180</td>
</tr>
</tbody>
</table>

Source: 1999 Comprehensive Annual Finance Report of City of Lynnwood

## Employment:

In the early 1970’s the central Puget Sound region began to see a shift in employment from military and manufacturing to service oriented employment. PSRC estimated that the number of service oriented jobs increased by 500,000 since 1970, compared to manufacturing, which has seen a cyclical increase of approximately 100,000 jobs since 1970. This imbalance is similar to Lynnwood’s commercial/industrial land use ratio.

The most dramatic employment increases occurred from 1995 to 1998 when the central Puget Sound area experienced a 13% increase in the number of jobs. Thirty-eight percent of this employment occurred in aerospace and high technology employment. This increase has been tied to both national employment growth and regional growth and has been used by the PSRC to project the increase of jobs per sector.
Table E6: Central Puget Sound – Projected Job Increases Per Sector Area (1998)

<table>
<thead>
<tr>
<th>Sector Area</th>
<th>Increase of jobs from 1995 to 1998</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>11,800</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>47,200</td>
</tr>
<tr>
<td>Wholesale, Transportation, Communications and Utilities (WTCU)</td>
<td>22,600</td>
</tr>
<tr>
<td>Retail</td>
<td>21,600</td>
</tr>
<tr>
<td>Finance, Insurance, and Real Estate (FIRE)</td>
<td>9,400</td>
</tr>
<tr>
<td>Services</td>
<td>83,200</td>
</tr>
</tbody>
</table>

Source: Puget Sound Regional Council

The employment numbers associated with the data from the PSRC refer to "Covered Employment." This term is used because the data series used are covered by the State’s Unemployment Insurance Program. Covered employment does not include the following types of employment:

- Self-employed workers
- Owners of businesses
- Employed persons not covered under State unemployment insurance programs
- Employed persons that do not draw actual wages and salaries

In 1998, more than 10,000 jobs existed in 21 cities within central Puget Sound. The majority were located in Seattle, Bellevue, Tacoma, and Everett. Lynnwood ranked 14th of the 21 cities listed. The following table shows the number of jobs in Lynnwood for each of the sectors listed above and the associated changes for each from 1995.

Table E7: City of Lynnwood Employment (1995 to 1998)

<table>
<thead>
<tr>
<th></th>
<th>1998</th>
<th>1995</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>1,360 (6%)</td>
<td>1,050 (5%)</td>
<td>+310</td>
</tr>
<tr>
<td>Finance, Insurance, Real Estate and Service Employment</td>
<td>7,080 (29%)</td>
<td>5,680 (26%)</td>
<td>+1,400</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>2,300 (10%)</td>
<td>2,550 (12%)</td>
<td>-250</td>
</tr>
<tr>
<td>Retail</td>
<td>8,560 (36%)</td>
<td>8,260 (38%)</td>
<td>+300</td>
</tr>
<tr>
<td>Wholesale Trade, Transportation, Communications and Utilities</td>
<td>1,450 (6%)</td>
<td>1,140 (5%)</td>
<td>+310</td>
</tr>
<tr>
<td>Education</td>
<td>2,730 (11%)</td>
<td>2,770 (13%)</td>
<td>-40</td>
</tr>
<tr>
<td>Government</td>
<td>530 (2%)</td>
<td>480 (2%)</td>
<td>+50</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>24,010</strong></td>
<td><strong>21,930</strong></td>
<td><strong>+2,090</strong></td>
</tr>
</tbody>
</table>

Source: PSRC Central Puget Sound Regional Econ. Report, Employment Patterns and Trends, 1995-1998
Lynnwood experienced a 10% increase of jobs from 1995 to 1998. The majority was in the Finance, Insurance, Real Estate and Service Employment Sector (FIRES). Lynnwood also experienced a decrease in the number of jobs in the Education (-40) and Manufacturing (-250) sectors. The declining manufacturing (industrial) employment figures is another indication that this sector may be out of balance and in need of help.

The numbers of retail jobs in Lynnwood is significant. In 1998, retail jobs made up approximately 36% of our work force. Although this was a slight decrease from 38% in 1995, it's very significant, particularly in light of the associated wages. The average wage earned by a worker in this category was $17,678 per year. For these individuals, housing affordability becomes a critical consideration.

A single person earning the average retail wage is not typically a Lynnwood homeowner, unless he/she purchased the home years ago or is part of a multi-income household. The statistics show that it’s more likely that he/she can afford only a studio apartment. Since Lynnwood is rich in retail and service commercial, one worker in every three falls into this category. The City can promote more low-end rental housing to house these retail workers, or it can strive to improve local wages by attracting and supporting businesses that pay higher family-level wages. Since the City Council’s housing priorities do not favor more low-end housing, greater emphasis should be placed on a greater number of higher family-wage paying jobs.

**Job Types:**

Puget Sound Regional Council (PSRC) provided the following information.

**Construction**

This category includes general contractors, residential building contractors, non-residential building contractors, heavy construction, special trade contractors, plumbing, heating, air-conditioning and electrical work.


**Manufacturing**

This category includes Aerospace, non-aerospace manufacturing, planing mills, furniture, fixtures, fabricated metal products, construction and related machinery, electronic computers, miscellaneous industrial and commercial machinery, aircraft parts, and motor vehicles and parts.

Average annual wage: **$49,563**.

**Wholesale Trade, Transportation, Communications and Utilities (WTCU)**

This category includes local and interurban passenger transit, transportation by air, communication and public facilities, telephone communications, wholesale trade, computers, peripherals and software, machinery, equipment, supplies, and trucking and warehousing.

Average annual wage: **$34,085 to $38,023**.
**Retail**

This category includes lumber and other building materials, department stores, grocery stores, new and used car dealers, apparel and accessory stores, eating and drinking establishments, miscellaneous retail establishments, and hardware stores.

Average annual wage: **$17,678.**

**Finance, Insurance, Real Estate and Service Employment (FIRE):**

This category includes Savings institutions (except federal), mortgage bankers and brokers, insurance, real estate and commercial banks.

Average annual wage: **$34,662.**

The "service" portion includes beauty shops, building material services, equipment rental, computer and data processing, prepackaging software, detective and armored car services, auto repair, health services, engineering and architectural services, and colleges and universities.

Average annual wage: **$23,161.**

Federal, State and local government positions: **$33,861**

**Employment Targets:**

As mentioned in the Introduction to the Comprehensive Plan, 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. When compared to the projections by the PSRC, Lynnwood was shy 10,726 jobs in 1998. For Lynnwood to achieve the employment target, new employment sources must be developed.

**Current Trends:**

Over the long term, there appears to be a need for additional office space in southwest Snohomish County, primarily for computer-based companies in the region.

**Table E8: Snohomish County Office Market**

<table>
<thead>
<tr>
<th></th>
<th>Overall Inventory</th>
<th>No. of Buildings</th>
<th>Overall Vacancy Rate</th>
<th>Direct Wtd. Avg Rental Rate</th>
<th>Overall Availability</th>
<th>Net Absorption YTD 1999</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lynnwood</td>
<td>1,428,416 sf</td>
<td>38</td>
<td>9.9%</td>
<td>$21.64</td>
<td>141,052 sf</td>
<td>99,196 sf</td>
</tr>
<tr>
<td>Everett</td>
<td>1,186,908 sf</td>
<td>26</td>
<td>9.1%</td>
<td>$19.33</td>
<td>108,175 sf</td>
<td>(46,194) sf</td>
</tr>
</tbody>
</table>

Source: Third Quarter 1999 – Cushman & Wakefield

Lynnwood is currently processing applications for approximately 561,534 square feet of new office space construction.
Office space construction is out-pacing the production of new industrial space. Since the latter creates higher wage jobs on the average, this should be a concern. The following table illustrates Lynnwood's role in southwest Snohomish County.

**Table E9: Snohomish County Industrial Space Market**

<table>
<thead>
<tr>
<th></th>
<th>Overall Inventory</th>
<th>No. of Buildings</th>
<th>Overall Vacancy Rate</th>
<th>Overall Availability</th>
<th>Net Absorption YTD 1999</th>
</tr>
</thead>
<tbody>
<tr>
<td>Everett</td>
<td>5,016,058 sf</td>
<td>71</td>
<td>4.3%</td>
<td>213,281 sf</td>
<td>166,029 sf</td>
</tr>
<tr>
<td>Mukilteo</td>
<td>2,661,008 sf</td>
<td>49</td>
<td>3.7%</td>
<td>97,953 sf</td>
<td>41,493 sf</td>
</tr>
<tr>
<td>Edmonds / Lynnwood</td>
<td>2,108,358 sf</td>
<td>65</td>
<td>6.7%</td>
<td>140,557 sf</td>
<td>128,509 sf</td>
</tr>
<tr>
<td>Mountlake Terrace</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>N. Snohomish County</td>
<td>2,531,016 sf</td>
<td>43</td>
<td>7.0%</td>
<td>176,220 sf</td>
<td>59,361 sf</td>
</tr>
</tbody>
</table>

Source: Third Quarter 1999 – Cushman and Wakefield

As determined by Cushman and Wakefield, the weighted average rental rates for the area are:

- Manufacturing: 0.45 psf*/month
- Warehouse / distribution: 0.56 psf/month
- High-Technology: 1.13 psf/month
- Office / Service Center: 0.64 psf/month

[*per square feet]

**Tourism:**

Tourism has been an asset for Lynnwood and the surrounding jurisdictions that are located in southwest Snohomish County. Lynnwood provides for sports and recreation, dining options, commercial recreation (i.e. movie theaters, golf, etc.), and a large number of other retail opportunities.

According to a recent study performed by the Alderwood Mall, shoppers spend much more on a per trip basis than is typical, with high income shoppers far exceeding the averages ($86 per trip). These aspects of Lynnwood help provide for business travel, which makes up about one-third of Lynnwood’s overnight visitors.

The following is a list of the different elements of tourism in Lynnwood and generally how much money is spent on an annual basis in Snohomish County.

**Visitor Spending in Snohomish County**

- Restaurants: $129 million
- Retail: $103 million
- Recreation: $ 57 million
- Transportation: $ 54 million
- Hotels and motels: $ 51 million
- Grocery Stores: $ 41 million
- Air Transportation: $ 22 million

(Based on a professional survey by the Snohomish County Tourism Bureau)
Annexation:

Since the adoption of the 1995 Comprehensive Plan there have five annexations totaling 247.7 acres. Cities grow through the annexation of unincorporated land. 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 28th Ave W). This construction was made possible by the capital improvements associated with a Local Improvement District (LID).

Since the economic impacts can be significant, each individual annexation proposal must be carefully reviewed. The City's level of service (LOS) standards are not always the same as those of Snohomish County. Developments outside the City don't often meet City minimum standards. Those neighborhoods do not always include curbs, gutters, sidewalks, local parks, etc. The long-term costs to the City of annexing these unincorporated lands can be considerable. There are also the costs to make needed street improvements and extend major utilities such as sewer and water, location of light standards, traffic signals, fire and police protection, etc. Annexation is usually requested when the City is offering more than is available under the County's jurisdiction.

Industrial Land Availability:

Only about 9.8 acres of vacant industrial land is currently available for development in Lynnwood. At the same time, about 38.8 acres of vacant commercial land is available.

As pointed out earlier, Lynnwood's supply of vacant buildable industrial land is minimal. The current lack of industrial land may severely limit the City's ability to affect its balance of employment opportunities. To encourage the location of new businesses that provide higher annual wages, the City should consider expanding its supply of available industrial land.

Our inventory of industrial lands was not expanded during the five-year Plan Update, but will be considered more closely through the annual amendment process. The City's new Economic Development Director began work in October, 2001 and needs additional time to better establish a sound program for the future.

Sub-goals, objectives and policies are contained in the Economic Development Element of the Lynnwood Comprehensive Plan.
TOOLS FOR COMMUNITY ECONOMIC ANALYSIS

Excerpts from a presentation by
Lee Nellis, consulting planner
presented at the
1998 Western Planner/PAW Conference in Wenatchee

Note: The Economic Development Element was new to the Lynnwood Comprehensive Plan. It was first adopted in 2001 and intended to be a framework on which to build. The following presentation notes are intended to stimulate further planning in this area.

REALITY vs. PERCEPTION:
A. What people believe about their local economy is often not true.
B. Economic base analysis may correct inaccurate perceptions.
C. Are we in competition with the "I-5 Corridor", or a different animal?

UNDERSTANDING THE CONTEXT:
A. Planners must offer a comprehensive view. "Community" is not just the economy. There's much more to understand and evaluate. What's really important to our region (jobs, income, growth, quality of life)?
B. The local economy is based on:
   -- Resources: What, who and where are they? Do the inventory!
   -- Population: Age, education/training, interests, needs, desires, etc. (Review Census)
   -- Infrastructure: Access, highways, transit, utilities, housing, entertainment, educational and cultural opportunities, etc.

ECONOMIC BASE ANALYSIS:
A. What area should we analyze?
   --- Trade area - city, county, subregion or ?
   --- Commuting patterns --- journey to work data --- and why?
B. What data should we use? Where can we get it?
   --- Employment Data - from state or regional data sources
   --- Income Data - from regional economic info system (REIS)
   --- ERS County Typology, EDC, etc.
C. Clearly explain the theory of Economic Base Analysis.
   --- Do exports or services drive the local economy?
   --- Does specialization drive the local economy?
   --- Specialization determined by comparing economies: local vs national
   --- Comparison based on employment or income (income is best).
D. Critique the analysis.
   --- Technical critiques
   --- Philosophical critiques, such as . . .
      Export-driven economies in rural America have been unstable.
      Focusing on exports is inconsistent with long-term sustainability.
      Are we engaging in an economic pursuit of quality?
E. Present and explain the results of the analysis.
   --- Economic base analysis is an analytical tool, not a guide to strategy.

■ ■ ■
CAPITAL FACILITIES & UTILITIES

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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 36.070-(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 provides the background information for the Comprehensive Element regarding Capital Facilities and Utilities.

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:

The City of Lynnwood's development policy is that new development will pay for the portion of facility improvements related to its demand on the system. The improvements made by development on the City's utility systems allow for a more equitable distribution of costs and helps in keeping 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. This would provide for reimbursement
to the original developer of costs associated with the portion of the extension that is later used by another developer.

In limited cases, the City may also allow extension of utilities outside of our city limits. Such extensions are always done with approval of the City Council. 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 Sewer Plan in February, 1999 that provides planning direction for management and maintenance of the sewage 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.

**Water:**
The City has a draft *Water System Comprehensive Plan Update* (2000) 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. The draft is scheduled for approval in the fall of 2000.

**Stormwater Runoff Management:**

The requirement to manage stormwater runoff has local, state, and federal laws that do and will apply. The listing of the Puget Sound Chinook Salmon and Bull Trout as threatened under the Endangered Species Act (ESA) will necessitate the City to review and revise the ordinances that apply to stormwater runoff management. The requirement of the ESA will not be finalized until the end of 2000 and so the City will not be revising ordinances until after that time.

The National Pollution Discharge Elimination System (NPDES) laws that govern stormwater runoff in cities under 100,000 population are also being finalized and will apply to Lynnwood in approximately the year 2002. The City has revised its *Comprehensive Flood and Drainage Management Plan* (1998) reflecting changes in regulations, as well as incorporating new data and information collected since the original plans were prepared. Although not yet officially adopted by the City, in anticipation of requirements from the ESA, for developments, the City recommends the use of the *Stormwater Management Manual for Puget Sound*, as prepared by the State Department of Ecology. The Puget Sound Water Quality Action Team also has adopted requirements for stormwater management.

**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. This Parks Plan is currently being updated to be consistent with the Comprehensive Plan and is expected to be ready for review in early 1995.

**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. There are no facility needs at this time that have not already been planned for by the PUD.

**Natural Gas:**
Washington Natural Gas (WNG) provided Lynnwood with natural gas until recently. They have changed to Puget Sound Energy (PSE), who now provides service for Lynnwood.

**Solid Waste Landfill:**

The Washington Solid Waste Management Recycling and Recovery Act (RCW 70.95) requires each county within the state, in association with the cities and towns located within it, 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 within the County except the City of Everett. The County Solid Waste Management Plan (CSWMP) Update was adopted by participating jurisdictions (including the City of Lynnwood) and County Council in February 1990. Upon review and update, the CSWMP must be extended to show the long-range needs for 20 years in the future. A revised 6-year construction and capital acquisition plan must be included.

Projections for future solid waste generation within the City of Lynnwood are based on a Snohomish County Solid Waste Management Division report entitled *1995-2015 Snohomish County Small Area Waste Projections Under Existing-Condition*.

**Schools:**

The *Edmonds School District Capital Facilities Plan* has been developed. This plan helps the district determine 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:**

Verizon provides telephone service for Lynnwood. They state that they have adequate facilities up to 2012, at which time they expect to expand.

**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, maintains, and extends the sewage collection system service the needs of residents and commercial establishments. The collection system discharges...
to the City owned waste water 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 exiting facility. The sludge incinerator is expected to require extensive maintenance or replacement within the next five to ten years.

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. 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 constructed, 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 and the 10 MGD flow in the whole sale water agreement with the 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, 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 Endangered Species Act (ESA) will be the major issue facing the City over the next few years. The implications that the ESA 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 (for example, new detention basins such as the North Scriber Regional Detention Facility, which will be constructed during 2000). Placement of Chinook salmon on the Endangered Species list will require modification to our existing host management practice 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 out fall, sludge handling improvements, addition of a bar screen, and extensive odor control improvements. These improvements were identified in the January 1996 Wastewater Facilities Plan Amendment to the 1998 Wastewater Treatment Facilities Plan.

The following analysis is based on information contained in the City’s Comprehensive Sewer Plan (February 1999). 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 sewer 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 sewage 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 to and development 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 and installed. The collection system is relatively new being less than forty years of age as of this writing. However winter time storms sometime inundate the system and hydraulic overloads occur in some areas of the system. The effects of these are lessened by bypass pumping. The long term solution is for the elimination of infiltration/inflow into the system, either by replacing
pipeline sections or repairing specific locations in others. The success of these programs will be monitored. Replacing entire runs of pipelines is avoided at this time, pending the success of the removal of infiltration/inflow.

**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. Flow 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. Also identified were plant systems in need of replacement or modification. Since the publication of the January 1996 Wastewater Facilities Plan Amendment, all of the improvements have been implemented. These include: Replacement of the existing corrugated metal out fall pipe with a new HDPE (thick plastic) pipe; installation of a self cleaning bar screen; retrofitting the sludge handling system. This was an extensive improvement requiring the installation of a new clarifier, pumps, and piping. In addition the odor control system has been completely revamped since 1996 adding additional capacity for treatment plant air emissions. The incinerator capacity for sludge burning was also improved during these modifications. With these improvements 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.

**Demand Forecasts:**

Based on the growth anticipated in this Plan, average annual flows are projected to increase from the current 5.30 MGD for 1990 to 6.50 MGD at build out (2018). 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 capital

**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) (BOD$_5$) loading for maximum month – 15,120 lbs/day;

• Influent total suspended solids (TSS) – 15,120 lbs/day.

• Effluent limitations: (Monthly Average)
  • CBOD$_5$ – (25) mg/L, 1,543 lbs/day
  • TSS – 30 mg/L, 1,851 lbs/day
  • Fecal Coliform Bacteria – 200/100 mL
  • Cholorine – 318 ug/L (7.16 lb/day) [daily maximum –834 ug/L]
  • CBOD$_5$ – 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 lb/day) [daily maximum – 834 ug/L]

• Effluent limitations: (Weekly Average)
  • CBOD$_5$ – 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 CBOD$_5$ 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 15,120 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 the Spruce Hills development on Spruce Way at 172nd Street SW, and approximately 15 acres between SR-99 and 48th Avenue West at 168th Street SW which are served by the AWD (a total of 474 acres). 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 1978, the City of Lynnwood and the AWD entered into an agreement for water supply. The 1978 agreement provides for the delivery of "peak day water" needed by the City. Peak day water is the 24-hour average flow rate for any maximum usage day during a calendar year. An amendment to the agreement in 1980 extended the terms of the agreement to September 20, 2010, coinciding with the expiration date of the Alderwood Service District's agreement with Everett.

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.

**Generalized Existing Potable Water System:**

1. **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.

2. **Storage:**

   The City has a total of 5.77 million gallons (MG) storage capacity with two reservoirs located at 185th Street and 40th Avenue W. Both reservoirs are in the 573 pressure zone. In 1995, the total required storage (fire, equalizing, and emergency) for the 573 pressure zone was 9.13 MG; this represents a storage deficit of 3.36 MG.

   Storage for the 635 and 724 pressure zones is provided by the AWD; at this time, no formal agreement exists between the City and the AWD regarding storage within these pressure zones.

to show that 11.56 MG are needed. The same analysis shows that when the AWD storage is factored in the City has 14.89 MB available for a surplus of 3.33 MG. The AWD, however, has determined that they have no surplus of storage for Lynnwood’s use at this time. The City is currently negotiating with AWD over the use of AWD storage to satisfy the State Health Department standards.

3. 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 2012 at full development based on the 1998 Water System Plan are 4.42 MGD and 7.52 MGD, respectively (based on a 2012 population of 35,550).

Estimates for this Plan are based on an average daily demand of 124.38 gallons per capita per day and are taken from the City’s 1998 Water System Comprehensive Plan Update. Estimates do not reflect conservation measures, and are assumed to be conservative on the high side. 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.

4. 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.

5. Future Storage:

The Water Supply Plan Update projects water storage requirements for the 573 pressure zone as 9.13 MG by the year 2012. The required storage for this pressure zone includes: 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 (6069 MGD); and equalizing storage equivalent of 0.25 MGD.

6. 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.

7. 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)
8. Fire Hydrants:
- Commercial Area - one hydrant every 330 feet
- Residential Area - one hydrant every 600 feet

9. Distribution System:
- 8" minimum pipe size
- 30 pounds per square inch minimum
- Maximum velocity of 8 feet per second

10. Consumption:
- The average daily demand is approximately 125 gallons per capita per day.

Needs Assessment:
In order to meet increased demands, existing facilities would have to be expanded. 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. It is anticipated that once all the identified improvements have been completed, there would be sufficient capacity to serve the projected population.

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, its two primary tributaries (Popular Creek and Golde Creek), Meadowdale Pond, Swamp Creek, Hall's Lake, Hall's Creek, and an unnamed creek flowing west into Perrinville in Edmonds. The entire drainage system has approximately 4200 catch basins and manholes, 130,000 feet of storm lines, 48,000 feet of ditches, 20 detention ponds, underground detention tanks, and several miles of streams.
2. Stormwater Runoff Management Requirements:

The Puget Sound Water Quality Management Plan requires all counties and cities within the Puget Sound drainage basin to adopt ordinances to control runoff from new development and redevelopment. At a minimum, ordinances must address:

- control of off-site water quality and quantity impacts;
- use of infiltration where appropriate;
- source control Best Management Practices (BMPs);
- effective treatment using BMPs of the storm size and frequency as specified in the Stormwater Management Manual for the Puget Sound Basin for proposed development;
- erosion and sedimentation control; and
- protection of stream channels and wetlands.

Stormwater programs must also include operation and maintenance programs for public and private stormwater systems; programs to educate citizens about stormwater and its effects on water quality, flooding, fish/wildlife habitat, and to discourage dumping into storm drains; coordination with provisions of GMA; and basin planning (as part of a comprehensive water quality protection program).

The City of Lynnwood currently recommends drainage standards for new developments to adhere to stormwater requirements contained in the Department of Ecology's Stormwater Management Manual for the Puget Sound Basin. In addition, the City is working on an ordinance to adopt regulations that meet DOE requirements. The ordinance will not be finalized until the rules applying to the Endangered Species Act are known, sometime late in 2000.

The National Pollution Discharge Elimination System (NPDES) is federal law, administered by the Environmental Protection Agency, requiring stormwater management programs to meet minimum water quality requirements. Requirements would include ordinances, mapping, discharge characterization, source identification, and public education. These laws are currently being revised to apply to cities, such as Lynnwood, that have populations less than 100,000. The NPDES requirements are very similar to those under the Puget Sound Water Quality Management Plan.

The listing of several fish species by federal agencies under the Endangered Species Act (ESA) will have far-reaching implications on Lynnwood's stormwater requirements. The City's response to the ESA will undoubtedly include ordinances and programmatic requirements that will overlap with the requirements of the Puget Sound Water Quality Management Plan and NPDES. There may be requirements of the ESA, however, that go far beyond those requirements. These could include things such as stricter maintenance standards, monitoring, interjurisdictional participation, habitat enhancement and acquisition. In addition, the City will also be assessing other programmatic changes to both protect us from liability under the ESA, as well as to protect and even enhance the habitat of the protected species.
**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. It is also anticipated that regulatory requirements of ESA, NPDES, and the Puget Sound Water Quality Management Plan will create extreme demands on stormwater runoff management.

**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:**
   - Design for detention of impervious surfaces greater than 5,000 square feet, pursuant to the Department of Ecology's *Stormwater Management Manual for the Puget Sound Basin*.

3. **Water Quality Requirements:**
   - Water quality facilities, such as biofiltration swales, two-celled ponds, and wet vaults, are required of new development and redevelopment, pursuant to the Department of Ecology's *Stormwater Management Manual for the Puget Sound Basin*.

**Needs Assessment:**

Localized, temporary flooding has been a problem in areas of the City due to increased development and insufficient culvert and detention capacity. Flooding also occurs as a result of ditches becoming clogged, debris plugging the inlets to catch basins and pipes backing up. Other problems result from surface runoff to infiltration systems causing system levels to rise.

Water quality problems resulting from the effects of urban development are common in urban cities such as Lynnwood. Pollutants of concern include chemicals, petroleum products, solid wastes, and silts from development projects. Pollutants in the surface water system degrade the natural habitat of Lynnwood’s streams and lakes.

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.

<table>
<thead>
<tr>
<th>ENERGY DEMAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAND USE</td>
</tr>
<tr>
<td>Single Family Residence</td>
</tr>
<tr>
<td>Multi-family Residence</td>
</tr>
<tr>
<td>Retail</td>
</tr>
<tr>
<td>Office</td>
</tr>
<tr>
<td>Manufacturing</td>
</tr>
</tbody>
</table>

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), formed by the merger of Puget Sound Power & Light Company and Washington Natural Gas Company, is an investor owned, private utility headquartered in Bellevue, Washington. It provides electric and natural gas service to over 1.2 million metered customers within the company’s 6,000 square mile service territory. PSE purchases natural gas in the summer and injects it into underground storage facilities in Jackson Prairie in Washington and Clay Basin in Utah. Puget Sound Energy (PSE) supplies natural gas service to Lynnwood, but has no electric facilities inside the city limits. PSE is regulated by the Washington Utilities and Transportation Commission and the Federal Energy Regulatory Commission.

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. After reducing pressure at the North Seattle Town Border Station, which is located east of Lynnwood off 24th Avenue W, the gas is distributed through PSE’s system to end users.

As of July 2000, there were approximately 10,482 natural gas customers in the Lynnwood area (this number includes the UGA, there are 5,100 within city limits). 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 1999 was 21,509. Since 1996, student enrollment in grades K-6 decreased by 3.15%. In grades 7-8 enrollment increased 3.35%, and in grades 9-12 enrollment increased by 9.75%. Between 1996 and 1999 total District enrollment increased by 1.65%. The District has 23 elementary schools, 4 middle schools, and 5 high schools. The City of Lynnwood contains 12 of the elementary, middle and high schools belonging to the District, plus the District's administration offices and the maintenance and transportation buildings.

Within the City of Lynnwood, there are 7 elementary schools (Beverly, Cedar Valley, College Place, Lyndale, Lynnwood Intermediate, Meadowdale, and Spruce Primary), 2 middle schools (College Place and Meadowdale Middle), and 3 high schools (Lynnwood High, Meadowdale High, and Scribe Lake High). The location of public schools within the City of Lynnwood is shown on the map of **Existing Public Buildings**.

**Planned Improvements**

In 1998 voters approved funding for remodeling, rebuilding and renovating schools. Future improvements are shown in the table on the following page.
Construction Projects Planned and Funded

<table>
<thead>
<tr>
<th>Project</th>
<th>Estimated Completion date</th>
<th>Student capacity change</th>
<th>Estimated project cost (1998$)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meadowdale Elementary (replace with addition)</td>
<td>2000</td>
<td>130</td>
<td>$12.7 million</td>
</tr>
<tr>
<td>Chase Lake Elementary (replace with addition)</td>
<td>2000</td>
<td>130</td>
<td>$12.75 million</td>
</tr>
<tr>
<td>Cedar Valley K-8 (replace with addition)</td>
<td>2001</td>
<td>130</td>
<td>$13.0 million</td>
</tr>
<tr>
<td>Maplewood K-8 (replace with addition)</td>
<td>2002</td>
<td>130</td>
<td>$16.5 million</td>
</tr>
<tr>
<td>Terrace Park K-8 (replace with capacity deduction)</td>
<td>2002</td>
<td>(260)</td>
<td>$16.5 million</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>260</td>
<td>$70.0 million</td>
</tr>
</tbody>
</table>


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. By the end of the 6-year forecast (2005), no additional classroom capacity will be required.

Needs Assessment

The School District currently owns enough school sites to accommodate student housing needs through the year 2005. By the year 2020, the District is expected to have unhoused students at all grade levels. Current funded construction projects will not provide adequate capacity to house all of the projected high school students through the year 2020. In order to accommodate projected new students for 2020, the District would have to construct approximately 110 elementary classrooms, 34 middle school classrooms, and 70 high school classrooms. To provide for these students, the District would have to buy additional property for new schools. The District feels it should have adequate undeveloped sites for future construction needs.
PUBLIC LIBRARY

Inventory and Existing Conditions

The Lynnwood Library is the flagship of the Sno-Isle library system. At approximately 26,000 square feet in size and with nearly 180,000 items in its collection, it has the highest circulation of all Sno-Isle branches. The first three months in 2000 saw a circulation total of 167,360 items, representing 13.38% of the total percent circulation for 21 Sno-Isle branches. A 1996 survey indicated that 73% of Lynnwood residents hold library cards.

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.
- Children’s Programs: In addition to the children’s collection, the library offers many programs for children – from toddlers to school age, including story time, 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. The functional service life of the expanded library was designed for a maximum of 15 years from the 1996 date of the design.

Lynnwood is the Sno-Isle Regional Reference Center and in 1999 logged 113,948 reference transactions. In addition Lynnwood 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 for the recently acquired electric cart for disabled patrons 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 by the year 2010.

In order to meet the goal of providing high quality of service to library patrons, the Library Board expects that planning and construction need to be underway before 2010, as the present library will reach capacity before this date. 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

Verizon provides telephone service in Lynnwood. Prior to Verizon, GTE provides these services and maintained facilities that include switching equipment and other telephone facilities in Lynnwood. These facilities provide residential and business service in the City. GTE reported that they had 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 Cellular One, AT&T, Sprint, Verizon, Metromic, Nextel, and Qwest. 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

GTE stated that they had adequate facilities for the expected service requirements into 2012 and 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 relative 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 levels of service standards. For other categories of public facilities (e.g., parks, water systems, etc.), appropriate levels 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.
IMPLEMENTATION

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INTRODUCTION

A plan is not very useful if it is not carried out. GMA requirements, along with annual and five-year updates, consistency requirements, etc., help ensure that long-range comprehensive plans are not collecting dust on the shelf.

Lynnwood wanted to go beyond the minimum requirements. During its first five-year update, three new optional Plan elements were added – one of which was “Implementation”. This was done to reinforce the need to follow through and also to provide a five-year Implementation Program which could be directly linked to the measurable objectives contained in other elements of the Plan.

The Implementation Element (and its background report) will continue to grow as the City gets more involved in activities that are intended to implement Plan proposals. The following sections are very brief summaries to provide guidance for collecting and refining additional information on these areas of interest.

Urban Growth & Annexation

The Growth Management Act (GMA) refers to cities as the most appropriate providers of urban facilities and services. Lynnwood abuts large areas of unincorporated “urban” areas, as designated by Snohomish County. So, it is expected that we will eventually annex a fair portion of those areas – as will other cities – and relieve the County of being the primary provider of urban services.

The annexation process is often difficult and cumbersome, but it’s the only way cities can grow. The extent and direction(s) are difficult to predict since those decisions are made by city councils, usually in response to citizen requests to annex. Growth ambitions of cities often change with the composition of their city councils.

In 1997, Lynnwood adopted a two-tiered growth map of “annexation priority areas”. The boundary extends to the city limits of Mill Creek and Mukilteo. Since those cities have their own growth ambitions, the result has been extensive boundary overlaps. Those conflicts need to be resolved so we can all plan in a coordinated manner.

To resolve the overlaps, Lynnwood is participating (Oct. 2001) with Snohomish County and neighboring cities to more clearly and reasonably delineate “Municipal Urban Growth Areas” (MUGA) within which each city will have greater responsibilities for planning and annexing. At this time, we intend to schedule a Planning Commission public hearing on a staff proposal in early 2002 and hope to have our new MUGA boundaries adopted during the 2002 Plan Amendment cycle.
**Intergovernmental Cooperation**

At the present time, there are several joint projects in progress in Snohomish County. Lynnwood is involved in most – if not all of them.

**The MUGA Process:**
The MUGA process (discussed earlier) has been in progress for more than a year. Lynnwood is centrally located and directly involved in growth area overlaps with several cities, including Mukilteo, Everett, Mill Creek, Bothell and Edmonds. Our cooperation in this effort is essential to its success and will, hopefully, result in new Municipal Urban Growth Areas for all affected cities during 2002.

**Annexation Transition Study:**
The process of transitioning lands from unincorporated to municipal – through the annexation process – has been difficult and anything but smooth. As cities annex, special districts are reduced in size and responsibility. Consequently, their tax revenues also decrease. The result has been routine appeals of most annexations by certain special districts who feel they should be compensated for their “losses”. The City is participating as a member of the steering committee for this important study and, hopefully, the major issues can be comfortably resolved.

**Urban Centers:**
Lynnwood’s Alderwood Mall and surrounding development is located in one of three major “subregional centers” in Snohomish County. In addition to these, the County has designated several smaller urban centers and is planning for their growth as important density and transportation nodes. One of these is located at the I-5/164th Street interchange which is within Lynnwood’s Urban Growth Area. Therefore, it is important to be involved in this early planning to ensure that our interests are reflected in the plan and subsequent development – which is likely to take place long before the center is annexed to Lynnwood.

**Buildable Lands:**
This program is required by GMA and has been ongoing for some time. Lynnwood has been participating in the program and conducted its own internal survey of buildable lands within our present City limits. Knowing our land capacity will be essential to future population allocations to most efficiently accommodate future growth throughout this region.

**Subarea Planning**

Small area planning within the City can occur between Comprehensive Plan amendments through the process of subarea planning. Subarea plans are prepared to follow the same guidelines as citywide comprehensive plans and are required to be consistent and help implement the citywide Plan. Lynnwood currently has two such plans in progress.

**The City Center:**
Lynnwood developed quickly as an urban sprawl bedroom community, served by strip commercial businesses and scattered shopping centers. It did not develop around a downtown. Since we have no traditional “downtown Lynnwood”, the City recently began work on a new City Center Plan which will result in adoption of a subarea plan for
retail commercial, office, entertainment, housing and other uses within the identified City Center area. The Plan is not yet complete, so we don’t know what the ultimate intensity might be, nor the residential density, types or total number of dwellings. The results of this plan may trigger further Comprehensive Plan amendments.

The College District
Three years ago (1998), Edmonds Community College contracted with a consulting firm to develop a new campus master plan. Lynnwood saw an opportunity to expand that project to include the neighborhoods adjacent to the college and eventually create a neighborhood or subarea plan – as recommended in the adopted 1995 Comprehensive Plan. The College District Plan was completed through a public process and was recommended by the Planning Commission in May 2000 for City Council adoption. Unfortunately, the City Council had changed since 1995 and no longer supported the adopted premises on which the plan was based. The Council was particularly concerned about the probable removal of older single-family houses to make way for a mixed-use center of retail, office and housing directly across the street from the campus entrance. The college supported the proposed Plan but, to date (Oct. 2001), the Council has not adopted it.

Concurrency Management
Lynnwood is continuing to work on concurrency matters. In December, 2000, the City Council adopted a new “Concurrency Management” section for the Transportation Element of the Comprehensive Plan. We have no concurrency ordinance but are continuing to look for ways to make the management program work effectively.

Plan/Zone Consistency
After six years of living with major Plan/Zone inconsistencies, Lynnwood has finally completed a major Consistency Review and has adopted a new citywide Zoning Map that is now directly consistent with the newly adopted Comprehensive Plan Map.

Implementation Program
The Implementation Element of the updated Comprehensive Plan now contains a five-year Implementation Program. It is essentially a simple table listing the “measurable objectives” that are targeted for completion within the following five years. The table provides the reader with a quick review of all major projects that are planned as well as the timing relationships between the projects.

Changes to individual measurable objectives within each of the Plan elements over the years will trigger a related change to this program. The Program, in turn, will be updated annually as part of the City’s annual Plan Amendment process.
GLOSSARY

Terms commonly used in urban planning and community development.

Prepared in support of the
Lynnwood Comprehensive Plan

Latest Revision:
September 27, 2001
GLOSSARY

Revised: September 27, 2001

Accessory: A use, building or other structure (or part thereof), which is subordinate and incidental to that of the main building, structure or use on the same lot. For example, a private garage is a common accessory use to a single-family home.

Accessory dwelling: A second dwelling unit on a premise occupied by a single-family detached dwelling. This unit is a separate and completely independent dwelling unit with facilities for cooking, eating, sanitation and sleeping.

Adequate public facilities: Facilities that have the capacity to serve development without decreasing levels of service below locally established minimums.

Adult family home: Regular abode of person(s) providing personal care, room and board to more than one but not more than six adults who are not related by blood or marriage to the persons providing such services, and whose home is licensed by the state as an adult family home. Not included in this definition are nursing and convalescent homes; boarding, lodging or rooming houses; hospitals, mental hospitals and residential treatment centers for the mentally ill.

Aesthetics: A design term that describes the visual quality of buildings and spaces within a townscape. Designers usually indicate a desired aesthetic result in their plans, and communities dictate site development and/or architectural controls to achieve a desired aesthetic appearance.

Affordable housing: Residential housing that is rented or owned by a person or household whose monthly gross housing costs, including utilities other than telephone, do not exceed thirty percent (30%) of the household's gross monthly income.

Annexation: The process of transferring an unincorporated area into the legal jurisdiction of a city.

Apartment hotel: A building providing accommodations for transient guests in which at least fifty percent of the gross habitable floor area is devoted to dwelling units.

Assisted housing: Owner-occupied or rental housing which is subject to restrictions on rents or sales prices as a result of one or more project based government subsidies. Assisted housing does not include holders of non-project based Section 8 Certificates.

Available public facilities: Facilities or services are in place or a financial commitment is in place to provide the facilities or services within a specified time. In the case of transportation, the specified time is six years from the time of development. [WAC 365-195-210]
Bicycle facility: An improvement designed to facilitate accessibility by bicycle, including bicycle trails, lanes, bikeways, storage facilities, etc.

Boarding house: An establishment with lodging, usually for five or more persons, where meals are regularly prepared and served for compensation and where food is placed upon the table family style, without service or ordering of individual portions from a menu. A boarding house does not contain individual dwelling units for independent living.

Buffer: 1. An area contiguous with a critical area that is required for the integrity, maintenance, function and stability of the critical area.

2. A land use that creates a spatial, visual and/or psychological separation between two other land use types, such as an open space area between residential and industrial areas. Land uses that create nuisances – such as fumes, traffic or noise – particularly require land use buffering.

Business Park: A "business or technical park" refers to a planned development of one or more buildings which displays unity and high aesthetic standards in architecture and in the choice of building materials, landscaping and other external features, and typically is occupied by several tenants, with emphasis on office uses, distribution, low intensity warehousing, and light fabrication and/or assembly.

Capital facilities: Streets, water, sewer and stormwater systems, fire and rescue facilities, governmental offices, law enforcement facilities, parks and recreational facilities, public open space, libraries and other similar facilities that are provided for public use or as a public service.

Capital Facilities Plan: A required element of the Comprehensive Plan that provides an inventory of existing capital facilities, a long-range forecast of future capital facilities needs and the projected funding to finance those needs.

Capital Facilities: Six-year Plan A six-year plan for capital expenditures that identifies and prioritizes each capital project, including anticipated start and completion dates, and allocates existing funds and known revenue sources. The six-year CFP is updated and adopted annually as part of the City Budget.

Capital Improvements: Projects to create, expand or modify a capital facility. The project may include design, permitting, environmental analysis, land acquisition, construction, landscaping, site improvements, initial furnishings, and equipment. Capital improvements are further defined for the CFP as the acquisition or improvement of land, equipment or structures that cost more than $40,000 and have a useful life of at least five years.

Citizen Participation: The involvement of individuals and community groups in the development and evaluation of government proposals and in decision making. (Citizen Participation is an essential ingredient in planning under Washington's Growth Management Act and...
helps ensure that projects are sensitive to community needs and interests.)

**Clean Air Act:** Federal legislation requiring air quality goals for urbanized areas and State Implementation Plans to ensure that urbanized areas are working toward achieving those goals.

**Cluster development:** A development design technique that concentrates buildings in specific areas on a site to allow the remaining land to be used for recreation, common open space, and preservation of environmentally sensitive areas. Reduced lot sizes or density bonuses are often offered in exchange for clustering.

**Commercial Use:** The use of a building, other structure or land for non-residential and non-personal use involving retail or wholesale sales, offices, entertainment or other similar uses.

**Community:**

1. A group of individuals who interact socially and have common ties and who are located in a defined geographic area, as in a neighborhood or a municipality. Alternatively, the term may define the physical area within which the defined population exists. In urban planning, community often refers to the geographic location, while in social planning it usually refers to the inhabitants.

2. A group that possesses a measurable set of social, cultural and/or economic characteristics that may be used to describe it. An ethnic group or a business group are examples.

**Community center:** A place, structure, area or other facility used for and providing religious, fraternal, social, and/or recreational programs generally open to the public and designed to accommodate and serve significant segments of the community.

**Comprehensive Plan:** The generalized coordinated land use policy statement of the City of Lynnwood that was adopted pursuant to RCW 36.70A. The Plan includes the City's vision and goals, the GMA required "elements", addresses the statewide planning goals, and provides the policy support for implementing regulations. The Plan includes both text and map.

**Commute Trip Reduction:** A requirement of the Washington State Clean Air Act that requires major employers to develop and implement programs that will reduce the number of times their employees drive alone to work. The initial goals were to reduce trip vehicle miles traveled per employee and single-occupant vehicles by 15 percent by 1995, 25 percent by 1997, and 35 percent by 1999.

**Concurrence:** A GMA requirement that the transportation facilities needed to maintain adopted level of service (LOS) standards for arterials and transit routes are available within six years of development. The procedural guidelines recommend that concurrence requirements be considered for other public facilities and services in addition to transportation.

**Condominium:** A method of property ownership consisting of an undivided interest in common with other purchasers in a portion of a parcel.
of real property, together with a separate interest in space in a residential building, such as an apartment structure, and may also include a separate interest in other portions of such real property. Condominium ownership may also be used in commercial and industrial applications.

**Conforming use:** A lawful use of land or structure which conforms to the uses and regulations of the zone in which such use is located.

**Conforming building:** A building designed to accommodate uses permitted in the zone in which it is located and conforming to the bulk requirements of the particular zone.

**Conservation easement:** An easement granting a right or interest in real property that is appropriate to retaining land or water areas predominately in their natural, scenic, open, or wooded condition; retaining such areas as suitable habitat for fish, plants, or wildlife; or maintaining existing land uses.

**Consistency:** A measure of whether any feature of the Plan or a regulation is incompatible with any other feature or a plan or a regulation. The GMA requires that the Plan be both internally and externally consistent.

**Countywide Planning Policies:** A GMA requirement that counties adopt policies in cooperation with the cities, adopt policies for joint urban growth planning, housing, transportation, essential public facilities, and economic development that are to be used as a framework for consistency between city and county comprehensive plans.

**Critical Areas:** Include the following areas and ecosystems: (a) wetlands; (b) areas with a critical recharging effect on aquifers used for potable water; (c) fish and wildlife habitat conservation areas; (d) frequently flooded areas; and (e) geologically hazardous areas.

**Debt Capacity:** The amount of debt that a city can incur. The State has set legal debt limitations for cities. However, a city also has practical limitations on its ability to issue debts that result from the need to obtain approval of the city’s voters, the cost of capital (interest rates), the desire to maintain a good credit rating, and other factors.

**Debt Financing:** A method of raising revenue for capital projects which involves a city selling tax-exempt bonds and incurring debt. The principal and interest in the bonds are repaid over time with property taxes or other revenues.

**Density:** The number of households, persons, housing units, jobs, or buildings per unit of land, usually expressed as "per acre". [PAS]

**Density, gross:** Density based on all lands within the boundaries of an area.

**Density, net:** Density measured after excluding streets, easements, water, open space, sensitive areas and other unbuildable lands.
Density Transfer: The transfer of unused development potential, either internally within a development or externally from one site to another. An example of internal density transfer is cluster development, where total average density remains unchanged but portions of the site are developed more intensively while other areas remain undeveloped.

Detached: See: “Single-family detached”

Detention: The process of collecting and holding back stormwater for delayed release to receiving waters.

Development: The division of a parcel of land into two or more parcels; the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure; any mining, excavation, grading, landfill, drainage, removal of vegetation, or disturbance of land or water; and use of land or water or the intensification or extension of the use of land or water.

Development regulations: The controls placed on development or land use activities by the City, including but not limited to, zoning ordinance, critical areas ordinance, shoreline master program, official controls, planned unit development ordinance, subdivision ordinance, and binding site plan ordinance together with any amendments thereto.

Director: Refers to the Director of Community Development or any representative authorized by the Director or the Mayor.

Down-zoning: A zoning classification change for a parcel of land to a category that permits less intensive development, such as from multiple-family residential to single-family. (The public sometimes views zoning changes that reduce the market value or environmental/aesthetic value of a property as down-zoning as well. If the perception of a change in zoning is negative – it’s often referred to as a down-zone.) In turn, a change in zoning that results in a category that permits more intensive development is usually considered “Up-zoning”.

Drainage Basin: An area which is drained by a creek or river system.

Duplex: A single structure containing two dwelling units, either side by side or above one another.

Dwelling: A building or portion thereof that provides living facilities for one or more households.

Dwelling unit: One or more rooms designed for independent living by one household and including provisions for living, sleeping, cooking and sanitation intended for use solely by that household.

Environmental Impact Statement: A document intended to provide impartial discussion of significant environmental impacts which may result from a proposed development project or problematic action. If the responsible official determines that a project or action may have a significant adverse effect upon the quality of the environment, the State Environmental Policy Act (SEPA) requires that an EIS be prepared. The purpose of the EIS is to provide the public
and government decision makers with information to be considered prior to determining a project's acceptability.

**Essential Public Facilities:** Public facilities that are typically difficult to locate, such as airports, state education facilities, state and regional roadways, state and local correctional facilities, solid waste facilities, in-patient facilities including substance abuse, mental health facilities and group homes.

**Fair Share (Housing):** The distribution of low- and moderate-income housing among the various municipalities in a metropolitan region. The concept calls for each locality to provide for a proportionate amount of housing for current and expected lower-income residents of the region, usually by addressing land use policies that prevent or restrict the development of multifamily or relatively higher density housing. The concept was a response to increasing concentrations in central cities of the poor and minority groups, who were unable to find housing in suburban areas.

**Fair Share Methodology:** A method developed by Snohomish County and its cities to equitably distribute low- and moderate-income housing among the cities and unincorporated areas of the county. It is intended to ensure that concentrations of lower-income housing do not continue to adversely impact a few areas in the county.

**Floor area ratio:** Determined by dividing the gross floor area of all buildings on a lot by the area of that lot.

**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.

**Greenbelt:** A planting of evergreen trees and/or shrubs designed and maintained to prevent a through and unobscured penetration of sight, light, and sound.

**Growth Mgmt. Act:** The legislative act enacted by the 51st Legislature during the 1990 session related to the management of growth in the state's most populated and rapidly growing counties and cities. Enacted as ESHB 2929, the Growth Management Act (GMA) requires comprehensive planning, consistent regulations to implement the plans, specifically required plan "elements", the definition and regulation of critical areas, and establishment of deadlines for the preparation of plans and regulations.

**High-capacity transit:** Any transit technology that operates on separate right-of-way and functions to move large numbers of passengers at high speeds, such as bus ways, light rail and commuter rail.

**High-occupancy vehicle:** Generally, a vehicle carrying more than one person, including a carpool, vanpool or bus.

**Home occupation:** The operation of a business from a dwelling, when the business is clearly incidental to the primary residential use of the dwelling and which in no manner compromises the residential character of the neighborhood in which the dwelling is located.
**Homeowners association:** A formally constituted non-profit association or corporation made up of the property owners and/or residents of a fixed area; may take permanent responsibility for costs and upkeep of semiprivate community facilities.

**Household:** All persons who occupy a housing unit that is intended as separate living quarters and having direct access from the outside of the building or through a common hall. The occupants may be a single family, one person living alone, two or more families living together, or any group of related or unrelated persons who share living arrangements.

**Housing for elderly:** A building or group of buildings containing dwellings where the occupancy of the dwellings is restricted to persons 60 years of age or older or couples where either the husband or wife is 60 years of age or older. This does not include convalescent or nursing facilities.

**Housing type:** Classification of residences by style or type of construction, such as manufactured home or townhouse; or based on the number of dwelling units in a single structure such as single-family, duplex, multiple-family, group quarters, boarding house, etc.

**Incentive Zoning:** Zoning provisions in which developers receive bonuses, typically permission to build at a higher density or higher floor area ratio, in exchange for offering certain types of amenities that the community considers important.

**Industrial park:** A planned development of one or more buildings which displays unity in architecture and high standards of aesthetic considerations in architecture and in the choice of building materials, landscaping and other external features and typically is occupied by several tenants, most of which combine their business offices with warehousing and/or light manufacturing (such as fabrication or assembly), the major emphasis of the industrial park being warehousing and distributing.

**Industry, heavy:** Uses engaged in the basic processing and manufacturing of materials or products predominately from extracted or raw materials, or a sue engaged in storage of, or manufacturing processes using flammable or explosive materials, or storage or manufacturing process that potentially involve hazardous or commonly recognized offensive conditions.

**Industry, light:** Uses engaged in the manufacture, predominantly from previously prepared materials, of finished products or parts, including processing, fabrication, assembly, treatment, packaging, incidental storage, sales, and distribution of such products, but excluding basic industrial processing.

**Infill Development:**

1. Development of housing or other buildings on vacant sites in already developed areas.

2. Residential or nonresidential development that occurs on vacant sites scattered throughout the more intensely developed areas of municipalities. Generally, these sites are vacant because they were once considered of insufficient size for
development, because an existing building on the site was
demolished or because there were other, more desirable sites
for development. Despite the normally higher cost per dwelling
unit or per square foot of building on these sites, as land
becomes scarce, such development occurs because of market
demand.

**Issues:**

Statements of concern, interest or conflict that are addressed,
affirmed or resolved through the implementation of policies
and/or proposals.

**Land Use Plan Map:**

The officially adopted Land Use Plan Map that delineates the
intended location and distribution of various land uses
throughout the City for the 20-year planning period. The map
may also include unincorporated lands within the City's Urban
Growth Area that may be subject to annexation.

**Level of Service (LOS):**

A measure of a public facility or service's operational
characteristics used to gauge its performance.

**Manufactured Home:**

A single-family dwelling that is typically built in a factory to the
"HUD Code", which became effective on June 15, 1976, and
which bears the state or federal agency insignia indicating
compliance with all applicable construction standards. These
units are transported to their sites in one or more sections and
typically sited on leased spaces within manufactured home
parks, in subdivisions, or on individually owned lots in residential
neighborhoods.

**Manufactured Home Development:**

A site developed as a planned unit development (PUD) in
accordance with LMC Title 21.12, exclusively for the permanent
placement of manufactured homes.

**Manufactured/Mobile Home Development:**

An existing site that has been developed for the placement and
year-round occupancy of manufactured homes, mobile homes,
or any combination thereof, but not including recreational
vehicles.

**Median Income:**

The income level that divides the income distribution into two
equal parts, one having incomes above the median and the
other having incomes below the median. For households and
families, the median income is based on the distribution of the
total number of units including those with no income.

**Mixed Use Development:**

A project in which a variety of complementary land uses are
planned and constructed in one coordinated development. A
typical mixed-use project might include high intensity office
buildings and residential apartments or condominiums over
street-level retail shopping areas, with parking structures and
public transit facilities. Others include hotels, theaters, parks
and other uses.

**Mobile Home:**

A transportable, factory-built dwelling unit, designed to be
occupied as a year-round residence, and constructed after
January 1, 1968 and prior to June 15, 1976. Mobile homes bear
the insignia of the Washington State Dept. of Labor and Industries, but are not expected to fully comply with the "HUD Code". Mobile homes without the insignia are nonconforming structures.

**May:**
When a policy statement or regulation contains the word "may", it is intended to express opportunity or permission, rather than mandate a particular action or activity. See also: "Shall" and "Should"

**Mixed use:**
The presence of more than one category of use in a structure. For example, a mix of residential units and offices in the same building.

**Multi-family Dwelling:**
A structure or portion of a structure containing two or more dwelling units, including duplex, triplex, apartments, condominiums, flats, lofts, or other multi-unit variations, but not including a single-family dwelling with an accessory dwelling unit.

**Multi-family use:**
A structure or portion of a structure containing two or more dwelling units.

**Multimodal:**
Refers to a facility, place, district, etc., that has access to a variety of travel modes, such as pedestrian, bicycle, public transit, automobile, etc. A multimodal terminal is a facility at which two or more modes interconnect.

**Neighborhood:**
A generally identifiable geographic area within a larger urban area, defined largely by perceptions of boundaries, institutions, landmarks, unifying districts, common areas, churches, cultures, parks, schools and other characteristics that help define the neighborhood physically and socially. A neighborhood may be a small residential area of a few hundred people or a large area with thousands of residents and a wide variety of interrelated land uses and activities.

**Non-point Source:**
Refers to pollution that enters water from dispersed and uncontrolled sources, such as surface runoff, rather than through pipes. Also see: "Point source"

**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.

**Objective:**
A desired result of public action that is specific, measurable, and leads toward the achievement of a goal.

**Office park:**
A large tract of land that has been planned, developed, and operated as an integrated facility for a number of separate office buildings and supporting ancillary uses with special attention given to circulation, parking, utility needs, aesthetics, and compatibility.

**Open space:**
Any parcel or area of land or water essentially unimproved and set aside, dedicated, designated, or reserved for public or private use or enjoyment or for the use and enjoyment of...
owners, occupants, and their guests of land adjoining or neighboring such open space. (Open space is often viewed as a positive attribute – not merely the absence of development. In suburban communities, it also performs such valuable functions as helping to preserve ecologically important natural environments and helping to shape urban form and contain urban sprawl.)

Open space, common: Open space within or related to a development, not in individually owned lots or dedicated for public use, but which is designed and intended for the common use or enjoyment of the residents of the development.

Open space, required: A portion of the area of a lot or building site, other than required yards, which is required to be maintained between buildings, between wings of a building, and between buildings and other areas, and are generally required to remain free and clear of buildings and structures and to remain open and unobstructed from the ground to the sky.

Park: Any public or private land available for recreational, educational, cultural, or aesthetic use.

Park and Ride Lot: A parking lot where public transit or rideshare riders can leave their cars and ride a carpool, vanpool, bus or train to another location.

Peak hour: One-hour interval within the peak period when travel demand is usually highest, e.g., 4:30 – 5:30 PM.

Pedestrian facility: An improvement designed to facilitate accessibility by foot or wheelchair, including sidewalks, curb ramps, crosswalks, overpasses and under-crossings, etc.

Pedestrian friendly: Development designs that encourage walking by providing site amenities for pedestrians. Pedestrian friendly environments reduce auto dependence and may encourage the use of public transportation.

Pedestrian orientation: An area where the location and access to buildings, types of uses permitted on the street level, streetscape and storefront design are based on the needs of the customers on foot.

Permitted use: A use that is allowed outright.

Planned Residential Development [PRD]: A design technique (commonly used by Snohomish County and other jurisdictions) which allows a land area to be planned and developed as a single entity containing one or more residential clusters or complexes which can include a wide range of compatible housing types. Appropriate small scale commercial, public or quasi-public uses may be included if such uses are primarily for the benefit of the residential development and the surrounding community. A residential density bonus is allowed in exchange for dedication of a minimum amount of passive and active open space for the use and enjoyment of the development’s residents.
Planned Unit Development [PUD]: A "Planned Unit Development", or PUD, is a mechanism by which the City may permit a variety in type, design, and arrangement of structures and enable the coordination of project characteristics with features of a particular site. A PUD allows for innovations and special features in site development, including the location of structures, conservation of natural land features, conservation of energy, and efficient utilization of open space.

Planning Commission: Refers to the Lynnwood Planning Commission which is the primary advisory body to the City Council on planning activities within the City, including serving as the primary public forum for amendments to the Comprehensive Plan.

Planning process: The sequential procedure of developing a comprehensive plan, including the formulation of goals, policies, proposals and implementation actions to attain the goals and vision of the plan.

Point source: A source of pollutants from a single point of conveyance, such as a pipe. For example, the discharge pipe from a sewage treatment plant is a point source. Also see: "Non-point source"

Policy: Specific direction for decisions, programs and projects needed to implement the objectives and ultimately achieve a goal.

Pollutants: Contaminants that adversely alter the physical, chemical, or biological properties of the environment. Pollutants can include solid waste, sewage, garbage, sewage sludge, and municipal waste discharged into water.

Procedural guidelines: Chapter 365-195 WAC includes procedural criteria to assist counties and cities in adopting comprehensive plans and development regulations that meet the goals and requirements of GMA. Along with listing the requirements of GMA, this document sets forth recommendations for meeting the requirements.

Public facilities: Public facilities include streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, domestic water systems, storm and sanitary sewer systems, parks and recreational facilities and schools.

Public services: Public services include fire protection and suppression, law enforcement, public health, education, recreation, environmental protection, and other governmental services.

Puget Sound Regional Council: Formerly the Puget Sound Council of Governments, the PSRC is a regional planning organization for growth and transportation issues in King, Kitsap, Pierce and Snohomish Counties. Under federal transportation law, the Council is the Metropolitan Planning Organization (MPO), responsible for regional transportation planning and programming of federal transportation funds in these counties.

Right-of-way: Land owned by a government, or an easement over the land of another, used for roads, ditches, electrical transmission lines, pipelines or other public facilities.
Glossary

Riparian: Of, or pertaining to, the banks of rivers, streams or lakes.

Scenic corridor: A strip of land on each (or either) side of a stream or roadway that is generally visible to the public travelling on such route. Scenic easements are often used to limit development in order to preserve unique or unusual views along scenic corridors or other scenic areas.

Sensitive areas: Those areas designated by Lynnwood Sensitive Areas Regulations in the Lynnwood Municipal Code. These areas have existing site conditions which require development standards to minimize specific on-site and off-site hazards and adverse environmental impacts such as stream siltation, hill slide, and destruction of wildlife habitat. Sensitive Areas include wetlands, streams, geologic hazards, aquifer recharge areas, flood hazards, wildlife habitats and their associated buffers.

Shall: When the term "shall" is used, the related action is mandatory or imperative. See also: "May" and "Should"

Should: When the term "should" is used, the related action is permissive or discretionary. See also: "May" and "Shall"

Single-family attached: Two adjacent single-family dwellings on separate lots that share a common wall at their mutual property line.

Single-family detached: Single-family dwellings on the same or separate lots that are not physically attached to each other.

Single-family Dwelling: A structure containing one dwelling unit and no more than one accessory dwelling unit, on its own lot and not attached to any other principal structure.

Single-occupant vehicle: An "SOV" is a vehicle carrying only one person.

Snohomish County Tomorrow: A joint planning process of the county, its cities and towns, and the Tulalip Tribes to guide effective growth management and to meet the requirements of the GMA for coordination and consistency among local comprehensive plans.

Special needs housing: Housing that is provided for persons and their dependents who, by virtue of disability or other personal factors, face serious impediments to independent living and who require special assistance and services in their residences.

Sprawl (urban): The uncontrolled growth of urban development into previously rural areas. It usually refers to a mixture of land uses occurring in an unplanned pattern and is generally identified with the outward suburban growth of cities. (Urban sprawl has been strongly criticized as an unattractive and inefficient use of land and resources, causing excessive infrastructure costs related to the extension roads and other utilities into remote areas. A primary objective of Washington’s GMA is to prevent this pattern of development.)

Stormwater: Water that is generated by rainfall and is often routed into drain systems in order to prevent flooding.
Street: Collector: A street that collects and distributes traffic from higher use arterials (principal and minor) to local streets or directly to traffic destinations. Collectors also serve short trips within the same neighborhood.

Street: Local: A street which provides for localized traffic circulation, access to nearby arterials, and access to neighborhood land uses.

Street: Minor Arterial: An arterial street that serves as a distributor of traffic from a principal arterial to collect local streets, directly to secondary traffic generators such as community shopping areas and high schools, and serves trips between neighborhoods.

Street: Principal Arterial: An arterial street that connects regional arterials and interstates to major activity areas and directly to traffic destinations. Principal arterial is the most intensive arterial classification, serving major traffic generators such as the major shopping and commercial districts, and moving traffic between communities.

Subdivision: The division of a parcel of land into two or more parcels. Subdivisions are classified as either short subdivisions (or "short plats"), and subdivisions, based on the number of lots created.

Surface waters: Streams, rivers, ponds, lakes or other waters designated as "waters of the state" by the Washington Dept. of natural Resources in WAC 222-16-030.

Transit: Public transportation that includes public bus, trolley and light rail systems, but not vanpools.

Transitional use: A permitted use or structure that by nature or level and scale of activity acts as a transition or buffer between two or more incompatible uses.

Urban services: Urban governmental services or "urban services" include those public services and public facilities at an intensity historically and typically provided in cities, specifically including storm and sanitary sewer systems, domestic water systems, street cleaning services, fire and police protection services, public transit services and other public utilities associated with urban areas and normally not associated with rural areas.

Urban Growth: Growth that makes intensive use of land for the location of buildings, structures, and impermeable surfaces to such a degree as to be incompatible with the primary use of land for the production of food, other agricultural products, fiber, or the extraction of mineral resources, rural uses, rural development, and natural resource lands. Urban growth typically requires urban governmental services.

Urban Growth Area: An area designated by a county, per RCW 36.70A.110, within which urban growth shall be encouraged and outside of which growth can occur only if it is not urban in nature. A UGA may include one or more cities and adjacent territory that is already characterized by urban growth or that is needed to accommodate OFM's projected urban growth over the succeeding twenty-year period.
Use: The purpose for which land or a building is designed, arranged or intended, or for which it is occupied or maintained, let or leased.

Vision 2020: The adopted regional growth strategy that describes linking high-density residential and employment centers throughout the region by high capacity transit, and promoting a multimodal transportation system. Vision 2020 was originally adopted in 1990 by PSCOOG and has since been updated by PSRC.

Wetland: An area that is inundated or saturated by surface water or ground water at a frequency or duration sufficient to support a prevalence of vegetation typically adapted for life in saturated soils conditions. Wetlands generally include swamps, marshes, bogs and similar areas but do not include artificial wetlands intentionally created from non-wetland sites, such as irrigation and drainage ditches, grass-lined swales, canals, detention ponds and landscape amenities. Wetlands may also include artificial wetlands that were intentionally created to mitigate conversion of wetlands. [see: LMC 17.10.030-W]

Wildlife Habitat: Predominantly undisturbed areas of natural vegetation and/or aquatic systems used by, and necessary for the survival of wildlife.

Zero lot line: The location of a building on a lot in such a manner that one or more of the building’s sides rests directly on a lot line.

Zone: An area accurately defined as to boundaries and location on an official map and within which area only certain types of land uses are permitted, and within which other types of land uses are excluded, as set forth in LMC Title 21.

Zoning: Regulations that manage the use and development of land throughout the city and that consists of a text and map. All development regulations must be consistent with the City’s Comprehensive Plan.

Zoning, inclusionary: A technique applied to new housing developments in which a certain portion of the units being constructed area set aside to be affordable to low- and moderate-income home buyers. This may be applied to both rental and owned units, and single- or multi-family projects.

Zoning Map: The officially adopted Zoning Map that depicts the locations of specific land use classifications (zones) throughout the City, within which the City’s zoning regulations are applied.