

# Lynnwood

Incorporated in 1959, the City of Lynnwood is a mid-sized suburban city located about 16 miles north of Seattle. With a 2010 population of 35,836, Lynnwood is the third largest city in Snohomish County. The city is the commercial center of south Snohomish County, characterized by a regional serving transit center, a large regional shopping center (Alderwood Mall), areas of retail development along major arterials, a large community college, a growing employment center, and single-family neighborhoods. The city has a region-serving convention center with a growing lodging sector. The Lynnwood area was developed in the early 1900s as a demonstration farm called Alderwood Manor, and became a stop on the Seattle-Everett Interurban rail line. During this time, the city grew in the area of the Interurban, which is in the vicinity of today's I-5. Following the closure of the Interurban, automobile-oriented development in Lynnwood boomed along Highway 99. With the construction of I-5 in the 1960s, the city's commercial center began to shift from Highway 99 to the emerging center adjacent to the freeway, culminating in the development of the Alderwood Mall in the 1970s. Today the central part of Lynnwood is a major suburban shopping destination, and the city has completed land-use planning to focus future residential and employment growth in the regional center and the City Center sub-area.

The Lynnwood regional growth center is located at the convergence of I-5 and I-405. It is approximately 16 miles north of Seattle, 13 miles south of Everett, and is the only designated center on I-5 between Seattle Northgate and Everett. The center is characterized largely by retail including the Alderwood Mall district and retailers in the vicinity along major arterial streets. The center has a diverse employment base with medium density housing and higher density housing proposed. The Lynnwood center has excellent access to the freeways and currently offers an array of transit opportunities including Community Transit bus service at the Lynnwood Transit Center and Park & Ride, Community Transit Route 196 that connects WA State Ferry service, and bus rapid transit on Highway 99. Transit access is planned to be enhanced dramatically with the opening of the Lynnwood Link Light Rail at the existing Park & Ride facility and Bus Rapid Transit along 196th Street SW, both in the planning stages. The Lynnwood Link is proposed to open in 2023.

## Acreage, Density & Mix of Activity

Lynnwood is medium-sized regional growth center in terms of total gross acreage (764 acres) with a net developable acreage of 613 acres (80% of gross acres). In terms of its role in the city overall, Lynnwood contains 15 percent of the city's land area, 8 percent of the population, 9 percent of the housing, and 46 percent of the employment.

## 2010 Summary Statistics

| Land Use                    |          |
|-----------------------------|----------|
| Gross acreage               | 764      |
| Average block size (acres)  | 15.5     |
| Average parcel size (acres) | 2.3      |
| Mix of Uses                 |          |
| Population/Employee ratio   | .26 : 1  |
| Population+Employee/acre    | 17.4     |
| Population                  |          |
| Total population            | 2,767    |
| Population density/acre     | 3.6      |
| Change (2000–2010)          | -346     |
| Housing                     |          |
| Total housing units         | 1,334    |
| Housing unit density/acre   | 1.7      |
| Change (2000–2010)          | -122     |
| Employment                  |          |
| Total employment            | 10,553   |
| Employment density/acre     | 13.8     |
| Change (2000–2010)          | -141     |
| Transportation              |          |
| Housing access to transit   | 50%      |
| Employee access to transit  | 65%      |
| Work-based mode share       |          |
| SOV / HOV                   | 78% • 8% |
| Walk & Bike / Transit       | 4% • 9%  |

## Urban Amenities

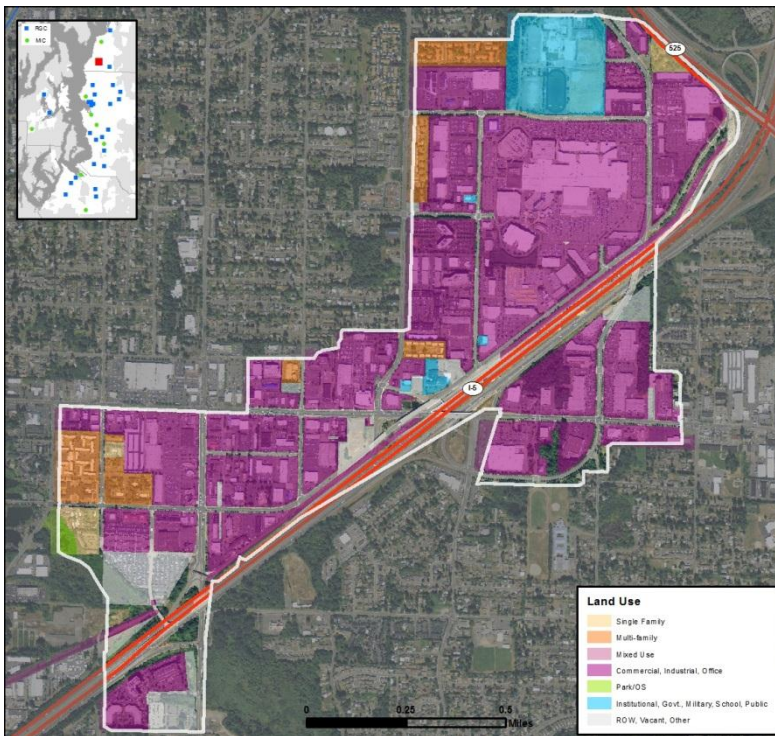
| Food & Drink                    |    |
|---------------------------------|----|
| Restaurants                     | 71 |
| Grocery                         | 5  |
| Cafes & Bars                    | 20 |
| Home Supplies & Services        |    |
| Pet Supplies                    | 3  |
| Laundry & Haircuts              | 13 |
| Home supplies                   | 13 |
| Clothing & Shoes                | 67 |
| Banks                           | 15 |
| Arts & Recreation               |    |
| Spectator Sports                | -  |
| Fitness & Outdoors              | 14 |
| Electronics & Toys              | 13 |
| Bookstores & Libraries          | 2  |
| Arts & Culture                  | 2  |
| Public & Civic Services         |    |
| Social Services                 | 4  |
| Schools & Childcare             | 2  |
| Police, Fire, Postal, City Hall | -  |
| Pharmacy                        | 2  |
| Healthcare                      | 46 |
| Residential Care Centers        | 1  |

Compared to centers as a whole, Lynnwood has a relatively small number of total activity units (13,320), with mostly employment-oriented activity (79% jobs/21% residents) and moderately-low density of activity (17.4 units per gross acre).

### Urban Form

Lynnwood's average parcel size is 2.3 acres, which is larger than the average size for growth centers. Lynnwood provides a challenging pedestrian environment, with a nearly complete network of sidewalks (94% coverage) but large super-blocks at a 15.5-acre average size.

The presence of amenities is an important aspect of urban form. Lynnwood has a moderate set of urban amenities (293 total amenities / 0.38 amenities per gross acre). Food/Drink (37%) and Home (35%) represent the largest amenity categories, with specific concentrations in Restaurants, Clothing/Shoes and Healthcare.

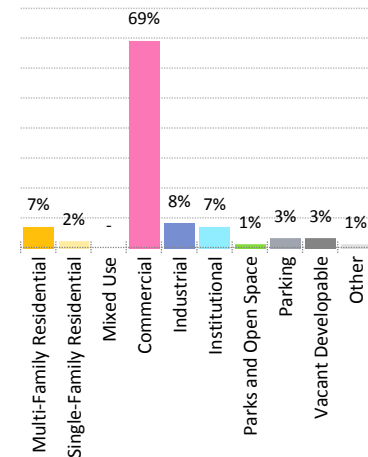


### Land Use

Lynnwood is dominated by just a few current land uses. They are predominantly commercial uses (77%) in terms of total net land area. The major land uses are commercial (69%), industrial (8%), multi-family residential (7%) and institutional (7%). Over the past 30 years, retail and office development (including the Fisher Business Center) has been built around the mall. More recently, growth has jumped to the southeast side of I-5 at both ends of the center, including the Embassy Suites Hotel, a new 50,000 square foot corporate headquarters planned for expansion to 100,000 square feet and the expanding commercial/retail area along SW 196th Street. In addition to Alderwood Mall, the center contains several community-scaled

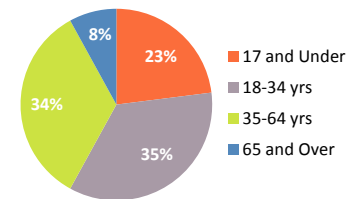
### Current Land Use

(613 net acres)



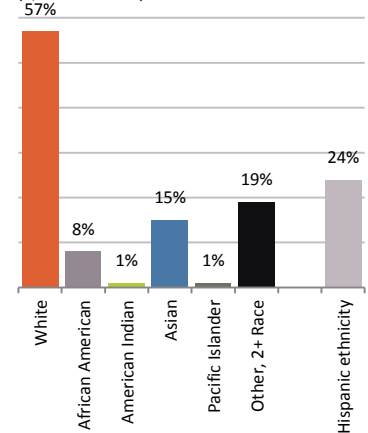
### Age of Residents

(2,767 residents)



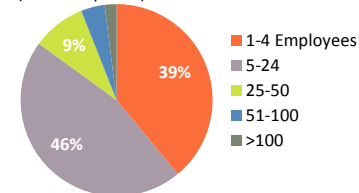
### Racial/Ethnic Composition

(2,767 residents)



### Size of Businesses

(718 workplaces)



shopping centers, wholesale and specialty outlets, theaters and restaurants. Directly north of Alderwood Mall is the proposed Lynnwood Place mixed-use project comprised of retail, recreation, services, and housing.

### Demographics

The total population in the Lynnwood regional growth center is 2,767, decreasing by 346 residents from 2000 to 2010. Inconsistencies between the 2000 and 2010 Census blocks boundaries account for some of this population change. The center has more working age residents than the region as a whole, with a high share of youth (23%) and a smaller share of seniors (8%). The age of residents is evenly divided between the 18-34 and 35-64 categories (69% for both age groups combined). At 43 percent, Lynnwood's racial diversity is significantly greater than the region's 27 percent share of non-white residents. The groups with the highest shares in Lynnwood are White (57%), Other (19%), Asian/Pacific Islander (15%), and African American/Black (8%). Twenty-four percent of residents identify as Hispanic.

### Employment

The total employment in Lynnwood's center is 10,553, and it decreased by 141 jobs from 2000 to 2010. The major industry sectors are Retail (43%), Services (40%) and Finance, Insurance and Real Estate (10%). The largest employers in this center are retailers operating in and around the Alderwood Mall.

### Housing

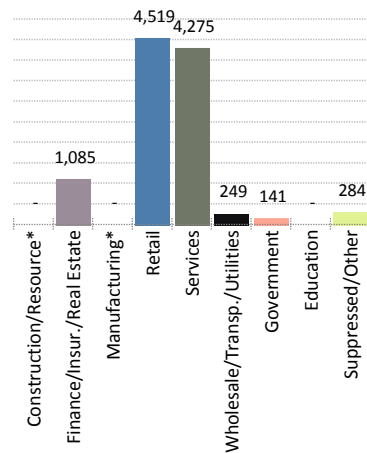
The Lynnwood regional growth center has 1,334 total housing units, with a density of 1.7 housing units per gross acre. From 2000 to 2010, housing decreased by 122 units (8% decrease). Inconsistencies between the 2000 and 2010 Census blocks boundaries account for some of this decrease in housing. Based on Census Block Group data, Lynnwood has a large share (50%) of single family and 2- to 4- unit multifamily dwellings and a significant share of 5- to 19- and 20+ unit multifamily (49%). In terms of unit affordability, Lynnwood's owner-occupied housing tends to be about equally expensive as the region as a whole (based on Census Block Group data). The center's share of units under \$300,000 is 22 percent, whereas the region's share is 38 percent. The center's share of units over \$500,000 is 14 percent, whereas the region's is 25 percent.

### Transportation

For work-based trips, the Lynnwood regional center's travel characteristics are similar to the region as a whole. The region's single-occupant vehicle (SOV) share is 76 percent, while the center's share is 78 percent. The region's non-SOV share is 24 percent, with 10 percent in transit and 5 percent in walk/bike. The center's non-SOV share is 21 percent, with 9 percent in transit and 4 percent in walk/bike. Total daily trips from the Lynnwood center are slightly focused on destinations in regional centers (18% of all trips); this includes trips that stay within the center (12%) and trips that go to other centers (6%).

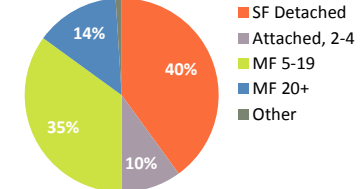
### Jobs by Sector

(10,553 jobs)



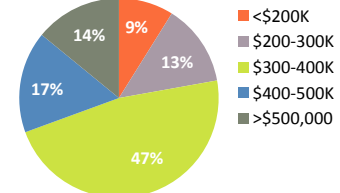
### Housing Units by Type

(3,546 units)

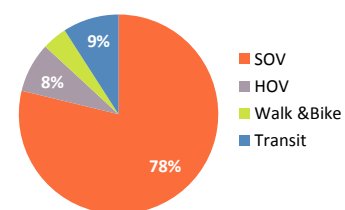


### Value of Owner-Occupied Units

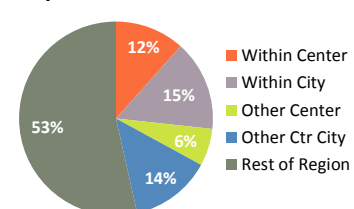
(1,434 units)



### Mode Shares



### Trip Destinations



In terms of employee access to transit, Lynnwood has partial access, with 65 percent of employees within a 1/4 mile walk of transit. For the 1/2 mile walkshed, the center has complete levels of employee access to transit (100%). For residential, Lynnwood has limited access, with 50 percent of housing units within a 1/4 mile walk of transit. Looking at the 1/2 mile walkshed, the center has complete levels of residential access to transit (100%).

### **Plan Overview**

Lynnwood's *City Center Sub-Area Plan* was first adopted in 2005 and most recently updated in 2007. The stand-alone plan discusses the history of the area, plan objectives, existing conditions, goals and policies, development concepts, and redevelopment potential. The plan aims to transform the existing land use pattern characterized by auto-oriented development and suburban strip shopping centers into a pedestrian-friendly, compact and mixed-use community. Lynnwood's City Center represents a large portion of regional growth center, approximately located south of 194th Street SW, north and west of I-5 and east of 48th Ave. W, but does not address the entire extent of the center.

The plan divides the city center into three districts – West End, City Center Core and North End. The West End will be a mixed-use urban neighborhood with relatively dense housing, offices, retail, city services, and significant public spaces and is home to the Lynnwood Transit Center and proposed Lynnwood Link Light Rail in 2023. The Core District will have the most intensive commercial development, along with the new convention center, housing and hotels. Ground floor commercial will be encouraged, and new streets will be added to create smaller blocks, along with “unique public spaces,” such as a pedestrian promenade. The North End is characterized by lower intensity commercial and residential development than the Core district and will provide a gateway to and from the City Center from I-5 and nearby I-405. The economic downtown beginning in 2008 have influenced the pace of private investment in the City Center. Northeast of the city center will transition to the Alderwood District with a proposed development of mixed-use development, and vehicular and pedestrian connections.

### **Comparison to Center Plan Checklist**

The city's primary center planning document was reviewed to evaluate the extent to which the plan addresses topics in the PSRC Regional Center Plan Checklist. This policy-level review of the current plan is intended both to provide preliminary assessment of consistency of the plan with center guidelines and to evaluate the Regional Centers Checklist for any potential improvements.

Many aspects of the Regional Growth Center Plan Checklist are well addressed throughout the plan. The plan establishes a clear vision for the future of the center, provides information from a market assessment, and notes that the city will regularly monitor market trends in the center. The plan does an excellent job addressing current and planned public services, including descriptions of sanitary sewers, water, storm drainage, and power, communications and gas utilities. The public services section is the best developed to date for a regional growth center and can serve as a model for other center plans. Environmental aspects of the checklist are addressed, including policies to expand parks and open space and address stormwater detention. Policies are included to adopt design standards towards a more pedestrian-friendly environment. The plan discusses existing economic conditions in the regional center, which is focused mainly on retail, finance, insurance and real estate (FIRE), and government-educational employment. The center anticipates growth in office uses over the life of the plan. The plan states that local funding is to be prioritized to achieve the goals of the *City Center Sub-Area Plan*. Most of the Transportation 2040 Physical Design Guidelines are addressed, including comprehensive policies around parking management. Population and employment targets and mode split goals for the center have been addressed in other planning documents.

The plan meets many of the existing expectations of the Regional Growth Center Plan Checklist, though there are aspects that the subarea plan does not address or that could be strengthened in future updates. Discussion of housing is limited, and could be strengthened with discussion of implementation strategies and

monitoring. While some existing policies may help achieve improvements in air quality or reduction in greenhouse gases, the plan doesn't explicitly address these topics.

### **Planning Challenges**

As noted by the city in its November 2009 presentation to the Growth Management Policy Board, as well as a 2011 survey, the Lynnwood center's challenges include addressing the lack of market demand, economic conditions, and lack of infrastructure funding programs in Washington. The city also identified fragmented parcel ownership, oversupply of parking, and congestion as issues in the center.

Lynnwood has employed strategies to address challenges and plan for the success of its center. Regulatory mechanisms have included zoning with flexible development standards, no maximum lot coverage, maximum building heights up to 350 feet, and density bonuses for developments that provide public amenities or incorporate other characteristics into development plans. The city authorized Multi-Family Tax Exemption for new residential development and a limited Transportation Impact Fee waiver for projects within the City Center sub-area that meet the designated public purposes. A planned action environmental impact statement was prepared for the city center subarea. A similar approach is proposed for the Lynnwood Place project located in the Alderwood district directly north of the mall.