



## Puget Sound Regional Council

### 2024 FHWA REGIONAL COMPETITION: PROJECT SPONSOR FOLLOW-UP QUESTIONS

AGENCY: Lynnwood

PROJECT: Poplar Way Extension Bridge

**Question #1:** Please identify the HOP typology associated with your project's location along with the policies that currently exist that fall under the 3 categories (Supply, Stability, and Subsidy) for this typology.

**Answer #1:** There are three HOP typology designations associated with the project area, based on the same Census Tracts identified in the Identification of Population Groups section, which include:

- Tract 514.02 (northwest side of I-5) - Improve Access & Affordability = higher displacement risk/lower opportunity risk
- Tract 517.02 (northwest side of I-5) - Improve Access & Housing Choices = moderate displacement risk/lower opportunity risk
- Tract 518.02 (northwest side of I-5) - Transform & Diversify = moderate displacement risk/higher opportunity risk
- Tract 519.29 (southeast side of I-5) - Improve Access & Housing Choices = moderate displacement risk/lower opportunity risk

The Land Use Element of this Comprehensive Plan calls for the majority of future population and 10 employment growth to occur within the Lynnwood Regional Growth Center.

- Finding LU-8.
  - With regard to accommodating the 2035 population and employment growth targets, the City has determined that ample land capacity for population and employment growth exists in and around Alderwood Mall. Properties in this area, predominantly zoned either PRC or PCD, are adequate in size to accommodate new construction. Most properties are improved with one-story buildings and surface parking. The Mall area is within the Lynnwood Regional Growth Center designated by VISION 8 2040. Currently, any properties in this area have an improvement value to land value ratio of approximately 1:1. With approval of Ordinance 3090 in 2014, the City Council repealed certain regulatory barriers to mixed-use development in the PRC and PCD zones.

The RGC is the fastest growing area of Lynnwood. Adding an additional connection to improve access throughout the RGC will allow for increased flow throughout the other portions of the RGC. For example, when the City Center Light Rail station opens, there will be a large increase in traffic flow on 200<sup>th</sup> and 44<sup>th</sup>, having an additional way to move throughout the city will ease strain and tensions surrounding additional traffic. The increased connectivity will also open the portions of the RGC south of I-5, providing opportunities for housing development where there was once low connectivity.

**Tract 514.02: Improve Access & Affordability = higher displacement risk/lower opportunity risk**

**Lynnwood Policies:**

2015 Comprehensive Plan-

- Table LU-6:
  - High density housing in, “locations: a) with good access to arterial and collector streets; b) in close proximity to transit service and to goods and services; and c) within or near the Regional Growth Center or the College District.”
- Policy CC-18.12:
  - “Continue to concentrate compact, mixed-use, walkable transit-oriented centers, specifically within the Regional Growth Center.”
- Land Use Assumptions:
  - “The City of Lynnwood has the largest concentration of employment and housing in Southwest Snohomish County, including a designated Regional Growth Center.”
- Finding H-9.
  - Higher density and mixed-use projects in activity centers will contribute to the City's projected housing needs as well as the realization of redevelopment strategies for areas such as ... the Regional Growth Center focused around the Alderwood Mall.”

2021 Housing Action Plan-

- Lynnwood Housing Action Plan - Strategy number 2, Description:
  - Updates to city regulations and design standards can reduce inconsistencies and support flexibility. This will streamline the development process and reduce pass-through housing costs. Lynnwood's subarea planning efforts focus on specific areas (Regional Growth Center, City Center, Highway 99, College District, and South Lynnwood) to create a shared vision.

The Poplar Way Bridge will increase access throughout the RGC, providing opportunities for increased housing access south of I-5. The decrease in transit times (all forms of transit) will allow for a greater connection within the RGC. The greater connection across I-5 creates the opportunity to construct more housing south of I-5, lowering demand-based price increases to the northwest of I-5. The Poplar Way Bridge

will improve access to the surrounding areas of Lynnwood and increase affordability of housing by increasing connectivity and supply.

**Tract 517.02: Improve Access & Housing Choices = moderate displacement risk/lower opportunity risk**

**Lynnwood Policies:**

2015 Comprehensive Plan-

- Policy LU-27.
  - “Development regulations for the Regional Growth Center should allow for the greatest residential density and building height allowed in Lynnwood. Maximum residential density and building height would be especially appropriate for development that includes affordable housing or that locates residences above street level retail.”
- “To implement the Regional Growth Strategy, improvements and programs need to focus on establishing a more sustainable, user-oriented, and balanced transportation system, along with maximizing existing system capacity and managing demand on the system.”
- Finding H-9.
  - “Higher density and mixed-use projects in activity centers will contribute to the City's projected housing needs as well as the realization of redevelopment strategies for areas such as ... the Regional Growth Center focused around the Alderwood Mall.”

2021 Housing Action Plan-

- Lynnwood Housing Action Plan - Strategy number 1:
  - “Continue promoting housing in the Regional Growth Center...”
- Lynnwood Housing Action Plan – Policy and Code Review Findings:
  - “New housing production is concentrated in the Regional Growth Center (City Center and Alderwood). This development is necessary to meet projected population growth.”
  - “Multifamily development in transit supported locations (Regional Growth Center, Highway 99, and College District) will be necessary to meet growth projections and comply with state laws.”

The Poplar Way Bridge will provide an additional route for travel and connect the portion of the RGC that is south of I-5. After supply, housing accessibility within a city is the next most important factor in the provision of additional housing. Increasing access to more areas of Lynnwood will make the portions of the RGC south of I-5 more connected to the rest of Lynnwood, providing developers with a reason to build more housing and giving people a reason to want to live there. The Poplar Way Bridge will improve access to the surrounding areas of Lynnwood and increase housing choice and availability north of I-5.

**Tract 518.02: Transform & Diversify – moderate displacement risk/higher opportunity risk**

## Lynnwood Policies:

### 2015 Comprehensive Plan-

- Table LU-6
  - Increase mixed use development, “within the Regional Growth Center or the College District.”
- Policy LU-19.
  - “Accommodation of the population and employment growth specified by the Countywide Planning Policies should primarily occur within the designated Lynnwood Regional Growth Center...”
- Policy LU-38.
  - “Incentives shall be provided to encourage mixed-use developments in the Lynnwood Regional Growth Center.”
- “The continued development and support of centers is a core component of the region’s growth strategy. Regional growth centers are the focal points of cultural, civic, and economic activities within urban areas and are connected to other centers by frequent and fast, high-capacity transit and other transportation infrastructure.”

### 2021 Housing Action Plan-

- Lynnwood Housing Action Plan – Policy and Code Review Findings
  - “With a regional growth center and high-capacity transit, Lynnwood is estimated to be one of the locations that will see growth.”
- Lynnwood Housing Action Plan – Implementation Actions:
  - “Update Regional Growth Center development regulations and design guidelines to support transit-oriented development (TOD). Remove process barriers and provide flexibility to incentivize development.”

The Poplar Way Bridge will transform the southern portions of the RGC by adding a new pathway for travel. People traveling throughout Lynnwood will have the option to cross I-5 at an additional point, increasing the flow of possible consumers and residents in the southern portion of the RGC. Current business owners will see increased rates of people passing by, and future business owners will see an opportunity to grow, especially with the PCD zone being open to mixed-use. The bridge will also increase access to the Alderwood mall, adding more potential for future development on the site, which has already shown the ability to support residential projects. Currently the southern portions of the RGC are essentially cutoff from the City-Center/Alderwood subareas, the Poplar Way Bridge will allow both the areas to the north and south of I-5 to transform and diversify.

## **Tract 519.29: Improve Access & Housing Choices = moderate displacement risk/lower opportunity risk**

### **Lynnwood Policies:**

#### 2015 Comprehensive Plan-

- Policy LU-27.
  - “Development regulations for the Regional Growth Center should allow for the greatest residential density and building height allowed in Lynnwood. Maximum residential density and building height would be especially appropriate for

development that includes affordable housing or that locates residences above street level retail.”

- “To implement the Regional Growth Strategy, improvements and programs need to focus on establishing a more sustainable, user-oriented, and balanced transportation system, along with maximizing existing system capacity and managing demand on the system.”
- Finding H-9.
  - “Higher density and mixed-use projects in activity centers will contribute to the City's projected housing needs as well as the realization of redevelopment strategies for areas such as ... the Regional Growth Center focused around the Alderwood Mall.”

#### 2021 Housing Action Plan-

- Lynnwood Housing Action Plan - Strategy number 1:
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- Lynnwood Housing Action Plan – Policy and Code Review Findings:
  - “New housing production is concentrated in the Regional Growth Center (City Center and Alderwood). This development is necessary to meet projected population growth.”
  - “Multifamily development in transit supported locations (Regional Growth Center, Highway 99, and College District) will be necessary to meet growth projections and comply with state laws.”

The Poplar Way Bridge will increase opportunities for residential development south of I-5. Currently, there are few major residential developments, and desire towards developing in that area is low. Adding a connection to the southern portion of the RGC will give developers a reason to build residential structures and give people a reason to want to live there. The Poplar Way Bridge will improve access to the surrounding areas of Lynnwood and increase housing choice and availability south of I-5.

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.

H-13: Review for effectiveness and enforce regulations intended to reduce or mitigate such negative impacts as traffic, noise, lights, glare, etc., on residential sites and neighborhoods.

H-32 The City shall investigate methods of ensuring that redevelopment will not result in a net loss of affordable housing; i.e. every unit of affordable housing lost to redevelopment is replaced with like, affordable housing, suitable for and in a location beneficial to the same demographics as those displaced by redevelopment. To this end, the City shall consider requirements for the inclusion of low-income housing or fees in lieu of providing low-income housing.