

**Draft Supplemental
Environmental Impact Statement**

for the

Lynnwood City Center Sub-Area Plan

April 19, 2004
City of Lynnwood

Preface

This document is a Draft of the Supplemental Environmental Impact Statement (SEIS) for the City of Lynnwood City Center Subarea Plan. It is supplemental to the Environmental Impact Statement (EIS) prepared for the Lynnwood Comprehensive Plan (1994). This Draft contains all the environmental impact information and analysis on the City Center project that is currently available. An Early Draft of the SEIS was released on June 13, 2003. Comments received on the Early Draft have been considered and changes responding to those comments have been incorporated in this formal version of the Draft SEIS. This document is intended to fulfill the requirements of the State Environmental Policy Act (SEPA) rules, WAC 197-11.

The proposed actions of the City Center Plan project include: (1) adoption of a sub-area plan for the City Center to guide future development; (2) adoption of development regulations, including zoning standards and design guidelines, to implement the sub-area plan; (3) adoption of plans for capital improvements within the City Center; and (4) potential adoption of an ordinance designating the sub-area as a planned action for purposes of future SEPA compliance.

Major environmental issues considered in the Draft SEIS include the natural environment (water quality, wetlands, wildlife habitat and fisheries); land and shoreline use; relationship to adopted plans and policies; population, housing, and employment; aesthetics and urban design; public services (fire, police, schools, parks and open space); utilities (sewer, water, drainage, electricity, and telecommunications); and, transportation. Mitigation measures are identified for significant impacts to the environment. A fiscal analysis of the City Center project has been prepared and is available in a separate document.

The identification of a “Preferred” Alternative in this Draft SEIS is provisional and reflects the consensus of the City Center Planning Project Oversight Committee (referred to as the “Oversight Committee” in the Draft SEIS). Labeling it “Preferred” at this time is for analysis purposes only and is not intended to suggest that a decision has been made by the City to adopt this alternative.

Agencies, tribes, and interested citizens are invited to review and submit comments on the Draft SEIS. Comments must be received in writing by close of business June 4, 2004 and should be directed to the responsible official at the address indicated in the Draft SEIS Fact Sheet. Comments received will be considered in preparation of the Final SEIS.

Questions regarding the Draft SEIS or the City Center project should be addressed to Dennis Lewis at 425-670-6297 or dlewis@ci.lynnwood.wa.us.

April 19, 2004
Lynnwood, Washington

Location of Proposal	Lynnwood's City Center is an approximate 300-acre triangular shaped area generally defined by 194 th Street SW and 188 th Street SW on the north, 33 rd Avenue West on the east, Interstate 5 on the south, and 48 th Avenue West on the west.
Proponent	The City of Lynnwood
Lead Agency	City of Lynnwood Community Development Department
Responsible Official & EIS Contact Person	City of Lynnwood Environmental Review Committee Contact: Dennis Lewis P.O. Box 5008 Lynnwood, WA 98046 (425) 670-6297
Required Permits & Approvals	<u>City of Lynnwood</u> Sub-area plan adoption, amendment of the Comprehensive Plan Revised development regulations (zoning, design guidelines) Planned unit development (possible) Subdivision approval (possible) Binding site plan approval (possible) Building permits Planned action ordinance (potential) <u>State of Washington</u> NPDES permit Right-of-way permit
Draft SEIS Authors & Principal Contributors	Huekell/Weinman Associates, Inc.- document preparation; land use; population, housing and employment; aesthetics; public services; fiscal impacts Mirai Associates - transportation KPF Engineers - utilities Pentec Environmental - natural environment
Type/Timing of Subsequent Environmental Review	(1) To meet its GMA/planning responsibilities for the City Center and to comply with SEPA, the City of Lynnwood is using SEPA's phased review provisions (WAC 197-11-060(5)) and its integrated GMA planning/SEPA provisions process (WAC 197-11-220) . (2) If the City decides to implement SEPA's provisions for Planned Actions, no further environmental review may be required for project proposals that are consistent with the planned action ordinance adopted by the City Council and whose impacts have been addressed in the planned action EIS. Proposals that do not meet this test would require additional environmental review.

The City is also relying on adopted plans and development regulations to mitigate significant adverse impacts pursuant to WAC 197-11-158.

Location of background Information

City of Lynnwood Community Development Department
19000 44th Avenue West
Lynnwood, WA 98046

Prior Environmental Documents; Use of Existing Documents

This document supplements the Draft and Final EISs prepared for the Lynnwood General Policy Plan (1994) and the checklist prepared for the 2020 Comprehensive Plan (2001).

The following existing environmental documents are being incorporated by reference for purposes of SEPA compliance:

- Regional Express Lynnwood Project, Environmental Assessment (June 2000)
- I-5/196th Street Interchange Project EIS (October 1992)
- City Center Project Existing Conditions Report (February 2002)

Date of Draft SEIS Publication

April 19, 2004

Comments on Draft SEIS Due

June 4, 2004
Submit comments to:
Lynnwood Environmental Review Committee
Attn: Dennis Lewis
PO Box 5008
Lynnwood, WA 98046

Cost & Availability of Draft SEIS

Copies of the Draft SEIS may be purchased for \$20.00. Copies are also available for review at the Lynnwood Planning Department and the Lynnwood Library.

**Lynnwood City Center
Draft SEIS**

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**SUMMARY of ALTERNATIVES,
ENVIRONMENTAL IMPACTS and
MITIGATION MEASURES**

SUMMARY OF ALTERNATIVES, ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

This section provides a brief summary of the environmental information contained in the Lynnwood City Center Plan Draft Supplemental Environmental Impact Statement (DSEIS). The summary describes the framework for the planning process and provides a matrix-overview of the issues, impacts, and mitigation measures analyzed for each of the proposed alternatives.

This summary is intended to be concise and is selective. For complete information concerning environmental and mitigation measures, please refer to the appropriate section(s) within this document.

A. Proposed Action and Alternatives

1. Proposed Action

The Proposed Action by the City of Lynnwood consists of the following elements:

- 1) adoption of a sub-area plan for the City Center to guide development. The sub-area plan would amend the Lynnwood Comprehensive Plan;
- 2) adoption of development regulations, including zoning standards and design guidelines, to implement the sub-area plan;
- 3) adoption of plans for improvements within the City Center (which may include amendments to the Capital Facilities element of the Comprehensive Plan); and
- 4) adoption of an ordinance designating the sub-area plan as a planned action for purposes of future permit review and SEPA compliance.

2. Location of Proposal

The City Center sub-area encompasses a triangular shaped area of approximately 300-acres and is generally defined by 194th Street SW on the north, 33rd Avenue W and 188th Street SW on the east, Interstate 5 on the south, and 48th Avenue W on the west. It represents approximately one-third of the Subregional Center designated in the Lynnwood Comprehensive Plan.

3. Alternatives

The SEIS considers three alternatives, in addition to No Action: Alternative A – Low Intensity; Alternative B – Medium Intensity, which is the Oversight Committee’s Preferred Alternative; and Alternative C – High Intensity. Each alternative assumes a land use pattern and an estimated amount and mix of redevelopment activity in the City Center to 2020. Any of the growth intensity scenarios (low, medium, high) could be paired with any of the land use patterns. The City Center alternatives would organize development in three planning districts – West End, Core, and North End – each with a somewhat different land use emphasis. Growth under the No Action alternative would consist of additional office uses and redeveloped retail uses throughout the City Center.

The type and amount of development assumed within the City Center over an approximate 20-year planning period are shown below.

**Table S-1
City Center Development Assumptions**

Land Use	No Action Alternative		Alternative A – Low Intensity		O.C. Preferred Alternative (B) – Medium Intensity		Alternative C – High Intensity	
Office ¹	1.6 mil sf	4-8 story	2 mil sf	5-10 story	4 mil sf	15-25 story	6 mil sf	15-25 story
Retail ²	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story
Residential ³	.2 mil sf 128 du (existing)		2.4 mil sf 2,000 du	3-4 story 30-40 du/acre	3.6 mil sf 3,000 du	5-10 story 50-70 du/acre	4.8 mil sf 4,000 du	5-10 story 50-70 du/acre
Total	3.3 mil sf		5.9 mil sf		9.1 mil sf		12.3 mil sf	
New 2020 Development	0.6 mil sf		3.4 mil sf		6.6 mil sf		9.9 mil sf	

Source: City of Lynnwood; LMN Architects, 2002; Huckell/Weinman Associates, 2003.

Note: The amounts of development shown for each alternative are considered maximums for the purpose of SEPA analysis. The data is based on anticipated market and economic conditions over a 20-year period. Development could occur anywhere within the City Center and at potentially differing rates from those reflected in the estimates.

1. Includes approximately 1 million sf of existing development. New development includes office and institutional use.
2. Retail development would replace existing retail.
3. Residential shown in all alternatives except no action is new development.

No Action Alternative

The No Action Alternative would retain existing Comprehensive Plan and zoning designations for the City Center. The City would not adopt a sub-area plan. The type, form and amount of development would depend on market conditions and the situations and goals of individual property owners. Redevelopment would not be guided by a cohesive land use concept or plan, nor would it be focused or organized into districts with distinct character and focus. Future land use patterns, therefore, are uncertain and somewhat unpredictable. It is likely that the City Center would function and appear much as it does today, although some intensification of land use would occur.

Under No Action, new uses are assumed to be single function rather than mixed-use, and would be determined by existing zoning. Over 75 percent of the City Center is zoned Community Business, which encourages community-scale development with maximum lot coverage of 35 percent and without limits to building heights. Residential development is not permitted.

Overall, development and redevelopment under this alternative is assumed to result in approximately 3.3 million square feet of development (1.6 million square feet of office and institutional, 1.5 million square feet of retail, and no new multi-family housing units) over a 20-year period. No Action would accommodate an estimated population of 289 people (existing) and 8,700 employees (1,800 new jobs). Buildings height and scale could range from 1-2 story retail buildings to 4-8 story office buildings.

Certain developments and improvements are anticipated to occur regardless of City Center alternative. The convention center proposal, for example, would proceed, as well as transit-oriented redevelopment on the Sound Transit site. These projects could attract development – which might or might not be complimentary – to adjacent sites. Capital improvements would occur incrementally, primarily in response to individual projects.

The No Action alternative would not be designated as a planned action. Future applicants would comply with SEPA and perform environmental review for individual projects. Mitigation would occur on an individual project basis.

Alternative A – Low Intensity/East-West Spine

Development in the Core would be configured around the area of 198th Street SW between 44th Avenue W to the west and 40th Avenue W to the east. This area would serve as the “spine” for locating the most intensive development (i.e., multi-story office buildings) and would be redesigned to include landscaping, pedestrian areas, street-level uses, and on-street parking for vehicular traffic. Some of the buildings would contain street-level retail, while upper floors would accommodate residential uses. Park areas would serve as major features, located as anchors at the ends of the spine and throughout the City Center area.

Other features would include a landmark building (i.e., hotel), located at the east end of the spine, east of 40th Avenue W. The opposite end of the spine, in the West End, would be developed into a residentially-focused urban village with other mixed uses. Multi-family residential uses and some retail would also be located with convenient access to the Transit Center. A new civic building is planned for the northwest corner of 44th Avenue W and 196th Street SW. The proposed convention center would anchor the eastern end of the Core and would be supported by hotels, retail, office and multi-family residential uses. Additional retail would extend east from the convention center along 196th Street SW toward Alderwood Mall and along the 36th Avenue W and 37th Avenue W. A new street would be developed just north of the convention center site.

The North End would emphasize office uses, with some retail and services and residential. Development in this district would not vary significantly between the development alternatives.

Development and redevelopment under this “low intensity” alternative is assumed to result in approximately 5.9 million square feet of development – 2.0 million square feet of office, 1.5 million square feet of retail, and 2,000 multi-family housing units – over a 20-year period. Buildings height and scale could range from 1-2 story retail buildings to 5-10 story office buildings. It would accommodate an estimated population of 3,600 and 9,000 employees.

Oversight Committee (O.C) Preferred Alternative: Alternative B – Medium Intensity/Promenade with Districts

A “preferred” alternative has been identified at this time for purposes of SEPA analysis and to promote further discussion. It combines the medium intensity growth scenario and the “promenade with districts” land use pattern. It is an outgrowth of City Center planning process and the analysis that has occurred to date, including review of an “early” draft SEIS which was published for public review and comment in June 2003. It is “preferred” only in a preliminary sense and does not reflect a formal commitment by the City to a course of action.

The development pattern would be similar to Alternative A (i.e., new parks, civic building, convention center, new street north of the convention center), but at higher (“medium”) levels of intensity. The focal point for this City Center alternative is the 6.5-acre town square, located within the Core district between 198th Street SW to the north and 200th Street SW to the south, and between two new streets to the east and west of 44th Avenue W and 44th Avenue W, respectively. A pedestrian “promenade” would serve as a connecting corridor between the districts.

The O.C. Preferred Alternative would concentrate the most intensive mixed-use development within the Core area and along the promenade. Unique development features of the O.C. Preferred Alternative include: a commercial “attractor”, located on 198th Street SW; higher concentrations of retail in the northern portion of the West End; hotel uses around the square to the south; and a large hotel south of 196th Street SW and across from the convention center.

The O.C. Preferred Alternative would result in development and redevelopment of approximately 4 million square feet of office, 1.5 million square feet of retail, and 3,000 multi-family housing units in the City Center over a 20-year period. It would accommodate an estimated population of 5,400 people and 15,000 employees. Building heights and scales would include 5-10 story residential buildings, developed at 50-70 dwelling units per acre, and 15-25 story office buildings. Building height and scale would be the same as for the high intensity alternative.

Alternative C – High Intensity/Four Squares

Similar to Alternatives A and B, office development would be focused in the Core and North End districts and the Core would contain the highest intensity of mixed uses. Hotels could locate in the Core, as well as near the proposed convention center. Mixed-use development and concentrations of retail and residential development would be located similarly to Alternatives A and B. Public plazas and squares would serve as anchors at the ends of 198th Street SW, as in Alternative A, but would also include a north-south street (between 196th Street SW to the north and 200th Street SW to the south), also anchored by public squares.

Unique development features of Alternative C include: a landmark building south of the park at 200th Street SW; a cultural or commercial center along 198th Street SW; and a local transit center at the northwest corner of 44th Avenue W and 196th Street SW.

Alternative C includes the highest level of development intensity among the alternatives – 6.0 million square feet of office development, 1.5 million square feet of retail development, and 4,000 multi-family housing units in 20 years within the 20-year planning period. This intensity would accommodate an estimated population of 7,200 people and 21,000 employees. Building height and scale would range from 5-10 story residential buildings developed at 50-70 dwelling units per acre, to 15-25 story office buildings.

4. Planning Process & Environmental Review

In 1995, the City of Lynnwood adopted a Comprehensive Plan in accordance with the requirements of the Growth Management Act. The Draft and Final EIS documents for the Comprehensive Plan were also published at this time. The Comprehensive Plan was prepared in the context of urban centers planning to direct and concentrate portions of future population and employment growth into the City Center and unincorporated activity centers at high densities. The plan's Subregional Center concept (which includes the City Center sub-area) was designed to provide economic and redevelopment opportunities by promoting mixed-uses, including commercial, residential, public, and open space development in a central downtown environment.

Supplemental EIS/Phased Environmental Review

This Draft Supplemental EIS is being prepared as a supplement to the City's Comprehensive Plan EIS. It focuses on differing development patterns and intensities for a range of alternatives and identifies new probable, significant adverse environmental impacts that have not been addressed in prior SEPA documents (WAC 197-11-405(4)). It builds on numerous plans, studies, and environmental documents that have been prepared for proposals in and around the City Center. It does not repeat analysis of alternatives or impacts that were addressed in the EIS being supplemented (WAC 197-11-620), or in other documents adopted for purposes of SEPA compliance.

The City is following a course of phased environmental review for its Comprehensive Plan and City Center plan. This is consistent with the goals of the Growth Management Act (GMA), provisions of the State Environmental Policy Act (SEPA) rules (WAC-197-11-060(5)(b)), and Lynnwood's SEPA ordinance. Phased review allows the City Center SEIS to focus on issues that are ripe for evaluation at this time, and to defer evaluation of issues or aspects of issues that require further definition for analysis in order to be meaningful.

The City is also integrating its GMA planning with SEPA review, as permitted by WAC 197-11-220. This permits the planning process and the SEPA process to proceed in tandem and to reflect and share the information and preliminary direction established in planning documents and environmental analysis.

In June 2003, the City published an early draft of this Draft SEIS for the purpose of encouraging public involvement and soliciting initial comment and reaction to the City Center alternatives. This preliminary document identified Alternative C/High Intensity as the Oversight Committee's "preferred" alternative. Identification of a preferred alternative is not required by SEPA and did

not commit the City to a course of action. It was intended to help interested parties evaluate the highest range of impacts and the most extensive array of mitigation measures that could be required to support long-term growth. The early draft also provided an opportunity for interested parties to continue discussing approaches and responsibilities to providing and financing improvements. As a result of this discussion, this Draft SEIS identifies the O.C. Preferred Alternative (B), the Medium Intensity City Center development scenario, as the Oversight Committee's preferred alternative. It is coupled with the "promenade with districts" land use pattern. Discussion and evaluation will continue throughout the environmental review process and could lead to further changes in the alternatives.

Planned Action

The City may decide to designate the study area as a "planned action" pursuant to the State Environmental Policy Act (SEPA, RCW 43.21C.031(2)(a)) and implementing rules (WAC 197-11-164 et seq.). The City is still developing the detailed mitigation program that would be needed to support a planned action. If it pursues this approach, Lynnwood will follow applicable procedures, described generally below, to review proposed projects within the area, to determine their consistency with the approved planned action, and to impose any appropriate development conditions.

Planned actions are a type of site-specific project actions located within an Urban Growth Area. Qualifying projects are those that are consistent with and implement a comprehensive plan or sub-area plan, and whose significant environmental impacts have been adequately addressed in an EIS prepared for the sub-area. An ordinance or resolution must designate the planned action, must describe the types of projects to which the planned action applies, and describe how the planned action meets the criteria in the SEPA Rules (WAC 197-11-168). Also, it must specifically find that the environmental impacts of the planned action have been identified and adequately addressed in the SEIS and should also identify mitigation measures applicable to the planned action.

When an implementing project is proposed, the City must first verify that the proposal is the type of project contemplated in the planned action ordinance and that it is consistent with the applicable sub-area plan. It must also determine that the probable significant adverse environmental impacts of the planned action project have been adequately addressed in the planned action SEIS. If the proposal meets this test and qualifies as a planned action, no SEPA threshold determination or further environmental review is required. The City may, however, require additional environmental review and mitigation if significant adverse environmental impacts were not adequately addressed in the planned action SEIS or if the proposed project does not qualify as a planned action.

B. Summary of Significant Impacts

Table S-2 summarizes the significant environmental impacts and mitigation measures evaluated in the Draft SEIS. Significant unavoidable adverse impacts are also identified. The following elements of the environment are evaluated in this document:

- *Natural Environment – Plants, Animals, & Surface Water*
- *Land Use*
- *Plans, Policies, and Regulations*
- *Population, Housing, and Employment*
- *Aesthetics and Urban Design*
- *Public Services*
- *Utilities*
- *Transportation*

Potential impacts to other elements of the environment – including earth, air quality, hazardous materials, noise, and historic and cultural resources – were reviewed in the context of existing environmental documents. It was determined that these issues were adequately addressed in existing documents and did not require detailed consideration in the Draft SEIS. Please see the Introduction of Section III for a summary of these issues. A fiscal analysis has been prepared and published separately.

**Table S-2
Summary of the Significant Environmental Impacts by Alternative**

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
NATURAL ENVIRONMENT – PLANTS, ANIMALS & SURFACE WATER	<p><i>Plants and Animals.</i> No significant or negative impacts are anticipated for any of the alternatives. Existing wildlife species could gain additional habitat area from increases to parks and open spaces (except for No Action). Noise and lights from the transit lot could potentially disturb wildlife breeding, nesting, and feeding, but changes to the configuration of the transit site are not expected to increase the level of disturbance over existing conditions. Minimal and insignificant impacts to wildlife could occur in the off-site wetland (Wetland 18), as a result of increased population and activity nearby.</p>	<p align="center">IMPACTS</p>		
	<p><i>Surface Water.</i> Implementation of any of the alternatives would likely result in insignificant and/or potentially positive impacts. Development would result in no net increase in impervious surfaces. An incremental reduction could occur as a result of planned parks and open spaces (except for No Action). Improvements in water quality and peak flow attenuation in Scriber Creek (primarily down stream) could result in positive impacts on fish and fish habitat in the creek and in downstream water bodies.</p> <p>Increases in vehicular traffic could increase the pollutant load in stormwater runoff. Improvements in detention, runoff treatment, and flow control requirements could occur, consistent with drainage requirements of the City and Ecology. The quality of stormwater runoff may improve.</p>			
LAND USE	<p>Future development in the City Center would be similar in type and character to what exists today – primarily retail and office. Development and redevelopment would occur incrementally, without the guidance or integration of a sub-area plan or planning districts.</p> <p>The land use pattern would be less predictable. There would be greater potential for uses of different scale located adjacent to one another.</p>	<p>Impacts would generally be similar among the alternatives; differences would be of degree. Implementation of the City Center Sub-Area plan would result in the incremental displacement and redevelopment over time of the majority of existing land uses in the approximate 300-acre City Center area. Single-use activities would be replaced by mixed-use developments at higher densities and intensities. Development policies, regulations and design guidelines would result in larger, well-designed commercial buildings, housing, public facilities and a finer street grid. The character and function of the City Center would change over time – land uses would be more balanced, integrated, pedestrian oriented and transit supportive.</p> <p>The most significant adverse impacts could occur along the edges of the planning area, where more intensive City Center development would be located adjacent to existing residential areas (to the north and west). Greater impacts could occur as the scale and intensity of City Center redevelopment increases. Generally, City Center land uses would decrease in scale at these edges to minimize impacts.</p> <p>Construction of new buildings, streets, and other components of the City Center would result in temporary impacts to adjacent land uses (e.g., dust, noise, traffic).</p>		

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<p>LAND USE (cont'd)</p>	<p>Individual property owners would propose to redevelop according to current land use and zoning designations, perceived market opportunities, and individual goals or situations.</p> <p>It is not certain if or when parks, street, or pedestrian improvements would be made.</p>	<p style="text-align: center;">IMPACTS</p> <p>Redevelopment of the City Center could influence requests for changes to land use or zoning designations adjacent to the sub-area. Property values may increase as a result of the enhanced development potential, appearance and function of the City Center.</p> <p>The West End would contain the majority (65 percent) of anticipated residential development. Parks and open space, retail uses, and transit facilities would be interspersed amongst residential developments, providing residents access to shops, transit, and recreation opportunities. Retail uses would occupy the lower level of multi-family residential buildings. The enhanced street grid and shorter blocks would provide easy pedestrian access, as well as multiple routes for automobile movement.</p> <p>A transit center could be located at the northwest corner of 196th Street SW and 44th Avenue W, which is also a planned "gateway" into the City Center. Depending on function, design and site planning, a transit facility could generate noise and traffic impacts to planned residential activities.</p> <p>The Core would be developed most intensively among the districts and would include a mix of office, retail, and residential. The development of the proposed convention center could attract supporting uses, such as hotels and offices to the north of 194th Street SW. Depending on their scale and use, these uses could contrast with existing low intensity uses.</p> <p>The Core would be intensively developed with a mix of uses. It would function as the commercial and civic heart of each City Center alternative. The convention center, located in the core, would be lower in height and smaller in scale than much of the development planned adjacent to it. It would, however, still be larger in scale than suburban residential uses to the north, and could affect these uses (lighting, noise and traffic associated with convention center activities).</p> <p>No significant impacts to other jurisdictions are anticipated.</p>		

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
LAND USE (cont'd)	<p><u>Land Use Estimates:</u> Office: 1.6 mil sf Retail: 1.5 mil sf Residential: 0.2 mil (128 du existing) Total sf: 3.3 mil sf New Development: 0.6 mil sf</p>	<p>IMPACTS</p> <p><u>Land Use Estimates:</u> Office: 2.0 mil sf Retail: 1.5 mil sf Residential: 2.4 mil sf (2,000 du; 30-40 du/acre) Total sf: 5.9 mil sf New Development: 3.4 mil sf</p> <p>After No Action, Alternative A represents the lowest level of redevelopment. Potential land use conflicts would be somewhat lower than the other City Center alternatives.</p> <p>Planned uses within each City Center district would generally be compatible with one another.</p>	<p><u>Land Use Estimates:</u> Office: 4.0 mil sf Retail: 1.5 mil sf Residential: 3.6 mil sf (3,000 du; 40-50 du/acre) Total sf: 9.1 mil sf New Development: 6.6 mil sf</p> <p>The impacts of the O.C. Preferred Alternative would be similar in type but more intensive than Alternative A and No Action, less intensive than the "Alternative C" within the 20-year planning period, but similar in scale.</p> <p>Planned uses within each City Center district would generally be compatible with one another.</p>	<p><u>Land Use Estimates:</u> Office: 6.0 mil sf Retail: 1.5 mil sf Residential: 4.8 mil sf (4,000 du; 50-70 du/acre) Total sf: 12.3 mil sf New Development: 9.9 mil sf</p> <p>Alternative C would result in the most intensive and concentrated redevelopment. Significant changes in land uses would occur, relative to existing conditions.</p> <p>Over time, the concentration of 15-25 story mixed-use buildings in the Core would dramatically change the scale and intensity of land use in the City Center. The area would look, feel and function as a pedestrian-oriented downtown, rather than the present uncoordinated collection of suburban, auto-oriented retail centers.</p> <p>Planned uses within each City Center district would generally be compatible with one another.</p>

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<p>PLANS, POLICIES, AND REGULATIONS</p>	<p>The No Action Alternative would be generally consistent with the GMA. However, it would not advance the goals of GMA or the Lynnwood Comprehensive Plan to the same extent as the City Center alternatives.</p>	<p>IMPACTS</p> <p>The City Center Sub-Area Plan is consistent with GMA planning goals to guide growth into an area with existing and planned infrastructure. In general, the types and intensities of land uses indicated in the sub-area plan would be consistent with the intent of the Lynnwood Comprehensive Plan (i.e., incorporating a mix of uses, including office, retail, residential, parks/open space and public land uses).</p> <p>The City Center sub-area is a portion of the Subregional Center, which was designated in the Comprehensive Plan to achieve the objectives of the Countywide Planning Policies and the Puget Sound Regional Council's Vision 2020. The sub-area plan would implement the Subregional Center concept by concentrating and intensifying future residential and employment growth in an area identified as appropriate for more intensive growth.</p> <p>New development regulations and design guidelines would permit residential and mixed-use development throughout the City Center. Housing would advance GMA and City goals.</p>		
<p>POPULATION, HOUSING, AND EMPLOYMENT</p>	<p>No Action would not include housing and would not accommodate additional population within the City Center.</p> <p>Continued dominance of retail employment would perpetuate the City's dependence on a single economic sector with lower paying jobs. There would be no balance between housing and jobs.</p>	<p>All City center alternatives would achieve a better balance of population, housing and employment in the City Center relative to existing conditions. Housing and jobs would be concentrated in an urban downtown, proximate to services and transit.</p> <p>Housing would be multi-family in character and would include a mix of rental and for-sale units. Housing would generally be market rate, but higher density housing could provide greater opportunities for affordable units.</p> <p>Growth would exceed the 2012 population projections for the Subregional Center area (which is larger than the City Center), but would be within 2012 employment projections. However, the regional growth strategy contained in the Countywide Planning Policies and Vision 2020 indicates that an increasing share of growth should be allocated to designated urban centers. The additional development capacity represented by Alternative C would enable Lynnwood to accommodate a larger relative share of growth within the region. Although potential growth within the City Center could exceed Lynnwood's 2012 population projection, this is not viewed as an adverse impact and would not affect the ability of other cities or unincorporated areas in the region to also achieve their targets.</p>		

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
POPULATION, HOUSING, AND EMPLOYMENT (cont'd)	<p><u>Estimated population, housing and employment:</u> Population: 128 (existing) Housing: 289 units (existing) New Jobs: 1,800</p>	<p><u>Estimated population, housing, and employment:</u> Population: 3,600 Housing: 2,000 units New Jobs: 3,000</p>	<p><u>Estimated population, housing, and employment:</u> Population: 5,400 Housing: 3,000 units New Jobs: 9,000</p>	<p><u>Estimated population, housing, and employment:</u> Population: 7,200 Housing: 4,000 units New Jobs: 15,000</p>
AESTHETICS AND URBAN DESIGN	<p>No Action would result in little change to the City Center's overall visual quality.</p> <p>There would be no new zoning or design guidelines for the City Center, and current zoning districts and standards would govern redevelopment. Existing zoning would continue to require building setbacks from the street, and would discourage or prohibit mixed-use development of the kind envisioned in the City Center plan. New development would be similar in appearance to recent development. Development would occur in single use buildings.</p> <p>Continued reliance on surface parking. No new streets or streetscape improvements are assumed to occur.</p>	<p>IMPACTS</p> <p>All City Center alternatives would result in significant changes in visual character relative to existing conditions and would not likely result in significant adverse aesthetic impacts. Changes would occur incrementally over time, in conjunction with City Center redevelopment and capital improvements. Some residents may view the change from the existing suburban character to more intensive urban uses as negative. Others may view it as a positive and expected change that symbolizes Lynnwood's maturing and establishing a new image of the City.</p> <p>The City Center would be organized into three districts, each with a defined land use emphasis. Each district would develop a distinct visual character and would be connected visually and functionally by pedestrian corridors.</p> <p>The combination of streetscape improvements and the construction of new buildings with pedestrian-oriented street frontages will increase the sense of streetscape continuity throughout the City Center.</p> <p>The alternatives will likely result in increased light, glare, and shadowing. Some blockage of views to the east could occur from some locations adjacent to the Core. New views would be created from the upper stories of taller buildings.</p> <p>Contrasts in building heights and scales could occur between existing buildings and new development; this would likely change over time, as the City Center develops. Differences in development intensity and building height would also occur at the northwest corner of the West End and along the west side of the North End, where residential properties are located just outside of the City Center.</p> <p>The Convention Center, approximately 50 to 70 feet in height at its tallest points, would not be as tall as other new buildings in the Core. However, it would be relatively massive and bulky in scale, compared to existing smaller scale uses in the City Center.</p>		

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<p>AESTHETICS AND URBAN DESIGN (cont'd)</p>	<p>In the absence of districts that emphasize particular uses, there would be no unity or predictability in the location of new buildings and uses within the City Center.</p>	<p>Aesthetics impacts generally would be lesser in extent and magnitude than those associated with the "Alternative C."</p>	<p>Building heights and intensities would be similar to "Alternative C."</p>	<p>Under Alternative C, the City Center would redevelop into an urban downtown center, dramatically changing the visual character relative to existing conditions.</p> <p>The most intensive aesthetic changes would occur in the Core district. This area will include unique public spaces – a promenade, park, and a large town square with underground parking.</p> <p>Taller buildings (up to 25 stories) could create some territorial or mountain views to the east.</p>
<p>PUBLIC SERVICES <i>Fire</i></p>	<p>Development under any of the alternatives would increase the number of fire-related calls, fire inspections, and medical emergencies. As a result, it would be necessary for the Lynnwood Fire Department (LFD) to expand fire services. This could include adding personnel and equipment, building or expanding facilities, and/or reevaluating staffing methods. The level of service standard could be revised to account for the significant influx of workers/day population, rather than calculating service levels on population only.</p> <p>The number of service calls would also increase under all of the alternatives. Development would place higher demands on fire personnel in order to perform additional inspections, provide public education and training services, and to respond to construction-related injuries.</p> <p>Overall, a more concentrated land use pattern could positively influence the efficiency of service.</p>			

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<p>PUBLIC SERVICES (cont'd)</p> <p><i>Fire (cont'd)</i></p>	<p>No Action would generate no additional population, but would contribute 1,800 new jobs.</p>	<p>IMPACTS</p> <p>The impacts on personnel, facilities, and equipment needs would be slightly less than O.C. Preferred Alternative (B) and "Alternative C," and greater than No Action.</p>	<p>O.C. Preferred Alternative (B) would require a moderate increase in fire service – between that of Alternative A and "Alternative C."</p>	<p>The LFD estimates that it would ultimately need one additional fire engine (3 additional personnel), one paramedic van (2 personnel), and one aid car (2 personnel) by the year 2020. The LFD currently has one ladder truck and other equipment necessary to serve the increased building heights</p>
<p>Police</p>	<p>The City Center alternatives would increase demands for police protection services. The need for enhanced community service programs, supported by the City of Lynnwood Police Department (i.e., Lynnwood Citizens Patrol, Volunteers in Public Safety, and Police Explorers Post 911) could also increase. Providing increased service could include adding personnel, purchasing equipment and/or expanding existing facilities. Increases in service costs could also occur.</p> <p>Current LOS standards are based primarily on residential population and do not directly account for employment and type or intensity of land use. Using this standard, impacts would be directly proportional to relative population growth among the alternatives. Impacts would range from a need for no new officers for No Action, seven officers for Alternative A, 7/8 for the O.C. Preferred Alternative and 14 for "Alternative C." These personnel may require additional patrol cars and related equipment, but would not require any new or expanded facilities. The LPD also does not anticipate the need for additional clerical staff or jail facilities. The additional officers needed to support Alternative C could require facilities expansion and significant cost increases.</p> <p>During building construction in the City Center, the LPD could experience an increase in calls for service related to construction site theft or trespassing. The level of security measures utilized on-site during construction, such as fencing and signage, will directly influence the need for police.</p>			

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
IMPACTS				
PUBLIC SERVICES (cont'd) <i>Schools</i>	No Action would result in no additional population and would not impact school services or facilities.	<p>The City Center alternatives would increase the number of multi-family housing units within the City Center, which could result in higher student enrollment in the ESD and contribute to the need for additional school programs, staff and facilities. The extent of impacts depends on the rate of growth and how the growth relates to capacity projections for 2012 and 2020.</p> <p>The additional enrollment generated by the alternatives would not exceed ESD capacity projections (currently set for the year 2007). By 2020, development under Alternative C would result in the highest number of new multi-family units (4,000) and potential new students (876). The O.C. Preferred Alternative would generate 657 students. By 2020, the District will have unhusoused 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. The ESD would need to construct numerous additional classrooms and purchase additional property for school construction.</p> <p>Additional parks and open space would be required to meet the increased demand associated with City Center growth. The intensity of use of the City's existing parks and open space areas could also increase.</p> <p>Demand for trails would increase incrementally among the City Center alternatives. Needs would range from 2,046 feet (Alternative A) to 4,092 feet (Alternative C) in 2012, to approximately 4,752 feet (Alternative A) to 9,504 feet (Alternative C) in 2020.</p>		
Parks and Open Space	Applying the City's LOS standard, which, is based on residential population, No Action would not generate needs for additional park and open space land. Employment growth could possibly result in a minor increase in park use.	Based on the adopted LOS, Alternative A would require an additional 16 acres of parks and open space by 2012, and an additional 20 acres by 2020.	Based on the adopted LOS, the O.C. Preferred Alternative (B) would require an additional 23 acres of parks and open space by 2012, and an additional 30 acres by 2020.	Based on the adopted LOS, the Alternative C would require an additional 31 acres of parks and open space by 2012, and an additional 41 acres by 2020.

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<p>UTILITIES</p> <p><i>Storm Drainage</i></p>	<p>Redevelopment would not increase impervious surface.</p> <p>No Action and Alternative A would generally have the same street grid system and storm drainage system as exists today.</p>	<p>IMPACTS</p> <p>Redevelopment would not increase impervious surface.</p> <p>Redevelopment would have to comply with Ecology's updated methods for stormwater detention and treatment, resulting in a positive benefit to water quality and downstream waters. Proposed detention and treatment for the sub-area plan would consist of a system of underground vaults for detention and mechanical treatment. O.C. Preferred Alternative (B) and the Alternative C would result in new streets and the implementation of a new storm drainage network to manage stormwater runoff.</p> <p>The widening of 200th Street SW from 44th Avenue W to SR-99 would also require upgrading the street with a new collection, detention, and treatment system. To comply with current DOE stormwater guidelines, oil/water separator and filter media treatment elements must be installed as part of the treatment system.</p>	<p>Redevelopment would not increase impervious surface. Open space and parks included in all City Center alternatives could reduce the amount of impervious surface by some amount.</p> <p>Redevelopment would have to comply with Ecology's updated methods for stormwater detention and treatment, resulting in a positive benefit to water quality and downstream waters. Proposed detention and treatment for the sub-area plan would consist of a system of underground vaults for detention and mechanical treatment. O.C. Preferred Alternative (B) and the Alternative C would result in new streets and the implementation of a new storm drainage network to manage stormwater runoff.</p> <p>The widening of 200th Street SW from 44th Avenue W to SR-99 would also require upgrading the street with a new collection, detention, and treatment system. To comply with current DOE stormwater guidelines, oil/water separator and filter media treatment elements must be installed as part of the treatment system.</p>	
<p><i>Water</i></p>	<p>There is adequate water storage capacity and supply to meet the demands of all of the alternatives.</p> <p>The existing network of distribution mains in the City Center sub-area would be adequate to meet the needs of No Action and Alternative A.</p>		<p>The existing network of distribution mains within the City Center sub-area would need to be significantly expanded to accommodate the fire flow requirements of the O.C. Preferred Alternative (B) and "Alternative C."</p>	
<p><i>Sanitary Sewer</i></p>	<p>Implementation of the City Center alternatives would increase wastewater demands. New sewer mains would be installed in all new streets, as needed to serve adjacent parcels. The existing wastewater system has adequate capacity to accommodate 2010 flows under all alternatives. The City's Comprehensive Plan will be updated to address 2020 conditions city-wide. Similarly, pump station 10 has adequate capacity to accommodate 2010 flows under all alternatives.</p>			

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<p>UTILITIES (cont'd)</p> <p><i>Electricity</i></p>	<p>Increased population and employment growth would generate additional demands for electrical power. Upgraded or new substations would be necessary to accommodate the added load. The addition of a new substation would require further analysis, planning and coordination by the City and PUD to determine exact location and timing for the facility. Placing the existing overhead utilities underground will also require coordinated planning between the City and utility providers who occupy shared overhead space. Underground trenches would be required to carry the utilities.</p>	<p>IMPACTS</p>	<p>The PUD requires a power switching cabinet facility on the average of about one per block. This will require that at least one piece of land, approximately 15 feet square in dimension, is provided at each block to accommodate City Center power supply needs. Some critical intersection areas may require two or more of these cabinets. To optimize land space, these facilities could be placed within buildings or under the sidewalks.</p>	<p>Under any City Center alternative, and particularly for the O.C. Preferred Alternative (B) and "Alternative C," increased demand for telecommunications infrastructure will occur. As the undergrounding of power lines occur, telecommunications providers should bury their facilities in the same underground trench network. Affected providers will need to anticipate planned growth and evaluate necessary requirements to upgrade their infrastructure and service.</p>
<p>TRANSPORTATION</p>	<p>No Action assumes that only currently programmed improvements identified in the adopted TIP would be implemented. These include:</p> <ul style="list-style-type: none"> ▪ Add a southbound lane on 44th Avenue W from 195th Street SW to I-5 on-ramp. ▪ Install two signals at 40th Avenue W and 188th Street SW, and 40th Avenue W and 200th Street SW. <p>In general, intersections in the City Center will become more congested. The intersection of 44th Avenue W and 196th Street SW will operate at LOS F (significant delay) and the intersection of 44th Avenue W and 200th Street SW will operate close to LOS F. Many other intersections will experience degradations of levels of service but would operate at acceptable conditions.</p>	<p>Overall levels of traffic congestion in the City Center in 2020 would be slightly better than existing levels, assuming implementation of identified improvements. Average vehicle delay at the intersection of 44th Avenue W and 196th Street SW would be about 56 seconds compared to 64 seconds delay currently.</p>	<p>Traffic congestion in the City Center in 2020 would be about the same as or slightly greater than today's levels, assuming implementation of identified improvements (arterial and intersection improvements, transportation demand management actions through employee parking charges, increased transit services, and new local access streets). 44th Avenue W and 196th Street SW, would experience the same level of congestion and operate at the same level of service as it does currently.</p>	

Table S-2 (cont'd)

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
TRANSPORTATION (cont'd)	IMPACTS			
			Regional transportation improvements identified for Alternative C, the high intensity scenario, (e.g. I-5 ramps), would not be needed to meet adopted LOS standards.	Fewer improvements would be required to maintain acceptable levels of service in 2010. Improvements to regional facilities (such as new I-5 ramps) and those located in state right-of-way would not be needed until after 2010.

C. Mitigation Measures

Natural Environment – Surface Water, Wetlands, Plants & Animals

Recommended mitigation measures include: (1) implementation of construction best management practices (BMP); (2) compliance with Lynnwood/Ecology drainage standards, critical areas regulations, and State water quality standards; and (3) increased landscaping and pervious surface, where possible (i.e., landscaping, parks). Interpretive signs could be installed in and around Wetland 18 to educate users about wetland sensitivity and functions.

Land Use

Impacts would generally be mitigated through development and implementation of revised development regulations and design guidelines, consistent with Draft City Center Sub-Area Plan policies. Revised standards would address types and location of uses, site planning, building design, and site features within each City Center district. Specific attention should be given to City Center development located adjacent to residential areas and to the compatibility of building design/height with adjacent parks/open space areas, especially within the Core. Types of mitigation measures for planned land uses could include building modulation, landscape buffers and upper story building setbacks. These would be implemented through design review of individual development proposals. The City could consider an amortization program to facilitate phasing out or correcting incompatible land uses features.

Population, Housing, and Employment

Updated population and employment targets for 2020, when adopted, should reflect the objectives and assumptions of Lynnwood's City Center Sub-Area Plan. The increased development capacity represented by the City Center Plan could help other jurisdictions in Snohomish County accommodate their future growth.

The City Center sub-area plan and development regulations could consider more explicit programs for affordable housing to meet the needs of specified income groups. The City could also consider taking advantage of existing tax incentives for affordable housing within urban centers (RCW 84.14). Impacts associated with increased residential population, such as demands for neighborhood amenities and facilities, can be addressed through implementation of proposed City Center policies, new development regulations and capital facility programs.

Aesthetics and Urban Design

In general, most aesthetic and visual changes associated with the City Center Alternatives would be positive and do not require mitigation. The proposed City Center Sub-Area Plan incorporates a number of policies that address potential aesthetic impacts of the proposal. City Center development regulations and design guidelines/design review would address specific issues identified in the impact analysis.

To mitigate impacts that could be caused by differences in development intensity between new City Center development and existing lower intensity land uses adjacent to the City Center, the draft Sub-Area Plan could be revised to include a policy calling for graduated or lowered maximum Floor Area Ratios (FARs) where the City Center abuts lower intensity development, and especially where it abuts single and multi-family zoned properties. These guidelines could include provisions for expanded upper-story building setbacks, enhanced landscaping, building façade modulation, and similar measures.

The Sub-Area Plan includes several policies that, if implemented, should adequately mitigate impacts from building heights and shadowing to streetscape-related features (e.g., CCLU 7 - building heights/shadowing, and CCUD 1, CCUD 2, CCUD 13 - streetscape continuity). In addition, the City should consider establishing lower building height limits, or requiring enhanced building setbacks or upper-story setbacks, where new development would have shadowing/shading impacts on new parks, plazas, and other public open spaces within the City Center.

The City Center design guidelines should discourage, limit, or prohibit the use of highly reflective exterior building materials. The City should consider requiring lighting limits, low-sodium lighting, and full cut-off lighting fixtures for parking lots, and should incorporate low hanging street lamps into street improvements to minimize light impacts, particularly in locations where the City Center abuts existing residential neighborhoods.

Public Services

Fire and Police Services: The Lynnwood Police Department and Fire Department should review their respective level of service standards to account for projected employment increases in the City Center. Monitoring of service demand is also recommended to help distinguish between residential and non-residential demands. Any adjustments to level of service standards should be reflected in future Comprehensive Plan and capital facilities plan updates.

The City could establish specific design and construction standards, such as building design for fire prevention, to reduce demand for fire protection services and/or improve the ability for service. Other measures could include ensuring mandatory sprinklers, a looped and gridded water system with a dual supply source, and providing efficient building access for emergency vehicles.

Construction site security measures should be implemented to reduce potential criminal activity, including on-site security surveillance, fencing, lighting, and secure areas for equipment. Increased worker safety measures could also reduce the number of potential emergency incidents during and after construction.

Tax revenues generated by future commercial and residential development will likely address a portion of the future needs for both fire and police services. Some forms of revenue enhancements or regulatory measures may also need to be considered. More detailed financial and capital facilities strategies will be developed as the sub-area plan is refined and as fiscal impact information is considered.

The City should continue to gather ideas and develop effective traffic planning methods that will enhance police service to the residents and workers. Citizen-based programs— for example, the Lynnwood Police Department’s Citizens Patrol or Volunteers in Public Safety –could be enhanced to provide further support to the police department.

Schools: The ESD should review current projections, monitor growth and update future Capital Facilities Plan to address population targets for the City Center. Future enrollment projections should reflect the population and housing targets adopted and used for planning purposes in the City’s Comprehensive Plan.

The City could consider adoption of an impact fee ordinance, consistent with RCW 80.02.020, in order to address the impacts from future City Center growth. Planned redevelopment would generate property tax revenues, which could be available to the to help support the growth needs of the School District.

Parks and Open Space: To provide the park, recreation, and open space facilities needed city-wide and within the City Center, the City should seek to preserve potential open space areas, as well as acquire park sites for “Core Park” development. The City could provide incentives in development regulations, such as increased density, in exchange for park dedication, construction or enhancement.

The City could adopt LOS standards for trails specific to the City Center.

The City should identify funds for acquisition, construction, and maintenance of parks and open space. Where feasible, the City should seek acquisition and development of these lands through joint efforts with the County and other jurisdictions.

Tax revenues will address a portion of future needs. If necessary, the City could consider other revenue sources, such as dedications of land or impact fees pursuant to RCW 82.02.020. More detailed financial and capital facilities strategies will be developed as the sub-area plan is refined and as fiscal information is considered.

Utilities

The utility systems impacts identified in the Draft SEIS will be addressed through a combination of ongoing system planning, construction of improvements, and project level mitigation. The need for system upgrades are the result of forecast growth in Lynnwood generally as well as a consequence of growth within the City Center. Some also reflect existing needs and deficiencies.

Mitigation for utility impacts will generally involve a combination of development regulations and standards, system improvements (which are or will be planned, programmed and financed), capital improvement programs, and project-level requirements which could include payment of system development fees, construction of improvements, dedications of land, and similar techniques. Project-related conditions of approval/mitigation requirements will be identified in the planned action ordinance.

Storm Drainage. Stormwater system improvements should be phased: Detention and treatment elements should be constructed as part of initial improvements followed by the collection systems. In the event that new street improvements in the upper part of the basin are implemented before the lower portion is built, temporary detention and treatment facilities would be required and/or easements and right-of-way dedicated for construction of downstream lines. Ongoing planning would identify the exact phasing, sequencing, and timing for construction of the improvements for each sub-basin. (These requirements also apply to the sanitary sewer improvements.)

New streets, open space, and private redevelopment projects should comply with adopted City of Lynnwood standards/Ecology requirements for stormwater detention and treatment. Construction best management practices (BMPs) should be required to protect downstream resources.

Water. Appropriate BMPs should be employed during construction.

Water conservation methods should be promoted as part of all development to reduce overall water usage for the City Center. These might include low flow plumbing fixtures and other measures which reduce consumption.

Sanitary Sewer. BMPs should also be employed during construction of sewer system upgrades.

Electricity. The City should work with the Snohomish County PUD to determine the extent, location and timing of substation improvements and undergrounding of lines necessary to support growth within the City Center.

Telecommunications. The City and affected utility providers should determine the appropriate timing of improvements and undergrounding of lines.

Transportation

The transportation systems impacts identified in the Draft SEIS will be addressed through a combination of construction of improvements, project level mitigation, ongoing planning and monitoring. Each of the City Center alternatives includes a package of transportation improvements that would mitigate identified impacts for 2010 and 2020; these would be part of whichever alternative is adopted by the City. The costs of facilities are not known in detail at this time; further engineering, financial and environmental analysis would occur when these facilities are planned and designed in detail. Some facilities – like the I-5 interchange improvements needed for Alternative C – would require forming partnerships with the state and/or federal governments, and would require extended lead time for implementation.

Mitigation for transportation impacts will likely involve a combination of development regulations and standards, capital improvements, land use changes (to increase transit use and decrease auto dependence). Project-specific requirements could include payment of development fees, construction of improvements, dedications of land, and similar techniques.

Project-related conditions of approval/mitigation requirements will be identified in the planned action ordinance.

The O.C. Preferred Alternative (B) and Alternative C assume that the City will pursue an aggressive program to institute parking charges for commuters, and will work with Community Transit and Sound Transit to increase transit service to the City Center. Charging for commuter parking is the most effective tool for increasing the use of transit and ridesharing.

D. Significant Unavoidable Adverse Impacts

Land Use. Existing land uses/buildings would be displaced to allow for City Center redevelopment. Some limited contrasts in land use intensity, bulk, and scale would occur in areas adjacent to the City Center.

Population, Housing and Employment. Growth of some type and form will occur within the City Center with or without a sub-area plan. Land developed for residential and employment uses will be unavailable for other uses. These changes are not necessarily adverse or unavoidable impacts; it is assumed that they would occur pursuant to adopted plans and policies and consistent with GMA requirements.

Aesthetics and Urban Design. While expected visual and aesthetic changes would be significant in degree and unavoidable if the sub-area plan is implemented, they are considered to be generally positive in nature. The mitigation measures described above, together with development regulations and design standards adopted to implement the plan, would be adequate to mitigate any probable significant adverse impacts. It is acknowledged that some viewers may perceive the change inherent in the alternatives to be adverse.

There could be some localized impacts, however, where buildings of significantly different height and scale abut smaller scale existing uses. These contrasts in height, scale, and intensity could occur between new buildings and older buildings in the City Center, or between new buildings and existing residential and commercial uses adjacent to but outside the City Center. While impacts could be reduced, some are inherent in the change that would occur and are unavoidable.

There may also be some unavoidable shading and shadowing impacts, where new, larger buildings abut one another. These shading and shadowing impacts could occur between new buildings and older buildings in the City Center, or between new buildings and existing residential and commercial uses adjacent to but outside the City Center.

Public Services. Under any of the alternatives, population and employment growth will place increased demands on the City's existing public services and facilities, creating a need for additional facilities, personnel, and equipment. Additional costs resulting from service increases will need to be planned for and funding sources will need to be identified.

Transportation. Future growth in the City Center will increase traffic volumes and congestion on area roadways, including regional facilities such as I-5 and I-405. Even assuming substantial increases in transit use and carpooling, increased traffic volumes are unavoidable. The number of traffic related accidents may also increase due to increased traffic.

E. Major Conclusions, Issues to be Resolved & Environmental Choices Among Alternatives

The City Center area is currently developed with impervious surfaces and suburban-scale commercial buildings. There is little vacant land and few natural features remaining. Over time, most environmental resources have been substantially altered. The area's primary functions today include providing retail and service uses to the surrounding population, and serving as a regional transit and transportation hub.

The City Center is identified in Lynnwood's Comprehensive Plan, adopted to comply with the Growth Management Act, as part of a "subregional center." Such centers are lynchpins in the region's strategy to accommodate growth at higher densities in identified urban areas, where services and facilities can be provided efficiently.

The Draft SEIS identifies numerous environmental consequences of growth in the City Center. To some extent, many of these impacts are characteristics of and inherent in urban growth, increased population and an expanding job base – e.g., land use contrasts, visual change, increased traffic, need for additional public services and facilities, and expansion of utility systems. There are not, however, significant differences among the alternatives in terms of environmental consequences, particularly in impacts to the natural environment. Differences are generally incremental variations in the degree of impact and are not markedly different in kind. Fiscal impacts are addressed in a separate study. The primary choices among the alternatives relate to Lynnwood's vision of its future, the role it desires to play in the region, and the resources (financial and human) the City is able and willing to commit to accomplish its vision.

SECTION I

**PROJECT DESCRIPTION &
ALTERNATIVES**

I. PROJECT DESCRIPTION & ALTERNATIVES

A. Proposed Action & Alternatives

The City of Lynnwood proposes to adopt a sub-area plan for the City Center, along with an initial package of development regulations, design guidelines and standards, and improvements to implement the plan. Lynnwood's City Center is an approximate 300-acre triangular shaped area generally defined by 194th Street SW and 188th Street SW on the north, 33rd Avenue W on the east, Interstate 5 on the south, and 48th Avenue W on the west. The City Center represents a portion (approximately one-third) of the "sub-regional center" identified in the City's Comprehensive Plan. This overall area is planned for increased development and diversification of land uses, including office, housing, mixed use development and transit facilities.

The sub-area plan will contain:

- goals, objectives and policies for redevelopment of the sub-area, addressing land use, housing, transportation, urban design, economic development and capital facilities/utilities;
- a land use map;
- urban design principles and policies standards and guidelines;
- a financial/fiscal framework to guide investment decisions; and
- recommended strategic projects and utility/capital improvements.

Adoption of the sub-area plan by the City Council will amend the City's Comprehensive Plan. Development in the sub-area could also be designated as a planned action for purposes of subsequent project review and SEPA compliance.

A variety of tools will be required to implement the plan. These include changes to zoning classifications and amendment of the City' zoning map; adoption of design guidelines and review processes specific to the City Center; and programs and actions to identify, finance and construct improvements. These programs will be adopted concurrent with the sub-area plan.

The Lynnwood Public Facilities District (PFD), a public entity incorporated pursuant to state law, is developing a convention center on a site located within the City Center. Sound Transit is expanding the Lynnwood Park-and-Ride into a regional Transit Center. Those project proposals would occur within the City Center and are anticipated within the plan's alternatives.

B. Overview of City Center & Surrounding Area

Existing Land Use Pattern

City Center

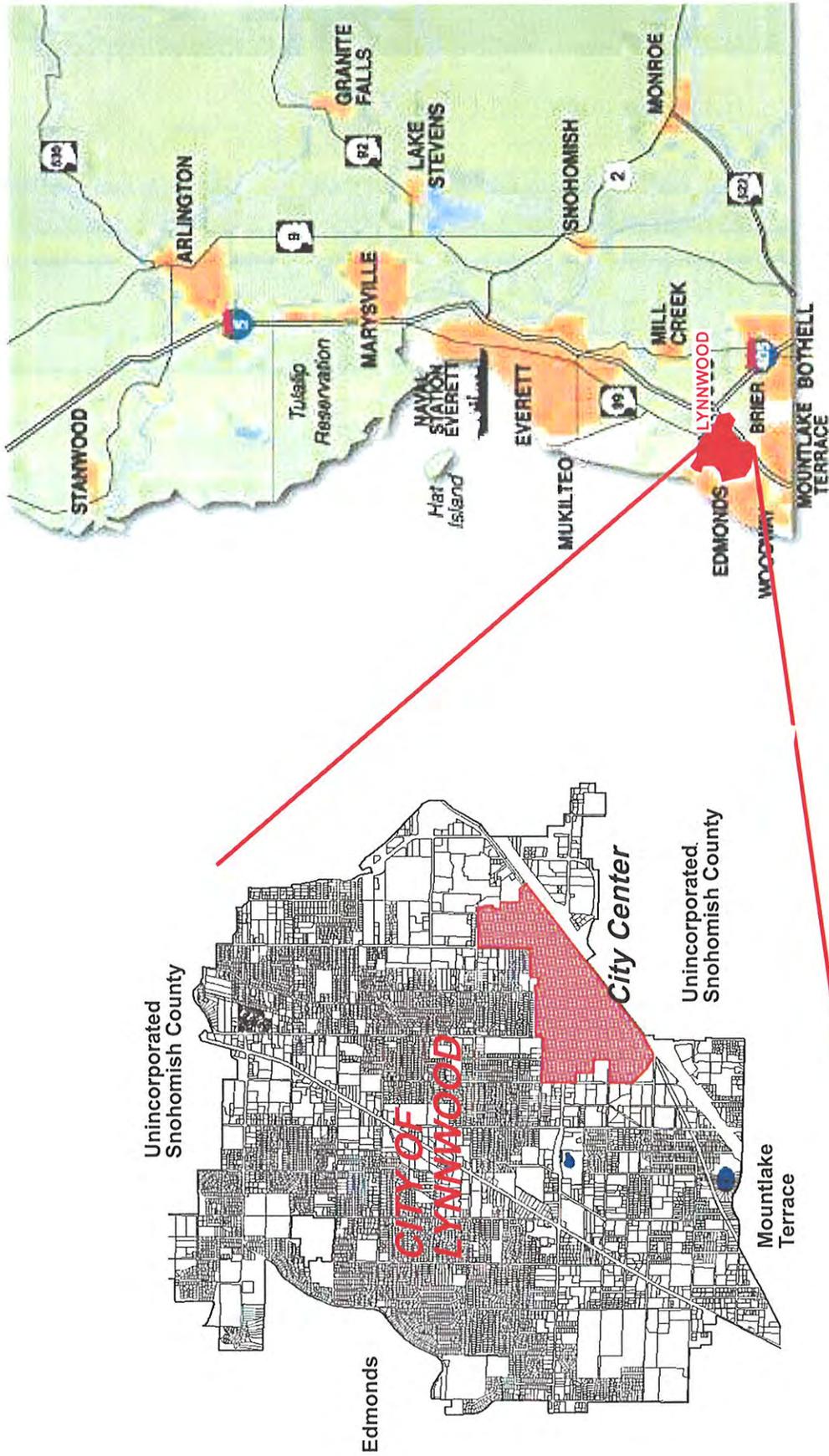
The City of Lynnwood is located along Interstate 5 in southwest Snohomish County, approximately mid-way between the cities of Seattle on the south and Everett on the north (See Figure 1-1). Lynnwood's City Center abuts I-5 in the vicinity of the freeway interchanges with 44th Avenue W and 196th Street SW (SR-524). The City Center today is primarily a low-density, suburban commercial center with a diverse mix of retail, office, hotel, and service uses. 196th Street SW, a major arterial that traverses east-west through the heart of the City Center, collects traffic from Interstate-5 and Hwy 99, and continues west to the City of Edmonds. Much of the commercial development along this route serves the high volume of traffic that passes through the area daily. Existing development along this arterial is primarily one- and two-story commercial buildings surrounded by asphalt parking lots.

Examples of retail uses in Lynnwood's City Center include restaurants, auto- and furniture-related businesses, and both big-box and smaller-scale retail stores. Examples of service businesses in the area include hotels, dentist offices, and personal and business services. Table 1-1 shows the estimated number of businesses currently in the City Center.

Table 1-1
City Center – Existing Business and Employment

Business Type	Number of Businesses	Number of Employees
Retail	149	2,176
Finance, Insurance, & Real Estate	145	1,982
Services	250	1,862
Agriculture/Mining	2	24
Construction	13	215
Manufacturing	18	212
Transportation, Communications, & Public Utilities	10	58
Wholesale	19	173
Government	9	152
Total	615	6,854

Source: Claritas; Huckell/Weinman Associates, 2003



West Snohomish County
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FIGURE 1-1: VICINITY MAP
 LMNARCHITECTS

There are approximately 615 businesses and 6,854 workers in the City Center (Claritas, 2003). Of the total number of businesses, approximately 41 percent are service-related (250 in all). Retail and finance-related businesses comprise the remaining majority of businesses in the area (around 150 each). The majority of jobs originate in the retail sector – 32 percent or 2,176 workers – half of which are created by eating and drinking establishments (1,063 workers). Finance and service businesses employ a slightly lower number of workers – each make up around 28 percent of the total number of employees.

The majority of office development is located in the northeast section of the City Center and includes buildings such as the Alderwood Business Campus, Lynnwood II Office Building, the Fisher Business Center, and the Lynnwood Financial Center. Older, lower-scale office space occurs in the central and southwest sections. Four hotels are also located in the City Center, two of which are adjacent to I-5.

The City Center also contains two public facilities that occupy large land parcels – the Lynnwood Park & Ride and the Lynnwood Justice Center. The Park-and-Ride is located at the southwest corner of the City Center; it provides parking and bus facilities for commuters traveling to Seattle, the east side of Lake Washington, and the University District. Sound Transit is expanding this facility into a regional Transit Center, with a direct connection to the HOV lanes on I-5, additional bus facilities, and increased parking. The Justice Center occupies the southern section of the Civic Center campus that extends north along 44th Avenue W. Other public uses in the area include two churches located off Alderwood Mall Boulevard.

Residential uses are currently limited. Three multi-family residential complexes are located in the northern City Center area. One multi-family complex is located at 194th Street SW and 40th Avenue W and another two are located between 36th Avenue W and Alderwood Mall Boulevard.

Surrounding Area

The City Center is surrounded by concentrations of residential, public, regional retail, and transportation uses. Several multi-family residential developments, at densities ranging from 12 to 20 units per acre, and typically two stories in height, border the City Center on the west (beginning at the Transit Center and continuing north past 196th Street SW) and on the north along 40th Avenue W. These residential developments separate and buffer the commercial area from surrounding single-family neighborhoods to the north and west. The maximum net density of the single-family areas is approximately five to eight units per acre.

The Lynnwood Civic Center campus adjoins the northern boundary of the City Center at the intersection of 194th Street SW and 44th Avenue W. The public campus contains the City Hall, justice center, other governmental offices/services, a library, a recreation center and a fire station. Most buildings are one story and are surrounded by an expanse of green lawns and trees.

The Alderwood Mall, adjacent to the northeast boundary of the City Center, is a regional shopping center that encompasses over 1,100,000 square feet. A significant expansion of the mall was recently approved. Several other big-box retail stores extend from the Mall's campus east and south across I-5.

More distant and to the west, the intersection of 196th Street SW and Highway 99 is another prominent commercial area, with two strip-retail shopping centers with grocery stores as anchor tenants. Development along the Highway 99 commercial corridor contains auto services, restaurants, and miscellaneous stores for neighboring communities and commuter traffic.

Other land uses located in the vicinity of the City Center include several parks and public facilities. Wilcox Park and Scriber Lake Park are two parks located west of the City Center along 196th Street SW. Pioneer Park is a neighborhood park located to the north, off 36th Avenue W. The regional Interurban Trail parallels Alderwood Mall Blvd and 200th Street SW along the eastern portion of the City Center.

Schools in the vicinity include Cedar Valley Community School to the west on 56th Avenue W and north of 196th Street SW, the Scriber Lake Alternative High School located at 52nd Avenue W and 200th Street SW, and Lynnwood High School and Athletic Complex north of the Alderwood Mall along 184th Street SW. Lastly, the Group Health Clinic, a regional medical facility, is located west of the City Center on 54th Avenue W south of 200th Street SW.

Transportation System

Interstate-5 borders the City Center area on the east and southeast. I-5 connects the region's metropolitan areas and intersects with Interstate-405 approximately one mile north of the City Center. Highway 99, a major state route, extends in a north-south direction several miles to the west of the City Center. Both I-5 and SR 99 accommodate commuter traffic between Seattle and Everett. The arterial that traverses the Lynnwood City Center, 196th Street SW (SR 524), connects Interstate-5 (a full interchange) with SR-99. 44th Avenue W connects 196th Street SW with on- and off-ramps on I-5 (a half-interchange).

C. Prior Planning and Environmental Review

1. Lynnwood Comprehensive Plan

Subregional Center

The City of Lynnwood adopted a Comprehensive Plan complying with the Growth Management Act (GMA) in 1995. The Comprehensive Plan was prepared in the context

of the Multi-County Planning Policies, Countywide Planning Policies for Snohomish County, and Vision 2020. All of these policy documents are based on an urban centers concept, which directs and concentrates a significant portion of future population and employment growth into city centers and unincorporated activity centers at high densities.

The Land Use Element of the Lynnwood Comprehensive Plan includes a “Subregional Center” concept (see the discussion in the Plans and Policies section of this Draft SEIS). The objective of this concept is to promote the development of a mix of uses – commercial, residential, public and open space – in the Subregional Center to provide economic and redevelopment opportunities. Subregional Center policies provide the means to develop a “downtown” 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 City Center would have access to employment, shopping, transportation systems, and City services. At the same time, it would 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. Identifying areas for mixed-use development with appropriate density and intensity levels is also encouraged within this area. Realizing the Subregional Center concept is one of the major objectives of implementing the Lynnwood Comprehensive Plan.

Land Use

Existing land uses are shown in Section II of the Draft SEIS. Land uses adjacent to the City Center include Low Density Single Family, Medium Density Multiple Family, and Public Facilities to the north, Medium and High Density Multiple Family to the west, Parks, Recreation and Open Space to the southwest, and Regional Commercial to the northeast. Interstate-5 creates a clear division from other commercial and single-family land uses located southeast of the interstate highway. Development includes significant expansion of the Alderwood Mall. Large scale retail development has occurred adjacent to the mall and east of I-5; this area is approaching build-out.

The Comprehensive Plan’s Future Land Use Map identifies an area somewhat larger than, but including the City Center sub-area, as the Subregional Center. The primary land use designations applied in the City Center include: Regional Commercial (RC), Office Commercial (OC), Business Technical (BT), Public Facility (PF), and Medium and High Density Multiple Family (MF 2 and 3).

2. City Center Visioning & Public Involvement Process

The Lynnwood Comprehensive Plan, adopted in 1995, designated a Subregional Center and established the concept of a mixed-use core or City Center within this portion of the City. Subsequent to adoption of the new city-wide plan, the Southwest Snohomish

County Chamber of Commerce established a Central Business District Task Force to examine issues associated with creating a City Center. The Chamber sponsored a series of public forums –including business owners, property owners, City officials and citizens – to develop a long-term “vision” for the City Center. To continue that work, the City, Chamber of Commerce and Public Facilities District (PFD) developed a scope of work and provided funding for development of a City Center plan. That planning effort began in the summer of 2001.

During formulation of the *City Center Sub-Area Plan* (January 28, 2003), the project partners have used a number of outreach and communication techniques, and various forums to identify issues and obtain input. These techniques have included: regular monitoring of project progress by an Oversight Committee; two public workshops; preparation of City Center newsletters and establishment of a website; meetings with community groups and organizations; regular briefings of the City Council, Planning Commission, Chamber and PFD; displays of project alternatives; and scoping/commenting opportunities in connection with the environmental impact statement. An early draft of this SEIS was also published to provide information and an opportunity for comment about environmental issues. Please refer to the Draft City Center Sub-Area Plan for further information about outreach efforts.

3. Environmental Review

Integrated Planning/SEPA Process

The City is integrating development of the City Center plan with the procedures, analyses and documents required by SEPA. This integrated approach is consistent with provisions in the SEPA Rules (WAC 197-11- 210 *et seq*) which recognize that GMA planning and environmental review are interdependent and encourage them to occur together. The benefits of integrating planning and SEPA review include better-informed GMA planning decisions, reducing delay and duplication in project-level analysis, and narrowing the scope of environmental mitigation at the project level (WAC 197-11-210 (3)).

The SEPA rules for integration recognize that environmental review for GMA planning usually occurs in stages. The rules state that the environmental analysis that occurs at each stage of the process should address the environmental impacts associated with planning decisions at that particular stage (WAC 197-1-210 (3)). The timing of phased review, discussed later in this sub-section, may also be adjusted to track the phasing of GMA actions, such as adoption of sub-area plans, development regulations, and detailed capital improvements plans (WAC 197-11-228 (2)(b)).

Planning is, in general, an iterative process, i.e., concepts are suggested, analyzed, reviewed, discussed, modified, discussed again, analyzed again, changed again, and so on, until a proposal is adopted. Each iteration adds an increment of understanding, depth and detail. Some questions cannot be answered in detail until plan has been refined

through several iterations. Some systems (e.g., utilities) cannot be planned in detail until other elements of the plan have been defined.

EISs are also developed as part of an iterative process, involving preparation of draft and final documents and public review and comment. Proposals and alternatives can change from Draft EIS to Final EIS, as additional information is reviewed and public comments are considered. Using the principles of GMA/SEPA integration, EISs may be coordinated with planning projects to enrich the understanding and usefulness of both processes. Several provisions of the SEPA rules also encourage that environmental review begin as early as possible, so that environmental information can contribute to the substance of plans while they are still in the formative stage (WAC 197-11-055, 197-11-210, 197-11-228 (c)).

The current City Center plan alternatives and policies have been developed using the type of phased, iterative process described above. And that process is ongoing. For Lynnwood's City Center, integration means that the steps of City Center planning are being closely coordinated with the SEPA process. The land use concept and policies of the City Center plan will be evaluated and tested in SEPA documents for the plan.

This Draft SEIS, for example, evaluates the environmental impacts of three different land use concepts and three different levels of redevelopment intensity, one of which (medium intensity) is identified as the "preferred" alternative of the City Center Oversight Committee (O.C.). In June, 2003, for purposes of SEPA analysis and to encourage public involvement, the City published an early, preliminary draft version of this document. It had identified the highest intensity City Center scenario (Alternative C) as the one preferred by the City Center Oversight Committee. This preference did not commit the City to any course of action. In this Draft SEIS, based on review of the Early Draft SEIS, a fiscal analysis, and public comment and discussion, the O.C. has identified the medium intensity scenario (Alternative B) as its preferred alternative. This growth scenario is also paired with a land use pattern (promenade with districts). Similarly, this preferred alternative is for purposes of ongoing discussion and analysis and does not commit the City to a course of action.

The City will review these environmental and planning documents and select a preliminary/proposed City Center plan concept and policies for further refinement. This phase of the planning process will be focused on implementation efforts – development regulations, design guidelines, more detailed facility planning and engineering, financing plans, etc. The Final SEIS would address these efforts in greater detail and would support the City Council's process for adopting the City Center plan and implementing regulations and programs. Public review and comment will be integrated into this process as well.

Some implementation actions will be ongoing and will occur after initial plan adoption. This could include more detailed planning, financing, engineering and eventually construction of streets, utilities and capital facilities. As described further below, these

steps may be considered as distinct phases of planning and of environmental review. Public review and comment will also be incorporated into the implementation efforts.

Supplemental EIS/Phased Review

Draft and Final EISs for the Lynnwood Comprehensive Plan were published in 1995. As noted above, the Comprehensive Plan includes a subregional center that is substantially similar to the City Center. This EIS is being prepared as a supplement to the Comprehensive Plan EIS. It focuses on probable significant environmental impacts associated with differing patterns of development and intensity for a range of alternatives. Pursuant to the SEPA Rules and Lynnwood SEPA Ordinance, a supplemental EIS (SEIS) is appropriate to provide new information about a proposal's significant environmental impacts (WAC 197-11-405(4)). The SEIS should not include analysis of alternatives or impacts that were addressed in the EIS being supplemented (WAC 197-11-620). This Supplemental EIS, and the City Center alternatives, also build on and rely on the numerous plans, studies and environmental documents that have been prepared for proposals in and around the City Center.

- *Lynnwood City Center Project Existing Conditions Report.* February 2002.
- *Lynnwood Policy Plan Draft and Final Environmental Impact Statements,* 1994.
- *2020 Comprehensive Plan Environmental Checklist [2001]*
- *Regional Express Lynnwood Project, Environmental Assessment,* June 2000.
- *City of Lynnwood Proposed Preliminary Capital Facilities Plan 2002-2007.* September 2001.
- *City of Lynnwood Comprehensive Sewer Plan.* February 1999.
- *City of Lynnwood Water System Comprehensive Plan Update.* August 1998.
- *City of Lynnwood Dept. of Public Works Comprehensive Flood and Drainage Management Plan.* June 1998.
- *I-5/196th Street Interchange Project EIS.* October 1992.

This document supplements the EIS prepared for the City's Comprehensive Plan. For purposes of SEPA compliance, the City is also adopting the above-referenced Regional Express Environmental Assessment and the I-5/196th Street Interchange EIS. Information in the other documents referenced above is incorporated by reference as appropriate and where indicated. A fiscal analysis has also been prepared to provide information for decision making.

The City is following a course of phased environmental review for its Comprehensive Plan and City Center Plan, pursuant to the state SEPA rules (WAC 197-11-060(5)(b)) and Lynnwood's SEPA ordinance. Phased review allows agencies and environmental documents to focus on those issues that are ready for decision at a particular point in a decision making process and to defer detailed consideration of other issues until a later point in time (WAC 197-11-060(5)(b)). The appropriate sequence of analysis cited in the rules is from a proposal at an early or conceptual stage of planning or design -- such as the 1995 Comprehensive Plan -- to a subsequent environmental document at a later

(implementation or project) stage, when more detailed information is available -- such as this more detailed sub-area plan (WAC 197-11-060(5)(c)(ii)). The rules direct agencies to avoid duplication and excess paperwork by using the appropriate environmental document in the circumstances, and by using existing environmental information (WAC 197-11-060(5)(f)).

Scope of SEIS

The scope of review is based on an assessment of probable significant adverse impacts that may result from the proposal, to the extent they have not been addressed in prior SEPA documents. The City followed the procedures for determining the scope of an environmental impact statement set forth in WAC 197-11-360, -408, and -443. The City determined the scope of the SEIS based on comments submitted by interested agencies, tribes and citizens, its own estimation of potential impacts and reasonable alternatives for the City Center Plan, and consideration of existing environmental documents. A determination of significance/scoping notice was published on September 14, 2001. Environmental issues addressed in the SEIS include land use, transportation, aesthetics, plants and animals/fisheries, wetlands, and public services and utilities. After reviewing relevant environmental documents, the City determined that impacts for other elements of the environment -- earth, air quality, noise, historic resources -- would be substantially the same as those evaluated in the Comprehensive Plan EIS or other existing environmental documents; supplemental analysis was not, therefore, required.

A more detailed discussion of air quality impacts is being deferred, consistent with the rules for phased review, until further direction on the City center Plan alternatives is established and improvement projects are planned in greater detail. The greatest contributor to potential future air quality impacts will be vehicular traffic. Existing environmental documents identify that air quality will deteriorate as planned growth (which included the City Center, which was contemplated in the Comprehensive Plan) occurs. Significant traffic congestion in the City is a result of background growth and pass-through traffic. Mitigation of traffic and air quality impacts will require a program of road improvement projects. The City Center sub-area plan, and the traffic analysis in this SEIS, will identify a potential package of such improvements, which will then undergo additional planning, analysis and testing (e.g., financial and engineering feasibility). The package of improvements that emerges from this process will then be planned, designed and further evaluated for environmental consequences. Improvements will also need to be included in the PSRC's regional transportation program. An air quality conformity analysis, as required by WAC 173-420-100, will be performed in the context of this supplemental planning.

D. Planned Action

The City of Lynnwood is considering designating the study area as a "planned action" pursuant to the State Environmental Policy Act (SEPA) and implementing rules (RCW

43.21C.031(2)(a) and WAC 197-11-164). If sufficient, specific information about mitigation programs is available, the City could determine to pursue a planned action. If it follows this approach, the City will follow applicable procedures, described generally below, to review proposed projects within the City Center area, to determine their consistency with the approved planned action, and to impose any appropriate development conditions.

Planned actions are types of project proposals located within a designated portion of an Urban Growth Area. Qualifying projects include those that are identified in, consistent with and implement a sub-area plan and whose probable significant environmental impacts have been adequately addressed in an EIS prepared for the sub-area. To designate a planned action, a city must adopt an ordinance or resolution that describes the types of projects to which the planned action applies and how the planned action meets the criteria in the SEPA Rules (WAC 197-11-168). It also must specifically find that the environmental impacts of the planned action have been identified and adequately addressed in the SEIS. It should also identify any specific mitigation measures that must be applied for a project to qualify as a planned action. The ordinance may also specify a time period that will apply to the planned action.

When an implementing project is proposed, the City must follow review procedures set forth in the SEPA Rules. It must first verify that the proposal is the type of project contemplated in the planned action ordinance and that it is consistent with the applicable sub-area plan. It must also determine that the probable significant adverse environmental impacts of the planned action project have been adequately addressed in the planned action SEIS and that it contains any applicable conditions or mitigation measures. If the proposal meets this test and qualifies as a planned action, no SEPA threshold determination or further environmental review is required. The City may, however, require additional environmental review, and require additional mitigation, if probable significant adverse environmental impacts were not adequately addressed in the planned action SEIS or if the proposed project does not qualify as a planned action.

E. City Center Plan Alternatives

This SEIS considers a range of alternatives, which embody different spatial patterns of future land use in the City Center. The alternatives also reflect varying amounts, mixes, intensities and footprints of land use and redevelopment that could occur within the sub-area. All alternatives address the same geographic area. Tables 1-2, 1-3, 1-4, 1-5 and 1-6 provide a summary of the development program/concept considered for each alternative. The City Center plan will establish long-term policy direction for desired change within the City Center. It would remain in effect unless and until revised by the City Council. The 20-year development period (approximately 2020) identified in the EIS is to help identify probable impacts within a reasonable time period.

The amounts of development shown in Table 1-2 for each alternative are considered to be maximums for the purpose of SEPA analysis. They reflect a best guess but hypothetical development scenario based on anticipated market and economic conditions over a 20-year period. They do not reflect build out. Development could occur anywhere within the City Center, subject to the quantitative estimates for various uses. Development could occur faster or more slowly than reflected in the estimates.

**Table 1-2
Lynnwood City Center Intensity Scenarios – 20-Year Development Estimates**

Land Use	No Action		Alternative A – Low Intensity		O.C. Preferred Alternative* – Medium Intensity		Alternative C – High Intensity	
Office¹	1.6 mil sf	4-8 story	2 mil sf	5-10 story	4 mil sf	15-25 story	6 mil sf	15-25 story
Retail²	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story
Residential³	.2 mil sf 128 du (existing)		2.4 mil sf 2,000 du	3-4 story 30-40 du/acre	3.6 mil sf 3,000 du	5-10 story 50-70 du/acre	4.8 mil sf 4,000 du	5-10 story 50-70 du/acre
Total	3.3 mil sf		5.9 mil sf		9.1 mil sf		12.3 mil sf	
New 2020 Development	0.6 mil sf		3.4 mil sf		6.6 mil sf		9.9 mil sf	

Source: City of Lynnwood, LMN Architects, 2002.

Table Notes:

* O.C. Preferred Alternative = Oversight Committee’s Preferred Alternative.

¹ Includes approximately 1 million sf of existing office development. New development includes convention center and civic uses.

² New retail development would replace existing retail for all Alternatives.

³ Residential shown in all alternatives except No Action is new. Note that Comprehensive Plan policies indicate that residential uses should occur in the City Center. However, existing zoning does not currently permit residential uses.

The time required to build-out the City Center plan under any of the alternatives is uncertain; it is beyond the 2020 horizon date of the sub-area plan and beyond the scope of the present analysis. Each alternative estimates an amount of development that could occur by 2020. The rate and amount of development would be determined by market conditions, local and national economic conditions, and the decisions of individual property owners. For purposes of the SEPA analysis (and if a planned action is pursued), the type and amount of development assumed for each alternative is considered an upper limit or threshold. The City Council has expressed its intention to periodically evaluate plan implementation and the SEIS analysis and to update the SEIS as necessary (Ordinance No. 2426). (LMC 17.02.025/027)

**Table 1-3
Lynnwood City Center Land Use Alternatives – 2020 Land Uses (Acres)**

Land Use	Existing Land Use	No Action	Alternative A – Low Intensity/ East West Spine	O.C. Preferred Alternative (B) – Medium Intensity/Promenade with Districts	Alternative C – High Intensity/Four Squares
Office ¹	55	63.5	35	34	35
Retail ²	152.5	130	36	35	30
Office/Retail (mixed)	0	0	47	47	50
Residential ³	8	8	31	43	36
Parks/Open Space	0	0	12	15	19
Civic/Public ⁴	3	17	18	17	17
Cultural/Recreational	0	0	1.5	2.5	2.5
Hotel	8	8	16	11	15
Park and Ride	12	12	12	12	12
Existing Streets/ROW	53.5	53.5	53.5	53.5	53.5
New Streets	0	0	30	22	22

Source: City of Lynnwood, LMN Architects, Huckell/Weinman Associates, 2002.

Table Notes:

¹ Some existing office would be developed as mixed use, i.e., office/retail.

² Retail listed under all Alternatives would replace existing retail.

³ Residential listed in all Alternatives is all new development. No new residential assumed for No Action.

⁴ Includes proposed Convention Center.

For purposes of analysis in the SEIS, future development is assumed to occur in the City Center districts (Core, West End, North End) in the relative proportions shown below. These numbers are approximations and reflect allocations of total planned development by type to the various districts. A greater or lesser amount of development could occur within each district, however, subject to the overall maximum established for the City Center in each alternative. As part of its review of specific development proposals, the City would determine whether proposed development within each district is within the analysis of impacts contained in the SEIS. Note that the No Action alternative would not use districts to organize land uses. Permitted land uses (generally retail and office) could occur anywhere within the City Center based on existing land use and zoning designations.

The public/private Oversight Committee’s Preferred Alternative (O.C. Preferred Alternative) identified in the SEIS at this time (Medium Intensity) is provisional and reflects current consensus of the Committee. This amount of 20-year growth is combined with the promenade with districts land use pattern. Labeling it “preferred” at this time is for analysis purposes only and is not intended to suggest that a decision has been made by the City to adopt this alternative.

For purposes of SEPA analysis, and to test environmental outcomes, each intensity option is paired with a land use concept. However, any of the land use patterns could be combined with any intensity scenario as a result of the findings of the environmental review process and public input. It should also be noted that the land use concepts are quite similar, differing primarily in the location of parks and pedestrian connections. For most elements of the environment, the intensity of development will be the most significant determinant of impacts, rather than the land use concept.

The amount and form of retail development is constant across all scenarios. Redevelopment and intensification of existing retail uses in the City Center area is assumed to occur; most would relocate to mixed-use buildings (except No Action). The predominant low density retail character of the City Center would continue under No Action. Of the office development shown in Table 1-2, 1 million square feet represents existing development and the balance is redevelopment that would replace existing (commercial/retail) space. Substantially all residential uses would be new to the City Center (with the exception of a small number of units currently within the sub-area).

No Action, as defined in the Draft SEIS, reflects a continuation and slight intensification of existing land uses, development form and recent trends. The limited amount of residential development in the City Center in this alternative could make it more difficult for the City to achieve its GMA population targets. The City could consider rezoning to permit additional multi-family uses either within the City Center or elsewhere.

**Table 1-4
Alternative A/Low Intensity – District Land Uses**

Land Use	West End	Core	North End	City Center Total
Retail	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (25%)
Office¹	170,000 sf	1,300,000 sf	530,000 sf	2 million sq. ft. (34%)
Residential	1,560,000 sf 1,300 du	600,000 sf 500 du	240,000 sf 200 du	2.4 million sq. ft. (41%) 2,000 du
Total²	2.3 mil sf.	2.5 mil sf.	1.1 mil sf	5.9 million sq. ft.

Source: Huckell/Weinman Associates, LMN Architects, 2002

Notes:

¹ Includes commercial, hotel, and convention center uses.

² Exact proportions of land use may vary between districts.

**Table 1-5
O.C. Preferred Alternative/Medium Intensity – District Land Uses**

Land Use	West End	Core	North End	City Center Total
Retail	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (16%)
Office¹	330,000 sf	2,600,000 sf	1,070,000 sf	4 million sq. ft. (44%)
Residential	2,340,000 sf 2,250 du	900,000 sf 750 du	360,000 sf 300 du	3.6 million sq. ft. (40%) 3,000 du
Total²	3.3 mil sf	4.1 mil sf	1.7 mil sf	9.1 million sq. ft.

Source: Huckell/Weinman Associates, LMN Architects, 2002

Notes:

¹ Includes commercial, hotel, and convention center uses.

² Exact proportions of land use may vary between districts.

**Table 1-6
Alternative C/High Intensity – District Land Uses**

Land Use	West End	Core	North End	City Center Total
Retail	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (12%)
Office¹	500,000 sf	3,900,000 sf	1,600,000 sf	6.0 million sq. ft. (48%)
Residential	3,120,000 sf 2,600 du	1,200,000 sf 1,000 du	480,000 sf 400 du	4.8 million sq. ft. (40%) 4,000 du
Total²	4.2 mil sf.	5.7 mil sf	2.1 mil sf	12.3 million sq. ft.

Source: Huckell/Weinman Associates, LMN Architects, 2002

Notes:

¹ Includes commercial, hotel, and convention center uses.

² Exact proportions of land use may vary between districts.

1. Land Use Districts

The three land use alternatives considered in the Draft SEIS explore different ways of arranging activities within the City Center using three districts. Each district has a dominant focus but is also characterized by a mix of land uses, as follows:

- *Core* – generally located between 194th Street SW on the north, Alderwood Mall Blvd and I-5 on the south, 36th/37th Avenue W on the east, and 44th Avenue W on the west. The Core contains the most intensive development, primarily office with some housing and street-level retail and public/open space uses. This district would also emphasize public and civic uses, parks, some larger retail uses (focusing on home furnishings) and hotels. A convention center developed and managed by the South Snohomish County Public Facilities District (PFD) would be the centerpiece of the eastern portion of this district.
- *West End* – generally located between 194th Street SW on the north and the transit center on the south, and between 44th Avenue W on the east and 48th Avenue W on

the west. This district would have a residential focus (condos, apartments and townhouses), with retail uses (focused on food, personal services, and specialty shops), significant green spaces and a park, and a civic facility.

- *North End* – generally located between 188th Street SW on the north, 196th Street SW and Alderwood Mall Blvd on the south, 33rd Avenue W on the east and 36th Avenue W on the west. This area would continue to emphasize office uses, with some retail and services and residential.

The No Action alternative, which would not involve adoption of a sub-area plan, would not use districts to organize land uses (see Figure 2-3 in Section II of this Draft SEIS). Development would occur project-by-project in the pattern suggested by the existing Comprehensive Plan future land use map and existing zoning designations.

2. Major Similarities and Differences Among City Center Alternatives

North End Office Focus. In all of the alternatives, the northeast portion of the City Center would be developed primarily with office uses. Some residential uses and retail uses in support of the convention center, are planned near 37th Avenue W and along the Alderwood Mall Boulevard. New streets and parks would also be developed in this area for the O.C. Preferred Alternative and Alternative C.

Convention Center. Phases I and II of the convention center, as proposed by the Public Facilities District (PFD), is assumed to occur in all alternatives, including No Action. The first phase consists of an approximately 58,000 square foot convention center. It is expected to be completed in 2005. A 50,000 square foot expansion (Phase II) is also anticipated, possibly within five to seven years. Future projects on the PFD campus, whose timing is unknown at this time, could include an additional expansion of the convention center (depending on demand), a regional library or swimming pool, a community college facility or community theater.

Transit Center. For all alternatives, land use in the Transit Center area could include multi-family residential and retail uses. Sound Transit is improving parking and bus facilities, HOV and bus access, and traffic circulation.

Linear Trails/Parks. The Interurban Trail runs the length of the City Center area along the west side of Interstate-5. Several new small parks would be developed adjacent to the trail. The land use patterns for the O.C. Preferred Alternative and Alternative C also assume development of a pedestrian corridor (“promenade”) connecting the sub-districts. The promenade would be flanked by and connect to new parks in the City Center and would connect with the Interurban Trail.

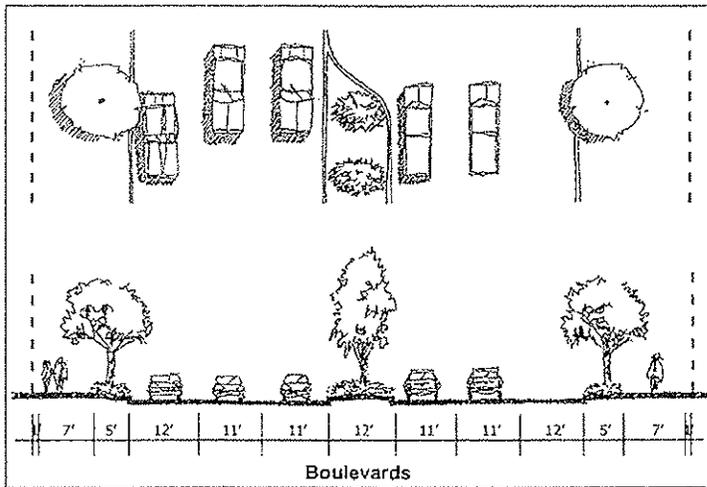
New Street Network and Streetscape. New streets and street improvements associated with the O.C. Preferred Alternative and Alternative C would be located generally as

shown in Figures 1-4 and 1-5. The new street pattern – consisting of an expanded internal street grid – is designed to improve vehicular and pedestrian circulation (using smaller blocks) and to calm traffic. Alternative A would have a similar street network. This new street network would not be developed with No Action; only currently committed improvements are assumed to occur. It is possible that a different street grid could occur in conjunction with future planning.

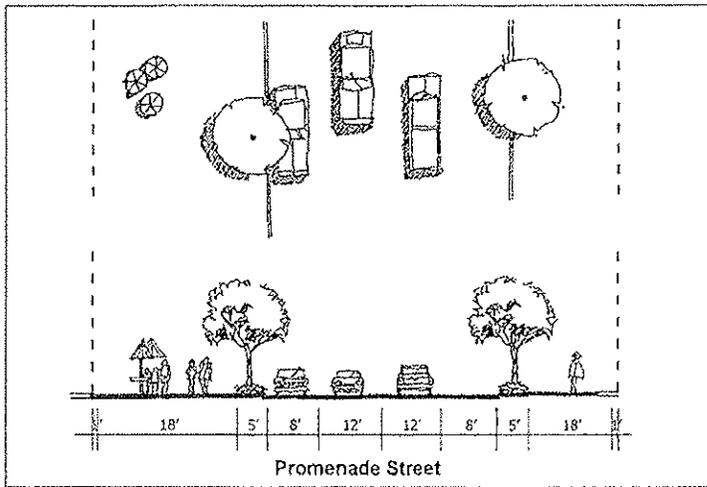
Parking would be provided through surface parking, and in parking garages (structured and/or below ground). In the near term, based on market conditions and land prices, underground parking may not be economically feasible. Parking approaches would, therefore, change over time – interim surface parking areas would eventually be replaced by parking structures and/or redeveloped with new buildings with underground parking.

Streets within the City Center Plan area would generally be pedestrian-oriented. This goal is balanced, however, with the need to move traffic. Please refer to Figure 1-2. Amenities along the streets would include widened sidewalks, plazas, trees, seating areas and distinctive lighting standards. The right-of-way for retail and office streets would be between 72 feet and 84 feet, with two traffic lanes with on-street parking. Major arterials/boulevards (44th Avenue W and 196th Street SW) would have a 106-foot right-of-way with six traffic lanes with a landscaped median. Boulevard streets would not have on-street parking. Residential/collector streets would be 70 feet wide, with two traffic lanes and on-street parking. All streets would have sidewalks on both sides (9 feet for residential streets, 7 feet for boulevards and 18 feet for the promenade) and landscaped areas (5-12 feet) (see Figure 1-2).

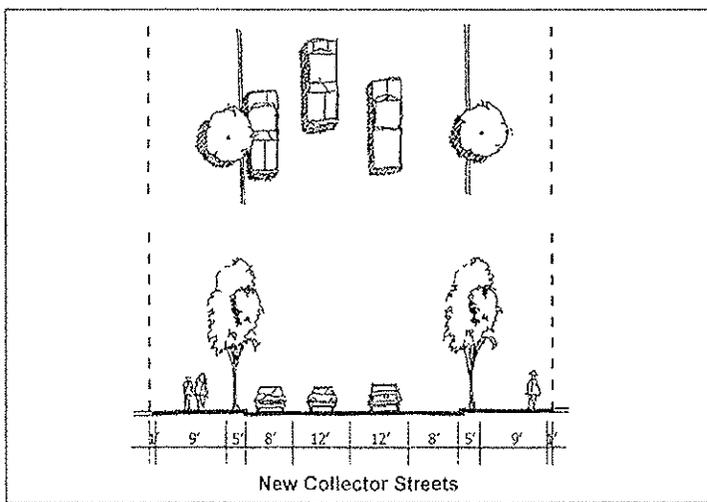
Urban Design. Urban design principals are identified in the draft Sub-Area Plan. They address and shape the siting, planning and design of the streetscape, public spaces, pedestrian connections, civic structures, public amenities, as well as building quality and materials within the City Center. An administrative design review process, pursuant to standards and guidelines, is also recommended to be established. Design guidelines would not be adopted under the No Action alternative.



Boulevards
106' R.O.W



**Promenade Street
(198th Street)**
88' R.O.W



**New Collector
Streets**
70' R.O.W

FIGURE 1-2: STREET SECTIONS

3. Major Features of Alternatives

No Action

In the context of the City Center planning effort, the SEPA “no action” alternative does not mean literally “no development.” The City would need to take some action to implement the Comprehensive Plan’s Subregional Center concept to maintain consistency with its Comprehensive Plan and to avoid violating GMA requirements. These efforts would be less comprehensive and less coordinated, however.

Relative to the other alternatives, No Action would involve a small increment of change with respect to the amount and intensity of development. In general, the expected level of growth would be consistent with historical trends – it would reflect a small increase in office and institutional uses but no increase in residential population. Development would occur in a pattern similar to the existing situation. Density would increase over time. Since the City Center is substantially built out, change would occur through redevelopment.

Under the No Action Alternative, the City would not adopt a sub-area plan or new implementation tools (zoning, design guidelines) for the City Center. The existing Comprehensive Plan Future Land Use Map designations and zoning would remain essentially unchanged. Most new uses are assumed to be single function rather than mixed-use. More than 75 percent of the City Center is zoned Community Business, which encourages community-scale commercial development that serves the City of Lynnwood and neighboring communities. This zone does not limit the height of new development. Lot coverage is limited to 35 percent. Permitted uses include general retail trade/services, hotels/motels, and public facilities; housing is not a permitted use. Overall, the City Center would appear and function much as it does today. To accommodate adopted city-wide population targets, the City may need to consider applying additional multi-family zoning within the City Center or elsewhere.

Development and redevelopment would occur incrementally and would not be guided by a cohesive land use concept. Individual property owners would propose to redevelop according to land use and zoning designations, perceived market opportunities, and their individual goals and situations. Individual decisions would determine how and where various uses are concentrated. Land uses would not be focused or organized into districts with a distinct character.

The convention center proposal would proceed, as would possible transit-oriented redevelopment of Sound Transit’s park and ride lot. The convention center could attract some development on adjacent sites. This development might or might not be supportive of convention center activities.

Capital improvements would also occur incrementally. The street grid would not be improved and parks and trails would not be developed pursuant to a plan. Improvements

would occur in the context of project-by-project development. Few transportation improvements are assumed to occur.

Since there would not be a sub-area plan, this alternative could not be designated as a Planned Action. Future applicants would comply with SEPA for each individual project. Mitigation would also occur project-by-project.

A number of future scenarios are possible under No Action. Most probable is that existing/recent trends would continue, and future development would be similar in type, scale and character to what exists today. The City Center would continue to be dominated by suburban density retail uses. In general, redevelopment is anticipated to occur at a slower pace than the other alternatives because there would be few if any actions or investments undertaken by the City to encourage and further guide development in the City Center. In addition, there would not be a substantial near-by (i.e., within walking distance) population base to support services. It is also possible that the projected level of development might not be achieved, and the City could experience difficulty in meeting its employment objectives.

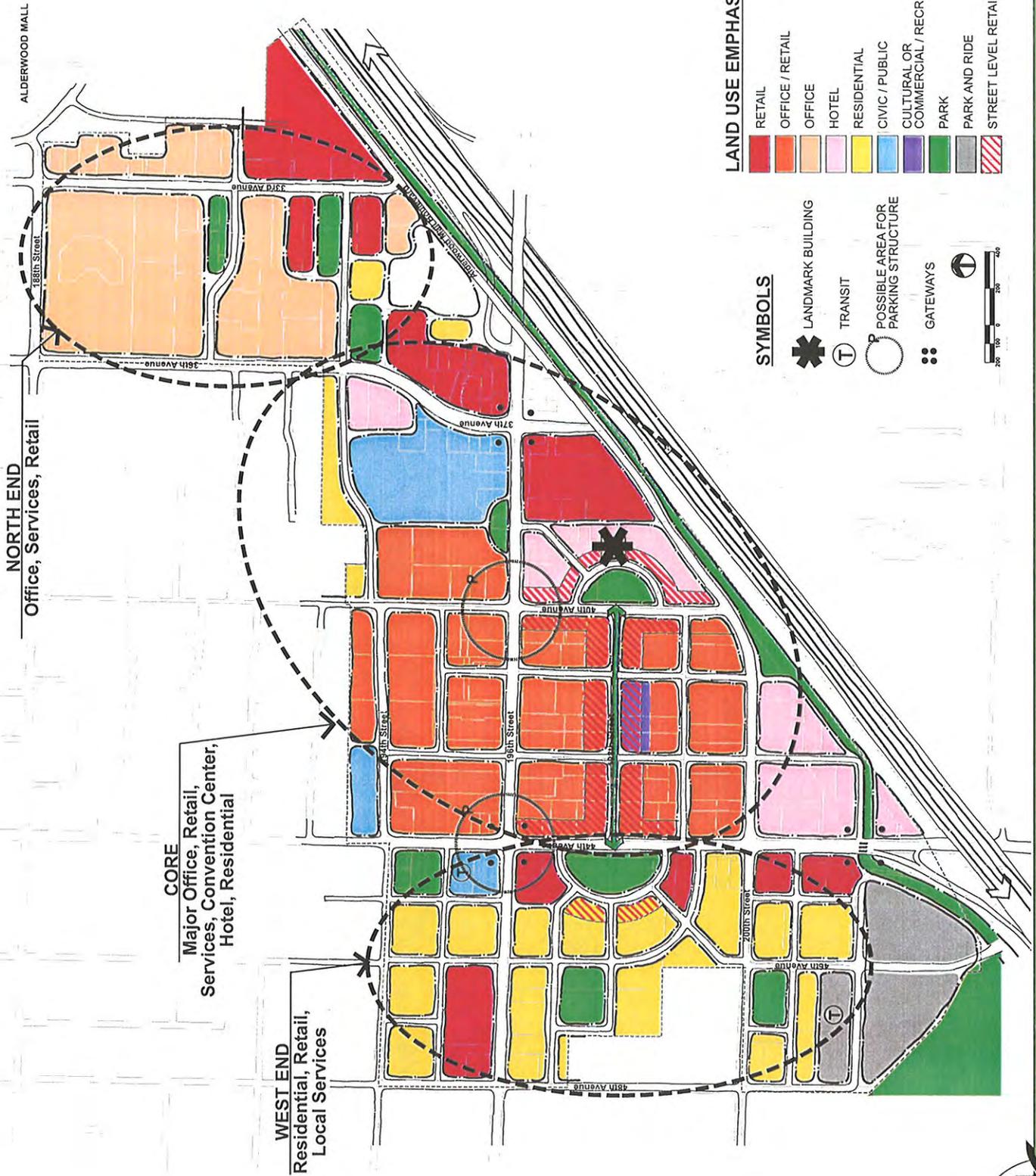
Redevelopment Intensity. No Action represents the smallest level of assumed redevelopment within the City Center. Land would be used inefficiently and the City Center would continue to be dominated by suburban-scale auto-orientated retail development.

Overall, development and redevelopment under this alternative is assumed to result in approximately 3.3 million square feet of development (1.4 million square feet of office, .2 million square feet of institutional, 1.5 million square feet of retail, and no new multi-family housing units) over a 20-year period. No Action would accommodate an estimated population of 289 people (existing) and 8,400 additional employees. Buildings height and scale could range from 1-2 story retail buildings to 4-8 story office buildings. This intensity of development, which is a modest intensification relative to existing conditions, could occur without adoption of a City Center plan, generally as a result of market forces.

Alternative A – Low Intensity

Land Use. The Alternative A land use plan – “East-West Spine” – is shown in Figure 1-3. The City Center would be organized into the three districts described previously. Each district would be characterized by a mix of uses, but each would also have a somewhat different focus.

The East-West Spine takes its name from a reconfiguration of 198th Street SW between 44th Avenue W to the west and 40th Avenue W to the east. It would serve as the spine of the Core area, along which the most intensive office buildings would locate. It would be redesigned to accommodate landscaping, pedestrians, street-level activities, and on-street parking, as well as vehicular traffic. See Figure 1-2 for a conceptual cross section of this



Urban Design
Figure 1.3: Alternative A - EAST-WEST SPINE
 LMNARCHITECTS



street. Retail uses would locate at the street level of these buildings; residential uses would be located at the northwest corner of 44th Avenue W and 196th Street SW. Several new parks would also be developed in this area—one at the corner of 194th Street SW and 44th Avenue W, one at the corner of 200th Street SW and 46th Avenue W, and one within the West End multi-family complex.

The eastern end of the Core would be anchored by a convention center along 196th Street SW, and would also include the hotels, retail, office, and multi-family residential uses. Ground level retail in mixed-use buildings would be located on the 198th Street SW east plaza facing 40th Avenue W. Significant retail concentrations would be located between 196th Street SW and Alderwood Mall Boulevard, as well as along 36th/37th Avenue W east of the convention center. Two new public parks would be developed. Multi-family residential would be located north of a new street crossing the northern edge of the Convention Center site.

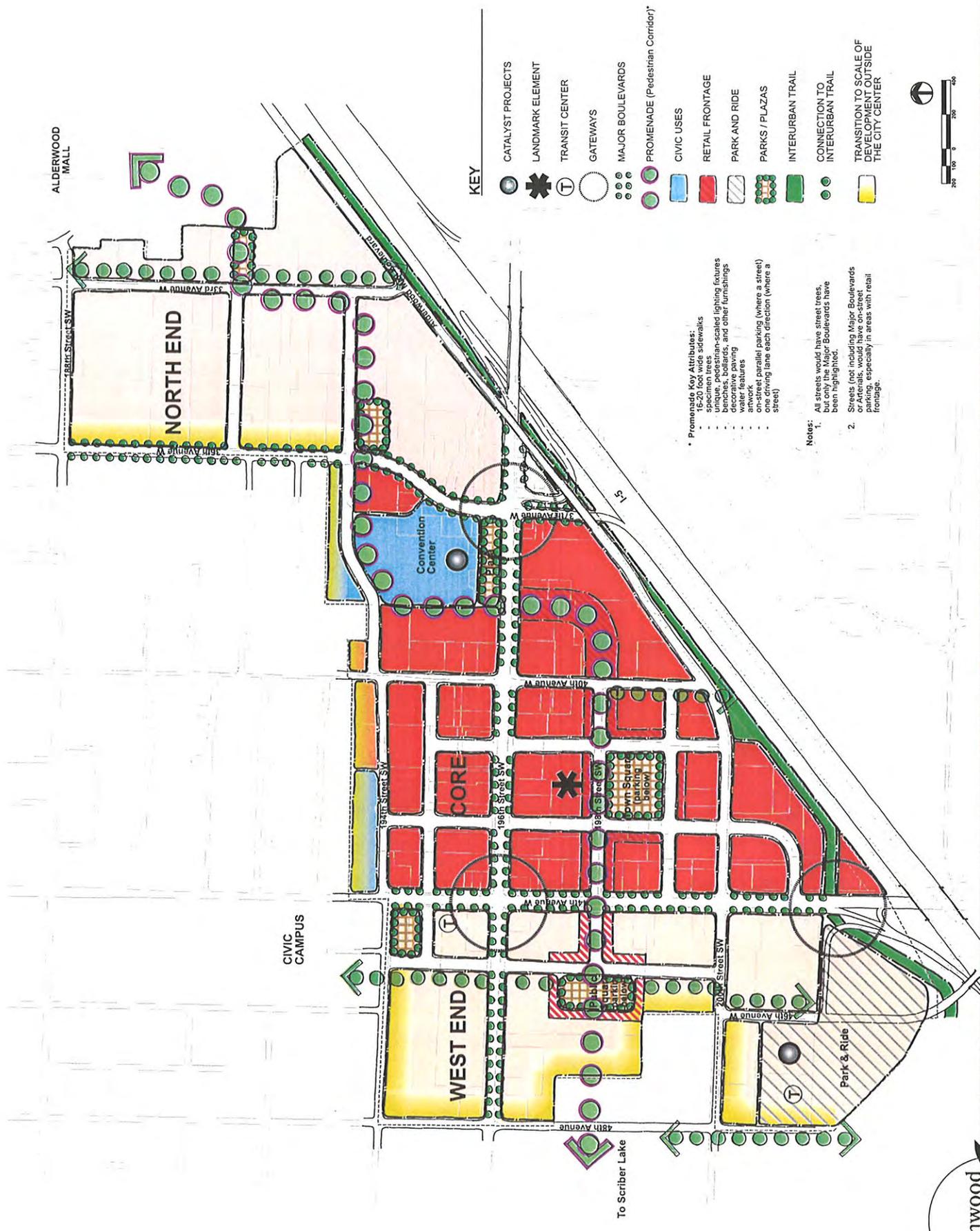
The North End would contain office development, as described previously.

Redevelopment Intensity. Alternative A incorporates a “low” intensity development scenario, lower than the O.C. Preferred Alternative and Alternative B. It is assumed to result in development and redevelopment of approximately 2.0 million square feet of office, 1.5 million square feet of retail, and 2,000 multi-family housing units in the City Center over a 20-year period. Alternative A would accommodate an estimated population of 3,600 people and 3,000 additional employees. Building height and scale would range from 3-4 story residential buildings developed at 30-40 dwelling units per acre, to 5-10 story office buildings.

O.C. Preferred Alternative – Medium Intensity

A provisional, preliminary “preferred” alternative has been identified at this time for purposes of SEPA analysis and further discussion. It is an outgrowth of the City Center planning and discussion that has occurred to date. It also reflects a variation or recombination of elements of the land use pattern and concepts of the other alternatives.

Land Use. The central organizing concept for the O.C. Preferred Alternative is a large (6.5-acre) “Town Square” located within the Core between 198th Street SW to the north and 200th Street SW to the south, and between two new streets to the east and west (between 40th Avenue W and 44th Avenue W). A landmark building would be located north of the Central Park on 198th Street SW. The O.C. Preferred Alternative land use plan is shown in Figure 1-4.

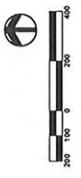


KEY

- CATALYST PROJECTS
- ★ LANDMARK ELEMENT
- Ⓣ TRANSIT CENTER
- GATEWAYS
- MAJOR BOULEVARDS
- PROMENADE (Pedestrian Corridor)*
- CIVIC USES
- RETAIL FRONTAGE
- PARK AND RIDE
- PARKS / PLAZAS
- INTERURBAN TRAIL
- CONNECTION TO INTERURBAN TRAIL
- TRANSITION TO SCALE OF DEVELOPMENT OUTSIDE THE CITY CENTER

- * Promenade Key Attributes:**
- 16-20 foot wide sidewalks
 - unique, pedestrian-scaled lighting fixtures
 - benches, bollards, and other furnishings
 - decorative paving
 - water features
 - on-street parallel parking (where a street)
 - one driving lane each direction (where a street)

- Notes:**
1. All streets would have street trees, but only the Major Boulevards have been highlighted.
 2. Streets (not including Major Boulevards or Arterials) would have on-street parking, especially in areas with retail frontage.



New office development (with the potential for mixed-use buildings including retail and/or residential) would be focused in the Core area between 194th Street SW and 200th Street SW. Retail uses would be located on the ground level of mixed-use buildings facing the park (along 198th Street SW and along the new north-south streets bordering the park up to 196th Street SW), with office and residential on the upper levels. A cultural or commercial center would be located on the south side of the park on 200th Street SW. Hotel uses are also possible within the Core area.

The Convention Center would provide an anchor and serve as a catalyst for development in the east end of the Core. Development around the Convention Center would also include a smaller hotel area, a larger retail area, mixed-use office along 40th Avenue W, and residential uses. A new plaza directly south of the Convention Center would front 196th Street SW between 40th and 37th Avenues West. Retail development is also assumed in the eastern portion of the Core, generally east of 40th Avenue W, and south of 196th Street SW to the Alderwood Mall Parkway.

The West End would focus on multi-family residential uses. Retail and office uses would also be located in this district, some possibly located along 196th Street SW and 44th Avenue W. Two new parks/plazas would be developed in this area – one at the southwest corner of 194th Street SW and 44th Avenue W and one within the multi-family area. A new civic building and a local transit center would be located at the northwest corner of 44th Avenue W and 196th Street SW.

The North End would primarily contain office development, as described previously.

Redevelopment Intensity. The O.C. Preferred Alternative incorporates a “medium” intensity development scenario, mid way between Alternative A and Alternative C. It is assumed to result in development and redevelopment of approximately 4 million square feet of office, 1.5 million square feet of retail, and 3,000 multi-family housing units in the City Center over a 20-year period. The O.C. Preferred Alternative would accommodate an estimated population of 5,400 people and 9,000 new employees. Building height and scale would range from 5-10 story residential buildings developed at 50-70 dwelling units per acre, to 15-25 story office buildings. Building height and scale would be similar to Alternative C.

Alternative C – High Intensity

Land Use. The Alternative C land use plan is shown in Figure 1-5. The City Center would be organized into three districts as described previously. A mix of uses would characterize all districts, but each would have a somewhat different focus.

Similar to Alternative A, a central organizing concept for Alternative C is the reconfigured 198th Street SW between 44th Avenue W to the west and 40th Avenue W to the east, anchored by public plazas/squares at each end. Alternative C expands on this concept with a new north-south street to be developed between 196th Street SW to the north and 200th Street SW to the south.

Similar to Alternative A, the most intensive mixed-use development (office, retail and/or residential) would be focused in the Core area. Retail (i.e., shops and services) would be located on the ground level while office and residential uses would be located on the upper levels. Ground level retail would face major streets and plazas, including 198th Street SW and along the new north-south street. A cultural or commercial “attractor” would be located on 198th Street SW. Hotel uses would be developed at the southern portion of the Core area around the southern public square.

The public square on the west end of the new 198th Street SW would provide an anchor for the West End. Low-rise to mid-rise multi-family residential would be located between 194th Street SW to the north and 200th Street SW to the south adjacent to the Transit Center, and 44th Avenue W to the east and 48th Avenue W to the west. In contrast to Alternative A, retail uses in this area would be more significant, mainly along major traffic streets – 196th Street SW and 44th Avenue W, primarily on the existing Fred Meyer site – and in mixed-use building around the square. Two new parks would be developed in this area – one at the corner of 196th Street SW and 44th Avenue W and one at the corner of 200th Street SW and 46th Avenue W. A new civic building would be located at the southwest corner of 44th Avenue W and 198th Street SW.

As with Alternative A, the Convention Center would anchor the eastern end of the Core. The area would also include hotels, retail, mixed-use office, and residential uses. Ground level retail would face the 198th Street SW eastern square in mixed-use office buildings. Several new parks, including the 198th Street SW eastern square and two parks located on 196th Street SW on either side of the Convention Center, would be developed in this area. Multi-family residential buildings would be located on a new street crossing the northern edge of the convention center site. A large area for a potential hotel would be located to the east of the 40th Avenue W square.

The North End would develop primarily for office uses as described previously.

Alternative C includes four primary public spaces – the squares at the ends of the two main spines, and seven other smaller parks (see Figure I-5). The public square concept would be landscaped with trees and lawn areas. Mixed-use development (hotels and shops on the east and retail on the west) around the two squares anchoring the 198th Street SW parkway is intended to encourage day and nighttime pedestrian activity.

Redevelopment Intensity. Alternative C includes the most intensive development scenario considered, with the highest population and employment growth and the largest buildings. It is assumed to result in development and redevelopment of approximately 6 million square feet of office development, 1.5 million square feet of retail development, and 4,000 multi-family housing units in 20 years. This intensity would accommodate an estimated population of 7,200 people and 15,000 new employees. Building height and scale would range from 5-10 story residential buildings developed at 50-70 dwelling units per acre, to 15-25 story office buildings.

F. City Center Plan Policies & Design Principles

The draft City Center Sub-Area Plan identifies over-arching objectives, planning and urban design principles, key concepts and sub-area policies. Development of the plan is ongoing and is being integrated with the SEPA process. Some policies and program elements (i.e., transportation, capital facilities, economic development, and financial/fiscal) will be developed based on the conclusions of the SEPA analysis and fiscal study, as well as the input of interested citizens. Similarly, implementing regulations will take their direction from environmental information and decisions regarding these plan elements. The outline below, therefore, is based on a work in progress and a process that is integrating SEPA with planning, pursuant to WAC 197-11-210.

The sub-area plan (April 2004 draft) is based on the present O.C. Preferred Alternative, but could also apply to Alternatives A or C. It would not apply to No Action, which assumes that a sub-area plan would not be adopted.

Objectives

- 1) Restructure the City Center to be more mixed-use, concentrated, pedestrian friendly and transit supportive.
- 2) Help implement the City's Comprehensive Plan.
- 3) Validate and build upon the long-term vision expressed by the CBD Task Force.
- 4) Develop a clear, strong, identity for the City Center.
- 5) Attract new investors and customers to the City Center.
- 6) Create a place that is attractive and comfortable for Lynnwood citizens.
- 7) Establish a set of strategic actions to guide this transformation over time.

Planning & Urban Design Principles

The following principles provide a framework for the sub-area plan's policies and implementing actions.

- 1) Concentrate commercial activity at greater intensity, and in several land use districts, to create a critical mass.

- 2) Reinforce investments in public facilities to serve the public and stimulate private actions.
- 3) Functionally and visually connect the Civic Center to the City Center.
- 4) All development (public and private) should create public places (e.g., plazas, squares, courtyards and parks) where possible, including one large, centrally located civic space.
- 5) Humanize streets within the City Center through generous sidewalks and street trees.
- 6) Tame traffic through use of tools that manage traffic (e.g. turning movements and signal timing) and protect adjacent neighborhoods.
- 7) Provide transit connections to other parts of the City and to the region.
- 8) Over time, transition surface parking to structured parking (above ground and below ground).
- 9) New development should display quality and character through architectural expression.
- 10) Accommodate all modes of transportation (autos, buses, ridesharing, walking and bicycles).
- 11) Building frontages should incorporate combinations of uses, amenities and architectural details that are appealing to pedestrians.
- 12) The City's skyline should evolve incrementally into a highly visible symbol of commerce and vitality.
- 13) Seek and encourage the participation of public agencies, private businesses, institutions and developers in developing and marketing the City Center.
- 14) Protect adjacent residential neighborhoods from traffic and other spill-over effects.
- 15) City Center regulations should emphasize incentives, along with baseline standards.

Key Concepts

Building on the constraints and opportunities presented by conditions in the City Center, and the overarching objectives stated previously, the draft plan identifies a number of key concepts that will be embodied in sub-area policies.

- 1) Improve connectivity by creating an additional secondary street network. This will add east-west and north-south connections, reduce distances between blocks, make the City Center more walkable, disperse traffic from major arterials, and provide greater choices for circulation.
- 2) Identify City Center “gateway” locations that will include landmark-type structures, significant buildings and landscaping and provide orientation and identity.
- 3) Integrate the Interurban trail into the City Center, make it accessible, and provide green spaces to connect it to the City Center.
- 4) Develop one portion of the City Center as a “core” where commercial development will be concentrated and developed at higher densities. Incorporate street-level uses to animate the pedestrian environment. Include a central attraction, such as a major cultural or recreational destination.
- 5) Surround the core with supporting land use districts that have their own functions and character. *East* – a new convention center and a mix of lower intensity office, retail and hotel uses. *North End* – office infill and enhancements. *West* – concentrated urban residential uses with local retail services and neighborhood parks.
- 6) Identify short-term demonstration projects that can act as catalysts – e.g., mixed-use housing, a civic park, a convention center, and streetscape improvements on major streets.
- 7) Enhance existing streets using generous sidewalks, street trees and furnishings, artwork and pedestrian-scale lighting.
- 8) Create a series of visible and accessible parks and public spaces that will connect different activities, uses and other parks.
- 9) Extend civic facilities into the City Center.
- 10) Create a transition to surrounding residential areas.

Sub-Area Policies

The Draft City Center plan is based on establishing three distinct sub-districts, each having its own emphasis and character – West Village, Core and North End. Please refer to the previous description of the boundaries, emphasis and functions of each district. Policies, design guidelines and regulations/incentives will reflect the objectives and desired intensity and character of development in each district.

Land Use Policies

CCLU 1. Establish Mixed-Use Districts. Each district should allow a mix of retail, office, services and residential uses; the degree of mix and permissible heights and intensity will differ according to the intent of the district.

CCLU 2. Concentration and Intensity. The City Center will be the focus of high concentrations and intensities of land use, containing multi-story buildings, high density residential development, parking structures, and a variety of civic buildings and structures.

CCLU 3. Establish Maximum Floor Area Ratios (FAR) to Direct Intensity. Maximum FAR could range from 8-10 in the core (10 to 25 story buildings) to 3-5 outside the core (5-7 story buildings). FAR's could be increased if applicants contribute to funding parks and public buildings.

CCLU 4. Incentives for Public Amenities. Regulations should grant additional development intensity, up to a maximum level, in return for including specified public amenities.

CCLU 5. Adopt Design Standards and Guidelines. Amend the existing city-wide design guidelines to include a section on the City Center that specifically addresses subjects such as pedestrian-orientation, building mass and skyline treatment.

CCLU 6. Provide a Transition to Neighborhoods Outside the City Center. Allowable FARs and building heights should be graduated down where the perimeter of the City Center is in close proximity to low intensity residential.

CCLU 7. Phase Out Free-Standing Signs and Billboards. Adopt an amortization period for removal of free-standing signs that do not comply with new standards.

Housing

CCH 1. Encourage Urban Residential Development Within the City Center. Floor area ratios and building heights should allow for high density residential development.

CCH 2. Variety of Housing. Encourage a wide range of housing types and densities within the City Center.

CCH 3. Quality in Design and Amenities. Incentives and standards should be devised to ensure that higher density development is livable, permanent, and contributes positively to the image of Lynnwood and the City Center.

CCH 4. Partnerships. The City, other government agencies, non-profits and for-profit developers should consider ways of jointly developing housing within the City Center.

Transportation

CCT 1. Minimize Driveway Access. Minimize driveway access with curb cuts along Principal and Minor Arterials as a means of increasing vehicle carrying capacity and operational efficiency.

CCT 2. Coordinate Signals. Optimize traffic operation by coordinating intersection signals along Principal arterials. Signal cycle settings should be focused on achieving the network operation optimization rather than optimizing each individual intersection.

CCT 3. Maintain LOS E. Maintain LOS E as the level of service standard for the arterial intersections in the City Center. The City should use the most up to date level of service calculation methods from the Highway Capacity Manual issued by the Transportation Research Board (definitions and calculations are periodically modified).

CCT 4. Monitor LOS. Regularly monitor LOS at arterial intersections. If the monitoring shows that LOS E cannot be maintained, consider reprioritizing the City's capital program to accelerate investments in transportation facilities developed for the City Center plan, and reduce vehicle travel demands in the City Center by adopting travel demand management strategies.

CCT 5. Coordinate State Facilities Improvements. Work with WSDOT to construct the following improvements on State facilities:

- Widen 196th Street SW to 7 lanes from 48th Avenue W to 37th Avenue W
- Widen northbound 44th Avenue W to add a through lane from I-5 to 194th Street SW

The following may be needed after 2020:

- Connecting ramp from southbound I-5 to westbound SR 525
- Northbound on-ramp to I-5 from 44th Ave W
- Southbound off-ramp from I-5 to Alderwood Mall Blvd or 44th Ave W

CCT 6. Develop a Finer Grid System. Develop a program and regulations to develop a finer street grid system within the City Center. The grid system should improve access within the City Center and continuously connect arterials where feasible.

CCT 7. Improve Arterials. Improve the following arterials to increase the capacity of the transportation system:

- Build 179th Street SW (Maple Road) as a 2 lane road, without on-street parking, between 36th Avenue W and Alderwood Mall Parkway
- Widen 36th Ave W from 3 lanes to 5 lanes from 179th Street SW to 164th Street SW
- Widen 200th Street SW to 5 lanes from 48th Avenue W to SR 99

CCT 8. Improve Signalized Intersections. Improve the following signalized intersections to add capacity:

- Add a second “left-turn only” lane to westbound approach and eliminate a “split” signal phasing at the 200th Street SW and 44th Avenue W intersection
- Add a second “left turn only” lane for the northbound approach at the 196th Street SW and 44th Avenue W intersection

CCT 9. Unsignalized Intersections. Improve the following unsignalized intersections by either adding traffic signals or roundabouts.

- 48th Avenue W and 194th Street SW intersection
- 40th Avenue W and Alderwood Mall Boulevard/200th Street SW intersection

CCT 10. Control Traffic on Local Streets. Develop a program to control traffic on the local streets in the residential neighborhoods surrounding the City Center.

CCT 11. Reduce Vehicle Trips. Work with City Center property and business owners to develop and implement effective vehicle demand management strategies to reduce vehicle trips by commuting City Center workers.

CCT 12. Increase Transit Services. Work with Community Transit and Sound Transit to increase transit services for the City Center.

CCT 13. Provide Medians. Provide medians and other devices on arterials to aid pedestrians crossing the street.

CCT 14. Bicycle Linkages. Identify opportunities to provide bicycle linkages between the City Center, the Interurban Trail and other key bicycle routes.

CCT 15. Bicycle Storage. Provide bicycle storage facilities or bike racks at the transit center and other destinations within the City Center.

CCT 16. Parking Requirements. Establish parking requirements specifically for developments in the City Center, which are aimed at achieving land use and transportation goals.

CCT 17. Develop a Parking Market. Consider reducing the parking supply requirements for office developments to develop a parking market.

CCT 18. Parking Supply Requirements. Adopt minimum and maximum parking supply requirements for such uses as office, retail and residential. Develop a schedule to review the maximum and minimum parking supply requirements.

CCT 19. Mixed-Use Development. Allow-mixed use development to provide reduced parking supply.

CCT 20. Shared Parking. Encourage shared use of parking among businesses and property owners through a provision allowing them to reduce parking supply.

CCT 21. Develop a City Center Parking Management Plan. The plan should address:

- on-street parking locations and enforcement
- use of excessive parking spaces for public parking
- options to provide parking through public parking structures
- possible locations for pedestrian and circulator connections between parking structures and destinations
- a program to manage parking in residential areas.

CCT 22. On-Street Parking. Provide on-street parking on non-arterial streets within the City Center for short-term parking users only, such as visitors and shoppers. Develop an effective parking enforcement program.

Urban Design

CCUD 1. Streets as Urban Design Elements. As streets are built or reconstructed, elements such as planted medians, curb bulbs, ladder-style crosswalks, banner stanchions, and artwork should be considered for inclusion.

CCUD 2. Establish Streetscape Standards. Standards should address the width of sidewalks, the spacing, size and type of street trees, pedestrian-scaled lighting, and other street furnishings to create safe, comfortable and an appealing place for pedestrians.

CCUD 3. Adopt Design Guidelines. Design standards that address site design, building design and sign design should be created for the City Center. Such standards should include the following:

- requiring transparent glass windows and pedestrian amenities (such as weather protection) along the sidewalk on pedestrian-oriented streets
- minimize curb cuts
- prohibiting parking lots in front of buildings

CCUD 4. Achieve a Variety of Public Spaces. The City Center should contain a range of public spaces, from larger to smaller, both green and hard-surfaced, and both publicly and privately provided.

CCUD 5. Promenade. Over time, there should be a number of public spaces located along a meandering alignment weaving through all three districts of the City Center.

CCUD 6. Promote Many Pedestrian Connections within the City Center. The City Center should include many types of corridors conducive to walking, including sidewalks, trails, through-block connections, and walkways through new development.

CCUD 7. Connect to Surrounding Areas and Features. Development within the City Center should connect to adjacent neighborhoods as well as to the Interurban Trail and nearby Parks.

CCUD 8. Pedestrian Circulation Primarily at Grade. Grade-separated pedestrian connections (overpasses and underpasses) should be discouraged. However, there may be some locations where pedestrian bridges are appropriate.

CCUD 9. Designate and Describe Gateway Treatments. Locations of gateways should be established, along with the nature of planting, lighting and signage that would reinforce the sense of entering the City Center.

CCUD 10. Consider Civic Structures as Landmarks. New public buildings should display unique design features that convey their importance to the community.

CCUD 11. Transit Shelters and Design Features. Transit shelters should not be considered merely utilitarian structures but should convey a strong design identity and incorporate features such as artwork.

CCUD 13. Incentives for Public Amenities. The Land Use Code for the City Center should offer additional development intensity in return for providing accessible and well maintained public amenities.

CCUD 13. Variety of Public Space. All new public or private development shall contribute to an array of public spaces including plazas, squares, courtyards and parks. These public spaces should include benches, lighting and other pedestrian amenities necessary for the public's safe use and enjoyment.

CCUD 14. Integrating Interurban Trail. The Interurban Trail should be integrated into the City Center. The trail should include small parks and trailheads where appropriate to make access safe and convenient. The Interurban Trail should have an effective connection to the Town Square and the park in the West End.

CCUD 15. Nature of Interurban Trail. The Interurban Trail should be continuous and uninterrupted by at-grade crossings at major roads, and should include lighting and other amenities to create a safe and comfortable pedestrian environment.

CCUD 16. Linking Public Space in the West End. The West End shall focus on a significant public space that will be linked to the Core on the east and Scriber Lake Park on the west by a Promenade or other pedestrian corridor. This West End public space shall be linked to the Interurban Trail through a public trail or corridor.

Public Space

CCPS 1. Secure Property for Public Spaces. Secure options to allow eventual purchase of property for public spaces. Study parcel size/configuration, ownership, valuation and availability.

CCPS 2. Analysis of Concepts, Feasibility and Financing. To guide implementation and facilitate grant applications, study the preliminary design, costs and financing strategies for the three major public spaces indicated in the sub-area plan. Consider on-site versus off-site parking. Develop conceptual level design and key public space

components Examine financing options, including contributions from private development.

CCPS 3. Amend the City’s Comprehensive Plan to Recognize City Center Public Spaces. Incorporate the three major public spaces in the Parks, Recreation and Open Space element of the Comprehensive Plan. Consider the need for peripheral spaces and linkages in the context of the city-wide system of parks and trails.

CCPS 4. Include City Center Public Spaces in the City’s CIP. Incorporate line items in the CIP for acquisition, design and development of the three public spaces.

CCPS 5. Impact Mitigation Fees. As permitted by state law, the City may impose impact fees on new development to help acquire or develop parks and other public spaces in the City Center.

Development Strategies

CCE 1. Development Manager. Create the position of City Center Development Manager, as part of the administration of the City. (Position could be an existing one or a new one.)

CCE 2. Umbrella Group. The City should support the creation of a City Center umbrella group, such as a Downtown Association including potentially funding the organization in its early years.

CCE 3. Joint Projects. Establish agreements with other agencies and the private sector to pursue joint projects that can carry out the objectives of both the City and the agency.

CCE 4. Marketing Plan. Prepare a marketing plan for telling the “story” of the City Center and to identify programs, people and organizations that can play different roles in redevelopment.

CCE 5. State Legislation. The City should avail itself of any state legislation that can induce development into the City Center, such as the tax abatement provision for multi-family housing.

CCE 6. Monitor. Establish a process and timeline for ongoing and annual review of the City Center Plan and its implementation.

CCE 7. Encourage Projects. Foster projects that attract major new investment, quality jobs, retail shops and services, entertainment, public spaces, cultural attractions and governmental functions that meet the objectives of this plan.

CCE 8. Capture Market Potentials. Capture the economic and market potential of Lynnwood's geographic locations through the creation of a mixed-use city center that provides for the needs of Lynnwood residents and serves the sub-regional population of south Snohomish County and north King County.

CCE 9. Attract Investment. Attract private and public investment for new development projects and redevelopment of existing properties.

CCE 10. Identify Resources. Identify and direct private and public resources to achieve the vision of the City Center Plan and enhance the city's tax base.

CCE 11. Form Partnerships. Form partnerships with for-profit entities, non-profit entities, and other government agencies to provide investment and improvements in the Lynnwood City Center.

CCE 12. Collaboration. Work in combination with the Chamber of Commerce, property owners, businesses, and other entities as may be appropriate to promote and market the city center to investors and businesses.

CCE 13. Economic Analysis. Analyze the demographic, economic, real estate and fiscal characteristics and trends of the City Center and surrounding area.

CCE 14. Priorities for City Investment. First priority: City Center triangle (bounded by 196th Street SW, 44th Avenue W and I-5). Second priority: properties adjacent to the transit center and convention center (catalyst projects).

Capital Facilities/Utilities

CCCF 1. New Conveyance and Hydraulic Modeling. Install new sewer conveyance in all new streets. Evaluate existing sewers for capacity and replace those that cannot meet future capacity requirements. Utilize a hydraulic model to size conveyance based on peak flows and street grades.

CCCF 2. Water Distribution. Install new water mains in all new streets. Size new pipes to so the entire network can meet domestic and fire flow requirements and minimize the need to replace existing pipe.

CCCF 3. Water Conservation. Promote low water use devices in the design of all facilities and landscaping.

CCCF 4. Storm Drainage Requirements. Require all new and redeveloped streets and properties to meet adopted storm drainage requirements.

CCCF 5. New City Street Analysis. Conduct a detailed drainage study to identify detention and treatment facilities for new City Streets. Minimize the

number of public detention and treatment facilities. Locate facilities within existing or new rights-of-way.

CCCF 6. Public Spaces and Storm Water Detention. Design new stormwater detention and drainage facilities to include, but not as a substitute for, public park and open space amenities in new development.

CCCF 7. LID Formation. Consider forming a local improvement district to fund street and storm drainage improvements.

CCCF 8. Underground Overhead Utilities. Place all overhead utilities underground. To preserve, right-of-way, combine utilities in a common trench where possible.

CCCF 9. Underground Utility Study. Conduct a study of underground utilities to identify and coordinate critical phases of construction.

CCCF 10. Decorative Utility Covers. Consider commissioning an artist to create a decorative utility cover to reflect the image of the City.

CCCF 11. Expand Service Capacity. Work with utilities and other service providers to plan for and coordinate any needed expansion of service capacity.

Proposed Strategic Projects and Programs

The Draft City Center Plan identifies a number of strategic projects and programs that could be undertaken in the initial, start-up period immediately following plan adoption. These would be intended to further implementation of the sub-area plan and to help create conditions that are conducive to planned redevelopment. These include the following:

Projects

- working with Sound Transit to develop a design build project for housing in the air rights above the new parking lot next to the expanded transit center

- incorporating the following projects into the City's CIP:
 - widening 196th to add one lane in each direction
 - widening 44th to add one lane northbound
 - adding the signals and intersection improvements recommended in the plan's Transportation policies
 - acquiring right-of-way for a future secondary grid street network through dedications and purchase
 - improving utilities to serve the City Center

- incorporating acquisition and development of major public spaces into the CIP. High priorities include a town square in the Core and a public square in the West End.
- working with the state and legislative delegation to begin planning and funding of new ramps to I-5
- working with the Edmonds School District to identify options for redevelopment and to market their property on 196th Street SW
- working with private property owners and developers to identify key short term development projects that could work as catalysts in attracting development

Programs

- adopting a new land use code and design guidelines
- adopting amendments to the Uniform Building Code to allow 4-5 floors of wood frame construction on top of a concrete base
- adopting an ordinance to allow the state-authorized ten year tax abatement program for multiple family residential development to be applied within the City Center
- exploring a phased program for consolidating city offices into a government center, along with a local transit center and new library on a site within the City Center
- forming an umbrella organization dedicated to advocacy, collaboration, marketing and financing for the City Center
- create the position of City Center development manager to promote and oversee public and private investment
- creating special mechanisms, such as local improvement districts (LIDs) or business improvement districts (BIDs) to accomplish projects and programs
- reviewing state legislation that may help achieve the City Center plan and implement those provisions
- establishing a City Center parking management program together with a program of residential parking permits for neighborhoods outside the City Center
- developing a marketing program for the City Center
- developing a traffic mitigation program

SECTION II

AFFECTED ENVIRONMENT

II. AFFECTED ENVIRONMENT

This section of the Draft SEIS contains information about existing environmental conditions in the City Center. It is based on studies conducted for and contained in the *Lynnwood City Center Existing Conditions Report (City of Lynnwood, February 28, 2002)*. The *Existing Conditions Report* was developed to support City Center planning efforts and to provide a base of information for the EIS. Major portions of the report are reproduced in this section of the Draft SEIS. Other information – primarily on market and economic conditions – are incorporated by reference.

Information about the following elements of the environment are contained in this section:

- **Natural Environment** – surface water/streams, ground water and wetlands;
- **Land Use** – land use patterns, planning and zoning designations, development potential, historic character;
- **Urban Design** – existing character of development and design elements;
- **Public Services** – police, fire, schools, parks
- **Utilities** – sewer, water and drainage.

To help reduce the bulk of the SEIS and to make it more readable, other relevant information about the affected environment is contained in impact discussion for various elements of the environment. (This flexible format is permitted by WAC 197-11-235(2)(a).) Updated information about existing **Transportation** conditions, for example, is located in Section III of the Draft SEIS; the *Transportation* section of the EIS is a self-contained discussion of existing traffic conditions, as well as an analysis of impacts and mitigation measures. Relevant background information on population, housing and employment is presented in the context of the analysis in the **Population, Housing and Employment** section of the Draft SEIS, and in the discussion of **Plans and Policies**. Additional information concerning these issues may be found in the *Market Research* and *Economics* sections of the *Existing Conditions Report*.

A. NATURAL ENVIRONMENT

Scriber Creek (WRIA 08.0061) and the wetlands associated with the creek are the only environmentally sensitive areas in the vicinity of the City Center Project study area. The main stem of Scriber Creek is south of the 200th Street SW park-and-ride lot and is just outside the City Center Project study area. An unnamed tributary of Scriber Creek that flows south is located within the study area west of 44th Avenue W between 196th Street SW and the southern limits of the City Center near I-5. Almost the entire length of this tributary stream is enclosed within culverts except for a small portion on the south end of the study area. It is also open just north of the City Center north of 194th Street SW.

The open channel portion of the unnamed tributary stream within the City Center Project study area had a slow flow of water to the south during the site reconnaissance conducted by Pentec Environmental (Pentec) on August 10, 2001. The open channel is approximately 300 feet long and is located east of the park-and-ride lot between Interurban Trail and an on-ramp to I-5. The channel flows through a small, forested wetland just before entering a culvert beneath I-5. The confluence of this tributary and Scriber Creek is southeast of I-5 (see Figure-1). The other portion of this tributary stream that has an open channel is just north of the City Center Project study area in a forested strip west of the City of Lynnwood Civic Center. No surface water was observed in this portion of the stream during Pentec's reconnaissance on August 10, 2001.

Channel morphology has been altered by the development that surrounds this tributary stream. The small amount of open channel is a channelized, straight ditch. The high level of development in the watershed of this tributary and large amount of impervious surfaces appears to have contributed to its intermittent nature. Stormwater runoff from impervious surfaces is likely to contribute to a flash flow regime during the fall and winter months.

The wetland associated with the tributary stream just south of the park and ride lot is a palustrine broad-leaved deciduous forested wetland and is approximately ½-acre in size. Dominant trees in the wetland include red alder (*Alnus rubra*), black cottonwood (*Populus balsamifera*), and Pacific willow (*Salix lucida* var. *lasiandra*). Reed canarygrass (*Phalaris arundinacea*) is the dominant ground cover beneath the trees. No surface water was seen in the wetland outside of the ditched channel, but drift lines were observed on the trunks of trees indicating that water ponds to a depth of approximately 8 inches during wetter months. The wetland may have been created intentionally or unintentionally following the construction of I-5 and the entrance ramp. It is possible that the culvert outlet of the stream was intentionally undersized to make storm flows flood into the wetland and provide a stormwater attenuation and desynchronization function. It is also possible that the culvert was unintentionally undersized and the wetland evolved in the depression in response to fall flooding that resulted from placement of an undersized culvert.

The wetland associated with the main channel of Scriber Creek is listed as Wetland 18 in the wetland inventory section of the City of Lynnwood Comprehensive Flood and Drainage Management Plan (R.W. Beck 1991). The wetland is approximately 19 acres in size and is predominantly palustrine scrub-shrub. It is located just south and west of the park and ride at the southwest corner of the City Center. The scrub-shrub plant community is very dense and is dominated by Sitka willow (*Salix sitchensis*), red-osier dogwood (*Cornus sericea*), and black twinberry (*Lonicera involucrata*). Below the dense shrub layer, the common herbaceous plants are water parsley (*Oenanthe sarmentosa*), skunk cabbage (*Lysichiton americanum*), and lady fern (*Athyrium filix-femina*). Small-fruited bulrush (*Scirpus microcarpus*), reed canarygrass, creeping buttercup (*Ranunculus repens*), and Douglas spirea (*Spiraea douglasii*) are also in the scrub-shrub community but are less common. Small areas of forested wetland are in the southwest corner and along the east edge of the wetland. Dominant trees in the forested areas include western red cedar (*Thuja plicata*) and Western hemlock (*Tsuga heterophylla*). The trees along the east wetland boundary are black cottonwood, red alder, and Pacific willow. A few small areas of the wetland are dominated by common cattail (*Typha latifolia*). Soils in the wetland are deep muck and peat. Surface water persists in the wetland throughout the year. The wetland provides good habitat for resident and migratory songbirds, amphibians, fish, and small mammals. Many large snags on the west end of the wetland provide additional wildlife habitat and show evidence of recent woodpecker excavation. The wetland also provides a high degree of stormwater attenuation function and helps to maintain in-stream flows in Scriber Creek during the summer.

The main stem of Scriber Creek flows southeast through the center of Wetland 18 and crosses beneath I-5 through a culvert. Good salmonid rearing habitat exists in the section of stream within the wetland and in the many side channels within the wetland. Because of poor water quality (R.W. Beck 1998), channelization, and siltation this portion of the stream provides poor spawning habitat for salmonids. East of I-5, the stream flows through a large forested/scrub-shrub wetland with a wide floodplain. This section of stream provides similar salmonid habitat to that in Wetland 18. Scriber Creek is identified as having coho salmon (Williams et al. 1975). Greater than 2 miles downstream of the park-and-ride lot Scriber Creek flows into Swamp Creek, which is identified as having coho, chinook, and sockeye salmon. The Washington Department of Fish and Wildlife have records on several neighborhood schools releasing coho fingerlings in Scriber Creek in recent years (R.W. Beck 1998). The WDFW has confirmed occasional sightings of adult coho in Scriber Creek up to river mile 4.5 at Highway 99, which is northwest of the City Center.

B. LAND USE

Existing Land Use Pattern

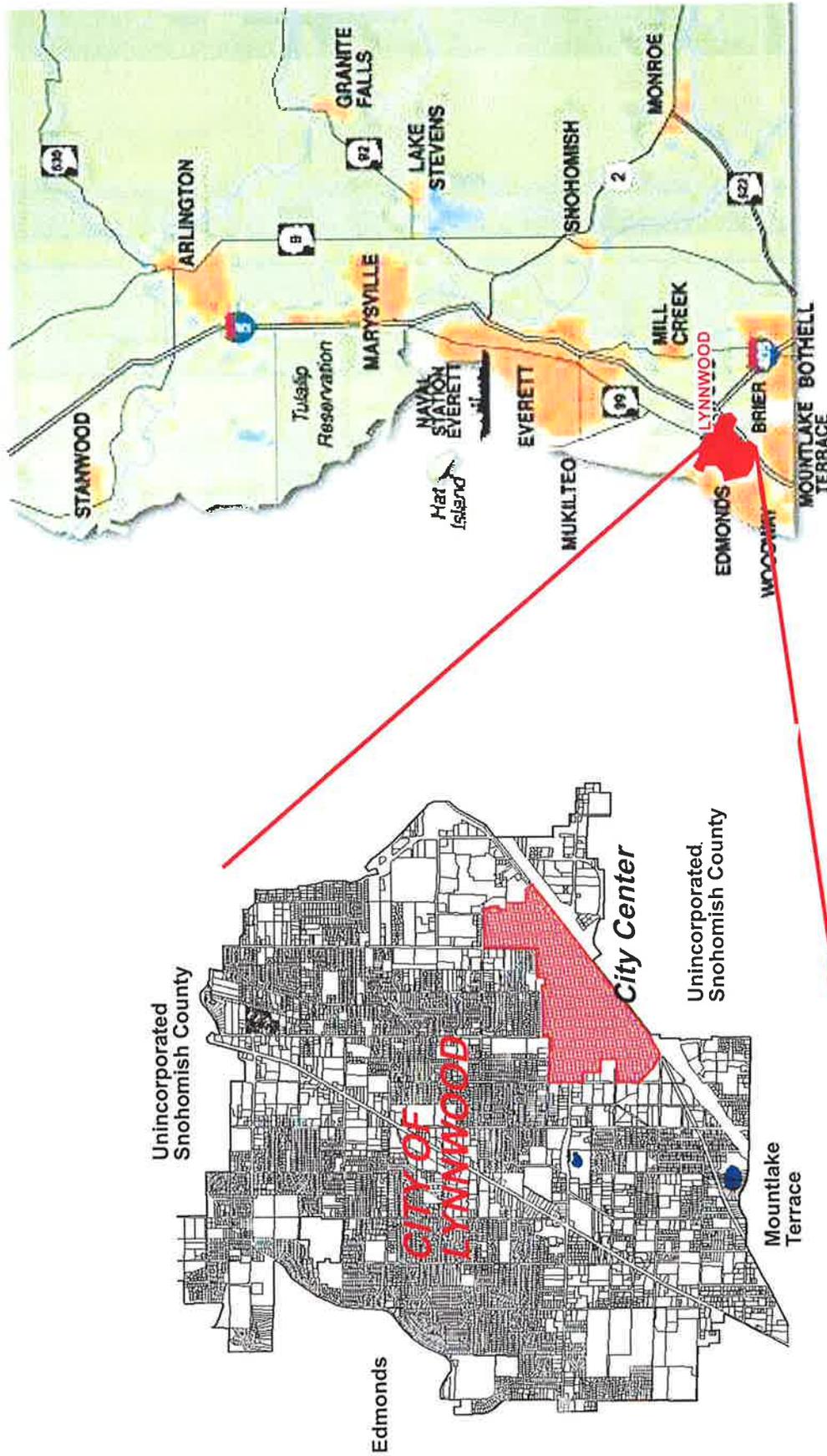
Lynnwood's City Center

Lynnwood's City Center, approximately 345 acres in area, is primarily a commercial center with a diverse mix of retail, office, hotel, and service uses. Located in southwest Snohomish County, the city of Lynnwood is strategically located between Seattle and Everett along the I-5 corridor at the junction of I-405. The City Center is directly adjacent to I-5 at the southeastern edge of the City, just south of the Alderwood Mall. The City Center, because of its location on the edge of I-5, is affected by heavy traffic from the freeway. A major arterial that traverses through the heart of the City Center, 196th Street SW, collects traffic from Interstate-5 and continues west to the City of Edmonds. Much of the commercial development along this route serves the high volume of traffic that passes through the area daily. Another major arterial 44th Avenue W also collects freeway traffic and continues to north.

The City Center is centrally located within South Snohomish County, which is a key location in the larger context of the region. This is the only commercial/regional urban center in that area of the county and therefore does not have any competition as a center. Its location along I-5 and close to Hwy 99 and I-405 provides the City Center with good regional and local access (see Figure 2-1).

The City Center has access to two types of retail uses, one is the mall and the other is the existing one or two story retails along the arterial roads. Retail uses in Lynnwood's City Center include sit-down and fast food restaurants, both big-box and smaller-scale retail stores such as office supply, furniture barns and grocery stores. Service businesses in the area include banks, dentist offices, auto repair, storage facilities, and gasoline stations. The following retail uses occupy large land areas (see Figure 2-2).

- Fred Meyer Store
- Lynnwood Square Shopping Center
- Levitz Furniture Warehouse
- Dania Furniture
- Alderwood Shopping Center
- Homelife
- Alderwood Town Center



West Snohomish County
 Copyright 1997 The Daily Herald Co.



FIGURE 2-1: LOCATION
 LMNARCHITECTS

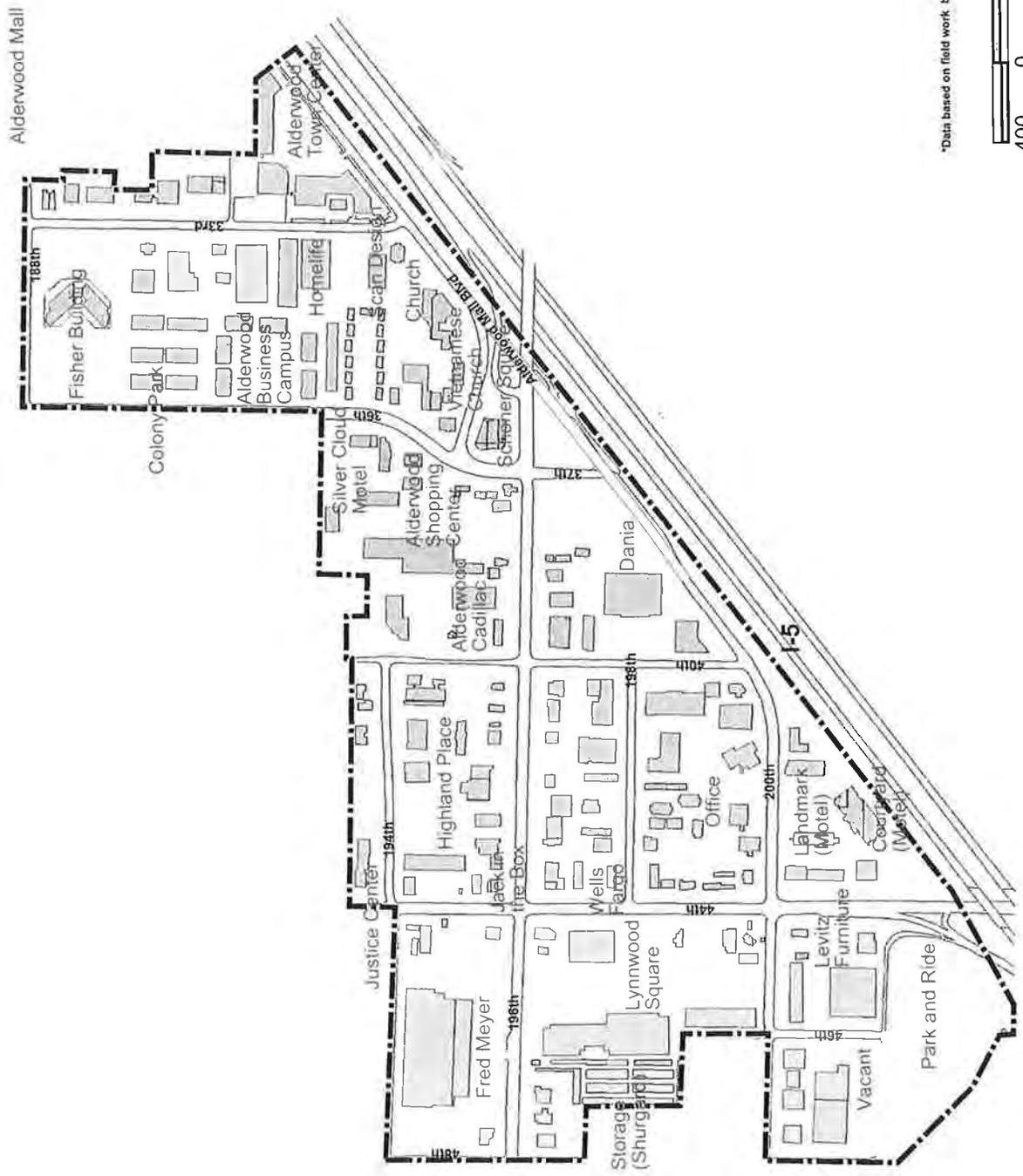


FIGURE 2-2: EXISTING BUILDINGS

LMNARCHITECTS

The majority of newer office development is located in the northeast section of the City Center and includes buildings such as the Alderwood Business Campus, Lynnwood II Office Building, the Fisher building, and the Lynnwood Financial Center. Older, lower-scale office stock occurs in the central and southwest sections. Four hotels are also located in the City Center, three of which are adjacent to I-5.

The City Center also contains two public facilities that occupy large land parcels – the Transit Station / Park & Ride and the Lynnwood Justice Center. The Justice Center connects the City Center with the Civic Center campus that extends north along 44th Avenue W. Other public uses in the area include two churches located off Alderwood Mall Boulevard.

While housing is a minority land use in the City Center, three multi-family residential complexes are located in the northern City Center area. Two apartment complexes are located at 194th Street SW and 40th Avenue W and one residential complex is located between 36th Avenue W and Alderwood Mall Boulevard.

Similar to Lynnwood as a whole, the City Center is almost fully developed, with little vacant land. Arterials, street rights-of-way, and large parking lots occupy over half of the developed area. For the most part, commercial buildings in the City Center are older one- to two-story buildings that appear to date from the 1950s to the 1980s. Newer buildings, ranging from one to seven stories in height, occur in the north / northeastern section and include the Lynnwood II Office Building, the Lynnwood Corporate Center, the Fisher Business Center, and the Alderwood Business Campus. Two office buildings are currently under construction in the northeast section as well.

A majority of businesses in the City Center are auto-oriented with large asphalt parking lots fronting the street. The City's current zoning code is not supportive of pedestrian friendly development. The code inhibits the pedestrian friendly development in section 21.46.050, under community business:

"...Contrary to the typical central business district, which by being highly concentrated in a small area is convenient for the pedestrian shopper but can not provide sufficient automobile parking space, it is intended that the central business area shall have adequate off-street parking ...(City of Lynnwood Title 21 Zoning Code)" (see Figure 2-3).

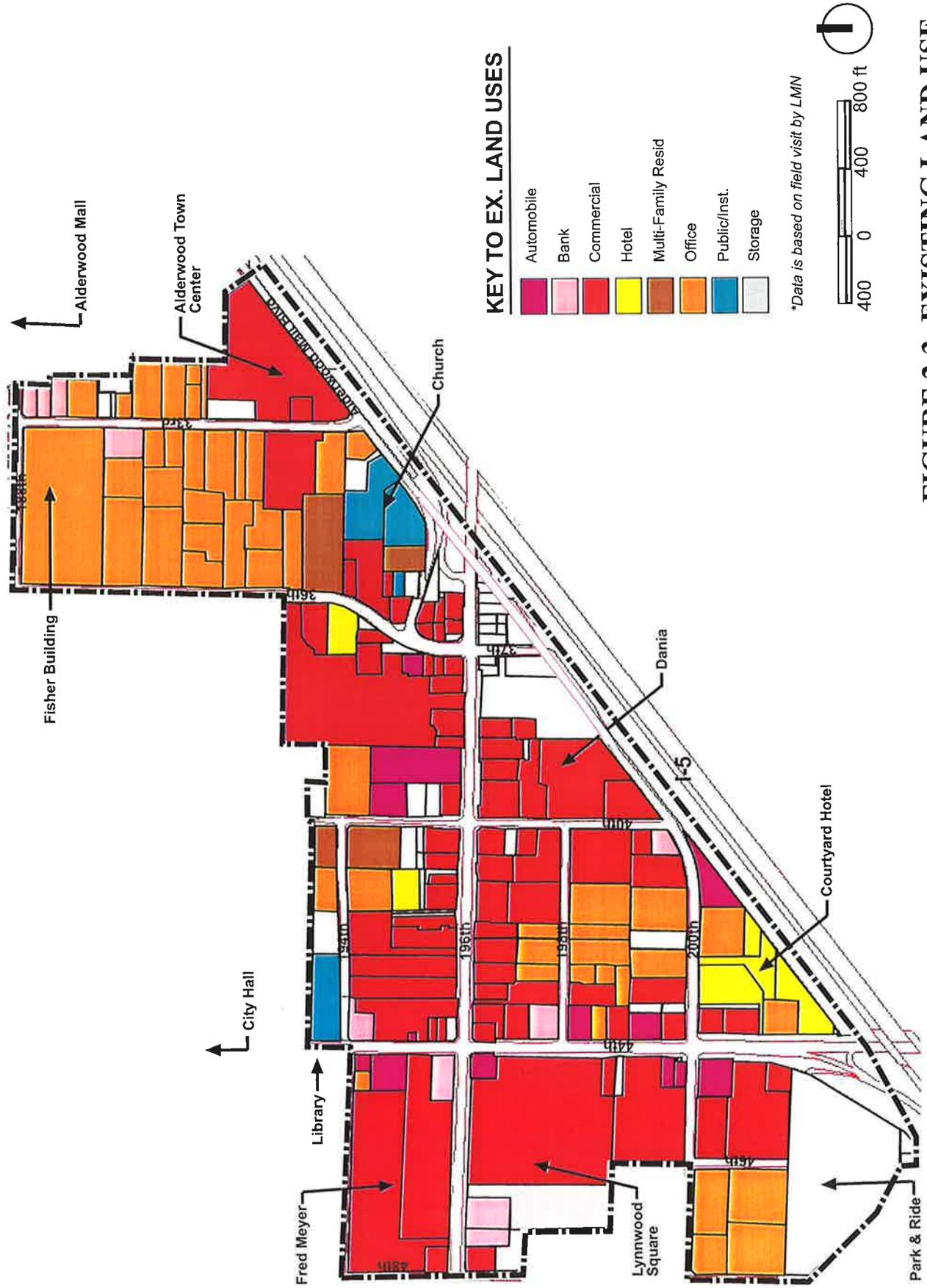


FIGURE 2-3: EXISTING LAND USE

LMNARCHITECTS

Surrounding Area

The City Center is surrounded by concentrations of residential, public, regional retail, and transportation uses. Several large multi-family residential developments, at densities ranging from 12 to 20 units per acre, border the City Center on the west, beginning at the Transit Station and continuing north past 196th Street SW, and on the north along 40th Avenue W. These residential developments separate and buffer the commercial area from surrounding single-family neighborhoods to the north and west. The maximum net density of the single-family areas is approximately five to eight units per acre (see Figure 2-4).

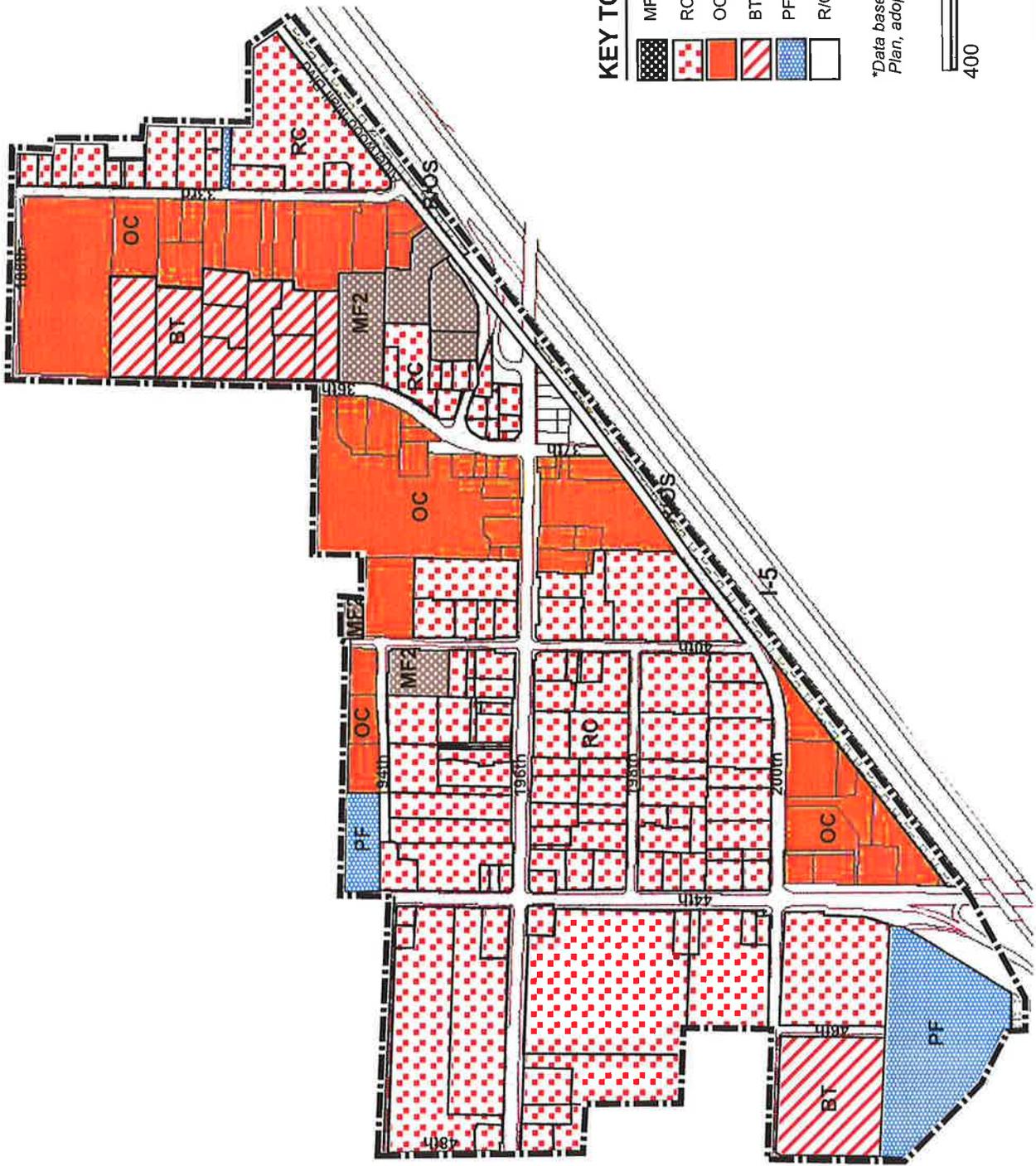
According to the Comprehensive Plan adopted on April 10, 1995, (and updated annually through 1999), most of the City Center is designated for Regional Commercial purposes. Office Commercial is designated in a small triangle south of 200th Street SW adjacent to the highway, on the west side of 36th Avenue W between 194th Street SW and the highway, and along the west side of 33rd Avenue W. Business Technical is intended for the east side of 36th Avenue W north of 194th Street SW and north of the Park and Ride. Multi-family 2 Residential follows the same pattern as the Zoning Code, and Public Facilities are located at the Park and Ride lot and the Justice Building. The bicycle trail along I-5 is meant to remain as Recreation/Open Space (see Figure 2-5).

The Lynnwood Civic Center campus adjoins the northern boundary of the City Center at the intersection of 194th Street SW and 44th Avenue W. The public campus contains the City Hall, justice center, other governmental offices/services, and a library. Buildings are one story and are surrounded by an expanse of green lawns and trees.

The Alderwood Mall, adjacent to the northeast boundary of the City Center, is a regional shopping center that encompasses over 1,100,000 square feet. Several other big-box retail stores extend from the Mall's campus east.

To the west, the intersection of 196th Street SW and Highway 99 is another prominent commercial area, with two strip-retail shopping centers with grocery stores as anchor tenants. Development along the Highway 99 commercial corridor strip contains auto services, restaurants, and miscellaneous convenience stores for neighboring communities and commuter traffic.

Other land uses located in the vicinity of the City Center include several parks and public facilities. The City of Lynnwood maintains 347 acres of developed parks, trails, civic grounds and open space. Developed parks, two athletic complexes, and the Interurban Trail corridor account for 256 acres. Lynndale Park also features an Orienteering Course, and the Mesika Trail is located on the Civic Center grounds. Wilcox Park and Scriber Lake Park are two parks located west of the City Center along 196th Street SW. Pioneer Park is a neighborhood park located to the north, off 36th Avenue W. Lynnwood has approximately 16.1 miles of trails within its boundaries, with an additional 6.7 miles of "internal" trails located within parks.



KEY TO FUTURE LAND USES

-  MF2 Multi-Family 2
-  RC Regional Commercial
-  OC Office Commercial
-  BT Business Technical
-  PF Public Facility
-  R/O/S Recreation/Open Space

*Data based on City GIS: Comprehensive Plan, adopted 4/10/95



FIGURE 2-5: FUTURE LAND USE

residential, public and open space uses in the Subregional Center to provide economic and redevelopment opportunities. Subregional Center policies provide the means to develop a “downtown” 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 would have access to employment, shopping, transportation systems, and City services. At the same time, it would 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. Identifying areas for mixed use development with appropriate density and intensity levels is also encouraged within this area. Realizing the Subregional Center concept is one of the major elements of implementing the Lynnwood Comprehensive Plan.

Land Use

The primary Comprehensive Plan land use designations applied in the City Center include: Regional Commercial (RC), Office Commercial (OC), Business Technical (BT), Public Facility (PF), and Multi-family 2 (MF2). Adjacent land uses to the City Center include Single Family, Multi-family 2, and Public Facility to the north, Multi-family 2 to the west, and Regional Commercial to the northeast. Interstate-5 creates a clear division from other single-family land uses located southeast of the interstate. The City of Lynnwood Comprehensive Plan policies that pertain directly to the City Center land uses are quoted below.

Regional Commercial

The purpose of the Regional Commercial (RC) designation is to “Facilitate the development of non-residential uses, in areas of compatible development, to provide an appropriate variety of business and service opportunities.” (LU Objective 3)

- **“Principal Uses:** Personal, professional and public services and offices, retail sales of goods for the region, including the local community and surrounding communities, hotels, motels, and entertainment businesses.”
- **“Site Design:** Buildings will typically cover up to 50 percent of the site. Most of the rest of the site will be developed for parking, although substantial landscaping is required along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees may be located either in open parking lots or well-designed parking garages. Shared parking between adjacent uses and sites will be encouraged.”

Office Commercial

The purpose of the Office Commercial (OC) designation is to “Facilitate the development of non-residential uses, in areas of compatible development, to provide an appropriate variety of business and service opportunities.” (LU Objective 3)

- “Principal Uses: Offices for business, financial, administrative, and governmental uses, professional services, hotels, motels, and other public and semi-public uses and facilities.”
- “Subordinate Uses: Mixed use that involves a principal use, and subordinate uses such as retail and/or personal services and/or eating establishments and/or business services that does not exceed 50 percent of the developed area of a development site.”
- “Building Design: Buildings at properties in this category will be either low or mid-rise structures, with rows of windows that wrap around the building at each story.”
- “Site Design: Buildings will typically cover up to 45 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for employees and visitors may be located in either in open parking lots or well-designed parking garages. Development of properties in this category should include substantial landscaping and related site improvements, and should create a campus-like atmosphere.”

Business Technical

The purpose of the Business Technical (BT) designation is to “Facilitate the development of non-residential uses, in areas of compatible development, to provide an appropriate variety of business and service opportunities.” (LU Objective 3)

- “Principal Uses: Offices for business, personal, professional and public services and facilities; research and development, small scale light manufacturing and fabrication; and related storage, wholesale and retail.”
- “Building Design: “Buildings at properties in this category will generally be low-rise structures. Access into these buildings will be through a combination of doors designed for persons and roll-up doors for vehicles.”
- “Site Design: Buildings will typically cover up to 50 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for customers and employees will generally be located in open parking lots, although well-designed parking garages may be permitted. The quality of building and site design, building materials and the extent of site improvements will be greater than those in the Light Industrial category.”

Public Facility

The purpose of the Public Facility (PF) designation is to “Facilitate the development of public facilities and uses necessary to meet neighborhood, citywide, and regional needs.” (LU Objective 7)

- **Principal Uses:** Public and semi-public uses and facilities.”
- **Building Design:** Buildings in this category may be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.”
- **Site Design:** Buildings will typically cover up to 30 percent of the parcel. Parking for customers and employees must be generally located in open parking lots, although well-designed parking garages will be permitted.”

Multi-family 2

The purpose of the Multi-family 2 (MF2) designation is to “Facilitate the development of residential uses ranging from large lot, single-family units to high-density multi-family units, to provide a variety of housing choices that accommodate residential growth, encourage housing affordability, and provide a high quality living environment for current and future residents.” (LU Objective 2)

- **Principal Uses:** Multi-family in a density range of 12.1 to 20.0 dwelling units per net acre.”
- **Subordinate Uses:** Institutional, educational or cultural, as long as such use supports the residential use and that this use would not significantly impact nearby residences.”
- **Building Design:** Residences in this category may be built as townhouses or apartments/condominiums; freestanding single-family residences are not permitted in this category. Buildings containing these residences shall be not more than four stories high and typically will be two or three stories high.”
- **Site Design:** Parking for residents and guest shall be provided in garages, carports or in uncovered parking areas. Lot coverage shall be limited in order to provide usable private recreation space and landscaping; in general, the amount of open space and landscaping will be less than that in the MF-1 category but shall still provide a reasonable opportunity for on-site recreation.”

In addition to future land use, four “Activity Center” designations serve to focus attention in certain areas of the city most likely to change or benefit from change. These areas are intended to be master planned with public and private improvements that will benefit the entire community. The subregional center activity center, the “Civic Center” activity center, includes a small portion of the City Center near 196th Street SW and 40th Avenue W. This center, which includes the existing City Hall complex, is intended to support private development as well provide a campus-like setting for government services, such as the City of Lynnwood and other agencies that intend to cater to local residents.

Existing Land Use

The City Center is currently made up of predominantly commercial and office uses. Table 2-1 describes the number of acres in each land use designation in Lynnwood City Center. Of the 292 acres in the City Center, approximately 67 percent of the area is in RC land use. OC is the second largest use in the City Center, with approximately 18 percent coverage. Other uses occupy approximately 15 percent of the land area, combined.

**Table 2-1
Lynnwood City Center Future Land Use**

Future Land Use Designation	Acres	Percentage of City Center
Regional Commercial	195	67%
Office Commercial	53	18%
Business Technical	23	8%
Public Facility	12	4%
Multi-family 2	9	3%
Total	292	100%

In general, existing uses in the City Center area are congruent with the corresponding land use designations. Properties along 196th Street SW and other minor arterials in the City Center are mostly developed in this manner.

The office uses are clustered in the north along 36th and 33rd Avenues W, as well as a few buildings around 198th and 200th Streets SW, and north of the Park and Ride. Commercial retail uses are primarily located along 196th Street SW and 44th Avenue W. Public uses, in the form of the Park and Ride, Justice Center and a church are scattered at the 3 corners of the large triangle bounded by I-5, 44th Avenue W and 196th Street SW. Multifamily residential, while surrounding the western portion of the City Center, is only located on a few lots along 194th Street SW and 36th Avenue W (see Figure 2-3).



Old retail use



New office use

City of Lynnwood Zoning

Over 75 percent of the City Center is designated as Community Business zone, which is intended for community commercial development that serves the City of Lynnwood and neighboring communities. This zone allows for retail stores, offices, service establishments, recreation and entertainment, medical and professional services, municipal services, etc. This zone does not limit the height of new development but the maximum lot coverage is 35 percent and on-site parking is required. Business and Technical Park (BTP) is the other primary zoning designation located within the City Center, which includes most of the office uses.

Surrounding zoning designations include multi-family designations (RMM/RMH), Public and Semi-Public (PF and P-1), and Planned Commercial Development (PCD), as well as areas of Single Family Residential 8,400 (square feet minimum lot size) to the north (RS8). The RS8 zone partially borders the City Center north of 194th Street SW and along 36th Avenue W. Most of the City Center perimeter, however, steps down from the commercial zoning through two multi-family zones (RMM, RMH), leading to lower density housing (RS8) areas further north and west. Commercial and industrial zones in the eastern section of the City Center (BTP, PCD) transition to Planned Regional Center (PRC) zoning associated with the Alderwood Mall outside the City Center area.

Table 2-2 identifies the current zoning designations that apply to the City Center area and summarizes applicable standards (see Figure 2-6).

**Table 2-2
City of Lynnwood Zoning Designations and Standards**

Zoning Designations	Standards
• Community Business (BC or B1)	Maximum height: None. Minimum street setback: 40-50 ft. Maximum lot coverage: 35 %
• Business and Technical Park(s) (BTP)	Minimum lot area: 1 acre Minimum lot width: 150 ft. Maximum height: 35 ft. Minimum street setback: 40-50 ft.
• Planned Commercial Development (PCD)	Maximum height: None. Minimum street setback: 40-50 ft. Maximum lot coverage: 35 %
• General Commercial (CG)	Maximum height: None. Minimum street setback: 40-50 ft. Maximum lot coverage: 35 %
• Planned Unit Development (PUD)	Nonresidential uses may be located in any zone within the city. Uses must be consistent with the comprehensive plan. The city council, in granting any PUD, shall make findings as to the specific uses to be permitted within the PUD.
• Limited Business (B2)	Minimum lot area: 1 acre Maximum height: None. Minimum street setback: 40-50 ft. Maximum lot coverage: 35 %
• Restricted Business (B4)	Maximum height: 35 ft. Minimum street setback: 40-50 ft. Maximum lot coverage: 35 %
• Light Industrial (LI)	Minimum lot area: 1 acre Maximum height: 35 ft. Minimum street setback: 50-100 ft.
• Multiple Residential Medium Density (RMM)	Minimum lot area / unit: 2,400 sq.ft. Maximum height: 35 ft. Minimum street setback: 70 ft. Maximum lot coverage: 35 %
• Multiple Residential High Density (RMH)	Minimum lot area / unit: 1,200 sq.ft. Maximum height: None Minimum street setback: 100 ft. Maximum lot coverage: 35 %

Source: 2001 Lynnwood Municipal Code, Title 21; Huckell/Weinman Associates, 2001.

C. URBAN DESIGN

Access and Circulation

Due to its location close to I-5, the City Center is easily accessible by car from surrounding areas in the region. On and off-ramps to the highway are located at 196th Street SW and at 44th Avenue W, allowing cars to enter directly into the City Center. Other important entry points into the City Center include the intersections of 196th Street SW and 48th Avenue W, and 194th Street SW and 44th Avenue W. Although not as prominent as those, other access points are located at the following intersections: 200th Street SW and 48th Avenue W near the Park and Ride, 40th Avenue W and 194th Street SW near the residential area, 188th Street SW and 36th Avenue W at the northeast corner of the office area, Alderwood Mall Boulevard and 33rd Avenue W, and 188th Street SW and 33rd Avenue W near the entrance to the Alderwood Mall (see Figure 2-7).



On and off-ramps of I-5 at 37th Avenue W

There is already an established hierarchical pattern of road layout within the center. Due to the large block sizes (approx. 1200 ft in length), cars are concentrated onto the few major streets. Vehicular circulation is heaviest along 196th Street SW and 44th Avenue W. The on-ramps at the corner of 196th Street SW and 37th Avenue W, as well as the new retail development to the east side of I-5 make this intersection the busiest in the district. Other major roads include Alderwood Mall Boulevard, which connects the mall with the City Center (see Figure 2-8). The Park and Ride creates heavy traffic during peak hours on 200th Street SW. The offices along 36th and 33rd Avenues W and the entrance to the Alderwood Mall at 188th Street SW also observe peak hour traffic. On-street parking is limited in the area and is supplied only on a part of 194th Street SW (see Figure 2-10).

Sound Transit and Community Transit buses connect the Park and Ride lot in the southwest corner of the City Center with Downtown Seattle and Everett along I-5. There are also buses that serve the surrounding residential neighborhoods and the Alderwood Mall, but bus stops are very limited within the City Center area. Only 200th Street SW and the south half of 40th Avenue W contain bus stops, along with one stop at 37th Avenue W and 196th Street SW. The buses run outside of the City Center along 48th Avenue W, 194th and 188th Streets SW, and Alderwood Mall Boulevard (see Figure 2-9). The extensive use of the existing Park and Ride shows that the area has a high demand for transit.

The Interurban pedestrian and bicycle trail runs along the southwestern edge of the Park and Ride lot and continues up 44th Avenue W to 200th Street SW, where it heads east

towards the old trolley route along the edge of I-5. There is a section of proposed trail that will eliminate the need to travel along 200th Street SW.

Pedestrian sidewalks have been built along every street in the City Center with the exception along 198th Street SW. However, very few pedestrians use these sidewalks because of the auto-oriented character of the area. The blocks are very large, and every business has a surface parking lot on site. The streets are very wide for crossing on foot, and only two designated crosswalks are provided along 194th Street SW for the residents north of the City Center to reach the bus stop. Trees planted near the sidewalk along some streets provide a more friendly environment (see Figure 2-10).



Existing Sidewalk

Existing Blocks and Building Patterns

The blocks within the existing City Center are very large. They range in size from 600 ft x 600 ft to all the way up to 900 ft x 2000 ft. (compared to a typical Seattle block of 250 ft x 360 ft.). There are no intermediate connecting paths between these blocks. 194th Street SW does not continue past 40th Avenue W, so there is no straight connection between 40th and 36th Avenues W. 46th Avenue W is also discontinued between 200th and 194th Streets SW. The entire office district along 33rd Avenue W has no intermediate east-west links (see Figure 2-11).



New office building

Buildings vary in size, but all sit within large parking areas that front onto the street. The smaller and older buildings are one to two storied. These are mainly located along 40th and 44th Avenues W. Big box buildings (e.g., Fred Meyer) are located outside of the triangle bounded by 196th Street SW and 44th Avenue W. The larger and newer buildings are usually 4 to 5 storied and distributed within the City Center (see Figure 2-12).



Older businesses

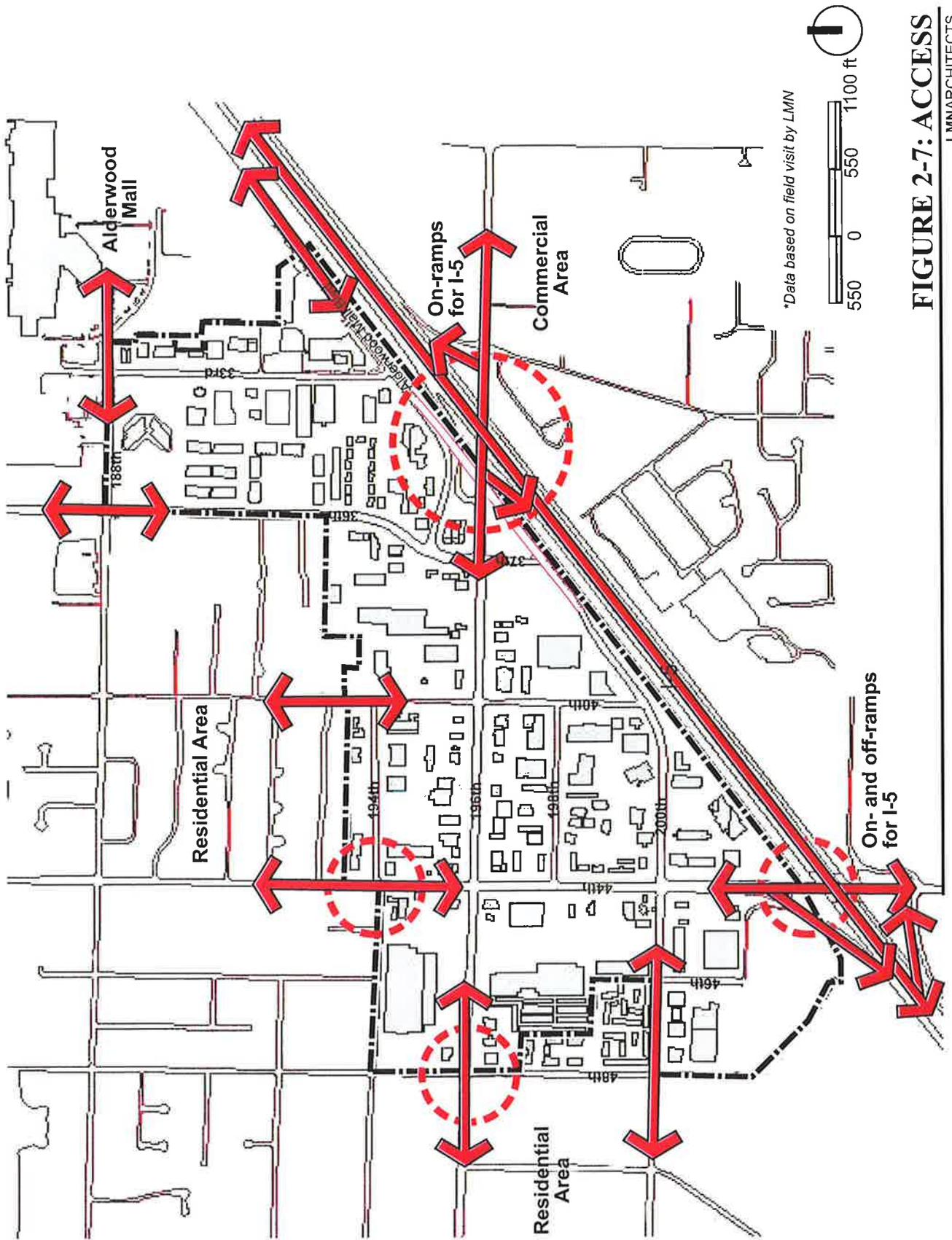


FIGURE 2-7: ACCESS

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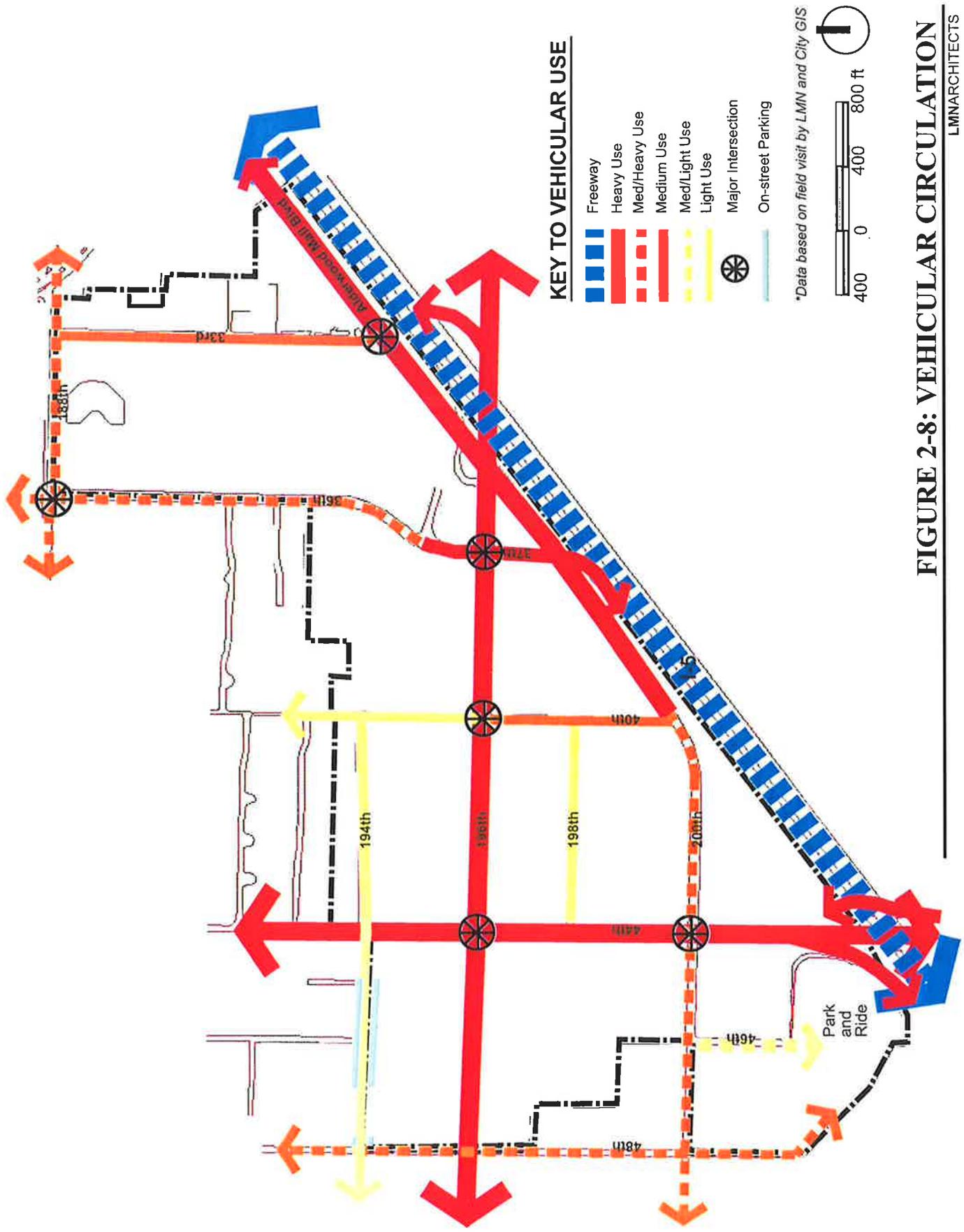


FIGURE 2-8: VEHICULAR CIRCULATION

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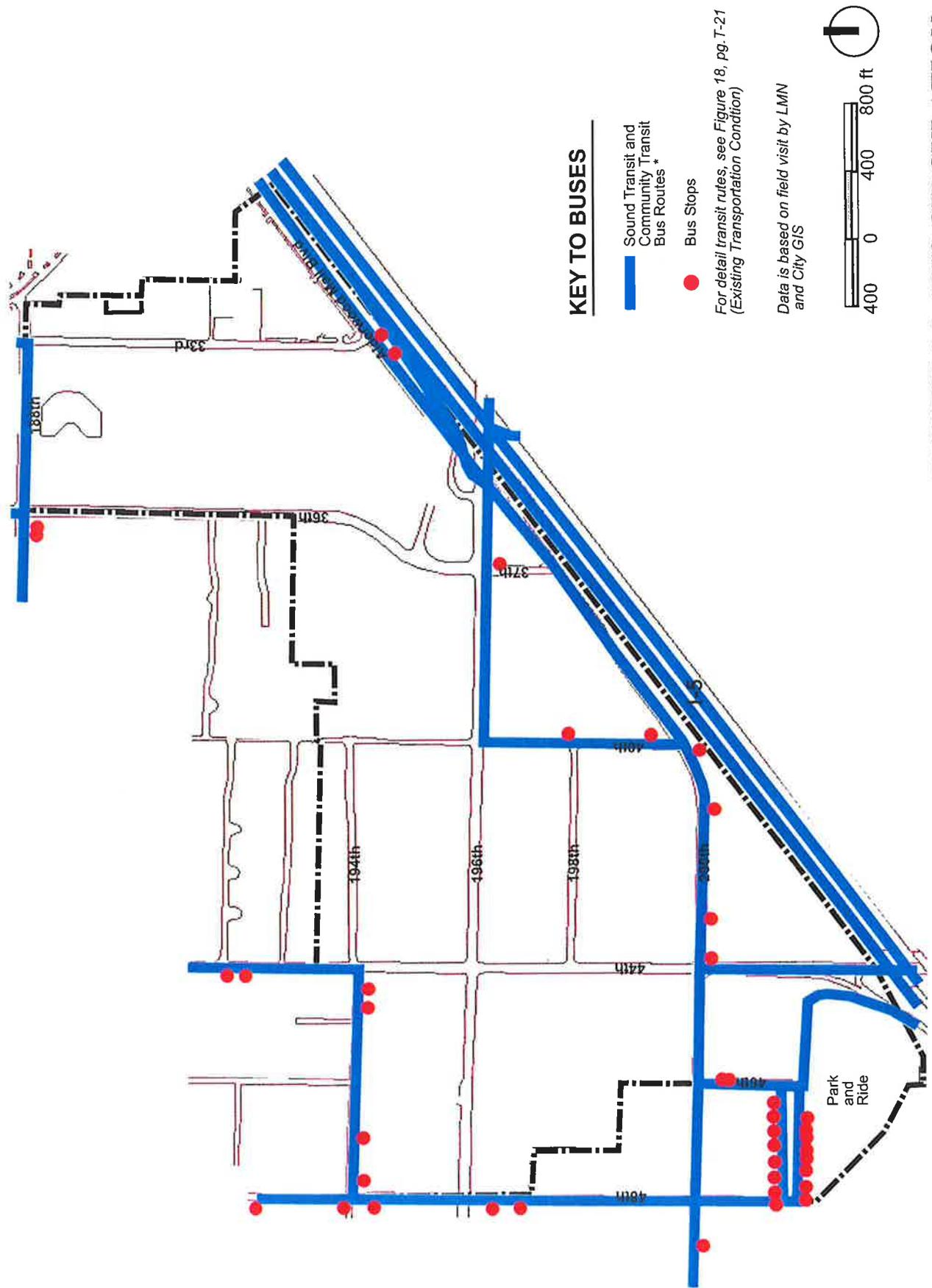


FIGURE 2-9: BUS CIRCULATION
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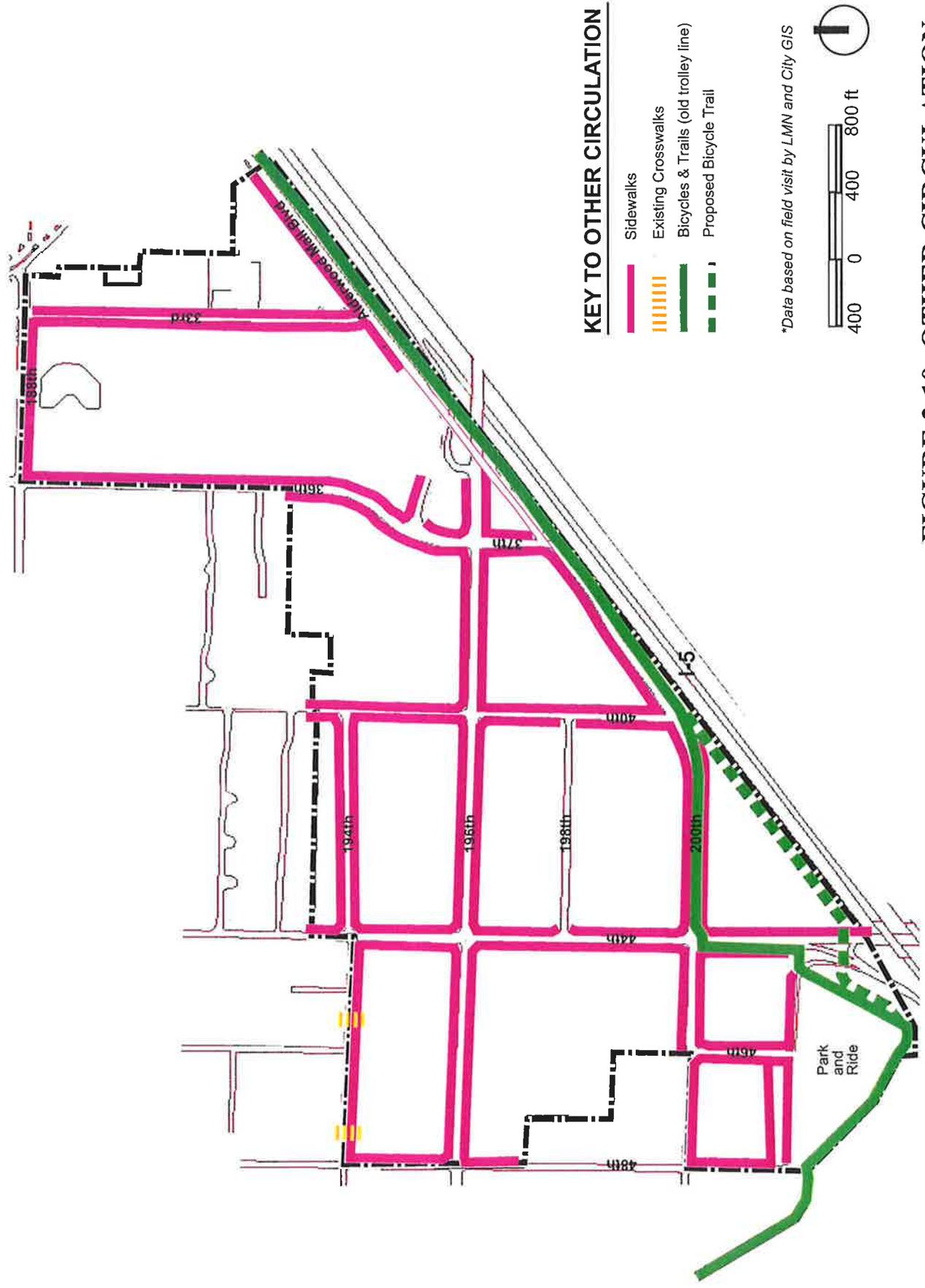


FIGURE 2-10: OTHER CIRCULATION
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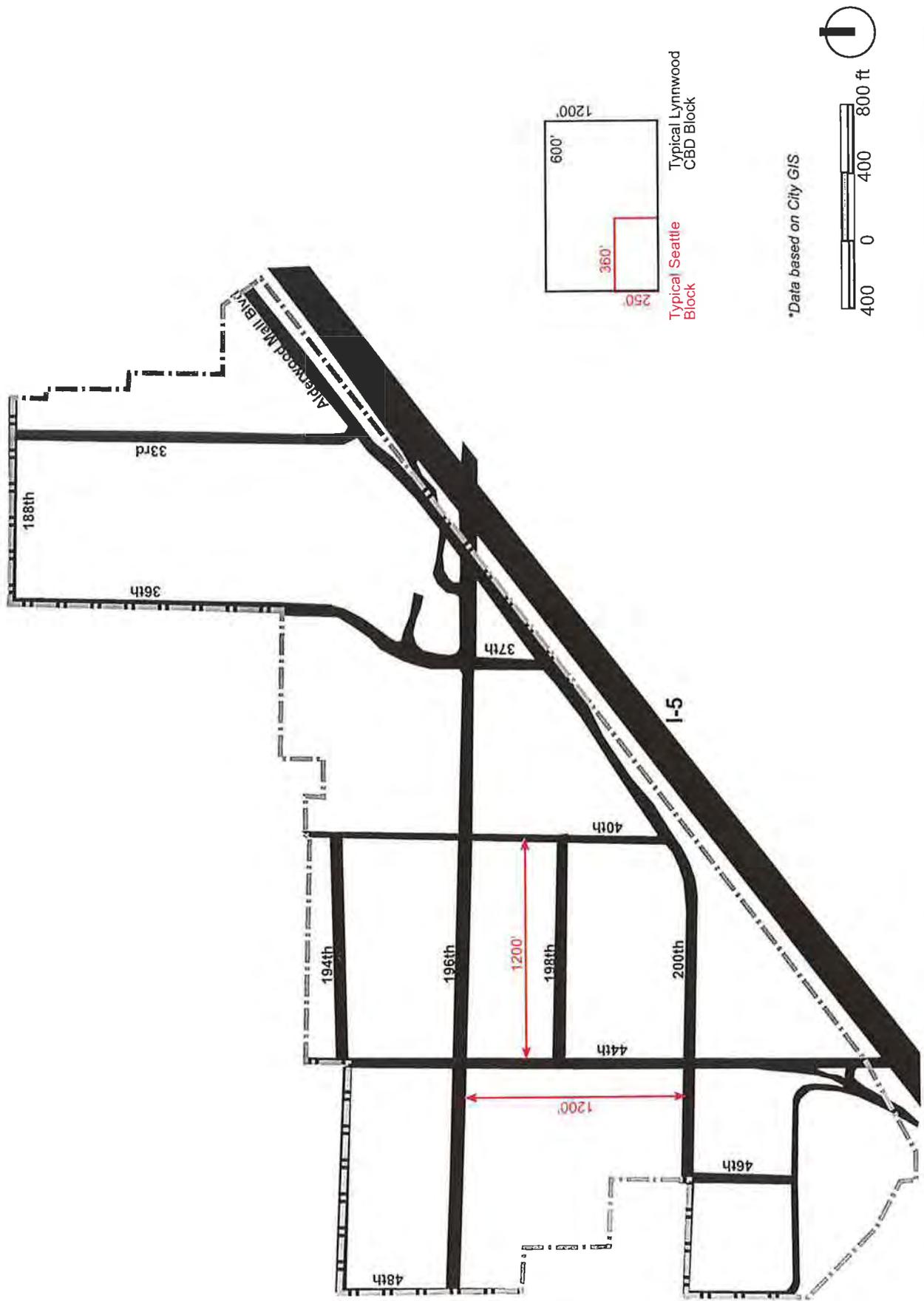
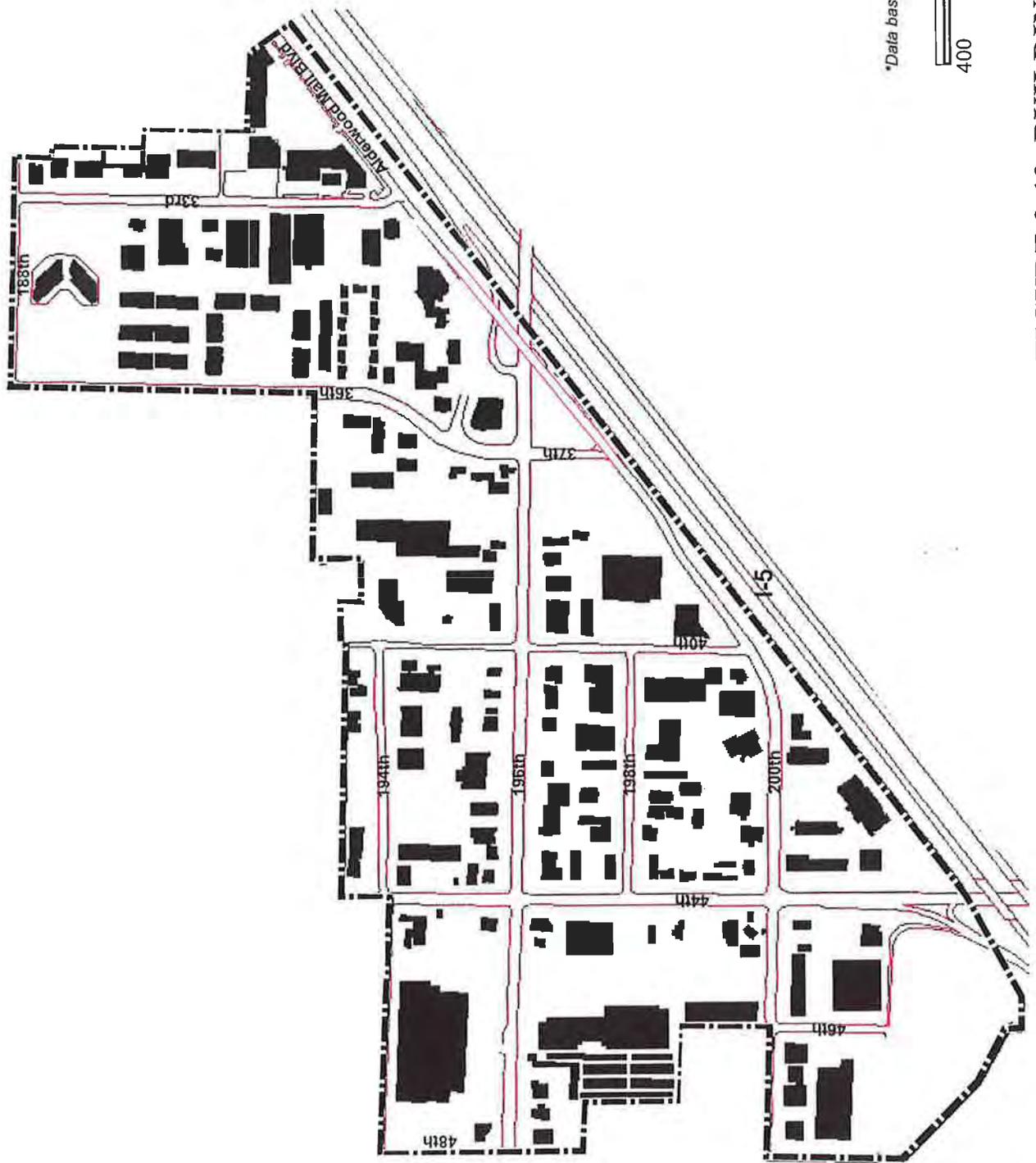


FIGURE 2-11: BLOCK DIAGRAM



*Data based on City GIS



FIGURE 2-12: BUILDING FOOTPRINTS

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Parcel and Ownership Pattern

Parcel Size

The individual parcels within the City Center range in size from 6,500 square feet all the way up to 551,000 square feet. The larger lots, greater than 100,000 sq.ft. in area, are located along all the edges of the City Center. The smaller lots, less than 50,000 sq.ft. are clustered along 196th Street SW and 44th Avenue W, as well as some parcels along 33rd and 36th Avenues W. This pattern of parcelization contributes to larger scale development around the perimeter and relatively smaller scale development in the center (see Figure 2-13).

Parcel Value

Many parcels throughout the City Center are not ripe for development when considered in terms of the building value divided by the parcel value. When the building is worth more than the land itself, it has a ratio above 1.0 and is less likely to be redeveloped.* The larger parcels in the center of the core triangle (between 196th Street SW, 44th Avenue W and I-5) fall within this category, as well as the newer office buildings in the north of the area and the big retail and offices in the west. Properties with buildings that are worth more than half of their land value can be considered potentially developable, and these are found along 44th Avenue W. Any properties with a building value less than half of the land it sits on (or if the land is vacant) could be considered developable. There are only a few parcels in this category, and they are scattered throughout the City Center (see Figure 2-14).

Major Land Holdings

Major land holdings take into account not only the size of the parcels, but also whether adjacent parcels are owned by the same person, company or organization. There are many of these large parcel groups in the City Center. They are mostly located to the north of 196th Street SW and west of 44th Avenue W, and along I-5. The parcels along 196th Street SW and 44th Avenue W within the core triangle are still relatively small after this analysis, and there are medium-sized parcel groups scattered throughout (see Figure 2-15).

* This method of assessing the likely redevelopment of property is a technique frequently used in urban design and land use analysis. However, it is only a rough indication of redevelopment potential. Owners of property may be motivated by many other factors that can either reduce, or increase, the possibility of redevelopment.



FIGURE 2-13: PARCEL SIZE

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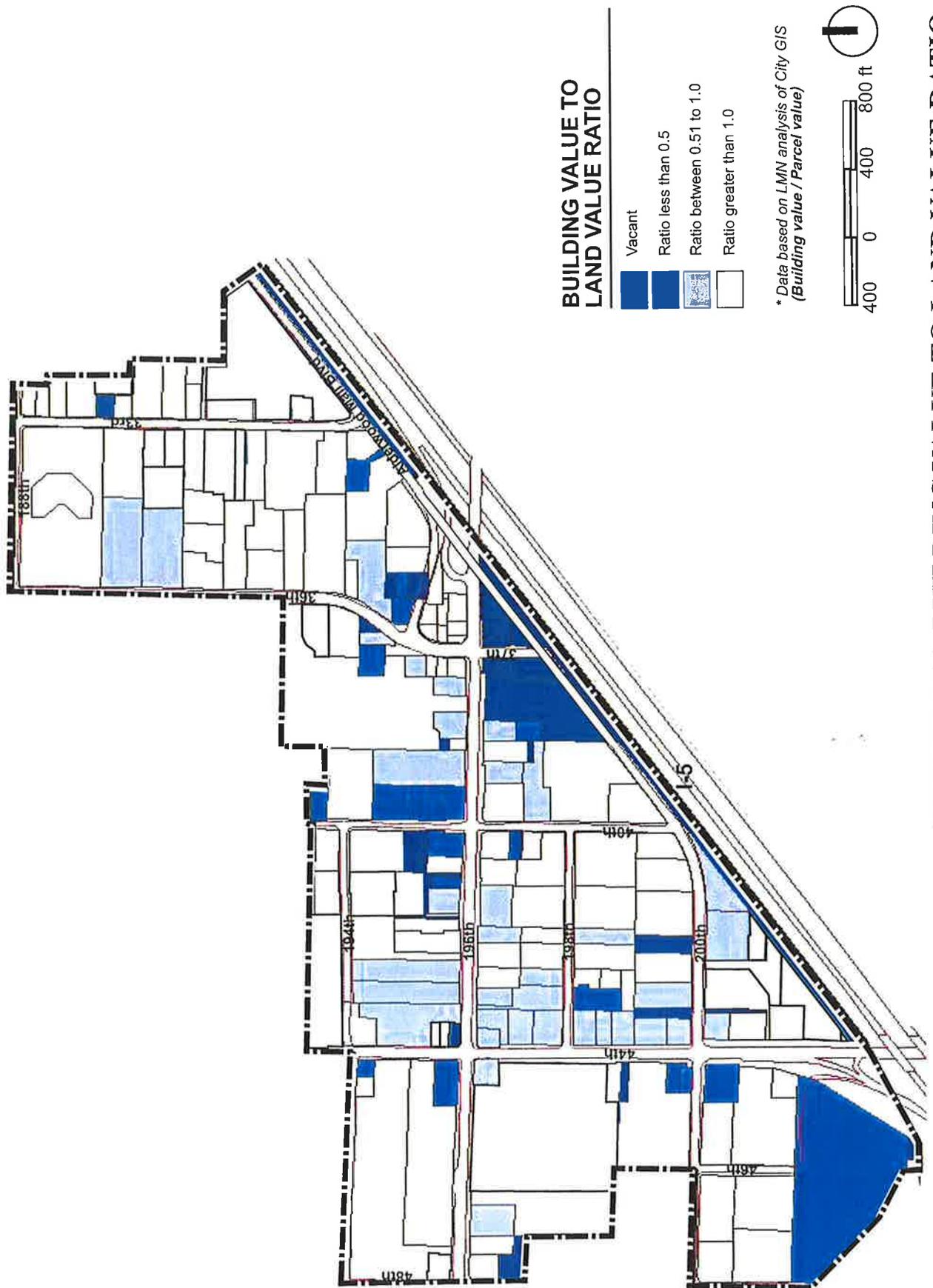


FIGURE 2-14: BUILDING VALUE TO LAND VALUE RATIO
LMNARCHITECTS

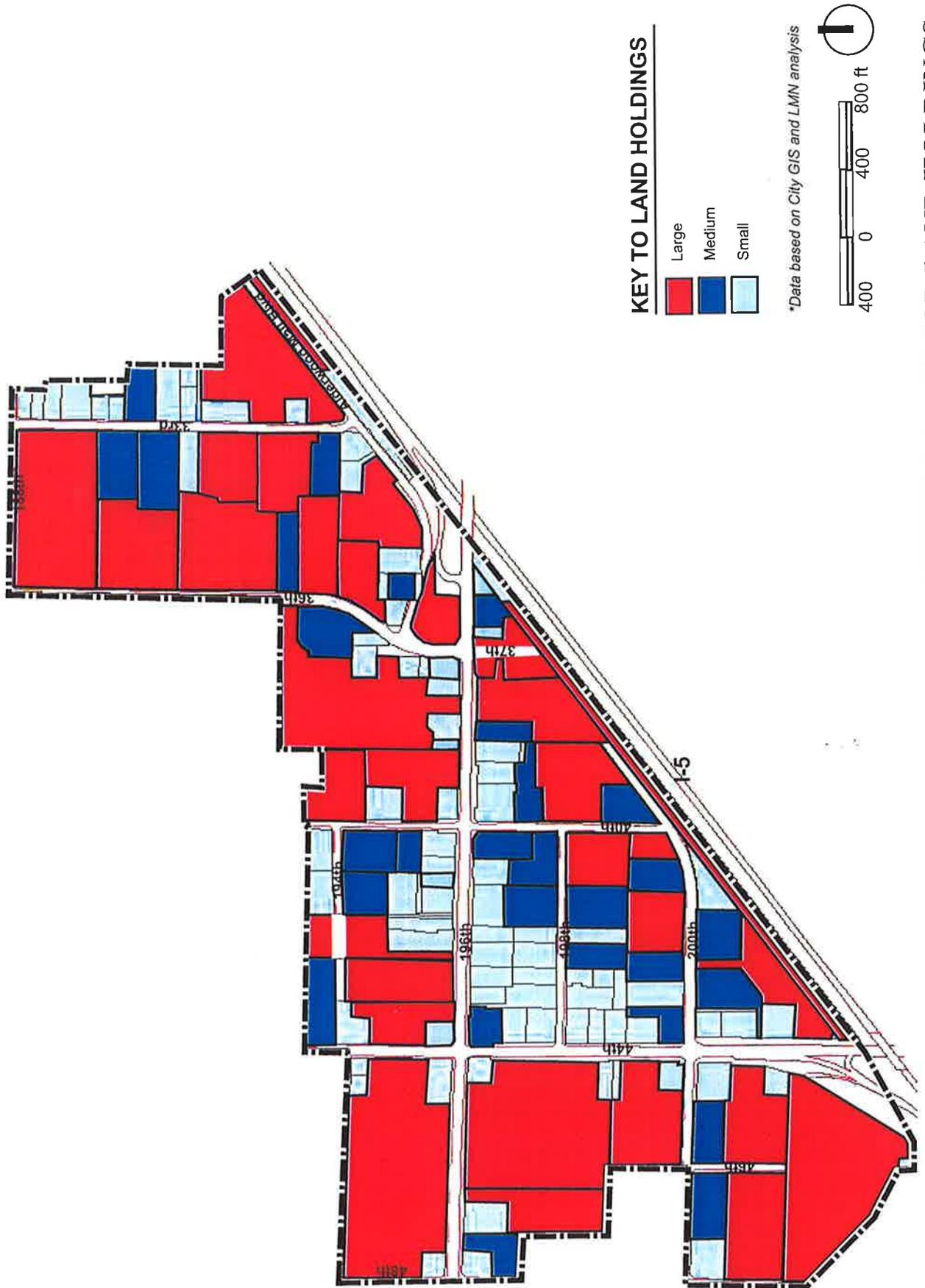


FIGURE 2-15: MAJOR LAND HOLDINGS

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Ownership Patterns

The piecemeal pattern of ownership is observed within the triangle bounded by I-5, 196th Street SW and 44th Avenue W. There are only a few small parcels that are publicly owned distributed throughout the City Center. The larger of these parcels includes the Park and Ride, vacant lots near 196th Street SW and 37th Avenue W, and the Justice Building. Most properties are owned by companies, corporations, partnerships and so on. A few of the smaller parcels are owned by individual people. The large site between 48th and 44th Avenues W, where the Fred Meyer sits, is owned by a bank (see Figure 2-16).

Age of Buildings

A great majority of the buildings within the City Center are between 10 and 30 years old. Nearly all of the buildings within the triangle bounded by I-5, 196th Street SW and 44th Avenue W were built during this time period. There are a few buildings built before 1971, including 2 buildings over 50 years old. The larger retail buildings, including Fred Meyer, Lynnwood Square, the Church on Alderwood Mall Boulevard and the strip mall on 196th Street SW between 40th and 37th Avenues W are all over 30 years old. There has been a great deal of office development within the past 10 years along 33rd Avenue W as well as on 194th Street SW near the Justice Building. There are no buildings within the City Center, with the exception of the Vietnamese Church and the brick building in front of it that once contained a hardware store, that could be considered “historic.” The condition of the buildings that are between 10 and 30 years old range anywhere from excellent and well-used to vacant and in disrepair. Some of the retail, residential and office structures in declining condition include the large strip mall on 196th Street SW and 37th Avenue W, the residential development on 36th Avenue W, and the large vacant building just north of the Park and Ride (see Figure 2-17).



Historic Vietnamese Church



New office buildings

Development Potential

The Development Potential is based on a combined analysis of the parcel values, age of buildings and size of land holdings (in that order). High Development Potential takes into account low parcel values as well as buildings over 10 years old regardless of parcel size. Moderate Development Potential includes the greatest range, where parcel values below 1.0 (See Parcel Value section) are considered in combination with buildings less than 10 years old, as well as newer buildings with very low parcel values. High parcel

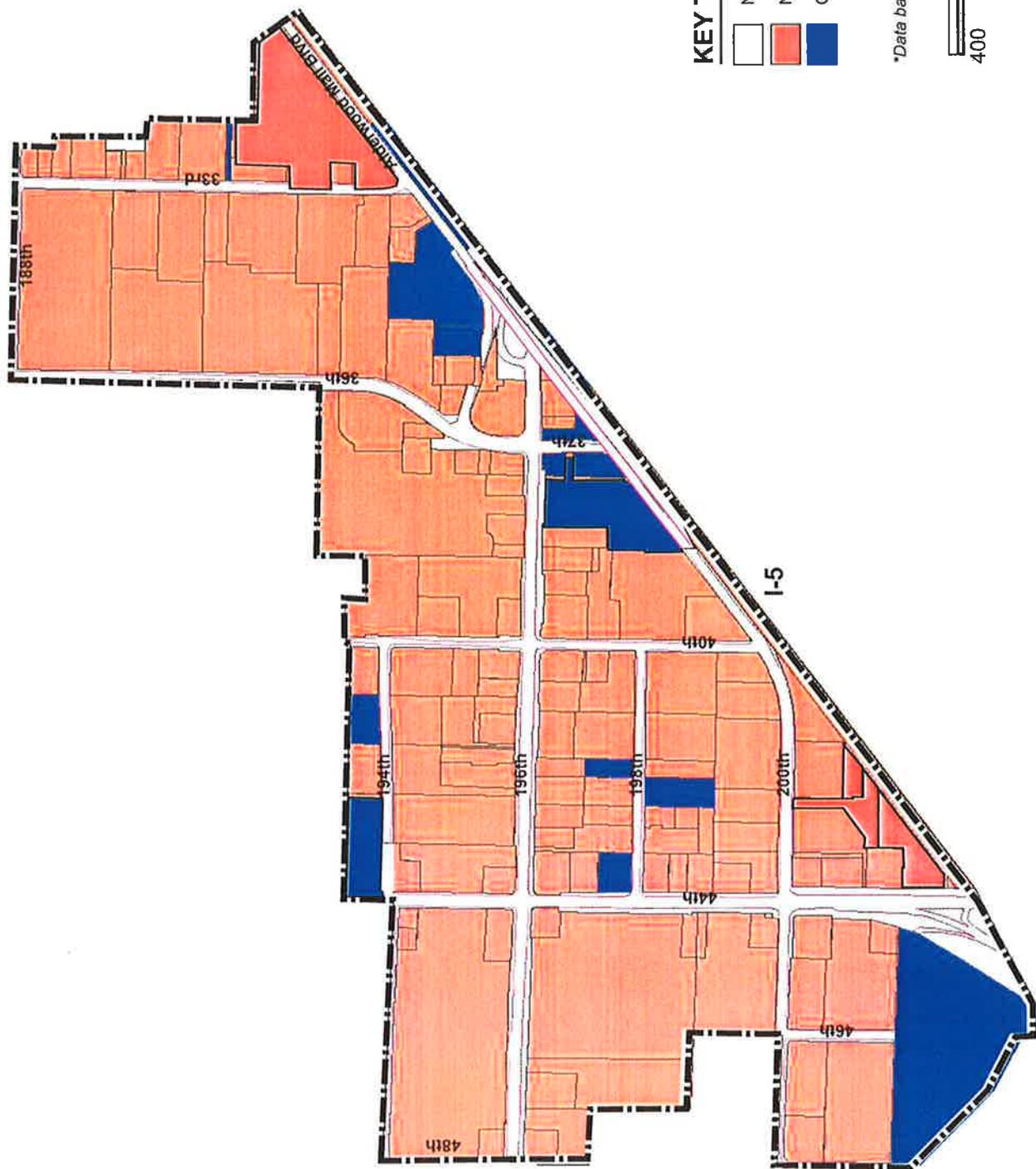


FIGURE 2-16: OWNERSHIP PATTERNS

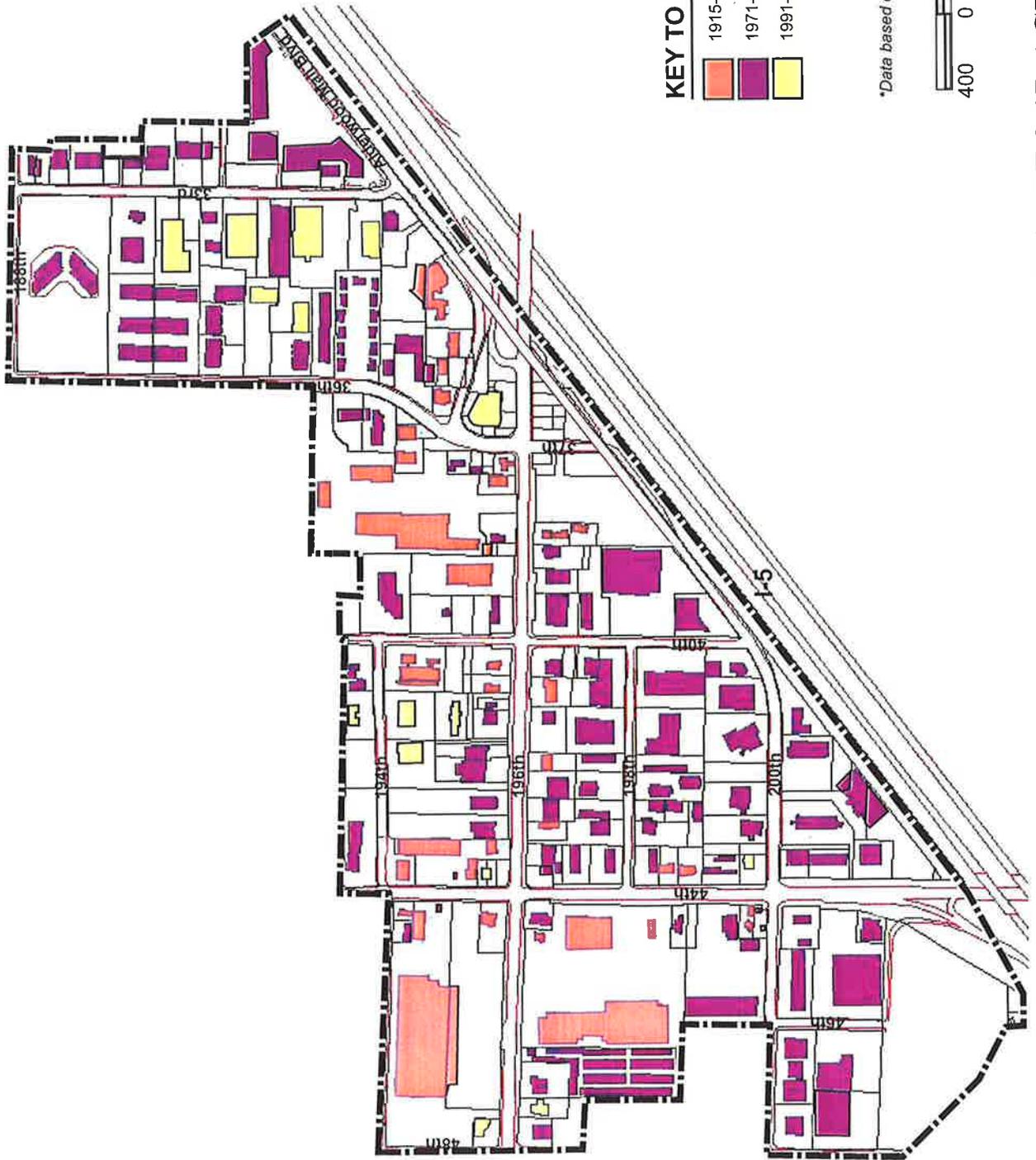


FIGURE 2-17: AGE OF BUILDINGS

LMNARCHITECTS

values are also included if the building is over 30 years old. The final category, Low Development Potential, covers parcels which have a high parcel value as well as recently built buildings.

The results show a scattering of small or vacant lots throughout the City Center which have a high development potential. The parcels with low development potential are located in the office area along 36th and 33rd Avenues W where the newer buildings are located, and in the center of the core triangle where newer buildings are also located. Moderately developable properties are scattered throughout, but include parcels of all sizes that are clustered along 196th Street SW and 44th Avenue W both inside and outside the core triangle.

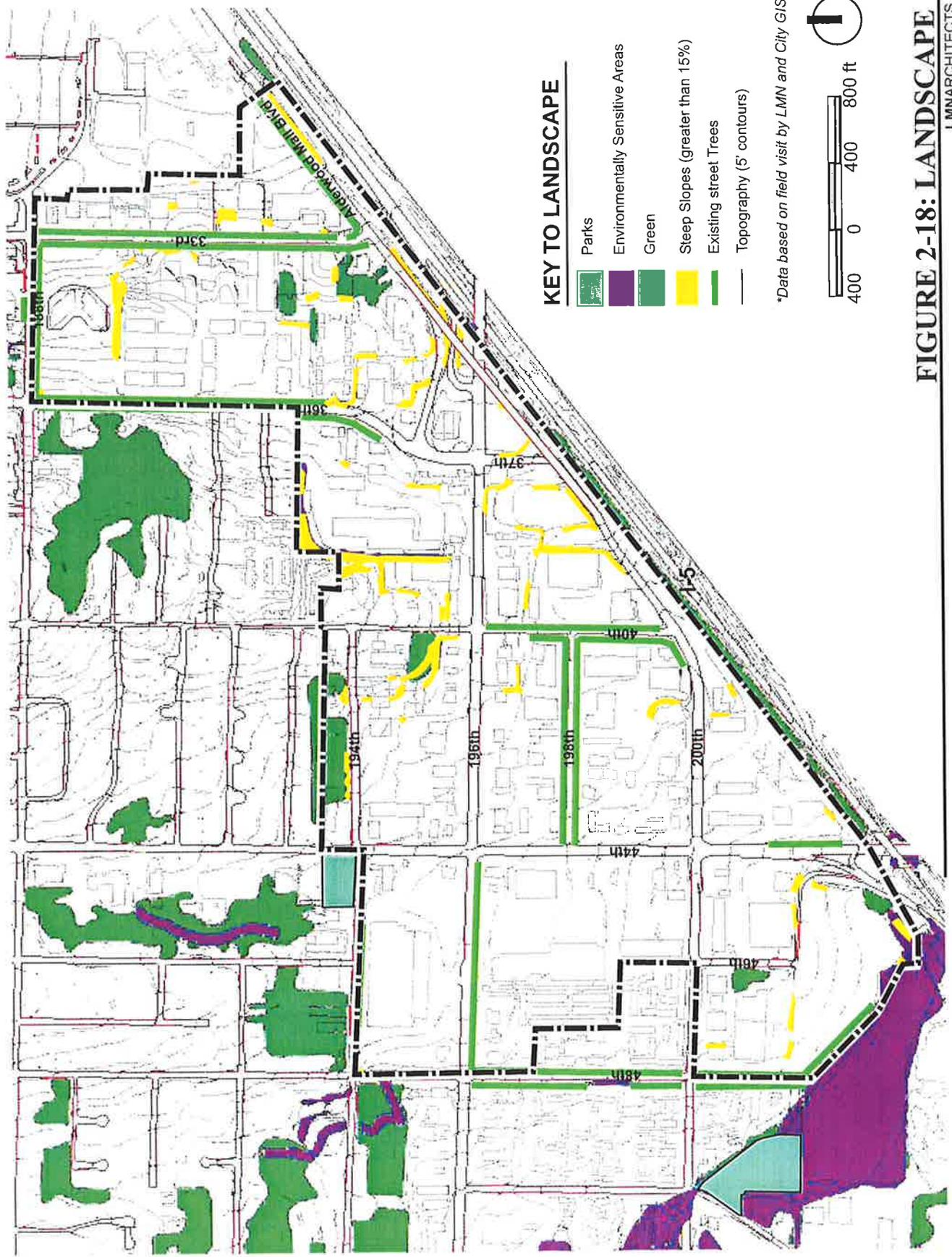
Multiple lots under single ownership make it easier to purchase and develop larger pieces of land. Some prime large lots outside the *Commercial Core District* (see Figure 2-19), for example Fred Meyer and Lynnwood Square have high potentials for redevelopment. The city is in the process of purchasing property for a new conference center within the City Center. The distributed pattern of public properties, in addition to this conference center, would help to create different nodes and connect them within the City Center.

Overall Image

Lynnwood City Center is already perceived as a regional destination for shopping. It has two types of choices for shopping: the Mall and the existing commercial businesses. But currently the center has no strong identity or image to read as a City Center. It has more of a strip commercial character than that of an urban core. Majority of the businesses in the City Center is auto-oriented with huge parking lots in front. This affects the image of the area as a City Center. It does not have any sharp demarcation as a City Center, does not have any major public spaces. There is no mixed-use development to make the City Center livable and pedestrian friendly. It does not read as a strong central focus and does not seem like a “Center.”

Landscape and Open Space

There is no existing park within the City Center boundary. There is a park just north of 194th Street SW along 44th Avenue W, and another south of 200th Street SW near 50th Avenue W; these are both located outside the City Center boundary. There is an environmentally sensitive area southwest of the Park and Ride that includes wetland; Scriber Creek Park is located west of the City Center along 196th Street SW where 196th Street SW has a northward bend. The existing interurban trail runs along I-5. Other green areas are seen near 194th Street SW, one near the Justice Center, north of 194th Street SW and another south of it, along 40th Avenue W. The City Hall Campus bordering north of the City Center boundary contains a large green open space. The City Center area is relatively flat, with a very few steep areas. The area is completely built up and paved except for a few parcels. There are no environmentally sensitive areas within



KEY TO LANDSCAPE

- Parks
- Environmentally Sensitive Areas
- Green
- Steep Slopes (greater than 15%)
- Existing street Trees
- Topography (5' contours)

*Data based on field visit by LMN and City GIS

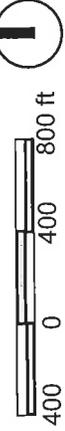


FIGURE 2-18: LANDSCAPE
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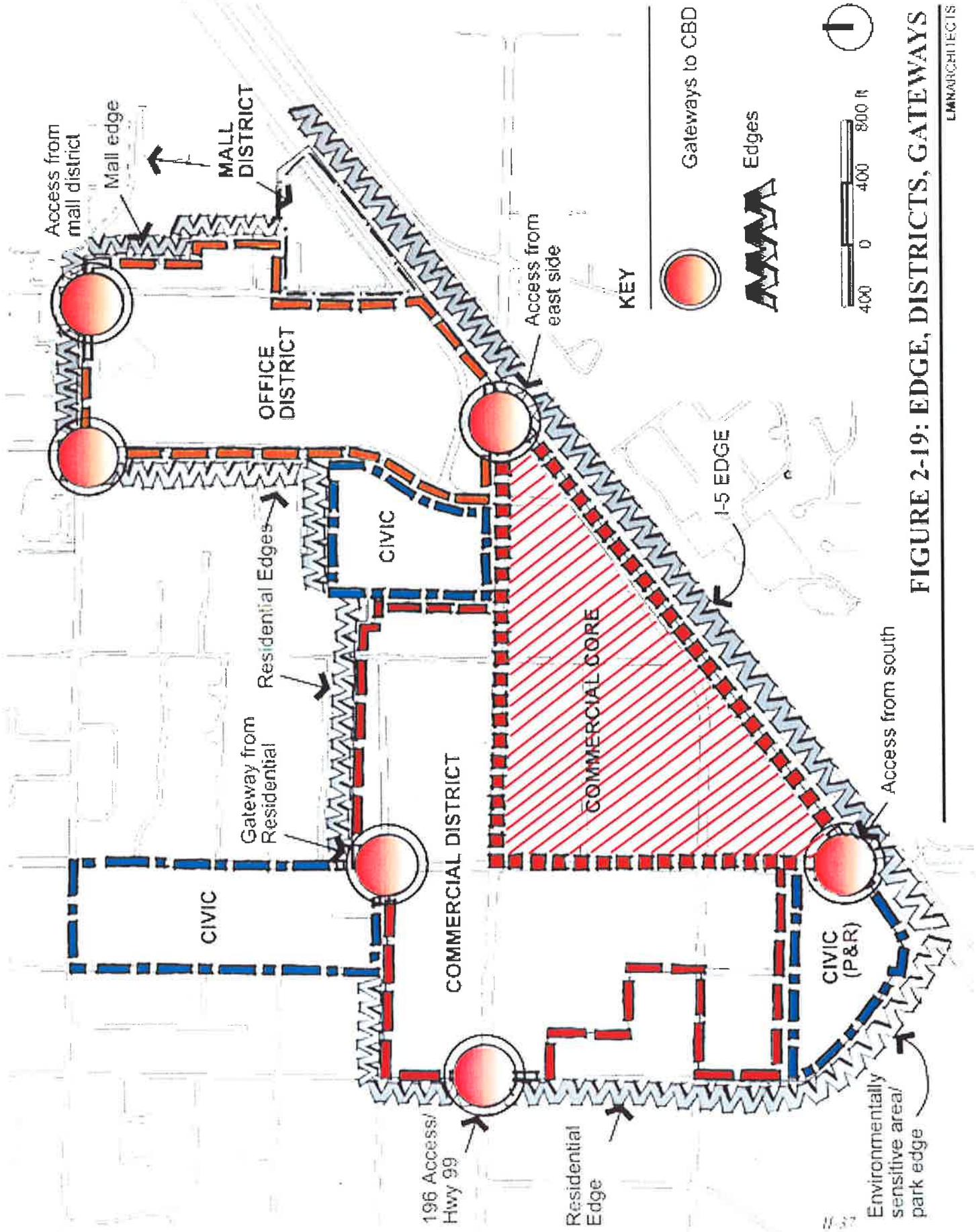


FIGURE 2-19: EDGE, DISTRICTS, GATEWAYS

the boundary (see Figure 2-18). The City Center area lacks landscaped street trees except for a few exceptions at 36th Avenue W, 33rd Avenue W and Alderwood Mall Boulevard east of 33rd Avenue W.

The area does not have any public plazas, parks, or green areas. There is no place for people to gather and participate in shared civic activities. It does not have any significant destination and no strong vertical elements or public spaces to draw people in and orient them. The current arrangement of buildings is not dense or cohesive enough to contain any outdoor open space.

Edges

Edges are dividing lines between districts. “*They are boundaries between two phases, linear breaks in continuity: shores, railroad cuts, edges of development, walls*” (Lynch). Lynnwood City Center does not have clearly identifiable or visible edges between it and the surrounding neighborhoods. However, I-5 marks the southeast edge of the City Center and also acts as an edge for the city. The southern edge borders between the park/environmentally sensitive area and the Park and Ride, with the interurban trail running between the two. The western edge divides a multi-family residential area from the City Center. The big box retail, Fred Meyer, is located in the northwest corner. This edge is very abrupt, with no buffer between the single-family residential and the big box commercial uses. Demarcation between single and multi-family residential and office or retail-commercial uses roughly defines the northern edge of the City Center which stretches from the 48th Avenue W and 194th Street SW intersection to 36th Avenue W, and along 36th Avenue W to 188th Street SW. The Alderwood Mall defines the northeast edge of the City Center (see Figure 2-19).

Districts

Districts can be perceived with some sort of homogeneity. They are “*recognizable as having some common identifying character* (Lynch).” The major commercial uses in the City Center have some subtle patterns that distinguish its two different commercial districts. The area bounded by 44th Avenue W, 196th Street SW and I-5 is characterized by retail commercial, with smaller lot sizes and denser development. This triangular *Commercial Core* is a center for commercial use in the City Center. The commercial areas outside this triangle are characterized by large retailers, big box developments and strip malls (i.e. Fred Meyer, Lynnwood Square) and are noted as the *Commercial District*. The northeast side of the City Center contains a mix of office, office-commercial and small scale retail. Although there are some other uses, predominantly office uses at the northern end of the City Center stretch down from 188th Street SW to 196th Street SW. This *Office District* is also



Retail uses along 196th Street SW

in close proximity to the Alderwood Mall, acts as a transition from the City Center commercial to the *Mall District*. *Civic Districts* define two major edges, the Park and Ride on the southern edge and the Civic Center in the north. Another possible civic district could be identified on the edge of the office district as a possible site for the new regional center (see Figure 2-19).



Office Commercial use

Gateways

Gateways are major access points into the City Center. They provide the feeling of entrance for a *place* or district. One major gateway location is the access from I-5 to 44th Avenue W. Another gateway at 196th Street SW provides connections from I-5 and east into the City Center, and also brings traffic from the City Center to on-ramps for I-5. The intersection of 196th Street SW and 48th Avenue W is a gateway from the western residential area and also provides access for Hwy 99 traffic into the City Center. The 44th Avenue W and 194th Street SW intersection is identified as the junction of the justice center, city hall campus and commercial district. It also provides access from the single-family residential neighborhood. The 188th Street SW and 33rd Avenue W intersection is an important gateway because it provides access from the *Mall District* to the City Center *Office District* (see Figure 2-19).

View and Noise Issues

Noise is a major constraint for certain developments along I-5. The other two major roads, 196th Street SW and 44th Avenue W also generate noise from heavy traffic. The interurban trail, running along I-5, currently provides a green buffer between the Interstate and the City Center.

Although there are no significant views from the City Center, some areas along 33rd Avenue W have a view of the Alderwood Mall. Parts of the City Center can be seen from I-5 and from Alderwood Mall Boulevard, leaving some landmark locations for the City.

Paths

Paths are major links, either vehicular or pedestrian. Earlier sections have already described the hierarchy of roads (see Figure 2-8). Highway traffic feeds directly onto 196th Street SW and 44th Avenue W creating high volumes of cars while Alderwood Mall Boulevard connects the *Mall District* (see Figure 2-19) with the City Center. Other local roads have been categorized based on



Typical road (36th Avenue W viewed towards South)

the traffic and services they provide. Most of the roads are wide, with increased lanes in the City Center and reduced width in the nearby residential neighborhoods.

Although most of the streets have sidewalks, they are underutilized. The Interurban trail runs along the southern green area between the Park and Ride and I-5. 198th Street SW is a potential to link from the trail to the City Center and could be enhanced as a major pedestrian hub. There is an absence of a network of pedestrian connections that link the nodes and other destination points (see Figure 2-20).



Landscaped part of Alderwood Mall Boulevard

Nodes

Nodes are centers of activities. *"....They may be primary junctions, places of a break in transportation, a crossing or convergence of paths, moments of shift from one structure to another. Or the nodes may be simply concentrations, which gain their importance from being the condensation of some use or physical character, as a street-corner hangout or an enclosed square ... (Lynch)."*



37th Avenue W viewed south towards 36th Avenue W (convention center site on left)

Nodes are currently not prominent or developed in the City Center. The intersection of 196th Street SW and 44th Avenue W is a potential location for a node. The intersection of 37th Avenue W and 196th Street SW is another major location for node. Although this intersection is confusing for local traffic due to on-ramp provision to I-5, 196th Street SW provides a major connection with the other side of I-5.

The Park and Ride, located at the southern edge of the City Center, is an important regional transit hub. Sound Transit and Washington DOT are in the process of building a new transit center, which will serve Community Transit and Sound Transit (see Figure 2-20).

Landmarks

Landmarks are prominent visual features in a city, a *"point of reference (Lynch)"*, observed from a distance. It can be a building, a public square or monument, something that gives people a sense of orientation. The Fisher Building, located on the northern edge of the City Center, is a prominent building and serves as a landmark. The Alderwood Mall is also a major landmark for the city and for the City Center. The Courtyard Marriott Hotel, located east of the Park and Ride, is visible from I-5. There

are other locations that could contain landmarks to help define the City Center. Two of them coincide with the nodes at the intersections of 196th Street SW and 44th Avenue W, and 196th Street SW and 37th Avenue W. Other potential locations are at the northern gateway near the civic center, and the western gateway that leads to the multi-family neighborhood. Other locations have potential because of their visibility from both the Alderwood Mall Boulevard and I-5. These include the intersection of 200th Street SW and 44th Avenue W, and the on-ramp location from 37th Avenue W to I-5 South (see Figure 2-20).



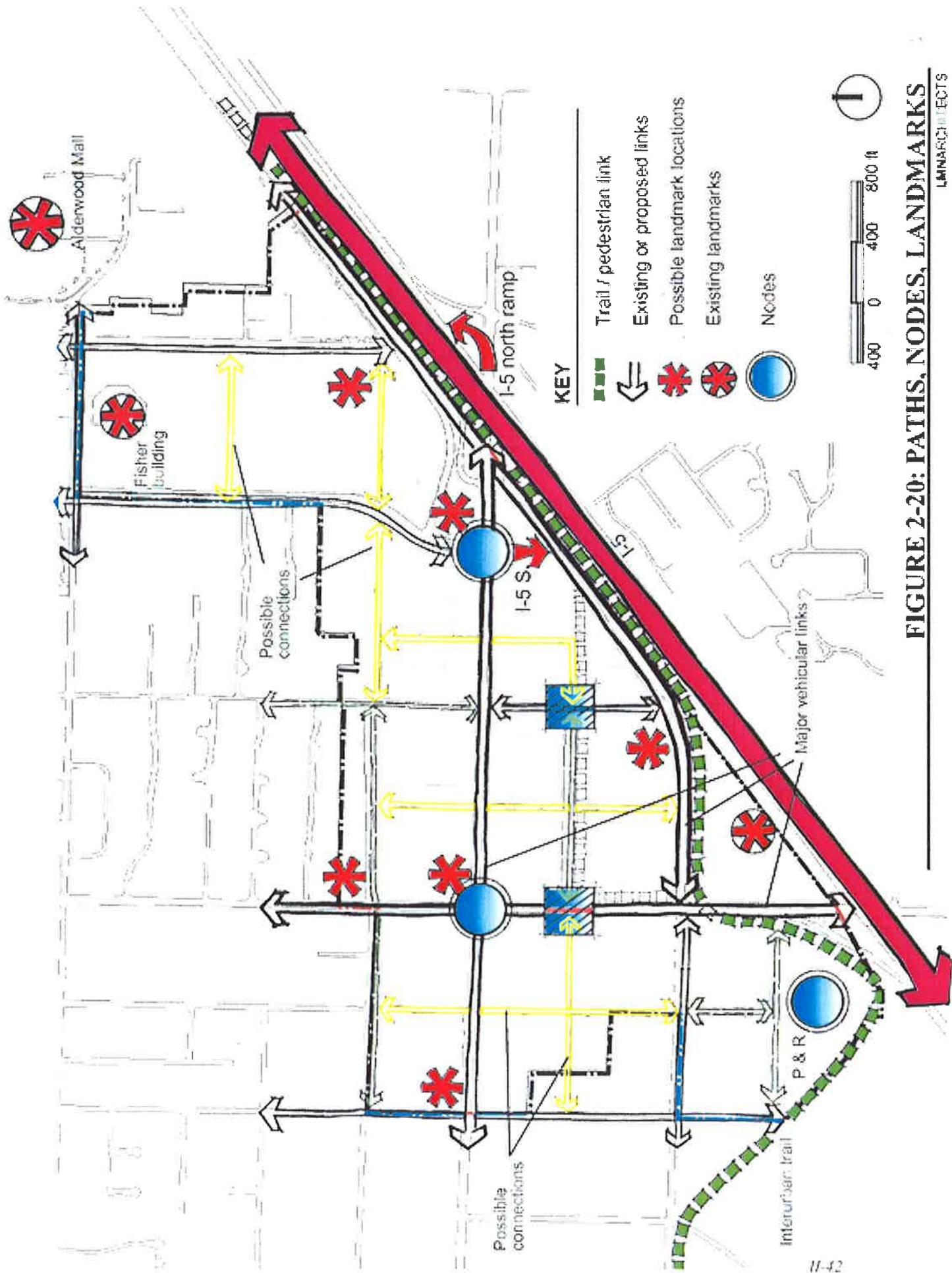


FIGURE 2-20: PATHS, NODES, LANDMARKS

LMNARC PROJECTS

D. PUBLIC SERVICES

Fire Services

The Lynnwood Fire Department Headquarters is located in the Civic Center Fire Station (Station 15) at 18800 44th Ave. W. The Department also operates from the Blue Ridge Fire Station (Station 14) at 18800 68th Ave. W. Both Stations are fully staffed 24 hours a day, 365 days a year. Current vehicle stock for the City includes 3 fire engines, 1 two-person paramedic unit, 3 aid vehicles (of which one is a back-up paramedic vehicle), 1 ladder truck, and a number of additional support vehicles. Neighboring cities provide staff and vehicular assistance as needed.

The Lynnwood Fire Department has 33 firefighters (1 firefighter per 1,025 residents), 8 paramedics and a hazardous materials (Haz/Mat) team that also provides service to most of Snohomish County. Each station has a minimum staff level of 3, although the number reaches 5 in most cases. A Lynnwood firebase paramedic team at Station #15 provides Advanced Life Support (ALS) as well.

Overall staff structure consists of the following Divisions:

- Administration
- Operations (suppression, rescue, Haz/Mat, EMS)
- Fire Prevention (inspections, permits, fire investigations), and Public Education
- Training
- Part-Time Paid

In addition to normal duties and emergency responses, the Fire Department also provides the following services and programs for its citizens:

- CPR/First Aid Classes
- Community Emergency Response Teams (C.E.R.T.)
- Station Tours
- Inspections
- School Programs
- Blood Pressure Checks
- Permits
- Emergencies

The Washington Survey and Rating Bureau has rated the City of Lynnwood a Class 4, with Class 1 as the highest ranking. BLS response times are approximately 4 minutes, while ALS response times are approximately 8 minutes. Fire-related response times are approximately 4 to 5 minutes, once the dispatcher has relayed the information to the Department.

The Fire Department has a reliable water supply through service from the City and the Alderwood Water District. Additionally, the City of Lynnwood has its own pressure regulators and two storage tanks, as well as a modern infrastructure in its downtown.

In 2000, the Fire Department responded to 4,536 calls within City limits (134 calls per 1,000 population) and 862 “mutual aid” calls, or assistance calls, from other cities. Paramedics also respond to calls for service.

According to the City of Lynnwood’s Six-Year Capital Facilities Plan, no major capital projects are planned for the Fire Department from 2001 to 2006.

Police

The Lynnwood Police Department is located at 19321 44th Ave. W., at the intersection of 194th St. SW and 44th Ave. W. The Department is authorized to have up to 67 full-time sworn officers (one police officer per 528 population) and is supported by both custody and clerical staff. The Reserve Unit is authorized to include up to 15 reserve officers.

The Lynnwood Police Department is organized into the following divisions and units:

Operations

- Patrol Division
- Traffic Unit
- Special Operations Section
- Animal Control
- Reserve Unit
- K-9 Unit
- Police Chaplain
- South Snohomish County SWAT Team

Support Services

- Criminal Investigations
- Detention Division
- Property Room / Evidence
- Training Unit
- Snohomish County Narcotics Unit
- Community Services Division (e.g., Crime Prevention, Youth Services, DARE)
- Records Section

In addition to regular full-time officers, the Police Department also has citizen support through the following programs:

- Lynnwood Police Department’s Citizens Patrol
- Volunteers in Public Safety
- Lynnwood Police Explorers Post 911

During 2000, the Department received 34,742 calls for service, or approximately 1,026 calls per 1,000 population. Response time varies from 2.98 minutes for Priority “1”; emergency calls to 9.96 minutes for Priority “3” non-emergency/report-type calls.

The City's Six-Year Capital Facilities Plan does not include funding for any major capital projects for the Police Department for 2001-2006. The Plan does include funding for preliminary activity on a proposed Justice Center expansion.

Schools

The City of Lynnwood is within the Edmonds School District, the largest school district in Snohomish County, and the sixth largest in the State of Washington. The District covers an area of 36 square miles and includes the Cities of Edmonds, Brier and Mountlake Terrace, as well as the Town of Woodway, and some unincorporated areas of southwest Snohomish County.

The Edmonds School District serves a total student population of 21,509 and employs approximately 2,500 staff, of which about half are teachers. The District also includes the following facilities:

- 18 schools servicing grades K-6,
- 1 school serving grades K-3,
- 1 school serving grades 4-6,
- 4 schools serving grades K-8,
- 4 schools serving grades 7-8,
- 5 schools serving grades 9-12;
- 1 resource center for grades K-12 home-schooled students; and
- 1 regional school for the handicapped.

Additionally, the District offers a regional school for the handicapped (Maplewood), which serves severely handicapped students aged 3 to 21 years.

The typical grade configuration for schools in the District are as follows: the elementary schools primarily provide educational programs for students in kindergarten through grade 6; middle schools serve grades 7 and 8 and high schools offer educational programming for students in grades 9 through 12.

While no schools are located in the City Center, property on the south side of 196th Street SW west of the 37th Avenue W on-ramp is owned by the school district.

Elementary Schools

The District's standard class size for grades K-3 is 24 students; its standard for grades 4-6 is 28 students. Current design capacity for new elementary schools is 25 teaching stations with 21 assigned as K-6 or K-8 basic educational program classrooms and 4 designated as self-contained resource or program-specific classrooms. School capacity will vary between 500 and 550 students.

The application of these class size and capacity standards to the District's current educational programs causes average classroom utilization in individual schools to vary from 17 to 22 students.

Middle and High Schools

Current design capacity is 800 students for new middle schools and 1,600 students for new high schools. The application of these standards to the District's current local educational program causes classroom utilization in individual secondary schools to average 22 students.

Six-Year Facility Needs

The District has voter approved funding and is in the process of replacing and expanding two elementary schools (Meadowdale and Chase Lake) and two K-8 schools (Cedar Valley and Maplewood), remodeling the regional school for the handicapped (Maplewood Center), and replacing one K-8 school (Terrace Park) currently housed at a former junior high school site.

The Edmonds School District projects that by the end of the six-year forecast period (the year 2005), no additional classroom capacity will be required.

Parks

The following section is based on draft documents provided by the City of Lynnwood's Parks Department that are part of the City's current updating of its Comprehensive Plan.

Current Inventory

Lynnwood's current inventory of parks, recreation and open space facilities and programs includes a total of approximately 354 acres, of which approximately 160 acres are classified as Core Parks, 81 acres as Special Use facilities, and 113 acres as parks-maintained Open Space.

Lynnwood's parks include ball fields and active play areas, as well as natural forested areas and trails for passive use. City 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 described below:

Core Parks: Core Parks traditionally offer active recreation opportunities as well as passive, often providing ball fields, sports courts, play equipment, open play areas, picnic facilities and natural areas. The City currently operates 14 facilities in this category and has acquired 6 properties for future development as Core Parks. Core Park land accounts

for approximately 160 acres, or 45 percent of the total inventory. Sub-types of core parks include:

Mini-Park: A park of 1 acre or less which serves an approximate radius of one-quarter mile. There are 3 developed mini-parks and 2 undeveloped mini-park sites in the city.

Neighborhood Park: A park of 1 to 10 acres that serves an approximate radius of one-quarter to one-half mile. These parks usually include active play areas for informal games, play equipment, court games, trails, picnic areas and restrooms. Within the city, there are 7 developed neighborhood parks and 3 undeveloped neighborhood park sites. One undeveloped neighborhood park site is located approximately 1 mile north of the city in the UGA.

Community Park: A park, usually over 10 acres, which serves an approximate radius of 1 to 2 miles. These parks may include athletic facilities, such as ball fields 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, and one undeveloped site in the UGA.

In addition to these parklands, Lynnwood owns approximately 113 total acres of open space (approximately one-third of the total park acreage), which ranges from large natural areas in Lund's Gulch, to buffers and greenbelts within the community. Moreover, the City has approximately 7 miles of trails outside of parks within its boundaries.

The following parks and facilities are either within or within the immediate vicinity of the Lynnwood CBD Study Area (refer to Figure 3: Land Use):

- Scriber Lake Park
- Wilcox Park
- Mini Park – Spragues park
- Scriber Creek Park
- North Lynnwood Neighborhood Park
- Pioneer Park
- Lynnwood Athletic Complex
- Civic Center Park
- Heritage Park

Levels of Service (LOS)

The City of Lynnwood's recommended LOS applies only to those facilities which are in the City limits and owned and/or controlled by the City. The current recommended LOS standard for park, recreation, and open space in Lynnwood is 10 acres per 1,000 people. The standard is further delineated for planning and programming needs according to park

classification. Of the 10 acres, 5 acres are for Core Parks (mini, neighborhood and community parks). The remaining 5 acres are for Other Parks (open space and special use facilities).

The City has achieved an overall level of service of 9.78 acres per 1,000 population standard using OFM's 2003 population estimate of 34,500. There remains, however, a deficit in the current inventory to meet the 10 acres per 1,000 population. Specifically, there is a need for an additional 29.87 acres in the "Core Parks" category to meet the recommended acres of 172.51 of active parkland, as well as a need for an additional 1.53 miles of trails to meet the demand for 8.63 miles.

2000-2005 Capital Facilities Plan

Using non-enterprise funds, the City of Lynnwood's CFP recommends the following capital improvements to park facilities by the year 2005:

- Community Center Development
- Meadowdale Neighborhood Park, Phase II
- Swamp Creek Corridor Preservation
- Scriber Creek Open Space
- Heritage Park Phase II
- Interurban Trail Improvements
- Core Park Acquisition
- Lynndale Park, Phase IV
- 33rd Place Park development
- Scriber Lake Park renovation
- Scriber Creek Trail, Phased Development
- Park Playground Improvements
- Lund's Gulch open space preservation and trail development
- Cedar Valley Community School Gymnasium Expansion
- Gold Park, Phase II
- General park renovation
- 60th Avenue Park development
- Athletic field renovation

The Scriber Creek Open Space project and the Swamp Creek Corridor Preservation are the only projects anticipated for funding beyond 2005.

E. PUBLIC FACILITIES

Water

Currently, the Alderwood Water District (AWD) supplies water for the City of Lynnwood. Water is provided primarily at the wholesale level, although some portions of the City are serviced directly with retail service. The City provides water service within the study area. The AWD purchases its water supply from the City of Everett, where it is obtained under one of four surface water right certificates. These water right certificates allow the diversion of surface water from the Sultan River. In addition to the surface water right certificates, the City of Everett also holds six groundwater certificates that are currently not being used.

The primary transmission main for the City of Lynnwood is the AWD's 30-inch concrete cylinder pipe, which comes in from north of the City. The water main is reduced to smaller 24, 18, and 16-inch cast and ductile iron pipe, which help serve the study area. A series of 12 and 16-inch distribution mains run in a grid system to supply water to the Lynnwood CCP. Eight-inch mains can most commonly be found in the Lynnwood CCP, supplying water from the larger mains to the users. 4 and 6-inch mains supply water to the smaller developments found within the study area.

Within the Lynnwood CCP there are two water pressure zones. These zones are the 635 foot pressure zone and the 573 foot pressure zone. The 635 pressure zone is located at the northerly portion of the Lynnwood CCP from 192nd Street SW to just north of 196th Street SW between about 42nd Place W to 36th Avenue W. The 635-foot pressure zone also occupies part of the east side of 36th Avenue W from 192nd Street SW to 188th Street SW. The 573-foot pressure zone occupies the rest of the study area. On average, system pressures for the 635- and 573-foot pressure zones are 60 pounds per square inch (psi) and 80 psi respectively. There is a pressure reducing valve (PRV) station located at 195th Street SW and 40th Avenue W to allow for a maintained flow. This station contains a 6-inch and a parallel 2-inch PRV, installed on an 8-inch cast iron main.

The Lynnwood CCP also contains an unmetered valve intertie at 196th Street SW and 37th Avenue W. This 12-inch unmetered valve intertie is run by the City of Lynnwood for the AWD and provides for water distribution outside the Lynnwood CCP study area.

Sewer

The City of Lynnwood owns, operates, and maintains the sanitary sewer collection and wastewater treatment plant (WWTP) for the City. The current average daily flow in to the treatment facility is 3.2 million gallons per day (mgd). The current hydraulic capacity of the wastewater plant is 7.4 million gallons per day with organic and solids capacities

of 12,960 lbs/day. The plant has applied for and been granted a permit to operate a new organic and solids capacity of 15,120 lbs/day.

The collection system within the Lynnwood CCP study area is mostly 8-inch sanitary sewer lines with short sections of 10, 12, 18, and 21-inch lines. The study area contains two pump stations that serve most of the study area by pumping sanitary sewage to larger mains, which flow onward to the Lynnwood WWTP.

The first station within the Lynnwood CCP study area is Pump Station #8. It is located in the vicinity of the Alderwood Town Center at 3015 Alderwood Mall Boulevard. This pump station mostly serves the Alderwood Mall area and Edmonds School District bus barn outside of the study area. The 8" force main from this pump station eventually ties into a sanitary sewer manhole, which flows onward towards Pump Station #10. The capacity of this pump station is 450 gallons per minute (gpm) with a combined force main flow velocity of 2.9 feet per second (fps).

Pump Station #10 is found within the Lynnwood CCP study area to the north of the on ramp to Interstate 5 at 20329 46th Avenue W. This pump serves the entire Lynnwood CCP study area. A 36-inch sanitary sewer trunk main outside the study area in the vicinity of 204th Street SW and 68th Avenue W picks up flow from the force main leading from the pump. Sanitary sewage flow is then conveyed along this main northward on 76th Avenue W towards the Lynnwood WWTP.

Pump Station #10 was upgraded to a new station in 1992. Prior to this upgrade, flows were pumped through a 12-inch force main to a 21-inch sewer main that flows onward to Pump Station #12 outside of the study area. The 12-inch force main is still in place and can be used in an emergency to pump flows from Pump Station 10 to 12. Pump Station #10 has an overall pump capacity of 12,700 gpm with a combined force main flow velocity of 9.0 fps.

It has been identified that there are several sewer lines within the study area that are in need of repair or replacement. These sewer lines, termed "monthlies," need to be cleaned on a continual basis and have blockage problems usually due to grease accumulations that cause blockages.

The City of Lynnwood Capital Facilities Plan has budgeted funds to purchase a trailer mounted generator capable of operating Pump Station #8 during a power outage

Storm Drainage

The Lynnwood CCP study area is mostly a developed impervious area with very little pervious areas for storm water infiltration. The study area has 5 different sub-basins that drain to 3 creeks in the general vicinity. Storm drainage within the Lynnwood CCP is conveyed through a series of 8 and 12-inch diameter pipes. Storm water is captured and released into the surrounding creeks, which are Scriber Creek, Poplar Creek, and Golde

Creek. The latter two creeks are tributaries of Scriber Creek. Storm drainage runoff from Scriber Creek and other creeks eventually flows into Lake Washington.

The 5 sub-basins are as follows:

- Storm water runoff from the eastern portion of the study area flows to Golde Creek. This area is just east beyond 36th Avenue W eastward to the project boundary and from 188th Street SW south to I-5. This drainage area has been termed the Golde Creek drainage area.
- The Poplar Creek drainage area is to the west of the one mentioned above. It is bordered by 36th Avenue W to about 40th Avenue W and from 188th Street SW to I-5. This drainage area flows to the Poplar Creek as the name implies.
- The third drainage area is from 40th Avenue W westward to 46th Avenue W. This particular drainage area starts to the north of the project limits beyond 192nd Place SW and extends south to 196th Street SW. This drainage area has been termed the Lower Scriber Creek East area and continues further south past 196th Street SW to I-5 between 44th and 46th Avenues W.
- The fourth area is the South 44th drainage area and is located south of the drainage area mentioned previously. The area is roughly between 196th Street SW to I-5 and between the 3800 Avenue W vicinity to 44th Avenue W.
- Lastly the Lower Scriber Creek West drainage area is from the 46th Avenue W vicinity westward to the project limits at 48th Avenue W and from beyond the project limits to the north of 194th Street SW southward to I-5 (see Figure 2-21).

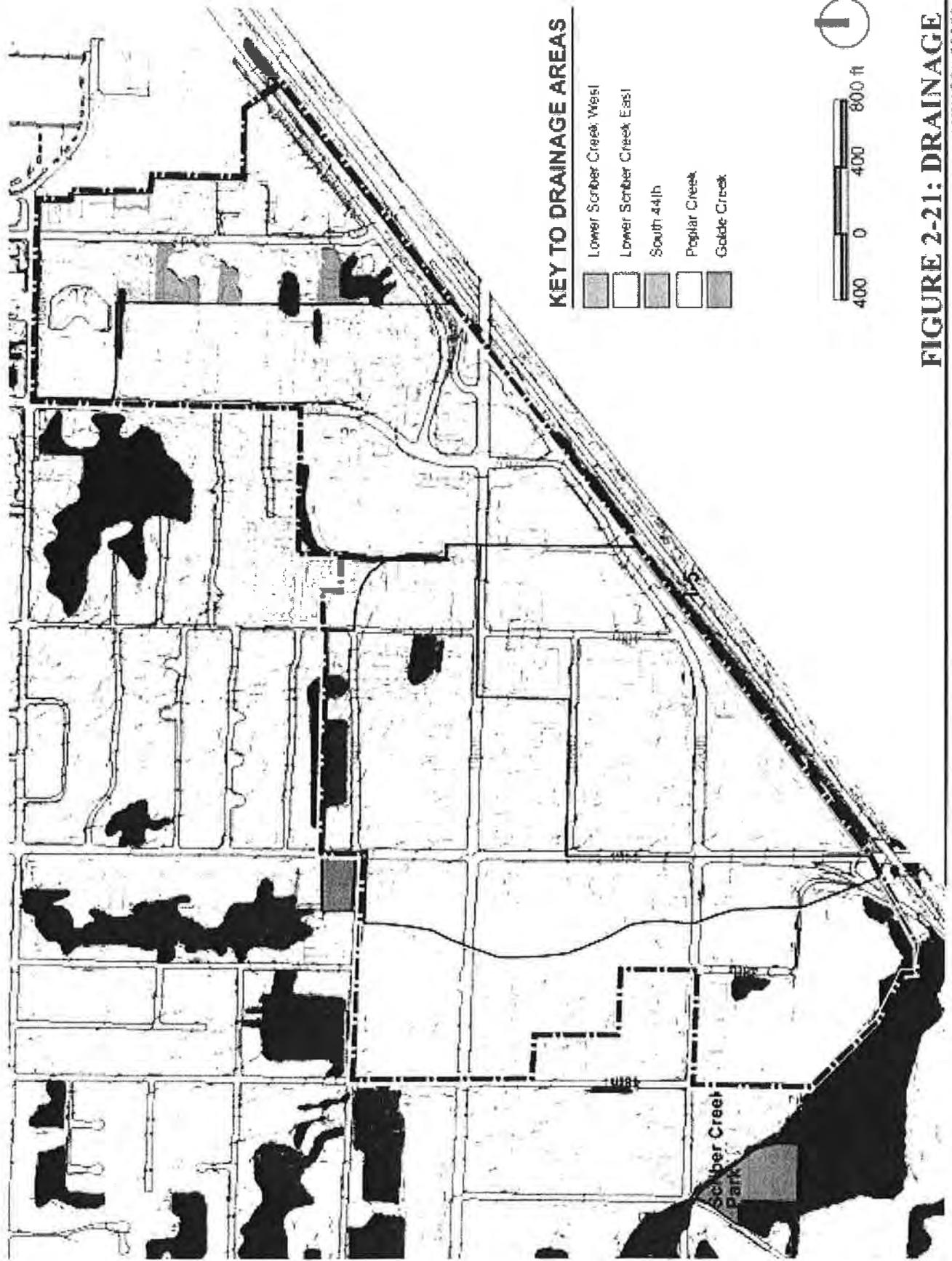


FIGURE 2-21: DRAINAGE

LINARCHITECTS

SECTION III

**SIGNIFICANT IMPACTS, MITIGATION
MEASURES and UNAVOIDABLE
ADVERSE IMPACTS**

III. SIGNIFICANT IMPACTS, MITIGATION MEASURES & UNAVOIDABLE ADVERSE IMPACTS

Introduction

This section of the SEIS documents significant impacts of the alternatives and identifies potential mitigation measures. Significant unavoidable adverse impacts are also discussed.

As noted in Section I, this document supplements the analysis contained in the EISs for the Lynnwood Policy Plan (1994). Consistent with the SEPA rules, a supplemental EIS adds to the information and analysis in a prior environmental document but does not repeat it. It is focused on new information about significant impacts that was not discussed previously (WAC 197-11-620).

The SEIS also incorporates analysis contained in other published environmental documents identified below. Consistent with the SEPA rules, the responsible official has reviewed the analysis and determined it to be timely and relevant to the City Center alternatives (WAC 197-11-635).

The City is also using phased environmental review to plan and implement its Comprehensive Plan, including the City Center sub-area plan. More detailed analysis of certain issues may occur in the future when more information is known about specific elements of the sub-area plan or in connection with site-specific development proposals (WAC 197-11-060(5)(b)). This applies principally to impacts related to the design and construction of systems – such as transportation and utilities – which cannot occur until after an alternative is selected. SEPA review for these systems would consider relevant environmental impacts. Based on ongoing planning and evaluation, additional information will also be developed relating to mechanisms and responsibilities for financing roads, sewer and water systems, and other public facilities.

The scope of the City Center SEIS has been determined in consideration of the SEPA analysis that has already occurred. The Comprehensive Plan EIS evaluated the impacts of intensive development in a Subregional Center. The proposed City Center sub-area is part of the Subregional Center designated in the Comprehensive Plan.

Environmental documents complying with SEPA and/or NEPA have also been prepared for development in and near the City Center, including WSDOT's I-5/196th Interchange (1992), and Sound Transit's Regional Express project (2000). These documents contain relevant information about conditions in the City Center and about the impacts of future development. These documents are available for review at the City of Lynnwood, Community Development Department.

Information in these existing environmental documents regarding impacts to earth, air quality, hazardous materials, noise and historic and cultural resources was relied on to determine and refine the scope of the SEIS. After review of existing environmental documents and current information, it was determined that these aforementioned issues are adequately addressed in existing documents and did not require detailed consideration in the SEIS. A summary of relevant information is provided below.

Earth

The City Center is substantially developed with structures and soils have been previously disturbed and/or altered. The City Center does not contain areas designated as sensitive or critical in terms of susceptibility to erosion, landslide or seismic activity. Erosion, which is a natural process, could occur in connection with soils that are exposed during construction. Redevelopment is not expected to cause significant impacts to geology, soils or topography.

Construction would be subject to best management practices, temporary erosion and sediment control plans, and drainage controls contained in the City's surface water management regulations. Soil testing would occur as part of individual development proposals to determine any site-specific soil limitations that could affect building engineering and construction.

Hazardous Materials

There are no known significant sources of contamination within the City Center. Some sites, however, are currently or were in the past occupied by activities that involved use, storage and/or incidental spills of hazardous substances. A search of DOE's Leaking Underground Storage Tank Database (updated 12/31/2002) indicates that, since the late 1980's, a total of ten sites within the City Center (generally along 196th Street SW or 44th Avenue W) and four bordering the City Center have been identified as having leaking storage tanks causing contamination to the soil or groundwater. Most are associated with existing or former gas stations or other auto-oriented activities. According to DOE records, seven of the sites within the City Center are still conducting monitoring or some form of clean up activity. Studies for the Sound Transit project confirmed that remedial activities were undertaken at two gasoline service stations in the general area of the Levitz Furniture property to address petroleum-contaminated soils and groundwater. A "No Further Action" report (a voluntary report indicating completion of clean up) was issued for the Alderwood Oldsmobile Cadillac property. Another former gas station site along 196th Street SW, which is on or adjacent to the proposed Convention Center, is also listed on DOE's Toxic Cleanup Program Sites List (updated 12/31/2002) as having soil contaminated with petroleum products. An independent remedial action plan was submitted to DOE.

The surface parking lots currently occupying much of the City Center have also likely experienced incidental leaks associated with parked vehicles. Most of the sub-area is currently covered with impervious surfaces, however, which would limit the potential for spilled substances to affect soils or groundwater.

The due diligence associated with purchase, sale and redevelopment of properties within the City Center would involve an assessment of historical land uses and evidence of hazardous materials and contamination. Appropriate remedial actions would be required for affected sites. During construction, contractors would be required to implement best management practices involving proper storage and containment of any hazardous materials or chemicals. Any future uses involving chemicals or potentially hazardous materials would be required to develop operation and maintenance plans and follow appropriate procedures for the use and storage of hazardous materials and emergency response.

Air Quality

Impacts identified in existing environmental documents include air quality degradation from vehicle emissions associated with traffic, residential wood burning, construction generated dust and emissions. The most significant potential emissions include those associated with wood burning (carbon monoxide and particulate matter), and with vehicular traffic (hydrocarbons, carbon monoxide and nitrogen oxides). The amount of emissions associated with these activities would depend on the number of wood burning appliances installed in new residential units, and would vary with vehicle miles traveled, average speeds and age of vehicles.

In general, a higher number of jobs within the City would generate greater amounts of traffic and greater potential air quality degradation. Background traffic would grow as a result of regional growth, independent of land use actions taken by the City. Incremental deterioration of air quality was identified as an unavoidable adverse impact.

Previously identified mitigation measures would include Puget Sound Clean Air Agency regulations applicable to construction; state regulation of wood burning appliances; the GMA's transportation demand management requirements (RCW 36.70A.070(6)(e)); and the commute trip reduction act (RCW 70.94). In addition, concentrating future development in the City Center at higher densities and in a mixed land use pattern would enhance pedestrian travel and use of public transit. In turn, these effects would reduce vehicular miles traveled and traffic congestion.

The City Center is within an air quality "maintenance" area for ozone (O) and carbon monoxide (CO); i.e., it currently (as of 1997) meets applicable standards. It is also within an attainment area for inhalable particulates (PM10). Measurements of CO concentrations at a DOE monitoring station at the intersection of 196th Street SW and 44th Avenue W indicated a violation of the 8-hour standard.

In 2000, modeling was conducted for Sound Transit's Regional Express Lynnwood project. The analysis considered several intersections within the City Center, including the 196th Street SW/44th Avenue W intersection, for the years 2005 and 2020. It found that worst case 1-hour concentrations were well within the applicable standard (35 parts per million/ppm), but that 8-hour concentrations could exceed the standard (9 parts per million/ppm).

Federal and state Clean Air Act regulations require that transportation and transit projects conform to the State Implementation Plan (SIP) for air quality. Under federal and state law, the Puget Sound Regional Council (PSRC) is the metropolitan planning organization (MPO) responsible for adopting a long-range regional Transportation Improvement Program that meets air quality requirements. As part of plan preparation or amendment, PSRC analyzes how proposed transportation improvements conform to air quality standards. WSDOT cannot adopt, approve, or accept any transportation plans, programs or projects unless they conform to the SIP. Project-level air quality conformity analysis is required for transportation and transit projects within non-attainment and maintenance areas.

At this point in the City Center planning process, transportation improvement options have been identified and are being evaluated. An objective of the City Center Sub-Area Plan is to identify a functional balance of population and employment, and land use and transportation. Potential transportation improvements are being tested for how well they address traffic congestion. However, neither a City Center alternative nor a definite package of road improvements have been identified at this time. It would be impracticable, therefore, to conduct an air quality conformity analysis at this time. Detailed analysis of air quality is, therefore, being deferred pursuant to SEPA's provisions for phased environmental review (WAC 197-11-060(5)(b)); please refer to the additional discussion in Section I of this Early Draft SEIS.

Noise

Recorded sound measurements performed for the I-5/196th Interchange project and Sound Transit's Regional Express Lynnwood project found that background sound levels were within the limits established by the City's regulations. The Policy Plan Early Draft EIS recognized that future development would concentrate noise sources within the City, particularly in areas with the highest residential and employment densities and adjacent to major arterials. The two primary sources of noise associated with redevelopment of the City Center would be noise from construction activities and vehicular traffic. Both these sources are exempt from the City's noise regulations. Other typical noise generated within urban areas includes deliveries, garbage pick up, trash compactors, and noise generated by the activities of people. Potential noise sensitive receivers would include existing residential buildings located adjacent to the City Center, as well as new

residential buildings within the City Center. In general, existing City regulations prescribe lower sound levels for residential land uses than for commercial activities.

Noise impacts associated with operation of the Transit Center, which would be proximate to new residential and commercial uses in the City Center, were evaluated in the NEPA Environmental Assessment (EA) for the Lynnwood project. Impacts were found to be within applicable City and federal standards.

Mitigation measures identified in previous noise analyses include designation of truck routes, promoting the use of public transit, avoiding noisy operations during quiet times of the day, and a number of construction practices.

Historic & Cultural Resources

While the Lynnwood area has a rich and interesting history, there are no identified historic or cultural resources located within the City Center sub-area and a low potential that such resources would be present. Development could, however, disturb currently unknown historical or cultural sites or artifacts.

A. NATURAL ENVIRONMENT

Significant Impacts of the Alternatives

In general, the City Center is characterized by urban development and is covered with areas of impervious surface. No streams or wetlands occur within the City Center, and the remaining vegetation consists primarily of urban landscaping. Potential impacts to water quality, streams, fisheries and wildlife habitat are anticipated to be insignificant and/or positive in character. Differences in impacts among the City Center alternatives would not be significant and are not discussed separately.

1. Water Quality

Existing hydrologic conditions and the relationships between land use practices and resources down stream will influence impacts to water quality in and adjacent to the City Center. Impacts on water quality would be felt primarily down stream and affected by regulation of water quality, sediment transport, and flow conditions within tributaries to Scriber Creek. The water quality of the tributaries within the study area will influence water quality of the larger creek into which they feed. Some updated information on the conditions of affected streams is provided below to help frame the impact analysis.

The unnamed tributary of Scriber Creek located west of 44th Avenue W, between 196th Street SW and the southern limits of the City Center near I-5, is the only perennial stream within or adjacent to the City Center. There are a small number of intermittent streams, which are piped through the City Center (Jones and Stokes, 2000).

The tributaries deposit silt into the channel, affecting substrate quality throughout the stream. The unnamed tributary empties into a large, turbid, brown-yellow colored pool across from Scriber Creek on 44th Avenue W, just south of Interstate-5. Growth of iron oxide bacteria is abundant along this creek, indicating possible input of groundwater to the stream (Jones and Stokes, 2000).

A Jones and Stokes study (2000) measured several diagnostic indicators of environmental conditions in Lynnwood's streams. The study found that the water quality of the affected streams was poor. Run-off from impervious surfaces is the primary source of pollution and the engineered nature of the affected hydrologic system does not allow proper functioning of the streams. According to the study, the sediment regime was degraded in all of the Lynnwood streams, including the unnamed creeks in or adjacent to the City Center. The percentage of fines within this creek was 25 to 90 percent at all test locations. The study also found evidence of hydrocarbon pollution (oily sheet or odor) in the Scriber Creek tributaries. The condition of stream invertebrates also indicated possible water quality problems.

Development of the City Center alternatives will result in no net increase in impervious surfaces. Currently, an estimated 95 percent of the City Center is covered with impervious surface. Pervious surfaces are primarily small areas of lawn and plantings. There could be an incremental reduction as a result of planned parks and open spaces. All of the City Center alternatives would provide for detention and treatment of runoff created by new and widened streets and redevelopment consistent with new, more stringent requirements of Lynnwood and the Department of Ecology. While there is relatively little stormwater treatment today, enhanced standards will result in greater detention and water quality treatment, and an improvement to the quality of stormwater runoff.

Increases in vehicular traffic associated with most of the City Center alternatives could increase the pollutant load of the stormwater runoff. However, it is expected that planned improvements in stormwater detention and treatment systems in the City Center would reduce total pollutant loading compared to existing conditions. More stringent detention and flow control requirements would also be expected to reduce peak flows. Because there will be an increase in the amount of stormwater detention and treatment, it is expected that there will be positive improvements in water quality and peak flow attenuation in Scriber Creek compared to existing conditions.

2. Wildlife Habitat

Wildlife and habitat within the City Center study area are not expected to be negatively or significantly affected by the City Center alternatives. There is little existing habitat and those species that are present are adaptable to developed urban areas. Those wildlife species present could experience a slight positive impact as a result of the addition of parks and plazas (all alternatives, except No Action) and the planting of trees along all streets. While new parks will likely be comprised of impervious surfaces (e.g., plazas, sidewalks), there would be an overall increase in open space and trees within the City Center. This change could result in a slight increase in habitat for wildlife species tolerant of urban environments.

Wildlife habitat within Wetland 18 and the small, forested wetland adjacent to the unnamed stream (Section II of the Draft SEIS), both of which are outside the City Center, would not be directly affected by any of the alternatives.

Potential operational and indirect impacts are likely to be negligible and insignificant as well. The current land use adjacent to the wetlands consists of a Sound Transit Regional Express transit facility, which lies within the City Center. Noise and lights from the transit lot could potentially disturb wildlife breeding, nesting, and feeding, but changes to the configuration of the transit site lot are not expected to increase the level of disturbance over the existing conditions (reference Sound Transit EA). Development in Alternatives A, B (the Oversight Committee's Preferred Alternative) and C would be greater than 600 feet from the wetlands and are not expected to have a negative or significant impact on wildlife in the wetlands.

There is some potential for indirect effects to wildlife in the off-site wetland as a result of increased levels of population and employment. Most species using this area are adapted to high levels of human activity; however, an increase in the number of people recreating in the area of Wetland 18 on the existing walking path could have minor negative impacts on the wildlife living in the wetland. An increased human presence in the wetland could disturb wildlife and negatively affect breeding, nesting, and feeding. This potential impact would likely be limited to within a few feet of the trail. Because the wetland is large and has a very dense understory of shrubs, wildlife has ample cover and many opportunities to breed, nest and feed away from the trail. Impacts to wildlife in the wetland are expected to be minimal and insignificant overall.

3. Fish Habitat

As described above and in Section II of the Draft SEIS, a number of physical barriers exist which preclude the City Center area's creeks from being suitable fish habitat. First and foremost, the vast majority of the creeks in the study area are enclosed within underground pipes. In addition, a barrier to fish passage on Scriber Creek appears to block anadromous fish passage to Scriber Creek and its tributaries upstream of 44th Avenue W, including all of the tributaries in the City Center area.

The small portions of the stream that are in open channels have little, if any, fish habitat. The main stem of Scriber Creek is outside of the City Center area, southwest of its boundary in Wetland 18. It receives runoff from the City Center; the run-off represents the most likely source of potential impact to fish habitat from the City Center alternatives. The Creek flows from Scriber Lake, through Lynnwood, leaving the City at 44th Avenue W and 204th Street SW. The main stem of the creek is a low-gradient stream with several culverts and variable water quality. Habitat exists along 5,523 feet of Scriber Creek. The quality of spawning habitat is fair to poor. Anoxic silt and small gravel exist in places (Jones and Stokes, 2000).

Bank conditions along the main stem of Scriber Creek are generally stable with some undercut. Other areas are armored with riprap, preventing the development of stream bank vegetation. The riparian zone is generally very narrow and often dominated by invasive species including Himalayan Blackberry and Reed Canary Grass. The hydrology of drainage within the City of Lynnwood and the study area is typical of urbanized drainages: increased peak winter flows and reduced summer flows. Both conditions degrade fish habitat.

The unnamed tributary of Scriber Creek located in the study area daylight only in sections north and south of the City Center. The North section has a substrate composed of gravel and cobble and grades to primarily silt before entering the pipe. Some wood is present in the streambed. The riparian corridor ranges from 20 to 45 feet wide. The tributary is piped through the study area and is day lighted only at 196th Street SW and

198th Street SW, at 194th Street SW, west of 44th Avenue W. The creek is a straight channel; there is no riparian vegetation along 44th Avenue W (Jones and Stokes, 2000).

No direct impacts to fish habitat will result from the alternatives. Indirect effects to fish habitat in the streams would be limited to water quality (e.g. suspended sediments, pollutants) factors and peak flows.

As described above and in the *Utilities* section of the Draft SEIS, negative impacts to stream water quality are not expected from the alternatives, assuming implementation of the proposed stormwater detention and treatment improvements. Each alternative would result in an increase in the detention capacity and treatment of runoff from the study area. Relative to existing conditions, improvements in water quality and peak flow attenuation in Scriber Creek are expected under all of the City Center alternatives. Water quality improvements and reductions in peak flows in Scriber Creek could result in positive impacts on fish and fish habitat in the creek and in downstream water bodies.

Mitigation Measures

No significant adverse impacts to natural environmental resources have been identified. "Best Management Practices" (BMPs) are commonly used techniques that are typically applied to construction activities to mitigate soil and water quality impacts. The following BMPs are recommended for mitigating water quality impacts during construction of the City Center: compliance with Lynnwood drainage and critical areas code and state water quality standards; and increased landscaping and pervious surface, where practical. All of the City Center alternatives include the creation of parks in areas currently covered by buildings, asphalt or other impervious surfaces. If at least a portion of these parks consists of lawn and/or trees, this will help to decrease the amount of impervious surface in the study area.

To mitigate for potential increased human presence in Wetland 18, interpretive signs could be installed in and around the wetland to educate users of the recreational pathway about the sensitivity of wildlife to noise and other human disturbances.

B. LAND USE

Significant Impacts of the Alternatives

Direct Land Uses Impacts

This section of the Draft SEIS examines potential changes to land uses and land use patterns for each of the City Center alternatives. The analysis focuses on the overall amount, type, scale and pattern of land uses that could occur pursuant to the City Center plan. It evaluates the nature and degree of land use change and displacement that could occur, and identifies potential conflicts or incompatibilities among land uses within and at the edges of the City Center. The analysis identifies potential direct, indirect and cumulative impacts of the alternatives.

The alternatives involve varying degrees of land use change and redevelopment in the City Center over the next approximately 17 years (to 2020). The existing land use pattern is described in Section II. The amount of development assumed for each alternative is described in the Project Description (Section I). The land use patterns for the City Center alternatives are similar and primarily involve differences in the amount and intensity of development. Under any of the alternatives, except No Action, the City Center area – currently dominated by a strip pattern of disconnected, suburban/low intensity retail/commercial land uses – would evolve into a concentrated, higher density downtown, characterized by mixed-use (retail, office, residential) pedestrian-oriented development pattern. Most existing buildings would be replaced over time; existing land uses could relocate to new buildings within the City Center or elsewhere. Multi-story, mixed-use buildings would replace existing single-story, single-use commercial buildings. New buildings would be built closer to landscaped streets to help create a vital pedestrian environment. Civic areas, parks, and transit systems would be created to provide local residents and workers easy access to community resources and activities. Existing surface parking would be replaced by parking structures and underground parking. These changes would be consistent with policy direction contained in the Lynnwood 2020 Comprehensive Plan, and the objectives of regional growth management plans (e.g., Vision 2020). Please see the *Plans and Policies* section of this Draft SEIS for more detailed information.

The amount of land devoted to various uses would change relative to existing conditions. In general, with the exception of No Action, land use would become more balanced. Currently, the City Center is dominated by retail uses (more than 50 percent of total land area). This would decrease to approximately 12 percent of the land area (plus an additional 16 percent for mixed use office/retail) under the City Center alternatives. Much retail would relocate to mixed-use buildings; the total amount of retail development would remain the same, however. The total land area devoted to office uses would decrease – from 18 percent to 12 percent of the City center – although the amount of office space would increase significantly. Other significant changes in the land use pattern include the addition of residential land (currently almost zero, increasing to approximately 15 percent of the total), parks and open space (currently zero, increasing to 5 percent), and streets and right-of-way (increasing from 18 percent currently to 26

percent). The convention center and other civic spaces would be included in all alternatives (6 percent of total area). In general, the City Center alternatives would use land more intensively and efficiently, compared to existing development. The more intensive alternatives (the O.C. Preferred Alternative and Alternative C) would use land the most intensively. While Alternative A represents a somewhat more intensive land use pattern compared to existing conditions, it is still a low-rise, low intensity scenario relative to the other alternatives.

Under all of the City Center alternatives, particularly Alternative C/high intensity, taller buildings would be located in the interior of the Core area. This would concentrate bulk, height, and intensity, while providing a gradual transition in height and bulk to smaller buildings in adjacent sub-districts and at the edges of the City Center. Under No Action, since existing zoning does not impose a height limit, taller buildings could locate anywhere within the City Center.

Adverse land use impacts could result from the proximity of disparate types, intensity and character of adjacent land uses. Existing and less-intensive uses located immediately north and west of the City Center could experience impacts from more intensive commercial land uses, including additional traffic, activity, noise, and light. Such impacts would most likely be experienced along the boundaries of the City Center, where new, intensive development would occur proximate to existing, less intensive land uses.

Such changes and contrasts between existing and new uses are not unusual in cities. At any given point in time, downtowns areas often reflect different types, scale and design of uses. As cities mature and pass through successive cycles of growth, such change is also a reflection of changing visions, goals, priorities and economies. In general, land uses planned within individual City Center districts would be compatible with each other. Development regulations and design guidelines would also help to mitigate potential impacts between land uses in adjacent sub-districts of different use or intensity.

The land use pattern depicted for each of the alternatives is conceptual in nature and provides a framework and flexibility for future site planning. The specific location of individual land uses, for example, could vary somewhat from what is shown on the land use concept plans. However, the overall land use emphasis of each City Center district (e.g., residential in the West End, or office in the Core), and the amount of development within the City Center overall, would occur as identified for each alternative. Please see Tables 3-1, 3-2, and 3-3 for the approximate land use area for each district, under the discussion of the alternatives below.

Redevelopment and change will occur incrementally over an extended period of time and some land use conflicts are unavoidable. As the City Center transitions from a low density suburban pattern to a high density urban character, it would contain areas with some discontinuities in the types and scale of land uses. To some degree, these types of impacts are to be expected and are unavoidable in the context of a long-range redevelopment plan.

As noted previously, the precise location and configuration of all development within the City Center or within each district over the next 20 years cannot be predicted. The analysis of likely

land use change and compatibility, therefore, is based on the assumed type, intensity (FAR, height, density, etc.) and general pattern of land uses planned within each City Center district. Future development proposals will be measured against these assumptions and identified impacts.

Alternative A – Low Intensity

Alternative A represents the lowest level of redevelopment among the City Center alternatives (refer to Figure 1-3). Estimated amounts of types of land uses are shown in Table 3-1. It contains a broader mix of uses than the No Action scenario, including mixed-use office, retail, and residential uses; and public and open space uses. As with the other alternatives, a convention center is proposed and supporting hotels are probable.

**Table 3-1
Alternative A Land Uses**

Land Use	West End	Core	North End	City Center Total
Retail	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (25%)
Office¹	170,000 sf	1,300,000 sf	530,000 sf	2 million sq. ft. (34%)
Residential	1,560,000 sf 1,300 du	600,000 sf 500 du	240,000 sf 200 du	2.4 million sq. ft. (41%) 2,000 du
Total²	2.3 mil sf	2.5 mil sf	1.1 mil sf	5.9 million sq. ft.

Source: Huckell/Weinman Associates, 2002

Note:

- ¹ Office category includes commercial, hotel, and convention center uses.
- ² Exact proportions of land use could vary between districts. The total for the City Center is used for purposes of the SEIS analysis

Land Use Pattern

Generally, the types of impacts that would occur under Alternative A – displacement, intensification, etc. – would be similar to those experienced under the O.C. Preferred Alternative and the high intensity alternative, but the degree and intensity of change would be significantly lower. The approximate 300-acre City Center area would be redeveloped into a low-rise, suburban downtown over time. A modest intensification of land use would occur. Areas likely to experience the most significant impacts would occur along the edges of the planning area, especially the existing residential areas to the north and west. However, the reduced scale and intensity of City Center redevelopment would also reduce potential land use conflicts. Compared to the high intensity alternative, Alternative A would contain 50 percent of the residential development and one-third of the office space. Relative to the O.C. Preferred Alternative, it would contain approximately fifty percent less office development and residential units. Total development would be greater than No Action and would contain a broader mix and balance of uses (i.e., more residential). Building heights would be significantly lower than the highest intensity alternative, somewhat lower than the O.C. Preferred Alternative, and incrementally greater than No Action.

Except for the “east-west spine”, pedestrian connections to the park-and-ride, convention center, Interurban Trail, and Alderwood Mall would be less developed under Alternative A.

Planned land uses within each City Center district would be compatible. To avoid conflicts within the City Center, development regulations and design guidelines would ensure that uses in adjacent City Center districts step down in scale and intensity.

West End

Consistent with the other City Center alternatives, the West End would contain the majority (65 percent) of anticipated residential development. Parks and open space, retail uses, and transit facilities would be interspersed amongst residential developments, providing residents convenient access to shops, transit, and recreation opportunities. Retail uses would occupy the lower level of multi-family residential buildings. Residential building heights would be three to four stories, allowing for 30 to 40 dwelling units per acre. The enhanced street grid and shorter blocks would provide easy pedestrian access, as well as multiple routes for automobile movement.

North boundary to 196th Street SW. Under Alternative A, residential and park uses would abut 194th Street SW, and serve as the northern edge of the West End. Existing single-family residences would abut planned multi-family uses. A park would be located at the southwest corner of 194th Street SW and 44th Avenue W. It would be bordered to the north by the Lynnwood Civic Center, just outside of the planning area. Contrasts in activities and intensity would be minor.

196th Street SW to 200th Street SW. This portion the West End would include residential, retail and park uses. As in the O.C. Preferred Alternative, the 44th Avenue W/196th Street SW intersection would comprise a designated gateway into the City Center. A parking structure could be designed as a component of the gateway feature. A parking structure at this location could encourage visitors to park vehicles at the edge of the higher activity center, thereby reducing traffic within the City Center and enabling visitors to experience the area via pedestrian routes.

A semi-circular park plaza would provide the centerpiece for the West Village area. The west end of 198th Street SW (“east-west spine”) would connect with the plaza, while providing pedestrians with connections to the other districts. Retail uses border the park; some retail would be built at street-level, below residential uses.

200th Street SW to south boundary. Residential areas, parks, and retail would border 200th Street SW, which is considered a minor arterial. Residential and transit-oriented uses would parallel the west side of the planning area, connecting with adjacent residential neighborhoods. Residences located to the west of 46th Avenue W and further west could experience proximity impacts (e.g., noise, light and glare) from transit operations.

Core

The Core area of Alternative A would be the most intensively developed portion of the City Center. Types of uses would be the same as for Alternatives B and C – a mix of office, retail and residential. The amount and intensities of development, and potential land use conflicts, would be less, however.

North boundary to 196th Street SW. Land uses in this area would be generally the same as described for all of the alternatives (refer to Section 1), except that intensity would be decreased – heights of mixed-use office buildings under this scenario would range from 5-10 stories tall. This area will also include a convention center, as described for the other alternatives. Impacts similar in type to those identified for the O.C. Preferred Alternative would occur.

196th Street SW to south boundary. This portion of the Core contains office, retail, hotel and park uses. Alternative A would develop 198th Street SW as an “East-West Spine” between parks located three blocks apart. Uses surrounding 198th Street SW would include street-level retail, pedestrian connections, landscaping, and some on-street parking. Street-level retail uses would run the entire length of 198th Street SW and wrap around the blocks located to the west and east (along 44th Avenue W and 40th Avenue W). A town square is not identified for this area.

Hotels would front Alderwood Mall Blvd and 44th Avenue W to the north and west, respectively. Hotels with street-level retail would wrap around a park that connects pedestrians via the “east-west spine.” The Interurban Trail would connect commercial and hotel uses with transit uses located in the West Village. Gateways into the City Center would occur at the point where 44th Avenue W crosses the Interurban Trail, and at 196th Street SW and 37th Avenue W.

North End

The North End would contain mostly office uses (530,000 square feet), with a few areas of parks and retail (300,000 square feet). A small portion would be allocated to residential uses (200 dwelling units). The North End serves as the connection between Alderwood Mall to the east and the heart of the City Center. Building heights could range from 1-10 stories tall, depending on the use.

Three parks are included in this area, between office and retail uses. In the southern portion of the North End, residential uses occur adjacent to retail uses and a park. Existing residential uses within the immediate area could experience impacts, similar to those identified in the O.C. Preferred Alternative.

O.C. Preferred Alternative – Medium Intensity

The O.C. Preferred Alternative represents a level of redevelopment that is mid-way between Alternative A and Alternative C. Please refer to Figure 1-4. It is identified as the alternative preferred by the public/private committee overseeing the City Center planning effort. Development assumptions are shown in Table 3-2. This alternative includes a mixed-use land use pattern and a balance of residential and commercial land uses, public spaces, a convention center and supporting uses, and new streets and infrastructure. The land use pattern is based on creating a pedestrian “promenade” through the center of the City Center.

Table 3-2
Alternative B – Proposed Land Use Scenario

Land Use	West End	Core	North End	City Center Total
Retail	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (16%)
Office¹	330,000 sf	2,600,000 sf	1,070,000 sf	4 million sq. ft. (44%)
Residential	2,340,000 sf 2,250 du	900,000 sf 750 du	360,000 sf 300 du	3.6 million sq. ft. (40%) 3,000 du
Total²	--	--	--	9.1 million sq. ft.

Source: Huckell/Weinman Associates, 2002

Note:

¹ Office use includes commercial, hotel, and convention center uses. ²Totals are not provided for the square footage of each district. The proposed land use scenario represents an estimate; exact proportions of land use may vary between districts.

The land use pattern and types of resulting impacts under the O.C. Preferred Alternative would be similar to those of the other alternatives. In general, land uses and impacts would be similar to but less intensive than Alternative C, but greater than Alternative A and No Action. The City center would be intensively developed over time. Most existing buildings would be displaced; existing uses could relocate within the City Center or elsewhere.

Land Use Pattern

Implementation of the O.C. Preferred Alternative would result in the incremental displacement and redevelopment over time of the majority of existing land uses in the 300-acre City Center area. Single-use activities would be replaced by mixed-use developments at considerably higher densities and intensities. Larger, well-designed commercial buildings, housing, public facilities and a finer street grid would change the character and function of the City Center. Significant changes in land uses, relative to existing conditions, would include nearly 20 acres of public, cultural and recreational areas; 43 acres of residential uses; and 22 acres of new streets.

Construction of new buildings, streets, and other components of the City Center would result in temporary impacts to adjacent land uses during construction. Adverse impacts could include: temporary air and noise pollution from construction vehicles, earthwork activities, and building

construction; increased traffic along haul routes; and temporary water quality deterioration or stormwater runoff from construction sites during inclement weather.

Land uses within each City Center district have been planned to be compatible with one another. Potential conflicts with adjacent districts are identified below. Development regulations and design guidelines would address and mitigate these significant impacts.

West End

As it redevelops over time, the West End would take on the character of an urban residential neighborhood. Multi-story residential buildings – containing upper-level condominiums, apartments, and townhomes with lower-level offices or retail – would be built at densities of 50-70 dwelling units per acre. The district would also contain two parks/plazas and a park-and-ride/transit facility, which could be redeveloped to include housing over the facility. Pedestrian connections would be established to adjacent districts and land uses.

Existing uses outside but bounding the district include single- and multi-family residences, public/civic uses and retail/commercial uses. Types of planned land uses would generally be compatible with these adjacent activities. However, the scale of new uses would contrast with existing structures. Larger, taller buildings (five to ten stories) would be built next to older, existing low rise buildings or single-family residences. For example, the L-shaped residential parcel north of the park-and-ride, which is outside the City Center, could be adjacent to significantly more intensive residential buildings. In addition to visual contrasts, noise, traffic, light and glare could affect adjacent uses. Figure 1-4 indicates a “transition” zone adjacent to these uses, however, and new development would be reduced in scale (pursuant to development regulations implementing the plan) to reduce potential impacts.

North boundary to 196th Street SW. This portion of the district would consist primarily of multi-family residential uses. In order to reduce potential impacts to neighboring uses, development along the north and northwest edges of the district would transition to the scale of adjacent multi-family residential areas. While land uses are residential and generally compatible with the O.C. Preferred Alternative, adjacent developments are approximately three stories tall. New buildings in this area would be developed at the lower end of the height range (five stories) to reduce potential incompatibility due to conflicts in scale.

A pedestrian connection to the Interurban Trail would provide access to transit facilities and recreation opportunities. A transit center could be located at the northwest corner of 196th Street SW and 44th Avenue W, which is also a planned “gateway” into the City Center. Depending on function, design and site planning, a transit facility could generate noise and traffic impacts to planned residential activities.

196th Street SW to 200th Street SW. This portion of the West End would be developed relatively intensively for pedestrian-oriented residential, retail and recreational use. Residential developments along the west edge of this area would be “stepped down” in scale to be compatible with existing uses outside of the planning boundary. Pedestrian ways would connect