

a public square located in the middle of the West End to other public spaces within the Core. Buildings along the east side of the West End would contain residential with lower-level retail. Planned uses in this area are generally compatible in type and scale and would provide a base of services and recreational opportunities for the neighborhood.

200th Street SW to south boundary. Multi-family residences and public transit uses would occur within this area of the West End. Pedestrian corridors would connect the park-and-ride with the public square. Fringe areas to the west would be scaled to conform to the heights of adjacent uses. The south end of 44th Avenue W provides freeway access, as well as another gateway point into the City Center.

Potential transit oriented redevelopment of the existing park-and-ride lot could provide additional housing jointly located with a transit facility. Existing levels of activity and noise on this site could generate impacts to adjacent multi-family residences. While not incompatible per se with the planned residential character of the district, such conflicts should be anticipated and managed. Transitions between the park-and-ride and adjacent sites would be directed by sub-area plan policies and design guidelines.

Core

The Core would be intensively developed with a mix of office, retail, service, civic and residential uses. The amount of growth under the O.C. Preferred Alternative is approximately mid-way between Alternatives A and C. building height and scale would be comparable to Alternative C. The Core would also contain a significant town square and the proposed convention center. This area would function as the commercial and civic heart of the City Center and the City, and would provide pedestrian connections to other districts.

North boundary to 196th Street SW. The northern portion of the Core would be developed primarily with civic and major office uses. Mixed-use office buildings would range from 15-25 stories in height. Sub-Area plan policy CCLU 6 indicates that heights would be graduated down at the perimeter of the City Center. The convention center would also serve as a gateway for the Core.

An approximate 58,000 square foot, two-story convention center would be developed by the Public Facilities District (PFD) to the north of 196th Street SW and west of 36th Avenue W. It would be fronted by a park and plaza area along 196th Street SW. It is viewed as a potential catalyst project; it could kick start redevelopment in the City Center, and indirectly attract supporting uses, such as hotels and other services. A second phase of Convention Center development would expand the building by approximately 50,000 square feet.

Development of the convention center would displace an existing strip retail center. This change in land use is typical of the change that would occur within the City Center over time, as existing suburban-scale, dispersed retail and commercial uses give way to a broad mix of service and employment uses, housing and civic facilities. The convention center, plaza, and access points to

the freeway would serve as prominent features of the east gateway to the City Center at the intersection of 196th Street SW and 36th Avenue W.

The convention center itself would be lower in height and significantly smaller in scale than much of the development planned in the Core. It would, however, still be larger in scale than suburban residential uses to the north, which could be affected by lighting, noise and traffic associated with the convention center (e.g., from deliveries, exhibitors, and event traffic).

The convention center could also attract a range of supporting uses, such as one or more hotels, to this portion of the Core. Some office and convention center uses would occur to the north of 194th Street SW. Depending on scale and use, these could conflict with existing low intensity uses. This area should help to create a transition between higher intensity uses in the Core and existing residential uses adjacent to the planning area. Greater setbacks, stepping down building design, and similar design features would be required by development regulations and design guidelines to mitigate impacts.

196th Street SW to south boundary. This portion of the Core would be the heart of the City Center. A landmark feature and town square would be situated in this area, just south of 198th Street SW. The concentration of office buildings with street-level retail uses would be framed and connected by parks/squares and pedestrian corridors.

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. This change would be manifest although not complete during the 20-year implementation period of the sub-area plan.

North End

This district contains office uses primarily to the north of 194th Street SW, along with some retail and limited multi-family development. Three parks would provide greenspace and some buffering between uses.

Planned land uses would generally be compatible with the existing land use pattern of the district. Land uses would become more diverse, with residences and retail uses mixed with office. Building heights would be 10-15 stories, which is within the range of several newer office buildings in the area. Existing residential uses located directly to the west of the district could experience impacts from the planned intensification of land uses. 36th Avenue W would provide a separation for the area to the west. Development regulations and design guidelines adopted to implement the sub-area plan would effect a transition of uses, heights and intensity to mitigate potential impacts.

Alternative C – High Intensity/Promenade with Districts

Alternative C (refer to Figure 1-5) would result in the most intensive and concentrated development scenario for Lynnwood’s City Center. It is paired with the “Four Squares” land use pattern for purposes of analysis. Table 3.3 identifies the approximate area of devoted to retail, office and residential use. Development assumptions are described in greater detail and summarized in Tables 1-2 and 1-3 in the Project Description (Section I).

**Table 3-3
Alternative C – Proposed 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	2.4 mil sf	12.3 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

Implementation of Alternative C 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, parks, 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 to 70 dwelling units per acre. The district would also contain two parks/plazas and a park-and-ride/transit facility – possibly redeveloped to include housing. 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 1-5 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 small park would be built at the northeast corner of the district, just south of 194th Street SW. 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. A park would be located in the middle of the West End. It could be constructed above a parking facility and surrounded by buildings containing ground-level retail and residences on upper floors. Pedestrian corridors would intersect the park in an east-west and north-south orientation. Buildings along the east side of the West End would contain residential with lower-level retail. Planned uses in this area are generally compatible in type and scale and would provide a base of services and recreational opportunities for the neighborhood.

200th Street SW to south boundary. Multi-family residential and public transit uses would occur within this area of the West End. Pedestrian corridors would connect the park-and-ride with a nearby park. Fringe areas to the west would be scaled to conform to the heights of adjacent uses. The south end of 44th Avenue W provides freeway access, as well as another gateway point into the City Center.

Potential transit oriented redevelopment of the existing park-and-ride lot could provide additional housing jointly located with a transit facility. Existing levels of activity and noise on this site could generate impacts to adjacent multi-family residences. While not incompatible per se with the planned residential character of the district, such conflicts should be anticipated and managed. Sub-area plan policies and design guidelines would create transitions between the park-and-ride and adjacent sites.

Core

The Core would be intensively developed with a mix of office, retail, service, civic and residential uses. It would also contain four parks and the proposed convention center. This area would function as the commercial and civic heart of the City Center and the City, and would provide pedestrian connections to other districts.

North boundary to 196th Street SW. The northern portion of the Core would be developed primarily with civic and major office uses. Mixed-use office buildings would range from 15-25 stories tall. Sub-Area plan policy CCLU 6 indicates that heights would be graduated down at the perimeter of the City Center. The convention center would also serve as a gateway for the Core.

An approximate 58,000 square foot, two-story convention center would be developed by the Public Facilities District (PFD) to the north of 196th Street SW and west of 36th Avenue W. It would be fronted by a park and plaza area along 196th Street SW. It is viewed as a potential catalyst project; it could kick start redevelopment in the City Center, and indirectly attract supporting uses, such as hotels and other services. A second phase of Convention Center development would expand the building by approximately 50,000 square feet.

Development of the convention center would displace an existing strip retail center. This change in land use is typical of the change that would occur within the City Center over time, as existing suburban-scale, dispersed retail and commercial uses give way to a broad mix of service and employment uses, housing and civic facilities. The convention center, plaza, and access points to the freeway would serve as prominent features of the east gateway to the City Center at the intersection of 196th Street SW and 36th Avenue W.

The convention center itself would be lower in height and significantly smaller in scale than much of the development planned in the Core. It would, however, still be larger in scale than suburban residential uses to the north, which could be affected by lighting, noise and traffic associated with the convention center (e.g., from deliveries, exhibitors, and event traffic).

The convention center could also attract a range of supporting uses, such as one or more hotels, to this portion of the Core. Some office and convention center uses would occur to the north of 194th Street SW. Depending on scale and use, these could conflict with existing low intensity uses. The Alternative C map (Figure 1-5) indicates that this area should help to create a transition between higher intensity uses in the Core and existing residential uses adjacent to the planning area. Greater setbacks, stepping down building design, and similar design features would be required by development regulations and design guidelines to mitigate impacts.

196th Street SW to south boundary. This portion of the Core is the heart of the City Center. A landmark feature and town square would be situated in this area, just south of 198th Street SW, and surrounded by office buildings and street-level retail.

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. This change would be manifest although not complete during the 20-year implementation period of the sub-area plan.

North End

This district contains office uses primarily to the north of 194th Street SW, along with some retail and multi-family development. Two parks would provide connections to the pedestrian circulation system and provide buffers between uses. Another park is identified for the southeast corner of 194th Street SW and 36th Avenue W, and would buffer an existing multi-family use from traffic and commercial impacts along 36th Avenue W. The parks and pedestrian areas would also provide convenient connections to the Interurban Trail, to the Alderwood Mall, and to the Core.

Planned land uses would generally be compatible with the existing land use pattern of the district. Land uses would become more diverse, with residences and retail uses mixed with office. Building heights would be 5 to 10 stories, which is in the range of several newer office buildings in the area. Existing residential uses located directly to the west of the district could experience impacts from the planned intensification of land uses. 36th Avenue W would provide a separation for the area to the west. Development regulations and design guidelines adopted to implement the sub-area plan would also effect a transition of uses, heights and intensity to mitigate potential impacts.

No Action Alternative

Under No Action, Lynnwood would not adopt a sub-area plan or new implementation tools (zoning, design guidelines) for the City Center. The existing Comprehensive Plan Land Use Map designations and zoning map designations would remain unchanged for the most part. Most new uses are assumed to be single function rather than mixed. 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. Permitted uses

include general retail trade/services, hotels/motels, and public facilities. These activities would continue to predominate. Overall, the City Center would function much as it does today and would not become a regionally significant concentration of population and employment. Redevelopment would involve some intensification of existing uses. New buildings could be taller than at present, but would still be set back from the street, and surrounded by large expanses of parking.

The City Center would not provide opportunities for multi-family housing and would not play a significant role in enabling the City to accommodate population growth beyond 2012. To accommodate future population targets, the City could permit infill in existing residential neighborhoods, could increase density in existing multi-family residential areas, or could consider rezoning land within the City Center or elsewhere.

In general, the land use pattern would be somewhat unpredictable and disconnected. Development and redevelopment would occur incrementally, site-by-site 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 or situations. Individual decisions would determine how and where various uses are located and concentrated. Districts would not be used to help organize compatible land uses within areas of the City Center. There would be greater potential for impacts between uses of different type and intensity. Impacts would be evaluated and mitigated on a project-by-project basis.

The convention center proposal would proceed, and could attract some compatible development (e.g., a hotel) on adjacent sites. Without a plan or greater controls, however, it is also possible that a broad range of incompatible or less supportive uses or designs could locate next door or nearby.

Capital improvement decisions would, in general, also occur incrementally, and it is not certain if or when parks, street or pedestrian improvements would be made. In general, these facilities would likely respond to growth rather than trying to lead or frame it. It would be significantly more difficult to create a system of pedestrian connections in this manner.

The most likely no action scenario is that future development in the City Center would be similar in type and character to what exists today. It could be incrementally more intensive in scale, but would not be well integrated, and would not have the guidance of design guidelines.

Indirect and Cumulative Impacts

Indirect and cumulative impacts would be similar for any of the City Center alternatives. They could, however, be incrementally more likely to occur and could be greater in degree as the intensity of land use increases.

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. It is assumed that property owners would seek to maximize their financial returns. Areas on the edges of the City Center could experience pressure to redevelop and intensify, motivated by property owner objectives and perceived market opportunities. While such pressure could occur, it is not certain to lead to further or incompatible land use change. It is generally assumed that the City will implement its adopted plans and development regulations to manage growth, to guide land use change to desired locations, and to prevent encroachment of the City Center on adjacent neighborhoods. As discussed in the *Plans and Policies* section of this document, the type of land use change contemplated in the City Center is a stated objective of the City's Comprehensive Plan.

Indirect impacts are not anticipated to occur in the balance of the Subregional Center. The eastern portion of the Subregional Center is primarily retail in character, dominated by the Alderwood Mall and surrounding retail centers. The Alderwood Mall is undergoing substantial expansion and redevelopment. The types of retail uses likely to locate in mixed-use developments in the City Center are expected to be distinct from those locating in a regional mall. The addition of a residential population in the City Center would likely enhance support for the Alderwood Mall as well as City Center businesses.

Similarly, the City Center alternatives, including the O.C. Preferred Alternative, are not anticipated to adversely affect nearby jurisdictions. Lynnwood's Subregional Center, which includes the City Center, is recognized in Vision 2020 as one of Snohomish County's three urban centers, along with Bothell and Everett. The regional growth strategy supports accommodating an increasing share of growth at higher densities in mixed use, transit supportive centers. Other cities, such as Mill Creek, are also trying to redevelop their city centers. Please see the discussion in the *Plans and Policies* section of the Draft SEIS. Although potential growth within the City Center could exceed Lynnwood's 2012 population projection, this is not viewed as an adverse impact per se and would not affect the ability of other cities to also achieve their targets. The additional development capacity represented by the O.C. Preferred Alternative would enable Lynnwood to accommodate a larger relative share of growth within the region.

Snohomish County is planning two neighborhood-scale centers in unincorporated areas – one at I-5/164th Street SW, located approximately one mile north of the City Center, and another at I-5/128th Street SW. These centers are in the planning stage and no specific development has been proposed or approved. A large suburban office park development recently began construction in the I-5/164th Street SW area. These efforts are generally seen as complimentary in terms of accommodating growth within the region; they all represent alternatives to low density suburban development. Lynnwood's City Center is significantly larger in scale and different in character than a mixed-use neighborhood center. The extent of market competition between these centers, if any, is beyond the scope of SEPA analysis. Cumulatively, the City Center would contribute to an intensification and diversification of land use in the Southwest Snohomish County Urban Growth Area. Such intensification is consistent with County and regional policy.

Please also refer to the Draft SEIS discussion of *Population, Housing and Employment*

Mitigation Measures

Many impacts associated with the intensity and proximity of uses and buildings could be mitigated through implementation of revised development regulations and design guidelines. As described in the draft City Center Sub-Area Plan, updated City Center standards would address type and location of use, site planning, building design, and site features (e.g., entrance and delivery orientation, lighting, parking, trash receptacles) within each district. Such issues will be addressed in site planning and design for individual projects and verified during permit review.

Regulations and design guidelines will address impacts to residential areas directly adjacent to the City Center. In addition, compatibility of building design and height will also need to be addressed when locating buildings around planned parks/open spaces, especially within the Core. Potential mitigation approaches include building modulation, landscape buffers and development setbacks.

To facilitate transition from the existing land use pattern and features to one that reflects the general downtown scenario proposed under the alternatives, the City could implement an amortization program with mechanisms to phase out, and/or bring into conformance, incompatible land use features (i.e., tall commercial signs) within the City Center.

Significant Unavoidable Adverse Impacts

Development of the City Center is a stated objective of the Lynnwood Comprehensive Plan. Anticipated change is not necessarily adverse in nature and many significant land use impacts could be avoided through minor changes in policy and/or development regulations or design guidelines. Existing land uses/buildings within the City Center would be displaced to permit redevelopment. Displaced uses could relocate within new mixed-use development in the City Center or elsewhere. Limited contrasts in land use intensity, bulk and scale would occur in areas adjacent to the City Center.

C. PLANS, POLICIES AND REGULATIONS

The following discussion is selective and focuses on plans, policies and regulations relevant to the City Center Plan and implementing actions. A general discussion of the policy consistency of the Comprehensive Plan with the GMA may be found in the General Policy Plan Draft EIS (1994) and is not repeated in this document.

Growth Management Act (RCW 36.70A)

Summary: The GMA gives local jurisdictions the option to include sub-area plans as elements of their Comprehensive Plans (RCW 36.70A.080). A sub-area plan and any implementing development regulations must be consistent with the Comprehensive Plan and must be adopted consistent with GMA procedures. In general, sub-area plans amend the Comprehensive Plan. Initial adoption of a sub-area plan may occur outside the annual Comprehensive Plan amendment cycle if it does not modify the Comprehensive Plan's policies and designations applicable to the sub-area (RCW 36.70A.130(2)(a)(1)). They must also satisfy GMA public participation requirements (36.70A.020(11) and 36.70A.035).

The Growth Management Act's planning goals (RCW 36.70A.020) are intended to guide development of local comprehensive plans.

- (1) Urban Growth. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
- (2) Reduce Sprawl. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
- (3) Transportation. Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
- (4) Housing. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
- (5) Economic Development. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
- (6) Property Rights. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.

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

(8) Natural Resource Industries. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.

(9) Open Space and Recreation. Encourage the retention of open space and development of recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks.

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

(11) Citizen Participation and Coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

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

(13) Historic Preservation. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Discussion: The City Center Sub-Area Plan would amend and implement the Lynnwood Comprehensive Plan. It would apply more specific policies, development regulations and design guidelines to the city center area, which is a portion of the Subregional Center. In general, the types and intensities of land uses contemplated by the sub-area plan would be consistent with the objectives and policies of the Lynnwood Comprehensive Plan, which are discussed further below. However, proposed residential uses are not consistent with current land use and zoning designations that apply to the City Center. New land use and zoning designations implementing the plan would be adopted concurrent with the plan.

The City has been encouraging public participation throughout the planning process which will culminate in adoption of a sub-area plan for the City Center. Please refer to the Project Description for a summary of public participation efforts.

The sub-area plan would be consistent with relevant GMA goals.

- The City Center is within an UGA, is a designated urban center, and is intended to be developed for a mix of high density urban land uses (Goal 1).

- Concentrating development at higher densities in the City Center would make efficient use of urban land (Goal 2).
- The City Center is served by public transit; road and circulation improvements would manage congestion and promote non-motorized circulation (Goal 3).
- Inclusion of multi-family housing in the City Center would expand the range of housing choices available in Lynnwood and augment the supply of housing in Snohomish County. Housing provided by the SEIS alternatives would range from zero for No Action, to 4,000 dwelling units for the O.C. Preferred Alternative (Goal 4).
- Any of the sub-area plan alternatives would increase employment and economic development opportunities within the City (Goal 5).
- Implementing regulations are intended to reflect a fair and reasonable approach to regulation and include reliance on incentives; in general, the O.C. Preferred Alternative reflects an increase in development potential relative to existing land use and zoning designations (Goals 6).
- The City Center sub-area is proposed to be designated a planned action, which would expedite permitting for consistent projects (Goal 7).
- No resource lands are located within or would be affected by the City Center sub-area plan (Goal 8).
- All sub-area plan alternatives except No Action would provide additional urban parks/open space within the City Center; based on the analysis in the Early Draft SEIS, fish and wildlife habitat would not be adversely affected (Goal 9).
- This SEIS, along with prior environmental documents, evaluates how development of the City Center sub-area would affect various elements of the environment (Goal 10).
- Please refer to the discussion of public participation in the preceding paragraph (Goal 11).
- Needs for public facilities and services are being identified in conjunction with the planning and environmental review processes for the City Center Plan. A capital facilities plan will be adopted as part of the sub-area plan (Goal 12).
- No lands with historic or archaeological significance have been identified within the City Center (Goal 13).

Vision 2020 (1995 Update)

Summary: Vision 2020, prepared by the Puget Sound Regional Council (PSRC), provides a regional framework for land use, economic and transportation planning that supports the GMA. The core of the regional strategy expressed in Vision 2020 involves focusing a significant share of future growth in centers, generally the region's largest and/or strategically located cities, that are connected and served by high capacity transit service, and characterized by higher density housing and employment. The Vision 2020 map shows Lynnwood, along with Everett and Bothell, as urban centers within Snohomish County.

Vision 2020 describes the general characteristics (i.e., residential and employment densities) for a range of types of centers. These are intended to be guidelines for implementation and have no regulatory effect. Urban Centers should generally be characterized by 25 employees per gross

acre, 10 households per gross acre, and total employment of 15,000 (Vision 2020, Appendix I, Table 1).

PSRC published *Central Puget Sound Regional Growth Centers*, which summarizes recent growth trends in the region’s designated urban centers in 2002. The report reflects the following densities in Lynnwood’s 894-acre Subregional Center:

	2000	2012 Target	Gross Density
Population	3,118	3,813	2 du/acre
Employment	12,118	16,940	19 jobs/acre

The report’s recommendations encourage development of sub-area plans for all growth centers in the region.

Discussion: Lynnwood’s Comprehensive Plan designated an 894-acre “Subregional Center”; the proposed City Center comprises approximately 31 percent of the area of the Subregional Center. The City Center is planned for a mix of high density commercial and residential uses. They would be planned in coordination with transit and would encourage transit use. Depending on SEIS alternative, population density would range from zero for No Action, to 11.6 dwelling units per gross acre for Alternative C. Alternative C would achieve the gross density target for an urban center; the O.C. Preferred Alternative would be slightly below the target (9 dwelling units per gross acre); and Alternative A would achieve approximately 6 dwelling units per gross acre. No Action would not accommodate residential uses and would not be consistent with the Vision 2020 criteria.

Employment density would range from approximately 27 jobs per gross acre for No Action and Alternative A, to more than 60 jobs per acre for Alternative C. Total employment for the Subregional Center would meet Vision 2020’s urban center target for all alternatives. The O.C. Preferred Alternative and Alternative C would each achieve the overall urban center employment target within the City Center alone, before factoring in the balance of the Subregional Center.

Countywide Planning Policies for Snohomish County

Summary: The Countywide Planning Policies provide guidance for local jurisdictions to follow in carrying out their GMA responsibilities. They were first adopted in 1993 and last amended in 2000. Policies relevant to the City Center Plan include those relating to implementing urban growth areas (UG-4 through UG-11).

- Jurisdictions should implement Vision 2020 through a collaborative process. This includes designating a hierarchy of centers within the urban growth area (UGA) (UG-4).
- Development of UGAs should support pedestrian, bicycle and transit compatible development (UG-5).
- Land use should be coordinated with transportation objectives (UG-6).

- Development regulations and incentives should encourage higher densities and employment concentrations and the majority of growth should locate within metropolitan centers, subregional centers and pedestrian pockets (UG-7).
- UGAs should provide sufficient densities, developable land and public facilities and services to accommodate projected population and employment growth (UG-8).
- The planning of centers and mixed-use areas should respect the character of existing neighborhoods and areas. Planning and design strategies should achieve compatibility with public transit, encourage infill, and enhance existing community character and land uses (UG-9).
- Incentives should be provided for multi-story commercial and mixed-use development (UG-10).
- Mixed-use, pedestrian friendly and transit compatible development should be encouraged in appropriate areas (UG-11)

Discussion:

- The City Center sub-area is a portion of the Lynnwood Subregional Center, which was designated to achieve the objectives of the Countywide Planning Policies and Vision 2020, discussed above (UG-4).
- Development of the City Center is intended to achieve a balanced mix of land uses, developed at higher densities and within an enhanced pedestrian environment. These sub-area plan features would support and encourage pedestrian, bicycle and transit travel (UG-5).
- Planning for the City Center is coordinating land use, transportation and other considerations (UG-6).
- The City Center is planned to accommodate a significant portion of Lynnwood's projected population and employment growth; refer to the discussion in the *Population, Housing and Employment* section of the Early Draft SEIS (UG-7).
- Planning and environmental review for the City Center sub-area are being coordinated to ensure that necessary services and facilities will be provided concurrent with growth. Since there is little vacant land within the City Center, most growth will occur as a result of redevelopment and infill (UG-8).
- City Center policies and implementing regulations would ensure that land uses transition between districts and adjacent neighborhoods to reflect differences in use, character or intensity (UG-9).
- The plan and implementing regulations would permit and encourage multi story buildings and mixed use development (UG-10).
- Overall, the plan is intended to result in a high density mixed-use area with substantial population and employment, and to be developed in a manner that encourages pedestrian activity and greater transit use (UG-11).

Lynnwood 2020 Comprehensive Plan (2001)

Summary:

Plan Vision. Lynnwood adopted its Comprehensive Plan complying with the GMA in 1995. The Plan has been amended annually, most recently in 2001, and now contains a vision for the City in 2020. Relevant elements of that vision include the following:

- A balance of residential, commercial, industrial and public land uses and activities and a high level of services;
- A high quality of life and strong sense of community pride;
- Residential community standards that enhance neighborhood quality of life;
- A wide range of recreational, social, cultural and entertainment opportunities;
- Hospitality to commercial growth and opportunities for new development, redevelopment and employment.
- Functioning as a regional transportation hub;
- Preserving, protecting and enhancing environmentally sensitive areas;
- Preservation of the City's heritage, including historic sites;
- Adopted land use plans for all urban growth areas;
- Managing growth through compatible infill development, redevelopment and annexation.

Discussion: The City Center would help implement the Comprehensive Plan's vision. It would include a mix of office, retail, residential, parks/open space and public land uses. The increase of multi-family uses, in particular, would help achieve a greater city-wide balance of land uses. Greater commercial development would increase employment opportunities. Planned services and facilities, development regulations and design guidelines would help achieve high quality development. Existing residential areas adjacent to the City Center would be protected from incompatible development. Greater amounts of multi-family development in the City Center could also relieve pressure for infill development in existing neighborhoods. A larger employment base coupled with a larger residential population, higher densities, and enhanced pedestrian environment near a transit center would enhance opportunities for transit. No sensitive environmental or historic resources are located in the City Center; adjacent resources would be protected. Redevelopment would be managed through a sub-area plan, new zoning regulations and design guidelines.

Growth Targets. Background information compiled for the 2020 Comprehensive Plan provides part of the context for planning the City Center Sub-Area. For the 1992-2012 period, the City's allocated population increase of 3,977 for 2012 (an approximate 14 percent increase, for a total population of 33,090) represents 3 percent of forecast growth in the southwest Snohomish County Urban Growth Area (UGA) and 2 percent of the forecast countywide growth for the 1992-2012 period. The employment allocation of 13,227 jobs (an approximate 62 percent increase, for total employment of 34,736) represents 16 percent of forecast employment growth in the southwest UGA and 12 percent of countywide job growth for the 1992-2012 period. As of 2000, the City had realized approximately 2/3 of its population allocation but was lagging behind in its rate of new job growth.

Projections for the designated Subregional Center indicate that it is expected to accommodate a significant portion of Lynnwood's total forecast growth – 42 percent of new population growth and 50 percent of employment growth (approximately 3 million square feet of employment uses). Given that there is relatively little vacant land within the City overall, most new growth will be accommodated through redevelopment and infill.

It should be noted that jurisdictions in Snohomish County are currently discussing extending their GMA population and employment targets to 2020. Lynnwood's future allocations would reflect the vision in the City Center Plan.

Discussion: The City Center alternatives would focus additional employment and population growth in the City Center portion of the Subregional Center. 2012 population estimates for the alternatives range from 1,800 for the low intensity alternative (Alternative A), 2,700 for the O.C. Preferred Alternative, to 3,600 for Alternative C. No Action would not include housing and would not accommodate population. In general, potential population growth in the City Center among the alternatives to 2012 would be within the citywide 2012 population allocation (3,977) but greater than current population allocations for the Subregional Center (1,132).

2012 employment estimates for the City Center range from 1,200 new jobs for No Action, to 7,500 jobs for Alternative C." Potential employment growth in the City Center would be within the citywide 2012-employment allocation (13,783) and the Subregional Center allocation (16,940).

Population and employment estimates for the Alternatives would be compared to updated allocations when they are adopted by Snohomish County and Lynnwood. It is assumed that the City would establish targets that are consistent with the capacity of the selected City Center alternative. Please refer to the discussion in the *Population, Housing and Employment* section of the Draft SEIS.

Plan Concept. The six basic concepts of the Comprehensive Plan's Land Use Element are to create a strong and vibrant City Center within the Subregional Center, to provide opportunities for new commercial and industrial uses, to provide a complete range of housing types and values, to protect and enhance single family neighborhoods, to provide for efficient and compatible infill development, and to coordinate growth in the City's UGA. To help protect existing residential neighborhoods and to support regional growth management policies, the Plan designates five activity centers – including the Subregional Center – which would receive moderate levels of employment and residential growth.

A more intensive and broader mix of land uses is seen as supporting transit and non-motorized travel. High density residential development in the Subregional Center (currently not permitted) would also help to reduce development pressures on other areas of the City.

Discussion: The City Center Subarea Plan is intended to implement the Comprehensive Plan Concept. It would focus growth within a designated activity center and create a strong city center characterized by significant new commercial development and employment and multi-

family housing opportunities. The sub-area plan is also designed to buffer and respect existing residential neighborhoods bordering the City Center, by reducing land use intensity and stepping down buildings adjacent to neighborhood boundaries. The establishment of land use districts and adoption of design guidelines would help to manage infill development and avoid land use conflicts.

Subregional Center. The Subregional Center – an area that contains but is larger than the City Center – is designated on the Comprehensive Plan Future Land Use Map. It extends east (including the Alderwood Mall and nearby commercial uses), south and west of the City Center. Along with the Highway 99 corridor, it is intended to be the City’s main concentration of commercial activities. The 2020 Comprehensive Plan states that the Subregional Center is planned for intensification and diversification of land uses, including office buildings, housing, transit facilities, and mixed use development.

Existing Comprehensive Plan land use designations in the Subregional Center and City Center are primarily Regional Commercial and Office Commercial, with some Business/Technical Park. Several mixed use areas and some multi-family residential areas are designated within the larger Subregional Center but outside the City Center planning area. Major elements of the primary designations area summarized below:

Regional Commercial - permits a wide range of uses, including region-serving retail, offices, personal services, lodging, public services and recreation. Low rise development is envisioned. Buildings can cover up to 50 percent of lots.

Business/Technical Park – permits a mixture of professional/business office and industrial including, business and professional offices, research and development, small scale light manufacturing and fabrication, and storage, wholesale and retail. Low rise development is envisioned. Buildings can cover up to 50 percent of lots.

Mixed Use – permits high density mix of uses that will support pedestrian circulation and public transit. Permitted uses include residential, office and retail in the same building and/or on the same site.

Discussion: The City Center Plan would implement the Comprehensive Plan’s Subregional Center concept. It would concentrate and intensify future residential and employment growth in an area identified as appropriate for more intensive growth. The planned mix of land uses includes office buildings, housing, transit facilities, and mixed use development. Existing suburban-scale land use and zoning designations would be replaced by new designations, development regulations and design guidelines tailored to the objectives of the City Center.

Subarea Plans, and Land Use Element Goals, Subgoals and Objectives. The overall goal of the Land Use Element is to achieve a balanced land use pattern that prevents urban sprawl, preserves and enhances residential neighborhoods, protects environmentally sensitive/hazardous areas, promotes economic development, and encourages redevelopment at appropriate locations, resulting in a high quality physical environment.

The Land Use Element encourages development and implementation of a subarea plan for the City Center to provide more detailed guidance on future development and redevelopment (LU-13). Following review of trends, the City will also refine zoning and improvements in the Subregional Center, as necessary (LU-12).

To ensure that development density is consistent with local and regional development patterns, the GMA and infrastructure limitations, the City will also establish maximum permissible densities within the City Center planning area (LU-6). To accomplish the goal of improving the function and appearance of development and the livability and image of the City, subarea plans are also intended to provide detailed urban design plans and guidelines that will guide public and private development (LU-16).

Land uses in the City generally are intended to accommodate market needs and achieve a development balance (*Subgoal: Development Balance*). With the exception of the City Center – which currently does not permit residences -- residential land uses city-wide should be 60 percent single-family and 40 percent multi-family (*Subgoal: Residential Balance*).

Other subgoals and objectives that provide context for the City Center Plan include the following:

- Preserve and renew residential neighborhoods (*Subgoal: Neighborhood Preservation*);
- Avoid and protect environmentally sensitive areas and hazard areas (*Subgoal: Environment*);
- Consider and maintain consistency between the land use element and other plan elements when the plan is amended, and between the Plan and implementing regulations (*Subgoal: Consistency*); and
- Provide sufficient land for growth while maintaining a compact land use pattern, and coordinate with surrounding UGAs (*Subgoal: Growth Area*).

Discussion: The subarea plan for the City Center would provide clear direction and guidance on planned future development and redevelopment. The subarea plan would contain a range of policies (refer to the Project Description), including urban design. Policies would be implemented by development regulations and design guidelines. Maximum densities within the City Center would be limited through implementing regulations adopted by the City. The differing amounts of development permitted by the various City Center Alternatives reflect different approaches to capturing market share, but all would accommodate regional market needs. All alternatives, except No Action, also include a balanced mix of residential and non-residential land uses.

The City Center districts have been planned to respect the presence of residential neighborhoods and adjacent smaller scale development. No identified environmentally sensitive or hazardous areas would be disturbed directly. Proposed development regulations and design guidelines would implement the subarea plan and be consistent with the Comprehensive Plan. In general,

the Subregional Center concept and development of a City Center would help to efficiently manage growth within the City and within the Southwest UGA.

Summary: General Land Use Policies

General land use policies relevant to the sub-area plan include the following (paraphrased):

LU-1.1 Achieve consistency between the land Use Plan Map and Comprehensive Plan goals, objectives and policies.

LU-1.2 Development regulations should implement the Comprehensive Plan and should address land use and development; protection of designated environmentally sensitive areas and historic properties; ensure adequate vehicular access, parking and traffic flow; minimize adverse impacts between adjacent uses; provide incentives to encourage specific land uses; include urban amenities and architectural design standards; evaluate the impacts of proposed development to determine consistency with adopted plans, programs, regulations, standards and mitigation requirements.

LU-1.4 Land use regulations should be consistent with federal and state laws, including the GMA.

Discussion: Adoption of the City Center Sub-Area Plan would amend the Comprehensive Plan Land Use Map to apply new land use designations (LU-1.1). The consistency of those designations with the Comprehensive Plan is evaluated in this Draft SEIS. New development regulations and design guidelines would apply to the City Center; they would to guide development to achieve the goals and objectives of the Comprehensive Plan and the Sub-Area Plan (LU-1.2). No significant impacts to environmentally sensitive areas or historic properties have been identified in the Draft SEIS. Transportation impacts are addressed in the *Transportation* section of the Draft SEIS. Proposed sub-area land use designations, policies and design guidelines, along with mitigation measures identified in the SEIS, would address potential impacts of development. The Planned Action ordinance, and review of future applications for consistency with the adopted Planned Action, would require that mitigation measures be implemented by development within the City Center. The consistency of the City Center Plan with relevant plans and regulations, including the GMA, is evaluated in this SEIS.

Summary: Residential Uses

LU-2.1 Land use regulations should encourage infill housing and redevelopment of underutilized sites.

LU-2.2 Use innovative housing techniques to provide for housing diversity and affordability.

LU-2.4 Performance related regulations should be used to allow multi-family densities and building height to exceed designated zoning densities and heights in the subregional

center to promote housing and support commercial activities. A density increase may be allowed for development that provides affordable housing or that locates residences in mixed-use buildings. Increases beyond forty percent of allowable density may be allowed for exceptional design and avoidance or minimization of impacts on surrounding properties. Substantial ground level landscaping should be required for increases in building height.

LU-2.6 Regulations and guidelines should improve the appearance, function and livability of multi-family development with high quality design and improvements for open space, landscaping, buffers, lighting, parking, on-site circulation, trails and pedestrian facilities, solid waste facilities, recreation, streetscape, building scale and architectural features.

LU-2.7 Regulations that allow a diversity of housing types and densities in new developments should be based on design and performance related standards.

Discussion: All City Center alternatives, except No Action, would permit and encourage some level of residential development as part of planned redevelopment of the City Center (LU-2.1, 2.2). The amount would range from 2,000 units for Alternative A, 3,000 units for the "O.C. Preferred Alternative" and 4,000 units for Alternative C. Residential development would be focused in the West End district, but would be permitted as part of mixed-use developments throughout the City Center. A range of densities would be permitted by City Center zoning regulations; standards, incentives and design guidelines would be used to ensure appropriate and enhanced function, appearance and livability (LU-2.4, 2.5). Performance-based standards for building design and improvements (e.g., open space, landscaping, buffers, lighting, etc.) would be incorporated into Sub-Area Plan policies, regulations and design guidelines (LU-2.6, 2.7).

Summary: Non-Residential Uses

LU-3.1 Incentives and performance related standards should allow residential and mixed-use developments on Office Commercial and Regional Commercial designated properties in the Subregional Center.

LU-3.2 Accessory or customary uses such as churches, child care, schools, transit and public facilities that can be accommodated and support the needs of the area should be allowed in commercial areas.

Discussion: The City Center area is currently designated/zoned for office and regional commercial uses; residential uses are not currently permitted. The City center Sub-Area Plan would amend the land use and zoning designations to permit residential and mixed-use development throughout the City Center (LU-3.1). Institutional uses, public facilities and transit facilities currently exist and would be integrated with redevelopment (LU-3.2).

Summary: Mixed Use

LU-4.1 Zoning districts and regulations should be established to implement the Future Land Use Maps mixed-use category.

LU-4.2 Incentives should encourage mixed-use developments in the Subregional Center.

LU-4.3 Appropriate areas for mixed-use development in the Subregional Center should be identified and appropriate densities established.

Discussion: The City Center is located within the Subregional Center designated in the Comprehensive Plan. The City Center Sub-Area Plan's policies, development regulations and design guidelines encourage mixed-use development; such development is considered appropriate in the Subregional Center (LU-4.1, 4.2). The SEIS alternatives consider a range of densities for different land uses, including mixed use (LU-4.3).

Summary: Public Facilities

LU-6.1 Siting guidelines for public facilities that serve the entire city include easy access from all parts of the city and mitigate impacts to residential neighborhoods. Regional facilities should be located in close proximity to regional transportation systems, supporting services and complimentary uses and should mitigate impacts to residential neighborhoods.

Discussion: Public facilities locating within the City Center include parks, a transit facility, and the proposed Convention Center. Planned parks would serve the City Center's neighborhoods and all city residents who use the City Center. Sound Transit's park-and-ride facility will enhance use of the regional transit system; it is located proximate to the regional transportation system. The Convention Center is a regional facility that will provide a wide range of trade and cultural activities. Its location is proximate to the regional transportation system. The City Center Plan provides opportunities for hotels and other supporting services proximate to the site of the Convention Center. Potential impacts to adjacent residential neighborhoods are discussed in the *Land Use* section of this SEIS.

Summary: Urban Design

LU-8.1 Develop design guidelines and standards, and a design review process that improves the quality of residential, commercial, mixed-use and public development.

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

LU-8.5 Develop specific design guidelines and development standards for the City's activity centers.

LU-8.12 Establish attractive gateways at principal entry points to the City.

LU-8.13 Incorporate high quality landscape and streetscape design into the reconstruction of streets within principal gateways.

LU-8.14 Employ special design features and standards to strengthen the character of planned activity centers.

LU-8.18 Enhance the visual character of buildings through architectural design and landscape elements to create a human scale and positive visual character.

LU-8.19 Screen building elements such as waste collection areas, loading and service areas and mechanical equipment.

Discussion: The City Center Plan includes urban design policies that are intended to enhance the quality of development (LU-8.1). Implementing regulations will include design guidelines and a design review process to ensure that development achieves design objectives and standards appropriate to the City Center (LU-8.5, 8.14). Proposed development regulations will address setbacks, buffers, landscaping and other similar elements (LU-8.4). Please refer to the *Land Use* and *Aesthetic* sections of the SEIS for a discussion of compatibility between City Center land uses and with adjacent residential neighborhoods. The City center would include three “gateways” (see Figure 1-7), which would receive special design attention and treatment (LU-8.12). Planned street improvements within these locations, and within the City Center overall, would incorporate landscaping and streetscape enhancements (LU-8.13). Building height and scale would increase significantly relative to existing conditions (LU-8.18); please refer to the discussion of *Aesthetic* impacts, which would generally be positive, in this SEIS. Project-level design review would ensure that noisy or unattractive building elements are appropriately screened (LU-8.19).

Transportation Element

Relevant subgoals of the Transportation element include the following:

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

Public Transit. Make transit an attractive travel option for local residents, employees and users of regional facilities.

Non-Motorized Transportation. Strive to complete an integrated pedestrian walkway system to provide mobility choices, reduce reliance on vehicular travel, and provide convenient access to schools, recreation facilities, services, transit and business.

Consistency and Concurrency. Transportation should support and be consistent with the land use plan, and should assure the provision of facilities concurrent with development.

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

Discussion: The Sub-Area Plan includes an enhanced system of local streets and improvements to major arterials to enhance the movement of people and goods. Concentrating mixed-use development and significant employment in the City Center at higher densities proximate to a transit facility would enhance the use of transit. The City Center alternatives include an arrangement of land uses that is connected by an expanded pedestrian circulation system; mixed-use design at higher densities is intended to reduce reliance on vehicular travel within the City Center. Transportation improvements are being planned in coordination with the land use plan. The City's adopted concurrency provisions would apply to development proposals. Improvement projects would be planned and designed to minimize impacts to the environment.

Housing Element

Relevant subgoals of the Housing element include the following

Neighborhood Preservation. Preserve, protect and enhance the quality, stability and character of established neighborhoods.

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

Affordable Housing. Encourage development of affordable housing for all income levels.

Discussion: The City Center Sub-Area Plan has been developed to minimize impacts to adjacent neighborhoods. Concentrating higher density multi-family housing in the City Center could help the City accommodate population targets and reduce pressure for infill within existing neighborhoods. In general, the City Center plan alternatives recommend reducing intensity or applying design techniques to ensure a sensitive transition between land uses of different intensity or scale. City Center development regulations and design guidelines would also address such issues. Potential impacts to existing neighborhoods are also evaluated in this SEIS and mitigation measures are recommended (e.g. see the *Land Use* section). A larger, more diverse employment base and higher density housing could provide greater opportunities for affordable housing. The Sub-Area Plan and the SEIS (see the *Population, Housing, and Employment* section, for example) recommend that the City consider programs for providing affordable housing in City Center redevelopment.

Parks, Recreation & Open Space Element

Relevant subgoals include the following:

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

Open Space System. Provide a system of open space to preserve and protect the area's remaining native forests, wetlands, streams and wildlife habitats.

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

Trail System. Provide a connecting system of trails for recreational, commuter and general circulation purposes.

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

Discussion: Urban parks and open space are an integral part of each of the City Center land use alternatives. The design concept for each alternative, in fact, takes its name from the planned location and orientation of parks and streetscape/circulation enhancements. These parks and open spaces would be urban in character and would meet a portion of the needs of new residents and employees; please refer to the discussion in the *Public Services and Utilities* section of this SEIS. There are no forest, wetlands or streams or significant wildlife habitat within the City Center.

Cultural & Historic Resources Element

Goals and policies of the Cultural and Historic Resources Element include the following:

CR-1 Provide facilities and programs for public art and cultural opportunities.

Subgoal: Identify, preserve and protect historically and culturally significant facilities, sites, buildings, structures, natural features and landscapes, trees and artifacts.

Discussion: The Sub-Area Plan and development regulations include incentives for provision of public art in conjunction with new buildings. Programs coordinated with the proposed Convention Center would provide cultural opportunities. There are no designated historic sites or structures located within the City Center.

Capital Facilities & Utilities Element

Relevant objectives and policies include the following:

Objective 1: Implement levels of service (LOS) for water, sewer and storm water systems as minimum standards for facility design and planning, land development permitting, and operation and maintenance.

1.2 Land development review will include coordination of development requirements according to pertinent adopted plans, development regulations, and the availability of system capacities needed to support development.

1.4 Require the private sector to provide fair share, project related capital facility improvements and contributions in connection with land development.

2.1 Maintain a 20-year capital facilities plan that supports the Land Use Plan, and includes the implementation of a six-year capital facility plan.

2.7 Identify capital facility improvements and implementation strategies to encourage redevelopment at appropriate locations and for the activity center plans.

Discussion: The City is using the coordinated SEPA and sub-area planning processes to help identify potential impacts to capital facilities and utilities that would occur from implementing the City Center Sub-Area Plan. Adopted levels of service standards will be used to determine which facilities and utilities are adequate to serve anticipated development and/or which may need to be enhanced to accommodate varying increments of future growth. The long-term and six-year capital facility plans will be revised as appropriate to accommodate the development planned for the City Center. The implementation phase of the City Center project will consider different approaches to financing capital facilities, including but not limited to local improvement districts, revenue enhancements, and fees or other project-specific mitigation. In general, targeted capital facility improvements – such as road and streetscape improvements, provision of parks, and the Convention Center – would help to attract redevelopment to the City Center.

Economic Development Element

Economic Development policies relevant to the City Center Sub-Area Plan include the following:

E-1.1 Ensure that new commercial and industrial development is of high quality.

E-1.2 Protect commercial and industrial development from adverse impacts from traffic, conflicting land uses and other sources.

E-1.3 Promote a range of economic opportunities, businesses and services that will support the local and regional communities.

E-1.4 Balance jobs with local housing opportunities at prices related to the economic ability of workers.

E-1.5 Identify areas suitable for redevelopment and develop strategies and regulations to encourage such redevelopment.

E-2.2 Require high quality building and site design, generous landscaping and reasonable signage that are in character and scale with the development.

E-3.1 Focus mixed-use development efforts on sites within the Subregional Center, the College District and other suitable locations.

E-3.2 Amend zoning and other land development regulations to support, promote and offer incentives for mixed-use developments.

E-3.3 Ensure that capital facility plans, programs, and activities will support planned mixed-use development.

Discussion: The various City Center alternatives would achieve a range of new jobs at varying densities and would help the City achieve its employment allocations; please see the discussion in the *Population, Housing and Employment* section of the SEIS. Each (except No Action) would enhance and diversify Lynnwood's economy (E-1.3) and provide a balance of jobs and housing within the City Center (E-1.4). The Sub-Area Plan is intended to achieve a harmonious mix of high density residential and employment uses within a concentrated area that has been designated as appropriate for redevelopment (E-3.1). Development regulations, design guidelines and incentives would be adopted for each district within the City Center; this is intended to ensure high quality development and to ensure that land uses are compatible (E-3.2). Plan policies and development standards address site design, landscaping and architectural character, among other elements (E-2.2). As noted in the previous discussion of the Capital Facilities Element, capital facilities are being evaluated and planned in coordination with land use (E-3.3).

D. POPULATION, HOUSING AND EMPLOYMENT

Significant Impacts of the Alternatives

The City Center alternatives would attract and focus additional population, housing and employment growth in the City Center portion of the Subregional center. Concentrating growth in this area would be consistent with regional and local plans; please refer to the *Plans and Policies* discussion in the SEIS. 2012 population estimates for the alternatives range from 1,550 for the low intensity alternative (A) to 3,100 for Alternative C. No Action would not include housing and would not accommodate additional population. Year 2012 employment estimates for the City Center range from 680 new jobs for No Action, to 5,700 for the Alternative C. The amount and rate of growth would depend on regional and national market and economic factors that cannot be predicted with certainty.

Growth would increase under any scenario, although the amount, type and density would vary. Alternatives A, B (O.C. Preferred Alternative) and C would each be characterized by a balance of jobs and residents (approximately 3 jobs for each City Center resident) and a broader mix of retail and office jobs relative to No Action. For the O.C. Preferred Alternative and Alternative C, intensive population and employment would be concentrated in an urban downtown, proximate to services and transit. Alternative A would realize limited employment growth, but would accommodate housing in an area where it is currently not permitted.

Housing under any of the alternatives would be multi-family in character and would include a mix of rental and for sale units. Housing would generally be market rate. Other things being equal, higher density multi-family housing could provide greater opportunities for affordable units. The City Center Plan's policies recommend that incentives be provided for developments that provide affordable housing. They do not, however, require that any particular proportion of housing be affordable to persons of specific income groups. The City's 2012 target for lower- and moderate-income housing is 570 units. The Comprehensive Plan views adoption of a City Center plan as one of several strategies to diversify and enhance housing opportunities in the City (Policy H-5).

Under No Action, the City Center would experience no new housing or population, and small additional office employment relative to existing conditions. The City's job base would not become more diversified and the City Center would not play a role in accommodating additional housing. Continued dominance of retail employment would perpetuate the City's dependence on a single economic sector; the Comprehensive Plan characterizes this dominance as inordinate. Relative to some other types of jobs (e.g., office), retail jobs also pay lower wage; typically, retail workers earn \$17,678 per year (Lynnwood Comprehensive Plan, 2001). This could increase demands for additional affordable housing, beyond what has been identified for the area.

Population and employment growth are neither good nor bad per se. The consequences of growth depend on whether and how it is planned and managed. While a larger population and employment base can generate significant additional revenues, they also create new demands for public services and facilities. (Please refer to the fiscal analysis prepared for the City Center alternatives.) Pursuant to the GMA, cities have a responsibility to accommodate projected growth in a manner that reduces sprawl and that achieves adopted standards for services and facilities.

The relationship of the alternatives to adopted growth targets is discussed further below.

**Table 3-4
Comparison of Population, Housing, and Employment (2020)**

	Existing Conditions	No Action Alternative	Alternative A	O.C. Preferred Alternative (B)	Alternative C
Housing Units	128	128	2,000	3,000	4,000
Population	289	289	3,600	5,400	7,200
Total Employment	6,854	8,700	9,000	15,000	21,000
New Jobs	--	1,800	3,000	9,000	15,000

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

Note: Estimates assume 1.8 persons per household; 2 retail employees per 1,000 sf; and 3 office employees per 1,000 sf

Comprehensive Plan Growth Projections

The Comprehensive Plan provides growth projections for the Subregional Center and the entire City of Lynnwood through the year 2012 (see Table 3-5). Within the Subregional Center, which includes the City Center sub-area, the Comprehensive Plan projects 8,970 new jobs and 1,132 new residents by 2012. This comprises approximately two-thirds of citywide projected job growth (13,783) and nearly one-third of projected population growth (3,977).

Year 2000 census data for the Subregional Center indicates a population of 3,118 and employment of 12,118 (PSRC, 2002). Estimated 2002 employment for the City Center sub-area is approximately 6,854 (Claritas, 2002). Note that 2000 Census data indicate that Lynnwood has exceeded its 2012 population projection by 757 persons. However, annexations have added some of the City's growth.

**Table 3-5
Comprehensive Plan 2012 Growth Projections**

Geographic Area	2012 Employment Increase	2012 Population Increase
Subregional Center	8,970	1,132
City of Lynnwood	13,783	3,977

Source: City of Lynnwood, Huckell/Weinman Associates, 2002

Estimated growth to 2012 is a measure used to compare City Center growth estimates to the Comprehensive Plan's growth projections. The alternatives also estimate growth through 2020, which is beyond the period of the Comprehensive Plan's adopted projections (2012). The City will use this longer time horizon data to help update its population and employment projections in the future.

Table 3-6 shows the amount of potential new City Center growth (employment and population) generated by each of the alternatives for 2012 and 2020 time periods. Growth is assumed to occur in unequal increments over the 20-year planning period. This is intended to reflect the currently slow economic climate, and the time it will take the City to take initial actions, create momentum and to fully implement the City Center Plan. It is assumed, therefore, that growth through 2012 will be somewhat slower (roughly 40 percent of employment and population) than growth from 2013 to 2020. Growth is also assumed to begin slowly and ramp up; office development is assumed to be flat through 2007, and housing development to begin in 2006. Annual growth increments after 2010 would be greater than those in the preceding period.

If, on the other hand, growth were to occur in equal annual increments spread evenly over the 20-year planning period, a greater proportion of total projected growth would occur by 2012 (approximately 55.5 percent of jobs and population), with the balance occurring between 2013 and 2020.

**Table 3-6
2012 and 2020 City Center Growth Estimates**

Alternative	Estimated City Center Growth		New City Center Growth
	2003 to 2012	2013 to 2020	2003 to 2020
No Action Alt.			
Employment	680	1,120	1,800
Population	0	0	0
Alternative A			
Employment	1,100	1,900	3,000
Population	1,550	2,050	3,600
O.C. Preferred Alternative/ B			
Employment	3,400	5,600	9,000
Population	2,320	3,080	5,400
Alternative C			
Employment	5,740	9,300	15,000
Population	3,100	4,100	7,200

Source: Huckell/Weinman Associates, 2002
Numbers rounded.

Table 3-7 compares Comprehensive Plan 2012 employment and population projections with 2012 City Center estimates. In general, growth under all alternatives except No Action would exceed the 2012 population projections for the Subregional Center area (which is larger than the City Center). All alternatives would be well within (i.e., lower than) the 2012 Subregional Center employment projection.

Exceeding the 2012 population target is not per se an adverse impact. Within the context of accommodating regional growth, it may be seen as providing additional capacity, which could relieve some of the growth pressure in Snohomish County as a whole. Additional growth capacity would also help to absorb the effects of job losses that occurred from 1999 to 2000, when Snohomish County lost approximately 6,000 jobs. A reduction to the Boeing workforce in Everett was a significant contributor to the decline in job availability (PSRC, 2002). The regional growth strategy – as expressed in the Countywide Planning Policies and Vision 2020 – suggests that an increasing share of growth should be allocated to designated urban centers, such as Lynnwood, where mixed-use transit-supportive development can be accommodated at higher densities. The City Center sub-area plan may, therefore, provide a basis for Lynnwood to adjust its population projections relative to other jurisdictions in Snohomish County.

**Table 3-7
Comparison to Subregional Center 2012 Projections**

City Center Alternative		Comparison to 2012 Subregional Center Projection
No Action Alternative	Employment	- 8,290
	Population	- 1,130
Alternative A	Employment	- 7,870
	Population	+ 416
O.C. Preferred Alternative B	Employment	- 5,570
	Population	+ 1,188
Alternative C	Employment	- 3,270
	Population	+ 1,968

Source: Huckell/Weinman Associates, 2002

2020 Growth

The Comprehensive Plan recommends the creation of additional sources of employment in order to achieve the employment targets for 2012 and beyond. It also notes figures from 1998, which indicate that a significant portion of the Lynnwood workforce is comprised of retail workers – approximately 36 percent. In consideration of this statistic, the Comprehensive Plan recommends providing more low-income housing developments, as well as attracting and supporting businesses that pay higher wages.

Table 3-6 estimates the amount of additional growth that would occur from 2013 to 2020 as a result of each alternative. The O.C. Preferred Alternative would be in the middle of the range of City Center alternatives, resulting in approximately 9,000 jobs and 3,000 persons. New job growth would be in business services and other non-retail sectors, which would help to diversify the local economy.

Mitigation Measures

The City Center Sub-Area Plan would contribute to and likely increase or accelerate the amount of population, housing and employment attracted to the City. Depending on economic conditions and the rate of growth, increases could exceed the City’s 2012 population targets for the Subregional Center. This change is not necessarily an adverse impact, albeit growth under the O.C. Preferred Alternative and Alternative C would be substantial. Within the regional growth strategy, Centers are intended to accommodate increasing amounts of population, housing and employment at higher densities.

Along with other jurisdictions in Snohomish County, Lynnwood will be updating its population targets for 2020 in the near future. These targets should reflect Lynnwood’s City Center plan.

The increased development capacity represented by the City Center Plan could help the region accommodate its projected 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. Please refer to *Public Services*, *Public Utilities*, and *Transportation* sections of the Draft SEIS for a discussion of impacts and mitigation measures.

Significant Unavoidable Adverse Impacts

Growth will occur within the City Center over time, with or without adoption of a sub-area plan and regardless of plan alternative. Land developed for residential and employment uses will generally be unavailable for other uses. These changes are not necessarily adverse or unavoidable impacts, assuming that they occur pursuant to adopted plans and policies and consistent with GMA requirements.

E. AESTHETICS & URBAN DESIGN

Significant Impacts of the Alternatives

Introduction

Impacts to aesthetics and visual character associated with urban development typically relate to development intensity, building height, view blockage or modification, light and glare, and shadowing/shading. Most of the City Center is currently zoned for and developed as suburban (i.e., low intensity, auto-oriented) retail uses, with suburban office uses predominantly in the northeast part of the area and a few scattered small pockets of suburban multi-family development. Therefore, impacts to visual character would result primarily from urbanization and redevelopment of existing, lower intensity uses to more intensive uses. These impacts would occur incrementally as individual properties redevelop through 2020 and beyond.

Any of the alternatives considered in the SEIS, with the exception of No Action, would result in significant changes to the visual character and aesthetic characteristics of the City Center. Changes would occur incrementally over time, in conjunction with City Center development and capital improvements. To some residents, the existing state may reflect a desirable suburban character, and the change to larger scale, more intensive urban uses may be perceived as a negative environmental impact. Others may view redevelopment as a positive and expected change in an urban setting, one that symbolizes growth, prosperity and visual improvement, and the maturing of Lynnwood as a city.

A detailed description of the existing visual character of the City Center appears in Section II of this Draft SEIS.

No Action Alternative

In general, the No Action Alternative is likely to result in minor change to the City Center's overall visual quality. 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. Office, and retail development and redevelopment would be similar in appearance to recent office and retail development and would be the dominant uses in the City Center. The overall intensity of development in the No Action Alternative would be about the same as it is today.

New office buildings would not be characterized by the higher FARs, higher lot coverage, and smaller front setbacks planned in the other alternatives. Buildings would likely be as tall or taller than recently developed buildings in the City Center, such as the Cosmos building (see Figure 3-1). The No Action Alternative assumes that new office development would be 4 to 8 stories in height, somewhat lower than under Alternative A. The visual effect could be an increased

number of taller office buildings, each surrounded by surface parking. Office buildings could be located anywhere within the City Center.

New retail buildings would be similar to what currently exists. There would continue to be almost exclusive reliance on surface parking.

The No Action Alternative assumes that the Convention Center project would be built in its currently planned location, at the northwest corner of 196th Street SW and 37th Avenue West, within the City Center. The first phase of the Convention Center would contain approximately 58,000 square feet of floor area on two levels; the second phase would contain an additional 50,000 square feet and extend to the north or west of the Phase 1 structure. The Phase I building would be relatively bulky in scale, which is typical for this type of structure. Although it would be similar in horizontal dimension to some of the nearby existing buildings, it would be taller than most of them, extending up to 50 to 70 feet at the tallest portions of the building. It is likely that the Convention Center would act as a catalyst for redevelopment in the immediate area. Such redevelopment would be driven by market forces, not City plans, and would comply with current zoning regulations. There would probably be streetscape improvements associated with the Convention Center development. Therefore, it is reasonable to expect that, even in the No Action Alternative, there would be incremental changes to the visual quality of the area occupied by, and immediately around, the Convention Center.

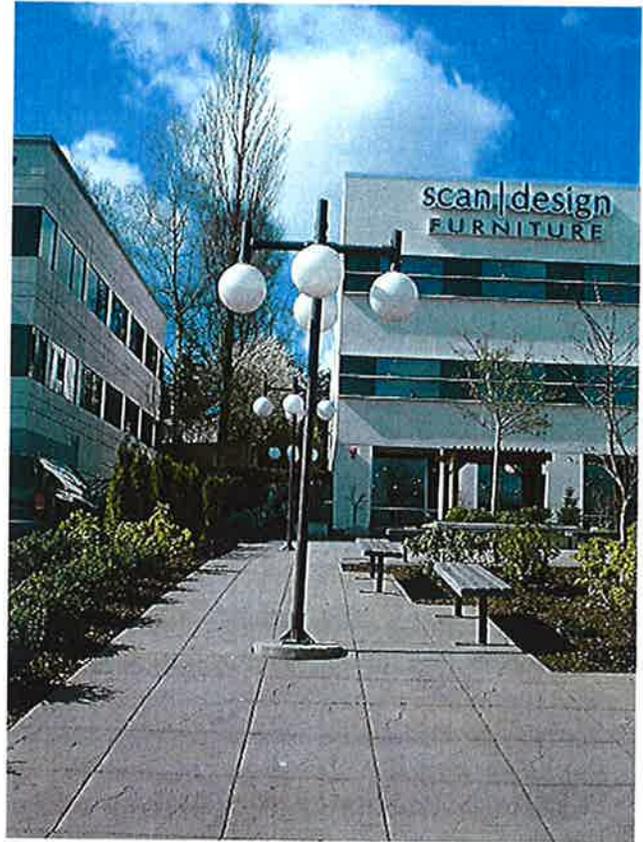


FIGURE 3-1: SCANDESIGN

Development would generally occur in single use buildings. The No Action Alternative would not include multi-family residential uses, which are not permitted in zoning classifications applicable to the City Center. Therefore, mixed-use residential buildings (e.g., ground floor retail with residential above) would not occur.

The No Action Alternative assumes that new downtown design guidelines would not be implemented. Therefore, new development would likely continue to be primarily automobile oriented, with large areas of surface parking adjacent to the street, large building setbacks, and limited pedestrian orientation or pedestrian amenities. There would probably be little or no street-front retail in new office buildings. New buildings would not be required to incorporate design features to reduce apparent scale, accentuate pedestrian entries, or provide plazas or outdoor seating areas. If in the future the City were to develop and adopt City-wide design guidelines, such guidelines might address some of these issues in the City Center.

In the absence of districts that emphasize retail, office, or residential uses (a characteristic of each of the other development alternatives), there would be no predictability or unity in the location of new buildings and uses within the City Center. The character of each area would be established by individual development projects. Mitigation of impacts caused by new development, or implementation of transition measures between new and old buildings (either in the City Center, or in adjacent areas), would be implemented on a project-by-project basis.

The No Action Alternative does not include the construction of new streets, or the installation of streetscape improvements on existing streets. Therefore, blocks in the City Center would continue to be relatively large, similar to the “super-blocks” in many suburban cities, and inhospitable to pedestrians (because of their length as well as their narrow sidewalks and lack of pedestrian amenities). Streetscape continuity would continue to be low, because there would be no new street trees, street lighting, special paving and crosswalk treatments, and other urban design elements to visually unify the streetscape. Because existing and new buildings would, for the most part, continue to be set back from the street, they would not provide a continuous street edge (See Figure 3-2).



FIGURE 3-2: EXISTING STREET AND STRIP MALL

New development would be generally compatible in height and scale with recently developed office and retail buildings. View blockage or shadowing and shading impacts to adjacent development in the City Center would be minor issues, likely limited to a few taller office buildings. There would be no City Center-specific design guidelines to help ease the transition between City Center development and existing residential development in adjacent neighborhoods; there would be some contrasts and possible conflicts in bulk and scale between new and existing development, as is the case today. Absent new design guidelines, use of reflective exterior materials on new structures, could result in light and glare impacts. Such impacts would be addressed in project-level environmental review. Overall, the City Center would retain its existing suburban commercial character. To some, this may be perceived as perpetuation of a negative visual character and image.

City Center Alternatives

Under any City Center alternative, but particularly for the O.C. Preferred Alternative and Alternative C, the City Center would redevelop into an urban downtown center. In general, the O.C. Preferred Alternative and Alternative C would be characterized by buildings of similar height and scale. There would be less growth associated with the O.C. Preferred Alternative over the next twenty years, however (please refer to Table 1-2). The change in visual character would be significant and dramatic relative to existing conditions. The degree of change would increase as development intensity (and building height and scale) increased – changes would be the greatest for Alternative C, the same or somewhat less for the O.C. Preferred Alternative, and lowest for Alternative A. For any alternative, the change would be consistent with the Comprehensive Plan’s adopted vision, goals and objectives and with the vision for urban centers set forth in regional plans (e.g., Puget Sound Regional Council’s Vision 2020).

The City Center would be organized into three districts, each with a defined land use emphasis and desired development intensity. Each district would develop a distinct visual character. The districts would be connected visually and functionally by promenades or pedestrian corridors.

In general, any of the City Center Alternatives is likely to result in improved visual quality overall and would not result in significant adverse aesthetic impacts. As noted above, some residents may view the change from the existing suburban character, to larger scale, more intensive urban uses, as a negative environmental impact. Others may view it as a positive and desirable change that symbolizes Lynnwood’s maturing and establishes a new image for the City.

All City Center alternatives, particularly the O.C. Preferred Alternative and Alternative C, would result in new development that is significantly greater in intensity and building height/scale than existing development within and adjacent to the City Center. Because of planned streetscape improvements and other factors, visual continuity of the streetscape within the City Center would improve. Since the City Center does not currently have significant water or mountain views, none of the alternatives, including those with taller/larger buildings (i.e., the O.C. Preferred Alternative and Alternative C) would cause significant view blockage. However, existing views from adjacent areas of the City Center will change as this area redevelops. Taller buildings could create some territorial or mountain views to the east. The O.C. Preferred Alternative or Alternative C could cause light, glare, and shadowing/shading impacts, but for the most part, these impacts can be mitigated.

Impacts specific to each City Center district are discussed below.

West End District

The draft *City Center Sub-Area Plan* describes the West End district as an “urban neighborhood” with “relatively dense multi-story housing ... along with offices, retail shops, and services ... The West End would contain significant public spaces, at least one of which could be a public square ... linked to the Core on the east and Scriber Lake on the west by a promenade or

pedestrian corridor” An artist’s depiction of the future character of the area is shown in Figure 3-3.

Development Intensity: Projected office, retail, and residential development intensities under the City Center Alternative are described in the Project Description (Section I of this SEIS). As described in Section I, the West End district today is characterized by large, one- and two-story retail buildings (i.e., Fred Meyer), retail home furnishings (i.e., Levitz Furniture), and the Lynnwood Square Shopping Center. The district currently does not have a significant amount of existing office space or residential uses. These existing retail buildings are surrounded by extensive surface parking areas. Existing commercial, multi-family, and single family buildings



FIGURE 3-3: MIXED USE DEVELOPMENT IN THE WEST END

to the west and north of the district (outside of the City Center) also are developed much less intensively than proposed for the West End district under any of the City Center alternatives, and particularly for the O.C. Preferred Alternative and Alternative C. This difference in development intensity may be most apparent, and the potential impacts caused by that difference could be most significant, at the northwest corner of the district, where residential properties are across the street from the district.

Building Height: Residential building heights in the West End would range among the alternatives from 3-4 stories for Alternative A, to 5-10 stories (70 to 140 feet in height) for the O.C. Preferred Alternative and Alternative C. Alternatives B and C, in particular, would result in buildings that are much taller than any of the existing buildings in this district, or in any of the areas adjacent to this district. For the O.C. Preferred Alternative and Alternative C, existing buildings would be towered over by their newer neighbors. These proposed height limits also far exceed the maximum building heights allowed in the existing multi-family and single family zones to the west and north of the district (outside of the City Center). This difference in

building height may be most apparent, and the potential impacts caused by that difference most significant, at the northwest corner of the district, where there are residential properties across the street from the district. The contrast in height would be similar but incrementally greater than at present for Alternative A. Within the district, there would be discontinuities in intensity and height as the City Center redevelops. Over time, the district would take on a more uniform, consistent character.

Streetscape Continuity: All of the City Center Alternatives incorporate significant streetscape improvements in the West End as well as the other City Center districts. These improvements include wider, continuous sidewalks on all streets, street trees, pedestrian scale lighting, and street furnishings. The Alternatives include some new streets in the West End; these will include the kinds of features cited above. In addition, proposed design guidelines would require new buildings to incorporate pedestrian-friendly architectural details at street level, and to be closer to the sidewalks. The design guidelines would also require all new buildings to have a substantial amount of landscaping; much of this will be adjacent to pedestrian areas. Streets will be enlivened by a number of new parks, plazas, and landscaped open spaces. The combination of these streetscape improvements and the construction of new buildings with pedestrian-oriented street frontages will increase the sense of streetscape continuity throughout the district. When taken together, these improvements would positively impact the pedestrian experience in the district. Though these changes would occur over time, there should be little or no negative impact on adjacent properties. At the end of the planning period, the West End streetscape will look significantly different than the streets in adjacent commercial and residential areas; however, this would not adversely impact these adjacent areas.

View Blockage: As noted in Section II of the Draft SEIS, there are no existing significant (mountain or water) views from the West End district, or from elsewhere in the City Center. There also are no significant existing views from the areas outside the City Center, adjacent to the West End district, which would be blocked by redevelopment of the West End. Existing views towards the West End would be significantly altered as the district redevelops under any of the City Center Alternatives – more so for the O.C. Preferred Alternative and Alternative C -- through the addition of new, tall buildings to the views. These view changes are not expected to result in any significant view blockage from properties within the West End, from other City Center districts, or from adjacent areas outside of the City Center. Some new territorial or mountain views could be created from the upper stories of new buildings.

Light and Glare: Light and glare impacts can be caused by vehicle headlights, improperly screened parking lot lights, building lighting, and reflective exterior building surfaces. Redevelopment under the more intensive City Center alternatives – the O.C. Preferred Alternative and Alternative C -- could cause some increased light and glare impacts if new, larger buildings are clad in highly reflective building materials, or if new parking lot lighting is inadequately screened. This could be more of an issue close to I-5, where glare from highly reflective building surfaces could shine in motorists' eyes.

Shadowing/Shading: New buildings developed in the West End, particularly under the O.C. Preferred Alternative and Alternative C, would be taller than the existing buildings in and

adjacent to the district. Therefore, there is the potential for shadowing and shading impacts on these existing buildings. Because the mid-day sun will be in the south, southwest, and western sky, the greatest potential for shadowing and shading impacts would generally be to the northwest, north, and northeast of the district. These shadowing/shading impacts would potentially be the most significant on the existing residential properties to the north, northwest, and northeast of the district. There also is the potential for transitional shadowing/shading impacts on existing one- and two story buildings within the district, and in the Core district to the east. There also could be shadowing/shading impacts on public squares and parks that are planned in the West End.

Core District

The draft *City Center Sub-Area Plan* describes the Core district as “the location of the most intensive commercial development” in the City Center area, along with “the new convention center, housing, and hotels. Retail shops, services, and restaurants would be encouraged on the ground floors of new buildings ... This area will include unique public spaces [which] will include both a promenade and parks ... [and] a large town square with underground parking.” An artist’s depiction of the future character of the Core is shown on Figure 3-4.



FIGURE 3-4: COMMERCIAL DEVELOPMENT IN THE CORE

Development Intensity: Projected office, retail, and residential development intensities in the Core District under the City Center Alternatives are described in Table 1-2 in Section I of this SEIS. Development intensity – in terms of building height and size – would increase significantly, particularly for the O.C. Preferred Alternative and Alternative C. There would be less growth over the next twenty years for the O.C. Preferred Alternative, however. The Core today is characterized by smaller-scale, mostly one and two-story retail buildings, small office buildings, home furnishings (i.e., Dania), and three motels (one at the north, and two at the south end of the district). Existing retail buildings are low intensity and surrounded by extensive surface parking areas. Existing commercial, multi-family, and single family buildings to the north of the district (outside of the City Center) also are much less intensively developed than those proposed for the Core district. This difference in development intensity would be most apparent, and the potential impacts caused by that difference most significant, at the north edge of the district, where single family and multi-family residential properties are across the street from the district (in addition to the south portion of the City’s Civic Center campus). Overall, the core will appear and be experienced as an urban downtown.

Building Height: New buildings in the Core district would range in height from 5-10 story for Alternative A, 10-15 story for the O.C. Preferred Alternative, and 15 to 25 stories (150 to 350 feet) for the O.C. Preferred Alternative and Alternative C. Buildings for these alternatives would be much taller than any of the existing buildings in the district, or in any of the areas adjacent to this district. Existing buildings would be towered over by their newer neighbors. There would be discontinuities of building height and scale within the Core as the district redevelops; development in the district would assume a more consistent, uniform scale and character over time. These proposed height limits also far exceed the maximum building heights allowed in the existing single family and multi-family zones to the north of the Core district (outside of the City Center). This difference in building height would be most apparent, and the potential impacts caused by that difference most significant, at the north edge of the Core district, where single family and multi-family residential properties are across the street from the district (in addition to the south portion of the City’s Civic Center campus). The Core also would include the proposed Convention Center. 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.

Streetscape Continuity: All City Center Alternatives incorporate significant streetscape improvements in the Core district as well as the other City Center districts. These improvements include wider, continuous sidewalks on all streets, street trees, pedestrian scale lighting, and street furnishings. New streets in the Core district would include the kinds of features cited above. Together with the upgraded existing streets, these new streets will form a grid pattern of smaller, more pedestrian-oriented blocks. In addition, proposed design guidelines will require new buildings to incorporate pedestrian-friendly architectural details at street level, as well as extensive retail frontage along a designated promenade / pedestrian corridor, and to be closer to the sidewalk. The guidelines would also require all new buildings to have a substantial amount of landscaping; much of this would be adjacent to pedestrian areas. Streets would be punctuated by a number of new parks, plazas, and landscaped open spaces. These could include the four

connected parks included in the O.C. Preferred Alternative, or the town square in Alternative C, which would be centrally located in the Core, adjacent to the promenade / pedestrian corridor.

The combination of streetscape improvements and the construction of new buildings with pedestrian-oriented street frontages and enhanced landscaping would increase the sense of streetscape continuity throughout the Core district. This change will positively impact the pedestrian experience in the district. Though these changes, particularly the changes associated with new buildings, will occur over time, there would be little or no negative impact on adjacent properties during this transitional period. As development occurs, the Core district streetscape will look significantly different than the streets in adjacent commercial and residential areas outside the City Center; however, this should not adversely impact these adjacent areas.

View Blockage: Some views of the Cascades, reported by property owners to the east of the Core, could be blocked by new buildings under the O.C. Preferred Alternative or Alternative C. Existing views towards the Core would be significantly altered by the addition of new, taller buildings as the district redevelops. These view changes are not expected to result in any significant view blockage from properties within the Core, from other City Center districts, or from adjacent areas outside of the City Center. Some new territorial or mountain views could be created from the upper stories of new buildings.

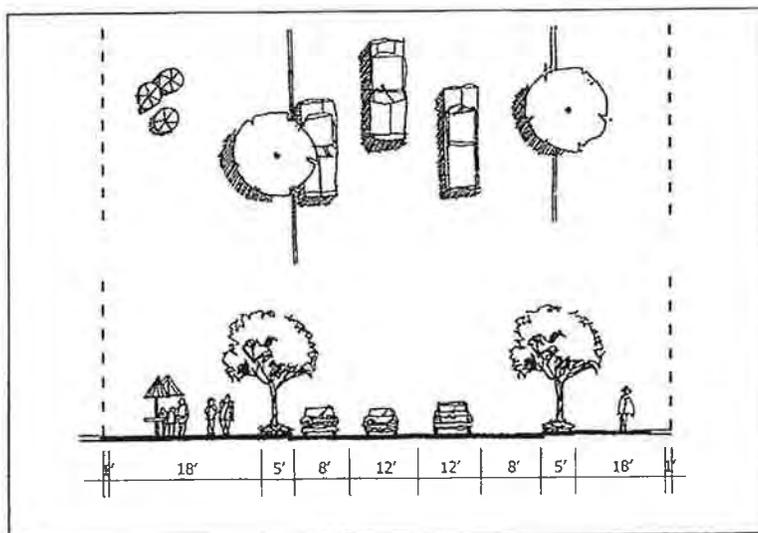


FIGURE 3-5: PROMENADE STREET PLAN AND SECTION

Light and Glare: Light and glare impacts can be caused by vehicle headlights, improperly screened parking lot lights, building lighting, and reflective exterior building surfaces. Redevelopment under any City Center Alternative could cause some increased light and glare impacts if new, larger buildings are clad in highly reflective building materials, or if new parking lot lighting is inadequately screened. This could be more of an issue close to I-5, where glare from highly reflective building surfaces could shine in motorists' eyes.

Shadowing/Shading: New buildings developed in the Core district under the O.C. Preferred Alternative or Alternative C would be much taller than existing buildings in and adjacent to the district. Therefore, there is the potential for shadowing and shading impacts on these existing buildings. Because the mid-day sun will be in the south, southwest, and western sky, the greatest potential for shadowing and shading impacts would generally be to the northwest, north, northeast and east of the district. These shadowing/shading impacts could potentially be the

most significant on the existing single and multi-family residential properties to the north of the Core district. There also is the potential for shadowing/shading impacts on existing buildings within the district. Depending on the location of features among the alternatives, and the location and orientation of buildings, there also could be impacts on parks, plazas, pedestrian corridors or other outdoor spaces planned in the Core district.

North End District

The Draft City Center Subarea Plan describes the North End district as “principally occupied by office buildings and some retail uses ... Much of the office development in the northern portion of this area is relatively new ... major redevelopment may be limited in the near term. ... This area has some unique opportunities for housing.” An artist’s depiction of the future character of the district is shown in Figure 3-6.



FIGURE 3-6: OFFICE AND RETAIL DEVELOPMENT IN THE NORTH END

Development Intensity: Projected office, retail, and residential development intensities in the North End District under the City Center Alternatives are described in Table 1-2 of this SEIS. New development in the district would be significantly more intensive than what currently exists. As described in Section II of the Draft SEIS, the North End district today is characterized by office and commercial development, some of which is relatively new, retail home furnishings (i.e., Scan Design, Homelife), and a few retail buildings (including Alderwood Town Center). Existing development is generally low intensity and includes substantial surface parking. Existing single and multi-family residential structures west of the North End District are also much lower in intensity. The Alderwood Mall and related strip retail development, to the northeast of the North End district, is developed at intensities comparable to those existing in the North End district. Therefore, potential impacts caused by differences in development intensity

are most likely to occur along the west edge of the district, where single family and multi-family residential development is located across the street from the district.

Building Height: Under any of the City Center Alternatives, new buildings in the North End could range in height from 5 to 10 stories (70 to 140 feet in height). The existing BTP (Business Technical Park) zone, which makes up the bulk of the current zoning in the North End district, has a maximum building height of 35 feet or three stories, whichever is less, unless a greater height is specifically allowed as part of development plan approval. Some taller buildings, such as the Fisher Center (which is 8 stories in height) have recently been approved in this area. The 5 to 10 story (70 to 140 foot) building height limit for the North End is comparable in height to some of these recently approved buildings, though it is taller than most of the older existing buildings in the district. Under City Center Alternatives, new building heights in the North End would be relatively more compatible with existing development (especially recent development) within the North End as the district redevelops, though there would be some discontinuities of building height and scale within the district. Over time, as the North End redevelops, development in the district would assume a more consistent, uniform scale and character. These proposed height limits also far exceed the maximum building heights allowed in the existing single-family and multi-family zones west of the district (outside of the City Center area), where potential impacts caused by that difference could be most significant. There would be a contrast of building height and scale between development in the North End and existing smaller scale development in areas adjacent to the district.

Streetscape Continuity: Streetscape improvements in the North End district would include wider, continuous sidewalks on all streets, street trees, pedestrian scale lighting, and street furnishings. New east-west streets in the North End would include these kinds of features. Pedestrian corridors/improvements would link the North End district with the other City Center districts to the west, and with Alderwood Mall to the northeast; these connections would be most pronounced for Alternative C. In addition, proposed design guidelines would require new buildings to incorporate pedestrian-friendly architectural details at street level. The guidelines would also require all new buildings to have a substantial amount of landscaping; much of this would be adjacent to pedestrian areas. Under any of the alternatives, streets would be punctuated by a number of new parks, plazas, and landscaped open spaces. The combination of streetscape improvements and the construction of new buildings with pedestrian-oriented street frontages would increase the sense of streetscape continuity throughout the district. This would positively impact the pedestrian experience in the district. Though these changes, particularly the changes associated with new buildings, will occur over time, there would be little or no negative impact on adjacent properties during this transitional period. At the end of the planning period, the North End streetscape would look significantly different than the streets in adjacent commercial and residential areas; however, this would not adversely impact these adjacent areas.

View Blockage: Existing views from the North End district are primarily of the Alderwood Mall. There are no significant existing views from the areas outside the City Center, adjacent to the North End district, which would be blocked by redevelopment of the North End. Existing views towards the North End would be significantly altered as the district redevelops. These view changes are not expected to result in any significant view blockage from properties within

the North End, from other City Center districts, or from adjacent areas outside of the City Center. Some new mountain views could be created from the upper stories of the new buildings.

Light and Glare: Light and glare impacts could be caused if new, larger buildings in the North End district are clad in highly reflective building materials, or if new parking lot lighting is inadequately screened.

Shadowing/Shading: New buildings developed in the North End under any of the City Center Alternatives would be as tall or taller than the newer existing buildings in the North End district. There is the potential for shadowing and shading impacts on some older, smaller existing buildings in the district. Because the mid-day sun will be in the south, southwest, and western sky, the greatest potential for shadowing and shading impacts would generally be to the northwest, north, northeast, and east of the district. These shadowing/shading impacts would potentially be the most significant on the existing residential properties to the west of the district. There also could be shadowing/shading impacts on public parks or plazas.

Mitigation Measures

In general, most aesthetic and visual changes associated with the City Center Alternatives would be positive and do not require mitigation. There may be some localized impacts, however, where buildings of significantly different height and scale abut smaller scale existing uses. 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 would address some specific issues identified in the impact analysis. Some small but important adjustments to the proposed development intensities and building heights could address potential aesthetic and visual impacts, especially at the edges of the City Center.

Impacts associated with the No Action Alternative would be mitigated on a project-by-project basis.

Development Intensity: 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 (similar to the policy discussed under Building Height, below) 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. The Sub-Area Plan text (page 28) recognizes this issue and suggests similar approaches, including the “transition” area identified on the O.C. Preferred Alternative drawing and discussed in the Sub-Area Plan. New zoning for these areas could then implement this policy by “stepping down” the allowable FAR in these areas.

In addition, proposed Sub-Area Plan policy CCUD 3 calls for the development of City Center design guidelines to address site design, building design, and sign design. These guidelines could include provisions for expanded upper-story building setbacks, enhanced landscaping, building façade modulation, and similar measures to mitigate intensity-related impacts.

Building Height: In order to mitigate impacts that may be caused by differences in building height between new City Center development and existing development outside and adjacent to the City Center, the draft Sub-Area Plan includes the following policy:

CCLU 7: Provide a Transition to Neighborhoods Outside the City Center: Allowable building heights should be graduated down and buildings set back where the perimeter of the City Center is adjacent to low intensity residential

This policy should be reflected in the City Center design guidelines and development regulations especially in identified locations where the City Center abuts single and multi-family-zoned properties. These measures would also mitigate some potential shadowing/shading impacts.

Streetscape Continuity: The Sub-Area Plan includes the following policies that, if implemented, should adequately mitigate any streetscape-related impacts:

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

CCUD 2: Establish Streetscape 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 appealing place for pedestrians.

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

View Blockage: No significant impacts are anticipated. Mitigation measures discussed under Building Height above, would serve to mitigate any localized view impacts. Additional mitigation is not required.

Light and Glare: 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.

Shadowing/Shading: Mitigation for potential impacts on adjacent residential areas is discussed in Building Height, above. 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.

Significant Unavoidable Adverse Impacts

While expected visual and aesthetic change would be significant in degree, it is generally considered to be positive in nature. The mitigation measures described above, together with the City's development regulations and design standards, are adequate to mitigate most of the significant adverse impacts anticipated by redevelopment and are consistent with the City of Lynnwood Comprehensive Plan. 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.

There may also be some unavoidable shading and shadowing impacts, where larger new 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.

F. PUBLIC SERVICES

Significant Impacts of the Alternatives

1. Fire Service

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 City's current level of service (LOS) standard is 0.98 firefighters per 1,000 persons. This LOS is based implicitly on providing services to the residential population and do not account for the potential service requirements of new employment or commercial services. Incorporating these factors would increase the number of service calls and additional firefighters above the population-driven service standards. Additional equipment and increased service costs could also be a result.

Operating any new fire equipment would result in the need for additional staff. The additional equipment and City Center growth would require a range of 15 to 21 total additional emergency personnel. The range in estimated personnel can be attributed to the LFD's current mode of operation, which is comprised of a 3-person platoon system that provides constant support for services during a given shift and requires 21 personnel (LFD, personal communication, 2003).

In order to serve the population and workforce proposed under Alternative C, and potentially for the O.C. Preferred Alternative, 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 (i.e., up to 25 stories tall for the O.C. Preferred Alternative) (LFD, personal communication, 2003).

As non-residents enter the City today for shopping and employment, the City's daily population swells above the resident population of 33,847 persons (Census 2000). Since fire service levels are determined based on resident population (i.e., Lynnwood fire service ration of 0.98 firefighters per 1,000 population), it may be more accurate to consider a higher service ratio in order to provide for service to the non-resident population.

The fire department would determine the most appropriate service standards based on population, employment and land use intensities. The LFD estimates that a ratio of 1.85

firefighters to 1,000 persons would appropriately serve the City's resident and non-resident population (LFD, personal communication, 2003). At this level of service, and depending on the alternative, the number of additional firefighters needed by the year 2012 would range from 2.9 (Alternative A), to 4.4 (O.C. Preferred Alternative), to 5.7 (Alternative C). From 2013 to 2020, an additional 3.8 (Alternative A), to 5.5 (O.C. Preferred Alternative), to 7.6 (Alternative C) firefighters could be needed. No Action would not generate additional population, would contribute 1,800 new jobs and building heights of up to 8 stories. Please see Section III for a comparison of population, housing, and employment data projected for each of the alternatives.

The number of service calls would also increase under all of the alternatives. Currently, the LFD receives approximately 134 calls per 1,000 persons (4,536 total calls in 2000) (See Section II). These numbers are based solely on City population and do not include employment or estimates based on different land uses. By 2012, Alternative C could potentially increase service calls by 415 and the O.C. Preferred Alternative by 308. By the year 2020, calls could increase by an additional 255 for Alternative A, 413 for the O.C. Preferred Alternative and 549 for Alternative C over the current estimate. The fire department assigns a general ratio to the types of calls received – 60 percent/40 percent, medical versus fire calls. However, a significant number of the calls overlap service types (LFD, personal communication, 2003).

The LFD estimates the need for one additional fire station, although it would not be entirely required by the development and growth in the City Center. Presently, the LFD is considering the potential for an additional station, but feels that the City Center development would make that a necessity. Regardless, an additional station would be needed by 2020. Given the level of development anticipated during the 2003-2012 period, the facility could be necessary before 2012 (LFD, personal communication, 2003).

It is important to note that once the fire service system reaches a certain size, economies of scale may reduce the need for additional firefighters and equipment needed in the long-term, thereby controlling costs. Also, a more concentrated land use pattern could influence the efficiency of service. At this level of personnel, a fire protection engineer would be viewed as a strong city asset.

Given the close proximity of the fire station to the City Center (just north of the City Center, in the Civic Center Campus), the LFD does not anticipate adverse impacts to response times (LFD, personal communication, 2003). Response times currently range from approximately four to eight minutes, depending on the priority level of the incident (See Section II).

Commercial 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.

2. Police Service

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 concurrent with the level of demands for service.

In general, current LOS standards are based primarily on residential population and do not directly account for employment and type or intensity of land use. More precise estimates would be possible by clarifying these factors for LOS standards.

The Lynnwood Police Department (LPD) currently employs 67 commissioned officers (Stanifer, LPD, personal communication, 2002). Based on the total City population of 33,847 residents (2000 Census), there are 1.97 officers for every 1,000 persons. The average ratio for police departments within Washington State is 2.08 officers per 1,000 persons. Lynnwood's service ratio is slightly higher than the average for cities of similar size (population of 25,000 to 50,000) – 1.94 officers per 1,000 population versus an average ratio of 1.46 officers per 1,000 (WASPC, 2000). The City's higher service ratio can be attributed to LPD providing service to people who work in Lynnwood yet live outside the City (daytime population increases significantly due to workforce) (Stanifer, LPD, personal communication, 2002).

The non-resident commuter population contributes to an increase in weekday service calls. During the week, the LPD receives an increased number of calls for traffic accidents, parking lot hit and runs, and theft. Weekend service demand is reduced and involves situations at the Alderwood Mall, traffic incidents, and domestic calls (Stanifer, LPD, personal communication, 2002).

The existing service ratio of 1.97 officers per 1,000 persons implicitly includes resident population and existing employment needs. Applying this ratio to the alternatives, Lynnwood would need an additional 3 to 6 officers by 2012, and 7 to 14 officers by 2020 in order to serve the City Center population and workforce. The Washington State average is a de facto standard based on population and does not account for non-resident employees. It would result in the need for approximately 3 to 5 additional officers at 2012 and 6 to 12 officers at 2020 for the City Center alternatives. No Action would not increase residential population but would generate 1,800 new employees.

The LPD would look more closely at its needs in view of projected growth, in order to determine the appropriate standard for serving the population and workforce through 2012 and 2020. Economies of scale would influence the number of additional officers actually needed over time. That is, after the LPD service system reaches a certain size it may not be appropriate to assume a directly proportionate increase in officers to serve

each succeeding increment of population. For example, by adding approximately 6 to 12 new officers (based on the Washington State service average), it may be sufficient to provide additional support to the incoming workforce by adding a property crimes detective and/or motor vehicle officer for traffic control (Stanifer, LPD, personal communication, 2002).

Also, in accounting for the number of new jobs created by the alternatives, the LPD would take into account the potential for double counting. Not all employees will reside in the City Center. It is possible that 15 to 25 percent of City Center residents would also work in the City Center. Serving a concentrated, higher density land use pattern – compared to a more dispersed one – could also enhance the efficiency of police service. Tracking the number of calls originating from commercial versus residential uses could also influence estimates of service levels.

Adding seven officers (based on the LPD level of service estimate for Alternative A) 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 (Stanifer, LPD, personal communication, 2002). However, an increase of 14 officers would constrain facilities and equipment, requiring facilities expansion and significant cost increases.

As long as the LPD meets any new growth with additional service, it does not anticipate changes to response times (Stanifer, LPD, personal communication, 2002). Emergency response times currently range from approximately three to ten minutes, depending on the priority level of the incident. Response times could increase or decrease, depending on street layouts, right-of-way development, and other traffic management factors. Law enforcement service costs could also be affected by road and building design.

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.

The type and level of development and mitigation strategies will have a direct impact on the number of traffic incidents and types of crimes. Traffic congestion has already been identified as a problem by the LPD and residents.

3. Schools

Based on updated information contained in the Edmonds School District (ESD) Capital Facilities Plan (2002-2007), current enrollment equals 20,988 students (Note that this enrollment number is approximately 1,000 students less than reported in Section II, which was prepared in February 2002). The updated number is used in this section.

With the exception of No Action, the City Center alternatives would increase the number of multi-family housing units within the City Center through 2012 and 2020, which could result in higher student enrollment in the ESD. Increases in student enrollment could contribute to the need for additional school programs, staff and facilities. However, this depends on the rate of growth and how the growth relates to capacity projections for 2012 and 2020.

The Capital Facilities Plan provides an annual analysis of school capacity and resource needs. The ESD uses multiple forecasting methods based on differing data sources, including recent school enrollment data, demographics, and Office of Financial Management (OFM) population forecasts. Although the ESD refers to OFM data, it determines enrollment capacity and facility needs by using demographic trends within the District and projections provided by the Washington State Office of the Superintendent of Public Instruction. The ESD does not currently project enrollment beyond 2007.

Table 3-8 shows the amount of available capacity projected in the ESD through 2007. As of 2001, current enrollment was 20,988 students. The ESD estimates a capacity of 24,411 students, or an available enrollment limit of 3,423 students through 2007. This number indicates a total occupancy of 87 percent of ESD facilities.

**Table 3-8
Edmonds School District Enrollment Capacity**

School Level	Current Enrollment (2001)	Enrollment Capacity (Estimated through 2007)		
		Total Capacity	Available Capacity	Portion Occupied
Elementary (K-6)	10,620	12,378	+1,758	86%
Middle (7-8)	3,455	3,703	+248	93%
High (9-12)	6,913	8,330	+1,417	83%
Total Students (K-12)	20,988	24,411	+3,423	87%

Source: Edmonds School District, 2002; Huckell/Weinman Associates, 2002

Currently, the District projects no unhoused students by the year 2007. Therefore, there is not a projected need for additional classrooms during this time period. It also identifies no schools in need of rebuilding or remodeling within the 20-year planning horizon. However, should capacity deficits occur, there is sufficient flexibility within the six-year plan to house students or make programmatic changes (ESD Capital Facilities Plan, 2002). The ESD also notes that projections of over-capacity that extend outside of the six-year analysis will ideally be planned for well before the year arrives under its annual review process.

The ESD identifies adequate availability of undeveloped sites for a future middle school and high school, but notes that if student enrollment exceeds projections, the District may need to acquire additional property for facilities development. Currently, the District has one undeveloped property located in the Lynnwood City Center (south of 196th Street

SW, at the 37th Avenue W onramp to I-5). Other available sites, nine in all, are located throughout the District.

Table 3-9 shows the additional number of students that could be generated from residential development under the City Center alternatives at 2007, 2012 and 2020. The data indicates, that as housing units develop, the ESD will experience an increase in the number of new students.

**Table 3-9
Additional Enrollment (K-12)
Generated by City Center Housing¹**

	2007	2003 to 2012	2013 to 2020	2003 to 2020
Alternative A	50	188	250	438
O.C. Preferred Alternative	75	282	375	657
Alternative C	100	377	499	876

Source: Edmonds School District, 2002; Huckell/Weinman Associates, 2002

Note:

¹ Enrollment estimates are based on the number of multi-family housing units planned for each alternative for the indicated time period. The ESD Capital Facilities Plan estimates a rate of 0.219 students (K-12) per housing unit.

At 2007, the alternatives would contribute an additional 50 to 100 students to the District. OFM enrollment estimates for 2007 would total approximately 22,800 students. The total ESD capacity is projected at 24,411 students. The additional enrollment generated by the alternatives would not exceed ESD capacity projections.

At 2012, additional student enrollment would range from 188 to 377 students. For the remaining eight years (2013 through 2020) enrollment would increase by an additional 250 to approximately 500 students. By 2020, development under the Alternative C would result in the highest number of new multi-family units (4,000) and new students (876), followed by the O.C., Preferred Alternative (3,000 multi-family units and 657 students). In contrast, the No Action Alternative includes no new housing and would not increase enrollment. Although not shown on the table, elementary students (K-6) would comprise approximately 53 percent of the total estimated new student population.

Although ESD capacity estimates extend only through 2007, it will be necessary for the District to take into account the projected additional enrollment from the City Center alternatives through 2020. The ESD should also consider the OFM population-based enrollment estimates for 2012 (24,515 students) and for 2020 (27,162 students). These estimates will be necessary for determining future capacity and facilities needs.

The Comprehensive Plan (2001) notes that the ESD currently owns enough school sites to accommodate student housing needs through 2005. By the year 2020, the City estimates that the District will have unhoused students at all grade levels. Current funded construction projects will not provide adequate capacity to house all of the projected high

school students through the year 2020. Therefore, the ESD would need to construct approximately 110 elementary classrooms, 34 middle school classrooms, and 70 high school classrooms. The Plan notes that the District would, in fact, need to purchase additional property for school construction. This information conflicts with the projections contained in the 2002-2007 Capital Facilities Plan.

4. Parks and Open Space

Development of the City Center alternatives would create demand for new parks and open space and would increase the use of existing parks and open space areas. Additional parks and open space required to meet the increased demand associated with the City Center alternatives is shown in Table 3-10. Lynnwood’s adopted level of service (LOS) standards requires ten acres of park, recreation facilities, and open space for every 1,000 people. Of the ten acres, five acres are designated as Core Parks (mini, neighborhood, and community parks) and five acres are designated as Other Parks (open space and special use facilities). Applying these LOS estimates, Alternative C would require the acquisition and development of an additional 31 acres in 2012 and 72 acres of park and open space by 2020; while the O.C. Preferred Alternative would require 23 acres by 2012 and 54 acres by 2020. No Action would not create additional parks needs.

It should be noted that the LOS standard is based on residential population and does not account for demand created by non-resident employees. Demand associated with employees is typically not significant. Employees also tend to use parks at off-peak times (lunch hour), rather than during peak times (after work and weekends).

**Table 3-10
Additional Parks and Open Space Needs**

Year	Alternative C		Alternative A		O.C. Preferred Alternative		No Action ¹
	2012	2020	2012	2020	2012	2020	2020
LOS Standard (acres)²	31	72	16	36	23	54	0
Acres Planned³	15	15	12	12	19	19	0
Net Surplus/Deficit (acres)⁴	(16)	(57)	(4)	(24)	(4)	(35)	0

Source: Huckell/Weinman Associates, 2002

Table Note:

¹ A population increase is not anticipated under the No Action scenario.

² Adopted LOS standard is 10 acres per 1,000 persons.

³ Acres planned are equal for 2012 and 2020. This reflects the recommendation in the Sub-Area Plan to develop all planned parks and open space during the initial stages of City Center development.

⁴ Does not include existing Core Parks deficit of 27.42 acres, as identified in the Comprehensive Plan.

According to the adopted LOS, the City currently has a deficit of 26.62 acres of Core Parks. The amount of park land proposed for the City Center at 2012 and 2020 ranges from zero for No Action, to between 12 acres (Alternative A) and 19 acres (O.C.

Preferred Alternative), with Alternative C in the middle. Additional land and facilities beyond what is provided in the City Center alternatives would be needed to meet the LOS levels. Depending on the alternative, needs would range from 4-16 acres through 2012, and 24-57 acres through 2020.

To meet the additional need of City Center residents, additional parks could be provided in other areas of the City, preferably close to the City Center. Alternatively, the LOS standard could be adjusted either city-wide or specific to the City Center. It is important to note that the Comprehensive Plan identifies that existing parks are overburdened, including by non-resident use.

Currently, Core Parks and Other Parks account for 334 acres of the City (Lynnwood Comprehensive Plan, 2002). Based on an estimated population of 37,952 residents in 2020, the City anticipates a demand for approximately 380 acres of parks and open space, resulting in a need for an additional 46 acres. This includes the current deficit of 26.62 acres.

The City's LOS for trails is .25 miles per 1,000 population and the current (2002) supply is 6.8 miles. The Comprehensive Plan estimates a need for an additional 2.2 miles of trails by 2020. Needs associated with the City Center alternatives in 2012 would range from .375 miles (Alternative A) to .75 miles (Preferred). Additional needs in 2020 would range from .5 miles (Alternative A) to 1 mile (Alternative C). The No Action alternative would not generate additional demand.

Mitigation Measures

Fire/Police Services

The LPD and fire department should review their respective level of service standards to account for projected population and employment increases in the City Center. Any adjustments to level of service standards should be reflected in future capital facilities plans. Monitoring of service demand is also recommended to help establish distinguish between residential and non-residential demands.

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 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 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 and update future Capital Facilities Plan to address population projections 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 80.02.050, in order to address the impacts from future City Center growth.

Additional residential development would generate property tax revenues, which could be used to help support the growth needs of the School District.

Parks

Parks and open space are integral parts of each of the City Center alternatives. The City Center Sub-Area Plan suggests early construction of parks to help establish the framework for long-term City Center growth.

To provide the park, recreation facilities, and open space needed by a growing population – 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 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 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.

The City could provide incentives in development regulations, such as increased density, in exchange for park dedication, construction or enhancement.

Significant Unavoidable Adverse Impacts

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.

G. UTILITIES

Significant Impacts of the Alternatives

1. Storm Drainage

Based on a review of aerial photographs, the City Center area is currently approximately 95 percent covered with impervious surfaces, consisting of paved parking lots, building roofs, sidewalks, and street pavements. Redevelopment under any of the alternatives would not increase the amount of impervious surface. Open space and parks included within the City Center Alternatives could incrementally reduce the overall amount of impervious surface.

Currently, the City is in the process of adopting the Washington State Department of Ecology's (DOE) guidelines for stormwater management. Redevelopment under any of the alternatives, therefore, would have to comply with updated methods for stormwater detention and treatment; these standards would result in reduced peak flows and enhanced treatment relative to current practice. The result would be a significant, positive benefit to water quality and downstream waters.

Redevelopment within the City Center will require that individual parcels bring their sites into compliance with applicable storm drainage requirements. Runoff from private developments will be detained and treated by each site prior to release to the public system. Stormwater runoff from public right-of-ways will be collected, detained, and treated through a series of storm drainage conveyance lines and detention/treatment vaults located throughout the City Center.

Initial analysis of the City Center area determined that a regional detention and treatment facility was not viable due to the following:

- The area needed for a regional facility would have to be large and located in or near sensitive wetland areas in the low part of the basin. This option would be costly, time consuming and/or infeasible because of federal, state and city wetland regulations and lack of undeveloped land.
- The facility and the associated connection pipes would have to be constructed and in place during the initial phase of City Center redevelopment.

Therefore, a collection system of underground vaults for detention and mechanical treatment is proposed in connection with the City Center Sub-Area Plan. It would be developed in phases and coordinated with anticipated redevelopment.

The system would vary, however, depending on the alternative. The No Action Alternative and Alternative A would generally have the same street grid system as the

existing street pattern. The storm drainage system would essentially remain as it is today. Development would be required to comply with the standards in effect at the time of application vesting.

The O.C. Preferred Alternative and Alternative C would result in new streets and the implementation of a new storm drainage network to manage stormwater runoff. When existing streets are widened, the runoff from these streets will tie directly into existing systems, and the detention and treatment requirements will be met by over-detaining and increasing the treatment flows through one of the new detention/treatment facilities.

Five new systems, each with detention/treatment vaults, would be needed to collect runoff from new streets and rights-of-way (included in the O.C. Preferred Alternative and Alternative C) and abutting parcels. These new systems will be tied into the existing storm drains. As individual parcels redevelop, there would be options for release to either the new or existing systems. Each system is described briefly below:

- Vault No. 1 would be located within the West End public square/park. Runoff collected at this location would come from all of the West End district's streets, as well as the new 195th Street SW and the one new street adjacent to the north of 195th Street SW.
- Vault No. 2 would be located at the southernmost end of the Core, off 44th Avenue W and within the interurban trail. The runoff collected at this location would be generated from all new streets south of 195th Street SW, between 44th and 40th Avenue W, within the Core Area.
- Vault No. 3 would be located at the intersection of 40th Avenue W and the pedestrian corridor plaza within the Core. Runoff collected at this location would not require water quality treatment, since it is only collected from the pedestrian plaza.
- Vault No. 4 would collect runoff from the 194th Street SW extension from 40th to 36th Avenue W, as well as the new 195th Street SW collector. This vault would be located within the new park/plaza area at the southeast corner of the intersection of the new 195th Street SW collector and 36th Avenue W.
- Vault No. 5 would be located in the North End district at the west end of the new collector and the intersection with 36th Avenue W. The two new streets in this area are on a basin split, and will both need further analysis during the final design of the street to determine proper functioning of the vault locations and inverts.

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. Detention vaults and treatment facilities on 200th Street SW will be underground within public areas

or right-of-way. The precise location of the collection system and size of the vaults would be evaluated at the time of the final design of the street.

Approximate dimensions for the detention/treatment vaults shown in the conceptual plan were sized using the DOE 2001 Stormwater Management Manual criteria. Overall, combined detention and treatment volumes are substantial. Approximately 23,000 cubic feet per acre of new street right-of-way or approximately 0.6 acre-feet per acre are required under the DOE guidelines. A 1/2-foot of freeboard, plus a 1-foot sediment storage depth, is figured into the volumes shown. Conveyance lines for the project will range from 12 inches upwards to 24 inches for those larger areas being captured by vaults.

To comply with current DOE stormwater guidelines, oil/water separator and filter media treatment elements must be installed as part of the treatment system. The mechanisms for treatment are found in the DOE Stormwater Management Manual for Western Washington, Volume V, Table 2.1, "Suggested Stormwater Treatment Options for New Development and Redevelopment Projects," which outlines the suggested treatment options. New streets fall under the "high use site and intersection" pollutant sources designation, and have a variety of treatment options which can be employed. The options discussed below appear most suitable for planned City Center redevelopment.

The use of oil/water separators, treatment within the vaults, and composting media filters would allow for basic and enhanced treatment as necessary and appropriate. The oil/water separators could either be a baffle wall- or a coalescing plate-type, and should be off-line to allow treatment of all runoff before it enters the detention/treatment vaults. Coalescing plate separators, which require space than those of a baffle wall-type, should be required. Water quality treatment would be included as part of the detention system, and designed and sized to accommodate the required stormwater event (e.g., 25-year storm). The use of filter media is currently designated by the DOE as an emerging technology, and should be used in combination with the proposed vaults either to provide enhanced treatment, or used alone as a basic treatment for stormwater runoff.

2. Water

Additional population and employment within the City Center would generate demands for water. Estimated increases in water usage for each of the City Center alternatives in 2013 and 2023 relative to No Action are provided in Table 3-12. (Note: Revised estimates were prepared by Gray & Osborne in November, 2003 in conjunction with the City's upcoming update of its Water Comprehensive Plan. The 2013 and 2023 planning horizon dates for this study, *Technical Memorandum No. 1 – Water System Planning Data*, are slightly different than the horizons used for the City Center sub-area plan. Water usage estimates are, therefore, conservative, and would be somewhat lower for the City Center Sub-Area Plan planning horizons.)

**Table 3-12
Projected Increases in Water Usage –2013 and 2023**

	2013	2023
No Action	.03 mgd*	0.6 mgd
Alternative A	0.4 mgd	0.9 mgd
O.C. Preferred Alternative	0.5 mgd	1.2 mgd
Alternative C	0.7 mgd	1.5 mgd

Source: KPFF, 2003; Gray & Osborne, 2003.

Notes: * mgd = million gallons per day

Assumptions for water usage estimates:

Per capita daily demand based on Gray & Osborne updated modeling (*Technical Memorandum No. 1 – Water System Planning Data, 2003*). Assumptions: 300 gpd per 1,000 sf of retail development; 90 gpd per 1,000 sf of office development; 1.8 persons per dwelling unit, with 57 gpd per person consumed.

2013 demand estimates assume that approximately 40 percent of growth will occur prior to 2013.

Based on updated calculations (Gray & Osborne, 2003), storage is adequate to meet the needs of all City Center alternatives. The increases in water usage are also well within the supply guaranteed in the water agreement with the Alderwood Water and Waste District (AWWD), which is the supplier of water to the City of Lynnwood.

The existing network of distribution mains in the City Center sub-area is adequate to meet the needs of No Action and Alternative A. Updated analysis of the system and required upgrades for the O.C. Preferred Alternative concluded that installing new 8-inch water mains in all new streets would meet domestic water and fire flow requirements for projected growth.

Maximum fire flows are anticipated to be 3,000 gallons per minute based on the Uniform Fire Code, and given building and floor space estimates for the Lynnwood City Center. Fire flow requirements were determined by using Uniform Fire Code Appendix III-A, "Fire Flow Requirements for Buildings," and the associated Table No. III-A-A. The flow rate was based on a Type V, 1-hour construction-type building, and reducing the maximum fire flow requirement by 75 percent. A Type V, 1-hour construction wood-framed building could potentially be built in the West End with sufficient floor space to require the maximum fire flow rate. The 75 percent reduction requires that all buildings provide an approved automatic sprinkler system. Implementation of the City Center plan, therefore, should ensure that automated sprinkler systems are required for new buildings.

Based on City of Lynnwood Fire Department requirements, fire hydrants must be spaced less than 330 feet apart. All backflow prevention or double-detector check valve assemblies must be placed within each building's sprinkler room with an outside access door for fire department entry. The fire department's connection should be located near the street and within 50 feet of a fire hydrant.

3. Sanitary Sewer

Implementation of the City Center Alternatives would increase wastewater demands. Estimated increases in sanitary sewer demand for each of the alternatives in 2013 and 2023 relative to No Action are shown in Table 3-13.

**Table 3-13
Projected Sanitary Sewer Demand –2013 and 2023**

	2013	2023
No Action	0.1 mgd*	0.2 mgd
Alternative A	0.2 mgd	0.4 mgd
O.C. Preferred Alternative	0.3 mgd	0.7 mgd
Alternative C	0.4 mgd	0.9 mgd

Source: KPFF, 2003; Gray & Osborne, 2003 (Technical Memorandum No. 2- Water System Planning Data)

Notes: *mgd = million galls per day.

Assumptions: A factor of 0.9 mgd was assumed to be the amount of water that would return as wastewater from office, retail, and residential users. Parks, civic, and public landscaping uses were not assumed to generate significant wastewater flows.

The existing wastewater system would be expanded to accommodate population and employment growth projected for the City Center Plan alternatives. The 2004 Wastewater Comprehensive Plan, currently being prepared, will identify sanitary sewer mains within the City Center that will need to be added or upsized to accommodate increased flows.

A set of new sewer mains would run from the north end of the Core Area southward under the new collector streets. The existing 12-inch main at the south end of the Core Area, which parallels with Interstate-5 between Pump Station No. 10 and the new collector street to the west of 40th Avenue W, may need to be upsized to accommodate additional flow. The adequacy of this main would be confirmed as part of the Wastewater Comprehensive Plan update.

Detailed gravity sewer line peak flow estimates would be completed as part of the Wastewater Comprehensive Plan Update to confirm main sizes. Sewer flows generated at the North End of the City Center flow toward the Alderwood Mall sewer basin and Pump Station No. 8, which are then pumped to a gravity main and flow onward to Pump Station No. 10. Pump Station No. 8 has a capacity of 0.65 mgd and has been identified in the current Sewer Comprehensive Plan (February 1999) to be upgraded with a newer pump station with an operating capacity of 1.6 mgd. The increase in sewer flows generated from the North End Area will be a maximum of 0.2 mgd for Alternative C.

The remaining portion of the City Center wastewater flows southward directly to Pump Station No. 10 and ultimately to the Lynnwood Wastewater Treatment Plant (WWTP). Gray & Osborne (Technical Memorandum No. 2 – Wastewater Capital Improvement

Projects for the City Center, 2003) indicates that Pump Station No. 10 has limited pumping capacity, and that one section of the 24-inch interceptor sewer main in 76th Avenue W leading to the WWTP is over capacity during wet weather flows.

The capacity of Pump Station No. 10 is approximately 8.6 mgd and current dry weather flows are 2.0 mgd. Gray & Osborne's updated wastewater system analysis (2003) indicates that Pump Station No. 10 would experience peak hour flows of up to 13.8 mgd in 2023 for the O.C. Preferred Alternative. This represents an increase of 1.3 mgd over peak hour flows for No Action. The Gray & Osborne analysis further describes the ability of the pump station's wet wells to handle this increase in flow, but notes there is a need to replace the pumps, motors, emergency generator, and electrical control system. Sewer lines from Pump Station No. 10 to manhole 3-74 would also need to be replaced to reduce infiltration and inflow to prevent surcharges in the sewer system upstream of Pump Station No. 10.

Increased sewer flows from Pump Station No. 10 or the alternative lift station would require improvements to the gravity trunk main along 76th Avenue W interceptor, where there is insufficient capacity. The existing main could either be upsized with a larger main or a second parallel main could be installed. The sizing of this new trunk main should consider the existing deficiency and the increased flow.

The WWTP is currently operating below capacity during dry weather winter flows. The plant has a capacity of 7.4 mgd and is currently experiencing dry weather winter flows of 5.3 mgd. Maximum month flows to the WWTP in 2023 withThis is an approximate increase of 0.7 mgd compared to No Action. For the O.C. Preferred Alternative, the estimated BOD and TSS loading is estimated at 11,753 pounds per day and 10,096 pounds per day, which would be below the rated capacity for both BODs and TSS (15,120 pounds per day).

No capital improvement projects are expected to be necessary at the WTTP specifically to accommodate the City Center sub-area plan. However, additional capital improvement projects could be needed before 2023, at the WTTP or in the collection system, based on monitoring of future system, as mandated by the Department of Ecology. Based on Ecology's guidelines, the City must submit a plan and schedule within five years of a project expected to exceed 85 percent of a WTTP's influent or loading capacity. Based on updated projections, the City could exceed the 85 percent flow and solids loading threshold prior to 2023 unless infiltration and inflow are reduced and solids handling increased. Ongoing monitoring and evaluation will determine if and when any improvements are necessary.

4. Electricity

Increased population and employment growth would generate additional demands for electrical power. The increase in power usage for the City Center alternatives in 2020 relative to No Action is estimated to be 37 megawatts (mw) for Alternative C. Alternative A and the O.C. Preferred Alternative are estimated at 11 mw and 24 mw

respectively. (Estimates assume power requirements of 3 kilowatts (kW) per unit for multi-family units, and 5 kW per 1,000 square feet for office/commercial Space.) The Snohomish County Public Utility District No. 1 (PUD) would meet this additional demand.

The City Center is currently served by three PUD substations: Alderwood, near the intersection of Interstate 5 (I-5) and 196th Street SW; North Alderwood, between the Alderwood Mall and I-5; and Lynnwood, west of the intersection of 188th Street SW and SR 99. Upgraded and/or new substations would be necessary to accommodate the added load. The preferred option for accommodating this growth, based on discussions with the PUD, contains various phases, as follows:

- The first phase would be to increase the capacity of the Alderwood Substation in the vicinity of 196th Street SW and Interstate 5 by replacing the existing transformer with a 40-million volt-amp (MVA) transformer. With the addition of two new circuits, this initial improvement would serve the City Center through 2010, at which point the substation would be at capacity.
- The next step would be to increase the capacity of the North Alderwood Substation by 2012, with two new circuits and a 40 MVA transformer. These circuits would be routed either overhead or underground to the City Center, at which point they would run underground throughout the City Center.
- In approximately 2013, the upgraded North Alderwood Substation would begin to reach its capacity, which would require construction of a new 40 MVA substation, five new circuits, and a sixth future circuit.
- By 2020, the nine added circuits and substation would be operating at full capacity.

The new substation would need to be located in the vicinity of 41st or 42nd Avenues W., and Interstate 5 along the north side of the freeway, or at the south end of the City Center Core. The facility would be a minimum of 225 feet by 250 feet in dimension (roughly 1.3 acres), but preferably up to 275 feet by 325 feet (approximately 2 acres in area), and would require connection to the overhead power transmission lines in that area. This substation would compliment the existing Alderwood, North Alderwood, and Lynnwood substations. In the event that the Alderwood Substation is displaced by highway or other construction, this new substation would need to have enough land available to handle a majority of the associated loads for the area. The Alderwood Station would then come off-line and loads would be handled by the new substation along with the existing North Alderwood and Lynnwood Substations and/or other substations, as required by other loading and circuit configuration requirements.

The addition of the new substation would require further analysis, planning and coordination by the City and PUD to determine exact location and timing for that facility to come on-line. Should the Alderwood Substation need to be relocated or come off-line

for freeway ramp access improvements, the new substation will need to be on-line ahead of those changes. Placing the existing overhead utilities underground will also require coordinated planning between the Snohomish County PUD, the City of Lynnwood, and other franchise utility providers who occupy shared overhead space. Underground trenches would be required to carry the utilities.

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. Final design of these facilities could force placing these cabinets within the buildings or under the sidewalks to optimize land space.

5. Telecommunications

Under any City Center alternative, and particularly for the O.C. Preferred Alternative and Alternative C, increased demand for telecommunications infrastructure will occur. As the undergrounding of power lines occurs, 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.

Mitigation Measures

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 mitigation measures are stated generally in the Draft SEIS; they will be described with greater specificity as the City Center plan is discussed, refined and ultimately adopted and reflected in the Final EIS. Initial decisions about what improvements are needed, when they are required, how they will be funded, and how responsibilities for mitigation will be allocated, began during review of the Early Draft SEIS and will continue during the implementation phase of the City Center plan. Some level of additional utility planning (such as peak sanitary sewer flow estimates) may occur in connection with system upgrades (e.g., to confirm estimates of flows, required pipe sizes, etc.) subsequent to adoption of the City Center plan to address 2020 growth.

This mitigation planning, and greater specification of mitigation requirements, would occur as part of the City Center planning process and in tandem with the SEPA process. This approach is consistent with the City's integrated GMA planning/SEPA process, and with SEPA's provisions for phased environmental review, described in Section I of the Draft SEIS. Some utility improvements would occur as the result of subsequent Comprehensive Plan or capital facility plan updates; construction of these improvements will undergo separate environmental review.

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, local improvement districts (LID) and project-level requirements which could include payment of system development fees, construction of improvements, dedications of land, and similar techniques. The City will also consider requiring "no protest" agreements for future LIDs. Project-related conditions of approval/mitigation requirements will be identified in the Final EIS and the planned action ordinance, if the City pursues this approach. Project-specific demand and the adequacy of capacity will be confirmed in conjunction with project review.

Drainage

Mitigation measures for storm drainage impacts associated with the City Center alternatives include the following:

- Implementation of the conceptual stormwater system plan.
- Require that new streets, open space, and private redevelopment projects comply with the adopted City of Lynnwood standards and/or DOE requirements for stormwater detention and treatment. It is assumed that the City will adopt and implement DOE's requirements in connection with City Center redevelopment.
- Incorporate best management practices (BMPs) in any redevelopment work to protect downstream resources.
- Incorporate drainage requirements into the planned action ordinance and apply them to individual development projects.

Phasing of Improvements

In order to function properly, the detention and treatment elements must be constructed as part of the 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 phasing, sequencing, and timing for construction of the improvements for each sub-basin. These requirements also apply to the sanitary sewer improvements.

Water

Mitigation measures for identified water impacts should include the following:

- Refine design and implement the conceptual water plan following updated modeling to confirm necessary main sizes.
- 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.
- Employ appropriate BMPs during construction of the system.

Sanitary Sewer

Primary mitigation for the sanitary sewer impacts identified above includes implementing the conceptual sewer plan, and calculating peak flows for new mains to confirm they are adequately sized for proposed grades. Such calculations should be coordinated with ongoing planning for the City Center, and updates of appropriate capital facility plans. BMPs should also be employed during construction of sewer system upgrades.

Electricity

Mitigation will require coordinated planning and involvement with the Snohomish County PUD throughout the life of the project to determine how substations and undergrounding will be phased and constructed with the other improvements.

Telecommunications

Mitigation measures for telecommunications will generally require ongoing coordinated planning between the City of Lynnwood and other the service providers throughout the life of the City Center plan to determine the appropriate timing of improvements and undergrounding.

H. TRANSPORTATION

Transportation planning and analysis for the City Center occurred over an approximate eighteen-month period. It has been integrated with development of the City Center Plan, which is a reflection of the central importance of transportation in the functioning of the City Center.

Transportation analysis began as the alternatives were being articulated. Using information in the *Existing Conditions* report (2001), an initial modeling effort was conducted to test levels of congestion with the high intensity alternative. Based on this analysis, a package of improvements that would be required to reduce congestion and achieve satisfactory levels of service was identified. This initial list was further refined and is reflected in the SEIS analysis. Comments received on the Early Draft SEIS (June 2003) are also addressed in the analysis.

Transportation system information has been substantially updated since the *Existing Conditions* report (Section II of the Draft SEIS) was originally prepared. For the convenience of the reader, this section of the Draft SEIS includes this updated information in an integrated section.

Affected Environment

Streets and Traffic Conditions

Street Patterns

Interstate 5 (I-5), and State Route 524 (196th Street SW) directly serve the City Center, while Interstate 405 (I-405) and State Route 99 (SR-99), which are located roughly one mile from the City Center, provide indirect service. The north/south arterials serving the City Center include 44th Avenue W, Alderwood Mall Boulevard, 40th Avenue W and 36th Avenue W. In addition, 196th Street SW, 200th Street SW, 194th Street SW and 188th Street SW serve the City Center as the east/west arterials. The principal arterial, 196th Street SW (SR 524) connects with I-5, which runs diagonally from the southwest to northeast at the edge of the City Center.

Street Classification

The functional classification of roadways is a hierarchal system that sorts roadways into classes of general use providing a basis for design standards. The system gives higher classifications to roads intended to serve regional traffic and lower classifications to those intended to serve local traffic. The roadway categories, from highest to lowest, are principal arterial, minor arterial, collector, and local or neighborhood street. Figure 3-7 shows the arterial street classifications, lane configurations, speed limits, and signalized intersections in the Lynnwood City Center. The arterial intersections in the City Center are generally controlled by traffic signals.

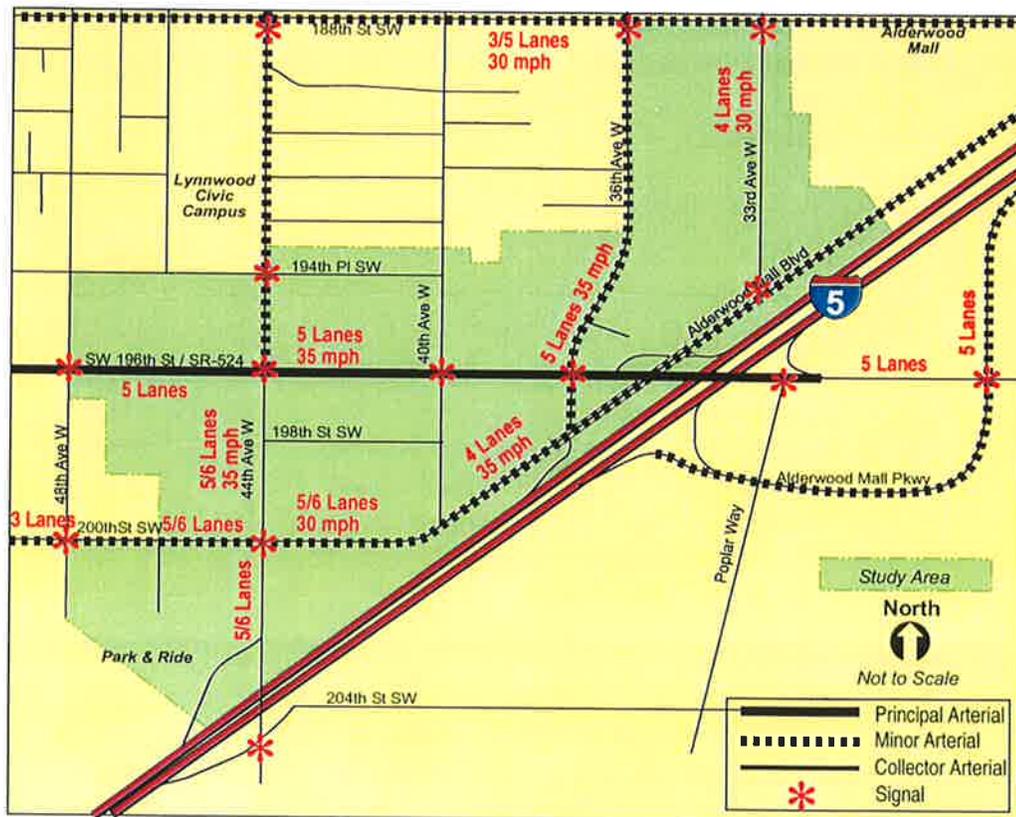
Interstate Freeway

Interstate 5 (I-5) is a multi-lane, divided, north/south regional freeway that connects Lynnwood with Seattle to the south and Everett to the north. In the segment of I-5 adjacent to the study area, there are three general-purpose lanes and one high occupancy vehicle lane (HOV) in each direction. The speed limit is 60 miles per hour through Lynnwood.

Principal Arterials

196th Street SW (SR-524) west of Poplar Way is a five-lane east/west principal arterial providing access between Bothell to the east and Edmonds Community College, Lynnwood and Edmonds to the west. It has two lanes in each direction with a center two-way left turn lane. Within the City Center, the speed limit is posted at 35 mph and there is no parking on either side of the street. East of Poplar Way, 196th Street SW is classified as a minor arterial.

Figure 3-7. Existing Street Network, Street Classification and Traffic Control System



Source: City of Lynnwood Comprehensive Plan

44th Avenue W is classified as a principal arterial between I-5 and 196th Street SW. North of 196th Street SW the roadway has four lanes and is designated as a minor arterial. South of 196th Street SW, 44th Avenue W has five or six lanes and is classified as a principal arterial. Parking is prohibited on both sides of the street within the City Center. The speed limit is 35 mph north of 196th Street SW and 30 mph south of 196th Street SW.

Minor Arterials

200th Street SW and Alderwood Mall Boulevard are classified as minor arterials. Alderwood Mall Boulevard runs diagonally just west of and along I-5. West of 44th Avenue W, Alderwood Mall Boulevard becomes 200th Street SW; a roadway with five to six lanes and a posted speed limit of 30 miles per hour. Alderwood Mall Boulevard east of 40th Avenue W has four lanes with a speed limit of 35 mph. It is elevated over 196th Street SW with a bridge and has no at-grade intersection. There is no parking allowed on either side of the street within the study area.

36th Avenue W is a five lane minor arterial that provides access to the I-5 southbound on-ramp at 196th Street SW. The speed limit is 35 mph and there is no parking within the City Center.

188th Street SW is an east/west minor arterial street at the north end of the City Center that provides access to the Alderwood Mall. West of 36th Avenue W, 188th Street SW is a three lane roadway and east of 36th Avenue W it is a five lane roadway. In the City Center, 188th Street SW posts a 30 mph speed limit with no parking allowed on either side of the street.

Collector Arterial

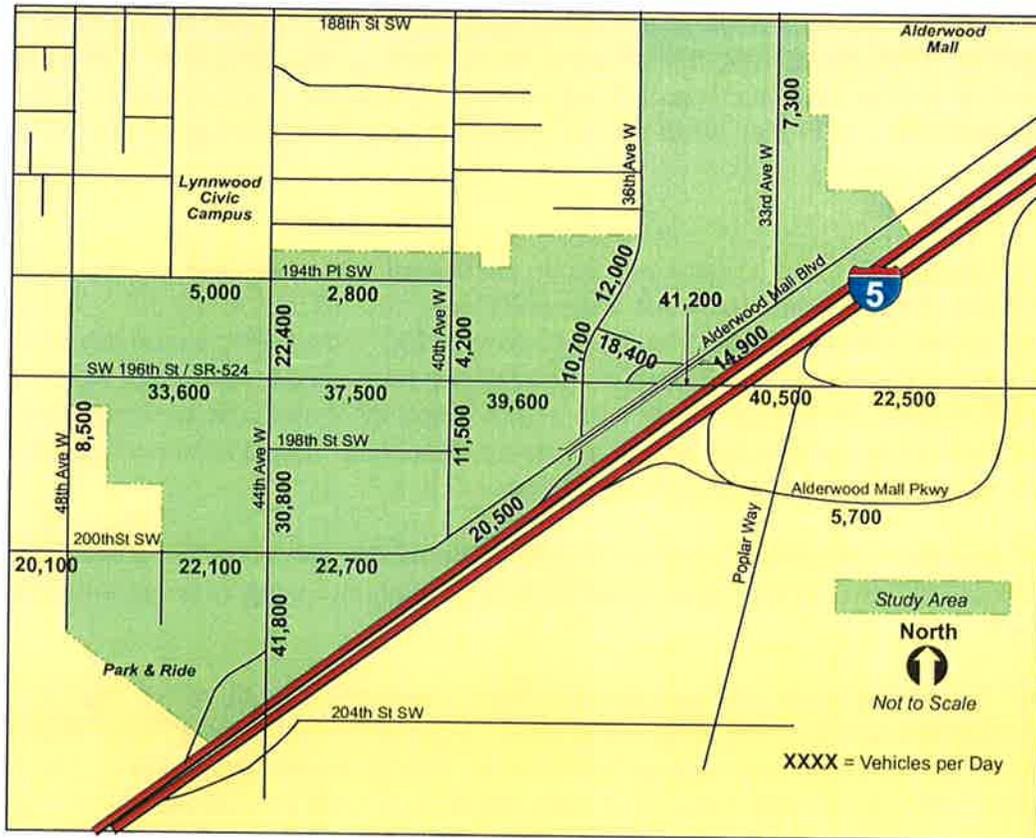
33rd Avenue W north of Alderwood Mall Boulevard is a four-lane collector arterial that provides access to the west side of Alderwood Mall. The speed limit is 30 miles per hour and there is no parking on either side of the street.

40th Avenue W north of Alderwood Mall Boulevard, 194th Street SW between 40th Avenue W and 52nd Avenue W, and 198th Street SW between 40th Avenue W and 44th Avenue W are collector arterials with two lanes. They function as streets providing local access to businesses in the City Center.

Traffic Volumes

The City of Lynnwood Public Works Department provided 24-hour weekday traffic volumes for arterial streets. The counts were generally taken at the middle of a block with automatic counters. Figure 3-8 shows 1998 average weekday traffic volumes on the arterial streets.

Figure 3-8. 1998 Average Weekday Traffic Volumes



Source: City of Lynnwood

Key findings are listed below:

- 196th Street SW had very high east/west traffic volumes. The section between Alderwood Mall Boulevard and I-5 carried 41,200 vehicles per day.
- 44th Avenue W is the major north/south arterial in the City Center. It carried 41,800 vehicles per day on the section between 200th Street SW and I-5.
- The traffic volumes generally increased towards I-5 and the east end of the study area. Traffic volumes on 196th Street SW and 44th Avenue W exceeded 40,000 vehicles per day near I-5.
- The other major east/west streets are 200th Street SW and 188th Street SW. 200th Street SW carried 22,100 vehicles per day between 48th Avenue W and 44th Avenue W. At the north end of the City Center, 188th Street SW carried 20,300 vehicles per day between 36th Avenue W and 33rd Avenue W.

Intersection Level of Service

Level of Service (LOS) is a qualitative measure used to denote intersection operating conditions. It generally describes levels of traffic congestion at signalized intersections

in an urban area. Level of service (LOS) is represented on a scale ranging from A at the highest level to F at the lowest level. As shown in Table 3-14, level of service is based on the average delay time per vehicle entering the intersection as defined in the 2000 Highway Capacity Manual. Table 3-14 also provides qualitative descriptions of each LOS rating. Intersection delay is the additional travel time in seconds experienced by a driver traveling through the intersection.

**Table 3-14
Level of Service Definition**

LOS	Average Signalized Intersection Delay Per Vehicle (seconds)	Average Unsignalized Intersection Delay Per Vehicle (seconds)	Descriptions of Level of Service Operations
A	≤10	≤10	Highest driver comfort. Little delay. Free flow.
B	>10 and ≤20	>10 and ≤15	High degree of driver comfort. Little delay.
C	>20 and ≤35	>15 and ≤25	Some delays. Acceptable level of driver comfort. Efficient traffic operation.
D	>35 and ≤55	>25 and ≤35	Long cycle length. Some driver frustration. Efficient traffic operation.
E	>55 and ≤80	>35 and ≤50	Approaching capacity. Notable delays. High level of driver frustration.
F	>80	>50	Break-down flow. Excessive delays.

Source: 2000 Highway Capacity Manual

LOS A through C represent minimal delays. LOS D represents an increasing amount of delay and an increasing number of vehicles stopped at the intersection. An intersection with LOS E is approaching capacity and is processing the maximum number of vehicles possible through the intersection. Level of service F means that the intersection is operating with traffic volumes in excess of capacity, meaning that it has a high level of traffic congestion. Vehicles approaching an intersection with a LOS F may have to wait for more than one signal cycle to get through the intersection.

2001 Level of Service

All signalized intersections in the study area, and several intersections adjacent to the study area were analyzed for the 2001 PM peak hour level of service. The City of Lynnwood provided most of the peak hour traffic counts; additional traffic counts were performed in October 2001 by Mirai Associates. “Synchro” software was used to determine the intersection level of service (LOS).

Most signalized intersections in the study area are operating at LOS C or better during the PM peak hour. The intersection of 196th Street SW and 44th Avenue W operates at LOS E during the PM peak hour. The three intersections of 200th Street SW and 44th Avenue W, 188th Street SW and 44th Avenue W, and 196th Street SW and the I-5 southbound off-ramp operate at LOS D during the PM peak hour. No intersection in the study area currently operates at LOS F during the PM peak hour. For the intersections in the study area, the average vehicle delay and level of service for intersections during the PM peak hour are shown in Table 3-15.

Another method that is commonly used to measure intersection performance is the volume to capacity (V/C) ratio. The V/C ratio is the flow rate divided by the capacity of the intersection. The ratio provides an indication of how well that capacity serves the number of vehicles traveling on a given facility. Figure 3-9 shows 2001 LOS and V/C ratios at the signalized intersections in the City Center.

**Table 3-15
2001 Intersection PM Peak Hour Level of Service and Average Delay**

N/S Street	E/W Street	Average Delay (seconds)	LOS	Signalized or not
44th Avenue West	200th Street SW	44	D	Signalized
44th Avenue West	196th Street SW	64	E	Signalized
40th Avenue West	196th Street SW	29	C	Signalized
36th Avenue West	196th Street SW	29	C	Signalized
I-5 SB Ramp	196th Street SW	41	D	Signalized
Poplar Way	196th Street SW	8	A	Signalized
33rd Avenue West	Alderwood Mall Blvd	6	A	Signalized
44th Avenue West	188th Street SW	31	C	Signalized
40th Avenue West	188th Street SW	19	C	Not Signalized
36th Avenue West	188th Street SW	20	C	Signalized
33rd Avenue West	188th Street SW	19	B	Signalized
44th Avenue West	194th Street SW	16	B	Signalized
48th Avenue West	194th Street SW	13	B	Not Signalized
48th Avenue West	196th Street SW	26	C	Signalized
36th Avenue West	195 th Street SW	4	A	Signalized
40th Avenue West	200th Street SW	8	A	Not Signalized

Source: Mirai Associates

Table 3-16
1985 Highway Capacity Manual Volume to Capacity

Level of Service LOS	Volume to Capacity Ratio V/C Ratio	Intersection Delay
A	0.0 – 0.60	Never Stop
B	0.61 – 0.70	Only Hesitate
C	0.71 – 0.80	Short Wait
D	0.81 – 0.90	¼ Signal Cycle Wait
E	0.91 – 1.00	½ Signal Cycle Wait
F	1.00+	1 Signal Cycle Wait

Source: 1985 Highway Capacity Manual

The City of Lynnwood adopted different standards for residential streets, arterial streets, and state facilities. The LOS for residential streets is established as LOS C. The standard for the arterial street system (collector, minor and principal) is LOS E, except for the three-hour period during peak commute periods when a LOS F is permitted.

The City Center Planning Oversight Committee, consisting of Lynnwood elected officials and representatives from business and neighborhood groups, decided to apply the level of service definitions from the 2000 Highway Capacity Manual. The 2000 HCM calculates LOS in terms of delay during the PM peak one-hour between 4 and 6 PM. The volume to capacity ratio was not used to evaluate future level of service conditions.

The Oversight Committee also adopted a LOS “policy” stating that the intersections in City Center should not be more congested in the future than the most congested intersection today. In the future, any intersection in the City Center should not have delay greater than 65 seconds. This policy is an important determinant of needed transportation improvements.

Traffic Accidents

Existing accident data for the nine intersections in the City Center were assembled and analyzed. In addition, accidents in the I-5 corridor between 196th Street SW and 220th Street SW and the on-ramps and off-ramps at 44th Avenue W were also analyzed.

Intersection Accidents

Accident data for the nine existing intersections in the City Center, provided by the City, reflects the accident history for 1999 and 2000. Table 3-17 shows the number of accidents that occurred at each of the nine intersections. The accident rate is based on the number of accidents per million vehicles entering the intersection.

**Table 3-17
Intersection Accident Analysis**

Intersection	Accidents in 1999	Accidents in 2000	East/ West Daily Traffic	North/South Daily Traffic	Accident Rate*
188th St. SW & 33 rd Ave. W	4	3	20,300	10,650	0.31
188 th St. SW & 36 th Ave. W	14	7	20,450	14,000	0.84
194 th St. SW & 44 th Ave. W	4	6	3,900	23,329	0.50
196 th St. SW & 37 th Ave. W	17	7	40,050	13,500	0.61
196 th St. SW & 40 th Ave. W	16	12	38,550	7,850	0.83
196 th St. SW & 44 th Ave. W	23	26	35,550	24,250	1.12
196 th St. SW. & 48 th Ave. W	8	13	32,950	8,300	0.70
200 th St. SW & 40 th Ave. W	2	0	20,500	11,500	0.09
200 th St. SW & 44 th Ave. W	16	30	17,400	36,210	1.18

* Number of accidents per million vehicles
Source: City of Lynnwood

Recorded intersection accident rates are typical for an urban area. The intersections at 196th Street SW/44th Avenue W and 200th Street SW/44th Avenue W experienced the most accidents and had the highest accident rates of the nine intersections. The intersection accident rates at these two locations were just over 1.0 accident per million vehicles entering the intersection.

I-5 Accident Analysis

Accident data for I-5 was obtained from WSDOT and reflects accident history from January 1, 2000 to December 31, 2002. Freeway accidents were analyzed on the I-5 corridor between SR 525 / I-405 and 220th Street SW, including the on-ramps and off-ramps at 44th Avenue W. An accident rate was calculated for two segments of the I-5 corridor adjacent to the Lynnwood City Center. Table 3-18 shows the accident analysis on the I-5 mainline and Table 3-19 shows the 2002 accident analysis for identified high accident locations near the Lynnwood City Center.

**Table 3-18
Freeway Accident Analysis, 2000-2002**

Location	Total Accidents	North/South Daily Traffic	# of Years	Accident Rate*
Mainline I-5 from 220 th St. SW. to 44 th Ave. W.	335	194,000	3	1.58
Mainline I-5 from 44 th Ave. W. to SR 525 / I-405	374	194,000	3	1.76

*Number of accidents per million of vehicle miles traveled
Source: Washington State Department of Transportation

**Table 3-19
I-5 Ramp Accident Analysis, 2002**

Location	Milepost	Total Accidents
I-5 SB Off-ramp to 220 th St. SW.	179.28 – 179.52	35
I-5 SB On-ramp from SR 524	180.77 – 181.54	16
I-5 SB Off-ramp to SR 524	181.41 – 181.80	60
I-5 SB On-ramp from SR 525	182.30 – 182.77	14
I-5 SB Off-ramp to I-405	182.31 – 183.12	37

Source: Washington State Department of Transportation

The 2002 Washington State Highway Accident Report calculates the statewide average accident rate for urban interstates at 1.37 accidents per million vehicle miles. The accident rate for the I-5 mainline, adjacent to the Lynnwood City Center was above the state average. Rear-end accidents represented approximately 60 percent of the accidents on the I-5 mainline. The majority of the accidents on I-5 ramps was rear-end or angle collisions, associated with merging traffic.

Transit Service

Transit service in the study area is concentrated at the Lynnwood Transit Center adjacent to Interstate 5. Sound Transit, and Community Transit provide service through a number of bus routes. All bus routes in the study area stop at the Lynnwood Transit Center.

Sound Transit (ST) operates several express buses along I-5 and I-405 providing regional service to Bellevue and Downtown Seattle with stops at other park-and-rides along the way.

Community Transit (CT) operates the most routes in the study area using a “hub-and-spoke” system. CT operates three bus routes that provide direct access to the University of Washington Campus, three commuter service buses (including a bus to Microsoft/Overlake), and eleven bus routes to area high schools, community colleges, ferry terminals in Edmonds/Mukilteo, and other nearby park-and-ride lots and communities. Table 3-20 summarizes the existing transit service in the Lynnwood City Center study area.

**Table 3-20
A Summary of Transit Service in Lynnwood City Center Study Area (as of 2003)**

Route # (start and end of route)	Major Stops	Weekday Frequency * (AM peak, Midday, PM peak, Evening)	Weekend Service	Weekday Service Hours (AM to PM for first and last route)
CT 110 Lynnwood Transit Center to Edmonds Senior Center	Lynnwood T.C. 48th W & 200th SW 212 th St SW & SR 99 Woodway H.S. Stevens Hospital Edmond Downtown Edmonds Library Edmonds Ferry Edmonds Sr Center	AM 30 min Mid 30 min PM 30 min Eve 60 min	None	at Lynnwood T.C. 6:17 am - 9:15 pm at Edmonds Sr Center 5:40 am - 8:40 pm
CT 112 Edmonds Community College Transit Center to Mukilteo Ferry	Edmonds C.C. T.C. Woodway H.S. Stevens Hospital 56 th Ave W & 232 nd St SW 236 th SW & 48 th Ave W 44 th Ave E & 228 th St SW Montlake Terrace H.S. Lynnwood T.C. Alderwood Mall Swamp Creek P&R 148 th SW & Hwy 99 Hwy 525 & Beverly Park Rd Hwy 525 & Front St. Harbour Pt Blvd & Chennault Beach Mukilteo Ferry	AM 20 min Mid 20 min PM 20 min Eve 60 min	Saturday, Sunday	at Edmonds C.C. T.C. 5:20 am - 10:44 pm at Lynnwood T.C. 5:25 am - 11:15 pm at Mukilteo Ferry 5:15 am - 10:29 pm
CT 114/115/116 Mays Pond to Edmonds Senior Center	Puget Park Dr & 137 th SE 148 th SE & 35 th SE Mill Creek Blvd & 161 st SE 164 th SE & Mill Creek Blvd Ash Way P&R Swamp Creek P&R Lynnwood T.C. Edmonds C.C. 196 th SW / Hwy 99 Edmond Ferry Edmonds Sr Center	AM 15 min Mid 15 min Pm 15 min Eve 30 min	Saturday, Sunday	at Mays Pond 5:15 am - 8:59 pm at Mill Creek 5:05 am - 10:44 pm at Edmonds Sr Center 5:13 am - 10:52 pm
CT 118 Aurora Village Transit Center to Ash Way Park & Ride	Aurora Village T.C. Woodway H.S. Lynnwood T.C. SR 99 Ash Way P&R	AM 30 min Mid 30 min PM 30 min Eve 60 min	Saturday, Sunday	at Aurora Village T.C. 5:32 am - 8:47 pm at Ash Way P&R 5:49 am - 8:44 pm
CT 120/121 Lynnwood Transit	Lynnwood T.C. Across Brier Roads no	AM 30 min Mid 30 min	Saturday, Sunday	at Lynnwood T.C. 5:37 am - 9:15 pm

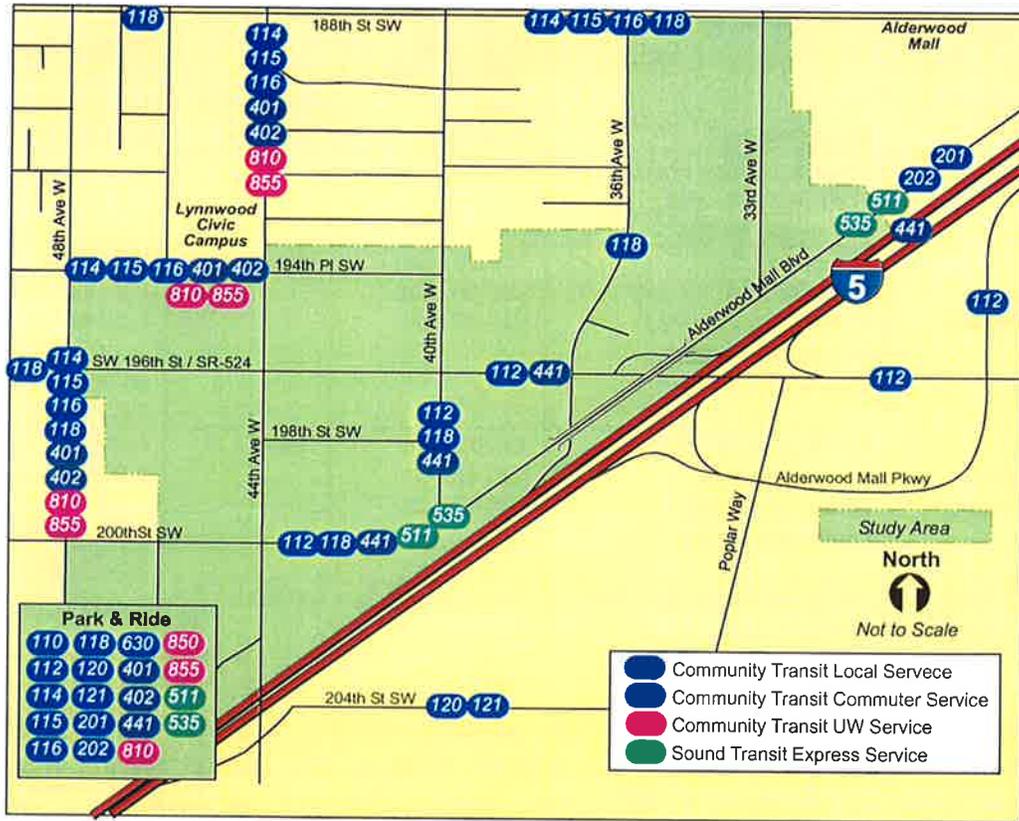
Route # (start and end of route)	Major Stops	Weekday Frequency * (AM peak, Midday, PM peak, Evening)	Weekend Service	Weekday Service Hours (AM to PM for first and last route)
Center to UW Bothell / Cascadia College	freeway Canyon Park P&R Beardslee Blvd & 104 th NE UW Bothell/Cascadia CC	PM 30 min Eve 60 min		at UW Bothell 5:10 am - 10:10 pm
CT 201/202 Lynnwood Transit Center to Smokey Point	Lynnwood T.C. Ash Way P&R Mariner P&R Everett Station State & 5 th State & 100 th Smokey Point T.C. Stillaguamish Senior Center	AM 30 min Mid 15 min PM 15 min Eve 60 min	Saturday, Sunday	at Lynnwood T.C. 5:54 am - 9:35 pm at Everett Station 5:01 am - 10:13 pm at Smokey Point T.C. 4:58 am - 9:20 pm
CT 401/402 164 th SW & Spruce Way to Downtown Seattle	164 th SW & Spruce Way Lynnwood T.C. Downtown Seattle	AM 5 min PM 5 min	None	at Lynnwood P&R 5:13 am - 8:30 am at Downtown Seattle 2:39 pm - 6:30 pm
CT 441 Edmonds Park & Ride to Overlake/Redmond	Edmonds P&R Lynnwood T.C. Canyon Park P&R Microsoft Overlake P & R	AM 2 buses PM 2 buses	None	at Edmonds P&R 6:24 am - 6:54 am at Overlake/Redmond 4:35 pm - 5:10 pm
ST 511 Ash Way Park & Ride to Downtown Seattle	Ash Way P&R Lynnwood T.C. 145 th ST Fwy Station NE 45 th Fwy Station Downtown Seattle	AM 30 min Mid 30 min PM 30 min Eve 30/60 min	Saturday, Sunday	at Ash Way P&R 5:09 am - 10:09 pm at Downtown Seattle 6:02 am - 11:31 pm
ST 535 Lynnwood Transit Center to Bellevue Transit Center	Lynnwood T.C. Alderwood Mall Canyon PK P& R UW Bothell Campus Kingsgate Station Bellevue T.C.	AM 30 min Mid 60 min PM 30 min Eve 60 min	Saturday, Sunday	at Lynnwood T.C. 5:15 am - 9:21 pm at Bellevue T.C. 5:52 am - 10:21 pm
CT 630 Lynnwood Transit Center to Edmonds Community College Transit Center	Lynnwood T.C. 56 th W & 232 nd SW Mountlake Terr P&R Aurora Village T.C. 100 th W & Edmonds Way Edmonds Sr Ctr 212 th SW & 84 th W Edmonds C.C. T.C.	AM 30 min Mid 30 min PM 30 min Eve 60 min	Saturday, Sunday	at Lynnwood T.C. 6:15 am - 9:15 pm at Edmonds C.C. 5:02 am - 8:02 pm
CT 810 McCullum Park & Ride to University District	McCullum P&R Mariner P&R Ash Way P&R Swamp Creek P&R Lynnwood T.C. Edmonds P&R	60 min all day	None	at McCullum P&R 9:05 am - 4:05 pm at University District 10:45 am - 11:45 am 5:45 pm - 9:45 pm

Route # (start and end of route)	Major Stops	Weekday Frequency * (AM peak, Midday, PM peak, Evening)	Weekend Service	Weekday Service Hours (AM to PM for first and last route)
	Mountlake Terr P&R University District University of WA			
CT 850 Lynnwood Transit Center to University District	Lynnwood T.C. Hwy 99/ 220 th St SW Mountlake Terr P&R University District University of WA	AM 30 min Mid 60 min PM 30 min	None	at Lynnwood T.C. 5:58 am - 6:38 am 7:16 pm - 8:33 pm at University District 12:35 pm - 5:15 pm
CT 855 Lynnwood Transit Center to University District	44 th W & 168 th SW Lynnwood T.C. University District University of WA	AM 30 min Mid 60 min PM 30 min	None	at 44 th W & 168 th SW 5:57 am - 8:32 am at University District 12:33 pm - 5:30 pm

* AM peak 6-9 am; PM peak 3-6; Midday hour 12-1pm; Evening 7pm and later
Source: Community Transit

All bus routes in the City Center study area are mapped in Figure 3-10. Transit service to regional destinations includes downtown Seattle, Bellevue, and Everett; the University of Washington; and to the cities of Mill Creek, Bothell, Edmonds and Mukilteo. The total number of buses at the Lynnwood Park-and-Ride each weekday is 714.

Figure 3-10. Bus Routes in the City Center Area (as of 2003)



Source: Community Transit

Lynnwood Park-and-Ride Transit Service and Ridership

Community Transit reports the total ridership in the county was over 7 million in 2003. Over 1.0 million riders, or nearly 15 percent of the total riders on the Community Transit system, take a bus at the Lynnwood Transit Center. The Fall 2002 survey indicated that twenty-five percent of the passengers using this park-and-ride are from the Lynnwood area. The majority of passengers are regional travelers. The park-and-ride is categorized as a major regional transit center, among the top four largest in the state. Table 3-21 summarizes the total number of buses, along with the percentage of the daily service, from the Lynnwood Park-and-Ride to other cities in the region.

Table 3-21

Summary of Service from Lynnwood Park-and-Ride to Regional Destinations

Bus Route Destination	Route Number(s)	Number of Buses	Percentage of Service
Downtown Edmonds & Ferry Terminal	110; 114/115/116; 630	237	33 %*
Downtown Mukilteo & Ferry Terminal	112	88	12 %
Downtown Everett	201/202	66	9 %
Mill Creek	114/115/116	121	17 %
Downtown Seattle	401/402; ST 511	114	16 %
University of Washington	810; 850; 855	44	6 %
Bellevue Transit Center	ST 535	46	6 %
Bothell/UW/Cascadia	120/121; ST 535	59	8 %**
Overlake/Microsoft	441	4	> 1 %

* Includes Mill Creek Transit Routes that stop at Lynnwood Transit Center

** Includes Bellevue Transit Routes that stop in Bothell and Lynnwood Transit Center

Source: Community Transit

Service Improvements by Community Transit

Since February 2003, Community Transit has implemented its biggest service expansion in over 10 years, including additional service to the Alderwood Mall area. Within the City Center study area, the service increases would only impact the Lynnwood Park and Ride and 48th Avenue W. In general, the combination of several parallel routes will improve service frequencies to 15 to 20 minutes on weekdays to/from the Lynnwood P&R and Mill Creek, Edmonds, and Marysville to the north. The increases frequencies will give commuters better connections with Sound Transit service.

Route 112 (previously 140 and 170)

Route 140 between Lynnwood and Edmonds Community College (via Mountlake Terrace) and Route 170 between Lynnwood and Mukilteo has been combined into Route 112. Service frequencies have improved to every 20 minutes weekdays (instead of 30) and every 30 minutes Saturdays (instead of 60). Two additional night trips have been added between Mukilteo and Lynnwood extending service until 11:15pm weekdays and allowing connections with ST Express service from Seattle and Bellevue and with Community Transit service from the University District.

Route 115 (160 and 180)

Route 160 between Mill Creek and Lynnwood and Route 180 between Edmonds and Lynnwood has been combined into the new routes 115 and 116. Service frequencies have improved between Edmonds and Mill Creek with the parallel Routes 115 and 116. With the two routes combined, frequencies are every 15 minutes weekdays (instead of 30) and every 30 minutes Saturdays (instead of 60). Service levels through the Mill

Creek loop are 30 minutes weekdays and 60 minutes Saturday and Sunday. See Routes 116 and 118.

Route 116 (160 and 180)

Route 116 parallel Route 115 weekdays and Saturdays, but does not serve the Mill Creek loop. It operates between Edmonds and 164th Street SW & SR-527. Two additional night trips have been added between Lynnwood and Edmonds and between Lynnwood and Mill Creek Center, extending service until 11:15pm weekdays and allowing connections with ST Express service from Seattle and Bellevue and with Community Transit service from the University District. See Route 115.

Route 118 (620 and 621)

Route 118 replaced the southern portion of Routes 620 and 621. It included minor route modifications to provide service on 196th Street SW between 68th Avenue W and 48th Avenue W (instead of on 200th Street SW which are provided by Routes 115 and 116) and expanded service to Alderwood Mall. Service is every 30 minutes weekdays and Saturdays and every 60 minutes Sundays. See Route 201.

Route 201 and 202 (210, 620, 621)

Route 201 provides a fast link, no-transfer ride between north and south county connecting major activity and employment centers including the Alderwood Mall. This route operates every 30 minutes weekdays and every 60 minutes weekends and travel via I-5 between Marysville (4th St) and Everett Station then continue to south county via I-5, Mariner Park & Ride, Ash Way Park & Ride, Alderwood Mall to the Lynnwood Transit Center. Route 202 parallels Route 201 between Marysville and Everett Station offering service at 15 minute frequencies weekdays and every 30 minutes nights and weekends. See Routes 202 and 200.

Sound Transit Regional Express Lynnwood Project

The existing Lynnwood Transit Center is located south of 200th Street SW, between 44th Avenue W and 48th Avenue W and is bordered on the south by I-5. The site is just over 12 acres and is operated by Community Transit. Local access for all vehicles is along 48th Avenue W and 46th Avenue W; the access for transit to the southbound I-5 lanes is provided by a ramp located at the northeast corner of the lot. The existing transit facility has 17 bus bays. The existing parking capacity is for 965 vehicles and current parking operations are estimated at approximately 103 percent of capacity. Sound Transit has developed a plan to expand the existing Lynnwood Park-and-Ride Lot. The Sound Transit Lynnwood Project consists of three elements:

- An expanded transit center with more bus bays in a centralized location, larger passenger waiting areas, better weather protection, improved lighting, public art, and up to 300 new parking spaces.
- New ramps providing direct access to the I-5 HOV lanes for buses and high-

occupancy-vehicles (HOV).

- Improvements to the existing park-and-ride lot.

Sound Transit is now expanding the park-and-ride lot and constructing a new transit center located on a five-acre parcel directly north of the existing park-and-ride between 46th and 48th Avenues W, formerly occupied by the Lynnwood Technical Center. The site plan is shown in Figure 3-11. New transit ramps are being built by WSDOT. Sound Transit prepared an environmental assessment (EA) to comply with NEPA and the Federal Highways Administration issued a *Finding of No Significant Impact* (FONSI) in September 2000.

Figure 3-11. Lynnwood Transit Center Site Plan



Source: Sound Transit

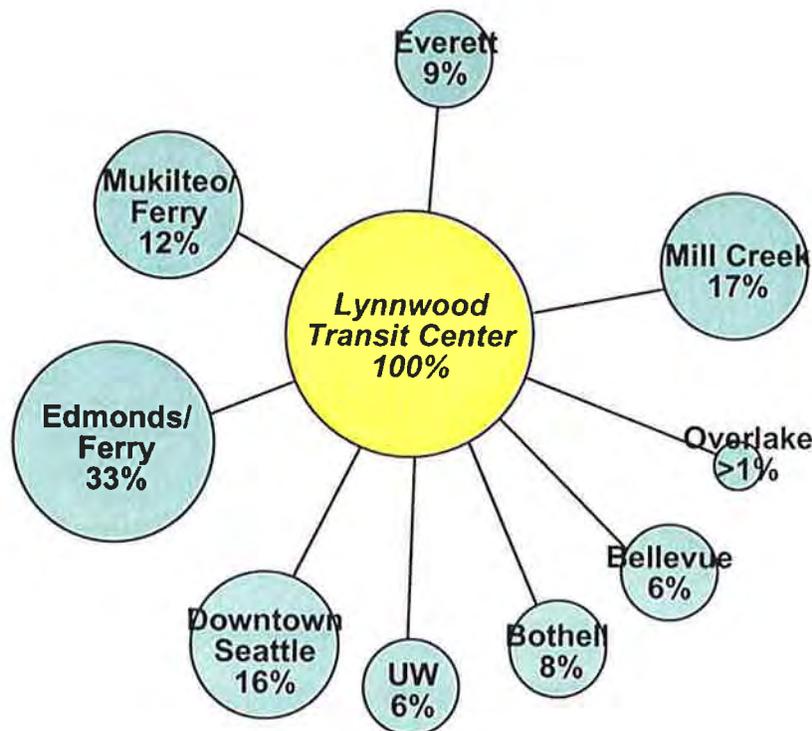
The greatest percentage of the regional buses using the Lynnwood Transit Center travel to Edmonds followed by Mill Creek and Downtown Seattle. Figure 3-12 shows the percentage of buses for each regional destination to/from the Lynnwood Transit Center.

Summary of Existing (2003) Transit Service

The following observations can be made about the transit system:

- All buses in the study area (local and regional) stop at the Lynnwood Transit Center; Community Transit and Sound Transit provide 19 bus routes.
- Annually, over one million people go through the Lynnwood Transit Center.
- 25% of the riders using the Lynnwood Transit Center are from the Lynnwood area.
- Community Transit’s local routes with the highest daily ridership that traverse the Lynnwood City Center study area are (in descending order): Edmonds Community College Transit Center to Mukilteo Ferry (CT 112); Aurora Village Transit Center to Ash Way Park & Ride (CT 118); Lynnwood Transit Center to Edmonds Community College Transit Center (CT 630); Mays Pond to Edmonds Senior Center (CT 115); Lynnwood Transit Center to Smokey Point (CT 201); Lynnwood Transit Center to Smokey Point (CT 202); Lynnwood Transit Center to Edmonds Senior Center (CT 110); Mays Pond to Edmonds Senior Center (CT 116); Mays Pond to Edmonds Senior Center (CT 114); Lynnwood Transit Center to UW Bothell / Cascadia College (CT 121); Lynnwood Transit Center to UW Bothell / Cascadia College (CT120).

Figure 3-12. Percentage of Transit Service and Regional Destinations



Source: Community Transit

- Commuter routes from the transit center (in the AM or PM peak period) traveling east to Bothell/Bellevue on I-405 make one additional stop for passengers at 18600 Alderwood Mall Parkway before entering the freeway.

- Two bus routes (CT 112, 118) provide local transit service directly through the study area. Some routes are near the City Center with a short walk to the downtown area. These routes, at the edge of the study area, leave the Lynnwood Transit Center, proceed on 48th Avenue W, turn onto 194th Street SW, turn north on 44th Avenue W, and proceed north past the Lynnwood Civic Center (CT 114/115/116, 401/402, 810, 855)
- Most of the service from the Lynnwood Transit Center is for regional travel to destinations such as Everett, Bellevue, downtown Seattle, or UW during the AM and PM peak periods. Most local routes that provide all day service have 30-minute headways or less.
- 714 buses pass through the Lynnwood Transit Center and the study area each day.

Pedestrian and Bicycle Facilities

Sidewalks exist on both sides of the streets along nearly all of the arterials in the City Center. In most cases the sidewalks are directly adjacent to the streets, or separated by a curb; there are few or no street planter strips in the area. Pedestrian push buttons and crosswalks are generally provided at the signalized intersections.

Like other suburban cities, Lynnwood developed over time as an auto-oriented community. More emphasis has been placed on getting to places by car and less emphasis on pedestrian connections. Generally, walking from point to point in Lynnwood can often be a challenge. There are many curb cuts along the arterials in the City Center to provide access to businesses. This creates an unfriendly walking, and possibly dangerous, environment with all of the vehicles crossing sidewalks to enter and exit driveways. The high volume and turning movements of traffic at intersections also add challenge to crossing intersections safely. There are a dozen signalized intersections in the City Center, and crossing the street at an unsignalized intersection, with no signal phase to protect pedestrians, can be dangerous.

The existing orientation and location of buildings in the City Center sets back shops and businesses from the streets and the sidewalks, and locates parking lots in between the buildings and the sidewalks. This forces pedestrians to walk through the parking lot to get to the shops and businesses.

There are no dedicated bike lanes on any of the arterial streets in the City Center. The limited street shoulders, high traffic volumes, and the frequent curb cuts make bicycle travel difficult. The Interurban Trail is a multi-use trail available for walking, jogging, and bicycling. The trail travels along the west side of I-5 within the City Center, and is approximately 13 miles in total length, with 3.8 miles within the City of Lynnwood. The Interurban Trail continues north from Lynnwood's Maple Road to 84th Street SW in Everett. Although currently unfunded, the City of Lynnwood and WSDOT are planning a bridge to connect two segments of the Interurban Trail; that bridge would cross over 44th Avenue W near I-5.

Planned Facility Improvements

Three transportation facility improvements are planned in the study area. The plans are outlined in the City of Lynnwood *2002-2007 Six-Year Transportation Improvement Plan (TIP)*.

The first will add an additional southbound lane on 44th Avenue W, with the intent to improve traffic flow, increase safety at the site, and decrease congestion problems. The additional lane will be from mid-block of 194th Street SW and 196th Street SW to 200th Street SW. This lane will serve as a right turn lane both at the intersection of 44th Avenue W and 196th Street SW, and at 44th Avenue W and 200th Street SW. The target completion date for this project has been delayed.

A second project will construct a pedestrian bridge over 44th Avenue W north of I-5 to connect the Interurban Trail. This project will provide a pedestrian/bicycle link across 44th Avenue W, where high traffic volumes are making pedestrian and bicycle crossings difficult. This project is currently being designed. Construction funding has not been secured at this time.

A project at the I-5 Southbound off-ramp and 196th Street SW grade separates southbound to eastbound 196th Street SW. The roadway at 196th Street SW was widened west of the southbound off-ramp to allow the westbound right turn to free flow onto 196th Street SW and the existing traffic signal was removed at the off-ramp. The project is fully funded and has been completed in 2003. Another related improvement is "Phase C" of the I-5/ 196th Street SW interchange improvements, which will involve the construction of collector distributor lanes along I-5. The collector distributor lanes will create a direct connection between I-405 and 196th Street SW. When the project is completed, traffic will be able to merge more efficiently. At project completion, two additional lanes will be added, one in the northbound direction and the other in the southbound direction. (The southbound collector distributor lanes and off-ramp at 196th Street SW are currently under construction.)

As described in the Transit section, Sound Transit has plans to improve the existing Lynnwood Park-and-Ride and construct direct HOV access ramps to southbound I-5 at the park-and-ride for transit and other high occupancy vehicles.

There is an unfunded City of Lynnwood and WSDOT project on the Interurban Trail to construct a bridge over 44th Avenue W near I-5 to connect the two segments of the trail.

Significant Impacts of the Alternatives – Future Conditions and Mitigation Incorporated into the Alternatives

The Draft SEIS includes analysis of the following alternatives: No Action (2020), the O.C. Preferred Alternative/Medium Intensity (2020), and Alternative C/High Intensity (2010 and 2020), which represents a "worst case" in terms of impacts and level of needed improvements. Modeling of this range of alternatives was felt to provide a means of

examining the impacts of growth in the City Center over different time periods (2010 and 2020), and for different mixes of land use and intensity. In particular, it was intended to test traffic operations and required improvements for the most intensive City Center growth scenario (Alternative C). The different City Center land use patterns would not produce significant differences in transportation impacts. Alternative A was estimated to be substantially similar to No Action and would not likely show a meaningful distinction; it was not modeled independently.

Given the land use mix, the Lynnwood trip generation model was then utilized to see where trips were predicted to occur. The Lynnwood trip generation model was designed to predict peak one-hour vehicle trips originating from and to a destined zone. Trip generation rates were developed for seven different employment land use categories and two housing types. The trip distribution model is a traditional gravity model that has been calibrated by the Lynnwood staff. The trip distribution model estimates the number of trip interchanges between all the trip types between all zones. Trips are estimated as a function of congested time.

2020 No Action Traffic Impacts

The Draft SEIS No Action alternative is based on the land use assumptions indicated in Table 1-2 of the Draft SEIS (a total of 1.6 million square feet of office, 1.5 million square feet of retail, 200,000 square feet of institutional/convention center, and no new residential). It assumes the transportation improvements programmed in Lynnwood's 6-year Transportation Improvement Plan.

Transportation Improvements

No Actions assume that only currently programmed improvements identified in the adopted TIP would be implemented. These are limited to:

- Add a southbound lane on 44th Avenue W from 195th Street SW to I-5 on-ramp; and
- Install two signals at 40th Avenue W and 188th Street SW, and 40th Avenue W and 200th Street W.

Intersection Level of Service

Table 3-22 compares projected level of service for No Action in 2020 with existing (2001) levels of service.

Under No Action, the intersections in the City Center will become more congested than today's levels in general. The intersection of 44th Avenue W and 196th Street SW will operate at LOS F (with significant delay) and the intersection of 44th Avenue W and 200th Street will operate at LOS E. As shown in the table, many other intersections will experience degradations of levels of service compared to existing conditions.

**Table 3-22
2020 No Action PM Peak Hour Level of Service and Delay**

N/S Street	E/W Street	2020 No Action		Existing (2001)	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
44th Avenue West	200th Street SW	64	E	44	D
44th Avenue West	196th Street SW	91	F	64	E
40th Avenue West	196th Street SW	53	D	29	C
36th Avenue West	196th Street SW	33	C	29	C
I-5 SB Ramp	196th Street SW	28	C	41	D
Poplar Way	196th Street SW	18	B	8	A
33rd Avenue West	Alderwood Mall Blvd	7	A	6	A
44th Avenue West	188th Street SW	42	D	31	C
40th Avenue West	188th Street SW	31	C	19	C
36th Avenue West	188th Street SW	24	C	20	C
33rd Avenue West	188th Street SW	26	C	19	B
44th Avenue West	194th Street SW	20	C	16	B
48th Avenue West	194th Street SW	19	C	13	B
48th Avenue West	196th Street SW	31	C	26	C
36th Avenue West	195 th Street SW	10	A	4	A
40th Avenue West	200th Street SW	15	B	8	A

Source: Mirai Associates

2010 City Center Alternatives - Traffic Impacts

Growth Projections

It was determined that a midpoint year impact analysis (2010) would be useful for the EIS and could help suggest the timing of needed transportation improvements and mitigation requirements for the most intensive City Center growth scenario. 2010 land use projections are shown in Table 3-23.

**Table 3-23
2010 Land Use Assumptions for City Center Alternatives**

Land Use Category	Building Floor Area/Unit
Office	2.0 million square feet
Retail	1.5 million square feet
Residential	1,000 units
Convention Center	108,000 square feet

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

Projected land uses were allocated to the Lynnwood model traffic analysis zones. For areas outside the City Center, Puget Sound Regional Council 2010 growth forecasts were applied to the Lynnwood travel demand forecasting model.

Transportation Improvements

The Lynnwood travel forecasting model assumed the transportation improvements shown below, in addition to the programmed improvements in the TIP, would be completed by 2010. These improvements were derived from the level of service analysis for No Action described above and the 2020 Alternative C described below. It was assumed that it would take more than 10 years to design and construct needed regional transportation facilities, such as the new ramps on I-5. Therefore, the 2010 transportation improvements did not include the 2020 facilities located in the State right-of-way and the facility improvements related to the regional facilities. It was also assumed that the levels of office employment growth in 2010 would not be large enough to justify or support widespread parking charges on office employees in 2010.

- 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 Avenue W to 5 lanes from 179th Street SW to 164th Street SW.
- Widen 196th Street SW to 7 lanes from 48th Avenue W to 37th Avenue W.
- At 200th Street SW / 44th Avenue W intersection, add a “left-turn only” lane to westbound approach and delete split phasing of traffic signal.
- Widen northbound lane on 44th Avenue W from I-5 to 194th Street SW to form a 7-lane roadway.
- Add a northbound/southbound left turn lane to form double left turn lanes at the 44th Avenue W and 196th Street SW intersection.
- Install a traffic signal at 48th Avenue W and 194th Street SW intersection.
- Install a traffic signal at 40th Avenue W and 200th Street SW intersection.
- Add local streets within the City Center to form refined street grids. (Figure 3-13 shows the internal streets assumed in the model network.)
- Assume increases in local transit service according to the currently adopted plan.

For the 2010 analysis, it was assumed that parking cost would remain free for office and retail workers within the City Center.

Figure 3-13. Street Grids Assumed for the 2010 City Center Alternatives



Source: Mirai Associates

Intersection Level of Service

Table 3-24 shows the results of the levels of service calculation for City Center Alternatives in 2010.

**Table 3-24
2010 City Center Alternatives – PM Peak Hour Intersection Level of Service and Delay**

N/S Street	E/W Street	2010 Alternatives		Existing (2001)	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
44th Avenue West	200th Street SW	40	D	44	D
44th Avenue West	196th Street SW	61	E	64	E
40th Avenue West	196th Street SW	36	C	29	C
36th Avenue West	196th Street SW	38	D	29	C
I-5 SB Ramp	196th Street SW	14	B	41	D
Poplar Way	196th Street SW	14	B	8	A
33rd Avenue West	Alderwood Mall Blvd	9	A	6	A
44th Avenue West	188th Street SW	49	D	31	C
40th Avenue West	188th Street SW	15	B	19	C
36th Avenue West	188th Street SW	24	C	20	C
33rd Avenue West	188th Street SW	33	C	19	B
44th Avenue West	194th Street SW	29	C	16	B
48th Avenue West	194th Street SW	14	B	13	B
48th Avenue West	196th Street SW	38	D	26	C
36th Avenue West	195 th Street SW	12	B	4	A
40th Avenue West	200th Street SW	11	B	8	A

Source: Mirai Associates

Summary - 2010 Traffic Impacts & Mitigation

The intersection level of service calculations shown in Table 3-25 indicate that, if all of the transportation improvements assumed in the model network for City Center Alternatives were constructed and completed by 2010, no intersection in the City Center would operate at LOS F. One intersection, at 44th Avenue W and 196th Street SW, however would operate at LOS E, nearly the same as the existing LOS. All the other intersections would operate at LOS D or better during the weekday PM peak hour. This condition satisfies the goal established by the Oversight Committee. The City’s traffic congestion/concurrency standard, as described previously, permits signalized

intersections to operate at LOS F during the peak commute periods. Therefore, 2010 traffic conditions would meet the City's adopted concurrency standard. It is not anticipated that additional mitigation would be needed. Funding sources for the transportation improvements would need to be identified, however.

Prior to 2010, the City of Lynnwood would need to program two arterial street widening projects through the City Center area: 196th Street SW and 44th Avenue W. In addition, it is important to improve the capacity of the following two intersections: 44th Avenue W and 200th Street SW; and 44th Avenue W and 196th Street SW. The City and property owners should work together to develop a more refined street grid system with local streets internal to the current "mega" blocks so that driveways on the arterials will be reduced, pedestrian circulation will be encouraged, and vehicle safety will be increased. The following unsignalized intersections will need to be signalized by 2010: 40th Avenue W and 188th Street SW; 48th Avenue W and 194th Street SW; and 40th Avenue W and 200th Street SW.

While the 2010 City Center Alternatives analysis did not assume significant shifts from single occupant driving to transit and ridesharing, the use of transit and carpools will become an important means of reducing congestion as the City Center grows and the employment base expands. The 2010 model assumed that parking would be provided free of charge to employees throughout the City Center. The mode share of the commuters under this assumption would remain the same as today. It is estimated that the current transit mode split is about 2 percent for those who work in the City Center. Beyond 2010, it would be necessary to impose parking charge to employees, in order to encourage SOV commuters to shift to transit and carpools. It is assumed that employee parking costs would be increased to an average of \$10 per day (current dollar value) from 2010 to 2020.

2020 Alternative C

2020 Land Use

Land use assumptions for Alternative C in 2020 are described in Table 1-2 of the Draft SEIS.

Transportation Improvements Assumed for Alternative C

As described previously, several model runs were made to identify the transportation improvements needed to accommodate the land use growth in Alternative C. The model runs, which were presented to the City Center Oversight Committee, included combinations of street improvements and other actions to reduce vehicle trips. The transportation improvements assumed to be included in Alternative C are the result of that analysis and are listed below. The goal set by the City Center Oversight Committee was to find the most effective way to achieve 2020 PM peak hour levels of service which would be the same as or better than today's levels of service. The transportation improvements identified below and depicted in Figure 3-14 would achieve that goal.

Figure 3-14. Transportation Improvements Assumed for Alternative C



Source: Mirai Associates

- 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 Avenue W to 5 lanes from 179th Street SW to 164th Street SW.
- Widen 196th Street SW to 7 lanes from 48th Avenue W to 37th Avenue W.
- At 200th Street SW / 44th Avenue W intersection, add a “left-turn only” lane to westbound approach and delete split phasing of traffic signal.
- Add a second “left turn only” lane for the northbound and southbound approaches at the 196th Street SW / 44th Avenue W intersection.
- Widen northbound 44th Avenue W to add a through lane from I-5 to 194th Street SW. (An additional southbound lane on 44th Avenue W is programmed as part of the current TIP.)
- Install a traffic signal at 48th Avenue W and 194th Street SW intersection.
- Install a traffic signal at 40th Avenue W and 200th Street SW intersection.
- Complete street grids as defined for Alternative C.
- Assume \$10 per day parking cost.
- Assume 100 percent increase in local transit service.
- Build a northbound on-ramp to I-5 from 44th Avenue W.
- Build a southbound off ramp from I-5 to 200th Street SW.

- Widen 200th Street SW to 5 lanes from 48th Avenue W to SR 99.

Intersection Level of Service for Alternative C

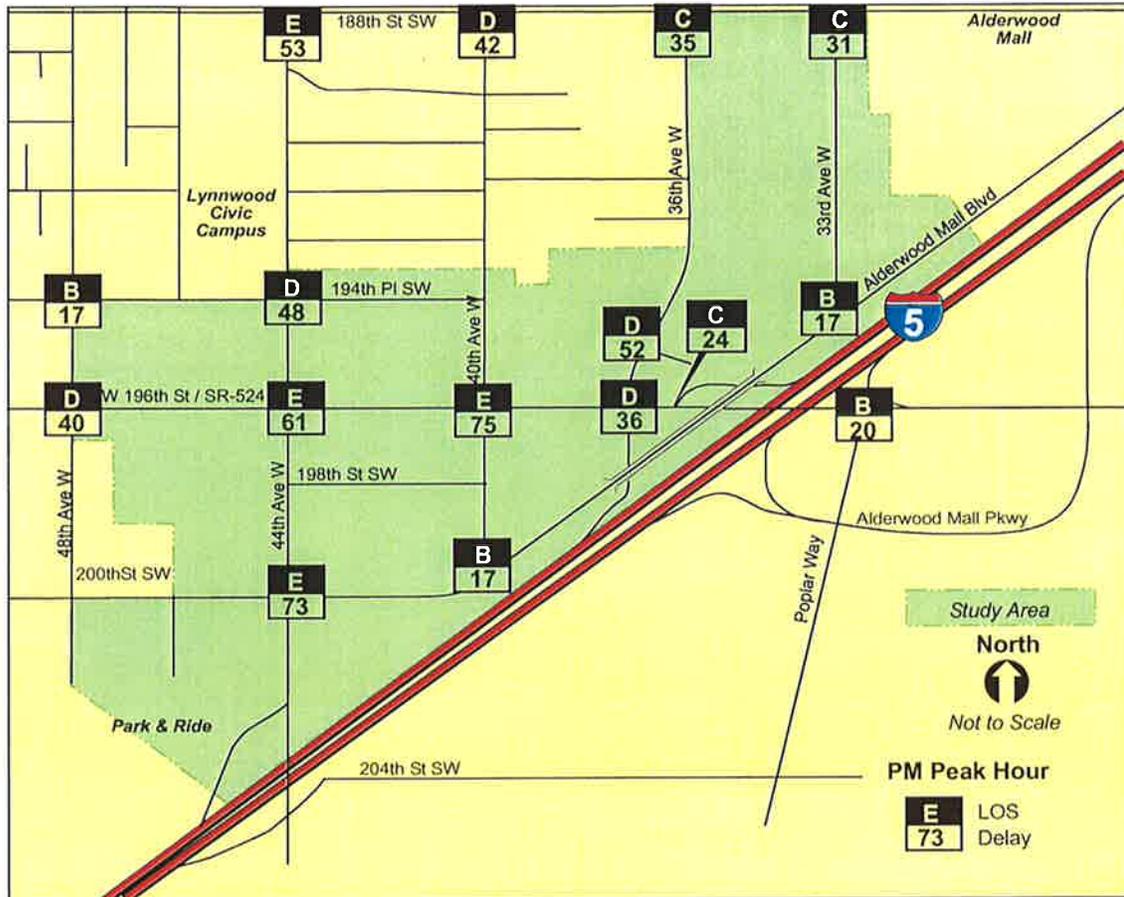
Table 3-25 and Figure 3-15 show projected PM peak hour levels of service using the forecasted traffic volumes from the 2020 Lynnwood model for Alternative C with the transportation improvements listed above.

**Table 3-25
2020 PM Peak Hour Intersection Levels of Service and Delay for Alternative C,
Compared with Existing Levels of Service**

N/S Street	E/W Street	2020 Alternative C		Existing (2001)	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
44th Avenue West	200th Street SW	73	E	44	D
44th Avenue West	196th Street SW	61	E	64	E
40th Avenue West	196th Street SW	75	E	29	C
36th Avenue West	196th Street SW	36	C	29	C
I-5 SB Ramp	196th Street SW	24	C	41	D
Poplar Way	196th Street SW	20	B	8	A
33rd Avenue West	Alderwood Mall Blvd	17	B	6	A
44th Avenue West	188th Street SW	53	D	31	C
40th Avenue West	188th Street SW	42	D	19	C
36th Avenue West	188th Street SW	35	C	20	C
33rd Avenue West	188th Street SW	31	C	19	B
44th Avenue West	194th Street SW	48	D	16	B
48th Avenue West	194th Street SW	17	B	13	B
48th Avenue West	196th Street SW	40	D	26	C
36th Avenue West	195 th Street SW	52	D	4	A
40th Avenue West	200th Street SW	17	B	8	A

Source: Mirai Associates

Figure 3-15. 2020 Alternative C PM Peak Hour Level of Service and Delay



Source: Mirai Associates

O.C. Preferred Alternative (Medium Intensity)

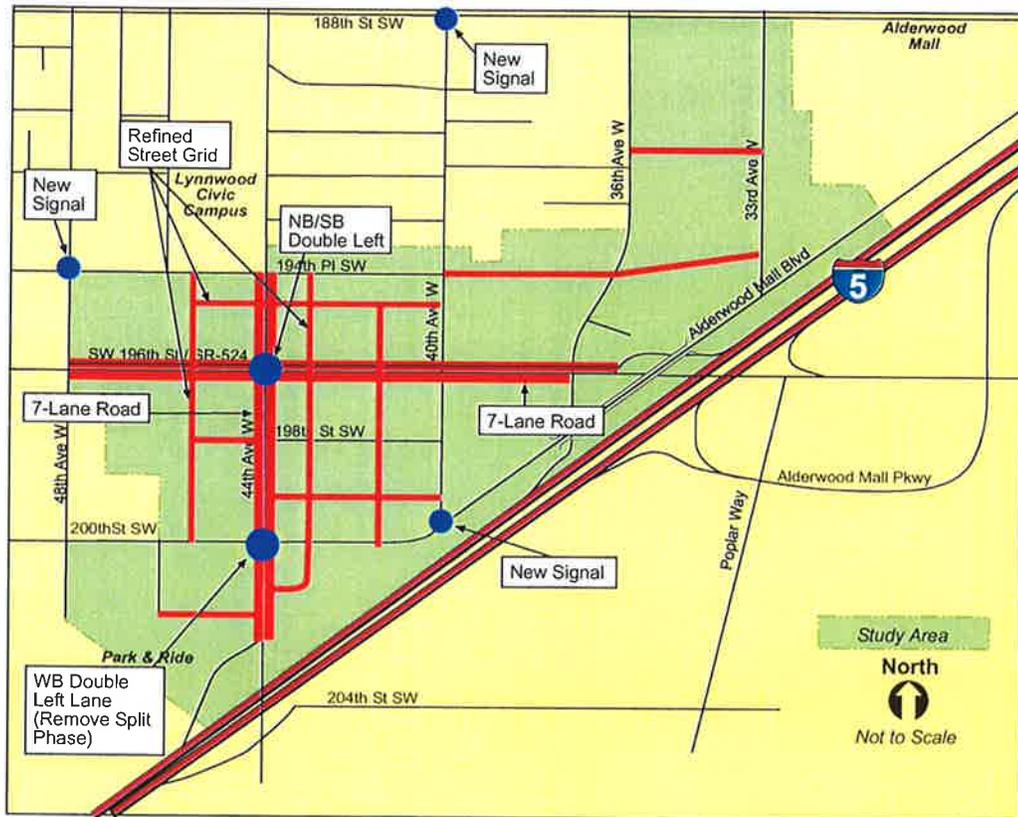
2020 Land Use

Land use assumptions in 2020 for the O.C. Preferred Alternative (Medium Intensity) are described in Table 1-2 of the Draft SEIS.

Transportation Improvements Assumed for the O.C. Preferred Alternative

Because the O.C. Preferred Alternative assumes less land use growth than Alternative C, it was determined that the full set of the transportation improvements – primarily the major regional transportation improvements – identified for Alternative C would not be needed to meet adopted standards and satisfy the level of service goal established by the City Center Oversight Committee. Based on the levels of service analyses for Alternative C, the following subset of transportation improvements were identified for the O.C. Preferred Alternative. The transportation improvements identified below and depicted in Figure 3-16 would achieve that goal.

Figure 3-16. Transportation Improvements Assumed for the O.C. Preferred Alternative



Source: Mirai Associates

- 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 Avenue W to 5 lanes from 179th Street SW to 164th Street SW.
- Widen 196th Street SW to 7 lanes from 48th Avenue W to 37th Avenue W.
- At 200th Street SW / 44th Avenue W intersection, add a “left-turn only” lane to westbound approach and delete split phasing of traffic signal.
- Add a second “left turn only” lane for the northbound and southbound approaches at the 196th Street SW / 44th Avenue W intersection.
- Widen northbound 44th Avenue W to add a through lane from I-5 to 194th Street SW. (An additional southbound lane on 44th Avenue W is programmed as part of the current TIP.)
- Install a traffic signal at 48th Avenue W and 194th Street SW intersection.
- Install a traffic signal at 40th Avenue W and 200th Street SW intersection.
- Complete street grids as defined for Alternative C.
- Assume \$10 per day parking cost.
- Assume 100 percent increase in local transit service.

Levels of Service for the O.C. Preferred Alternative

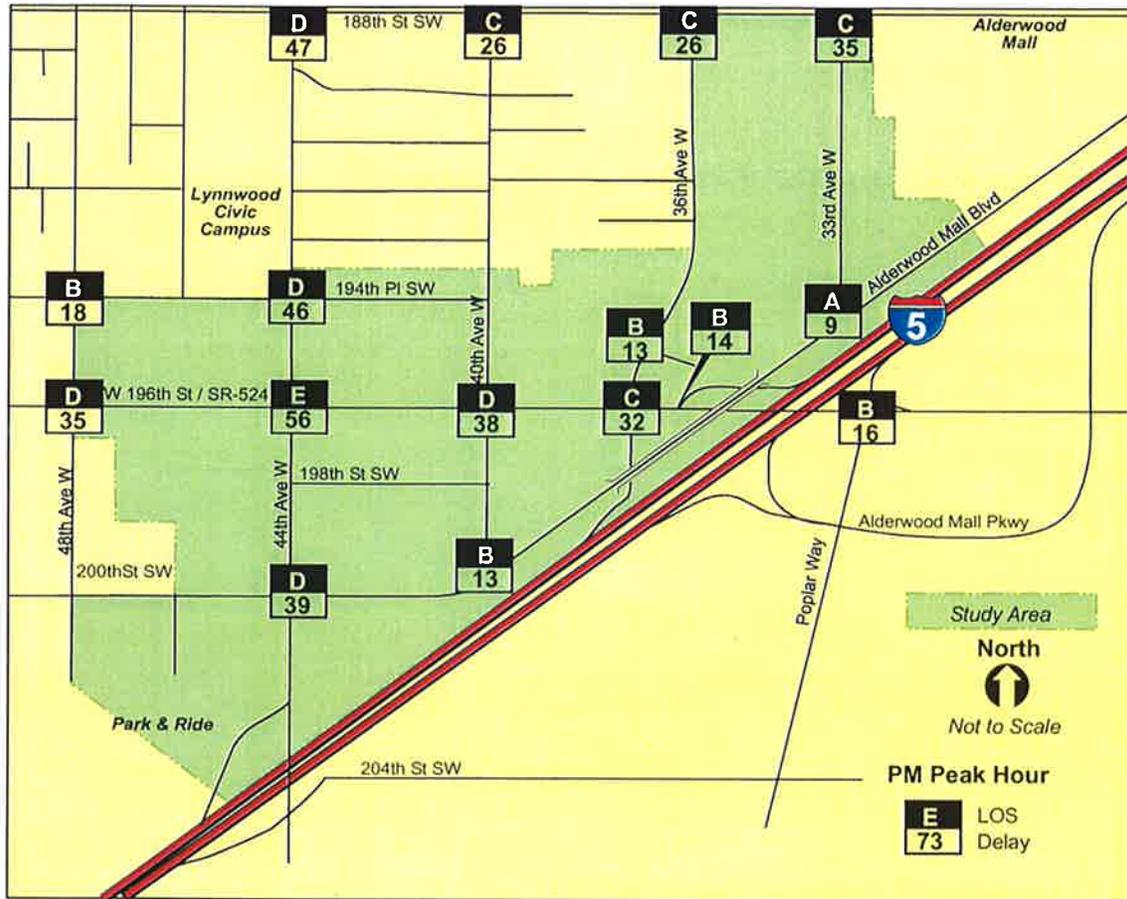
Table 3-26 and Figure 3-17 shows projected PM peak hour levels of service using the forecasted traffic volumes from the 2020 Lynnwood model for the O.C. Preferred Alternative with the transportation improvements listed above.

**Table 3-26
2020 PM Peak Hour Intersection Levels of Service and Delay for O.C. Preferred Alternative, Compared with the Existing Levels of Service**

N/S Street	E/W Street	2020 O.C. Preferred Alternative		Existing (2001)	
		Average Delay (seconds)	LOS	Average Delay (seconds)	LOS
44th Avenue West	200th Street SW	39	D	44	D
44th Avenue West	196th Street SW	56	E	64	E
40th Avenue West	196th Street SW	38	D	29	C
36th Avenue West	196th Street SW	32	C	29	C
I-5 SB Ramp	196th Street SW	14	B	41	D
Poplar Way	196th Street SW	16	B	8	A
33rd Avenue West	Alderwood Mall Blvd	9	A	6	A
44th Avenue West	188th Street SW	47	D	31	C
40th Avenue West	188th Street SW	26	C	19	C
36th Avenue West	188th Street SW	26	C	20	C
33rd Avenue West	188th Street SW	35	C	19	B
44th Avenue West	194th Street SW	46	D	16	B
48th Avenue West	194th Street SW	14	B	13	B
48th Avenue West	196th Street SW	35	D	26	C
36th Avenue West	195 th Street SW	13	B	4	A
40th Avenue West	200th Street SW	13	B	8	A

Source: Mirai Associates

Figure 3-17. 2020 PM Peak Hour O.C. Preferred Alternative Level of Service and Delay



Source: Mirai Associates

Summary - 2020 Traffic Impacts

Under the O.C. Preferred Alternative, the overall levels of traffic congestion in the City Center in 2020 would be slightly better than the existing levels. In particular, the average vehicle delay at the intersection of 44th Avenue W and 196th Street SW, where it is most congested in the City Center, would be about 56 seconds as opposed to the existing average delay of 64 seconds.

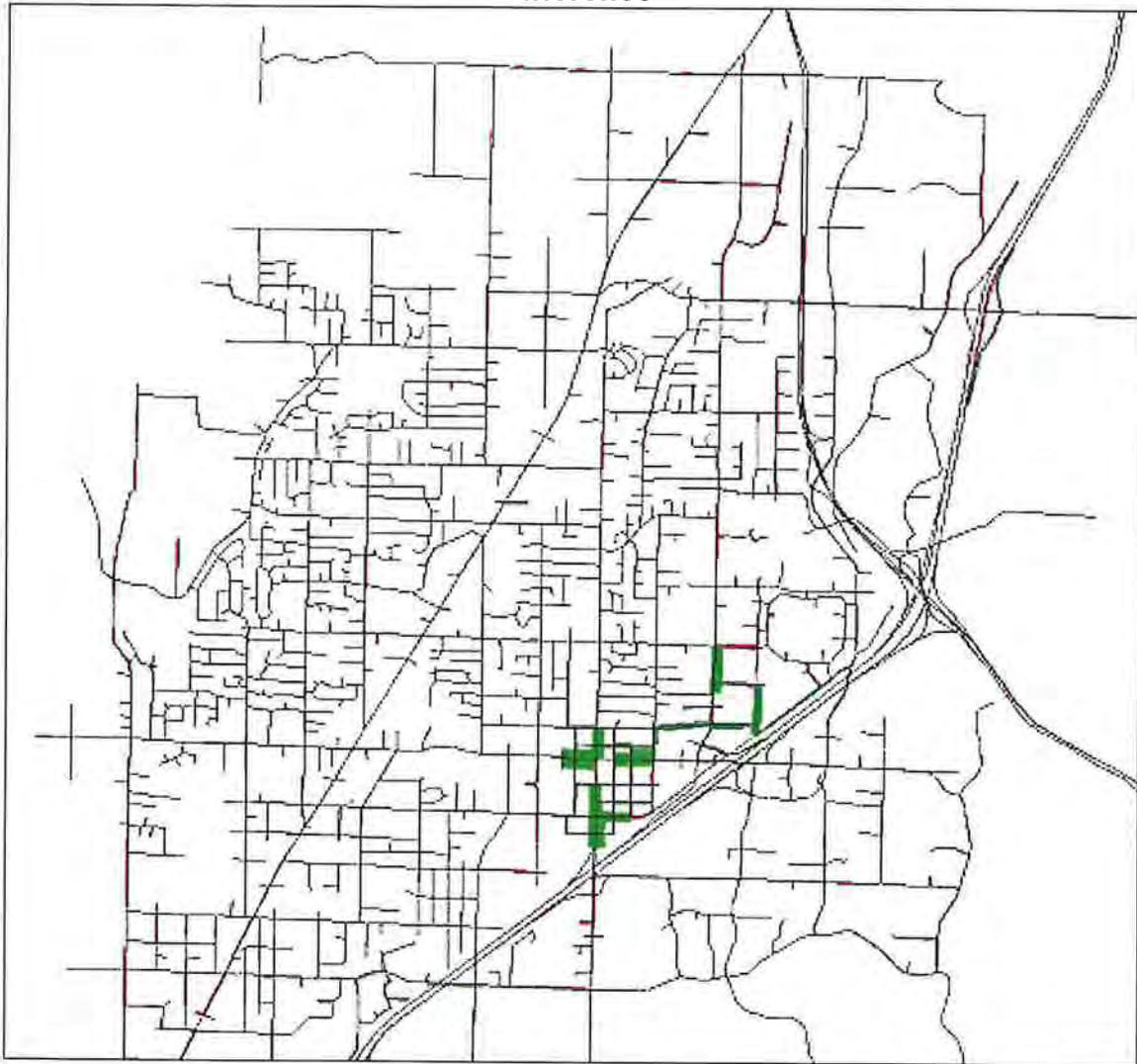
Under Alternative C, the level of traffic congestion in the City Center in 2020 would be about the same as or slightly greater than today's levels. This conclusion assumes that the transportation improvements identified in the SEIS – including arterial and intersection improvements, transportation demand management actions through employee parking charges, increased transit services and local access streets to reduce the block sizes – would be implemented by 2020. The most congested intersection, 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, which satisfy the transportation goal established by the City Center Oversight Committee.

It should be emphasized that Alternative C and the O.C. Preferred Alternative assume that the City will pursue an aggressive travel demand management 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. The assumption used in the modeling doubled transit service during the years from 2001 to 2020, which means that the frequencies of buses serving the City Center should be increased by 100 percent.

During the current decade, the City will need to plan and program many facility improvements assumed in the 2020 model network. It takes many years to get an approval for construction and obtain funding for a state facility improvement. The City will need to work with WSDOT, possibly over an extended period of time, to implement regional facilities such as the interchange improvements on I-5.

Figure 3-18 shows the change in vehicular demand between the O.C. Preferred Alternative and the No Action plan. The largest increases in demand are seen on both the 44th Avenue W and 196th Street SW. Increases in demand can also be found on both 32nd and 36th Avenue W. This increase can be attributed to changes in land use and the extension of 194th Street SW from 40th Avenue W to 32nd Avenue West. The thickest green lines indicate the greatest increases. Red lines indicate a decrease in vehicular demand.

Figure 3-18. 2020 PM Peak Hour O.C. Preferred Alternative Vehicle Demand Difference



Source: Mirai Associates

Pedestrian and Bicycle Facilities

Pedestrian Circulation

It is the objective of the City Center Plan to restructure the study area to be more pedestrian friendly. Among the stated planning and design principles that will affect pedestrian circulation include:

- Functionally and visually connect the Civic Center to the City Center.
- Develop public spaces.
- Humanize streets within the City Center through generous sidewalks and street trees.

- Traffic calming.
- Improve transit connections.
- Accommodate all modes of transportation.
- Building frontages should incorporate combinations of uses, amenities and architectural details that are appealing to pedestrians.

Improving the pedestrian circulation will depend upon street and sidewalk improvements, a denser pedestrian network, transit service as well as adjoining private development as addressed under land use policy, CCLU 5.

The refined street grid will add more connections, reduce distances between blocks, and provide greater choices for circulation. Another key concept is to integrate the Interurban trail through its access and connections to the City Center. In conjunction with planned transportation improvements, the pedestrian environment can be improved through the reconstruction and addition of wider sidewalks and pedestrian crossings, reducing driveway access, and the addition of pedestrian facilities and landscaping. Improvements can include: street trees, public art, pedestrian lighting, furnishings, a planter strip, curb-bulb outs and signaling crosswalks. Design, routing and streetscape standards are to be developed and followed as specified by urban design policies: CCUD 1, 2, 3, 5, 7, 8, 9, 12, 15, 16, 18, 19, 20.

The addition of several traffic signals at previously unsignalized intersections will help pedestrians cross at those locations. However, vehicular circulation improvements at intersections will increase pedestrian crossing times and exposure to traffic. The wider intersections will become more of an impediment for pedestrians to cross. Pedestrian refuges are not feasible due to the left-turn only lanes. Crossing times at signals need special attention. Alternative crossing locations need to be investigated.

Bicycle Circulation

The City Center Plan recognizes the need to improve bicycle circulation in this area. It is stated under the Transportation Policies that bicycle linkages need to be identified between the City Center, the Interurban Trail and other key bicycle routes. Bicycle storage facilities should be provided at the transit center and other destinations throughout the City Center. The design of bike lanes, mixed-use trails, and other facilities is to be addressed under the establishment of streetscape standards.

Funding Sources

Revenues available for financing transportation improvements in the Center City Sub-Area Plan can be highly variable, depending on the amount of development activity, grant applications and awards, and local economic factors. Funds for transportation improvements typically come from the following sources:

- City general funds (sales tax, real estate excise tax, and property tax).
- Distributions from State gas tax.
- Developer contributions and mitigation (impact fees, SEPA mitigation, etc.).

- Grants from Federal and State sources (Transportation Improvement Board, Federal funds, etc.).
- Levy – Voter approved levy for reoccurring maintenance.
- Bond – Voter approved bond for capital projects.
- Local Improvement District financing – tax district supported by the property owners.
- SC/RTID – Regional package for voter approval or Snohomish capital funds.
- Contributions from local/regional jurisdictions (Snohomish County, Community Transit, and Sound Transit)

Mitigation Measures

The transportation systems impacts identified in the Draft SEIS would be addressed through a combination of ongoing planning, engineering, monitoring, construction of improvements, and project level mitigation. Public review and comment opportunities would be provided at each step.

Each of the City Center alternatives includes a package of transportation improvements that would mitigate identified impacts. The cost of facilities and how they would be financed are not known in detail at this time. Some facilities may require partnerships with the state and/or federal governments. Subsequent planning will include more detailed engineering and financial analysis.

Mitigation for transportation impacts would likely involve a combination of development regulations and standards, capital improvements, land use changes (to increase transit and pedestrian circulation use and to decrease auto dependence), and project-specific requirements. Financing approaches and sources could include a combination of grants funds, formation of local improvement districts (LIDs), tax increment financing, transportation benefit districts (TBDs), and regulatory measures. Project specific mitigation requirements could include payment of development fees, construction of improvements, dedications of land, participation in LIDs, and similar techniques. Project-related conditions of approval/mitigation requirements will be identified in the planned action ordinance.

Greater specification of mitigation programs and requirements will occur as the City Center planning process progresses and in tandem with SEPA review. This phased approach to implementation is consistent with the City's integrated GMA planning/SEPA process and with SEPA's provisions for phased environmental review, described in Section I of the Draft SEIS. Some transportation improvements will occur as the result of subsequent Comprehensive Plan or capital facility plan updates; detailed planning and/or construction of these improvements will undergo separate environmental and public review.

Significant Unavoidable Adverse Impacts

The future growth projected for the City Center will increase traffic volumes on the roadways in the City Center and other areas, including the regional facilities such as I-5 and I-405. Increased traffic volumes are unavoidable. It is possible that the increased traffic volumes on the city roadways and freeways would increase the number of traffic related accidents although the accident rates may not increase. However, when increasing highway capacity through the addition of lanes, it will be more difficult for pedestrians to cross.

REFERENCES

REFERENCES

- Central Puget Sound Regional Transit Authority – Sound Transit. 2000. *Regional Express Lynnwood Project, Environmental Assessment*. June 2000. Lynnwood, Snohomish County, Washington.
- Claritas, Inc. 2003. Site report for Lynnwood City Center: *Business Facts: Daytime Employment*. Prepared for Huckell/Weinman Associates, Inc. January 3, 2003.
- Edmonds School District (ESD). 2002. *Capital Facilities Plan 2002-2007*. Edmonds School District. URL: <http://staff.edmonds.wednet.edu/users/cfp/>. Visited December 2002.
- LMN Architects. 2002. *Lynnwood City Center Project, Existing Conditions Report, Final Report*. February 28, 2002. Lynnwood, Washington.
- Lynnwood, City of. 2001. *2020 Comprehensive Plan*. Lynnwood, Washington.
- Lynnwood, City of. 2001. *2020 Comprehensive Plan Environmental Checklist*. Lynnwood, Washington.
- Lynnwood, City of. 1999. *Comprehensive Sewer Plan*. February 1999. Lynnwood, Washington.
- Lynnwood City of. 1998. *Department of Public Works Comprehensive Flood and Drainage Management Plan*. June 1998. Lynnwood, Washington.
- Lynnwood, City of. 1994. *General Policy Plan Final Environmental Impact Statement*. Lynnwood, Washington.
- Lynnwood, City of. 1994. *General Policy Plan Draft Environmental Impact Statement*. Lynnwood, Washington.
- Lynnwood, City of. 2001. *Proposed Preliminary Capital Facilities Plan 2002-2007*. September 2001. Lynnwood, Washington.
- Lynnwood, City of and Washington State Department of Transportation. 1992. *I-5/196th Street Interchange Project EIS*. October 1992.
- Lynnwood, City of. 1998. *Water System Comprehensive Plan Update*. August 1998.
- Lynnwood Fire Department. Personal communication with Acting Chief Gary Olson, Acting Assistant Chief of Operation Jim Herrmann, and Fire Marshal John Conderman. January 2003, February 2003.

Lynnwood Police Department. Telephone communication with Commander Bryan Stanifer. December 30, 2002.

Snohomish County. 2001. *Snohomish County Tomorrow, 2001 Growth Monitoring Report*. Snohomish County Long Range Planning Division. URL: <http://www.co.snohomish.wa.us/pds/900-Planning/Demog/2001GMRindex.asp>. Visited December 2002. Snohomish County, Washington.

U.S. Department of Commerce. 2000. Census Bureau 2000 data for City of Lynnwood population and housing. URL: <http://www.census.gov/>. Visited December 2002.

Washington Association of Sheriffs and Police Chiefs (WASPC). 2000. *Crime in Washington State, 2000 Annual Report*. Table 17, Law Enforcement Employee Rates.

Washington Association of Sheriffs and Police Chiefs. 2002. Lynnwood Police Department personnel data. URL: <http://www.waspc.org/>. Visited December 2002.

APPENDICES

Appendix A

DISTRIBUTION LIST

DISTRIBUTION LIST

Federal

U.S. Army Corps of Engineers
U.S. Environmental Protection Agency

State

Office of Community Development (DCD)
Department of Ecology (2)
Department of Fisheries
Department of Natural Resources
Department of Transportation (WSDOT)
Department of Wildlife- Region 4 OFC

Regional Agencies

Puget Sound Council (PSRC)
Community Transit
Sound Transit
Alderwood Water District
Puget Sound Clean Air Agency
METRO

Snohomish County

Planning and Development Services Department
Public Works Department
Parks and Recreation Department

Cities

City of Edmonds
City of Mountlake Terrace
City of Brier
City of Everett
City of Mukilteo
City of Mill Creek
City of Bothell
Town of Woodway

Other Early Draft SEIS Recipients

The Boeing Company
Everett Herald
Enterprise Newspapers
Edmonds Community College
Everett Library
Edmonds Public Library
Edmonds Community College Library

Edmonds School District 15
Snohomish County PUD #1
Verizon
Snohomish County Master Builders Association
South Snohomish County Chamber of Commerce
Washington Natural Gas Company
The Tulalip Tribes

City of Lynnwood

Mayor
City Council (7)
Planning Commission (6)
Parks and Recreation Advisory Board
City Attorney
Planning Department
Public Works Department
Parks and Recreation Department
Police Department
Fire Department
Lynnwood Library

Individuals

John Anderson (Environmental Review Committee)