



<b>Location of Proposal</b>	Lynnwood’s City Center is an approximate 300-acre triangular shaped area generally defined by 194 <sup>th</sup> Street SW and 188 <sup>th</sup> Street SW on the north, 33 <sup>rd</sup> Avenue West on the east, Interstate 5 on the south, and 48 <sup>th</sup> Avenue West on the west.
<b>Proponent</b>	The City of Lynnwood
<b>Lead Agency</b>	City of Lynnwood Community Development Department
<b>Responsible Official &amp; EIS Contact Person</b>	City of Lynnwood Environmental Review Committee Contact: Dennis Lewis P.O. Box 5008 Lynnwood, WA 98046-5008 (425) 670-6297
<b>Required Permits &amp; Approvals</b>	<u>City of Lynnwood</u> Sub-area plan adoption, amendment of the Comprehensive Plan Revised development regulations (zoning, design guidelines) Planned unit development (possible) Subdivision approval (possible) Binding site plan approval (possible) Building permits Planned action ordinance (potential)  <u>State of Washington</u> NPDES permit Right-of-way permit
<b>SEIS Authors &amp; Principal Contributors</b>	Huckell/Weinman Associates, Inc.- document preparation; land use; population, housing and employment; aesthetics; public services; fiscal impacts Mirai Associates - transportation KPF Engineers - utilities Pentec Environmental - natural environment
<b>Type/Timing of Subsequent Environmental Review</b>	(1) To meet its GMA/planning responsibilities for the City Center and to comply with SEPA, the City of Lynnwood is using SEPA’s phased review provisions (WAC 197-11-060(5)) and its integrated GMA planning/SEPA provisions process (WAC 197-11-220) . (2) If the City decides to implement SEPA’s provisions for Planned Actions, no further environmental review may be required for project proposals that are consistent with the planned action ordinance adopted by the City Council and whose impacts have been addressed in the planned action EIS. Proposals that do

not meet this test would require additional environmental review.

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

**Location of background Information**

City of Lynnwood Community Development Department  
19000 44<sup>th</sup> Avenue West  
Lynnwood, WA 98046-5008

**Prior Environmental Documents; Use of Existing Documents**

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

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

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

**Date of Final SEIS Publication**

September 9, 2004

**Cost & Availability of Final SEIS**

Copies of the Final SEIS may be purchased for \$10.00. Copies are also available for review at the Lynnwood Community Development Department and the Lynnwood Library.

# **SUMMARY OF ALTERNATIVES, ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

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

This summary is intended to be concise and is selective. For complete information concerning environmental and mitigation measures, please refer to the appropriate section(s) within the Draft and/or Final EIS documents.

## **A. Proposed Action and Alternatives**

### **1. Proposed Action**

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

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

### **2. Location of Proposal**

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

### **3. Alternatives**

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

Action alternative would consist of additional office uses and redeveloped retail uses throughout the City Center.

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

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

Land Use	No Action Alternative		Alternative A – Low Intensity		O.C. Preferred Alternative (B) – Medium Intensity		Alternative C – High Intensity	
Office <sup>1</sup>	1.6 mil sf	4-8 story	2 mil sf	5-10 story	4 mil sf	15-34 story*	6 mil sf	15-34 story
Retail <sup>2</sup>	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story	1.5 mil sf	1-2 story
Residential <sup>3</sup>	.2 mil sf 128 du (existing)		2.4 mil sf 2,000 du	3-4 story 30-40 du/acre	3.6 mil sf 3,000 du	5-13 story* 50-70 du/acre	4.8 mil sf 4,000 du	5-13 story* 50-70 du/acre
Total	3.3 mil sf		5.9 mil sf		9.1 mil sf		12.3 mil sf	
New 2020 Development	0.6 mil sf		3.4 mil sf		6.6 mil sf		9.9 mil sf	

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

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

1. Includes approximately 1 million sf of existing development. New development includes office and institutional use.

2. Retail development would replace existing retail.

3. Residential shown in all alternatives except no action is new development.

\* The draft City Center development regulations proposes a bonus program which could provide significant height bonuses in exchange for contributions of funding for parks or cultural facilities.

### ***No Action Alternative***

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

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

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

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

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

### ***Alternative A – Low Intensity/East-West Spine***

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

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

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

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

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

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

The development pattern would be similar to Alternative A (i.e., new parks, civic building, convention center, new street north of the convention center), but at higher (“medium”) levels of intensity. Public plazas and squares would serve as anchors at the ends of 198<sup>th</sup> Street SW, as in Alternative A, but would also include a north-south street (between 196<sup>th</sup> Street SW to the north and 200<sup>th</sup> Street SW to the south), also anchored by public squares.

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

The O.C. Preferred Alternative would result in development and redevelopment of approximately 4 million square feet of office, 1.5 million square feet of retail, and 3,000 multi-family housing units in the City Center over a 20-year period. It would accommodate an estimated population of 5,400 people and 15,000 employees. Building heights and scales would include 5-13 story residential buildings, developed at 50-70 dwelling units per acre, and 15-34 story office buildings. Building height and scale would be the same as for the high intensity alternative. Proposed development regulations would provide height bonuses for architectural elements and/or contributions of funds for parks or cultural facilities.

***Alternative C – High Intensity/Four Squares***

The focal point for this City Center alternative is the 6.5-acre town square, located within the Core district between 198<sup>th</sup> Street SW to the north and 200<sup>th</sup> Street SW to the south, and between two new streets to the east and west of 44<sup>th</sup> Avenue W and 44<sup>th</sup> Avenue W, respectively. A pedestrian “promenade” would serve as a connecting corridor between the districts.

Similar to Alternatives A and B, office development would be focused in the Core and North End districts and the Core would contain the highest intensity of mixed uses. Hotels could locate in the Core, as well as near the proposed convention center. Mixed-use development and concentrations of retail and residential development would be located similarly to Alternatives A and B.

Unique development features of Alternative C include: a landmark building at the north end of the town square and across from 198<sup>th</sup> Street SW; a cultural or commercial center, south of the park at 200<sup>th</sup> Street SW; and a local transit center at the northwest corner of 44<sup>th</sup> Avenue W and 196<sup>th</sup> Street SW.

Alternative C includes the highest level of development intensity among the alternatives – 6.0 million square feet of office development, 1.5 million square feet of retail development, and 4,000 multi-family housing units in 20 years within the 20-year planning period. This intensity would accommodate an estimated population of 7,200 people and 21,000 employees. Building height and scale would range from 5-13 story residential buildings developed at 50-70 dwelling units per acre, to 15-34 story office buildings. Proposed development regulations would provide height bonuses for architectural elements and/or contributions of funds for parks or cultural facilities.

#### **4. Planning Process & Environmental Review**

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

##### ***Supplemental EIS/Phased Environmental Review***

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

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

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

In June 2003, the City published an early draft of the Draft SEIS for the purpose of encouraging public involvement and soliciting initial comment and reaction to the City Center alternatives. That preliminary document identified Alternative C/High Intensity as the Oversight Committee's "preferred" alternative. Identification of a preferred alternative is not required by SEPA and did not commit the City to a course of action. It was intended to help interested parties evaluate the highest range of impacts and the most extensive array of mitigation measures that could be required to support long-term growth. The early draft also provided an opportunity for interested parties to continue discussing approaches and responsibilities to providing and financing improvements. As a result of this discussion, the Draft SEIS identified the O.C. Preferred Alternative (B), the Medium Intensity City Center development scenario, as the Oversight Committee's preferred alternative. It is coupled with the "promenade with districts" land use pattern. Discussion and evaluation will continue throughout the environmental review process and could lead to further changes in the alternatives.

### ***Planned Action***

The City may decide to designate the study area as a "planned action" pursuant to the State Environmental Policy Act (SEPA, RCW 43.21C.031(2)(a)) and implementing rules (WAC 197-11-164 et seq.). This SEIS has been prepared to support a planned action if the City determines to adopt this approach. If it does, Lynnwood will follow applicable procedures, described generally below, to review proposed projects within the area, to determine their consistency with the approved planned action, and to impose any appropriate development conditions.

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

When an implementing project is proposed, the City must first verify that the proposal is the type of project contemplated in the planned action ordinance and that it is consistent with the applicable sub-area plan. It must also determine that the probable significant adverse environmental impacts of the planned action project have been adequately addressed in the planned action SEIS. If the proposal meets this test and qualifies as a planned action, no SEPA threshold determination or further environmental review is required. The City may, however, require additional environmental review and mitigation if significant adverse environmental

impacts were not adequately addressed in the planned action SEIS or if the proposed project does not qualify as a planned action.

## **5. Implementation Program**

Implementation of the City Center Sub-Area Plan will occur over an extended period of time and will employ a variety of mechanisms and programs, including development regulations and financing programs. Existing and new regulatory programs, for example, will require provision of certain development-related improvements in connection with project approval. Proposed City Center zoning regulations also include incentives (e.g., a height bonus) for contributions towards public amenities, like parks and cultural facilities. The City is also evaluating application of a transportation concurrency program which would ensure that development is phased with improvements to the road system.

As the draft City Center Plan has been developed and reviewed, the City has also been evaluating approaches to financing the improvements – including grid streets and arterials, the promenade, plazas and parks, and utilities – needed to implement the City Center vision. While numbers are not firm, the outline of the City’s approach is clear. The City will continue to refine its approach as the draft City Center plan is reviewed and discussed. The necessary package of improvements, an overall funding program and formula(s) for determining the share of future City Center development, will be included in an implementation plan and appropriate development regulations. Or, if the City determines to designate the City Center as a planned action, such mitigation requirements would be included in a planned action ordinance,.

Improvements for grid streets, arterial streets and intersections, the promenade, plazas and parks, and utilities (sewer, water, drainage) are currently estimated to cost approximately \$114 million; cost estimated will be refined along with other elements of the implementation program. In general, financing will be the shared responsibility of individual developers and property owners, and the City as a whole. The developer share (approximately 54 percent) is assumed to be generated through creation of one or more local improvement districts (LID). No protest agreements would be executed in conjunction with development approval to ensure participation in proposed LIDs. Developers would also be required to construct road improvements to mitigate for project-related transportation impacts. The City’s share (approximately 46 percent) would be funded by a combination of state and federal grants and funds generated from tax revenues, including significant tax revenues attributable to new development in the City Center. Regional funding, from a proposed Regional Transportation Improvement District (RTID), is also possible.

## **B. Summary of Significant Impacts**

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

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

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

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

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

**Table S-2 (cont'd)**

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

**Table S-2 (cont'd)**

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<b>IMPACTS</b>				
<b>LAND USE (cont'd)</b>	<p><u>Land Use Estimates:</u> Office: 1.6 mil sf Retail: 1.5 mil sf Residential: 0.2 mil (128 du existing) Total sf: 3.3 mil sf New Development: 0.6 mil sf</p>	<p><u>Land Use Estimates:</u> Office: 2.0 mil sf Retail: 1.5 mil sf Residential: 2.4 mil sf (2,000 du; 30-40 du/acre) Total sf: 5.9 mil sf New Development: 3.4 mil sf</p> <p>After No Action, Alternative A represents the lowest level of redevelopment. Potential land use conflicts would be somewhat lower than the other City Center alternatives.</p> <p>Planned uses within each City Center district would generally be compatible with one another</p>	<p><u>Land Use Estimates:</u> Office: 4.0 mil sf Retail: 1.5 mil sf Residential: 3.6 mil sf (3,000 du; 40-50 du/acre) Total sf: 9.1 mil sf New Development: 6.6 mil sf</p> <p>The impacts of the O.C. Preferred Alternative would similar in type but more intensive than Alternative A and No Action, less intensive than the “Alternative C” within the 20-year planning period, but similar in scale.</p> <p>Planned uses within each City Center district would generally be compatible with one another.</p>	<p><u>Land Use Estimates:</u> Office: 6.0 mil sf Retail: 1.5 mil sf Residential: 4.8 mil sf (4,000 du; 50-70 du/acre) Total sf: 12.3 mil sf New Development: 9.9 mil sf</p> <p>Alternative C would result in the most intensive and concentrated redevelopment. Significant changes in land uses would occur, relative to existing conditions.</p> <p>Over time, the concentration of 15-34 story mixed-use buildings in the Core would dramatically change the scale and intensity of land use in the City Center. The area would look, feel and function as a pedestrian-oriented downtown, rather than the present uncoordinated collection of suburban, auto-oriented retail centers.</p> <p>Planned uses within each City Center district would generally be compatible with one another.</p>

**Table S-2 (cont'd)**

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

**Table S-2 (cont'd)**

<b>Elements of the Environment</b>	<b>No Action Alternative</b>	<b>Alternative A <i>Low Intensity</i></b>	<b>O.C. Preferred Alternative (B) <i>Medium Intensity</i></b>	<b>Alternative C <i>High Intensity</i></b>
<b>IMPACTS</b>				
<b>POPULATION, HOUSING, AND EMPLOYMENT (cont'd)</b>	<u>Estimated population, housing and employment:</u> Population: 128 (existing) Housing: 289 units (existing) New Jobs: 1,800	<u>Estimated population, housing, and employment:</u> Population: 3,600 Housing: 2,000 units New Jobs: 3,000	<u>Estimated population, housing, and employment :</u> Population: 5,400 Housing: 3,000 units New Jobs: 9,000	<u>Estimated population, housing, and employment:</u> Population: 7,200 Housing: 4,000 units New Jobs: 15,000

**Table S-2 (cont'd)**

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<b>IMPACTS</b>				
<p><b>AESTHETICS AND URBAN DESIGN</b></p>	<p>No Action would result in little change to the City Center's overall visual quality.</p> <p>There would be no new zoning or design guidelines for the City Center, and current zoning districts and standards would govern redevelopment. Existing zoning would continue to require building setbacks from the street, and would discourage or prohibit mixed-use development of the kind envisioned in the City Center plan. New development would be similar in appearance to recent development. Development would occur in single use buildings.</p> <p>Continued reliance on surface parking. No new streets or streetscape improvements are assumed to occur.</p>	<p>All City Center alternatives would result in significant changes in visual character relative to existing conditions and would not likely result in significant adverse aesthetic impacts. Changes would occur incrementally over time, in conjunction with City Center redevelopment and capital improvements. Some residents may view the change from the existing suburban character to more intensive urban uses as negative. Others may view it as a positive and expected change that symbolizes Lynnwood's maturing and establishing a new image of the City.</p> <p>The City Center would be organized into three districts, each with a defined land use emphasis. Each district would develop a distinct visual character and would be connected visually and functionally by pedestrian corridors.</p> <p>The combination of streetscape improvements and the construction of new buildings with pedestrian-oriented street frontages will increase the sense of streetscape continuity throughout the City Center.</p> <p>The alternatives will likely result in increased light, glare, and shadowing. Buildings constructed to the maximum height permitted by proposed zoning (including height bonuses) could shadow planned public parks or spaces during some times of day during parts of the year. Some blockage of views to the east could occur from some locations adjacent to the Core. New views would be created from the upper stories of taller buildings.</p> <p>Contrasts in building heights and scales could occur between existing buildings and new development; this would likely change over time, as the City Center develops. Differences in development intensity and building height would also occur at the northwest corner of the West End and along the west side of the North End, where residential properties are located just outside of the City Center.</p> <p>The Convention Center, approximately 50 to 70 feet in height at its tallest points, would not be as tall as other new buildings in the Core. However, it would be relatively massive and bulky in scale, compared to existing smaller scale uses in the City Center.</p>		
<p><b>AESTHETICS AND URBAN DESIGN (cont'd)</b></p>	<p>In the absence of districts that emphasize particular uses, there would be no unity or predictability in the location</p>	<p>Aesthetics impacts generally would be lesser in extent and magnitude than those associated with the "Alternative C."</p>	<p>Building heights and intensities would be similar to "Alternative C."</p>	<p>Under Alternative C," the City Center would redevelop into an urban downtown center,</p>

**Table S-2 (cont'd)**

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>
<b>IMPACTS</b>				
	of new buildings and uses within the City Center.			<p>dramatically changing the visual character relative to existing conditions.</p> <p>The most intensive aesthetic changes would occur in the Core district. This area will include unique public spaces – a promenade, park, and a large town square with underground parking.</p> <p>Taller buildings (up to 34 stories and possibly higher) could create some territorial or mountain views to the east.</p>
<p><b>PUBLIC SERVICES</b></p> <p><i>Fire</i></p>	<p>Development under any of the alternatives would increase the number of fire-related calls, fire inspections, and medical emergencies. As a result, it would be necessary for the Lynnwood Fire Department (LFD) to expand fire services. This could include adding personnel and equipment, building or expanding facilities, and/or reevaluating staffing methods. The level of service standard could be revised to account for the significant influx of workers/day population, rather than calculating service levels on population only.</p> <p>The number of service calls would also increase under all of the alternatives. Development would place higher demands on fire personnel in order to perform additional inspections, provide public education and training services, and to respond to construction-related injuries.</p> <p>Overall, a more concentrated land use pattern could positively influence the efficiency of service.</p>			
<p><b>PUBLIC SERVICES (cont'd)</b></p>	No Action would generate no additional population, but would contribute 1,800 new	The impacts on personnel, facilities, and equipment needs would be slightly less than O.C.	O.C. Preferred Alternative (B) would require a moderate increase in fire service – between that of Alternative	The LFD estimates that it would ultimately need one additional fire engine (3

**Table S-2 (cont'd)**

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

**Table S-2 (cont'd)**

Elements of the Environment	No Action Alternative	Alternative A <i>Low Intensity</i>	O.C. Preferred Alternative (B) <i>Medium Intensity</i>	Alternative C <i>High Intensity</i>			
<b>IMPACTS</b>							
<b>PUBLIC SERVICES (cont'd)</b>  <i>Schools</i>	No Action would result in no additional population and would not impact school services or facilities.	<p>The City Center alternatives would increase the number of multi-family housing units within the City Center, which could result in higher student enrollment in the ESD and contribute to the need for additional school programs, staff and facilities. The extent of impacts depends on the rate of growth and how the growth relates to capacity projections for 2012 and 2020.</p> <p>The additional enrollment generated by the alternatives would not exceed ESD capacity projections (currently set for the year 2007). By 2020, development under Alternative C would result in the highest number of new multi-family units (4,000) and potential new students (876). The O.C. Preferred Alternative would generate 657 students. By 2020, the District will have 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. The ESD would need to construct numerous additional classrooms and purchase additional property for school construction.</p>					
<i>Parks and Open Space</i>	Applying the City's LOS standard, which, is based on residential population, No Action would not generate needs for additional park and open space land. Employment growth could possibly result in a minor increase in park use.	<p>Additional parks and open space would be required to meet the increased demand associated with City Center growth. The intensity of use of the City's existing parks and open space areas could also increase.</p> <p>Demand for trails would increase incrementally among the City Center alternatives. Needs would range from 2,046 feet (Alternative A) to 4,092 feet (Alternative C) in 2012, to approximately 4,752 feet (Alternative A) to 9,504 feet (Alternative C) in 2020.</p> <table border="1" data-bbox="840 979 1980 1213" style="width: 100%; border-collapse: collapse;"> <tr> <td data-bbox="840 979 1213 1213">           Based on the adopted LOS, Alternative A would require an additional 16 acres of parks and open space by 2012, and an additional 20 acres by 2020.         </td> <td data-bbox="1220 979 1644 1213">           Based on the adopted LOS, the O.C. Preferred Alternative (B) would require an additional 23 acres of parks and open space by 2012, and an additional 30 acres by 2020.         </td> <td data-bbox="1650 979 1980 1213">           Based on the adopted LOS, the Alternative C would require an additional 31 acres of parks and open space by 2012, and an additional 41 acres by 2020.         </td> </tr> </table>			Based on the adopted LOS, Alternative A would require an additional 16 acres of parks and open space by 2012, and an additional 20 acres by 2020.	Based on the adopted LOS, the O.C. Preferred Alternative (B) would require an additional 23 acres of parks and open space by 2012, and an additional 30 acres by 2020.	Based on the adopted LOS, the Alternative C would require an additional 31 acres of parks and open space by 2012, and an additional 41 acres by 2020.
Based on the adopted LOS, Alternative A would require an additional 16 acres of parks and open space by 2012, and an additional 20 acres by 2020.	Based on the adopted LOS, the O.C. Preferred Alternative (B) would require an additional 23 acres of parks and open space by 2012, and an additional 30 acres by 2020.	Based on the adopted LOS, the Alternative C would require an additional 31 acres of parks and open space by 2012, and an additional 41 acres by 2020.					

**Table S-2 (cont'd)**

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

**Table S-2 (cont'd)**

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

**Table S-2 (cont'd)**

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

## **C. Mitigation Measures**

### **Natural Environment – Surface Water, Wetlands, Plants & Animals**

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

### **Land Use**

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

### **Population, Housing, and Employment**

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

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

### **Aesthetics and Urban Design**

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

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

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

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

Shadow impacts to public spaces, such as planned parks or the promenade, could be reduced but not eliminated by limiting the heights of buildings adjacent to those spaces.

## **Public Services**

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

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

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

Tax revenues generated by future commercial and residential development will likely address a portion of the future needs for both fire and police services. Some forms of revenue

enhancements or regulatory measures may also need to be considered. More detailed financial and capital facilities strategies will be developed as the sub-area plan is refined and as fiscal impact information is considered.

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

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

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

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

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

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

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

## **Utilities**

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

Mitigation for utility impacts will generally involve a combination of development regulations and standards, system improvements (which are or will be planned, programmed and financed), capital improvement programs, and project-level requirements which could include payment of

system development fees, construction of improvements, dedications of land, and similar techniques. Project-related conditions of approval/mitigation requirements will be identified in a planned action ordinance if the City designates a planned action, or in the implementation program and corresponding development regulations for the City Center.

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

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

***Water.*** Appropriate BMPs should be employed during construction.

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

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

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

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

## **Transportation**

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

Mitigation for transportation impacts will likely involve a combination of development regulations and standards, capital improvements, land use changes (to increase transit use and decrease auto dependence). Project-specific requirements could include payment of development fees, construction of improvements, dedications of land, and similar techniques. Project-related conditions of approval/mitigation requirements will be identified in a planned action ordinance, if the City designates the City Center Plan as a planned action, or in development regulations.

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

#### **D. Significant Unavoidable Adverse Impacts**

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

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

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

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

There may also be some unavoidable shading and shadowing impacts during some parts of the day during some times of the year, where new, larger buildings abut one another or are adjacent to proposed public spaces. 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. Proposed parks and plazas could also be partially shaded during some periods of the day.

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

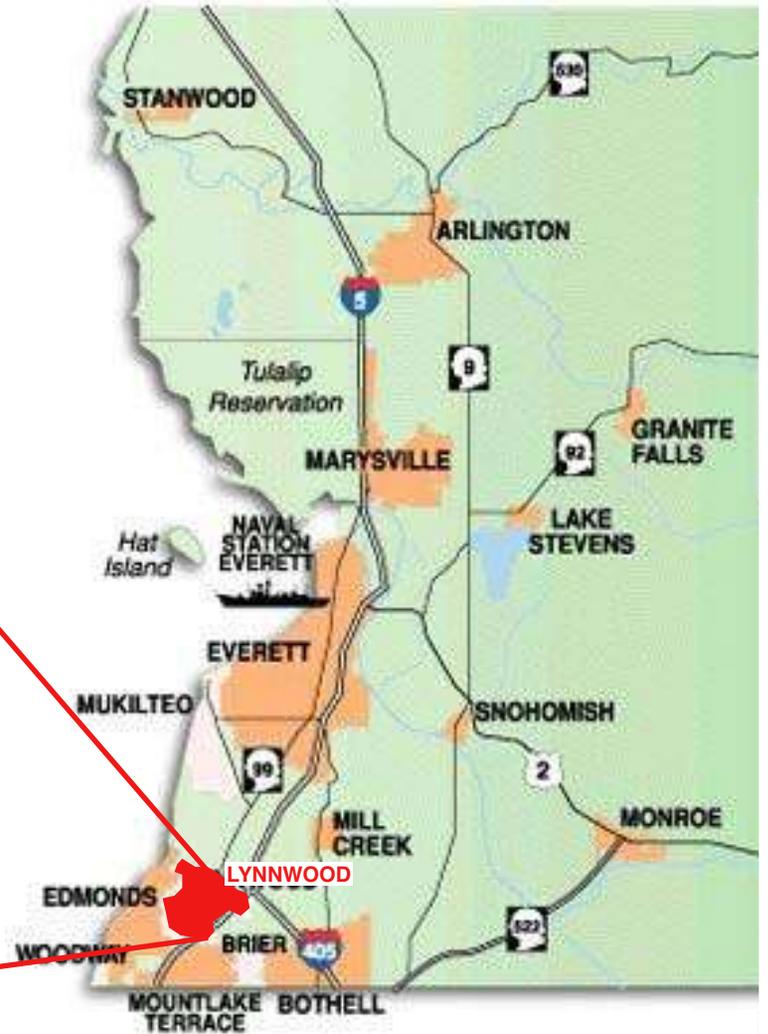
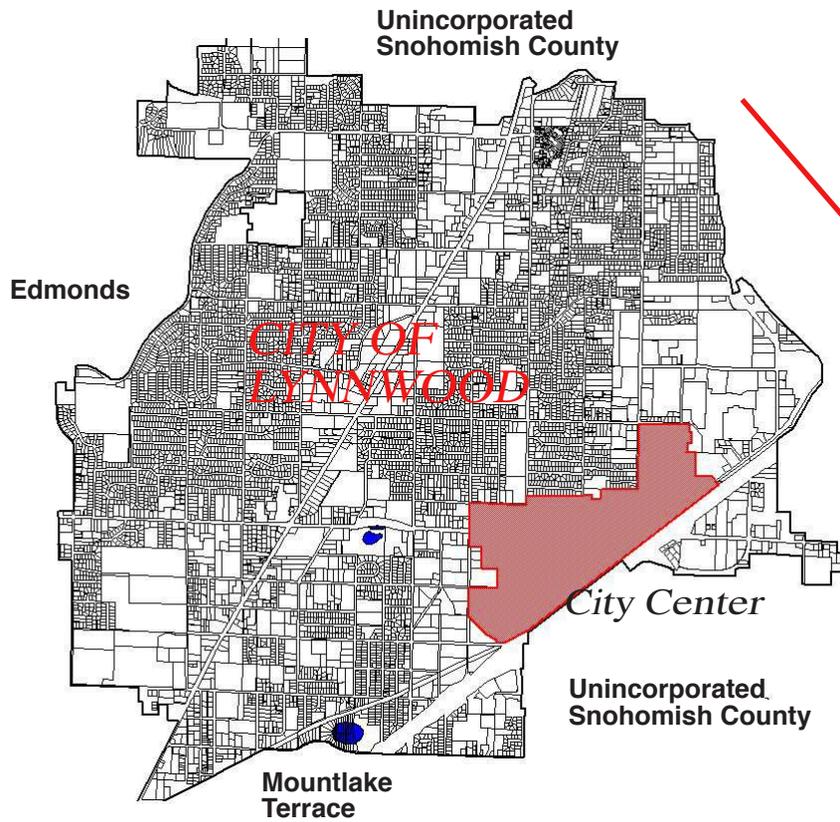
**Transportation.** Future growth in the City Center will increase traffic volumes and congestion on area roadways, including regional facilities such as I-5 and I-405. Even assuming substantial increases in transit use and carpooling, increased traffic volumes are unavoidable. The number of traffic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

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

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

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

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



**West Snohomish County**  
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**FIGURE 1-1: VICINITY MAP**

## **Bookmarks**

Note: As you read through the document, you will be referred to various figures. When you click on these, you will be taken to other pdf documents. Use the browser back button to return to this document and click below on the figure you just left and you will be directed to the location in this document where you last were reading.

[Figure 1-1 – Vicinity Map](#)

[Figure 1-3 – Alternative A: East-West Spine](#)

[Figure 1-4 – O.C. Preferred Alternative](#)

[Figure 1-5: Alternative C](#)

# **I. PROJECT DESCRIPTION & ALTERNATIVES**

## **A. Proposed Action & Alternatives**

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

The sub-area plan will contain:

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

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

A variety of tools will be required to implement the plan. These include changes to zoning classifications and amendment of the City’ zoning map; adoption of design guidelines and review processes specific to the City Center; and programs and actions to

identify, finance and construct improvements. These programs will be adopted concurrent with the sub-area plan.

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

## **B. Overview of City Center & Surrounding Area**

### **Existing Land Use Pattern**

#### **City Center**

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

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

**Table 1-1  
City Center – Existing Business and Employment**

<b>Business Type</b>	<b>Number of Businesses</b>	<b>Number of Employees</b>
Retail	149	2,176
Finance, Insurance, & Real Estate	145	1,982
Services	250	1,862
Agriculture/Mining	2	24
Construction	13	215
Manufacturing	18	212

Transportation, Communications, & Public Utilities	10	58
Wholesale	19	173
Government	9	152
<b>Total</b>	<b>615</b>	<b>6,854</b>

Source: Claritas; Huckell/Weinman Associates, 2003

**Figure 1-1 – Vicinity Map**

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

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

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

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

**Surrounding Area**

The City Center is surrounded by concentrations of residential, public, regional retail, and transportation uses. Several multi-family residential developments, at densities ranging from 12 to 20 units per acre, and typically two stories in height, border the City Center on the west (beginning at the Transit Center and continuing north past 196<sup>th</sup> Street SW) and on the north along 40<sup>th</sup> Avenue W. These residential developments separate and buffer

the commercial area from surrounding single-family neighborhoods to the north and west. The maximum net density of the single-family areas is approximately five to eight units per acre.

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

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

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

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

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

### **Transportation System**

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

## **C. Prior Planning and Environmental Review**

### **1. Lynnwood Comprehensive Plan**

#### **Subregional Center**

The City of Lynnwood adopted a Comprehensive Plan complying with the Growth Management Act (GMA) in 1995. The Comprehensive Plan was prepared in the context of the Multi-County Planning Policies, Countywide Planning Policies for Snohomish County, and Vision 2020. All of these policy documents are based on an urban centers concept, which directs and concentrates a significant portion of future population and employment growth into city centers and unincorporated activity centers at high densities.

The Land Use Element of the Lynnwood Comprehensive Plan includes a “Subregional Center” concept (see the discussion in the Plans and Policies section of this Draft SEIS). The objective of this concept is to promote the development of a mix of uses – commercial, residential, public and open space – in the Subregional Center to provide economic and redevelopment opportunities. Subregional Center policies provide the means to develop a “downtown” that combines the best aspects of a traditional central business district with current and future trends in transportation, shopping, employment, and living. Residents and employees in the City Center would have access to employment, shopping, transportation systems, and City services. At the same time, it would allow the City to accommodate new residents who are expected to move to Lynnwood in the coming years while maintaining the single-family character of existing neighborhoods. Identifying areas for mixed-use development with appropriate density and intensity levels is also encouraged within this area. Realizing the Subregional Center concept is one of the major objectives of implementing the Lynnwood Comprehensive Plan.

#### **Land Use**

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

The Comprehensive Plan’s Future Land Use Map identifies an area somewhat larger than, but including the City Center sub-area, as the Subregional Center. The primary land use designations applied in the City Center include: Regional Commercial (RC),

Office Commercial (OC), Business Technical (BT), Public Facility (PF), and Medium and High Density Multiple Family (MF 2 and 3).

## **2. City Center Visioning & Public Involvement Process**

The Lynnwood Comprehensive Plan, adopted in 1995, designated a Subregional Center and established the concept of a mixed-use core or City Center within this portion of the City. Subsequent to adoption of the new city-wide plan, the Southwest Snohomish County Chamber of Commerce established a Central Business District Task Force to examine issues associated with creating a City Center. The Chamber sponsored a series of public forums –including business owners, property owners, City officials and citizens – to develop a long-term “vision” for the City Center. To continue that work, the City, Chamber of Commerce and Public Facilities District (PFD) developed a scope of work and provided funding for development of a City Center plan. That planning effort began in the summer of 2001.

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

## **3. Environmental Review**

### **Integrated Planning/SEPA Process**

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

The SEPA rules for integration recognize that environmental review for GMA planning usually occurs in stages. The rules state that the environmental analysis that occurs at each stage of the process should address the environmental impacts associated with

planning decisions at that particular stage (WAC 197-1-210 (3)). The timing of phased review, discussed later in this sub-section, may also be adjusted to track the phasing of GMA actions, such as adoption of sub-area plans, development regulations, and detailed capital improvements plans (WAC 197-11-228 (2)(b)).

Planning is, in general, an iterative process, i.e., concepts are suggested, analyzed, reviewed, discussed, modified, discussed again, analyzed again, changed again, and so on, until a proposal is adopted. Each iteration adds an increment of understanding, depth and detail. Some questions cannot be answered in detail until plan has been refined through several iterations. Some systems (e.g., utilities) cannot be planned in detail until other elements of the plan have been defined.

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

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

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

The City will review these environmental and planning documents and select a preliminary/proposed City Center plan concept and policies for further refinement. This phase of the planning process will be focused on implementation efforts – development

regulations, design guidelines, more detailed facility planning and engineering, financing plans, etc. The Final SEIS would address these efforts in greater detail and would support the City Council's process for adopting the City Center plan and implementing regulations and programs. Public review and comment will be integrated into this process as well.

Some implementation actions will be ongoing and will occur after initial plan adoption. This could include more detailed planning, financing, engineering and eventually construction of streets, utilities and capital facilities. As described further below, these steps may be considered as distinct phases of planning and of environmental review. Public review and comment will also be incorporated into the implementation efforts.

### **Supplemental EIS/Phased Review**

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

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

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

The City is following a course of phased environmental review for its Comprehensive Plan and City Center Plan, pursuant to the state SEPA rules (WAC 197-11-060(5)(b)) and Lynnwood's SEPA ordinance. Phased review allows agencies and environmental documents to focus on those issues that are ready for decision at a particular point in a decision making process and to defer detailed consideration of other issues until a later point in time (WAC 197-11-060(5)(b)). The appropriate sequence of analysis cited in the rules is from a proposal at an early or conceptual stage of planning or design – such as the 1995 Comprehensive Plan – to a subsequent environmental document at a later (implementation or project) stage, when more detailed information is available – such as this more detailed sub-area plan (WAC 197-11-060(5)(c)(ii)). The rules direct agencies to avoid duplication and excess paperwork by using the appropriate environmental document in the circumstances, and by using existing environmental information (WAC 197-11-060(5)(f)).

### **Scope of SEIS**

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

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

will also need to be included in the PSRC's regional transportation program. An air quality conformity analysis, as required by WAC 173-420-100, will be performed in the context of this supplemental planning.

## **D. Planned Action**

The City of Lynnwood is considering designating the study area as a “planned action” pursuant to the State Environmental Policy Act (SEPA) and implementing rules (RCW 43.21C.031(2)(a) and WAC 197-11-164). If sufficient, specific information about mitigation programs is available, the City could determine to pursue a planned action. If it follows this approach, the City will follow applicable procedures, described generally below, to review proposed projects within the City Center area, to determine their consistency with the approved planned action, and to impose any appropriate development conditions.

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

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

## **E. City Center Plan Alternatives**

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

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

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

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

Source: City of Lynnwood, LMN Architects, 2002.

Table Notes:

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

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

<sup>2</sup> New retail development would replace existing retail for all Alternatives.

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

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

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

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

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

**Table Notes:**

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

<sup>2</sup> Retail listed under all Alternatives would replace existing retail.

<sup>3</sup> Residential listed in all Alternatives is all new development. No new residential assumed for No Action.

<sup>4</sup> Includes proposed Convention Center.

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

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

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

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

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

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

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

Source: Huckell/Weinman Associates, LMN Architects, 2002

Notes:

<sup>1</sup> Includes commercial, hotel, and convention center uses.

<sup>2</sup> Exact proportions of land use may vary between districts.

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

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

*Source: Huckell/Weinman Associates, LMN Architects, 2002*

Notes:

<sup>1</sup> Includes commercial, hotel, and convention center uses.

<sup>2</sup> Exact proportions of land use may vary between districts.

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

<b>Land Use</b>	<b>West End</b>	<b>Core</b>	<b>North End</b>	<b>City Center Total</b>
<b>Retail</b>	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (12%)
<b>Office<sup>1</sup></b>	500,000 sf	3,900,000 sf	1,600,000 sf	6.0 million sq. ft. (48%)
<b>Residential</b>	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
<b>Total<sup>2</sup></b>	4.2 mil sf.	5.7 mil sf	2.1 mil sf	12.3 million sq. ft.

*Source: Huckell/Weinman Associates, LMN Architects, 2002*

Notes:

<sup>1</sup> Includes commercial, hotel, and convention center uses.

<sup>2</sup> Exact proportions of land use may vary between districts.

## **1. Land Use Districts**

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

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

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

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

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

## **2. Major Similarities and Differences Among City Center Alternatives**

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

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

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

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

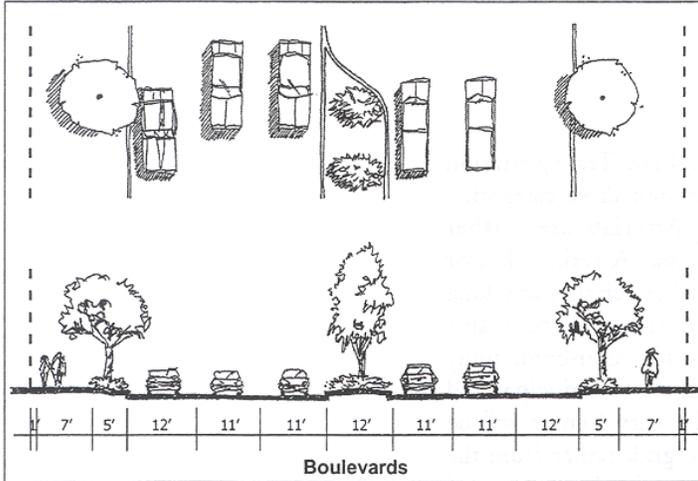
***New Street Network and Streetscape.*** New streets and street improvements associated with the O.C. Preferred Alternative and Alternative C would be located generally as shown in Figures 1-4 and 1-5. The new street pattern – consisting of an expanded

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

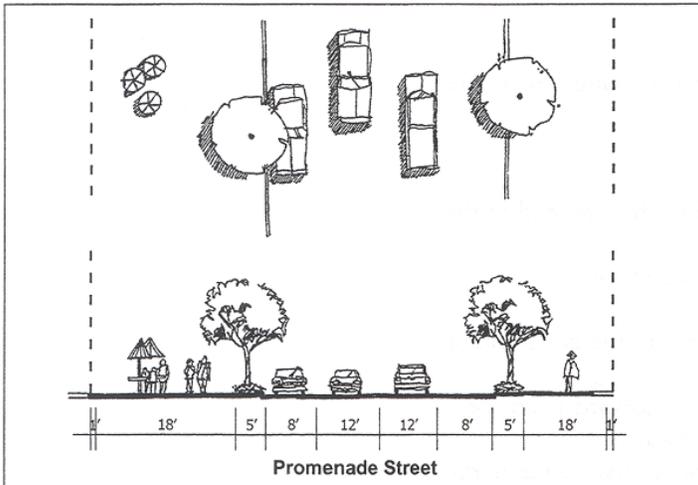
Parking would be provided through surface parking, and in parking garages (structured and/or below ground). In the near term, based on market conditions and land prices, underground parking may not be economically feasible. Parking approaches would, therefore, change over time – interim surface parking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

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

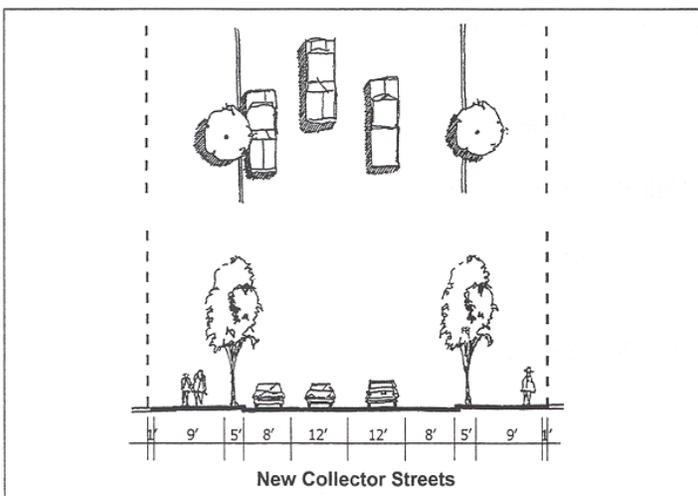
**Urban Design.** Urban design principals are identified in the draft Sub-Area Plan. They address and shape the siting, planning and design of the streetscape, public spaces, pedestrian connections, civic structures, public amenities, as well as building quality and materials within the City Center.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



**Boulevards**  
106' R.O.W



**Promenade Street  
(198<sup>th</sup> Street)**  
88' R.O.W



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

**FIGURE 1-2: STREET SECTIONS**

### **3. Major Features of Alternatives**

#### **No Action**

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

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

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

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

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

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

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

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

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

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

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

### **Alternative A – Low Intensity**

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

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

### **Figure 1-3 – Alternative A: East-West Spine**

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

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

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

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

### **O.C. Preferred Alternative – Medium Intensity**

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

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

#### **Figure 1-4 – O.C. Preferred Alternative**

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

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

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

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

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

#### **Alternative C – High Intensity**

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

### Figure 1-5: Alternative C

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

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

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

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

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

Alternative C includes four primary public spaces – the squares at the ends of the two main spines, and seven other smaller parks (see Figure 1-5). The public square concept would be landscaped with trees and lawn areas. Mixed-use development (hotels and shops on the east and retail on the west) around the two squares anchoring the 198<sup>th</sup> Street SW parkway is intended to encourage day and nighttime pedestrian activity.

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

## **F. City Center Plan Policies & Design Principles**

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

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

### **Objectives**

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

### **Planning & Urban Design Principles**

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

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

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

## Key Concepts

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

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

## **Sub-Area Policies**

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

## **Land Use Policies**

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

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

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

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

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

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

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

## **Housing**

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

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

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

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

## **Transportation**

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

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

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

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

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

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

The following may be needed after 2020:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Urban Design**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **Public Space**

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

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

components. Examine financing options, including contributions from private development.

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

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

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

### **Development Strategies**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### **Capital Facilities/Utilities**

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

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

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

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

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

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

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

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

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

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

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

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

## **Proposed Strategic Projects and Programs**

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

### *Projects*

- working with Sound Transit to develop a design build project for housing in the air rights above the new parking lot next to the expanded transit center
- incorporating the following projects into the City's CIP:
  - widening 196<sup>th</sup> to add one lane in each direction
  - widening 44<sup>th</sup> to add one lane northbound
  - adding the signals and intersection improvements recommended in the plan's Transportation policies
  - acquiring right-of-way for a future secondary grid street network through dedications and purchase
  - improving utilities to serve the City Center

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

*Programs*

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

<a href="#">Figure 2-1- location</a>	<a href="#">UD Figure 2-8</a>	<a href="#">UD Figure 2-15</a>
<a href="#">Figure 2-2: existing buildings</a>	<a href="#">UD Figure 2-9</a>	<a href="#">UD Figure 2-16</a>
<a href="#">Figure 2-3: Existing Land Use</a>	<a href="#">UD Figure 2-10</a>	<a href="#">UD Figure 2-17</a>
<a href="#">Figure 2-4: districts</a>	<a href="#">UD Figure 2-11</a>	<a href="#">UD Figure 2-18</a>
<a href="#">Map - Figure 2-5: Future Land Use</a>	<a href="#">UD Figure- II-12</a>	<a href="#">UD Figure 2-19</a>
<a href="#">Figure 2-6: Zoning</a>	<a href="#">UD Figure 2-13</a>	<a href="#">Figure 2-20</a>
<a href="#">UD Figure 2-7</a>	<a href="#">UD Figure 2-14</a>	<a href="#">Figure 2-21- drainage</a>

## Bookmarks

Note: As you read through the document, you will be referred to various figures. When you click on these, you will be taken to other pdf documents. Use the browser back button to return to this document and click above on the figure you just left and you will be directed to the location in this document where you last were reading.

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## II. AFFECTED ENVIRONMENT

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

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

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

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

## A. NATURAL ENVIRONMENT

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

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

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

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

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

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

## **B. LAND USE**

### **Existing Land Use Pattern**

#### **Lynnwood's City Center**

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

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

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

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

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

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

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

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

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

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

### **Surrounding Area**

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

According to the Comprehensive Plan adopted on April 10, 1995, (and updated annually through 1999), most of the City Center is designated for Regional Commercial purposes. Office Commercial is designated in a small triangle south of 200<sup>th</sup> Street SW adjacent to the highway, on the west side of 36<sup>th</sup> Avenue W between 194<sup>th</sup> Street SW and the

highway, and along the west side of 33<sup>rd</sup> Avenue W. Business Technical is intended for the east side of 36<sup>th</sup> Avenue W north of 194<sup>th</sup> Street SW and north of the Park and Ride. Multi-family 2 Residential follows the same pattern as the Zoning Code, and Public Facilities are located at the Park and Ride lot and the Justice Building. The bicycle trail along I-5 is meant to remain as Recreation/Open Space (see [Map - Figure 2-5: Future Land Use](#)).

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

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

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

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

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

Lynnwood has few "historic" buildings of statewide significance, but there are buildings and places that are important parts of Lynnwood's historic fabric. Keeler's Korner, located along Highway 99 to the west of the CITY CENTER is currently the only building with National Registry recognition. The following is a list of locally significant historic sites and structures in the City of Lynnwood:

- Wickers Store 3520 196<sup>th</sup> Street SW
- Irwin Residence 19311 28<sup>th</sup> Avenue W

- Manor Hardware                      19500 36<sup>th</sup> Avenue W
- Masonic Temple                      196<sup>th</sup> Street SW & 36<sup>th</sup> Avenue W
- Keeler’s Corner                      16401 Highway 99 (National Register)

Other historical sites in the immediate vicinity of the CITY CENTER with preservation value recognized by the city include:

- Wilcox Park                              5215 196<sup>th</sup> Street SW
- WA Irwin School Site                      3800 196<sup>th</sup> Street SW
- Pacific Northwest                      Interurban bike/ped. trail constructed on ROW Traction Right of Way
- Demonstration Farm:                      19807 Birch Way,
- Community Hall, Caretaker                      3403 & 3404 196<sup>th</sup> Place SW  
Residence & Water Tower

Major transportation infrastructure borders the City Center, as well. Interstate-5 borders the City Center area on the east and southeast. I-5 connects the region’s metropolitan areas and intersects with Interstate-405 approximately three miles north of the City Center. Highway 99, a major state route, extends in a north-south direction several miles to the west of the City Center. Both I-5 and SR-99 accommodate commuter traffic between Seattle and Everett. The arterial that traverses the Lynnwood City Center, 196<sup>th</sup> Street SW, connects Interstate-5 with SR-99 (see Figure 2-4).

## **Comprehensive Plan Land Use Designations**

### **Subregional Center**

Implementation of a subarea plan for the Lynnwood City Center is part of the “Subregional Center” concept defined in the Land Use Element of the Comprehensive Plan. The objective of this concept is to promote the development of commercial, residential, public and open space uses in the Subregional Center to provide economic and redevelopment opportunities. Subregional Center policies provide the means to develop a “downtown” that combines the best aspects of a traditional central business district with current and future trends in transportation, shopping, employment and living. Residents and employees in the Center would have access to employment, shopping, transportation systems, and City services. At the same time, it would allow the City to accommodate new residents who are expected to move to Lynnwood in the coming years while maintaining the single-family character of existing neighborhoods. Identifying areas for mixed use development with appropriate density and intensity levels is also encouraged within this area. Realizing the Subregional Center concept is one of the major elements of implementing the Lynnwood Comprehensive Plan.

## **Land Use**

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

### **Regional Commercial**

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

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

### **Office Commercial**

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

- “Principal Uses: Offices for business, financial, administrative, and governmental uses, professional services, hotels, motels, and other public and semi-public uses and facilities.”
- “Subordinate Uses: Mixed use that involves a principal use, and subordinate uses such as retail and/or personal services and/or eating establishments and/or business services that does not exceed 50 percent of the developed area of a development site.”

- “Building Design: Buildings at properties in this category will be either low or mid-rise structures, with rows of windows that wrap around the building at each story.”
- “Site Design: Buildings will typically cover up to 45 percent of the parcel. Most of the rest of the site will be developed for parking, although substantial landscaping shall be planted along street frontages and within parking areas. Landscaping shall also be planted at other property lines and near buildings (as part of an integrated design plan). Parking for employees and visitors may be located in either in open parking lots or well-designed parking garages. Development of properties in this category should include substantial landscaping and related site improvements, and should create a campus-like atmosphere.”

### **Business Technical**

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

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

### **Public Facility**

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

- “Principal Uses: Public and semi-public uses and facilities.”
- “Building Design: Buildings in this category may be low-rise structures. Buildings in or next to residential areas shall be designed to complement residential design characteristics.”

- “Site Design: Buildings will typically cover up to 30 percent of the parcel. Parking for customers and employees must be generally located in open parking lots, although well-designed parking garages will be permitted.”

## **Multi-family 2**

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

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

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

## **Existing Land Use**

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

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

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

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

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

### **City of Lynnwood Zoning**

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

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

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

**Table 2-2**

**City of Lynnwood Zoning Designations and Standards**

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

<b>Zoning Designations</b>	<b>Standards</b>
<b>(RMM)</b>	Maximum height: 35 ft.
<ul style="list-style-type: none"> <li data-bbox="250 401 760 474">• <b>Multiple Residential High Density (RMH)</b></li> </ul>	Minimum street setback: 70 ft.
	Maximum lot coverage: 35 %
	Minimum lot area / unit: 1,200 sq.ft.
	Maximum height: None
	Minimum street setback: 100 ft.
	Maximum lot coverage: 35 %

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

## C. URBAN DESIGN

### Access and Circulation

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



On and off-ramps of I-5 at 37<sup>th</sup> Avenue W

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

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

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

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

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



Existing Sidewalk

## Existing Blocks and Building Patterns

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



New office building

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



Older businesses

## **Parcel and Ownership Pattern**

### **Parcel Size**

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

### **Parcel Value**

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

### **Major Land Holdings**

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

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

## **Ownership Patterns**

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

## **Age of Buildings**

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



Historic Vietnamese Church



New office buildings

## **Development Potential**

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

than 10 years old, as well as newer buildings with very low parcel values. High parcel values are also included if the building is over 30 years old. The final category, Low Development Potential, covers parcels which have a high parcel value as well as recently built buildings.

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

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

### **Overall Image**

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

### **Landscape and Open Space**

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

and paved except for a few parcels. There are no environmentally sensitive areas within the boundary (see Figure 2-18). The City Center area lacks landscaped street trees except for a few exceptions at 36<sup>th</sup> Avenue W, 33<sup>rd</sup> Avenue W and Alderwood Mall Boulevard east of 33<sup>rd</sup> Avenue W.

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

### Edges

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

### Districts

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



Retail uses along 196<sup>th</sup> Street SW

Center stretch down from 188<sup>th</sup> Street SW to 196<sup>th</sup> Street SW. This *Office District* is also in close proximity to the Alderwood Mall, acts as a transition from the City Center commercial to the *Mall District*. *Civic Districts* define two major edges, the Park and Ride on the southern edge and the Civic Center in the north. Another possible civic district could be identified on the edge of the office district as a possible site for the new regional center (see [UD Figure 2-19](#)).



### Gateways

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

### View and Noise Issues

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

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

### Paths

Paths are major links, either vehicular or pedestrian. Earlier sections have already described the hierarchy of roads (see [UD Figure 2-18](#)). Highway traffic feeds directly onto 196<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W creating high volumes of cars while Alderwood Mall Boulevard connects the *Mall District* (see Figure 2-19) with the City Center. Other local



Typical road (36<sup>th</sup> Avenue W viewed with the City Center).

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

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

### Nodes

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

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



37<sup>th</sup> Avenue W viewed south towards 36<sup>th</sup> Avenue W (convention center site on left)

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

### Landmarks

Landmarks are prominent visual features in a city, a “*point of reference (Lynch)*”, observed from a distance. It can be a building, a public square or monument, something that gives people a sense of orientation. The Fisher Building, located on the northern edge of the City Center, is a prominent building and serves as a landmark. The Alderwood Mall is also a major landmark for the city and for the City Center. The Courtyard Marriott Hotel, located east of the Park and Ride, is visible from I-5. There are other locations that could contain landmarks to help define the City Center. Two of them coincide with the nodes at the intersections of 196<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W, and 196<sup>th</sup> Street SW and 37<sup>th</sup> Avenue W. Other potential locations are at the northern gateway near the civic center, and the western gateway that leads to the multi-family neighborhood. Other locations have potential because of their visibility from both the Alderwood Mall Boulevard and I-5. These include the intersection of 200<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W, and the on-ramp location from 37<sup>th</sup> Avenue W to I-5 South (see [Figure 2-20](#)).



Fisher Building

## D. PUBLIC SERVICES

### Fire Services

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

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

Overall staff structure consists of the following Divisions:

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

- Training
- Part-Time Paid

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

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

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

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

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

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

## **Police**

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

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

### Operations

- Patrol Division
- Traffic Unit

### Support Services

- Criminal Investigations
- Detention Division

- Special Operations Section
- Animal Control
- Reserve Unit
- K-9 Unit
- Police Chaplain
- South Snohomish County SWAT Team
- Property Room / Evidence
- Training Unit
- Snohomish County Narcotics Unit
- Community Services Division (e.g., Crime Prevention, Youth Services, DARE)
- Records Section

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

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

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

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

## **Schools**

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

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

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

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

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

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

### **Elementary Schools**

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

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

### **Middle and High Schools**

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

### **Six-Year Facility Needs**

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

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

### **Parks**

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

## **Current Inventory**

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

Lynnwood's parks include ball fields and active play areas, as well as natural forested areas and trails for passive use. City parks are categorized into functional classifications for planning and programming purposes. Lynnwood considered the National Recreation and Park Association (NRPA) park category definitions and modified them for local conditions, as described below:

Core Parks: Core Parks traditionally offer active recreation opportunities as well as passive, often providing ball fields, sports courts, play equipment, open play areas, picnic facilities and natural areas. The City currently operates 14 facilities in this category and has acquired 6 properties for future development as Core Parks. Core Park land accounts for approximately 160 acres, or 45 percent of the total inventory. Sub-types of core parks include:

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

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

Community Park: A park, usually over 10 acres, which serves an approximate radius of 1 to 2 miles. These parks may include athletic facilities, such as ball fields and sport courts in addition to passive and natural areas for trails and picnicking. Community parks serve several neighborhoods. There are 4 developed community parks/facilities in Lynnwood, and one undeveloped site in the UGA.

In addition to these parklands, Lynnwood owns approximately 110 total acres of open space (more than 50 percent of the total park acreage), which ranges from large natural areas in Lund's Gulch, to buffers and greenbelts within the community. Moreover, the City has approximately 7 miles of trails outside of parks within its boundaries.

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

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

## **Levels of Service (LOS)**

The City of Lynnwood’s recommended LOS applies only to those facilities, which are in the City limits and owned and/or controlled by the City. The current recommended LOS standard for park, recreation, and open space in Lynnwood is 10 acres per 1,000 people. The standard is further delineated for planning and programming needs according to park classification. Of the 10 acres, 5 acres are for Core Parks (mini, neighborhood and community parks). The remaining 5 acres are for Other Parks (open space and special use facilities).

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

## **2000-2005 Capital Facilities Plan**

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

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

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

## **E. PUBLIC FACILITIES**

### **Water**

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

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

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

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

### **Sewer**

The City of Lynnwood owns, operates, and maintains the sanitary sewer collection and wastewater treatment plant (WWTP) for the City. The current average daily flow in to the treatment facility is 3.2 million gallons per day (mgd). The current hydraulic capacity of the wastewater plant is 7.4 million gallons per day with organic and solids capacities of 12,960 lbs/day. The plant has applied for and been granted a permit to operate a new organic and solids capacity of 15,120 lbs/day.

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

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

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

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

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

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

## **Storm Drainage**

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

The 5 sub-basins are as follows:

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

### **III. SIGNIFICANT IMPACTS, MITIGATION MEASURES & UNAVOIDABLE ADVERSE IMPACTS**

#### **Introduction**

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

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

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

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

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

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

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

## **Earth**

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

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

## **Hazardous Materials**

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

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

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

## **Air Quality**

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

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

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

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

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

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

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

## **Noise**

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

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

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

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

### **Historic & Cultural Resources**

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

## A. NATURAL ENVIRONMENT

### Significant Impacts of the Alternatives

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

#### 1. Water Quality

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

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

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

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

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

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

## **2. Wildlife Habitat**

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

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

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

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

### **3. Fish Habitat**

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

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

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

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

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

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

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

## **Mitigation Measures**

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

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

## B. LAND USE

### Significant Impacts of the Alternatives

#### Direct Land Uses Impacts

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

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

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

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

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

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

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

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

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

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

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

### **Alternative A – Low Intensity**

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

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

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

Source: Huckell/Weinman Associates, 2002

**Note:**

<sup>1</sup> Office category includes commercial, hotel, and convention center uses.

<sup>2</sup> Exact proportions of land use could vary between districts. The total for the City Center is used for purposes of the SEIS analysis

### **Land Use Pattern**

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

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

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

### **West End**

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

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

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

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

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

## **Core**

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

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

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

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

## **North End**

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

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

## **O.C. Preferred Alternative – Medium Intensity**

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

**Table 3-2  
Alternative B – Proposed Land Use Scenario**

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

*Source: Huckell/Weinman Associates, 2002*

Note:

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

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

### **Land Use Pattern**

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

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

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

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

### **West End**

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

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

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

A pedestrian connection to the Interurban Trail would provide access to transit facilities and recreation opportunities. A transit center could be located at the northwest corner of 196<sup>th</sup> Street SW and 44<sup>th</sup> 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.

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

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.

*200<sup>th</sup> 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 44<sup>th</sup> 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 196<sup>th</sup> 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 196<sup>th</sup> Street SW and west of 36<sup>th</sup> Avenue W. It would be fronted by a park and plaza area along 196<sup>th</sup> 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 196<sup>th</sup> Street SW and 36<sup>th</sup> 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 194<sup>th</sup> 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.

*196<sup>th</sup> 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 198<sup>th</sup> 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 194<sup>th</sup> 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. 36<sup>th</sup> 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**

<b>Land Use</b>	<b>West End</b>	<b>Core</b>	<b>North End</b>	<b>City Center Total</b>
<b>Retail</b>	600,000 sf	600,000 sf	300,000 sf	1.5 million sq. ft. (12%)
<b>Office<sup>1</sup></b>	500,000 sf	3,900,000 sf	1,600,000 sf	6.0 million sq. ft. (48%)
<b>Residential</b>	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
<b>Total<sup>2</sup></b>	4.2 mil sf	5.7 mil sf	2.4 mil sf	12.3 million sq. ft.

Source: Huckell/Weinman Associates, 2002

Note:

<sup>1</sup> Office category includes commercial, hotel, and convention center uses.

<sup>2</sup> 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 196<sup>th</sup> 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 194<sup>th</sup> 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 196<sup>th</sup> Street SW and 44<sup>th</sup> 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.

*196<sup>th</sup> Street SW to 200<sup>th</sup> 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.

*200<sup>th</sup> 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 44<sup>th</sup> 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 196<sup>th</sup> 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 196<sup>th</sup> Street SW and west of 36<sup>th</sup> Avenue W. It would be fronted by a park and plaza area along 196<sup>th</sup> 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 196<sup>th</sup> Street SW and 36<sup>th</sup> 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 194<sup>th</sup> 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.

*196<sup>th</sup> 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 198<sup>th</sup> 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 194<sup>th</sup> 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 194<sup>th</sup> Street SW and 36<sup>th</sup> Avenue W, and would buffer an existing multi-family use from traffic and commercial impacts along 36<sup>th</sup> 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. 36<sup>th</sup> 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-5/164<sup>th</sup> Street SW, located approximately one mile north of the City Center, and another at I-5/128<sup>th</sup> 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-5/164<sup>th</sup> 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:

	<b>2000</b>	<b>2012 Target</b>	<b>Gross Density</b>
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)**

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

<b>Geographic Area</b>	<b>2012 Employment Increase</b>	<b>2012 Population Increase</b>
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
<b>No Action Alt.</b>			
Employment	680	1,120	<b>1,800</b>
Population	0	0	<b>0</b>
<b>Alternative A</b>			
Employment	1,100	1,900	<b>3,000</b>
Population	1,550	2,050	<b>3,600</b>
<b>O.C. Preferred Alternative/ B</b>			
Employment	3,400	5,600	<b>9,000</b>
Population	2,320	3,080	<b>5,400</b>
<b>Alternative C</b>			
Employment	5,740	9,300	<b>15,000</b>
Population	3,100	4,100	<b>7,200</b>

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**

<b>City Center Alternative</b>		<b>Comparison to 2012 Subregional Center Projection</b>
<b>No Action Alternative</b>	Employment	- 8,290
	Population	- 1,130
<b>Alternative A</b>	Employment	- 7,870
	Population	+ 416
<b>O.C. Preferred Alternative B</b>	Employment	- 5,570
	Population	+ 1,188
<b>Alternative C</b>	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 196<sup>th</sup> Street SW and 37<sup>th</sup> 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.

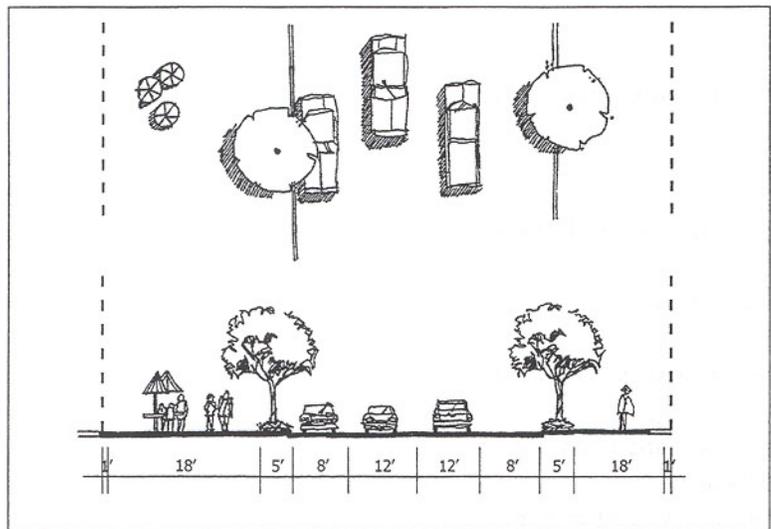
**Building Height:** New buildings in the Core district would range in height from 5-10 story for Alternative A, 10-15 story for the O.C. Preferred Alternative, and 15 to 25 stories (150 to 350 feet) for the O.C. Preferred Alternative and Alternative C. Buildings for these alternatives would be much 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%
<b>Total Students (K-12)</b>	<b>20,988</b>	<b>24,411</b>	<b>+3,423</b>	<b>87%</b>

*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 196<sup>th</sup> Street

SW, at the 37<sup>th</sup> 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 Housing<sup>1</sup>**

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

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

Note:

<sup>1</sup> 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**

	Alternative C		Alternative A		O.C. Preferred Alternative		No Action <sup>1</sup>
	2012	2020	2012	2020	2012	2020	2020
<b>LOS Standard (acres)<sup>2</sup></b>	31	72	16	36	23	54	0
<b>Acres Planned<sup>3</sup></b>	15	15	12	12	19	19	0
<b>Net Surplus/Deficit (acres)<sup>4</sup></b>	(16)	(57)	(4)	(24)	(4)	(35)	0

Source: Huckell/Weinman Associates, 2002

Table Note:

<sup>1</sup> A population increase is not anticipated under the No Action scenario.

<sup>2</sup> Adopted LOS standard is 10 acres per 1,000 persons.

<sup>3</sup> 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.

<sup>4</sup> 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.

Figure U-1 in Appendix B provides a preliminary concept plan of the proposed storm drainage system for the City Center. It shows how each of the new streets would drain, and where treatment and detention vaults would be provided. 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 195<sup>th</sup> Street SW and the one new street adjacent to the north of 195<sup>th</sup> Street SW.
- Vault No. 2 would be located at the southernmost end of the Core, off 44<sup>th</sup> Avenue W and within the interurban trail. The runoff collected at this location would be generated from all new streets south of 195<sup>th</sup> Street SW, between 44<sup>th</sup> and 40<sup>th</sup> Avenue W, within the Core Area.
- Vault No. 3 would be located at the intersection of 40<sup>th</sup> 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 194<sup>th</sup> Street SW extension from 40<sup>th</sup> to 36<sup>th</sup> Avenue W, as well as the new 195<sup>th</sup> Street SW collector. This vault would be located within the new park/plaza area at the southeast corner of the intersection of the new 195<sup>th</sup> Street SW collector and 36<sup>th</sup> 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 36<sup>th</sup> 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 200<sup>th</sup> Street SW from 44<sup>th</sup> 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 200<sup>th</sup> 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**

	<b>2013</b>	<b>2023</b>
<b>No Action</b>	.0.3 mgd*	0.6 mgd
<b>Alternative A</b>	0.4 mgd	0.9 mgd
<b>O.C. Preferred Alternative</b>	0.5 mgd	1.2 mgd
<b>Alternative C</b>	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**

	<b>2013</b>	<b>2023</b>
<b>No Action</b>	0.1 mgd*	0.2 mgd
<b>Alternative A</b>	0.2 mgd	0.4 mgd
<b>O.C. Preferred Alternative</b>	0.3 mgd	0.7 mgd
<b>Alternative C</b>	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 40<sup>th</sup> 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 76<sup>th</sup> 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 76<sup>th</sup> 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 with ...This 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 196<sup>th</sup> Street SW; North Alderwood, between the Alderwood Mall and I-5; and Lynnwood, west of the intersection of 188<sup>th</sup> 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 196<sup>th</sup> 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 41<sup>st</sup> or 42<sup>nd</sup> 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 (196<sup>th</sup> 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 44<sup>th</sup> Avenue W, Alderwood Mall Boulevard, 40<sup>th</sup> Avenue W and 36<sup>th</sup> Avenue W. In addition, 196<sup>th</sup> Street SW, 200<sup>th</sup> Street SW, 194<sup>th</sup> Street SW and 188<sup>th</sup> Street SW serve the City Center as the east/west arterials. The principal arterial, 196<sup>th</sup> 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

**196<sup>th</sup> 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, 196<sup>th</sup> 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

44<sup>th</sup> Avenue W is classified as a principal arterial between I-5 and 196<sup>th</sup> Street SW. North of 196<sup>th</sup> Street SW the roadway has four lanes and is designated as a minor arterial. South of 196<sup>th</sup> Street SW, 44<sup>th</sup> 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 196<sup>th</sup> Street SW and 30 mph south of 196<sup>th</sup> Street SW.

### Minor Arterials

200<sup>th</sup> 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 44<sup>th</sup> Avenue W, Alderwood Mall Boulevard becomes 200<sup>th</sup> Street SW; a roadway with five to six lanes and a posted speed limit of 30 miles per hour. Alderwood Mall Boulevard east of 40<sup>th</sup> Avenue W has four lanes with a speed limit of 35 mph. It is elevated over 196<sup>th</sup> 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.

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

188<sup>th</sup> 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 36<sup>th</sup> Avenue W, 188<sup>th</sup> Street SW is a three lane roadway and east of 36<sup>th</sup> Avenue W it is a five lane roadway. In the City Center, 188<sup>th</sup> Street SW posts a 30 mph speed limit with no parking allowed on either side of the street.

### Collector Arterial

33<sup>rd</sup> 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.

40<sup>th</sup> Avenue W north of Alderwood Mall Boulevard, 194<sup>th</sup> Street SW between 40<sup>th</sup> Avenue W and 52<sup>nd</sup> Avenue W, and 198<sup>th</sup> Street SW between 40<sup>th</sup> Avenue W and 44<sup>th</sup> 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:

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

<b>LOS</b>	<b>Average Signalized Intersection Delay Per Vehicle (seconds)</b>	<b>Average Unsignalized Intersection Delay Per Vehicle (seconds)</b>	<b>Descriptions of Level of Service Operations</b>
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 196<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W operates at LOS E during the PM peak hour. The three intersections of 200<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W, 188<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W, and 196<sup>th</sup> 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.

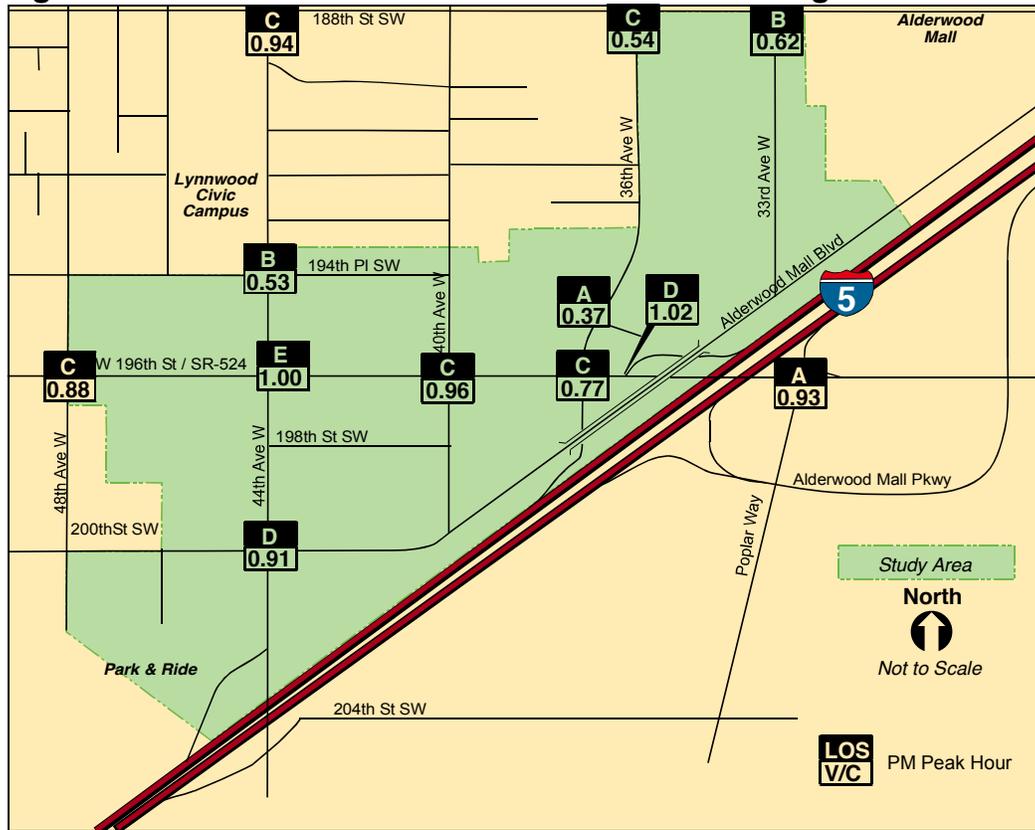
Another method that is commonly used to measure intersection performance is the volume to capacity (V/C) ratio. The V/C ratio is the flow rate divided by the capacity of the intersection. The ratio provides an indication of how well that capacity serves the number of vehicles traveling on a given facility. 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 <sup>th</sup> Street SW	4	A	Signalized
40th Avenue West	200th Street SW	8	A	Not Signalized

Source: Mirai Associates

**Figure 3-9. 2001 Level of Service and V/C Ratio for Signalized Intersections**



Source: Mirai Associates

**Level of Service Standards**

The Growth Management Act (GMA) requires cities to adopt and enforce ordinances that prohibit development approval if a proposed project would cause the level of service on a transportation facility to decline below the standards adopted in the Comprehensive Plan. The GMA requires that transportation improvements needed to accommodate the impacts of the development are to be made “concurrent” with that development. Concurrent is defined to mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

The City of Lynnwood adopted a level of service standard to measure the overall ability of the transportation system to move people and goods. The Lynnwood level of service standard is based on a volume to capacity ratio (V/C), a numerical measurement of traffic flow. This measurement is the ratio of vehicle trips compared to the capacity of the intersection or segment to accommodate these trips. Table 3-16 shows the volume to capacity ratio for segments and intersections derived from actual counts and transportation modeling (as defined in the 1985 Highway Capacity Manual).

**Table 3-16**  
**1985 Highway Capacity Manual Volume to Capacity**

<b>Level of Service LOS</b>	<b>Volume to Capacity Ratio V/C Ratio</b>	<b>Intersection Delay</b>
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 196<sup>th</sup> Street SW and 220<sup>th</sup> Street SW and the on-ramps and off-ramps at 44<sup>th</sup> 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**

<b>Intersection</b>	<b>Accidents in 1999</b>	<b>Accidents in 2000</b>	<b>East/ West Daily Traffic</b>	<b>North/South Daily Traffic</b>	<b>Accident Rate*</b>
188th St. SW & 33 <sup>rd</sup> Ave. W	4	3	20,300	10,650	0.31
188 <sup>th</sup> St. SW & 36 <sup>th</sup> Ave. W	14	7	20,450	14,000	0.84
194 <sup>th</sup> St. SW & 44 <sup>th</sup> Ave. W	4	6	3,900	23,329	0.50
196 <sup>th</sup> St. SW & 37 <sup>th</sup> Ave. W	17	7	40,050	13,500	0.61
196 <sup>th</sup> St. SW & 40 <sup>th</sup> Ave. W	16	12	38,550	7,850	0.83
196 <sup>th</sup> St. SW & 44 <sup>th</sup> Ave. W	23	26	35,550	24,250	1.12
196 <sup>th</sup> St. SW. & 48 <sup>th</sup> Ave. W	8	13	32,950	8,300	0.70
200 <sup>th</sup> St. SW & 40 <sup>th</sup> Ave. W	2	0	20,500	11,500	0.09
200 <sup>th</sup> St. SW & 44 <sup>th</sup> 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 196<sup>th</sup> Street SW/44<sup>th</sup> Avenue W and 200<sup>th</sup> Street SW/44<sup>th</sup> 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 220<sup>th</sup> Street SW, including the on-ramps and off-ramps at 44<sup>th</sup> 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**

<b>Location</b>	<b>Total Accidents</b>	<b>North/South Daily Traffic</b>	<b># of Years</b>	<b>Accident Rate*</b>
Mainline I-5 from 220 <sup>th</sup> St. SW. to 44 <sup>th</sup> Ave. W.	335	194,000	3	1.58
Mainline I-5 from 44 <sup>th</sup> 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**

<b>Location</b>	<b>Milepost</b>	<b>Total Accidents</b>
I-5 SB Off-ramp to 220 <sup>th</sup> 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)**

<b>Route # (start and end of route)</b>	<b>Major Stops</b>	<b>Weekday Frequency * (AM peak, Midday, PM peak, Evening)</b>	<b>Weekend Service</b>	<b>Weekday Service Hours (AM to PM for first and last route)</b>
CT 110 Lynnwood Transit Center to Edmonds Senior Center	Lynnwood T.C. 48th W & 200th SW 212 <sup>th</sup> 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 <sup>th</sup> Ave W & 232 <sup>nd</sup> St SW 236 <sup>th</sup> SW & 48 <sup>th</sup> Ave W 44 <sup>th</sup> Ave E & 228 <sup>th</sup> St SW Montlake Terrace H.S. Lynnwood T.C. Alderwood Mall Swamp Creek P&R 148 <sup>th</sup> 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 <sup>th</sup> SE 148 <sup>th</sup> SE & 35 <sup>th</sup> SE Mill Creek Blvd & 161 <sup>st</sup> SE 164 <sup>th</sup> SE & Mill Creek Blvd Ash Way P&R Swamp Creek P&R Lynnwood T.C. Edmonds C.C. 196 <sup>th</sup> 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

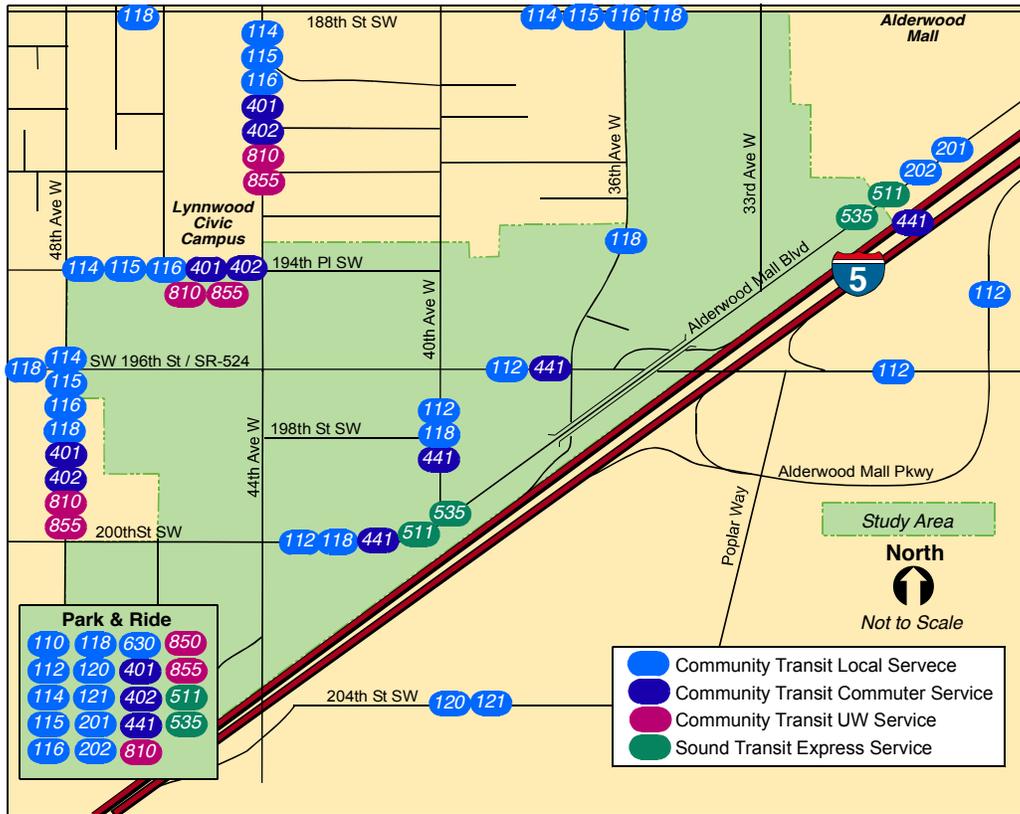
<b>Route # (start and end of route)</b>	<b>Major Stops</b>	<b>Weekday Frequency * (AM peak, Midday, PM peak, Evening)</b>	<b>Weekend Service</b>	<b>Weekday Service Hours (AM to PM for first and last route)</b>
Center to UW Bothell / Cascadia College	freeway Canyon Park P&R Beardslee Blvd & 104 <sup>th</sup> 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 <sup>th</sup> State & 100 <sup>th</sup> 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 <sup>th</sup> SW & Spruce Way to Downtown Seattle	164 <sup>th</sup> 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 <sup>th</sup> ST Fwy Station NE 45 <sup>th</sup> 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 <sup>th</sup> W & 232 <sup>nd</sup> SW Mountlake Terr P&R Aurora Village T.C. 100 <sup>th</sup> W & Edmonds Way Edmonds Sr Ctr 212 <sup>th</sup> SW & 84 <sup>th</sup> 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 McCollum Park & Ride to University District	McCollum 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 McCollum P&R 9:05 am - 4:05 pm  at University District 10:45 am - 11:45 am 5:45 pm - 9:45 pm

<b>Route # (start and end of route)</b>	<b>Major Stops</b>	<b>Weekday Frequency * (AM peak, Midday, PM peak, Evening)</b>	<b>Weekend Service</b>	<b>Weekday Service Hours (AM to PM for first and last route)</b>
	Mountlake Terr P&R University District University of WA			
CT 850 Lynnwood Transit Center to University District	Lynnwood T.C. Hwy 99/ 220 <sup>th</sup> 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 <sup>th</sup> W & 168 <sup>th</sup> SW Lynnwood T.C. University District University of WA	AM 30 min Mid 60 min PM 30 min	None	at 44 <sup>th</sup> W & 168 <sup>th</sup> 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**

<b>Bus Route Destination</b>	<b>Route Number(s)</b>	<b>Number of Buses</b>	<b>Percentage of Service</b>
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 48<sup>th</sup> 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 164<sup>th</sup> 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 196<sup>th</sup> Street SW between 68<sup>th</sup> Avenue W and 48<sup>th</sup> Avenue W (instead of on 200<sup>th</sup> 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 (4<sup>th</sup> 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 200<sup>th</sup> Street SW, between 44<sup>th</sup> Avenue W and 48<sup>th</sup> 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 48<sup>th</sup> Avenue W and 46<sup>th</sup> 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 46<sup>th</sup> and 48<sup>th</sup> 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

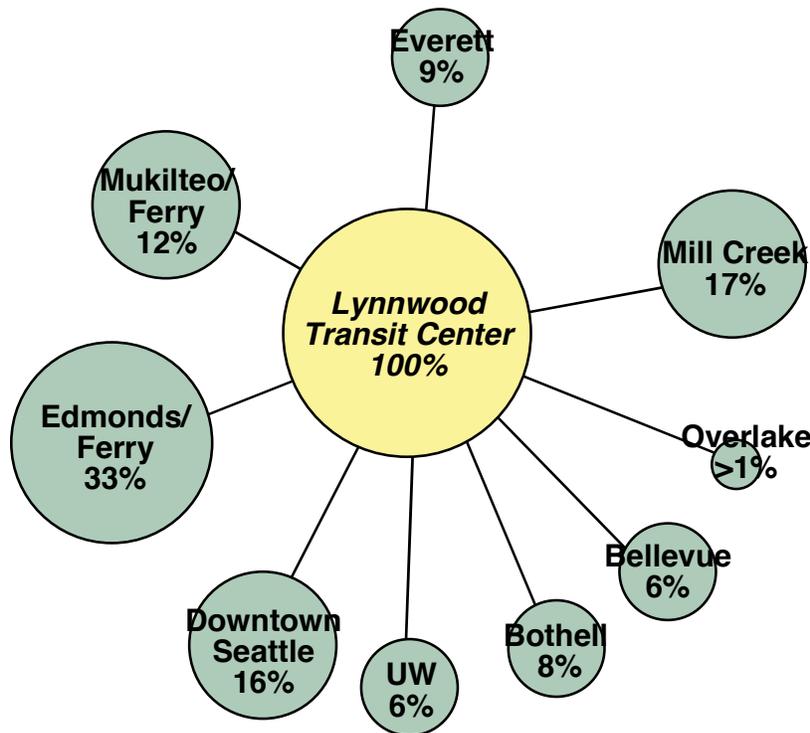
The greatest percentage of the regional buses using the Lynnwood Transit Center travel to Edmonds followed by Mill Creek and Downtown Seattle. Figure 3-12 shows the percentage of buses for each regional destination to/from the Lynnwood Transit Center.

### ***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 48<sup>th</sup> Avenue W, turn onto 194<sup>th</sup> Street SW, turn north on 44<sup>th</sup> 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 84<sup>th</sup> 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 44<sup>th</sup> 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 44<sup>th</sup> 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 194<sup>th</sup> Street SW and 196<sup>th</sup> Street SW to 200<sup>th</sup> Street SW. This lane will serve as a right turn lane both at the intersection of 44<sup>th</sup> Avenue W and 196<sup>th</sup> Street SW, and at 44<sup>th</sup> Avenue W and 200<sup>th</sup> Street SW. The target completion date for this project has been delayed.

A second project will construct a pedestrian bridge over 44<sup>th</sup> Avenue W north of I-5 to connect the Interurban Trail. This project will provide a pedestrian/bicycle link across 44<sup>th</sup> 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 196<sup>th</sup> Street SW grade separates southbound to eastbound 196<sup>th</sup> Street SW. The roadway at 196<sup>th</sup> Street SW was widened west of the southbound off-ramp to allow the westbound right turn to free flow onto 196<sup>th</sup> 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/ 196<sup>th</sup> 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 196<sup>th</sup> 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 196<sup>th</sup> 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 44<sup>th</sup> 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 44<sup>th</sup> Avenue W from 195<sup>th</sup> Street SW to I-5 on-ramp; and
- Install two signals at 40<sup>th</sup> Avenue W and 188<sup>th</sup> Street SW, and 40<sup>th</sup> Avenue W and 200<sup>th</sup> 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 44<sup>th</sup> Avenue W and 196<sup>th</sup> Street SW will operate at LOS F (with significant delay) and the intersection of 44<sup>th</sup> Avenue W and 200<sup>th</sup> 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 <sup>th</sup> Street SW	10	A	4	A
40th Avenue West	200th Street SW	15	B	8	A

Source: Mirai Associates

### **2010 Alternative C/High Intensity 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 Alternative C**

<b>Land Use Category</b>	<b>Building Floor Area/Unit</b>
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 179<sup>th</sup> Street SW (Maple Road) as a 2-lane road, without on-street parking, between 36<sup>th</sup> Avenue W and Alderwood Mall Parkway.
- Widen 36<sup>th</sup> Avenue W to 5 lanes from 179<sup>th</sup> Street SW to 164<sup>th</sup> Street SW.
- Widen 196<sup>th</sup> Street SW to 7 lanes from 48<sup>th</sup> Avenue W to 37<sup>th</sup> Avenue W.
- At 200<sup>th</sup> Street SW / 44<sup>th</sup> Avenue W intersection, add a “left-turn only” lane to westbound approach and delete split phasing of traffic signal.
- Widen northbound lane on 44<sup>th</sup> Avenue W from I-5 to 194<sup>th</sup> Street SW to form a 7-lane roadway.
- Add a northbound/southbound left turn lane to form double left turn lanes at the 44<sup>th</sup> Avenue W and 196<sup>th</sup> Street SW intersection.
- Install a traffic signal at 48<sup>th</sup> Avenue W and 194<sup>th</sup> Street SW intersection.
- Install a traffic signal at 40<sup>th</sup> Avenue W and 200<sup>th</sup> 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 Alternative C**



Source: Mirai Associates

***Intersection Level of Service***

Table 3-24 shows the results of the levels of service calculation for Alternative C in 2010.

**Table 3-24  
2010 Alternative C – PM Peak Hour Intersection Level of Service and Delay**

N/S Street	E/W Street	2010 Alternative C		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 <sup>th</sup> 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 Alternative C were constructed and completed by 2010, no intersection in the City Center would operate at LOS F. One intersection, at 44<sup>th</sup> Avenue W and 196<sup>th</sup> 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: 196<sup>th</sup> Street SW and 44<sup>th</sup> Avenue W. In addition, it is important to improve the capacity of the following two intersections: 44<sup>th</sup> Avenue W and 200<sup>th</sup> Street SW; and 44<sup>th</sup> Avenue W and 196<sup>th</sup> 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: 40<sup>th</sup> Avenue W and 188<sup>th</sup> Street SW; 48<sup>th</sup> Avenue W and 194<sup>th</sup> Street SW; and 40<sup>th</sup> Avenue W and 200<sup>th</sup> Street SW.

While the 2010 Alternative C 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**

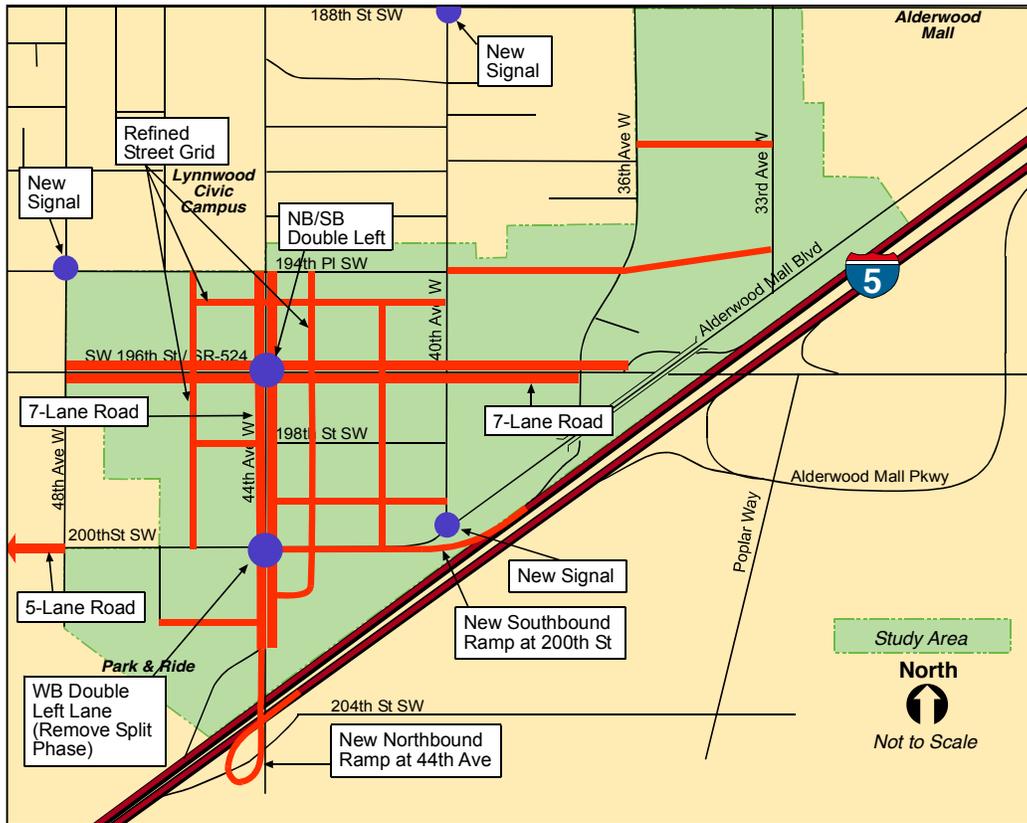
### ***2020 Land Use***

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 179<sup>th</sup> Street SW (Maple Road) as a 2-lane road, without on-street parking, between 36<sup>th</sup> Avenue W and Alderwood Mall Parkway.
- Widen 36<sup>th</sup> Avenue W to 5 lanes from 179<sup>th</sup> Street SW to 164<sup>th</sup> Street SW.
- Widen 196<sup>th</sup> Street SW to 7 lanes from 48<sup>th</sup> Avenue W to 37<sup>th</sup> Avenue W.
- At 200<sup>th</sup> Street SW / 44<sup>th</sup> 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 196<sup>th</sup> Street SW / 44<sup>th</sup> Avenue W intersection.
- Widen northbound 44<sup>th</sup> Avenue W to add a through lane from I-5 to 194<sup>th</sup> Street SW. (An additional southbound lane on 44<sup>th</sup> Avenue W is programmed as part of the current TIP.)
- Install a traffic signal at 48<sup>th</sup> Avenue W and 194<sup>th</sup> Street SW intersection.
- Install a traffic signal at 40<sup>th</sup> Avenue W and 200<sup>th</sup> 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 44<sup>th</sup> Avenue W.
- Build a southbound off ramp from I-5 to 200<sup>th</sup> Street SW.

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

***Intersection Level of Service for Alternative C***

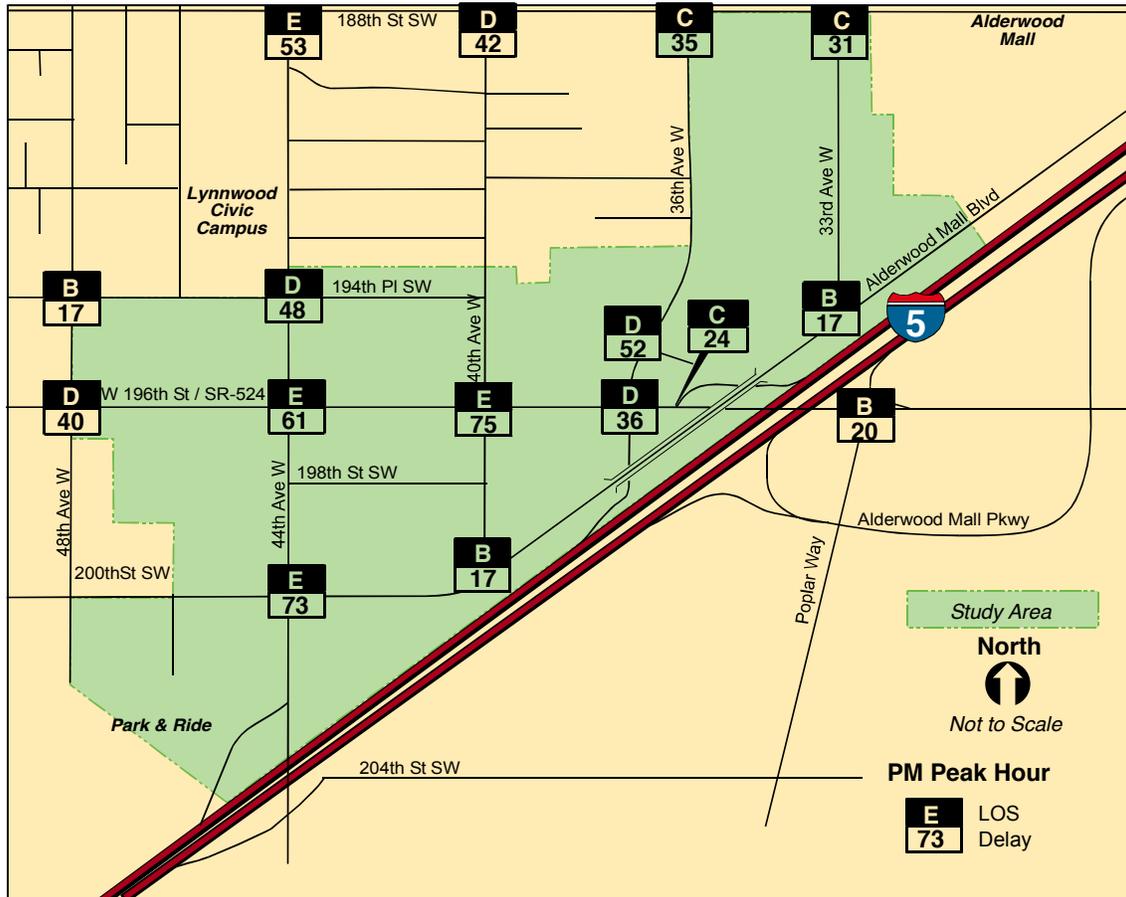
Table 3-25 and Figure 3-15 show projected PM peak hour levels of service using the forecasted traffic volumes from the 2020 Lynnwood model for Alternative C with the transportation improvements listed above.

**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 <sup>th</sup> 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)

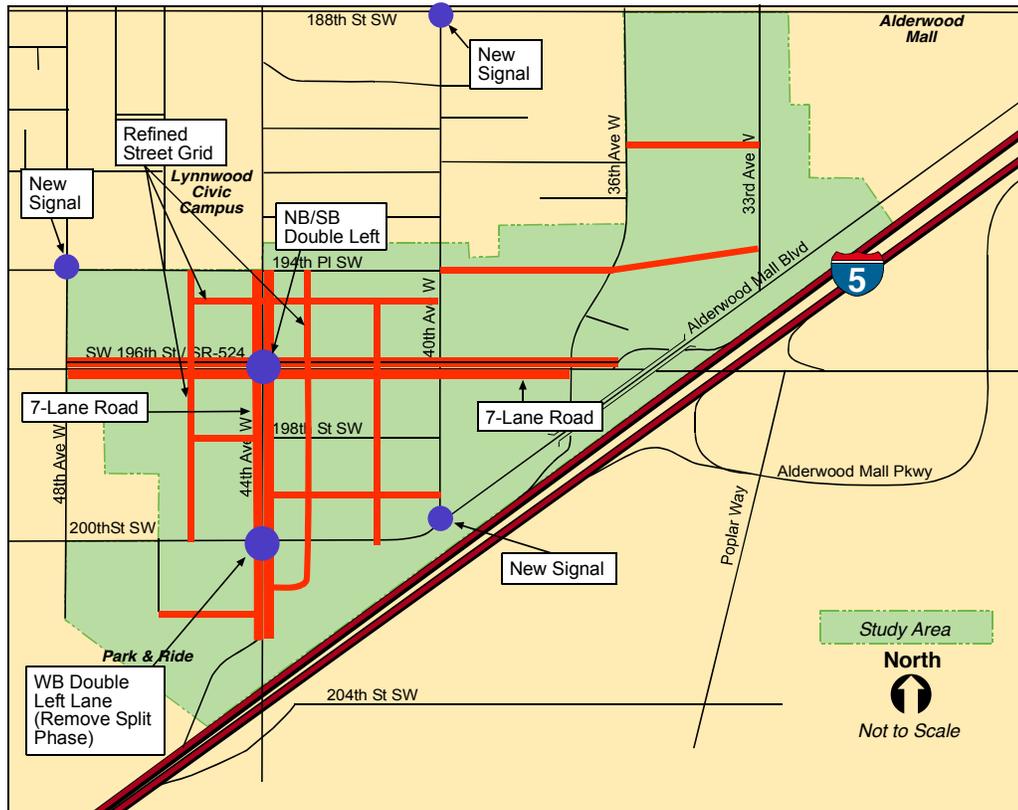
#### 2020 Land Use

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 179<sup>th</sup> Street SW (Maple Road) as a 2-lane road, without on-street parking, between 36<sup>th</sup> Avenue W and Alderwood Mall Parkway.
- Widen 36<sup>th</sup> Avenue W to 5 lanes from 179<sup>th</sup> Street SW to 164<sup>th</sup> Street SW.
- Widen 196<sup>th</sup> Street SW to 7 lanes from 48<sup>th</sup> Avenue W to 37<sup>th</sup> Avenue W.
- At 200<sup>th</sup> Street SW / 44<sup>th</sup> 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 196<sup>th</sup> Street SW / 44<sup>th</sup> Avenue W intersection.
- Widen northbound 44<sup>th</sup> Avenue W to add a through lane from I-5 to 194<sup>th</sup> Street SW. (An additional southbound lane on 44<sup>th</sup> Avenue W is programmed as part of the current TIP.)
- Install a traffic signal at 48<sup>th</sup> Avenue W and 194<sup>th</sup> Street SW intersection.
- Install a traffic signal at 40<sup>th</sup> Avenue W and 200<sup>th</sup> 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***

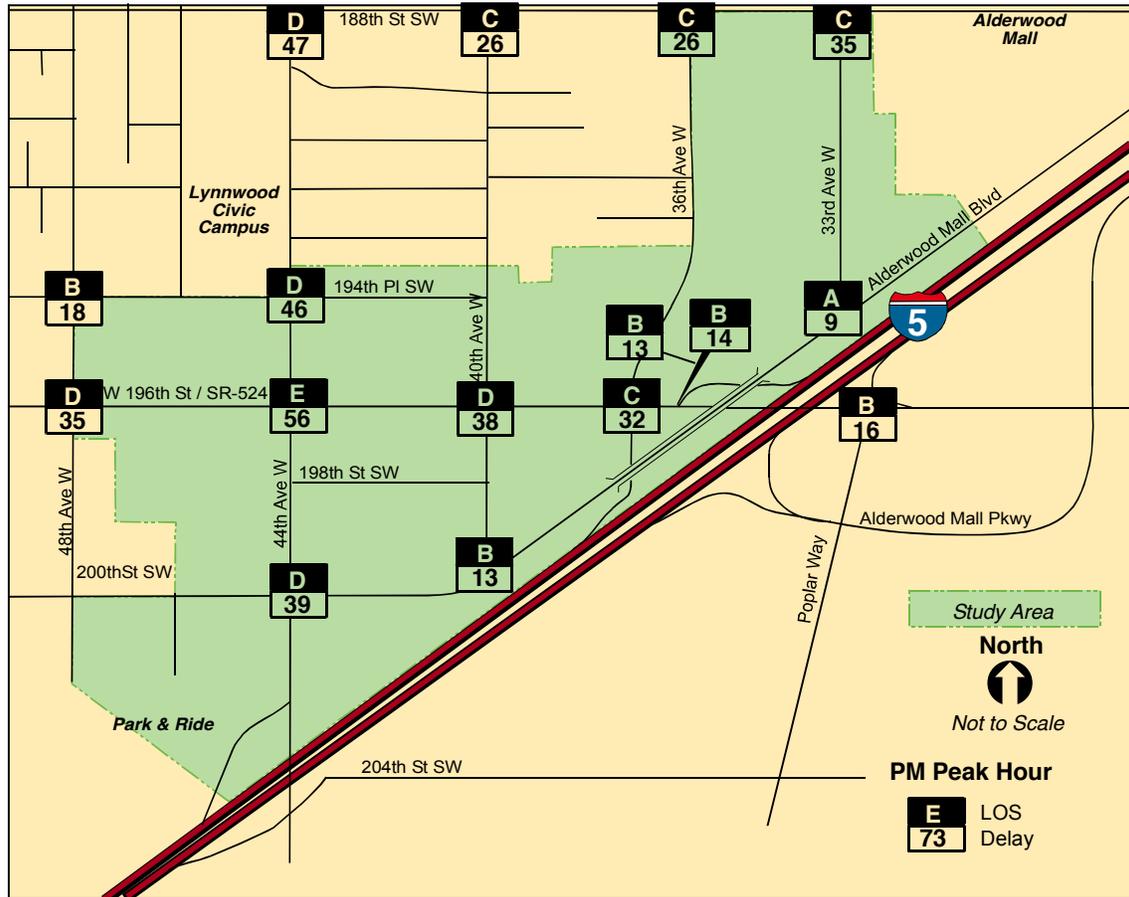
Table 3-26 and Figure 3-17 shows projected PM peak hour levels of service using the forecasted traffic volumes from the 2020 Lynnwood model for the O.C. Preferred Alternative with the transportation improvements listed above.

**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 <sup>th</sup> 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 44<sup>th</sup> Avenue W and 196<sup>th</sup> 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.

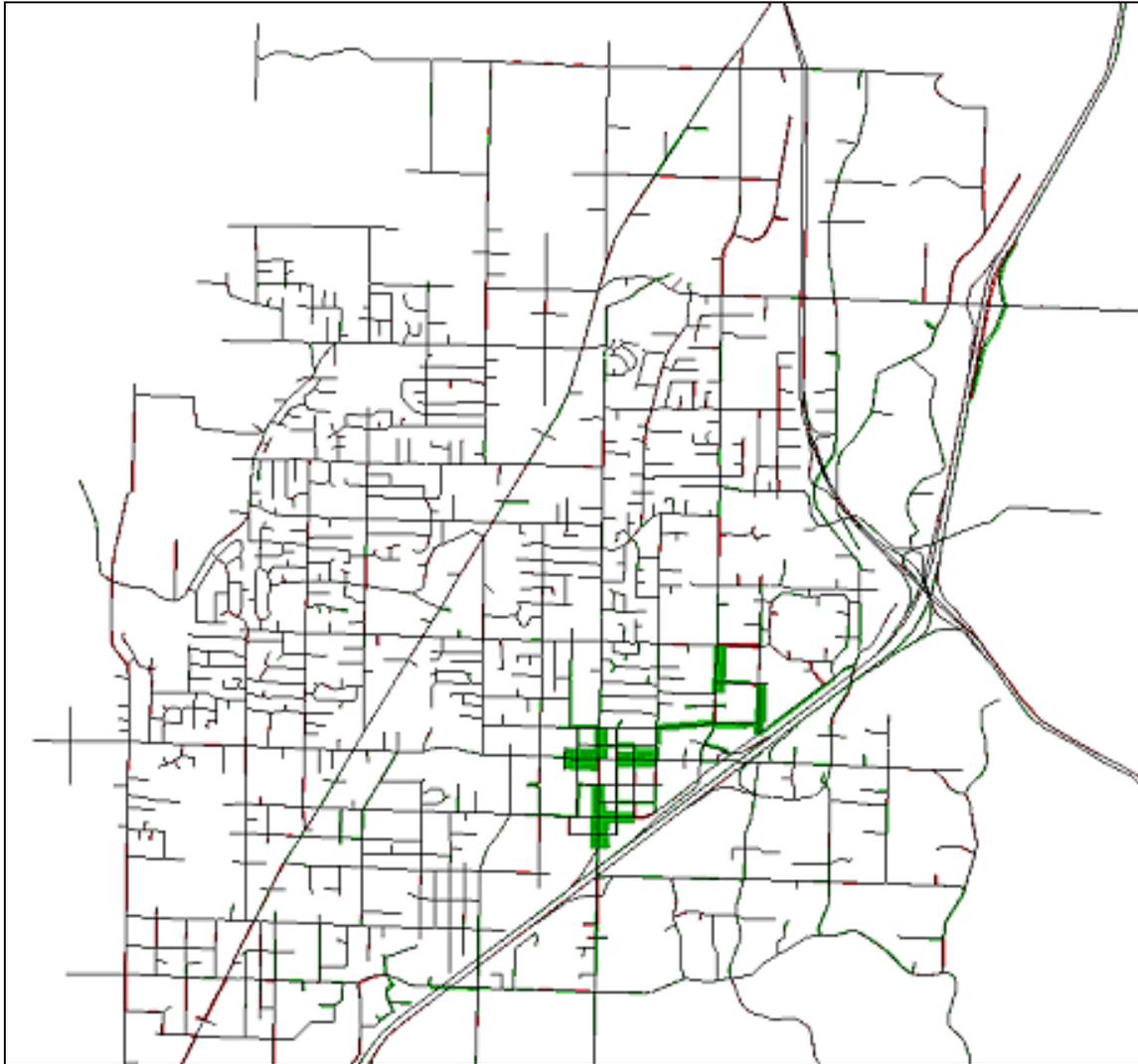
Under Alternative C, the level of traffic congestion in the City Center in 2020 would be about the same as or slightly greater than today’s levels. This conclusion assumes that the transportation improvements identified in the SEIS – including arterial and intersection improvements, transportation demand 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, 44<sup>th</sup> Avenue W and 196<sup>th</sup> 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 establish 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 44<sup>th</sup> Avenue W and 196<sup>th</sup> Street SW. Increases in demand can also be found on both 32<sup>nd</sup> and 36<sup>th</sup> Avenue W. This increase can be attributed to changes in land use and the extension of 194<sup>th</sup> Street SW from 40<sup>th</sup> Avenue W to 32<sup>nd</sup> 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 area 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.