

# I. CHAPTER 1

## Summary of Alternatives, Environmental Impacts, and Mitigating Measures

This section provides a brief summary of the environmental information contained in the EIS. The summary is concise, selective, and attempts to convey the information most useful for decision makers. For complete information regarding the environmental analyses, please refer to the appropriate section of this document.

It is customary for one of the alternatives to be called out as the “Preferred Alternative”; however, it is not required by the State Environmental Policy Act (SEPA – 197-11-440(5)(a)). The Project Sponsors have, as part of the Draft EIS process, identified two likely development alternatives for the site. These are Alternatives 1 and 2 in this EIS and each has been prefaced with the phrase “Project Sponsor’s Preferred Alternative.” A single Preferred Alternative will be selected from among those evaluated in this EIS, likely prior to the issuance of the Final EIS. In any event, preparation of the EIS is the first step in a multi-step review and approval process. After the EIS and related reviews have been completed, the proponents will be submitting formal applications for project review. Approvals will be sought only for the “Preferred Alternative”.

### A. Description of the Proposed Action

#### 1. Proposed Action

The Edmonds School District is planning to lease the entire site of the former Lynnwood High School, including the athletic fields (Lynnwood Athletic Complex), to a private developer (Cypress Equities) to allow for redevelopment as a mixed-use project. The District has entered into a development agreement<sup>1</sup> with Cypress Equities wherein Cypress Equities would develop a mixed-use project under a ground lease with the District. The name of the proposed development is Lynnwood Crossing.

At the time of writing, the unoccupied school buildings have been demolished. The District has built a new high school approximately 3 to 3.5 miles to the east (road distance). New athletic facilities are a part of the new site.

The Proposed Action consists of the following related non-project and project actions:

- Amendments to the Comprehensive Plan to change the Land Use designation of the site from “Public Facilities” (PF) to “Mixed Use” (MU).

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<sup>1</sup> Alderwood North Term Sheet for Agreement to Enter onto Ground Lease, November 2006.

- A rezone of the site from “Public and Semi-Public” (P-1) to “Commercial-Residential” (C-R).
- Zoning Code text amendments to allow development of a mixed-use center and fueling facility as an accessory use to the Costco Wholesale store.
- Amendment of the City’s Parks Element of the Comprehensive Plan and the Parks, Recreation Facilities, Open Space and Trails Map to remove references to the Lynnwood Athletic Complex and to adjust level of service. The amendment would occur subsequent to approval of the Proposed Action, if approved.
- Adoption of a planned action ordinance designating the site and the approved uses of the Proposed Action as a planned action for purposes of SEPA compliance.
- Development agreement to be executed that would guide the development and the responsibilities of the parties.
- Binding Site Plan for subdividing the project site.
- Project development permits and design review approvals.

The Proponent is the Edmonds School District No. 15 as property owner. The development proposal is sponsored by Cypress Equities and Costco Wholesale as developer.

## **2. Location of the Proposed Action**

The site of the Proposed Action is the former Lynnwood High School and adjacent athletic fields (Figure 1-1). The 40-acre site is located at 3001 – 184<sup>th</sup> Street SW, Lynnwood, Washington. It is situated in the NE ¼ of Section 15, Township 27 N, Range 4 E (Snohomish County Tax Parcel 27041500102900).

## **B. Alternatives**

### **1. Alternative 1—Project Sponsor's Preferred Alternative with Office**

#### **Development Assumptions**

Alternative 1, the Project Sponsor's Preferred Alternative with Office, is proposed as a mixed-use development consisting of a Costco Wholesale facility, a medical office building, retail commercial uses, multi-family residential units, restaurants, amusement/recreation uses, and associated parking facilities. The northern portion of the site would



Lynnwood Crossing Planned Action EIS

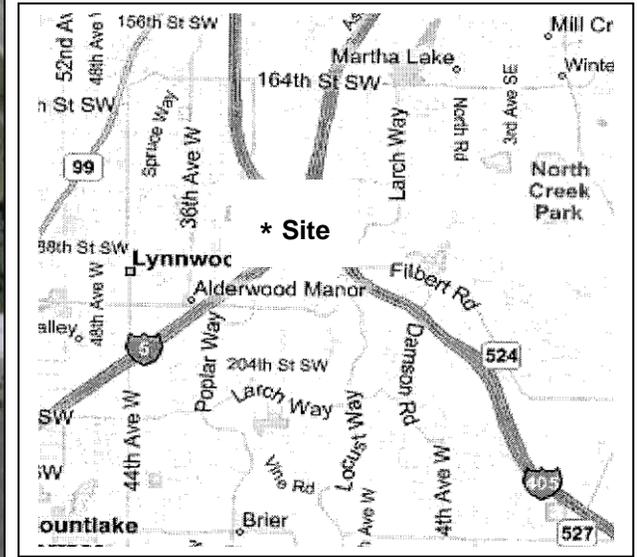


Figure 1-1. Site Location

be developed as a Costco Wholesale warehouse/store with a fueling facility and tire center. The southern portion of the site would be developed as a mixed-use office/retail commercial/residential center (Figure 1-2). Building heights would range from single-story to seven-story buildings. Surface parking would be provided for the north portion of the site associated with Costco Wholesale. Parking for the southern portion of the site would be provided through a combination of on-street parking and parking structures.

In conjunction with the proposed development, a new three-lane roadway (bypass) would extend northward from 184<sup>th</sup> Street SW along the western side of the site, and then east along the northern portion of the site where it would intersect with Alderwood Mall Parkway at Maple Road<sup>2</sup>. The City is reserving the option to expand the road to five lanes should traffic require this in the future. Internal roads would serve the site with access from 184<sup>th</sup> Street SW (two locations) and the new bypass road (three locations). Access from Alderwood Mall Parkway via 182<sup>nd</sup> Street SW would also be provided. The layout would emphasize pedestrian connections, and landscaping would be provided along pedestrian and vehicular routes.

The total site area is approximately 40 acres. Costco Wholesale and fueling facility together with the mixed-use development would occupy approximately 35 acres. The roadway, additional right-of-way for future widening of the roadway, and a buffer along the west and northwest site perimeters would occupy the remaining area.

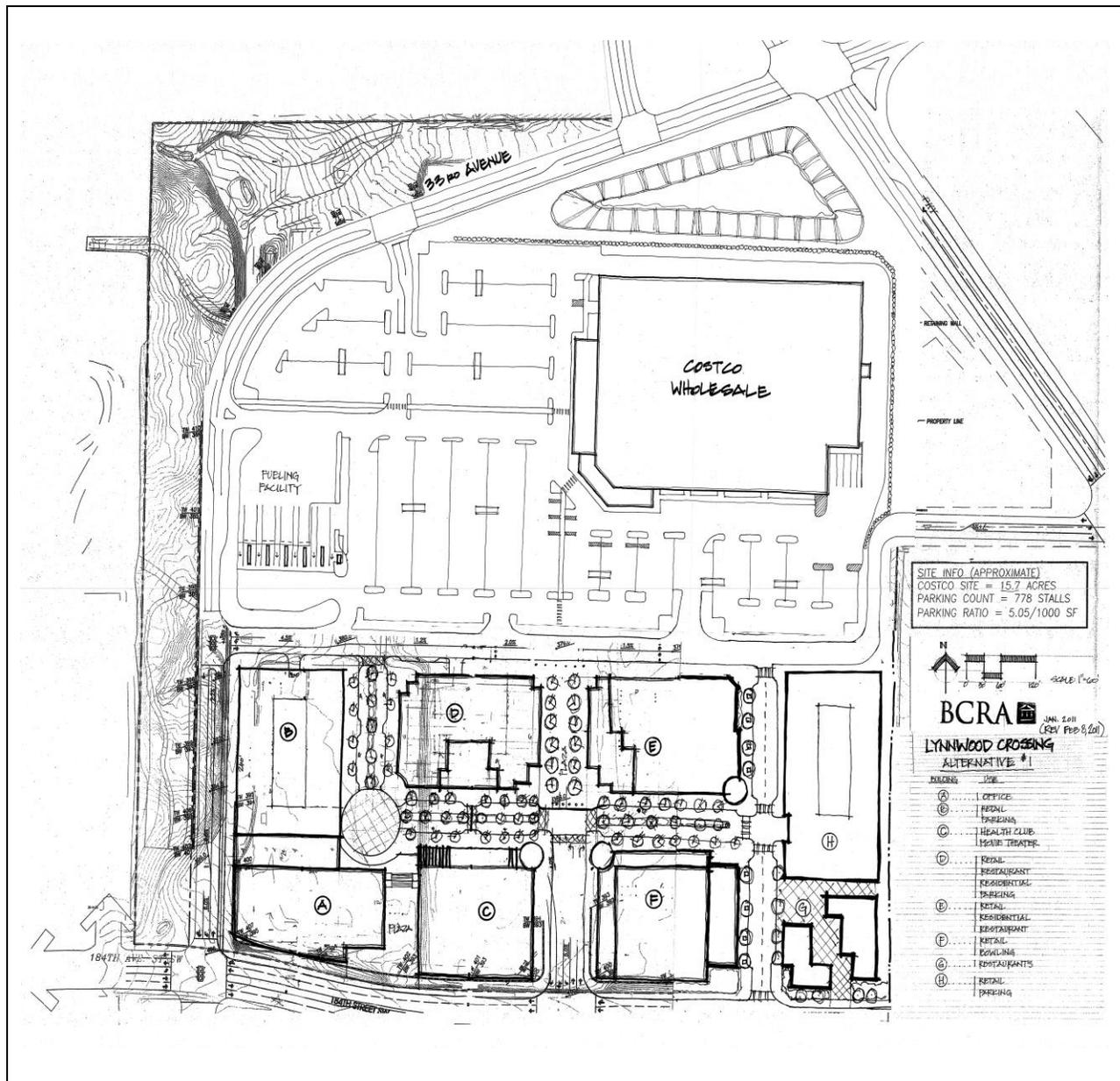
The gross building area of the development proposal, excluding parking, would be about 860,000 square feet. The Costco Wholesale portion of the project would include a 160,000-square-foot warehouse with tire center and fueling facility. The gross building area of the mixed-use portion of the development on the southern half of the site would be approximately 700,000 square feet excluding parking. The specific composition (gross building area) of Alternative 1 is shown in Table 1-1.

### **Phasing and Construction Timing**

The project would be phased as part of a master plan development. Vertical construction of Costco Wholesale would commence no earlier than May 2012 and construction is expected to take approximately 120 days to complete. Prior to vertical construction, the majority of site infrastructure (sewer, roads, drainage, etc.) would be completed as part of the Costco Wholesale construction. All infrastructure work would be completed prior to the opening of Costco Wholesale. Construction of the southern mixed-use portion of the site is expected to begin in 2013 and take approximately 18 months to complete, although exact timing would depend on economic conditions.

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<sup>2</sup> The alignment of the north-south section of the bypass roadway, which is also referred to in this document as 33rd Avenue W extension, is coincident with the inferred location of 31st Place W. The east-west section of the roadway would be an extension of Maple Road.



**Lynnwood Crossing  
Planned Action EIS**

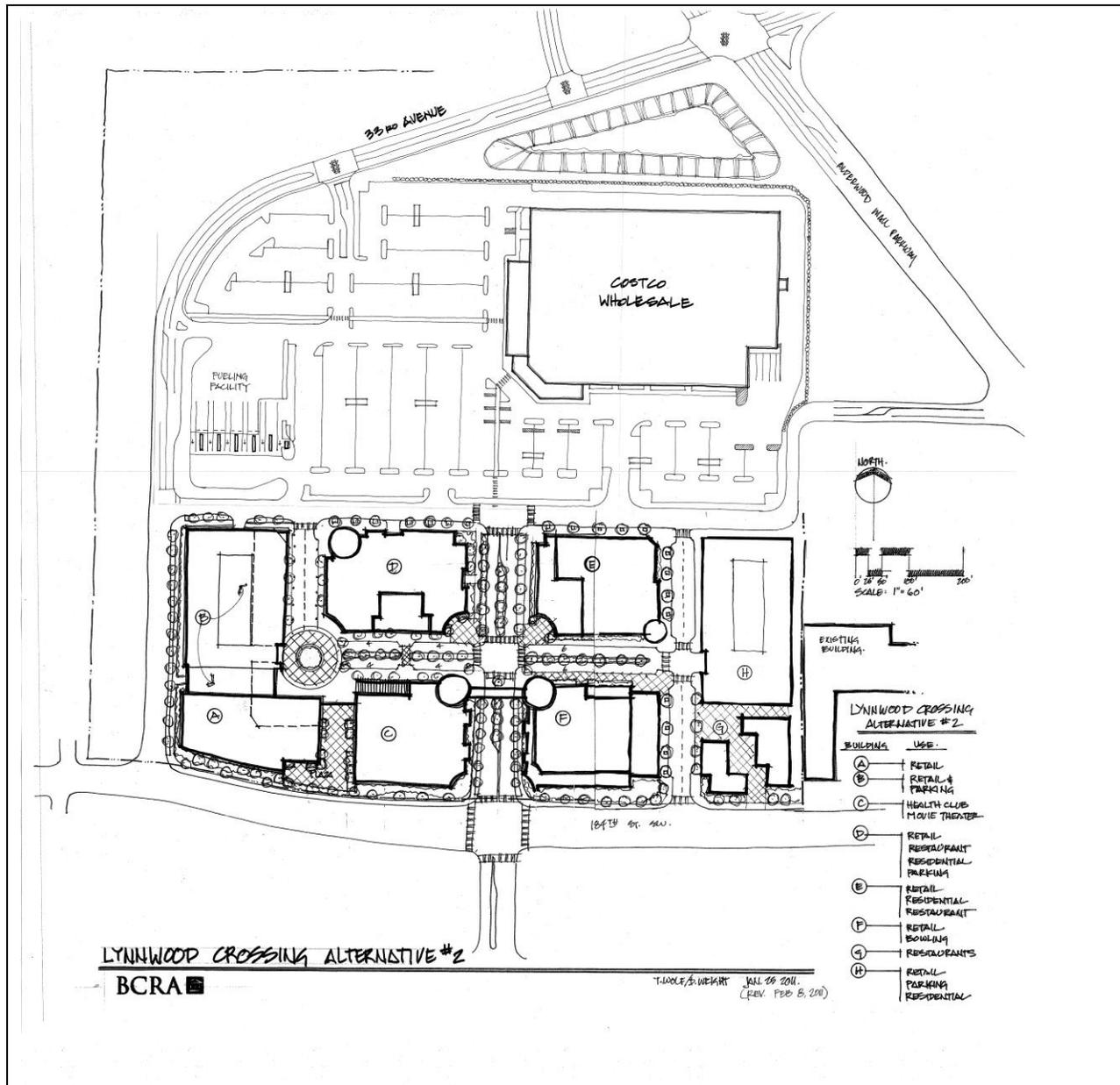
**Figure 1-2. Alternative 1—  
Project Sponsor’s Preferred  
Alternative With Office**

**Table 1-1. Alternatives – Lynnwood Crossing**

	<b>1—Project Sponsor's Preferred Alternative with Office</b>	<b>2—Project Sponsor's Preferred Alternative without Office</b>	<b>3—Lower Intensity Mixed Use Alternative</b>	<b>4—All Retail Alternative</b>	<b>5—No Action Alternative</b>
Site size (acres)	40.22	40.22	40.22	40.22	40.22
Developed area (including roads)	~ 35 acres	~35 acres	~ 35 acres	~ 35 acres	~ 35 acres
Gross building area	860,000 sf	990,000 sf	630,000 sf	329,500 sf	581,640 sf
Uses: Multifamily Residential	330 units	500 units	220 units	None	None
Retail anchor	160,000 sf	160,000 sf	160,000 sf	120,000 sf	None
Retail major				50,000 sf	None
Retail shops	95,000 sf	192,000 sf	45,000 sf	131,000 sf	None
Amusement/ Recreation	105,000 sf	105,000 sf	70,000 sf	None	None
Market	None	None	None	20,000 sf	None
Medical Office/ Office	150,000 sf	None	120,000 sf	None	365,900
Restaurant	20,000 sf	33,000	15,000 sf	8,000 sf	None
Child Daycare	None	None	None	None	21,000 sf
Nursing Homes	None	None	None	None	194,740 sf
Parking Spaces	3,285	3,548	2,508	1,789	2,719
New bypass roadway	Yes	Yes	Yes	Yes	Yes

## **2. Alternative 2— Project Sponsor's Preferred Alternative without Office**

Alternative 2 would include a Costco Wholesale facility (160,000 square feet) as described for Alternative 1, a mixed-use component with 192,000 square feet of retail, 105,000 square feet of amusement/recreation space, 33,000 square feet of restaurant space, and 500 multi-family units (Figure 1-3). The seven-story medical office building would not be included in this alternative. This alternative provides more residential and retail development than Alternative 1. The gross building area of this alternative, excluding parking, would be 990,000 square feet.



Lynnwood Crossing  
Planned Action EIS

**Figure 1-3. Alternative 2—  
Project Sponsor's  
Preferred Alternative Without Office**

Similar to Alternative 1, a new three-lane bypass road would be constructed linking 184<sup>th</sup> Street SW to the intersection of Maple Road and Alderwood Parkway. The City is reserving the option to expand the road to five lanes should traffic require this in the future. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW and the new bypass road.

### **3. Alternative 3—Lower Intensity Mixed Use Alternative**

Alternative 3 would include the same mix of uses as Alternative 1 but at a less intensive level of development (approximately 73 percent of the gross building area of Alternative 1). Alternative 3 would include a Costco Wholesale facility (160,000 square feet) as described for Alternative 1, a mixed-use component with 45,000 square feet of retail, 70,000 square feet of amusement/recreation, 15,000 square feet of restaurants, 220 multi-family units, and 120,000 square feet of office space. It depicts a situation that provides for the same types of uses as Alternative 1, but at a scale that would result in lesser environmental impacts (Figure 1-4). The gross building area of this alternative, excluding parking, would be 630,000 square feet. Uses and their square footage are provided in Table 1-1.

The design concept for the southern portion of the site incorporates internal open space with a pedestrian plaza around which several structures with retail and residential uses would be clustered.

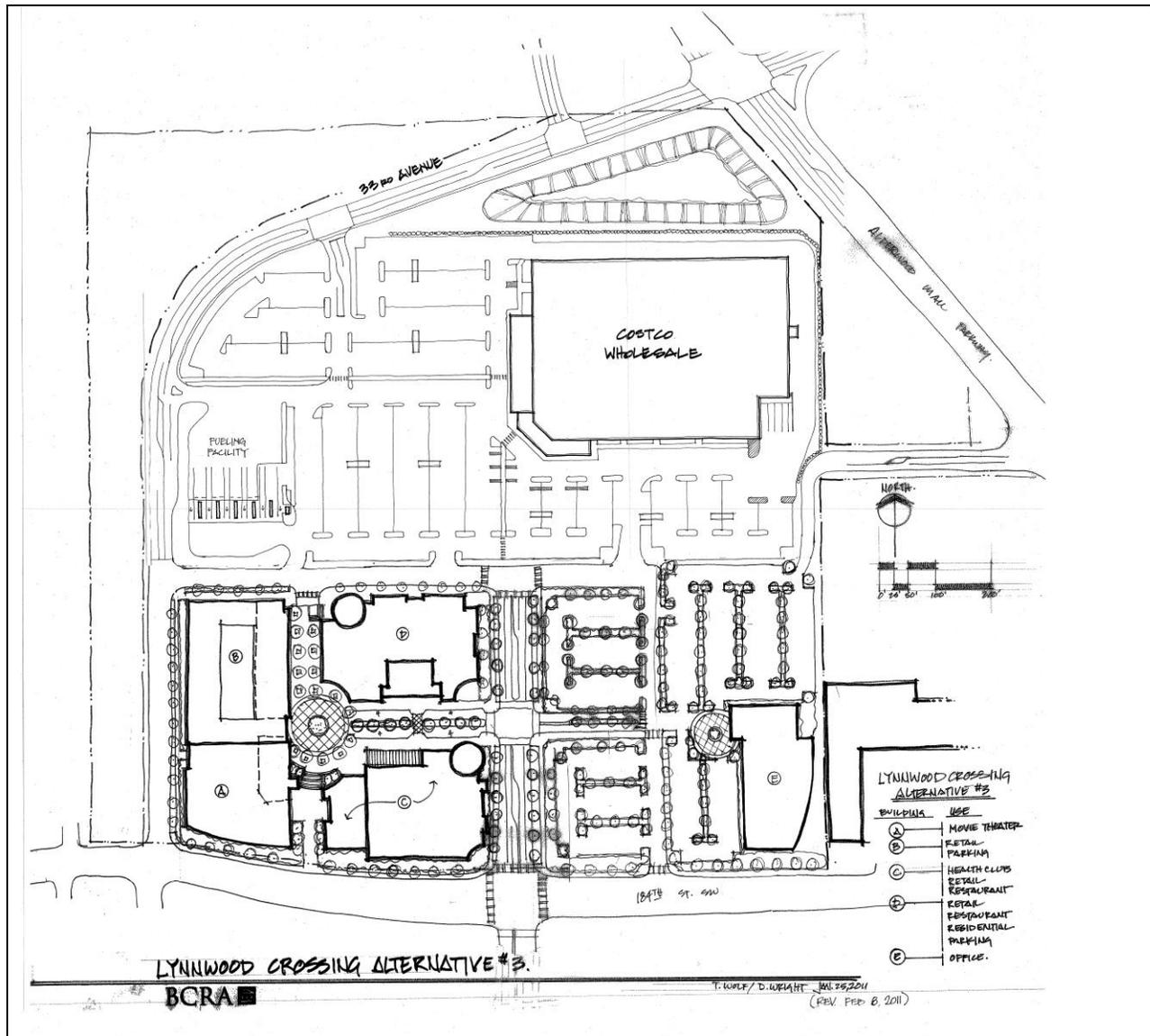
Similar to Alternative 1, a new three-lane bypass road would be constructed linking 184<sup>th</sup> Street SW to the intersection of Maple Road and Alderwood Parkway. The City is reserving the option to expand the road to five lanes should traffic require this in the future. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW and the new bypass road.

### **4. Alternative 4— All Retail Alternative**

Alternative 4 would be composed of retail uses similar to the existing peripheral retail uses around Alderwood Mall including some limited restaurant uses (Figure 1-5). The retail center would be comprised of up to 14 structures, including an anchor retail store of approximately 120,000 square feet in the northern part of the site, one major retail store of approximately 50,000 square feet in the southwest corner of the site, and several smaller retail spaces (including a boutique market) on the remainder of the site.

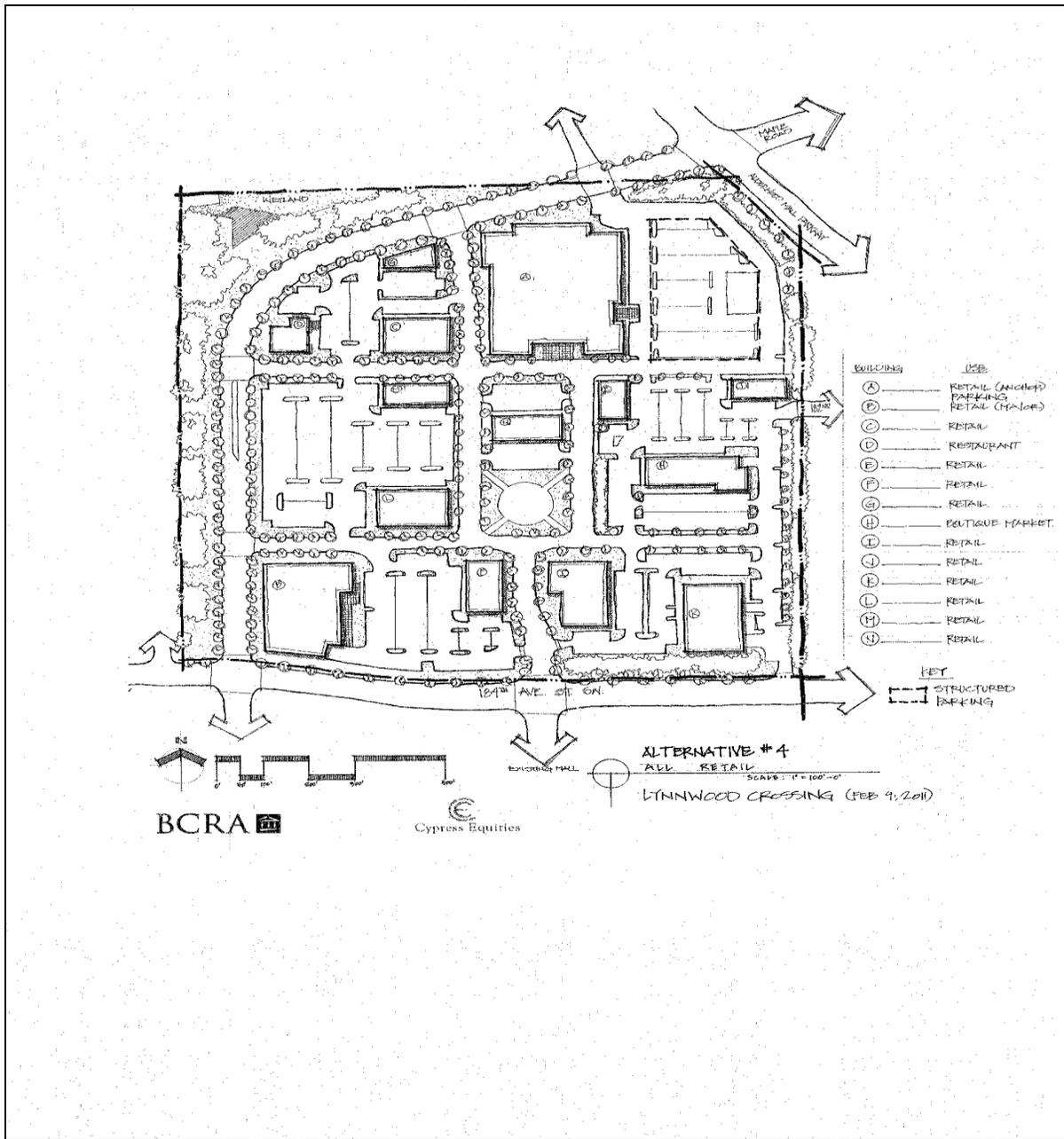
Costco Wholesale and fueling facility would not be included in Alternative 4. The gross building area of this alternative, excluding parking, would be 329,500 square feet. Uses and their square footage are provided in Table 1-1.

Similar to Alternative 1, a new three-lane bypass road would be constructed linking 184<sup>th</sup> Street SW to the intersection of Maple Road and Alderwood Parkway. The City is reserving the option to expand the road to five lanes should traffic require this in the future. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW and the new bypass road.



**Lynnwood Crossing  
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**Figure 1-4. Alternative 3—  
Lower Intensity Mixed Use Alternative**

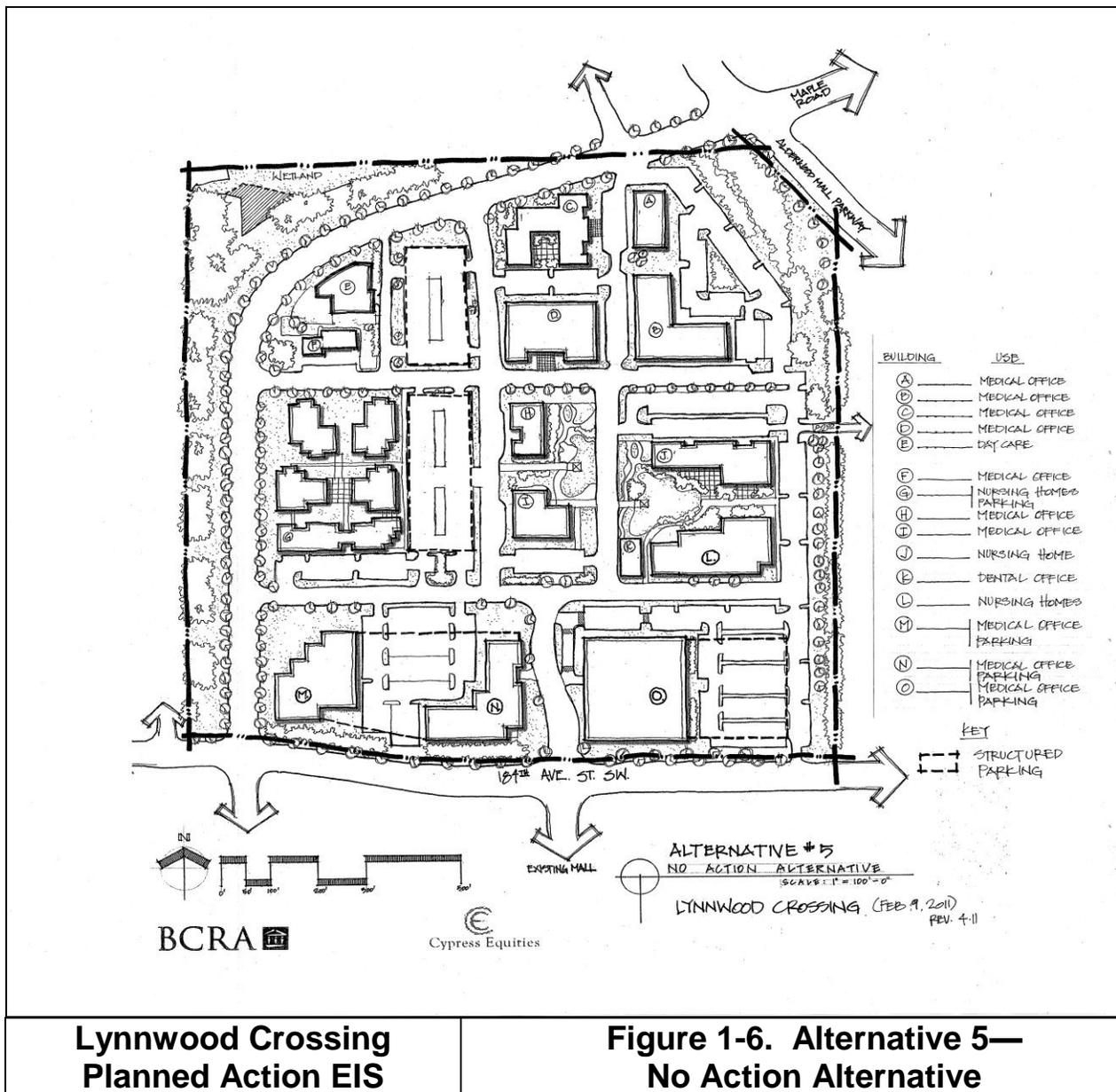


**Lynnwood Crossing  
Planned Action EIS**

**Figure 1-5. Alternative 4—  
All Retail Alternative**

## 5. Alternative 5— No Action Alternative

Alternative 5 would include development allowed under existing land use regulations (Figure 1-6). The Land Use designation would remain “Public Facilities” (PF) and zoning of the site would remain “Public and Semi-Public” (P-1). Uses allowed under these designations are Residential Uses, Institutional Uses, Medical Facilities, and Municipal Uses. Specific uses assumed for this alternative would include a medical



**Lynnwood Crossing Planned Action EIS** **Figure 1-6. Alternative 5— No Action Alternative**

office building, medical and dental offices, nursing home facilities, and a child daycare facility. The gross building area of this alternative would be 581,640 square feet. The types of uses and their square footage are listed in Table 1-1.

This alternative would create a mix of uses permitted (outright or conditionally) within the current Public Use and Semi-Public Use zone. This design would include a centrally located open space surrounded by a mix of uses. Extensive open space would be provided throughout the site and around the perimeter.

As shown for Alternative 1, a new bypass road would be constructed connecting 184th Street SW to the intersection of Maple Road and Alderwood Mall Parkway. The City is

reserving the option to expand the road to five lanes should traffic require this in the future. Internal private roads would provide access to the various structures. These internal roads would exit the site by way of the new bypass, 184th Street SW, or 182nd Street SW.

## C. Planning and Environmental Review Framework

### 1. The Planning Context

#### Comprehensive Plan and Zoning

The Growth Management Act (GMA) was passed by the State Legislature in 1990 and has since been periodically amended. It establishes a framework for managing growth and development at the local level that is described within a comprehensive plan. The plan must demonstrate how a jurisdiction plans to accommodate its share of projected regional growth, and indicate how infrastructure will be able to support such growth at an acceptable level of service.

The City of Lynnwood adopted a Comprehensive Plan under GMA in 1995 and has amended it annually since then. The most recent update is the 2020 Comprehensive Plan amended by the City Council in July 2011. The next update of the Plan will reflect the provisions of the Multi-County Planning Policies of Puget Sound Regional Council's Vision 2040 and new Countywide Planning Policies for Snohomish County, which direct and concentrate substantial portions of future population and employment growth into urban centers.

The Comprehensive Plan establishes a "Subregional Center" designation that is planned for increased development and diversification of land uses that includes office, retail commercial, housing, transit facilities, and mixed use developments. The intent is to provide for a mix of uses that would provide economic development and redevelopment opportunities. The Subregional Center encompasses the Alderwood Mall/44<sup>th</sup> Avenue West/I-5 area, including the site of the Proposed Action.

The Comprehensive Plan also provides for a Mixed Use (MU) land use category. The Land Use Element of the Plan describes the Mixed Use category as follows:

**Purpose:** This Plan category is intended to provide the opportunity for a high intensity development of mixed uses that will result in a pedestrian friendly environment and support transit development and usage.

**Principal Uses:** Residential, office, or retail uses will be permitted within the same building or on the same site(s).

**Locational Criteria:** This category of use is suitable for location only within the subregional center and college district.

**Site Design:** A combination of surface and structured on-site parking is anticipated. On-site open space, landscaping, and recreational amenities should be emphasized when residential use is included in the mix of uses.

**Building Design:** Most buildings will be multi-story. Residential uses will typically be located on the upper floors above commercial uses.

Edmonds School District submitted a request for a Comprehensive Plan Amendment with subsequent rezone on March 1, 2006, for a different development concept than evaluated in this EIS. That application was put “on hold” in February 2009 at the request of the applicant due, in part, to the recent economic recession. A substantially-revised development concept was submitted in December 2010.

A text amendment to the Commercial-Residential (C-R) zone is required to allow development of the proposed combination of Costco Wholesale and the mixed-use center. The proposed text amendment revises the purposes of the C-R zone to read as follows:

“This Commercial-Residential zone is intended to implement the future land use plan map by allowing development of a mix of commercial and residential land uses that can be supported by transit facilities. The key concept is to locate complementary land uses within convenient walking distance of each other connected by safe, direct pedestrian-oriented walkways. A wide variety of commercial uses are permitted in this zone in order to promote development of commercial centers that serve both nearby residents and users of the transit facilities. Multiple-family residences are permitted at these properties to provide the opportunity to live and work at a single property and the opportunity to walk to stores, services, entertainment and other activities; and to promote the use of public transit, carpools or vanpools for commuting or other travel.”

Full text for the C-R zone with proposed text amendments is provided in Appendix A.

## **2. Planned Action**

The City intends to designate the site area as a “Planned Action” pursuant to the State Environmental Policy Act (SEPA) and the rules implementing SEPA (RCW 43.21C.031 (2)(a) and WAC 197-11-164). A planned action is a project action that is designated by ordinance, has had significant environmental impacts addressed in conjunction with a master planned development or phased project, is located within an urban growth area, and is consistent with the City’s Comprehensive Plan. A Planned Action EIS provides for environmental review early in the planning process, and the opportunity for timely and efficient review of future development proposals that are consistent with the planned action ordinance.

To designate a planned action, the ordinance adopted by the City needs to describe the types of projects to which the planned action applies (i.e., the specific uses proposed for development), and how the planned action meets the criteria in the SEPA rules (WAC

197-11-168). The ordinance also must find that the environmental impacts of the planned action have been identified and adequately addressed in an EIS, identify mitigating measures that must be implemented for the project to qualify as a planned action, and specify a time period that will apply to the planned action.

This EIS identifies the environmental impacts and mitigating measures for the Lynnwood Crossing Planned Action. When the EIS process is complete, the planned action ordinance will set forth uses allowed on the site and conditions (mitigation) that must be met. Future development proposals consistent with the planned action ordinance would not require a threshold determination and further environmental review.

### **3. Lynnwood Athletic Complex**

The southern part of the site has been used as the Lynnwood Athletic Complex. Please see the *Parks and Recreation* section for a discussion of the Lynnwood Athletic Complex, commitments under the existing Inter-Local agreements including City of Lynnwood investment in the facilities, the roles of the City and School District in its operation and maintenance, and impacts and mitigating measures.

### **4. Scoping**

The EIS public scoping process occurred April 13, 2006, through May 4, 2006. Comments received were considered by the City of Lynnwood in determining the issues and alternatives to be analyzed in this Draft EIS. Major environmental issues evaluated in this document are earth, air, stormwater, plants and animals including wetlands, environmental health (noise and soil contamination), land use, parks and recreation, transportation, and utilities. The City of Lynnwood has opted to add an analysis of lighting impacts to the scope of the EIS.

## **D. Summary of Environmental Impacts, Mitigating Measures, and Unavoidable Adverse Impacts**

Impacts, mitigating measures, and unavoidable impacts are summarized for each element of the environment in Table 1-2.

**Table 1-2. Summary of Environmental Impacts, Mitigating Measures, and Unavoidable Adverse Impacts**

<b>Earth</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p><b><u>Potential Impacts</u></b></p> <p><b>Construction:</b></p> <p>The site would be graded relatively flat to match the existing topography as much as possible, sloping generally from south to north and from west to east. This would require cuts in the south portion and filling in the north and east portions. Estimated earthwork quantities range between 250,000 and 425,000 cubic yards of on-site cut that would be used as fill elsewhere on-site. The amount of cut and fill required for Alternative 1 would be at the upper end of this range (375,000 to 425,000 cubic yards).</p> <p>One known and one suspected underground storage tank (UST) are present on site. No soil contamination was found near the USTs, although contamination was discovered near the former Building B. Remediation would be accomplished by the removal of contaminated soils. A voluntary clean-up plan will be submitted to Ecology. Remediation work would occur during site preparation activities.</p> <p>If dewatering is required, the water would be routed around the activity, discharged to a controlled conveyance system, and conveyed to the onsite sediment pond.</p> <p>Erosion and sedimentation could occur in the absence of temporary erosion and sediment control measures.</p> <p>Impacts during construction are expected to be minor.</p>				

**Earth (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
<p><b>Operation:</b></p> <p>Increased amounts of impervious surfaces would lead to higher levels of stormwater runoff, which would be managed with a permanent stormwater management system (see <i>Stormwater</i> section). Impacts during operation are expected to be minor.</p>				
<p><b><u>Mitigating Measures</u></b></p> <p>For construction, a two-phase Temporary Erosion Control Plan would be prepared to reduce the potential impacts of erosion that includes Best Management Practices (BMPs) (i.e., temporary sediment ponds, interceptor ditches, check dams, rock construction entrances, filter fabrics siltation fencing, catch basin inlet protection, hydro seeding, mulching, and stockpile protection). A Stormwater Pollution Prevention Plan would be prepared in accordance with Department of Ecology requirements to help ensure that the proper temporary erosion control BMPs are in place. A permanent stormwater management plan would be implemented during operation (see <i>Stormwater</i> section).</p>				
<p><b><u>Significant Unavoidable Adverse Impacts</u></b></p> <p>None.</p>				

<b>Air Quality</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p><b><u>Potential Impacts</u></b></p> <p><b>Construction:</b></p> <p>Dust from short-term construction activities such as excavating, grading, sloping, and filling would contribute to ambient concentrations of suspended particulate matter and temporary, localized impacts to air quality. Construction vehicles and equipment, especially diesel-fueled engines, would emit air pollutants that would slightly degrade local air quality. Construction-related dust or equipment emissions could represent a health risk to sensitive individuals like the chronically ill, the old, and the very young. However, dust and diesel emissions from on-site construction would be unlikely to substantially affect air quality in the project vicinity.</p> <p>Some construction activities such as paving operations using tar and asphalt would cause odors, which would be short-term and unlikely to significantly affect the nearest residences. Construction traffic could potentially cause some intermittent, temporary increases in pollutant emissions.</p> <p>With implementation of the controls required for construction activities, and minimizing prolonged exposure of any nearby people to emissions from diesel equipment and dust, construction would not be expected to significantly affect air quality in the Lynnwood area.</p>				

**Air Quality (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
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**Operation**

*Impacts Related to Traffic*

As depicted in the table below, calculated 1-hour and 8-hour CO concentrations under all alternatives are lower than those predicted for existing conditions and are well below the 35-ppm 1-hour and the 9-ppm 8-hour National Ambient Air Quality Standards (NAAQS) at all intersections examined.

**Calculated CO concentrations (ppm)**

Intersection	Averaging Period	2012-2013 Alternatives				
		Alt.1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
196th St SW and Alderwood Mall Pkwy	1-hour	7.8	7.8	7.8	7.6	7.8
	8-hour	6.7	6.7	6.7	6.5	6.7
30th Place W and Alderwood Mall Pkwy	1-hour	7.5	7.5	7.5	7.4	7.3
	8-hour	6.4	6.4	6.4	6.4	6.3
33rd Avenue W and 188th Street SW	1-hour	5.9	5.9	5.9	5.9	5.9
	8-hour	5.3	5.3	5.3	5.3	5.3

<b>Air Quality (continued)</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
Modeled CO levels are the same or nearly the same for all alternatives; projected worst-case concentrations would not exceed the NAAQS. No significant adverse air quality impacts would be expected.	CO concentrations would be equal to those for Alternative 1. CO levels would comply with the NAAQS limits. No significant adverse air quality impacts would be expected.	CO concentrations would be equal to or less than those for Alternative 1 and 2. CO levels would comply with the NAAQS limits. No significant adverse air quality impacts would be expected.	CO concentrations are the same as Alternative 1,2 and 3, and would be lower than the NAAQS limits. No significant adverse air quality impacts would be expected.	CO concentrations near the modeled intersections would be about the same as the model-predicted CO concentrations for the other alternatives. CO levels would be below the NAAQS limits near all intersections examined. No significant adverse air quality impacts would be expected.
<p><i>Project-Level Conformity Determination</i></p> <p>Traffic modeling indicates traffic related to the alternatives and construction of the new bypass road would affect intersection performance in the study area by increasing delay at some intersections, which could trigger the need for an air quality conformity review. Therefore, traffic-related air quality impacts were also considered for the project's alternatives in the horizon year of 2040, in addition to the opening year (2012). Modeling results for these alternatives are shown below.</p>				

### Air Quality (continued)

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
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#### Washington State Intersection Screening Tool CO Screening Model Results (ppm) 2040

Intersection	Averaging Period	2040 Alternatives				
		Alt.1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
196th St SW and Alderwood Mall Pkwy	1-hour	6.4	6.4	6.4	6.4	6.4
	8-hour	5.7	5.7	5.7	5.7	5.7
30th Place W and Alderwood Mall Pkwy	1-hour	5.8	5.8	5.8	5.8	5.8
	8-hour	5.3	5.3	5.3	5.3	5.3
33rd Avenue W and 188th Street SW	1-hour	6.9	6.9	6.9	6.9	7.1
	8-hour	6.0	6.0	6.0	6.0	6.2

The analysis determined that the alternatives would not cause violations of the 1-hour or 8-hour standards for CO in years 2012 or 2040. Therefore, the proposed project conforms at a project-level with the air quality conformity requirements under state and federal air quality laws. The project would not cause a new violation of an air quality standard, nor would it prolong the time required to attain a standard.

#### ***Operation Impacts Related to Costco Fuel Facility***

##### Emissions

The Costco Wholesale retail fueling facility could potentially emit ambient pollutants such as volatile organic compounds (VOCs), hydrocarbons, and toxic air pollutants. The fueling facility design would include equipment of the latest technology and with many safety features to prevent potential environmental impacts, designed in accordance with local, state, and federal requirements. The Stage I EVR systems are 98 percent effective in controlling fugitive emissions from escaping into the environment. The Phase II EVR equipment controls vapors in the return path from the vehicles back to

### Air Quality (continued)

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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the tanks and are 95 percent effective in controlling fugitive emissions from escaping into the environment. These control technologies would also minimize the potential for odors from the fuel facility activities. The operational activities associated with the fuel facility are not likely to cause significant air quality or odor impacts.

#### Emissions Related to Greenhouse Gas

The tabulation of GHG emissions was based on the spreadsheet tool developed by King County, Washington in December 2007. The lifecycle emissions are the cumulative emissions over the expected useful life of the buildings included in the development alternatives. Comparing results of potential GHG emissions using the King County tool, it is clear that the alternative with the most development square footage (Alternative 2) has the potential to generate more GHG emissions than the other alternatives. This difference is primarily due to the amount of building construction.

#### Summary of Project-related Greenhouse Gas Emissions

Building Use	Life Span Emissions (MTCO <sub>2</sub> e)				
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Residential	322,982	489,366	215,321	0	0
Costco Food Sales	283,788	283,788	283,788	0	0
Food Service	49,017	80,879	36,763	19,607	0
Health Care\Day Care	180,237	0	144,190	0	915,442
Retail	156,224	231,993	89,829	251,130	0
<b>Total Emissions</b>	<b>992,249</b>	<b>1,086,026</b>	<b>769,891</b>	<b>270,737</b>	<b>915,442</b>

<b>Air Quality (continued)</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p>Residential use is the largest contributor to GHG emissions because occupants would consume energy in the form of electricity and commuters would consume fuel. Food sales would also generate a large portion of the GHG emissions due to electricity consumption and fuel used for vehicle trips. Alternative 1 building uses generate more GHG emissions than all other project alternatives except Alternative 2, which would have the highest density building uses and would therefore generate the most GHG emissions.</p>	<p>Alternative 2 would incorporate more retail and residential development and would result in more lifecycle GHG emissions than any of the other alternatives. This would be primarily due to the amount of construction materials required and the energy consumption due to anticipated building use.</p>	<p>This Alternative would result in less construction and fewer occupants on the site. Consequently, lesser quantities of lifecycle GHG emissions are predicted for the construction and use of the developed buildings.</p>	<p>Alternative 4 would not include residential and office elements nor the Costco Wholesale or fuel facility. There would be less overall development and consequently less building materials needed. Lifecycle energy consumption also would be less because the more energy-consuming building uses (residential and office) are not included in this Alternative. This Alternative is therefore projected to have the least GHG emissions compared to all other Alternatives.</p>	<p>This Alternative would generate more lifecycle GHG emissions than Alternatives 3 and 4 because the health care and office building uses generally consume more electricity than some other uses, and because the total square footage of developed space is greater than with those alternatives. However, GHG emissions under this Alternative are less than those projected for the more intensive Alternatives 1 and 2.</p>

<b>Air Quality (continued)</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p><b><u>Mitigating Measures</u></b></p> <p>Possible construction mitigation includes:</p> <ul style="list-style-type: none"> <li>▪ Use only equipment and trucks that are maintained in optimal operational condition.</li> <li>▪ Require all off road equipment to be retrofit with emission reduction equipment.</li> <li>▪ Use bio-diesel or other lower-emission fuels for vehicles and equipment.</li> <li>▪ Use car-pooling or other trip reduction strategies for construction workers.</li> <li>▪ Stage construction to minimize overall transportation system congestion and delays in order to reduce regional emissions of pollutants during construction.</li> <li>▪ Implement restrictions on construction truck idling (e.g., limit idling to a maximum of 5 minutes).</li> <li>▪ Locate construction equipment away from sensitive receptors such as fresh air intakes to buildings, air conditioners, and sensitive populations.</li> <li>▪ Locate construction-staging zones where diesel emissions will not be noticeable to the public or near sensitive populations such as the elderly and the young.</li> <li>▪ Develop a dust control plan during project planning to identify sources and activities that would be likely to generate fugitive dust and the means to control such emissions.</li> <li>▪ Spray exposed soil with water or other suppressant to reduce emissions of PM<sub>10</sub> and deposition of particulate matter; include dust controls on paved and unpaved roads and in site preparation, grading and loading areas.</li> </ul>				

<b>Air Quality (continued)</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<ul style="list-style-type: none"> <li>▪ Cover or use moisteners or soil stabilizers to minimize emissions from storage piles; minimize drop heights involved in creating storage piles or haul-vehicle loading.</li> <li>▪ Cover all trucks transporting materials, wet down materials in trucks, or provide adequate freeboard (space from the top of the material to the top of the truck bed) to reduce PM10 emissions and deposition during transport.</li> <li>▪ Pave or use gravel on staging areas and roads that would be exposed for long periods, and reduce speeds on unpaved roads or work areas.</li> <li>▪ Use quarry spalls at entrances, vehicle scrapes, or wheel washers to remove particulate matter that would otherwise be carried off site by vehicles to decrease deposition of particulate matter on area roadways.</li> <li>▪ Remove particulate matter deposited on paved, public roads, sidewalks, and bicycle and pedestrian paths to reduce mud and dust; sweep and wash streets continuously to reduce emissions.</li> <li>▪ Cover dirt, gravel, and debris piles as needed to reduce dust and wind blown debris, and avoid dust-generating activities during windy periods.</li> <li>▪ Route and schedule construction trucks to reduce delays to traffic during peak travel times to reduce air quality impacts caused by a reduction in traffic speeds.</li> </ul> <p><b><u>Significant Unavoidable Adverse Impacts</u></b></p> <p>None.</p>				

<b>Stormwater</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<b><u>Potential Impacts</u></b>				
<b>Construction:</b>				
<p>Total disturbed area would be approximately 35 acres; significant potential for erosion and deposition of sediments in the downstream system could occur without measures to limit erosion and treat stormwater. Such measures would be required as part of a stormwater pollution prevention plan (SWPPP); submission of a SWPPP is required by the Department of Ecology's (Ecology) Stormwater Management Manual for Western Washington.</p>				
<b>Operation:</b>				
<p>Stormwater measures proposed by the Project Sponsor are required by regulation. In Washington State, Ecology administers the federal National Pollutant Discharge Elimination System (NPDES) Permit Program that includes regulation of municipal storm sewer systems. The City of Lynnwood is covered under the Phase II NPDES permit for western Washington. Since the Proposed Action would disturb one acre or more, the requirements of the Stormwater Management Manual for Western Washington (SWMM) (Ecology, 2005) must be met.</p> <p>The developed site would have greater impervious area than present and, therefore, higher runoff levels that would need to be managed. The total site detention volume would be increased, the 25-year inflow into the detention facilities would be greater than existing conditions, and the controlled release rate would be less than existing conditions (which includes run-on from adjacent properties). Run-off from off site that enters the site at present would be routed around the site, thereby bypassing the new on-site detention facilities.</p> <p>Stormwater quality treatment would achieve at least 80-percent removal of suspended solids for the water quality flow rate.</p>				

**Stormwater (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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Overall, a significant reduction in runoff rates would occur, and water quality would likely be improved. The alternatives would beneficially affect stormwater quantity and quality.

<ul style="list-style-type: none"> <li>- Impervious surface = 30.7 acres</li> <li>- Detention volume = 12.5 acre-feet</li> <li>- 25-year inflow into the detention facilities = 17.7 cfs</li> <li>- controlled release rate = 1.72 cfs</li> <li>- required water quality volume would be 0.62 acre-feet</li> </ul>	<ul style="list-style-type: none"> <li>- Impervious surface = 29.8 - 31.5 acres</li> <li>- Detention volume = 12.2 - 12.6 acre-feet</li> <li>- 25-year inflow into the detention facilities = 17.3 - 18.0 cfs</li> <li>- controlled release rate = 1.72 cfs</li> <li>- required water quality volume would be slightly smaller to slightly larger than for Alternative 1</li> </ul>	<ul style="list-style-type: none"> <li>- Impervious surface = 29.8 - 31.5 acres</li> <li>- Detention volume = 12.2 - 12.6 acre-feet</li> <li>- 25-year inflow into the detention facilities = 17.3 - 18.0 cfs</li> <li>- controlled release rate = 1.72 cfs</li> <li>- required water quality volume would be slightly smaller to slightly larger than for Alternative 1</li> </ul>	<ul style="list-style-type: none"> <li>- Impervious surface = 28 - 31.5 acres</li> <li>- Detention volume = 11.5 - 12.6 acre-feet</li> <li>- 25-year inflow into the detention facilities = 16.7 - 18.0 cfs</li> <li>- controlled release rate = 1.72 cfs</li> <li>- required water quality volume would be slightly smaller to slightly larger than for Alternative 1</li> </ul>	<ul style="list-style-type: none"> <li>- Impervious surface = 28 - 31.5 acres</li> <li>- Detention volume = 11.5 - 12.6 acre-feet</li> <li>- 25-year inflow into the detention facilities = 16.7 - 18.0 cfs</li> <li>- controlled release rate = 1.72 cfs</li> <li>- required water quality volume would be slightly smaller to slightly larger than for Alternative 1</li> </ul>
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**Mitigating Measures**

**Construction:**

Measures to handle stormwater during construction would need to meet Ecology's 2005 Stormwater Management Manual for Western Washington and the NPDES construction permit requirements, which include water quality monitoring during construction. Because these design details are not available at this time, the additional measures listed below are

**Stormwater (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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preliminary recommendations and considerations rather than specific requirements. This will allow for some flexibility in the permit review process by the City. Additional measures include:

- Limit the extent of active construction areas (e.g., limiting the area of active grading to smaller areas in phases rather than the entire 35 acres at one time).
- Require the construction of the off-site runoff bypass system as an initial element of construction to prevent off-site runoff from coming in contact with disturbed areas.
- Consider implementation of filter systems (e.g., Baker tanks) and/or chemical treatment systems to treat construction water.
- In construction of the vaults, allow sufficient curing time of the concrete prior to vault operation. This would reduce the potential for high pH levels that typically occur from newly poured concrete.
- Consider the use of an independent temporary erosion and sediment control (TESC) monitor to ensure that measures put in place are functioning properly. This could be considered if City staff is not available to provide sufficient construction monitoring.

**Operation:**

**Measures Required by Regulation**— Mitigating measures that are proposed by the project proponent are those required by regulation and are part of Proposed Action (i.e., runoff control, detention, and controlled releases). Since the Proposed Action would disturb one acre or more, the requirements of the Stormwater Management Manual for Western Washington (SWMM) (Ecology, 2005) must be met. The SWMM defines the minimum requirements for control and treatment of stormwater runoff from new development, redevelopment, and construction sites under ten Minimum Requirements (MR).

**Stormwater (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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These minimum requirements are as follows:

- MR #1: Preparation of Stormwater Site Plans
- MR #2: Construction Stormwater Pollution Prevention Plan (SWPPP)
- MR #3: Source Control of Pollution
- MR #4: Preservation of Natural Drainage Systems and Outfalls.
- MR #5: On-site Stormwater Management
- MR #6: Runoff Treatment
- MR #7: Flow Control
- MR #8: Wetlands Protection
- MR #9: Basin/Watershed Planning
- MR#10: Operations and Maintenance

MR# 9 is not applicable for this project.

Additional post-construction measures to consider include implementation of low impact development techniques as required in Minimum Requirement #5 such as constructing bio-retention areas, amending soils in landscaped areas and all pervious areas that are disturbed, providing permeable paving in lieu of conventional hardscapes, and providing roof downspout infiltration systems. During final design, the feasibility of incorporating grass-lined swales in lieu of piped conveyance systems should be investigated.

**Significant Unavoidable Adverse Impacts**

None.

## Plants and Animals including Wetlands

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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### Potential Impacts

Construction of the bypass roadway would reduce the amount of vegetation and habitat available to wildlife in this area of the site, resulting in minor to moderate impacts. No Priority Habitats and Species or federally protected species would be affected.

The bypass roadway would be constructed through Wetland C. Development within Wetland C and its buffer would change its horizontal and vertical vegetation structure; expose soil materials and increase potential surface runoff, erosion, and off-site sedimentation; reduce wetland functions and values; and disrupt use of the area by wildlife. Without mitigation, filling of Wetland C may be considered a significant impact. With mitigation, filling of Wetland C and loss of the habitat afforded by the forested area on-site may be considered a moderate impact. No impacts would occur to Wetland A. 250 linear feet of Tunnel Creek that is currently in an open channel east of the existing access driveway to the site would be conveyed into a culvert in order to accommodate the new bypass roadway. An approximate 36-inch culvert would be needed to accommodate the flow of Tunnel Creek, which is fed by stormwater runoff, and stormwater runoff from the site.

### Mitigating Measures

To mitigate impacts to Wetland C, new wetland area would be created adjacent to Wetland A at a 2:1 replacement ratio in accordance with City of Lynnwood requirements. Native vegetation would be planted in the wetland mitigation area to compensate for impacts to plants and animals. Plant species would be native to western Washington and of value to wildlife for habitat and foraging opportunities. The buffers of Wetland A and Tunnel Creek would be protected, and parking lot lights would be directed away from the wetland mitigation area to minimize wildlife disturbance.

Compensatory mitigation for Tunnel Creek is proposed that consists of daylighting a portion of the creek west of the new roadway where it is currently contained in a pipe. Final design has not yet been completed; however, it is anticipated that

**Plants and Animals including Wetlands (continued)**

<p align="center"><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</p>	<p align="center"><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</p>	<p align="center"><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</p>	<p align="center"><u>Alternative 4</u> All Retail Alternative</p>	<p align="center"><u>Alternative 5</u> No Action Alternative</p>
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the new stream channel would be one to two feet deep and two to three feet wide. The stream buffer would be planted with a mix of native indigenous woody species and a seed mix appropriate to the specific conditions of the site.

**Significant Unavoidable Adverse Impacts**

With mitigation, no significant unavoidable adverse impacts are anticipated.

**Environmental Health – Noise**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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**Potential Impacts**

**Construction:**

There would be temporary increases in sound levels from construction activities that would likely exceed Lynnwood's noise limits at locations very near the construction activity. Although construction noise is exempt from the limits during daytime hours and it is temporary, impacts may nonetheless occur at residences close to the active construction areas.

**Operation:**

Noise from parking lots is expected to be minimal, resulting in no adverse noise impacts. Noise from HVAC equipment and loading docks would be required to comply with the City of Lynnwood's nighttime noise limit of 47 dBA, which would reduce potential noise impacts to less than significant. Noise from the Costco Wholesale fueling facility is predicted to be 47 dBA or less at the nearest off-site residences during peak activity. This level would be well below the City's daytime noise limit of 57 dBA and would also comply with the more stringent nighttime limit of 47 dBA. Therefore, no significant off-site noise impacts are anticipated due to the Costco Wholesale fueling facility. Nighttime noise limits also would not be exceeded at new on-site residences if the facility operates before 7 a.m.

Modeled traffic noise levels at representative receptor locations are shown below; the predicted sound levels are similar for all alternatives.

**Environmental Health – Noise (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
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**PM PEAK HOURLY Leq TRAFFIC SOUND LEVELS (dBA)**

	Receptor	Existing Sound Level	All Alternatives	
			Sound Level	Increase Over Existing
Off-site:	17902-30 <sup>th</sup> Place W.	59	60	1
	19705-33 <sup>rd</sup> Place W.	54	59	5
	3204-180 <sup>th</sup> Place SW	54	54	0
	Alderwood Park Apts.	54	54-55	1
On-site:	Building D	NA	55	NA
	Building E	NA	54	NA
	Building H	NA	59	NA

The highest calculated traffic sound level for all alternatives is 60 dBA at the nearest residence due north of the project site. This level would not be considered an impact using FHWA/WSDOT criteria. The largest calculated increase in sound levels in 2011 compared to existing sound levels is 5 dBA, which would occur at residences near the current eastern terminus of 179<sup>th</sup> Street SW. The increases over existing traffic sound levels at this and all other receptor locations primarily would be due to the extension of 179<sup>th</sup> Street SW and not due to the Project or the new bypass road. No significant traffic noise impacts would be expected.

**Mitigating Measures**

**Possible construction mitigation includes:**

- Contractors should use properly sized and maintained mufflers, engine intake silencers, and engine enclosures and turn off idle equipment.

**Environmental Health – Noise (continued)**

<p align="center"><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</p>	<p align="center"><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</p>	<p align="center"><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</p>	<p align="center"><u>Alternative 4</u> All Retail Alternative</p>	<p align="center"><u>Alternative 5</u> No Action Alternative</p>
<ul style="list-style-type: none"> <li>▪ Place construction staging areas expected to be in use for more than a few weeks and stationary equipment as far as possible from sensitive receivers, particularly residences.</li> <li>▪ Where feasible, substitute hydraulic or electric models for impact tools such as jackhammers, rock drills, and pavement breakers.</li> <li>▪ Where feasible, require back-up alarms on equipment to be ambient-sensing alarms that broadcast a warning sound loud enough to be heard over background noise but without having to use a preset, maximum volume, or use broad band backup alarms instead of typical pure tone alarms.</li> </ul> <p><b>Possible operation mitigation includes:</b></p> <ul style="list-style-type: none"> <li>▪ Select quiet HVAC equipment and/or install equipment in an enclosure or in a location shielded from nearby residences.</li> <li>▪ Locate loading docks/truck activities in locations shielded from nearby residences.</li> </ul> <p><b><u>Significant Unavoidable Adverse Impacts</u></b></p> <p>With mitigation, no significant unavoidable adverse impacts are anticipated.</p>				

**Environmental Health – Soil Contamination**

<p><b><u>Alternative 1</u></b>  <b>Project Sponsor's Preferred Alternative with Office</b></p>	<p><b><u>Alternative 2</u></b>  <b>Project Sponsor's Preferred Alternative without Office</b></p>	<p><b><u>Alternative 3</u></b>  <b>Lower Intensity Mixed Use Alternative</b></p>	<p><b><u>Alternative 4</u></b>  <b>All Retail Alternative</b></p>	<p><b><u>Alternative 5</u></b>  <b>No Action Alternative</b></p>
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**Potential Impacts**

Remediation of contaminated soils would occur under all alternatives during the construction process. Ecology will be notified about the contamination prior to any construction. A voluntary clean-up plan (VCP) will be developed between the Edmonds School District and Ecology to ensure the contamination is remediated properly.

**Mitigating Measures**

Remediation of contaminated soils would be accomplished during the proposed construction. It is likely that the removal of contaminated soils would correct the ground water contamination. Because the soil is contaminated, it should be handled in accordance with prudent health and safety practices, transported in accordance with applicable Washington State Department of Transportation (WSDOT) regulations, and disposed of at an appropriately licensed disposal facility.

**Significant Unavoidable Adverse Impacts**

With mitigation, no significant unavoidable adverse impacts are anticipated.

<b>Land Use</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p><b><u>Potential Impacts</u></b></p> <p><b>Land Use:</b> Direct on-site impacts include displacement of the Lynnwood Athletic Complex (LAC). Please see the <i>Parks and Recreation</i> section for a discussion of the LAC.</p> <p>The Proposed Action would be compatible with commercial uses near or adjacent to most of the site. Indirectly, the Proposed Action would supplement or bolster retail and other commercial activities in the surrounding area. It would reinforce the objectives of the Subregional Center by adding employment and population growth, possibly hasten or stimulate redevelopment in the ACCTA and/or City Center, and contribute to a more robust subregional activity center. Residential use provided as part of the Proposed Action could lessen the short-term demand for residential use in the City Center area. Altogether, indirect and cumulative land use impacts would be positive.</p> <p>Compatibility would be less for the residential uses adjacent to the north/northwest part of the site. The proposed Costco Warehouse parking lot and fueling facility are adjacent to this area. The greater levels of activity on site, especially in this area, would lead to “proximity” impacts associated with Alternative 1 (e.g., noise, light/glare).</p> <p>The single-family residence just north of the site and two single-family residences abutting the northwest side of the site would experience the greatest impacts, including impacts from the proposed bypass roadway and the extension of 179<sup>th</sup> Place SW to 30<sup>th</sup> Place W planned in conjunction with an approved residential development. Depending upon which bypass roadway configuration is selected, it may be necessary to relocate the driveway that serves the single-family residence north of the site. In these individual cases, the impacts may be considered significant in view of Lynnwood’s goals to protect and enhance single-family neighborhoods, and to ensure retention of single-family housing through protection from conflict with or encroachment of incompatible land uses or activities. Overall impacts on residential use, however, are likely to be minor adverse impacts.</p>				

<b>Land Use (continued)</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<b>Relationship to Plans and Policies:</b>				
<p>The Proposed Action includes Amendments to the Comprehensive Plan to change the Land Use designation of the site from "Public Facilities" (PF) to "Mixed Use" (MU), and a rezone of the site from "Public and Semi-Public" (P-1) to Commercial-Residential (C-R) to allow development of a mixed-use center.</p>	<p>Land use impacts of Alternative 2 would generally be the same as for Alternative 1. While additional employment and housing opportunities would be provided, Alternative 2 would not include an office building component. As a result, fewer employment opportunities would be provided in Alternative 2 than in Alternative 1, but increased retail space and additional multi-family units would be provided.</p> <p>This mix of uses would support the purpose of the Subregional Center.</p>	<p>This alternative would have a lesser effect in reinforcing the land use objectives of the Subregional Center than Alternative 1.</p> <p>The mix of uses would not be as intensive as Alternative 1; however, Alternative 3 would support the purpose of the Subregional Center. Therefore, this alternative would be consistent with the plans and policies described for Alternative 1 and its attendant land use designation and zoning.</p>	<p>This alternative would have a lesser effect in reinforcing the land use objectives of the Subregional Center. While additional employment opportunities would be provided, they would be at slightly lower levels than for Alternative 1 and no housing would be provided. Therefore, this alternative would not be consistent with the plans and policies described for Alternative 1 and its land use designation and zoning.</p>	<p>The site would retain its current land use designation and zoning. This alternative would not reinforce the commercial character of the Subregional Center.</p> <p>This alternative would not be consistent with regional and City land use plans and policies except for current land use and zoning.</p>

**Land Use (continued)**

<p style="text-align: center;"><b><u>Alternative 1</u></b>  <b>Project Sponsor's Preferred Alternative with Office</b></p>	<p style="text-align: center;"><b><u>Alternative 2</u></b>  <b>Project Sponsor's Preferred Alternative without Office</b></p>	<p style="text-align: center;"><b><u>Alternative 3</u></b>  <b>Lower Intensity Mixed Use Alternative</b></p>	<p style="text-align: center;"><b><u>Alternative 4</u></b>  <b>All Retail Alternative</b></p>	<p style="text-align: center;"><b><u>Alternative 5</u></b>  <b>No Action Alternative</b></p>
<p>Alternative 1 is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>The mixed-use component of Alternative 1 would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040. The Costco Warehouse component would be more auto-oriented vs. pedestrian-oriented and would provide less reinforcement.</p>	<p>Alternative 2 is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>The mixed-use component of Alternative 2 would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040. The Costco Warehouse component would be more auto-oriented vs. pedestrian-oriented and would provide less reinforcement.</p>	<p>This alternative is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>The mixed-use component of Alternative 3 would reinforce Lynnwood's role as a regional growth center under the Puget Sound Regional Council's Vision 2040. The Costco Warehouse component would be more auto-oriented vs. pedestrian-oriented and would provide less reinforcement.</p>	<p>This alternative is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>Alternative 4 would have a lesser effect in reinforcing the land use objectives of the Subregional Center under the Puget Sound Regional Council's Vision 2040.</p>	<p>This alternative is generally supportive of GMA's planning goals except Goal 9 – Open Space and Recreation (see the <i>Parks and Recreation</i> section).</p> <p>Alternative 5 would not reinforce the planned character of the Subregional Center under the Puget Sound Regional Council's Vision 2040.</p>

**Land Use (continued)**

<p align="center"><b><u>Alternative 1</u></b>  <b>Project Sponsor's Preferred Alternative with Office</b></p>	<p align="center"><b><u>Alternative 2</u></b>  <b>Project Sponsor's Preferred Alternative without Office</b></p>	<p align="center"><b><u>Alternative 3</u></b>  <b>Lower Intensity Mixed Use Alternative</b></p>	<p align="center"><b><u>Alternative 4</u></b>  <b>All Retail Alternative</b></p>	<p align="center"><b><u>Alternative 5</u></b>  <b>No Action Alternative</b></p>
<p>Alternative 1 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use component of Alternative 1 is consistent with the policies of encouraging pedestrian-friendly and transit-compatible development; co-location of jobs and housing, infill and redevelopment of suitable areas.</p>	<p>Alternative 2 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use component of Alternative 2 is consistent with the policies of encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas.</p>	<p>Alternative 3 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. The mixed use component of Alternative 3 is consistent with the policies of encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas.</p>	<p>Alternative 4 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. It would be less supportive of policies encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas because no housing would be provided.</p>	<p>Alternative 5 would be consistent with Snohomish County's Countywide Planning Policies that encourage orderly and efficient development patterns with higher density development in urban areas. It would be less supportive of policies encouraging pedestrian-friendly and transit-compatible development, co-location of jobs and housing, infill and redevelopment of suitable areas because there would be limited mixed uses.</p>

**Land Use (continued)**

<p align="center"><b><u>Alternative 1</u></b>  <b>Project Sponsor's Preferred Alternative with Office</b></p>	<p align="center"><b><u>Alternative 2</u></b>  <b>Project Sponsor's Preferred Alternative without Office</b></p>	<p align="center"><b><u>Alternative 3</u></b>  <b>Lower Intensity Mixed Use Alternative</b></p>	<p align="center"><b><u>Alternative 4</u></b>  <b>All Retail Alternative</b></p>	<p align="center"><b><u>Alternative 5</u></b>  <b>No Action Alternative</b></p>
<p>In general, Alternative 1 supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. An exception is that the Costco Wholesale component of the proposal is not consistent with goals and policies encouraging pedestrian-friendly and transit-supportive development.</p>	<p>In general, Alternative 2 supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. An exception is that the Costco Wholesale component of the proposal is not consistent with goals and policies encouraging pedestrian-friendly and transit-supportive development.</p>	<p>In general, Alternative 3 supports the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan, and is consistent with the goals for the Subregional Center. An exception is that the Costco Wholesale component of the proposal is not consistent with goals and policies encouraging pedestrian-friendly and transit-supportive development.</p>	<p>Alternative 4 would be less consistent with the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan because it would not provide for a mix of uses, especially residential uses, and retail uses would not be at intensities that support the purpose of the Subregional Center.</p>	<p>Alternative 5 would be less consistent with the Plan Vision, Plan Concept (Land Use), Land Use Description: Mixed Use, Policy Description: Mixed Use, and relevant Goals and Policies of Lynnwood's Comprehensive Plan because it would not provide for a mix of uses, especially residential and retail uses.</p>

**Land Use (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).	The existing level of service in the Parks, Recreation, and Open Space Element of the Comprehensive Plan would need to be revised, and the Parks Facilities Map would need to be amended to remove this site (see the <i>Parks and Recreation</i> section).

**Mitigating Measures**

Maintain a vegetated buffer in the northwest portion of the site to reduce potential land use incompatibility and proximity impacts to residential uses to the north/northwest of the site.

Adopt a Planned Action ordinance to identify types of uses that are allowed and the conditions (mitigating measures) that must be met for approval. Proposed development that is consistent with the Planned Action ordinance would not require further SEPA review. In addition, execute a development agreement that would regulate uses and establish conditions of approval (mitigating measures).

Comply with the required authorizations, permits, etc. listed in the Fact Sheet.

<b>Land Use (continued)</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<b>Significant Unavoidable Adverse Impacts</b>				
<p>Conversion of a former high school and athletic field site to a more intensive commercial/residential development.</p> <p>Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.</p> <p>No other significant unavoidable adverse land use impacts have been identified.</p>	<p>Conversion of a former high school and athletic field site to a more intensive commercial/residential development.</p> <p>Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.</p> <p>No other significant unavoidable adverse land use impacts have been identified.</p>	<p>Conversion of a former high school and athletic field site to a more intensive commercial/residential development.</p> <p>Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.</p> <p>The land use intensity of the alternative does not fully support plans and policies.</p> <p>No other significant unavoidable adverse land use impacts have been identified.</p>	<p>Conversion of a former high school and athletic field site to a more intensive commercial/residential development.</p> <p>Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.</p> <p>No other significant unavoidable adverse land use impacts have been identified.</p>	<p>Conversion of a former high school and athletic field site to a more intensive commercial/residential development.</p> <p>Reduction of the level of service for Parks facilities; see <i>Parks and Recreation</i> section.</p> <p>No other significant unavoidable adverse land use impacts have been identified.</p>

<b>Parks and Recreation</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<b><u>Potential Impacts</u></b>				
<p>In addition to the demand for additional park land created by the proposed development, the most significant adverse impact on <i>Parks and Recreation</i> is the loss of the Lynnwood Athletic Complex. While the high school and other school buildings on site were demolished in 2010 and scheduled athletic programs were suspended, impacts are considered as they would occur with the LAC recreation facilities in place.</p> <p><b>Loss of Facilities:</b></p> <p>All facilities at the Lynnwood Athletic Complex (LAC) would be displaced with the result that the City would have fewer recreation facilities within its boundaries and would provide fewer programs, activities, and events. This would be considered a direct adverse impact for and in the City of Lynnwood.</p> <p><b>Loss of Activities:</b></p> <p><i>City of Lynnwood:</i> Opportunities for unscheduled activities at the track, two volleyball courts, children's play area, and picnic area would be foregone. Although residents may substitute other park and recreation facilities in the City, this could lead to overcrowding at these locations and inconvenience to users. No other substitute volleyball facilities are available in Lynnwood. Also, loss of the track would have the greatest adverse effect on residents who are in closest proximity to the site. Overall, impacts on unscheduled activities would likely be minor to significant depending upon the type of facility in question.</p> <p>With respect to scheduled activities, the loss of the LAC facilities would adversely affect league and community group programs and activities. Although the City has moved its softball program to the Meadowdale Playfields, the program operates at a reduced number of teams and hours of use compared to activity levels at the LAC. Community group activities at the LAC would be eliminated. The loss of these activities would be extensive and long term. Opportunities to hold the annual 4<sup>th</sup> of July celebration would be foregone. Impacts on scheduled activities may be considered significant.</p>				

**Parks and Recreation (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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*Edmonds Community College:* Edmonds Community College expects that it will continue its women's and men's soccer and softball practices and games and intramural sports activities (softball and soccer practices, games, and camps) at the new high school site. The less convenient location is expected to be offset by the beneficial impact of having newer, up-to-date facilities.

**Effects on Level of Service:**

Effects with Loss of LAC: For Core Parks, the existing level of service (LOS) standard is 5 acres of Core Parks land per 1,000 population. The current LOS is estimated to be 3.79 acres per 1,000 population. With the Proposed Action, a reduction of 20.4 acres of Core Parks land would occur resulting in an LOS of 3.23 acres per 1,000 population, a reduction of 15 percent. For Community Parks, a subset of Core Parks, the overall LOS would be reduced from 2.62 acres per 1,000 population to 2.06 acres per 1,000 population, a reduction of 21 percent.

Effects Due to On-Site Population: Under Alternative 1 for "Core Parks" land, the level of service would decrease to 3.17 acres per 1,000 population, and for "Community Parks" it would decrease to 2.02 acres per 1,000 population. Alternative 2, with its greater on-site population, would reduce the level of service further compared to Alternative 1 while Alternative 3, with its lower on-site population, would have a smaller effect on level of service. A summary of increased park demand (acres and trail miles) based on projected new residents and the City's adopted level of service for parks is as follows:

Adopted City LOS	Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<b>Core Parks: 5 acres/1000</b>	2.97 acres	4.5. acres	1.98 acres	-	-
<b>Other Parks: 5 acres /1000</b>	2.97 acres	4.5 acres	1.98 acres	-	-
<b>Trails: 0.25 miles/1000</b>	0.149 miles	0.225 miles	0.10 miles	-	-

**Parks and Recreation (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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Revenue Impacts:

The estimated revenue that would be foregone with loss of the LAC over the 10-year period from 2009 through the end of the interlocal agreement is estimated to be \$1,444,600. Estimated expenditures during this same period would be \$986,530.

**Administrative Impacts:**

With demolition of the field house/office, the City has lost the ability to house recreation department staff at the site. This would be considered a moderate impact.

Overall, without mitigation, the Proposed Action would result in significant impacts.

**Mitigating Measures**

**Measures Proposed by the Project Sponsor:**

The Edmonds School District has built replacement athletic facilities at the new high school site, outside existing City limits. Distance from the Lynnwood community, compounded by circuitous access for many City residents, higher costs to the City, and less than suitable facilities are some of the factors that off-set relocation of activities as an option to mitigate the loss of the LAC.

**Parks and Recreation (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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**Measures Needed to Mitigate Impacts:**

The intent of the mitigation shall be to provide for acquisition and development of replacement recreation facilities within the City that provide utility equivalent to the existing complex, the same level of accessibility to Lynnwood residents, the same programs and activities, and the same level of City managerial control.

Individual measures that should be considered include:

- Incorporate open space, a trail for walking and jogging in the design and layout of the proposed development on the existing site, and a connection to the Interurban Trail.
- Provide a monetary or in-kind contribution to the City allowing for the replacement and/or enhancement of substitute parks and recreation resources.
- Develop additional facilities near Alderwood Mall to accommodate casual users.
- Compensate the City for the loss of its capital investment.
- Improve facilities owned by the District within Lynnwood and contract with the City to provide equivalency in terms of utilization and management.

**Parks and Recreation (continued)**

<p align="center"><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</p>	<p align="center"><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</p>	<p align="center"><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</p>	<p align="center"><u>Alternative 4</u> All Retail Alternative</p>	<p align="center"><u>Alternative 5</u> No Action Alternative</p>
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**Significant Unavoidable Adverse Impacts**

The parks and recreation experience as it existed prior to the demolition would be unavoidably affected regardless of what mitigation is prescribed. The extent to which the impact is significant depends upon mitigation. If replacement facilities of equivalent utility, value, and location are provided within the City, the impact would likely be minor to moderate; there would not be significant unavoidable adverse impacts on parks and recreation in this case. If replacement facilities are not of equivalent utility, value, and location, the level of impact would be significant.

**Transportation**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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**Overview of the Analysis**

Redevelopment of the former Lynnwood High School site would result in increased levels of trip generation at the site and increased traffic volumes on roads leading to/from the site. The analysis showed that this would result in some redistribution of background traffic to various arterial routes throughout the City, as some existing traffic on the roads near the site would shift to alternative routes in reaction to the increased congestion in the vicinity of the site.

The traffic analysis for this EIS formed the basis for identifying roadway improvements, i.e., mitigation, that would accommodate the increased traffic and its distribution, while at the same time enabling the development alternatives to function adequately. Mitigating measures for each alternative were identified to generally restore the level of service (LOS) and traffic operations in the affected road system to a level equivalent to 2012 baseline conditions. Some unavoidable adverse impacts were also identified for which no mitigation was identified.

Mitigation considered the relationship of the site's traffic needs to the City of Lynnwood's long-range plan for an extension of 33<sup>rd</sup> Avenue W, from 184<sup>th</sup> Street SW northward around the west and north perimeter of the site, and connecting to Alderwood Mall Parkway as the west extension of Maple Road. This planned but unfunded road is referred to as the "bypass". Three alternative bypass configurations were tested with Alternative 1 to determine the best configuration of road improvements for access to the proposed development consistent with the City's long-range plan for the surrounding area. They are:

## Transportation (continued)

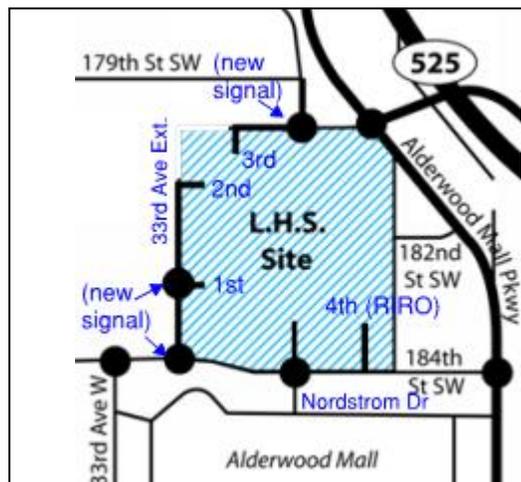
Alternative 1

Alternative 2

Alternative 3

Alternative 4

Alternative 5



**Configuration 1.** Without complete bypass -- a roadway configuration without a complete bypass was evaluated initially.

- Add new signals at 30<sup>th</sup> PI W, 1<sup>st</sup> Access, and 33rd Ave Ext. at 184<sup>th</sup> St SW
- Add north leg at Nordstrom Dr
- Right-in/right-out (RIRO) at 4<sup>th</sup> Access

● = existing or proposed signal location



**Configuration 2.** With complete bypass and with a connection to 30th Place W -- the 179th Street SW extension would terminate at 30th Place W.

- Add new signals at 30<sup>th</sup> PI W, 1<sup>st</sup> Access, 3<sup>rd</sup> Accesses, and 33rd Ave Ext. at 184<sup>th</sup> St SW
- Add north leg at Nordstrom Dr
- RIRO at 2<sup>nd</sup> and 4<sup>th</sup> Accesses
- Alternatives 2-5 have the same configurations.

## Transportation (continued)

**Alternative 1**

**Alternative 2**

**Alternative 3**

**Alternative 4**

**Alternative 5**



**Configuration 3.** With complete bypass and with 179<sup>th</sup> Street SW extended to Alderwood Mall Parkway (AMP) -- 30<sup>th</sup> Place W would not connect to the bypass.

- Add new signals at AMP, 1<sup>st</sup> Access, 3<sup>rd</sup> Accesses, and 33rd Ave W Ext. at 184<sup>th</sup> St SW
- Add north leg at Nordstrom Dr
- RIRO at 2<sup>nd</sup> and 4<sup>th</sup> Accesses

An analysis was carried out to determine what the impacts would be for Configuration 1 without the complete bypass (this analysis is documented in the *Transportation* section and is not summarized herein). It was determined that without the complete bypass, off-site impacts on nearby Alderwood Mall Parkway and on Maple Road would be quite large, and additional mitigation would involve environmentally difficult road widening. Therefore, two alternative configurations for a complete bypass, as shown above, were analyzed that would reduce or avoid these off-site impacts. The latter two versions differ in the manner of routing trips between nearby 179<sup>th</sup> Place SW and Alderwood Mall Parkway, with significant revisions to the operation and configuration of the key intersection at Alderwood Mall Parkway and Maple Road. Alternative 1 includes the complete bypass.

In addition to Alternative 1, the four other alternatives were evaluated and compared to the Alternative 1. Each has less net trip generation than the Alternative 1 (Alternative 2 has higher gross trip generation); however, the required traffic mitigation is nearly the same as for the Alternative 1 in each case. The complete bypass would be required for each.

## Transportation (continued)

Alternative 1

Alternative 2

Alternative 3

Alternative 4

Alternative 5

### Potential Impacts

#### **Street System**

All alternatives have been assumed to add a new network of streets within the site and new connections to adjacent arterials, generate additional traffic on most roads in the study area, and include one of the two configurations of the bypass route. The bypass, which would be built as a 3-lane facility by the developer as a condition of approval, is an extension of 33<sup>rd</sup> Avenue W that is located on the former Lynnwood High School site. The extension would proceed from 184<sup>th</sup> Street SW northward along the site's west perimeter as 33<sup>rd</sup> Avenue W (which is coincident with the inferred location of 31st Place W), bend around the site's northwest corner, and proceed northeastward to Alderwood Mall Parkway as a west extension of Maple Road. Existing 30<sup>th</sup> Place W turns into alignment with Maple Road as it approaches Alderwood Mall Parkway. This part of 30<sup>th</sup> Place W would be truncated and realigned to intersect with the bypass at a new intersection approximately 200 feet west of Alderwood Mall Parkway. The 2012 analysis identifies a current need for two through lanes on the bypass plus left-turn provisions, which may be turn pockets at intersections or a continuous two-way left-turn lane. The bypass is evaluated as a component of the proposed development's access plan and as an element of the development's off-site mitigation. It would draw significant levels of background traffic into the bypass route and away from some other off-site roads. The road is designed so that the City may expand it to a 5-lane cross section, in the future, as required to address regional traffic growth.

The City's long-range transportation plan includes a link between 179th Street SW and the new bypass roadway, and the intersection of these two roadways. This intersection would be at a location further to the west than the intersections of 30th Place W and the bypass roadway that are evaluated in this EIS. Funding of the future 179th Street SW link and intersection as well as widening the bypass roadway to five lanes would be funded by a future LID (as one possible tool) that would require the property owner's participation. The LID would likely have a large, but as yet, unspecified benefit area. It is anticipated that the subject site and a number of others would be included and thereby expected to participate to the extent that each is benefited. As a condition of approval it is anticipated that the project proponents will be required to record a "no protest agreement" with regards to the future LID (s) as described.

## Transportation (continued)

### Alternative 1

### Alternative 2

### Alternative 3

### Alternative 4

### Alternative 5

**Bypass With 30<sup>th</sup> Place Retained:** The terminus of existing 30<sup>th</sup> Place W would be shifted to a ‘tee’ intersection with the bypass route about 200 feet west of Alderwood Mall Parkway. As a result, intersection improvements at Maple Road and Alderwood Mall Parkway would be needed as part of the bypass construction. The intersection improvements would include adding an additional lane on Maple Road between 30<sup>th</sup> Place W and Ash Way, and re-channelizing the eastbound and westbound approaches as one left-turn lane and two through and right-turn shared lanes. In addition, the southbound approach would need a separate right-turn pocket.

**Bypass With 179<sup>th</sup> Place Extended to Alderwood Mall Parkway:** The extension of 179<sup>th</sup> Place SW to 30<sup>th</sup> Place W would be further extended eastward from 30<sup>th</sup> Place W to connect with Alderwood Mall Parkway. 30<sup>th</sup> Place W would be removed from the road system south of 179<sup>th</sup> Place SW. The existing private driveway would remain. This road configuration would not require widening of Maple Road east of Alderwood Mall Parkway.

**Costco fueling station:** Queues on all days of the week in the PM peak hour should be six vehicles or less, which is less than the maximum queue storage capacity.

### Site Access and Circulation

On-site streets, which would be private streets under all of the alternatives, are described below. Within the site, each of these would carry modest volumes requiring only one lane each way, except that a left-turn pocket is needed at most site access intersections at the perimeter of the site. One east-west road is proposed.

The intersection of the ‘1<sup>st</sup> Access’ with 33rd Avenue W Extension would be in all cases a “tee” intersection. Left-turn pockets are provided in the proposed site plan, and signalization is identified as a mitigation need.

A new intersection would be formed where 33rd Avenue W Extension connects with 184<sup>th</sup> Street SW. This location is identified in site plans as signalized and channelized for left turns. North of this intersection, a two-lane section suffices due to minimal left-turn activity into the site from the north at the ‘2<sup>nd</sup> Access’ and the ‘1<sup>st</sup> Access’.

The existing intersection giving access to Alderwood Mall on 184<sup>th</sup> Street SW, located west of the ‘4<sup>th</sup> Access’, would be modified to include a new fourth leg on the north side, giving access to the site. Signal controls would be modified, and

### Transportation (continued)

Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p>the site plan indicates two lanes in and two lanes out. Analysis indicates that two southbound lanes are desirable to split left turns from right turns, but the inbound direction does not require two lanes to serve the smaller inbound volume.</p> <p>A new street intersection is proposed on 184<sup>th</sup> Street SW west of the site's east boundary, as the '4<sup>th</sup> Access'. This location would not be signalized and would provide only right-turn movements in and out, to avoid conflict with the existing all-turns access driveway to the retail property east of the site and the left-turn traffic to Alderwood Mall west of the '4<sup>th</sup> Access'.</p> <p><b>182<sup>nd</sup> Street SW Connection:</b> The existing site access connection to existing 182<sup>nd</sup> Street SW would experience a large increase in use, which in turn would affect the unsignalized intersection at 182<sup>nd</sup> Street SW and Alderwood Mall Parkway.</p>				
<p><b>Traffic Volumes in 2012 (Bypass With 30<sup>th</sup> Place Retained)</b></p>				
<p><b>Trip Generation in PM Peak Hour:</b></p>				
2,971 gross trips 1,321 net trips	3,177 gross trips 1,223 net trips	2,432 gross trips 1,042 net trips	1,745 gross trips 709 net trips	1,183 gross trips 1,139 net trips
<p><b>Trip Distribution</b> (see Figures 3-19, 3-21, 3-23, 3-25, and 3-27 in the <i>Transportation</i> section):</p> <p>The largest proportion of site-generated travel would use the site's proposed '1st Access' where it connects to the bypass roadway. The next largest volumes would use the access points on 184<sup>th</sup> Street SW (the connection to the existing north entrance to Alderwood Mall, and '4th Access' near the site's east boundary). Smaller volumes would originate at the '2nd Access', '3rd Access', and at existing 182<sup>nd</sup> Street SW.</p>				

### Transportation (continued)

Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5
<p>Off-site, the largest volume is oriented to/from areas north and east of the site, via Alderwood Mall Parkway and Maple Road. At the west side of the site, the majority of site trips would follow existing 33<sup>rd</sup> Avenue W southward to reach various destinations, including the City Center subarea and western areas of Lynnwood and beyond. Travel added to Alderwood Mall Parkway south of 184<sup>th</sup> Street would be oriented to areas east of Lynnwood via 196<sup>th</sup> Street SW or via Locust Way, and south of Lynnwood via I-5.</p> <p>Compared to the baseline volumes for 2012, the alternatives would add the following percentage volumes at selected locations (see Figures 3-19, 3-22, 3-24, 3-26, and 3-28 in the <i>Transportation</i> section):</p>				
<ul style="list-style-type: none"> <li>• 8 percent to Alderwood Mall Parkway north of Maple Road</li> <li>• 3 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>• 71 percent to 184<sup>th</sup> Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>• 8 percent to Alderwood Mall Parkway north of Maple Road</li> <li>• 3 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>• 72 percent to 184<sup>th</sup> Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>• 7 percent to Alderwood Mall Parkway north of Maple Road</li> <li>• 2 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>• 66 percent to 184<sup>th</sup> Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>• 5 percent to Alderwood Mall Parkway north of Maple Road</li> <li>• 1 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>• 48 percent to 184<sup>th</sup> Street west of the site</li> </ul>	<ul style="list-style-type: none"> <li>• .9 percent to Alderwood Mall Parkway north of Maple Road</li> <li>• 14 percent to Alderwood Mall Parkway south of 184<sup>th</sup> Street</li> <li>• 45 percent to 184<sup>th</sup> Street west of the site</li> </ul>

<b>Transportation (continued)</b>				
<b>Alternative 1</b>	<b>Alternative 2</b>	<b>Alternative 3</b>	<b>Alternative 4</b>	<b>Alternative 5</b>
<p><b>Traffic Safety</b></p> <p>Accident totals would typically increase as traffic volumes increase; however, the overall accident rate per vehicle trip would not change unless congestion is significantly increased. Traffic mitigation has been identified for each alternative so that overall congestion levels would not increase for the study area as a whole, and the areawide accident rate is not expected to change. Therefore, although an increase in total future accidents is expected, it would not be a significant impact of any of the alternatives. Without mitigation, the unsignalized intersection at 182<sup>nd</sup> Street SW and Alderwood Mall Parkway would be vulnerable to increased accident potential.</p>				
<p><b>Traffic Impacts</b></p> <p>The traffic impacts on the affected street system are summarized below in terms of Level of Service changes at major intersections, and total travel delay in the study area and citywide. This analysis includes the complete bypass but does not include any off-site mitigation. As a result of including the complete bypass, all alternatives except Alternative 4 would have slightly higher total delay than the 2012 baseline condition but, overall, all alternatives would not violate the City's LOS standard; the proposed mitigation for each alternative should reduce the citywide delay equal to or less than the 2012 baseline condition.</p>				
<p><b>Traffic Impacts with 30<sup>th</sup> Place Retained</b></p> <p><b>Intersection Performance</b> (see Table 3-14 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 6</p>	<p><b>Traffic Impacts with 30<sup>th</sup> Place Retained</b></p> <p><b>Intersection Performance</b> (see Table 3-19 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 7</p>	<p><b>Traffic Impacts with 30<sup>th</sup> Place Retained</b></p> <p><b>Intersection Performance</b> (see Table 3-20 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 6</p>	<p><b>Traffic Impacts with 30<sup>th</sup> Place Retained</b></p> <p><b>Intersection Performance</b> (see Table 3-21 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 7</p>	<p><b>Traffic Impacts with 30<sup>th</sup> Place Retained</b></p> <p><b>Intersection Performance</b> (see Table 3-22 in the <i>Transportation</i> section): No. of intersections with:</p> <p>LOS B – 7</p>

Transportation (continued)				
Alternative	Alternative 2	Alternative 3	Alternative 4	Alternative 5
LOS C – 5 LOS D – 5 LOS E – 0 LOS F – 5	LOS C – 4 LOS D – 4 LOS E – 1 LOS F – 5	LOS C – 5 LOS D – 4 LOS E – 1 LOS F – 5	LOS C – 5 LOS D – 3 LOS E – 1 LOS F – 5	LOS C – 4 LOS D – 4 LOS E – 1 LOS F – 5
<b>Delay:</b> 588 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,823 hours.	<b>Delay:</b> 578 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,830 hours.	<b>Delay:</b> 566 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,812 hours.	<b>Delay:</b> 457 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,805 hours.	<b>Delay:</b> 572 vehicle-hours of delay per PM peak hour in the study area; in the remainder of the citywide system, the delay would be 1,827 hours.
<b>Citywide net delay:</b> increase of 35 hours	<b>Citywide net delay:</b> increase of 33 hours	<b>Citywide net delay:</b> increase of 3 hours	<b>Citywide net delay:</b> decrease of 113 hours	<b>Citywide net delay:</b> increase of 24 hours

### Mitigating Measures Proposed by Proponent and Required by Regulation

Traffic mitigating measures are summarized for Alternatives 1 through 5 that would restore queue ratios and delay measures to the levels predicted with the baseline case before site redevelopment. Different levels of mitigation are required depending on the configuration of the bypass that is chosen. The following table lists the mitigation configuration requirements for Alternative 1 with and without the bypass configuration options, and for Alternatives 2 through 5 with the bypass configuration options, accounting for all facilities around the perimeter of the site. The site-related locations, which are shown in **bold type**, require mitigations similar to those proposed by the Proponent; that is, completion of the three-lane bypass and provision of right-of-way to accommodate the City's future five-lane configuration. At all off-site perimeter locations, which are shown in regular type, most improvements are driven by the requirement to manage queue lengths at congested intersections to avoid queues spilling back to upstream intersections and resulting in significantly greater delays in the citywide road network (pursuant to Comprehensive Plan Policy T-21.4. The perimeter locations are integral parts of site access even though not contiguous with the site. In addition, mitigation requirements for the 'With Bypass and 30th Place W Retained' configuration are listed for the other four alternatives. All three portions of the Maple Road

## Transportation (continued)

### Mitigation Requirements for Alternatives 1 through 5

Location	Without Bypass	With Bypass and 179th Street Extended to AMP	Alternatives (with Bypass and 30th Place W Retained)				
	Alternative 1	Alternative 1	1	2	3	4	5
<b>Roadway Segments</b>							
<b>#33<sup>rd</sup> Ave W Extension, 184<sup>th</sup> Street SW to '2<sup>nd</sup> Access'</b>	2 lanes, plus two-way left-turn lane in the median	←same	←same	←same	←same	←same	←same
<b>#33<sup>rd</sup> Ave W Extension, '2<sup>nd</sup> Access' to '3<sup>rd</sup> Access'</b>	Not included	2 lanes, plus two-way left-turn lane in the median	←same	←same	←same	←same	←same
<b>#Maple Road Extension, '3<sup>rd</sup> Access' to 30<sup>th</sup> Pl. W</b>	2 lanes, plus two-way left-turn lane in the median	←same	←same	←same	←same	←same	←same
<b>#Maple Road Extension, 30<sup>th</sup> Pl. W to Alderwood Mall Pkwy</b>	5 lanes <sup>1</sup>	4 lanes	6 lanes	←same	←same	←same	←same
Maple Road, Alderwood Mall Pkwy to Ash Way	Add WB second LT lane	Keep existing 4 lanes	Add WB thru lane	←same	←same	←same	←same
179 <sup>th</sup> St. SW Ext'n, 30 <sup>th</sup> Pl. W to Alderwood Mall Pkwy	Not included	3 lanes	Not included	←same	←same	←same	←same
196 <sup>th</sup> Street Corridor, 36 <sup>th</sup> Ave W to Alderwood Mall Pkwy	Corridor signal timing adjustment*	←same	←same	←same	←same	←same	←same
188 <sup>th</sup> Street SW, 33 <sup>rd</sup> Ave W to 36 <sup>th</sup> Ave W	Corridor signal timing adjustment*	←same	←same	←same	←same	←same	←same
<b>Intersections</b>							
Private Access Driveway, west of 30 <sup>th</sup> Pl. W.	Relocate driveway	Retain driveway in present location	Relocate driveway	←same	←same	←same	←same
<b>#33<sup>rd</sup> Ave W Extension &amp; 184<sup>th</sup> Street. SW</b>	<b>New signalized intersection; 3 lanes x 5 lanes</b>	←same	←same	←same	←same	←same	←same
<b>#33<sup>rd</sup> Ave W Extension &amp; '1<sup>st</sup> Access'</b>	<b>Signalized, with LT storage on '1<sup>st</sup> Access'</b>	←same	←same	←same	←same	←same	←same

Location	Without Bypass	With Bypass and 179th Street Extended to AMP	Alternatives (with Bypass and 30th Place W Retained)				
	Alternative 1	Alternative 1	1	2	3	4	5
#33 <sup>rd</sup> Ave W Extension & '2 <sup>nd</sup> Access'	Not an intersection	Unsignalized, Right-in/right-out 3 lanes x 2 lanes	←same	←same	←same	←same	←same
#'3 <sup>rd</sup> Access' & Maple Road Extension	Not an intersection	Signalized, 3 lanes x 2 lanes	←same	←same	←same	←same	←same
#30 <sup>th</sup> Pl. W & Maple Road Extension	Reconstruct as 3 lane x 5 lane signal coordinated with adjacent intersection(s) <sup>1</sup>	Not an intersection	3 lane x 6 lane signal coordinated with adjacent intersection(s)	3 lane x 6 lane signal coordinated with adjacent intersection(s)	3 lane x 6 lane signal coordinated with adjacent intersection(s)	Reconstruct as 3 lane x 6 lane signal, Add south leg to the intersection, WB left-turn prohibited.	←same
182 <sup>nd</sup> Street SW & Alderwood Mall Pkwy	Prohibit left turns EB->NB, and no signal <sup>2</sup>	←same	←same	←same	←same	←same	←same
'4 <sup>th</sup> Access' & 184 <sup>th</sup> Street SW	Right-in/right-out	←same	←same	←same	←same	←same	←same
'Alderwood Mall Access' & 184 <sup>th</sup> Street SW	Signal modifications for north leg; 2 outbound lanes SB; 1 entering lane NB is OK on north leg	←same	←same	←same	←same	←same	←same
#Maple Road & Alderwood Mall Pkwy	Add EB, WB double LT lanes; Add SB right-turn lane; Add WB exiting lane	Add EB thru lane and SB right-turn lane; No WB exiting lane added	Add EB, WB thru lane and EB second left-turn; Add SB right-turn lane; add WB exiting lane	←same	←same	←same	←same
179 <sup>th</sup> Extension & 30 <sup>th</sup> Pl.	No change from Planned "Tee" Int'n, stem to west (2x2, No signal)	Convert to "Tee" with stem to north (3x3, No signal)	No change from Planned "Tee" Int'n, stem to west (2x2, No signal)	←same	←same	←same	←same
Maple Road & Ash Way	Prohibit left turns, or signalize, or close the intersection	←same	←same	←same	←same	←same	←same
#Alderwood Mall Access Intersection on 33 <sup>rd</sup> Avenue W, south of 184 <sup>th</sup> Street SW	No Action Required	Tolerate queues within Alderwood Mall site, or prohibit westbound left turns in peak hours	←same	←same	←same	←same	←same

Location	Without Bypass	With Bypass and 179th Street Extended to AMP	Alternatives (with Bypass and 30th Place W Retained)				
	Alternative 1	Alternative 1	1	2	3	4	5
Net Citywide delay (vehicle-hours)	96	91	35	33	3	-113	24
Impact Fees by 2012 (million dollars)	\$2.7	\$2.7	\$2.7	\$2.5	\$2.1	\$1.4	\$2.3

<sup>1</sup> Proponent's site plan shows a lower level of improvement than the requirements listed here.

<sup>2</sup> City of Lynnwood prefers unsignalized for safety reasons (see text).

# Included in transportation impact fee project list

\* Corridor signal timing adjustment: Assumes the City will periodically monitor and systematically adjust signal timings for the signalized intersection citywide.

## Transportation (continued)

**Alternative 1**

**Alternative 2**

**Alternative 3**

**Alternative 4**

**Alternative 5**

extension west of Alderwood Mall Parkway would require a greater level of improvement than the Proponent's site plan indicates in order to achieve acceptable traffic operation at the year of opening. All alternatives include construction of a 3-lane complete bypass around the site connecting 33<sup>rd</sup> Avenue West to Maple Road. The Proponent also would provide right-of-way for future expansion of the bypass to five lanes.

### **Additional Mitigation Needed to Reduce Impacts**

Monitor potential congestion at the unsignalized access intersection to Alderwood Mall on 33<sup>rd</sup> Avenue W south of 184<sup>th</sup> Street SW, and consider traffic revision options. If the left-turn queues that develop in peak hours can be tolerated within the Alderwood Mall site, then no action is necessary. If queues become disruptive to circulation with the mall site, or if accident experience arises due to left-turn conflicts, then the outbound left turns at this location should be prohibited, either in peak hours only or potentially at all times.

### **Transportation Impact Fees**

The City adopted a transportation impact fee program that requires that new development in the City that creates additional demand for public transportation facilities must pay for a proportionate share of the cost (impact fees) of the new facilities to serve the growth. The impact fees are determined according to the fee structure; estimated impact fees for the alternatives are shown at the bottom of the above table.

### **Significant Unavoidable Adverse Impacts**

Mitigation would not eliminate all off-site queue storage issues, but in the unresolved cases there is no feasible way to further upgrade the affected roads. The same locations would be similarly affected by all versions of the bypass. A further increase in queue lengths would result at these locations with existing queue storage deficiencies, because no practical mitigation exists:

- 196<sup>th</sup> Street SW and Alderwood Mall Parkway
- 196<sup>th</sup> Street SW and 30th Place W

### Transportation (continued)

#### Alternative 1

#### Alternative 2

#### Alternative 3

#### Alternative 4

#### Alternative 5

- 196<sup>th</sup> Street SW and Poplar Way W

At the intersection of Beech Road SW and Alderwood Mall Parkway, a small increase in queue lengths for left-turn movements would result because signalization is not warranted and the available storage length is adequate to absorb the increase.

At the intersection of the SR 525 Southbound off-ramp and Alderwood Mall Parkway, the intersection demand in all cases is over capacity, and signalization may be the most likely resolution. Signal Warrant 3 is satisfied for the 2012 baseline condition.

Right-of-way acquisition on Maple Road and on Alderwood Mall Parkway would affect adjacent properties, including a portion of the project site in the southwest quadrant, existing wetlands in the southeast and northwest quadrants, and/or the existing gas station in the northeast quadrant of their intersection.

Right-of-way acquisition on Maple Road and on Alderwood Mall Parkway would affect adjacent properties, including a portion of the project site in the southwest quadrant, existing wetlands in the southeast and northwest quadrants, and/or the existing gas station in the northeast quadrant of their intersection.

It should be noted that the recommended mitigation for the bypass configuration with 30<sup>th</sup> Place retained would result in the least citywide delay compared to the scenario without the bypass and the scenario with bypass and 179<sup>th</sup> Extension to Alderwood Mall Parkway. The scenario with the bypass and 30<sup>th</sup> Place W retained is the preferable scenario; Alternatives 2 through 5 were evaluated with that same configuration (bypass and 30<sup>th</sup> Place W retained).

<b>Water and Sewer</b>				
<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<b><u>Potential Impacts</u></b>				
<b>Water:</b>				
<u>Water demand</u> would be approximately 267,000 gpd, which is approximately 232,000 gpd higher than the average water demand of the former high school. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 292,000 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 165,500 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 118,000 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.	<u>Water demand</u> would be approximately 258,000 gpd. This level of consumptive use would not cause the City to exceed its contracted 10-mgd limit.
<u>Fire flow</u> requirements would run as high as 9,500 gpm without fire-resistive construction and 6,000 gpm with fire-resistive	<u>Fire flow</u> requirements are estimated to be as much as 8,500 gpm for the largest residential facility. Existing available fire flow is	<u>Fire flow</u> requirements are estimated to be as much as 9,000 gpm for the largest residential facility. Existing available fire flow is	<u>Fire flow</u> requirements are estimated to be as much as 7,500 gpm. Existing available fire flow is 3,500 gpm and planned	Existing <u>fire flow</u> does not appear adequate to meet the City's requirement, which is estimated to be as much as 5,000 gpm

**Water and Sewer (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p>construction. Existing available fire flow is 3,500 gpm and planned improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.</p> <p><u>Water quality</u> issues could arise if water service to the property is not designed to minimize stagnation caused by dead ends.</p> <p>The seven-story medical office building would present potential issues with <u>water service pressure</u> (elevation may be above the existing design elevation), which</p>	<p>3,500 gpm and planned improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.</p> <p>Same as Alternative 1.</p> <p>The eight-story mixed-use building would present potential issues with <u>water service pressure</u>, which would require an analysis of pressure adequacy prior to issuing</p>	<p>3,500 gpm and planned improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.</p> <p>Same as Alternative 1.</p> <p><u>Water service pressure</u> may be inadequate depending on building heights.</p>	<p>improvements would increase it to 6,000 gpm. Additional improvements, potentially including a booster station, would be needed to go beyond 6,000 gpm.</p> <p>Same as Alternative 1.</p> <p><u>Water service pressure</u> would be adequate.</p>	<p>for this alternative.</p> <p>Same as Alternative 1.</p> <p><u>Water service pressure</u> would be adequate.</p>

**Water and Sewer (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p>would require an analysis of pressure adequacy (and correction if needed) prior to issuing a building permit.</p> <p><b>Sewer:</b></p> <p>Alternative 1 would produce a peak-hour wastewater flow of 413 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 500 gpm. Alternative 1 would exceed the existing capacity of the lift station (300 gpm) by 113 gpm.</p>	<p>a building permit.</p> <p>Alternative 2 would have a peak-hour wastewater flow rate of approximately 470 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 557 gpm. Alternative 2 would exceed the existing capacity of the lift station (300 gpm) by 257 gpm.</p>	<p>Alternative 3 would have a peak-hour wastewater flow rate of approximately 246 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 333 gpm. Alternative 3 would exceed the existing capacity of the lift station (300 gpm) by 33 gpm.</p>	<p>Alternative 4 would have a peak-hour wastewater flow rate of approximately 155 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 242 gpm. Alternative 4 would <u>not</u> exceed the existing capacity of the lift station (300 gpm).</p>	<p>Alternative 5 would have a peak-hour sewer flow rate of approximately 320 gpm. Other developments would contribute another 87 gpm of peak-hour flow, bringing the total peak-hour flow to Lift Station No. 4 to 407 gpm.</p> <p>Alternative 5 would exceed the existing capacity of the lift station (300 gpm) by 107 gpm.</p>

**Water and Sewer (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p>Alternative 1 would place additional demands on Lift Stations No. 4 and No. 8 that exceed their capacities. Both would need to be upgraded to serve Alternative 1 and other planned developments in the sewer basin.</p> <p>Flows from Alternative 1 will impact three Lift Station 10 design alternatives.</p> <p><b><u>Mitigating Measures</u></b></p> <p>A new 12-inch water line entering the site from the south would be needed to bring fire flow capacity up to 6,000 gpm.</p>	<p>Same as Alternative 1.</p> <p>A new water line would be needed to increase fire flow capacity.</p>	<p>Same as Alternative 1.</p> <p>A new water line would be needed to increase fire flow capacity.</p>	<p>The capacity of Lift Station 4 is adequate to serve the development.</p> <p>A new water line would be needed to increase fire flow capacity.</p>	<p>Same as Alternative 1.</p> <p>A new water line would be needed to increase fire flow capacity.</p>

**Water and Sewer (continued)**

<b><u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office</b>	<b><u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office</b>	<b><u>Alternative 3</u> Lower Intensity Mixed Use Alternative</b>	<b><u>Alternative 4</u> All Retail Alternative</b>	<b><u>Alternative 5</u> No Action Alternative</b>
<p>Capacity upgrades to Lift Station Nos. 4 and 8 would be required. For Lift Station No. 10 the options are upgrading Lift Station 10's capacity, or building a new lift station at either Scriber Lake or 188<sup>th</sup> Street SW and Highway 99 that would allow flows to be diverted from Lift Station 10. The cost of capacity upgrades would be apportioned proportional to benefits.</p>	<p>Same as Alternative 1.</p>	<p>Same as Alternative 1.</p>	<p>None.</p>	<p>Same as Alternative 1.</p>

**Significant Unavoidable Adverse Impacts**

There would be no significant unavoidable adverse impacts to the City's water and sewer system infrastructure if the improvements described in this analysis are made.

## Light and Glare

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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### Potential Impacts

A substantial amount of new light will be generated as a result of the installation of lighting fixtures at many locations on the site. Also, there will be an increase in vehicular lights noticeable at surrounding properties. These sources will result in the potential intrusion of light into homes in the area and night-time glare that illuminates the sky. A detailed lighting plan that will be included as part of the submittal for the Design Review Process will be designed so that no measureable foot-candles would be broadcast onto the adjoining properties. The plan likely will include the following lighting features:

- Lighting would be installed along the internal roadways, parking lots, at building entrances, and at the fueling facility canopy.
- Street lighting for the 33<sup>rd</sup> Avenue W extension would most likely be located more than 80 feet from the west property line and approximately 160 feet from residences. Also, there would be an approximate 45-foot elevation difference between the site and residences.
- Roadway and parking lot lighting that is not part of the new 33<sup>rd</sup> Avenue W extension would be set back a minimum of 200 feet from the west property line. It would likely include cut off luminaires on poles using metal halide light sources with a maximum height of 30 feet; initial light levels would be in the 2- to 5-foot-candle range.
- Lighting proposed for the mixed-use portion of the site includes pedestrian, security, and plaza lighting. Pedestrian lighting and pedestrian-scale lighting in plaza areas would not exceed 16 feet in height. Some lighting would be attached to buildings and structured parking as needed.
- Lighting associated with the Costco Wholesale fueling facility would be semi-recessed into the canopy and provide lighting both during operating hours and a lower level of security lighting after hours.

**Light and Glare (continued)**

<p align="center"><b><u>Alternative 1</u></b>  <b>Project Sponsor's Preferred Alternative with Office</b></p>	<p align="center"><b><u>Alternative 2</u></b>  <b>Project Sponsor's Preferred Alternative without Office</b></p>	<p align="center"><b><u>Alternative 3</u></b>  <b>Lower Intensity Mixed Use Alternative</b></p>	<p align="center"><b><u>Alternative 4</u></b>  <b>All Retail Alternative</b></p>	<p align="center"><b><u>Alternative 5</u></b>  <b>No Action Alternative</b></p>
<ul style="list-style-type: none"> <li>• Costco Wholesale lighting for the fueling facility canopy lighting, building mounted lighting, and parking lot lighting would be approximately 200 feet from the north property line based on preliminary design.</li> <li>• All Costco Wholesale signs will be illuminated by light fixtures directed at the signs, which will reduce light spillage and minimize glare. No lighted freestanding signs or internally illuminated building signs are proposed</li> <li>• Lamp sizes are anticipated to vary from 250 to 1,000 watts.</li> <li>• Luminaires will be equipped with full cut-off fixtures and shielding/reflectors to shield lighting from residential areas to the west and north that are located above the horizontal surface.</li> <li>• Proposed materials for buildings in the mixed-use portion of the development will include wood, brick, concrete masonry units, concrete, metal, composite panels, and glass. Metal finish will be brushed, colored, or muted to minimize reflectance and glare; no mirrored glass will be used.</li> <li>• Costco Wholesale intends to use multiple materials with varying colors, textures and patterns including finished concrete, masonry units, structural steel, metal siding panels, and stucco type finishes. Earth tone and muted colors would be used to minimize reflection and glare.</li> </ul> <p>Impacts are expected to be minor.</p>				

**Light and Glare (continued)**

<u>Alternative 1</u> Project Sponsor's Preferred Alternative with Office	<u>Alternative 2</u> Project Sponsor's Preferred Alternative without Office	<u>Alternative 3</u> Lower Intensity Mixed Use Alternative	<u>Alternative 4</u> All Retail Alternative	<u>Alternative 5</u> No Action Alternative
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**Mitigating Measures**

Lighting design will comply with the Illuminating Engineering Society of North America's *Recommended Practices and Design Guidelines* and with the City's Project Design Review process. Specific measures identified at this time include:

- Shielding of lights, the directing of light toward the ground, internal lighting of signs, and automatic lighting cut-offs in areas of intermittent use.
- Costco Wholesale proposes use of a remote energy management controller to monitor and control lighting from a central location, or by onsite controls.
- Use of metal halide lamps to provide a color-corrected white light and a higher level of perceived brightness with less energy.
- All site lighting will use either metal halide or low-pressure sodium lights with cut-off fixtures, and luminaires will be fully shielded.
- Canopy lighting for the proposed fueling facility will be fully shielded.

**Significant Unavoidable Adverse Impacts**

No significant unavoidable adverse earth impacts are expected to occur. There will be "night sky" illumination effects even with mitigating measures.