

## II. CHAPTER 2

### Description of the Proposed Action and Alternatives

#### A. Name of the Proposed Action

The Proposed Action is a Comprehensive Plan Amendment, Zoning Map and Zoning text amendments, development agreement, and other development approvals that would allow construction and operation of a mixed-use project on the 40-acre former Lynnwood High School site. The name of the proposed development is Lynnwood Crossing. 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.

#### B. Proponent

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

#### C. Description of the Proposed Action

##### 1. Nature and Location of the Proposed Action

The Edmonds School District is planning to lease the site of the former Lynnwood High School and athletic fields (Lynnwood Athletic Complex) to a private developer (Cypress Equities) to allow for the redevelopment of the site 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. To accomplish this, a comprehensive plan amendment, a rezone for the site, zoning text amendments, and a development agreement would need to be approved. Further, the City of Lynnwood, the lead agency for this proposal, has made a decision that environmental review under the State Environmental Policy Act (SEPA) would be accomplished through this Environmental Impact Statement (EIS).

Until 2010, the site was occupied by school buildings (former Lynnwood High School) and the Lynnwood Athletic Complex (LAC); the latter occupied 20.4 acres of the 40-acre site. In addition to being an integral part of the high school’s physical education program, LAC hosted a comprehensive program of high school, college, and City sports and recreational activities as well as unscheduled use by Lynnwood residents (see *Parks and Recreation* section). The District has built a new high school approximately 3

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

to 3.5 miles to the east (road distance) that includes new athletic facilities. The new Lynnwood High School, however, is located outside of the Lynnwood City Limits. The District demolished the existing structures on the site. Demolition was initiated in 2010 due to concerns that the vacant school buildings were becoming an attractive nuisance and could pose a safety hazard. The City ceased maintaining the facilities in 2010.

The Proposed Action consists, therefore, of the following related actions:

- Amendments to the Comprehensive Plan, Zoning Code, and Zoning map 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.
- Zoning Code text amendments to allow development of a mixed-use center and allow fueling facilities as an accessory use to major retail uses.
- Amendment of the 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 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 location of the Proposed Action is the former Lynnwood High School and athletic fields (Figure 2-1). 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).

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

### **City of Lynnwood Objectives**

The City seeks to:

- Accommodate development in an existing urban area with existing or planned facilities/services;



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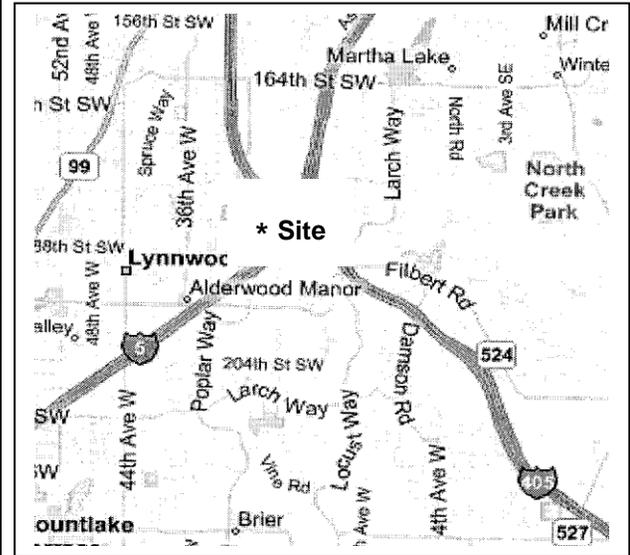


Figure 2-1. Site Location

- Reduce urban sprawl;
- Accommodate additional population and employment growth;
- Promote economic opportunities;
- Accommodate growth on vacant, underutilized, or redeveloped parcels;
- Encourage new growth to locate in the City's Subregional Center;
- Provide housing that accommodates local housing needs and supports local businesses and activities;
- Make a range of housing choices and costs available;
- Provide for high-intensity development of mixed uses in a pedestrian-friendly environment that is transit-supportive;
- Provide open space, landscaping, and recreational amenities;
- Promote use of public transit, carpools, and travel modes other than single-occupant vehicles;
- Minimize conflicts with adjacent land uses;
- Protect and enhance the environment;
- Expand the City's tax base; and
- Provide necessary public facilities and services.

### **Project Sponsor's Objectives**

The Project Sponsor's objectives are:

- Respond to market demand;
- Broaden the regional stature of the City of Lynnwood;
- Create an urban, mixed-used development within the City of Lynnwood containing retail, restaurants, entertainment, and office uses;
- Create a pedestrian-friendly live/work/play environment; and
- Provide adequate access and parking to support the regional drawing power of the project especially when combined with the drawing power of Alderwood Mall.

### **Edmonds School District Objectives**

Objectives of the School District are:

- Implement the property utilization plan approved by voters in the District's 2006 bond election; and
- Reduce the tax burden of local taxpayers by leasing surplus District property to provide revenue to fund future District projects.

## D. Alternatives

Five alternatives are evaluated in this EIS for the purpose of providing comparative analysis of alternative development scenarios. They are:

1. Alternative 1—Project Sponsor's Preferred Alternative with Office
2. Alternative 2—Project Sponsor's Preferred Alternative without Office
3. Alternative 3—Lower Intensity Mixed Use Alternative
4. Alternative 4—All Retail Alternative
5. Alternative 5—No Action Alternative

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

#### Development Assumptions

Alternative 1 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 be developed as a Costco Wholesale warehouse/store with a fueling facility and tire center (Figure 2-2). The southern portion of the site would be developed as a mixed-use office/retail commercial/residential center.

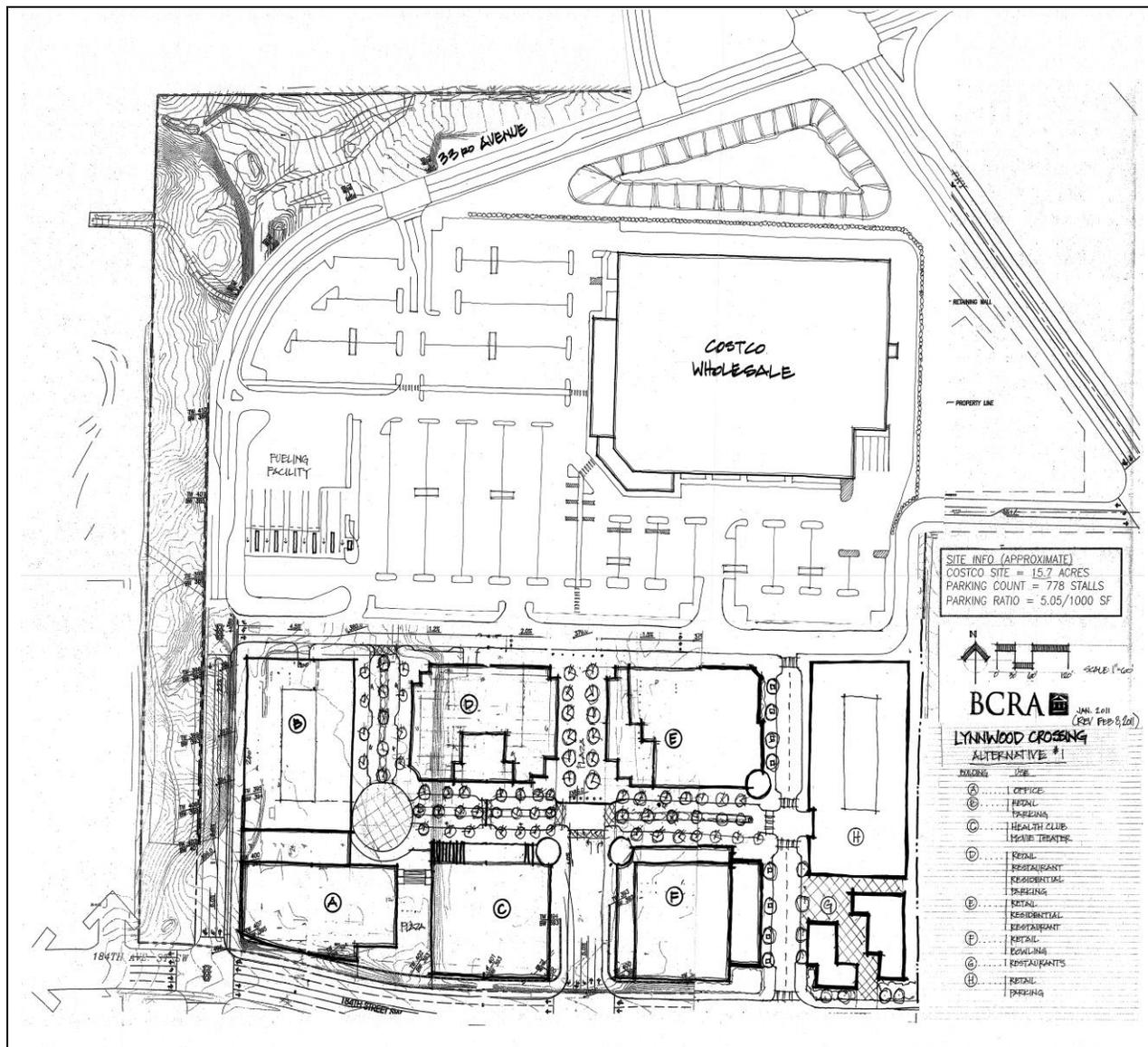
The development concept for the southern portion of the site is for some commercial and residential uses to be provided within the same building; e.g., residential uses sited above ground-floor retail and commercial uses. Building heights would range from single-story to seven-stories. The layout would include pedestrian connections, and landscaping would be provided along pedestrian and vehicular routes. Surface parking would be provided for the Costco Wholesale portion of the site. Parking for the southern part of the site would be a combination of parking on interior roads 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. This roadway, which would be an extension of 33<sup>rd</sup> Avenue W<sup>2</sup>, is contained in Lynnwood's long-range transportation plan and is needed to serve the development proposal.

The total site area is approximately 40 acres. The Costco Wholesale building would occupy the northern 15 acres. The mixed-use development would occupy approximately 12 acres in the southeast and southwest portions of the site. The roadway, additional right-of-way for future widening of the roadway to five lanes, a stormwater

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<sup>2</sup> This alignment of the north-south section of the bypass roadway, which is 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  
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**Figure 2-2. Alternative 1—  
Project Sponsor’s Preferred  
Alternative With Office**

detention facility, and a buffer along the west and northwest site perimeter would occupy the remaining area. The buffer would be approximately 5 acres.

The gross building area of the development proposal is approximately 860,000 square feet. The Costco Wholesale portion of the project, which would be constructed in one phase, would include a 160,000-square-foot warehouse<sup>3</sup> with tire center, fueling facility,

<sup>3</sup> Approximate size; the warehouse may be 4,000 to 5,000 square feet smaller.

site landscaping, and a surface parking lot. The proposed warehouse entrance would be located at the southwest portion of the building. The building would be designed as a one-story warehouse retail facility with an integral receiving dock.

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 gross leasable floor area for commercial/retail space, which includes retail, restaurant, and amusement/recreation uses, would be approximately 220,000 square feet. The gross building area of the medical office building in the southwest corner of the site, which would be seven stories including two levels of parking, would be approximately 150,000 square feet (excluding parking). Residential uses comprised of 330 multi-family units would occupy an estimated 330,000 square feet.

The specific composition (approximate gross building area) of Alternative 1—Project Sponsor's Preferred Alternative with Office is:

- Costco Wholesale with tire center and fueling facility (160,000 sf)
- Multifamily Residential (330 Units/330,000 sf)
- Seven-story Medical Office Building (150,000 sf)
- Retail (95,000 sf)
- Restaurant (20,000 sf)
- Amusement/Recreation (105,000 sf)
  - Health Club (40,000 sf)
  - Movie Theater (35,000 sf)
  - Bowling (30,000 sf)
- Parking (3,285 spaces)
  - Surface (778 spaces)
  - Structured (2,442 spaces)
  - Internal roads (65 spaces)

The first two levels of the medical office building would be parking. Above the parking, the first floor of the medical office building would be comprised of a maintenance office, lobby, diagnostic imaging suite, and an emergency department, which would operate 24 hours a day. Deliveries to the office building would comply with hours designated under C-R zoning guidelines. The second floor would include a clinical lab that would primarily serve the emergency department. The remaining spaces on the second, third, fourth and fifth floors have not been finalized yet, but Cypress Equities is currently proposing these as standard physician medical office suites and other medical/dental offices.

The proposed development would result in the elimination of the Lynnwood Athletic Complex and the loss of recreational opportunities. New athletic facilities were developed at the new high school site, which is located outside of the City limits. (See the *Parks and Recreation* section for further discussion about recreational impacts associated with the elimination of the Lynnwood Athletic Complex and mitigating measures.)

## **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. The 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.

## **Design Concept**

Alternative 1—Project Sponsor's Preferred Alternative with Office would be composed of several major elements. As noted previously, a Costco Wholesale facility would occupy the northern part of the site, and a mixed-use development would be located in the southern part of the site. Retail uses would be located in six of the eight structures in the southern part of the site along with parking facilities, restaurants, and/or multi-family residences (Figure 2-2). The seven-story, 150,000-square-foot medical office building would be sited in the southwest corner of the site, and the health club, movie theater, and bowling lanes would be in the south central part along 184th Street SW. Restaurant use would occupy the southeast corner of the site. As discussed previously, structures would range from one to seven stories with retail uses at street level and a mix of residential and/or retail uses above. Internal pedestrian circulation and amenities would be provided along with extensive landscaping throughout the site.

## **Access, Circulation, and Parking**

A new three-lane public bypass road would be constructed along the west and north sides of the site linking 184<sup>th</sup> Street SW to the intersection of Maple Road and Alderwood Mall Parkway. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW (two locations) and the new bypass road (three locations). In addition, access from Alderwood Mall Parkway to the eastern part of the site via 182<sup>nd</sup> Street SW would be provided. Parking for 3,285 vehicles would be provided; 2,442 spaces would be provided in parking structures and the remaining spaces would be surface parking. Two levels of parking would be provided beneath the medical office building; one level would be partially below grade.

## **Grading and Drainage**

### **Grading**

The site would be graded to match the existing topography as much as possible. The project site has an existing grade change of approximately 40 feet from the southwest corner to the northeast corner of the property. In the current condition, slopes on the site significantly vary. Transition grades onto the site are fairly steep, approximately 15-

20 percent along the west property line, over 50 percent along the south property line, 30 percent along the east property line and 3 to 5 percent along the north property line where the existing vehicle driveway exits the site. Grades on and around the existing sports fields and parking lots range from 1 to 6 percent.

The redeveloped site would continue to slope generally from south to north and from west to east. However, the site would be graded relatively flat, which would require cuts in the south portion and filling in the north and east portions. The entrance to the central part of the site from 184<sup>th</sup> Street SW would slope downward to the site. Retaining walls would be required along the 184th Street frontage and the west and north portions of the new public bypass roadway to reduce the amount of disturbance along the forested area in the west and the wetlands in the north. A retaining wall around the north and east sides of the Costco Wholesale building would be required as well. Estimated earthwork quantities for the proposed development could range between 375,000 and 425,000 cubic yards (cy) of on-site cut and fill.

## **Drainage**

In the current condition, on-site stormwater is collected in catch basins and then conveyed to a detention pond located at the northeast corner of the site. It is then released at a controlled rate to the roadside ditch along the west side of Alderwood Mall Parkway. The site currently appears to be accepting some runoff from the apartment complex and residential cul-de-sac to the west of the site. This runoff is bypassed around the on-site storm system along the west and north property lines.

In the developed condition, existing hydrologic conditions and flow paths would be maintained to the maximum reasonable extent possible. The site would be graded to allow stormwater to flow from the southwest portion of the site toward the northeast corner of the site. Two drainage basins would be established coinciding with the Costco Warehouse and the mixed-use components of the development.

Runoff from the Costco Wholesale portion of the site and a portion of the 33<sup>rd</sup> Avenue W road extension (northern basin) would be collected and conveyed to an on-site detention/wetpond to be constructed at the northeast corner of the site. The wetpond located in the lower portion of the detention pond in combination with a Stormfilter® vault would provide enhanced water quality treatment for the runoff from this basin. Once the water has been detained and treated, it would be discharged into the road side ditch along Alderwood Mall Parkway, where it would combine with the runoff from the southern basin and the off-site flow.

Runoff from the newly paved areas and rooftops on the southern half of the site would be collected and conveyed to an on-site detention/water quality vault (approximately 320-feet long by 110-feet wide by 11-feet deep) located near the northeastern corner of the southern basin. Treatment of runoff from the southern basin would be achieved through the use of a wet pool volume located in the lower portion of the proposed detention vault in combination with a Stormfilter® vault. Once retained and treated, the

runoff would be conveyed to the northeast corner of the site where it would be discharged directly into the roadside ditch along Alderwood Mall Parkway bypassing the detention/wetpond. Impervious surface is estimated to be about 87 percent; this is the percentage of the 35-acre developable area within the bypass roadway.

All stormwater designs, plans, and reports would be in accordance with the *Washington State Department of Ecology 2005 Stormwater Management Manual for Western Washington* and the *City of Lynnwood Public Works* requirements.

## **Utilities**

### **Water System**

The proposed water system for Alternative 1 would include new 8-inch water main extensions on-site to serve the proposed Costco Wholesale and future retail buildings. There would be a point of connection to an existing 8-inch water main at the northwest part of the site, and a connection to the existing 12-inch water main at the east portion of the site in 182<sup>nd</sup> Street. A new 12-inch water main in 184th Street SW would be required along the frontage of the development. This water main would be designed to comply with the City of Lynnwood requirements in order to provide connection points for the onsite system. This water main extension along 184th Street SW would be approximately 1,200 feet in length.

The proposed water system would allow for new water mains to be constructed adjacent to all buildings on the site. It is important to note that the connection to the existing 12-inch line in 182<sup>nd</sup> Street SW is in a different system in a different pressure zone than the connection to the existing 8-inch line at the west portion of the site. There is currently an existing check valve at this location that would be protected and left in place to maintain the two different pressure zones.

Alternative 1 would have a water demand of approximately 267,000 gallons per day.

All water system design and construction would be in accordance with City of Lynnwood Public Works standards.

### **Sanitary Sewer System**

There is currently an existing 8-inch sewer main running along most of the eastern property line of the site. This line previously served the former high school and the associated on-site buildings. The existing line flows to the north and then heads east to the existing 8-inch main in Alderwood Mall Parkway.

Under the proposed development, this line would be kept active and would be the main trunk line serving the new structures. A portion of existing sanitary sewer line would need to be relocated between the proposed Costco Wholesale building and the future

retaining wall. The relocated 8-inch sewer main would connect to the existing 8-inch main approximately 70 feet south of 182<sup>nd</sup> Street SW.

Proposed improvements to the sanitary sewer system would consist of new on-site 8-inch public sewer mains. The new sanitary sewer mains would be installed in the proposed roadways and would generally flow to the northeast of the site. It is anticipated that each proposed building would have at least one separate 6-inch side lateral stub.

Alternative 1 would have a peak-hour sewer flow rate of approximately 413 gallons per minute (gpm) for the entire development.

All sanitary sewer design and construction would be in accordance with City of Lynnwood Public Works standards.

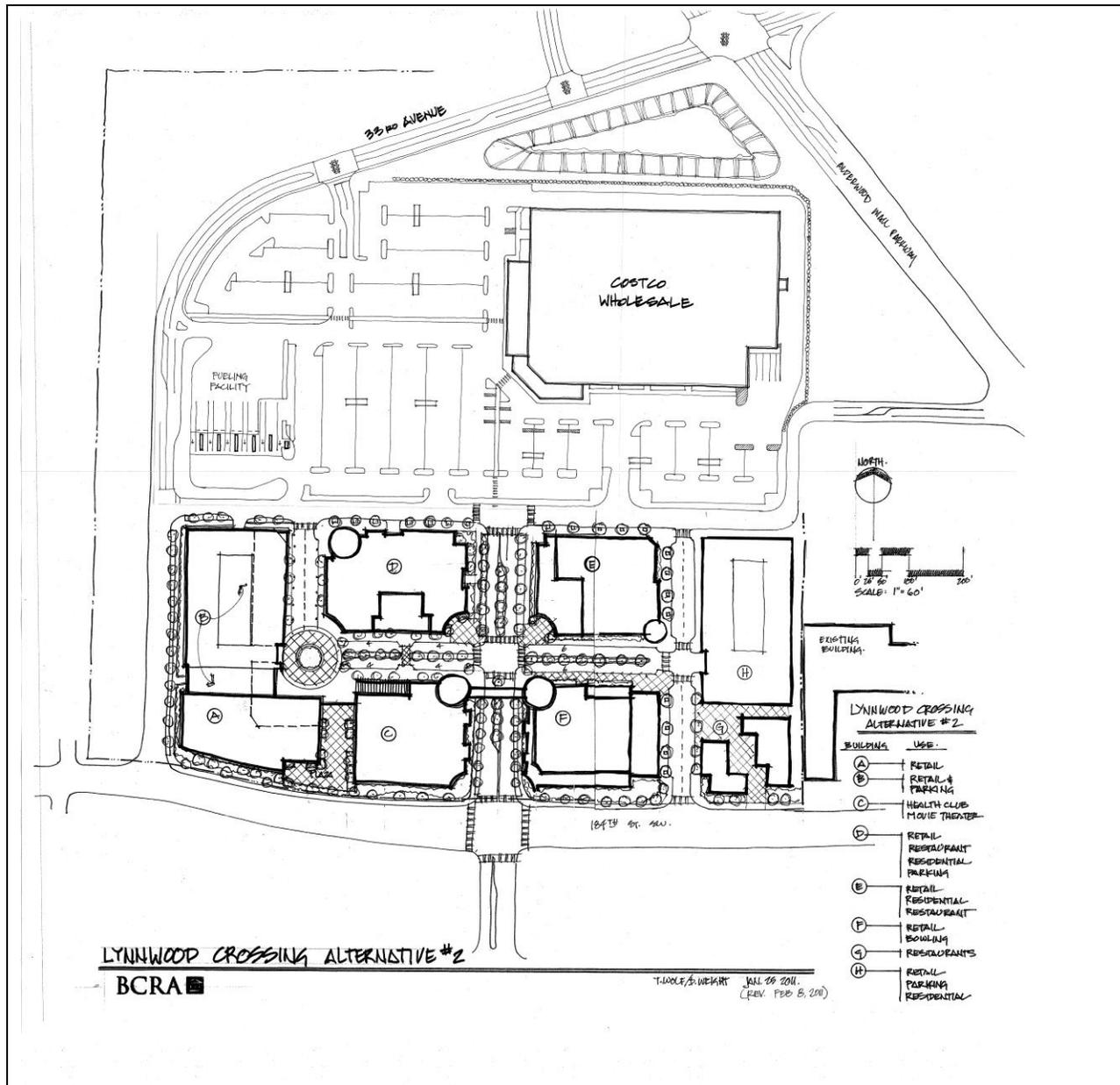
## **2. Alternative 2—Project Sponsor's Preferred Alternative without Office**

### **Development Assumptions**

Alternative 2, Project Sponsor's Preferred Alternative without Office, is also proposed as a mixed-use development consisting of a Costco Wholesale facility and retail, residential, and commercial uses, but at a higher density than Alternative 1 (Figure 2-3). The seven-story medical office building would not be included in this alternative. This alternative provides more residential and retail development than does Alternative 1.

Similar to Alternative 1, the northern portion of the site would be developed as a Costco Wholesale with a fueling facility and tire center. The southern portion of the site would be developed as a mixed-use retail commercial/residential center. Also, the development concept for the southern portion of the site would be similar: Residential uses would be sited above ground-floor retail and commercial uses; building heights would range from single-story to eight-story buildings; the layout would emphasize pedestrian connections; and landscaping would be provided along pedestrian and vehicular routes. 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 parking on internal roads and parking structures. 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. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW, 182nd Street SW, and the new bypass road.

The gross building area of this alternative, excluding parking, would be 990,000 square feet. This alternative would provide 170 more residential units and 38 percent more retail development space, including Costco, than would be provided in Alternative 1. Amusement/recreation space would be the same as for Alternative 1, and 13,000 sq. ft. of additional restaurant space would be provided.



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

Uses and their square footage are summarized below:

- Costco Wholesale (160,000 sf)
- Retail (192,000 sf)
- Multi-family Residential (500 units/500,000 sf)
- Restaurant (33,000 sf)
- Amusement/Recreation
  - Health Club (40,000 sf)

- Movie Theater (35,000 sf)
- Bowling Alley (30,000 sf)
- Parking (3,548 spaces)
  - Surface (778 spaces)
  - Structured (2,705 spaces)
  - Internal roads (65 spaces)

## **Design Concept**

Alternative 2—Project Sponsor's Preferred Alternative without Office would be composed of a 160,000-square-foot Costco Wholesale on the northern 15 acres of the site, and a mixed-use development with retail, multi-family residential use, amusement/recreation uses, and restaurant space on the southern portion of the site. The layout and location of uses of the mixed-use development would be similar to Alternative 1 but at a higher density. Likewise, the design incorporates internal open space with a pedestrian plaza around which several of the structures would be clustered. The design emphasizes pedestrian orientation through the core of the mixed-use development.

## **Access, Circulation, and Parking**

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. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW, the new bypass road, and 182nd Street SW. Parking for 3,548 vehicles is proposed. A total of 2,705 of the stalls would be in parking structures, and 843 stalls would be surface parking. Similar to Alternative 1, two levels of parking would be provided beneath the retail building identified for the southwest corner of the site; one level would be partially below grade.

## **Grading and Drainage**

Grading for this alternative would be similar to Alternative 1. The developed site would generally slope from south to north and from west to east. Roadways and parking areas would be relatively flat at between 1 to 6 percent slope, and building pads and parking lots would vary in elevation within one or two feet. Retaining walls would be required along the 184th Street SW frontage, the west and north portions of the bypass roadway, and between the Costco Wholesale building and the storm pond to the north. Since the site layout, building types and parking would generally be the same as for Alternative 1, it is anticipated that earthwork quantities would approximately range between 350,000 and 400,000 cubic yards of on-site cut and fill.

Similar to Alternative 1, the existing hydrologic conditions and flow paths would be maintained to the maximum reasonable extent possible. Likewise, the drainage basins, stormwater conveyance, and stormwater detention and treatment facilities would be similar to Alternative 1. It is anticipated that Alternative 2 would have between 85 percent and 90 percent impervious surface and would produce about the same amount of

stormwater runoff as Alternative 1. Therefore, the size of the detention and water quality systems would be approximately the same.

All stormwater designs, plans and reports would be in accordance with the *Washington State Department of Ecology 2005 Stormwater Management Manual for Western Washington* and the *City of Lynnwood Public Works* requirements.

## **Utilities**

### **Water System**

The water system improvements for this alternative would follow the same conceptual layout as for Alternative 1. The new water main would connect to the City system at the same locations as indicated for Alternative 1. The total water demand would be slightly lower under this alternative. Alternative 2 would have a water demand of approximately 292,000 gallons per day (gpd).

All water system design and construction would be in accordance with City of Lynnwood Public Works standards.

### **Sanitary Sewer System**

The proposed public sanitary sewer system improvements for this alternative would follow the same conceptual layout as for Alternative 1. The points of connection to the existing sanitary sewer main would be the same for this alternative. The total sewage peak flows would be slightly less under this alternative. Alternative 2 would have a peak-hour sewer flow rate of approximately 470 gallons per minute (gpm).

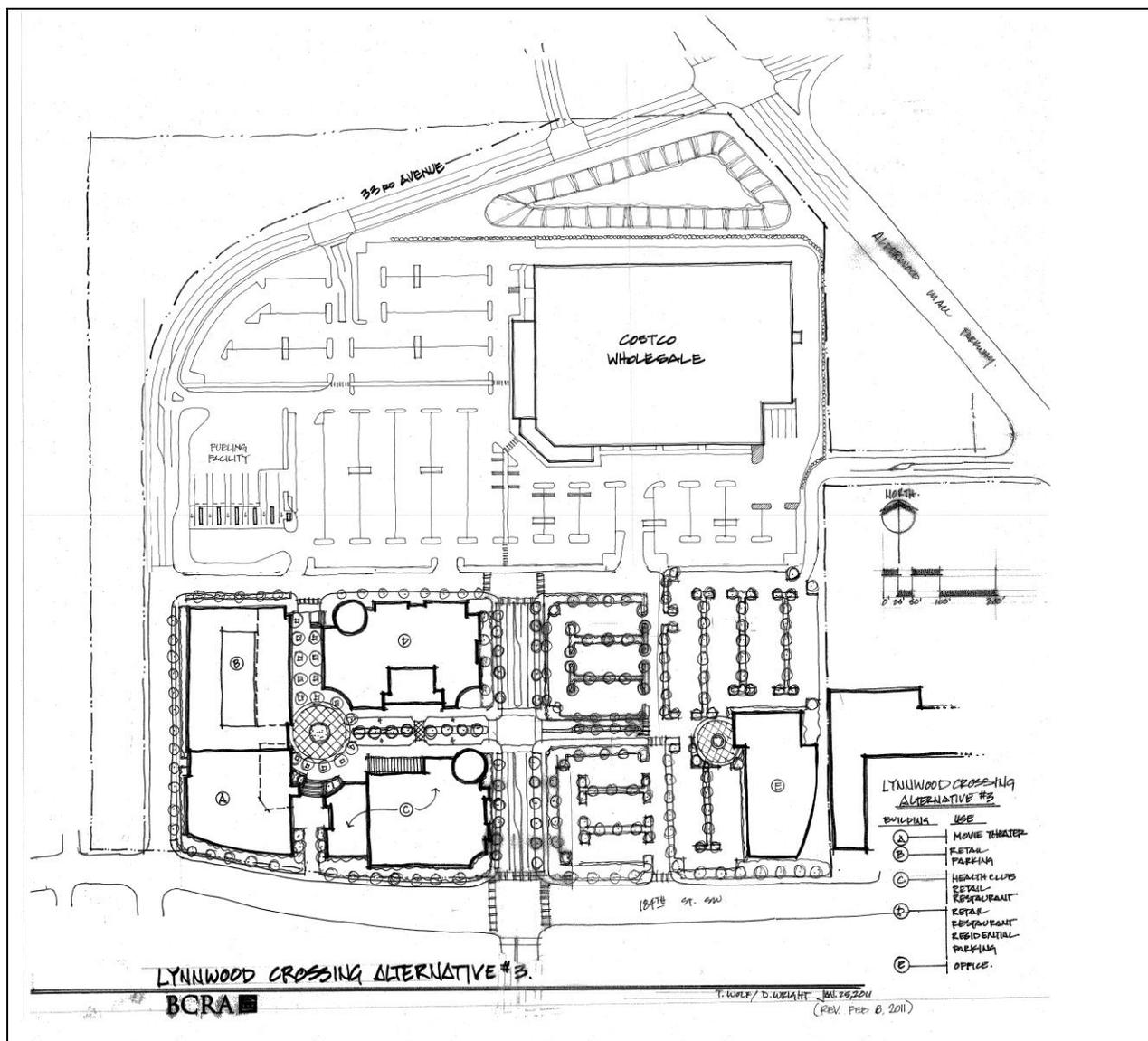
All sanitary sewer design and construction would conform to City of Lynnwood Public Works standards.

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

### **Development Assumptions**

Alternative 3 would include the same mix of uses as Alternative 1 but at a less intensive level of development—630,000 sq. ft. vs. 860,000 sq. ft. of gross building area (Figure 2-4). It would be comprised of a Costco Wholesale facility and a mixed-use development of retail, residential, and commercial uses including medical office uses.

Similar to Alternative 1, the northern portion of the site would be developed as a Costco Wholesale facility and the southern portion would be developed as a mixed-use retail commercial/residential center with a smaller medical office component than Alternative 1. Also, the development concept for the southern portion of the site would be similar: residential uses would be sited above ground-floor retail and commercial uses; building heights would range from single-story to six-story buildings; the layout would emphasize



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**Figure 2-4. Alternative 3—  
Lower Intensity Mixed Use Alternative**

pedestrian connections; and landscaping would be provided along pedestrian and vehicular routes. 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. Similar to Alternative 1, a new three-lane bypass road would be constructed. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW, 182nd Street SW, and the new bypass road.

The gross building area of this alternative, excluding parking, would be 630,000 square feet. This alternative would provide 110 fewer residential units, 20 percent less office space, 33 percent less space for amusement/recreation uses, 25 percent less space for restaurants, and about 20 percent less retail development, including Costco, than would be provided in Alternative 1. Uses and their square footage are summarized below:

- Costco Wholesale (160,000 sf)
- Multi-family Residential (220 units/220,000 sf)
- Retail (45,000 sf)
- Amusement/Recreation (70,000 sf)
- Medical Office (120,000 sf)
- Restaurant (15,000 sf)
- Parking (2,508 spaces)
  - Surface (1,294 spaces)
  - Structured (1,198 spaces)
  - Internal roads (16 spaces)

### **Design Concept**

Alternative 3—Lower Intensity Mixed-Use Alternative would be composed of a 160,000-square-foot Costco Wholesale facility on the northern 15 acres of the site, and a mixed-use development with retail, multi-family residential use, amusement/recreation uses, office, and restaurant space on the southern portion of the site. The layout and location of uses of the mixed-use development would differ from Alternative 1 in that all of the mixed uses would be congregated in the southwest quadrant of the site, and the office would be in the southeast corner of the site. A greater proportion of the site would be developed for surface parking than for Alternative 1. Like Alternatives 1 and 2, the design incorporates internal open space with a pedestrian plaza around which several of the structures would be clustered; the plaza would be centered in the southwestern quadrant. The design emphasizes pedestrian orientation through the core of the mixed-use development.

### **Access, Circulation, and Parking**

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. Internal roads would also serve the site with access from 184<sup>th</sup> Street SW, the new bypass road, and 182nd Street SW. Parking for 2,508 vehicles is proposed. A total of 1,198 of those stalls would be in parking structures, and 1,310 stalls would be surface parking; none of the parking would be underground. The design emphasizes pedestrian orientation through the core of the project.

### **Grading and Drainage**

Grading for this alternative would be similar to Alternative 1. The developed site would generally slope from south to north and from west to east. Roadways and parking

areas would be relatively flat at around 1 to 6 percent, and building pads and parking lots would vary in elevation within one or two feet. Retaining walls would be required along the 184th Street SW frontage, along the bypass roadway, as well as between the Costco Wholesale and the storm pond to the north. However, they would be smaller in the southeast part of the site. Much of the site layout, building types, and parking would generally remain the same as for Alternative 1. However, there would be a significant change from garage parking to open parking lots. It is anticipated that earthwork quantities would roughly range between 375,000 and 425,000 cubic yards of onsite cut and fill. There would likely be slightly less overall cut generated since the open parking lot configuration would allow for more transition grading than Alternative 1, which has level parking garages.

Similar to Alternative 1, the existing hydrologic conditions and flow paths would be maintained to the maximum reasonable extent possible. Likewise, the drainage basins, stormwater conveyance, and stormwater detention and treatment facilities would be similar to Alternative 1. It is anticipated that Alternative 3 would have between 85 percent and 90 percent impervious surface and would produce less stormwater runoff than Alternative 1. Therefore, the size of the detention and water quality systems would be smaller for this alternative than for Alternative 1 (the detention vault in the southern part of the site would be 310 feet by 100 feet vs. 320 feet by 110 feet for Alternative 1).

All stormwater designs, plans and reports would be in accordance with the *Washington State Department of Ecology 2005 Stormwater Management Manual for Western Washington* and the *City of Lynnwood Public Works* requirements.

## **Utilities**

### **Water System**

The water system improvements for this alternative would follow the same conceptual layout as for Alternative 1. The new water main would connect to the City system at the same locations as for Alternative 1 utility plan. The total water demand numbers would be less than Alternative 1 under this alternative.

Alternative 3 would have a water demand of approximately 165,500 gallons per day (gpd) which is less than Alternatives 1 or 2. All water system design and construction would be in accordance with City of Lynnwood Public Works standards.

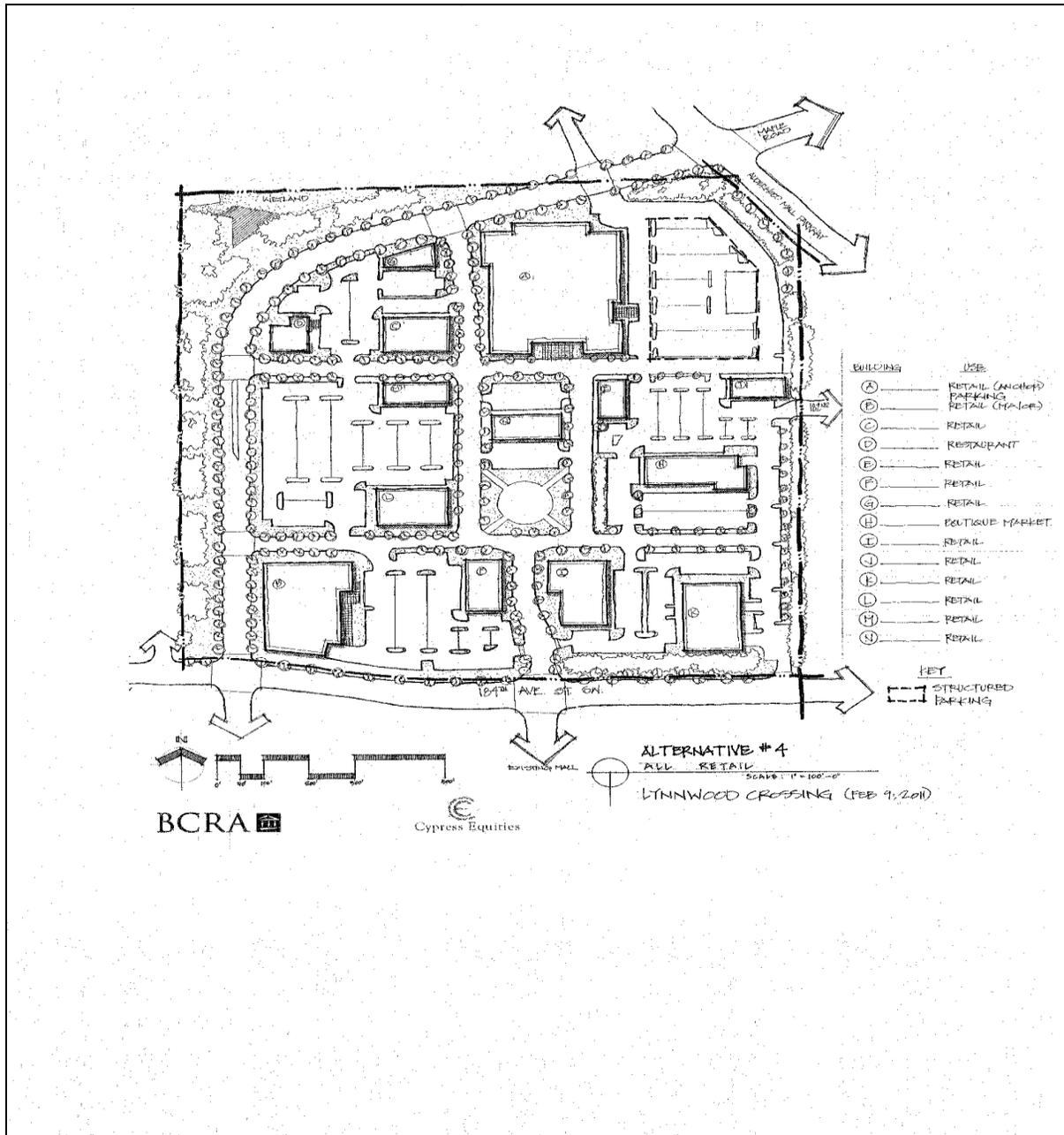
### **Sanitary Sewer System**

The public sanitary sewer system for this alternative would follow the same conceptual layout as for Alternative 1. The points of connection to the existing sanitary sewer main would be the same for this alternative. The total sewage peak flows would be less under this alternative than for Alternatives 1 and 2. All sanitary sewer design and construction would conform to City of Lynnwood Public Works standards.

## 4. Alternative 4—All Retail Alternative

### Development Assumptions

Alternative 4 would be composed of retail uses similar to the existing peripheral retail uses around Alderwood Mall including some limited restaurant uses (Figure 2-5). A Costco Wholesale facility is not included in Alternative 4.



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Figure 2-5. Alternative 4—  
All Retail Alternative

The development would include 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. An 8,000-square-foot restaurant would be provided in the northwest corner of the site. All structures would be one storey except for the anchor retail store, which would have two floors. Site amenities include a 40,000-square-foot open space area near the center of the development. Extensive landscaping would be provided throughout the site and along the perimeter boundaries. Surface parking would be provided throughout the site, and parking structure would be provided for the anchor retail store.

Similar to Alternative 1, a new three-lane bypass roadway 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.

The gross building area of this alternative, excluding parking, would be 329,500 square feet. The types of uses and their square footage (gross building area) are listed below.

- Retail (321,500 sf)
  - Anchor (120,000 sf)
  - Major Retail (50,000 sf)
  - Retail Shops (151,500)
- Restaurant (8,000 sf)
- Parking (1,789 spaces)
  - Internal roads (117 spaces)
  - Structure (600 spaces)
  - Surface (1,072 spaces)

### **Design Concept**

This alternative would create a retail center comprised of up to 14 structures, totaling nearly 330,000 square feet. The development would include one large anchor retail store, one major retail store and several smaller retail spaces. An 8,000 -square-foot restaurant is included. A 40,000-square-foot open space area is included near the center of the development. Extensive landscaping would be provided throughout the site and along the perimeter.

### **Access, Circulation, and Parking**

A bypass roadway connecting 184<sup>th</sup> Street SW to the intersection of Maple Road and Alderwood Mall Parkway would be constructed as described for Alternative 1. Internal circulation roads provide access to the various retail stores, and include access from the new bypass road, 184<sup>th</sup> Street SW, and 182<sup>nd</sup> Street SW. Parking for 1,789 vehicles would be provided. None of the parking would be underground.

## **Grading and Drainage**

Grading for this alternative would be similar to Alternative 1. The site would generally slope from the south to the north and from west to east. Roadways and parking areas would be relatively flat at around 1 to 6 percent, and building pads and parking lots would vary in elevation within one or two feet. Some retaining walls would be required along 184th Street SW frontage as well as along the north and east property lines at the northeast corner of the site. The absence of underground parking would help reduce the amount of cut and fill. It is anticipated that earthwork quantities would approximately range between 250,000 and 300,000 cubic yards of onsite cut and fill. There would likely be less overall cut generated than for Alternative 1.

In the developed condition for Alternative 4, the existing hydrologic conditions and flow paths would be maintained to the maximum reasonable extent possible. The site would be graded to allow stormwater to flow from the southwest portion of the site toward the northeast corner of the site.

As for Alternative 1, two drainage basins would be established. Runoff from the northern half of the site would be collected and conveyed to an onsite detention/water quality vault (roughly 365-feet long by 120-feet wide by 11-feet deep.) The water would be detained and treated through the use of a wet pool volume located in the lower portion of the detention vault in combination with a Stormfilter® vault. Once the water has been detained and treated, it would be discharged at a controlled rate into the roadside ditch along Alderwood Mall Parkway, where it would combine with the off-site bypass flow.

Runoff from the southern basin would also be collected and conveyed to an onsite detention/water quality vault (roughly 310-feet by 105-feet wide by 11-feet deep). The stormwater would be treated through the use of a wet pool volume located in the lower portion of the detention vault in combination with a Stormfilter® vault. It would be routed to the northeast corner of the site, bypassing the northern basin detention vault, and discharged into the roadside ditch near the pre-developed discharge point from the site.

Alternative 4 would have between 80 percent and 90 percent impervious surface and would produce slightly less stormwater runoff than Alternative 1. Therefore, the size of the detention and water quality systems would be slightly smaller.

All plans and reports would be in accordance with the *2005 Stormwater Management Manual for Western Washington* and the *City of Lynnwood Public Works* requirements.

## **Utilities**

### **Water System**

The new water system improvements for this alternative would generally follow the same conceptual layout as for Alternative 1 in terms of connection points to the existing water system and the design layout for the 12-inch water main extension in 184<sup>th</sup> Street SW. The routing of the onsite 8-inch water mains would likely be different from what is shown on the Utility Plan for Alternative 1. Additional main lines would be required in order to provide domestic water and fire service lines for the buildings and to provide adequate fire hydrant coverage.

The total water demand would be significantly reduced under this alternative. Alternative 4 would have a water demand of approximately 116,000 gallons per day (gpd). All water system design and construction would be in accordance with City of Lynnwood Public Works standards.

### **Sanitary Sewer System**

The public sanitary sewer system for this alternative would generally follow the same conceptual layout as for the Alternative 1. The points of connection into the existing sanitary sewer main would be the same for this alternative. The routing of the relocated line may differ slightly from what is shown for Alternative 1, but the general design would match the Utility Plan for Alternative 1.

Additional 8-inch main lines beyond what is shown in Alternative 1 would be routed through the site to accommodate the building layout shown on the Alternative 4 site plan. It is anticipated that each proposed building would have at least one separate 6-inch side sewer.

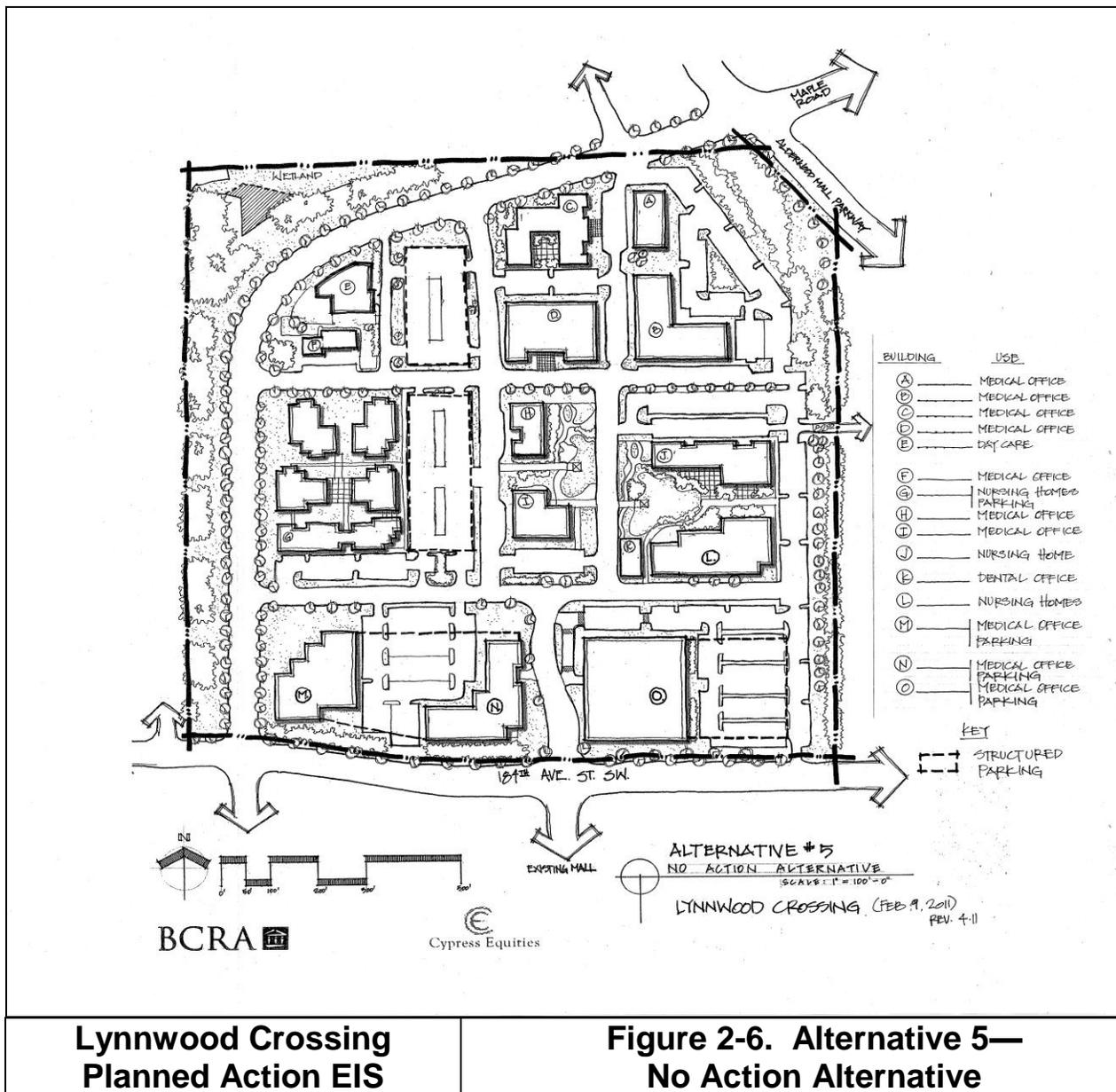
Alternative 4 would have a significantly lower peak-hour sewer flow rate of approximately 155 gallons per minute (gpm) for the entire development.

All sanitary sewer design and construction would be in accordance with City of Lynnwood Public Works standards.

## **5. Alternative 5—No Action Alternative**

### **Development Assumptions**

Alternative 5 assumes development would occur that is allowed under existing land use regulations; existing zoning would be retained (Figure 2-6). 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



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**Figure 2-6. Alternative 5—  
No Action Alternative**

alternative would include a medical office building, medical and dental offices, nursing home facilities, and a child daycare facility.

Alternative 5 would consist of a 105,000-square-foot medical office building in the south-east corner of the site. The medical office building would operate 24 hours a day and provide primary and emergency medical care services. Nine medical office clinics totaling 260,900 square feet would be distributed throughout the site to complement the medical office building. In addition, two nursing home facilities totaling 194,740 square feet would be centrally located on the east and west portions of the site and a 21,000-square-foot child daycare facility would provided in the northwest corner of the site. Building heights would range from single-story to four-story buildings. A combination of

surface parking and parking structures would be provided throughout the site. Pedestrian connections and landscaping would be provided along walkways and vehicle routes. Similar to the other alternatives, a new three-lane bypass roadway would be constructed.

The gross building area of this alternative, excluding parking, would be 581,640 square feet. The types of uses and their square footage are listed below.

- Medical Offices (365,900 sf)
- Child Daycare (21,000 sf)
- Nursing Homes in seven buildings (194,740 sf)
- Parking (2,719 spaces)

### **Design Concept**

Alternative 5—No Action would create a mix of uses permitted (outright or conditionally) within the current Public Use zone. It would include two nursing home complexes comprised of 168-bed homes within seven buildings, child daycare facilities, and medical and dental offices. This design would include a centrally located open space surrounded by the medical office and nursing home uses. Extensive open space would be provided throughout the site and around the perimeter.

### **Access, Circulation, and Parking**

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. 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. Parking would be provided for 2,719 vehicles through a combination of structured and surface parking. None of the parking would be underground.

### **Grading and Drainage**

Grading for Alternative 5 would be similar to Alternative 1.

The site would generally slope from south to north and from west to east. Roadways and parking area would be relatively flat between 1 to 6 percent slope. Building pads and parking lots would vary in elevation by one or two feet. Some retaining walls would be required along the 184th Street SW frontage as well as along the north and east property lines at the northeast corner of the site. The absence of underground parking would help reduce the amount of cut and fill. Cut and fill for this alternative is estimated to be at the lower end of the range from 250,000 cubic yards and 300,000 cubic yards.

In the developed condition for this alternative, the existing hydrologic conditions and flow paths would be maintained to the maximum reasonable extent possible. The site

would be graded to allow stormwater to flow from the southwest portion of the site toward the northeast corner of the site.

Similar to the other alternatives, two drainage basins would be established. Like Alternative 4, runoff from the northern portion of the site would be collected and conveyed to an onsite detention/water quality vault (roughly 365-feet long by 120-feet wide by 11-feet deep). The water would be treated through the use of a wet pool volume located in the lower portion of the detention vault in combination with a Stormfilter® vault. Once the water has been detained and treated, it would be discharged at a controlled rate into the roadside ditch along Alderwood Mall Parkway, where it would combine with the off-site bypass flow.

Runoff from the southern half of the site would also be collected and conveyed to an onsite detention/water quality vault (roughly 310-feet long by 105-feet wide by 11-feet deep). The stormwater would be treated through the use of a wet pool volume located in the lower portion of the detention vault in combination with a Stormfilter® vault. It would then be routed to the northeast corner of the site, bypassing the northern basin detention vault and discharging into the roadside ditch near the pre-developed discharge point from the site.

Alternative 5 would have between 80 percent and 90 percent impervious surface and would produce slightly less stormwater runoff than Alternative 1. Therefore, the size of the detention and water quality systems would be slightly reduced.

Plans and reports would be consistent with the *2005 Stormwater Management Manual for Western Washington* and the *City of Lynnwood Public Works* requirements.

## **Utilities**

### **Water System**

The water system improvements for Alternative 5 would generally follow the same conceptual layout as for the other Alternatives. The new water main would connect to the City system at the same locations as shown for the Alternative 1 utility plan. The routing of the onsite 8-inch water main would likely differ from the Utility Plan for Alternative 1 and additional main lines would be required in order to provide domestic water and fire service lines for the buildings and adequate fire hydrant coverage.

The total water demand numbers would be slightly lower under this alternative. Alternative 5 would have a water demand of approximately 258,000 gallons per day (gpd).

All water system design and construction would be in accordance with City of Lynnwood Public Works standards.

## **Sanitary Sewer System**

The public sanitary sewer system for Alternative 5 would generally follow the same conceptual layout as for the other Alternatives. The points of connection into the existing sanitary sewer main and the relocation of a portion of the existing 8-inch line would be the same for this alternative. The routing of the relocated line may not exactly match what is proposed for Alternative 1, but the design intent would be maintained.

Additional 8-inch main lines beyond what is shown in Alternative 1 would be routed through the site to accommodate the building layout shown on the Alternative 5 site plan. It is anticipated that each proposed building would have at least one separate 6-inch side sewer.

The total sewage peak flows would be substantially less under this alternative. Alternative 5 would have a peak-hour sewer flow rate of approximately 320 gallons per minute (gpm) for the entire development.

All sanitary sewer design and construction would be consistent with City of Lynnwood Public Works standards.

## **E. 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 redevelop-

ment 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 sub-regional 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 environmental elements analyzed in this Draft EIS were determined as a result of the EIS public scoping process that 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.