APPENDIX

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN
DRAFT ENVIRONMENTAL IMPACT STATEMENT

LYNNWOOD
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Appendices

The following appendix documents are provided:

Scoping Notice

Notice of Availability of the DEIS

City Center Planned Action Ordinance (City of Lynnwood Ordinance No. 425), 2022

City Center EIS Addendum, 2022

2023 Intersection Level of Service Analysis, Transportation Solutions, Inc., March 2024

2044 Citywide Traffic Operations Analysis, Transportation Solutions, Inc., December 2024

Distribution List

References

LYNNWOOD
WASHINGTON
DEVELOPMENT & BUSINESS SERVICES

State Environmental Policy Act
Determination of Significance (DS) and
Request for Comments on the Scope of the Environmental Impact Statement

DATE OF ISSUANCE: **September 1, 2023**

LEAD AGENCY: **City of Lynnwood**

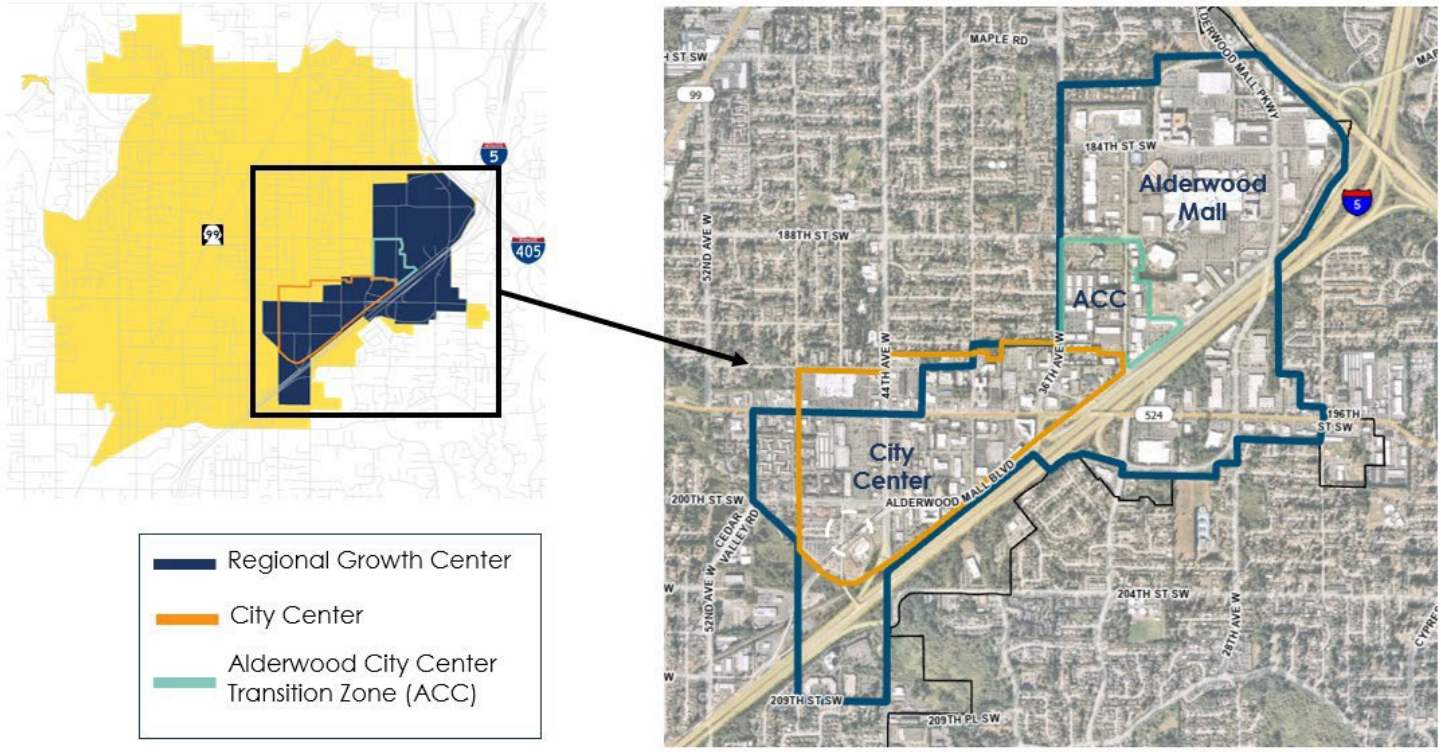
AGENCY CONTACT: Karl Almgren, Community Planning Manager at planning@lynnwoodwa.gov

The City of Lynnwood has determined that it will prepare a Planned Action Environmental Impact Statement (EIS) for the City Center + Alderwood Subarea Plan, currently in development. The City will conduct formal "scoping" to gather input and comments on key issues related to the subarea from September 5 through October 6, 2023. Scoping is conducted under the State Environmental Policy Act (SEPA) to help identify the elements of the environment to be evaluated in an EIS and to help identify and narrow the range of issues that are significant to be studied in the EIS.

The public, interested agency representatives, and tribes are invited to attend a public meeting during the scoping period on Tuesday, September 12, 2023, from 5:00 pm to 7:00 pm at Lynnwood City Council Chambers, 19100 44th Avenue W., Lynnwood, Washington. The public is invited to submit comments by 5:00 pm on October 6, 2023 to Karl Almgren, Community Planning Manager at planning@lynnwoodwa.gov and/or to attend the public scoping meeting on September 12, 2023.

DESCRIPTION OF PROPOSAL: A new subarea plan is being developed for the City Center + Alderwood Regional Growth Center that will address land use, housing, economic development, transportation, parks and open space, and other topics. The Plan will be consistent with the Growth Management Act, Puget Sound Regional Council Vision 2050 Plan, and Snohomish County Countywide Planning Policies (CPPs). To support implementation of the subarea plan, the City of Lynnwood will prepare Planned Action Ordinance under RCW 43.21C.440 and associated SEPA Rules in WAC 197-11, which will require a Planned Action EIS. Future proposals consistent with the Planned Action Ordinance (and related level of analysis in the EIS), the subarea plan, and development regulations would be subject to a streamlined environmental review process.

LOCATION: The Lynnwood Regional Growth Center is an approximately 764-acre area in the southeastern portion of Lynnwood, located along the I-5 freeway, approximately between the 44th Avenue W exit and the I-5/I-405 interchange. Most of the plan area is on the north side of I-5, and includes Lynnwood City Center, Alderwood Mall, the LINK Light Rail City Center station, and the future West Alderwood station. See map next page.



PLANNED ACTION ENVIRONMENTAL IMPACT STATEMENT: The City of Lynnwood, as lead agency for this proposal, has determined the need to prepare a new Planned Action EIS for the subarea under RCW 43.21C.440 given that a portion of the subarea is already encompassed with an adopted planned action area and ordinance. The City intends to adopt a new Planned Action Ordinance consistent with the subarea plan. The lead agency has identified the following areas for discussion in the EIS: Land Use Patterns and Socioeconomics, Consistency with Plans and Policies, Multimodal Transportation, Utilities (Including Water, Sewer, and Surface Water Management), and Public Services (Schools, Parks, Police, Fire/Emergency Services, Library, City Services.

ALTERNATIVES: The City will evaluate a no action alternative (that assumes no changes to current plans, policies, regulations, or zoning) and two action alternatives. The two action alternatives will include one that analyzes more concentrated growth in the Regional Growth Center (RGC) and one that analyzes more dispersed growth in the RGC, Highway 99 Corridor, and College District.

SCOPING: Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives and/or concerns about potential impacts and make suggestions about potential mitigation measures, as well as other approvals that may be required. Per WAC 197-11-408 and RCW 43.21C.440(3)(b) the City invites the public, agencies, and tribes to a community meeting to discuss the planned action EIS scoping.

Scoping Meeting: September 12, 2023 at Lynnwood City Hall, Council Chambers

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Scoping Comment Period: September 5 through October 6, 2023—Provide written comments to the City Contact below by 5pm on October 6, 2023.

CITY CONTACT:
Karl Almgren, Community Planning Manager
20186 44th Ave. W, Suite 230
Lynnwood, WA 98036
planning@lynnwoodwa.gov

RESPONSIBLE OFFICIAL: David Kleitsch, Director, Development & Business Services
20816 44th Avenue West, Suite 230
Lynnwood, WA 98036
425-670-5042; dkleitsch@lynnwoodwa.gov

SIGNATURE: David Kleitsch

DATE: September 1, 2023

APPEAL PROCESS: This Determination of Significance may be appealed subject to the procedures identified in Lynnwood Municipal Code (LMC) 17.02.195. Any aggrieved person may appeal this Threshold Determination. An appeal must be filed in writing with the appropriate filing fee within 14 days of the date of determination becoming final. Any appeal must be submitted no later than September 15, 2023.

City Center Alderwood DS Scoping Notice

Final Audit Report 2023-08-31

Created:	2023-08-31
By:	Karl Almgren (kalmgren@lynnwoodwa.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAJ8cXr0I9cFdwx29wQsAlObiniQszowuv

"City Center Alderwood DS Scoping Notice" History

Document created by Karl Almgren (kalmgren@lynnwoodwa.gov)
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Signature Date: 2023-08-31 - 11:32:52 PM GMT - Time Source: server- IP address: 174.127.205.70

Agreement completed.
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LYNNWOOD
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Notice of Availability, Public and Agency Comment Period, and Public Hearing Draft Environmental Impact Statement for the Lynnwood City Center + Alderwood Subarea Plan and Planned Action

DATE OF DEIS PUBLISHING: April 23, 2025

LEAD AGENCY/PROPONENT: City of Lynnwood

PROJECT NAME: Lynnwood City Center + Alderwood Regional Growth Center Plan and Planned Action

AGENCY CONTACT: Karl Almgren, Community Planning Manager at planning@lynnwoodwa.gov

FILE NUMBER: CAM-25-0003

AVAILABILITY OF THE DRAFT EIS AND PUBLIC AND AGENCY COMMENT PERIOD: The City of Lynnwood has prepared a Draft Environmental Impact Statement (EIS) for the City Center + Alderwood Subarea Plan and Planned Action. The City Center + Alderwood Subarea Plan and Planned Action are reflected within the range of alternatives studied in the Draft EIS. Community members, agencies, and tribes are encouraged to participate and provide comment during this planned action environmental review. Those interested in reviewing and commenting the Draft EIS, may access the document and background materials at https://www.lynnwoodwa.gov/publicnotices.

Printed copies of the Draft EIS will be available for review at:

Development & Business Services Department
20816 44th Ave W #230, Lynnwood, WA 98036

PUBLIC MEETING: A public meeting for the Draft EIS and Draft Plan will be hosted by City of Lynnwood staff on **May 8, 2025, from 5:00pm to 6:30pm at Lynnwood City Hall Council Chambers 19100 44th Ave W, Lynnwood, WA 98036.**

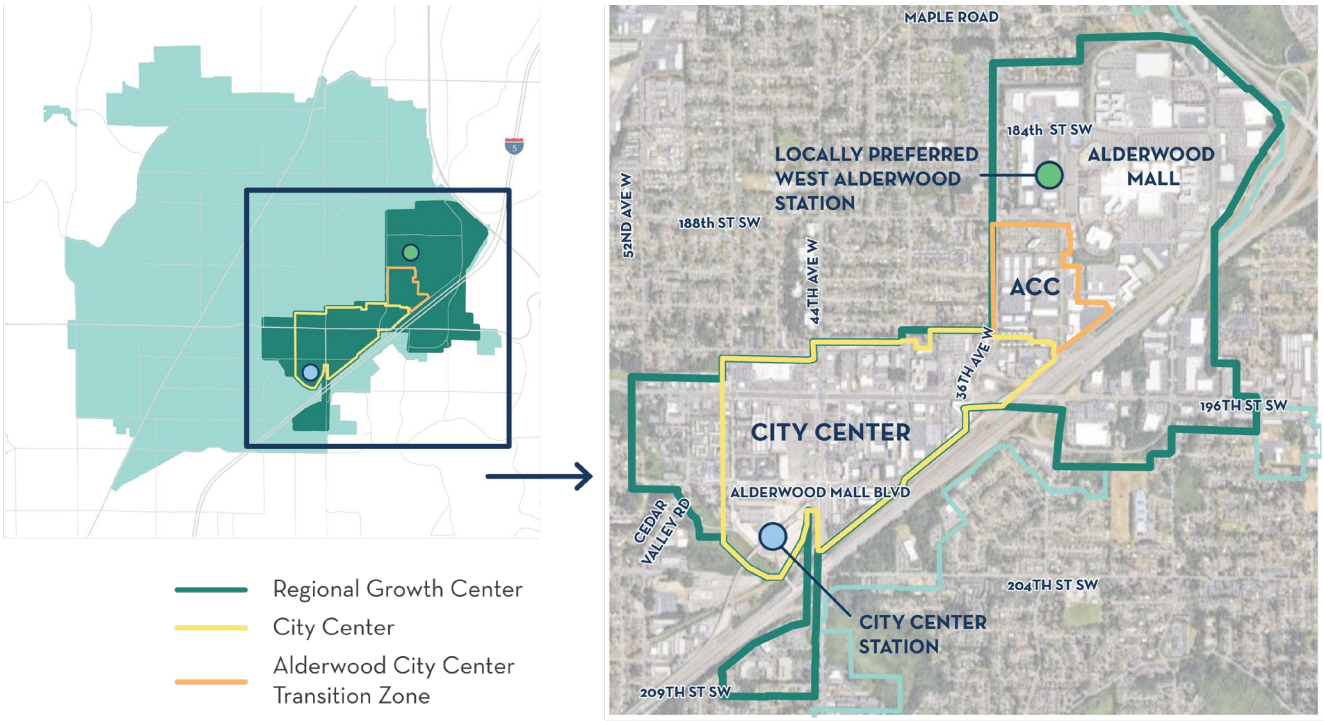
PUBLIC AND AGENCY COMMENT DEADLINE: The 30-day comment period will close on **May 23, 2025**, and all comments are due by this date and must be submitted to the City of Lynnwood no later than 5:00 pm Pacific Standard Time (PST). Written comments may be submitted via the following methods:

By mail to:
Community Planning Division
20816 44th Ave W. #230, Lynnwood, WA 98036

By email to: kalmgren@lynnwoodwa.gov

Written comments may also be provided at the May 8, 2025, Public Meeting. The purpose of the meeting will be to provide a presentation on the Draft EIS and plan and to answer questions on the Draft EIS from the public and interested parties.

LOCATION OF THE PROPOSAL: The City Center + Alderwood Subarea is located in the heart of Lynnwood at the crossroads of I-5 and I-405 and surrounded by the 50th Avenue Neighborhood and Alderwood Manor area. Both the City Center and Alderwood areas are anchored by light rail service (current and planned) and bus rapid transit (BRT) which provide a transition from the newer transit-oriented development to existing low-rise residential areas. Located in Snohomish County, City Center + Alderwood will continue to transform and thrive as the primary focus area for growth and transformation in Lynnwood. The RGC encompasses 772 acres, located at the convergence of I-5 and I-405, approximately between the 44th Avenue W exit and the I-5/I-405 interchange. Most of the plan area is on the north side of I-5, and includes City Center, Alderwood, and the Alderwood City Center Transition Zone. The City Center light rail station at the terminus of Lynnwood Link service opened in 2024, and a second light rail station is being planned for Alderwood with anticipated opening by 2037. Community Transit and Sound Transit bus systems serve the area, providing access to the light rail and destinations within the RGC. City Center + Alderwood provides a variety of housing choices and a diverse employment base with several development projects underway that will bring more residents, employees, and visitors to the area. See map below.



DESCRIPTION OF THE PROPOSAL, ALTERNATIVES, AND DEIS ANALYSIS TOPICS: The City of Lynnwood intends to adopt a new Planned Action Ordinance for City Center + Alderwood consistent with RCW 43.21C.440 and SEPA rules in WAC 197-11 to facilitate future growth by streamlining the environmental review process for development consistent with the thresholds analyzed and mitigation prescribed in this DEIS. Alternatives studied in the DEIS include:

- **Alternative 1—No Action Alternative**, which is a SEPA Required Alternative, and assumes growth according to current trends.
- **Alternative 2—Concentrated Growth Alternative—Preferred Alternative**, which is an action alternative that examines more concentrated growth within City Center + Alderwood RGC, resulting in a denser RGC and aligning with the *Imagine Lynnwood 2024 Comprehensive Plan*, and as such, is the City's preferred alternative for the RGC and proposed expanded Planned Action area.
- **Alternative 3—Dispersed Growth Alternative**, which is an action alternative that examines dispersion of growth across City Center + Alderwood, but also in other geographic areas of the City, including along the SR 99 corridor.

The No Action Alternative (Alternative 1) represents the baseline future conditions if growth continues to occur consistent with currently adopted zoning policies. Alternative 2 Concentrated Growth with Denser RGC and Alternative 3 Dispersed Growth represent growth and redevelopment that could occur under the Subarea Plan, with **Alternative 2 as the preferred alternative because it aligns with the *Imagine Lynnwood 2024 Comprehensive Plan*.**

The Draft EIS analyzes potential impacts and mitigation measures associated with these alternatives for these topics and other related topics: land use patterns, housing, and community design; natural environment, parks and open space; multimodal transportation, public services (fire and police projection, schools, other services), utilities (water, sewer, and stormwater), and relationship to plans and policies. The DEIS evaluates alternatives for each of these topics and each alternative's alignment with the *Imagine Lynnwood 2024 Comprehensive Plan* and the vision for the community.

The project integrates the previous City Center Planned Action and include amendments to the 2022 Planned Action Ordinance for City Center, which lifted the development threshold to 12.3 million square feet of building area with 6,000 dwelling units for City Center. The new Planned Action for City Center + Alderwood would encompass the entire RGC boundary and increase thresholds for the entire RGC through a ten-year horizon to 2035. The Planned Action area would continue to create and expand housing choices and employment opportunities through transit-oriented mixed-use development supported by goals, policies, land use and zoning designations, development regulations, capital improvements planning, and other infrastructure investments.

The DEIS and subarea plan have been prepared to be consistent with the Growth Management Act, Puget Sound Regional Council Vision 2050 Plan, and Snohomish County Countywide Planning Policies (CPPs).

PREVIOUS SEPA SCOPING: The City conducted formal "scoping" to gather input and comments on key issues related to the subarea from September 5 through October 6, 2023, and held a public meeting during the scoping period on Tuesday, September 12, 2023. Input from scoping has been considered in the development of the DEIS.

PLANNED ACTION ENVIRONMENTAL REVIEW: To support implementation of the plan, the City of Lynnwood will prepare a new Planned Action Ordinance under RCW 43.21C.440 and associated SEPA Rules in WAC 197-11. Future proposals consistent with the Planned Action Ordinance (and related level of analysis in the EIS), the subarea plan, and development regulations would be subject to a streamlined environmental review process.

A planned action environmental review involves detailed State Environmental Policy Act (SEPA) review and preparation of EIS documents in conjunction with subarea plans, consistent with Revised Code of Washington (RCW) 43.21C.031, RCW 43.21C.440, and Washington Administrative Code (WAC) 197-11-164 through WAC 197-11-172.

The Draft EIS facilitates environmental review to comprehensive evaluate potential subarea-wide impacts, rather than piecemeal analysis of the environmental impacts and mitigation on a project-by-project basis. As a result, this up-front analysis of impacts and mitigation measures then facilitates environmental review of subsequent individual development projects. The City would not make a threshold determination and may not require additional environmental review, for a future development proposal that is determined to be consistent with the planned action ordinance. This will provide certainty and predictability for both development proposals and the community, streamline the environmental review process within the subarea, and encourage the goals of SEPA and the State's Growth Management Act (Chapter 36.70A RCW).

PROPOSED IMPLEMENTATION TIMELINE: Implementation of the new Planned Action Ordinance would initiate upon formal adoption by City Council and continue through 2035.

CITY CONTACT:
Karl Almgren, Community Planning Manager
20186 44th Ave. W, Suite 230
Lynnwood, WA 98036
planning@lynnwoodwa.gov

CITY OF LYNNWOOD

ORDINANCE NO. 3425

AN ORDINANCE OF THE CITY OF LYNNWOOD, WASHINGTON, REVISING THE CITY CENTER PLANNED ACTION AND RELATED REGULATIONS; AMENDING LMC 17.02.300; REPEALING LMC 21.60.800; AND PROVIDING FOR SEVERABILITY, AN EFFECTIVE DATE AND SUMMARY PUBLICATION.

WHEREAS, the City of Lynnwood is a municipal corporation organized under the laws of the State of Washington; and

WHEREAS, the Washington State Environmental Policy Act (SEPA) authorize cities planning under the Growth Management Act (GMA) to designate planned actions that have had their significant impacts adequately addressed in an environmental impact statement (EIS) prepared in conjunction with a comprehensive plan, sub-area plan or a master planned development; and

WHEREAS, on September 9, 2004, the City of Lynnwood prepared a Final Supplemental EIS (Final SEIS) for the City Center Subarea Plan and adoption of implementing development regulations; and

WHEREAS, on March 14, 2005, the Lynnwood City Council passed Ordinance No. 2553 adopting the City Center Subarea Plan as an amendment to the City of Lynnwood Comprehensive Plan; and

WHEREAS, the Final SEIS identifies significant environmental impacts and mitigation measures associated with development in the City Center Subarea (City Center); and

WHEREAS, the probable significant adverse environmental impacts of development in the City Center are adequately addressed in the Final SEIS; and

WHEREAS, the City Center is located within an urban growth area, as defined in RCW 36.70A.030, and has a geographical boundary less extensive than the jurisdictional boundaries of the City of Lynnwood; and

WHEREAS, on March 14, 2005, the City Council passed Ordinance No. 2554 adopting the City Center District (CC) Zone and enacting LMC 21.60.800;

WHEREAS, on May 14, 2012, the City Council passed Ordinance No. 2943 adopting the City Center Planned Action Ordinance and enacting LMC 17.02.300; and

WHEREAS, since 2012, development has accelerated in anticipation of the Lynnwood Link Extension opening in 2024, prompting a review of the Final SEIS through which it was determined that Alternative B “Preferred Alternative” would not implement the Community Vision; and

WHEREAS, on March 18, 2022, the City of Lynnwood SEPA Official issued an addendum to the Final SEIS that reviewed possible impacts of Alternative C – Amended; and

WHEREAS, on April 25, 2022, the City Council of the City of Lynnwood held a duly noticed public hearing to accept public testimony on the amendments to the City Center Planned Action Ordinance stated in this Ordinance; and

WHEREAS, after carefully considering testimony and other information presented at the public hearing, the Lynnwood City Council determined that amending the Planned Action Ordinance for the City Center, as stated in this Ordinance, is appropriate; and

WHEREAS, adopting a SEPA planned action for the City Center with appropriate standards, criteria and permit review procedures will help achieve permit processing efficiency and promote environmental quality; and

WHEREAS, it is desired to have administrative procedures in place for the evaluation of planned action proposals; now therefore

THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1: Findings. Upon consideration of the provisions of this Ordinance, the City Council finds that the new code and amendments contained herein are: a) consistent with the comprehensive plan; and b) substantially related to the public health, safety, or welfare; and c) not contrary to the best interest of the citizens and property owners of the city of Lynnwood.

Section 2: Purpose. The purpose of this Ordinance is to ensure implementation of the Community Vision of a City Center through a coordinated and expedited land use approval process meeting market demands.

Section 3: LMC Title 17 State Environmental Policy Act. LMC 17.02.300 is amended to read as follows:

A. Purpose. The city declares that the purpose of this section is to:

1. Combine environmental analysis with land use planning; and

2. Designate projects in the city center sub-area as “planned actions” consistent with state law (RCW 43.21C.031); and

3. Streamline and expedite the land use permit review process by relying on completed and existing environmental analysis for the city center subarea; and

4. Apply the Lynnwood Municipal Code, along with the mitigation framework of this section, to process project applications as planned actions.

B. Findings. The city council finds that:

1. The city is required to prepare and implement plans in accordance with the provisions of the Washington State Growth Management Act (GMA), Chapter 36.70A RCW.

2. The city has adopted a comprehensive plan and city center subarea plan in compliance with the GMA.

3. Based on the report prepared by Lynnwood staff and reviewed by the city council in connection with the passage of the ordinance codified in this section, the environmental impacts of a planned action comprised of the city center subarea (city center) have been identified and adequately addressed in the Lynnwood city center final supplemental environmental impact statement dated September 9, 2004 as amended.

4. A planned action comprised of the city center:

a. Is a subsequent or implementing project covered by the final SEIS, the city comprehensive plan and the city center subarea plan; and

b. Is not an essential public facility, as defined in RCW 36.70A.200 or the city of Lynnwood comprehensive plan; and

c. Is consistent with the comprehensive plan and the city center subarea plan.

5. The final SEIS was prepared pursuant to RCW 43.21C.031 in anticipation of the city center being designated a planned action.

6. There are no specific mitigation measures, other than development regulations and payment of all impact fees and other fees required by the city code, that must be applied to a project application for development in the city center.

7. A streamlined process for review of project applications for development in the city center will benefit the public, protect the environment, and enhance economic development.

8. Opportunities for public involvement and review have been provided, and comments considered, as part of preparation of the draft and final SEIS for the city center subarea plan, implementing development regulations and amendments thereto, and the ordinance codified in this section.

C. Qualifying criteria for evaluating and determining projects as city center planned actions.

1. Planned Action Area. A proposed project must be located in the city center, which shall be comprised of an approximately 250-acre area generally bounded by 194th Street SW and the planned extension of 194th St. on the north; 33rd Avenue West on the east; Interstate 5 on the southeast; and 48th Avenue West on the west, as depicted in the diagram attached as Exhibit A to the ordinance codified in this section.

2. Environmental Documents. Review of a project proposed as a planned action for a site-specific development permit application shall be based on the environmental analysis contained in the city center planned action environmental impact statement composed of the final supplemental EIS (September 9, 2004) and issued addendums.

3. Planned Action Qualifications. The following criteria and thresholds shall be used to determine whether a proposed project qualifies as a city center planned action:

a. Land Use. The project land uses and activities must be permitted in the city center zoning district (Chapter 21.60 LMC). The project may include the demolition of existing buildings and/or demolition/construction of parking facilities. The project shall not be for new public street projects that would not otherwise be exempt from WAC 197-11-800.

b. Development Thresholds. The proposed project, combined with city center projects approved by or pending with the city, cumulatively do not exceed the development envelope established by the final SEIS, as shown in the following City Center Summary Development Table (Table 17.02.01). Table 17.02.01 identifies the maximum amount of planned action development for SEPA purposes. Development could occur anywhere within the city center and at potentially differing rates from the estimates.

Table 17.02.01 City Center Summary Development Table

Land Use		Development Capacity
Non-Residential	Office	4.25M SF(2)
	Retail	1.5M SF
	Lodging	850,000 SF
Residential	Housing	6,000 DU / 5.7M SF
	Total Development:	12.3M SF (1)
SF – Square Feet; M SF – Million Square Feet; DU – Dwelling Unit		

Notes:
1. Includes existing development.
2. Office use includes institutional uses.

c. A geographic shifting of development among uses within the city center is allowed; provided, that:

i. The development does not exceed the aggregate amount of development provided in Table 17.02.01; and

ii. The impacts of the development have been identified and mitigated by applicable adopted development regulations.

d. Elements of the Environment Analyzed in the Final SEIS. A project that would result in new significant adverse environmental impacts that were not identified in the EIS shall not qualify as a planned action.

e. Time Horizon. A proposed city center project application may be considered a planned action; provided, that total development shown in Table 17.02.01 (City Center Summary Development Table) has not been constructed, or until the year 2032, whichever occurs first.

f. Significant Changes. If the project significantly changes the assumptions for the environmental analysis identified in the final SEIS, the project shall not qualify as a planned action and the SEPA responsible official shall require additional SEPA review.

g. Exceeding Total Development. A proposed city center project application that exceeds the total development shown in Table 17.02.01 (City Center Summary Development Table) may be considered following review under Title 17, including SEPA.

D. Applications for planned actions shall be processed in accordance with LMC 17.02.029.

Section 4: LMC Title 21 Zoning. LMC 21.60.800 is hereby repealed.

Section 5. Effective Date. This ordinance or an approved summary thereof consisting of its title shall be published in the City's official newspaper of record and shall take effect and be in full force five days following its publication.

Section 6. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase or word of this ordinance.

PASSED BY THE CITY COUNCIL THIS 12th day of September, 2022.

APPROVED:

DocuSigned by:
Christine Frizzell 9/13/2022
5E0020D425DB4B8...
Christine Frizzell, Mayor

ATTEST/AUTHENTICATED:

DocuSigned by:
Luke Lonie
9859FC9ACFCA4CF...
Luke Lonie, Interim City Clerk

APPROVED AS TO FORM:

DocuSigned by:
Lisa Marshall
0C8DE54C77524E7...
Lisa Marshall, City Attorney

LYNNWOOD
WASHINGTON
DEVELOPMENT & BUSINESS SERVICES

City Center Environment Impact Statement Addendum

(File No. ERC-009909-2021)

March 18, 2022

Please find attached Addendum to the Environmental Impact Statement for the City Center Sub-Area Plan, issued September 9, 2004. A subsequent Planned Action Ordinance was adopted by Ordinance No. 2943 on May 14, 2012.

A recent massing study evaluated the development scenario to implement the Community Vision of a City Center. The outcome determined that a revised development scenario was necessary to meet preferred development patterns and market demands.

This addendum revises the preferred development scenario "Alternative B" with 9.1 million square feet of development to "Alternative C-Amended" with 12.3 million square feet of development. This includes redistributing land uses for additional housing capacity and preserving capacity for office uses.

The City anticipates that the following addendum will be incorporated into a revised Planned Action Ordinance. A public hearing for the Planned Action Ordinance will be held by the City Council on April 11, 2022.

If you have questions or comments regarding the proposed amendments, please contact me at kalmgren@lynnwoodwa.gov or 425-245-2551.

Sincerely,

Karl Almgren, AICP
City Center Program Manager
Development & Business Services Department

LYNNWOOD
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ADDENDUM #3 to the

FINAL SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT

for the

CITY CENTER SUBAREA PLAN

(File No. ERC-009909-2021)

Issued March 18, 2022

DESCRIPTION:

The City Center Subarea Plan was developed to implement a vision for Downtown Lynnwood. To review the potential adverse environmental impacts, the City prepared the City Center EIS in 2004. This document reviewed three development scenarios. The selected scenario 'Preferred Alternative' was chosen as a medium intensity development allowing up to 9.1 million square feet of development.

In 2019, the City reviewed the 'Preferred Alternative' to determine if the scenario achieves the vision of a Downtown Lynnwood. The City determined that the 9.1 million square feet was inadequate. The City determined through a massing study that a development scenario of 12.3 million square feet (Alternative C in City Center EIS) would achieve a City Center Vision. Alternative C was further amended (Alternative C – Amended) to meet market demands of housing and commercial development proportions.

This EIS-Addendum reviewed the additional capacity increase for adverse environmental impacts, discussed environmental changes since 2004, and discusses the City Center implementation timeline revision from 2024 to 2044.

LOCATION OF PROPOSAL

The proposal is limited to the boundaries of the City Center Subarea as adopted in 2007.

REVIEW/REQUIRED APPROVAL

EIS Addendum approved by City of Lynnwood SEPA Official

Planned Action Ordinance approved by City Council

LEAD AGENCY

City of Lynnwood
20816 44th Ave W, Suite 230
Lynnwood, WA 98036

LYNNWOOD WASHINGTON
DEVELOPMENT & BUSINESS SERVICES

Staff Contact: Karl Almgren, AICP (City Center Program Manager, Development and Business Services Department) kalmgren@lynnwoodwa.gov, 425-245-2551

CIRCULATION AND COMMENT

As required by WAC 197-11-625, this addendum is being sent to all recipients and commenters of the previously issued Final Environmental Impact Statement. No comment period is required for this addendum under WAC 197-11-502(8)(c).

SEPA RESPONSIBLE OFFICIAL

David Kleitsch, Development and Business Services Director

Email: dkleitsch@lynnwoodwa.gov

Phone: 425-670-5042

Signature: David O. Kleitsch

David Kleitsch, SEPA Responsible Official

DATE OF ISSUANCE: March 18, 2022

ATTACHMENTS:

- EIS Addendum

Executive Summary:

In 2007, the City adopted the City Center Subarea Plan (Plan) to implement a vision for a Downtown Lynnwood as a "**compact, intense, and lively city center that offers Lynnwood new opportunities for culture, commerce and habitation" (Plan Goal #1)**. To develop that plan the City of Lynnwood (City) prepared a City Center Environmental Impact Statement (EIS) that reviewed potential adverse environmental impacts resulting from the Plan and identified mitigation for those impacts. The EIS document analyzed three development scenarios. The 'Preferred Alternative' selected by the City allowed for medium intensity development with up to 9.1 million square feet of development.

Since the Plan's adoption, development has accelerated in anticipation of Lynnwood Link Extension opening in 2024. This change prompted a review of the EIS and the 'Preferred Alternative'. The review determined that accelerated development would exceed the medium intensity development of 9.1 million square feet sooner than anticipated, leaving a gap between this level of development and the City Center Vision. To align the EIS with the City Center Vision, the City of Lynnwood undertook a review of the high intensity development scenario of Alternative C from the EIS. The review updated the environmental analysis of the EIS by including Lynnwood Link Extension and associated development and evaluated the environmental impacts and required mitigation for the Alternative C higher level of development. This review included market trends, construction patterns, and regional demands for development and revised the City Center implementation timeline from 2024 to 2044.

The review determined that the overall greater development capacity of Alternative C amended for light rail and regional development trends aligned with the City Center Vision and that the associated impacts and required mitigation did not substantially change from the original EIS. This updated analysis and conclusions are documented in this Addendum consistent with Washington law (WAC 197-11-706[1]).

[1] WAC 197-11-706 "Addendum" means an environmental document used to provide additional information or analysis that does not substantially change the analysis of significant impacts and alternatives in the existing environmental document. The term does not include supplemental EISs. An addendum may be used at any time during the SEPA process.

Figure 1: 2007 City Center Subarea Plan; provided here for reference

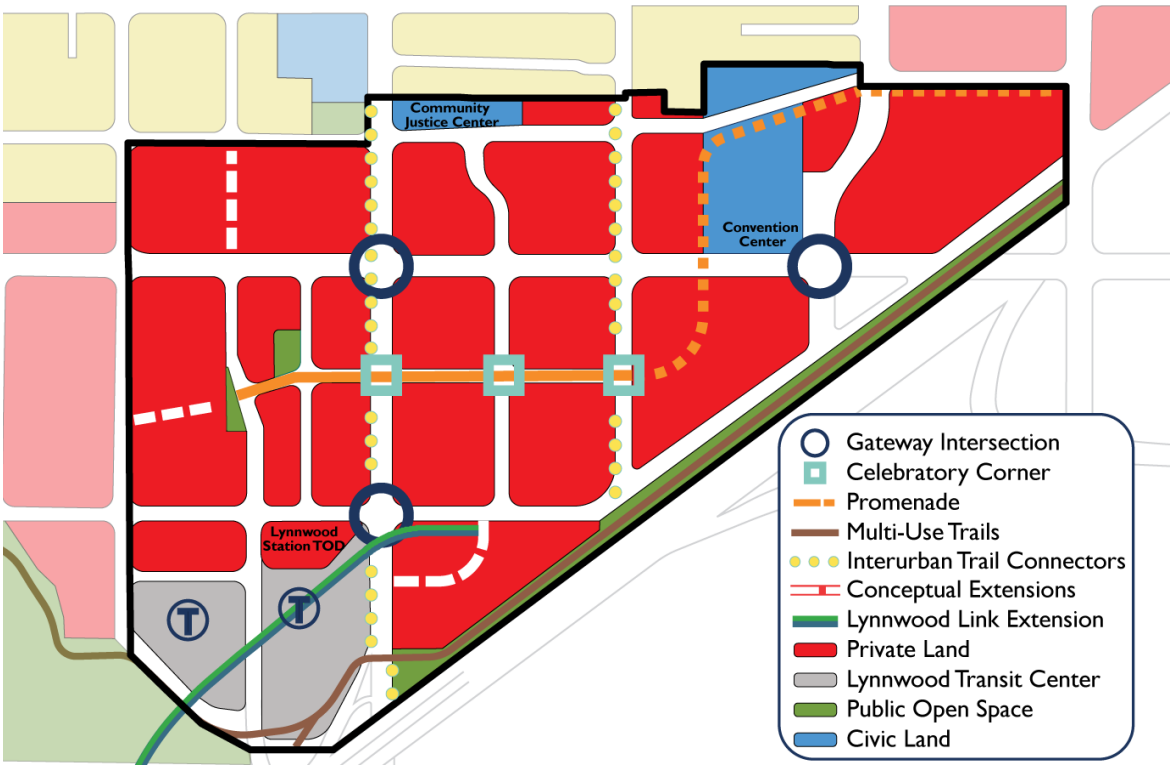


Figure 2: 2021 City Center Schematic Plan; provided here for reference

Purpose of EIS Addendum

This EIS Addendum has been prepared to:

1. Summarize changes since the City Center-EIS was adopted, including market conditions and transportation projects. This includes the change in the office and housing market, and the approval of the ST2 package for light rail service.
2. Revise the Development Scenario from the 'Preferred Alternative' Alternative B to Alternative C – Amended.

Land Use		Existing City Center - EIS			Alternative C - Amended
		Alternative A	'Preferred Alternative' Alternative B	Alternative C	
Non-Residential	Office	2.0M SF	4.0M SF	6.0M SF	4.25M SF(1)
	Retail	1.5M SF	1.5M SF	1.5M SF	1.5M SF(2)
	Lodging	NA	NA	NA	850,000 SF(3)
Residential	Housing	2,000 DU / 2.4M SF	3,000 DU / 3.6M SF	4,000 DU / 4.8M SF	6,000 DU / 5.7M SF(4)
	Total:	**5.9M SF**	**9.1M SF**	**12.3M SF**	**12.3M SF(5)**

SF – Square Feet; M SF – Million Square Feet; DU – Dwelling Unit
(1) Office use includes institutional uses.
(2) Retail is anticipated to be replaced through redevelopment including street level commercial.
(3) Lodging was added as a land use to distinguish from residential and non-residential uses.
(4) Dwelling units reduced from 1,200 SF per DU to 950 SF per DU based existing and currently planned construction of multifamily gross floor area.
(5) The total 12.3M SF is a reallocation of Alternative C.

3. Update the timeline of the City Center implementation from 2024 to 2044 to align with the future Lynnwood Comprehensive Plan update.

Documents Incorporated by Reference

1995 Lynnwood Comprehensive Plan and subsequent amendments

2004 City Center Environmental Impact Statement

2005 City Center Plan Approved

2007 City Center Subarea Plan Boundary

2007 City Center Parks Master Plan Adopted

2007 Lynnwood City Center Access Study

2009 City Center Street Master Plan

2012 City Center Planned Action Ordinance

2014 City Center Streetscape Plan

2015 Lynnwood Link Extension Environmental Impact Statement

2015 Lynnwood Comprehensive Plan, updated November 2021

2018 City Center Parks Master Plan Update

2018 Interurban Trail Master Plan

2019 City Center Design Guidelines

2021 Housing Action Plan

2021 Countywide Planning Policies for Snohomish County

2022 Parks, Arts, Recreation & Conservation Plan (Pending Adoption)

2022 Connect Lynnwood: Active & Accessible Transportation Plan (Pending Adoption)

Background

In 1995, the City adopted a new Comprehensive Plan that refined the concept of an urban center for a future Downtown Lynnwood. This was a call to action to shape and direct the form of development. Members of the South Snohomish County Chamber of Commerce formed a Central Business District Task Force to examine the issues associated with creating an urban center. The task force sponsored a series of forums involving property owners, business owners, city officials and citizens to develop a long-term vision for a downtown. At the conclusion of the forums, it was determined that a full-scale master plan would be critical to refine the city center vision and develop phasing and financing programs. A three-party agreement was established between the City, the Chamber of Commerce, and the Public Facilities District to provide funding for the preparation of a subarea plan for the City Center. The City Center Project was set in motion in the Summer of 2000. The City Council approved this Subarea Plan on March 14, 2005. On September 24, 2007, the City Council adjusted the Study Area Boundary and formally established the Lynnwood City Center.

City Center Environmental Impact Statement

As part of the City Center Plan adoption process, an environmental review was completed that included analysis of adverse environmental impacts. This Environmental Impact Statement (EIS) was prepared as a supplemental document to the 1995 Lynnwood Comprehensive Plan EIS.

The City Center-EIS reviewed impacts associated with three development scenarios. These scenarios were based on the projected total square footage of existing and new development within the City Center. The scenarios provided a range of total development based on low, medium, and high intensity. The medium intensity alternative was selected as the 'Preferred Alternative':

- Alternative A – Low Intensity: 5.9 million square feet
- Alternative B 'Preferred Alternative' – Medium Intensity: 9.1 million square feet
- Alternative C – High Intensity: 12.3 million square feet

These alternatives included allocations of land uses including residential, office, and retail uses. Residential uses included two measurements: the first was the number of dwelling units and the second was square footage. The EIS assumed an average dwelling unit would be 1,200 SF. The land use allocations are detailed in Table 1.

Table 1: City Center EIS Development Scenario

	Alt. A – Low Intensity	**Alt. B "Preferred Alt." - Medium Intensity**	**Alt. C - High Intensity**
Residential DU	2,000 DUs	3,000 DUs	4,000 DUs
Residential SF	2,400,000 SF	3,600,000 SF	4,800,000 SF
Office SF	2,000,000 SF	4,000,000 SF	6,000,000 SF
Retail SF	1,500,000 SF	1,500,000 SF	1,500,000 SF
Total SF	**5,900,000 SF**	**9,100,000 SF**	**12,300,000 SF**

DUs – Dwelling Units
SF – Square Feet

The City identified Alternative B as the 'Preferred Alternative' and incorporated the alternative into planning documents. All scenarios included projects to mitigate impacts such as widening 196th Street SW and building a refined street grid pattern including 42nd Avenue W and 194th Street SW.

In 2012, the City adopted a Planned Action Ordinance (PAO) to expedite development applications that are consistent with the 'Preferred Alternative'. This ordinance enacted the City Center Environmental Impact Statement (EIS). The PAO is a critical element to facilitate development in the City Center by expediting the environmental review process and mitigating the impacts of growth.

Implementation of the City Center Subarea Plan requires a significant private development. In 2008, the financial market recession delayed implementation of the City Center. Since 2008, the economic recovery of the financial market and demand for new development throughout the Puget Sound has not returned equally for all land uses. The demand for office development located outside of large urban centers is significantly less than the levels anticipated. While the City Center Plan focused office development as a predominate land use, the regional demand for housing has significantly outpaced office development.

During this same period, voters approved the Central Puget Sound Regional Transit Authority (Sound Transit ST2) bonding package, which included light rail service to Lynnwood Transit Center. Subsequently, construction of light rail service to the Lynnwood Transit Center beginning in 2019 served as a catalyst for housing development in the City Center. The City of Lynnwood's Housing Action Plan has also identified the potential for housing within the City Center/Regional Growth Center.

These circumstances present an opportunity for the City to reexamine the land-use allocations in the 'Preferred Alternative' to achieve the City Center Vision.

Massing Analysis

In 2019, the City completed a massing exercise to visually model the 'Preferred Alternative'. This exercise was done for planning purposes to visualize the development potential of adopted zoning and market conditions. The City's consultant, Housel Lavigne (HL), illustrated recent projects in the City Center, and then allocated future land uses based on the remaining square footage allocations from the 'Preferred Alternative' throughout the City Center. Some land uses were concentrated more than others near the Lynnwood Transit Center. The result was a future development pattern of low-rise buildings inconsistent with the City Center Plan.

The City then prepared a 2044 Massing Study for a revised conceptual representation. This representation applied development square footages of Alternative C – Amended to redistribute the land use capacity based on the following considerations:

1. A 2044 planning horizon to coincide with the Comprehensive Plan update.
2. Regional housing demand will continue to drive investments and redevelopment.
3. Housing projects will develop as seven story buildings with structured parking, reflecting current development trends.
4. Dwelling unit sizes average approximately 950 square feet, reduced from the previous assumption of 1,200 square feet per dwelling unit.
    a. *This reduction is based on the current construction patterns of Kinect @ Lynnwood, Ember Apartments, Northline Village, CityCenter Apartments and Destinations. While these develops were constructed at less than 950 square feet per unit, the larger unit ratio provides flexibility for larger three-bedroom units if the market changes.*
5. Office projects will develop at a variety of heights with structured parking.
6. Lodging demand increases as Lynnwood's central location and light rail service leverage more tourism opportunities.
7. Existing residential uses are not redeveloped.
8. Northline Village is fully developed.
9. Development projects are focused south of 196th Street SW for proximity to the Lynnwood Transit Center and Interurban Trail connectivity.
10. Retail tenant spaces average a depth of 70 feet at 60% the linear of the building frontage. Remainder of first floor would be for structured parking.
11. Alternative C's allowable development maximum of 12.3 million square feet is the assumed market capacity within the planning horizon.

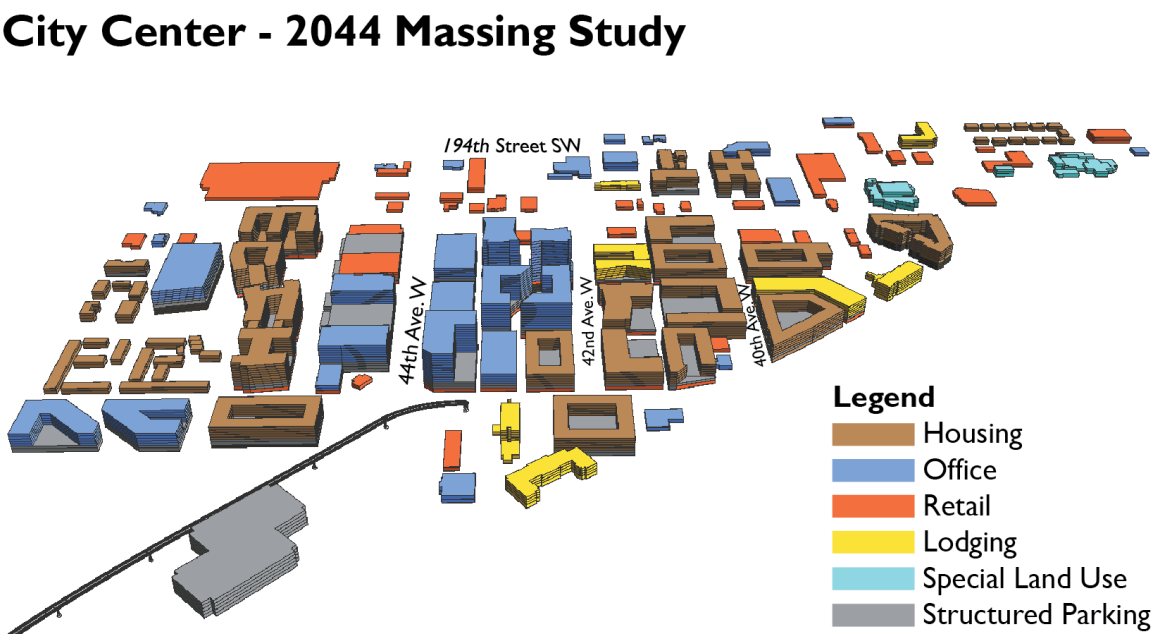


Figure 3: 2044 Massing Study

The 2044 Massing Study image above allocates the land uses described in Table 2:

Table 2: 2044 Massing Study Comparison

Land Use		2044 Massing Study
Non-Residential	Office	4.25M SF
	Retail	1.5M SF
	Lodging	850,000 SF
Residential	Housing	6,000 DU / 5.7M SF
	Total:	**12.3M SF**

SF – Square Feet; M SF – Million Square Feet; DU – Dwelling Unit

Alternative C – Amended

This City Center-EIS Addendum reviewed adverse impacts created from Alternative C – Amended, and the adquacy of mitigation identified in the original EIS. This analysis will be used to used to revise the Planned Action Ordinance for City Center.

Table 3: Alternative C – Amended

Land Use		Existing City Center - EIS			Alternative C - Amended
		Alternative A	'Preferred Alternative' Alternative B	Alternative C	
Non-Residential	Office	2.0M SF	4.0M SF	6.0M SF	4.25M SF(1)
	Retail	1.5M SF	1.5M SF	1.5M SF	1.5M SF(2)
	Lodging	NA	NA	NA	850,000 SF(3)
Residential	Housing	2,000 DU / 2.4M SF	3,000 DU / 3.6M SF	4,000 DU / 4.8M SF	6,000 DU / 5.7M SF(4)
	Total:	**5.9M SF**	**9.1M SF**	**12.3M SF**	**12.3M SF(5)**

SF – Square Feet; M SF – Million Square Feet; DU – Dwelling Unit
(1) Office use includes institutional uses.
(2) Retail is anticipated to be replaced through redevelopment including street level commercial.
(3) Lodging was added as a land use to distinguish from residential and non-residential uses.
(4) Dwelling units reduced from 1,200 SF per DU to 950 SF per DU based existing and currently planned construction of multifamily gross floor area.[2]
(5) The total 12.3M SF is a reallocation of Alternative C.

The following sections of this report provide the environmental review and analysis for Alternative C – Amended.

[2] Determined based on development proposals from Kinect @ Lynnwood, CityCenter Apartments, Destinations, Ember Apartments, and Northline Village. The calculated ratio was rounded up to 950 square feet per unit for larger units (three-bedrooms or home office units) if the market demand changes.

Section 1. Natural Environment

The City Center-EIS reviewed possible impacts to the Natural Environment including habitat, hydrology, critical areas, air, noise, and dust. The City Center-EIS is significantly unchanged except for additional clarification required regarding stormwater.

The conditions of the City Center today remain the same as when the City Center-EIS was completed in early 2000s at almost 100% impervious surfaces. The City Center-EIS was reviewed under the DOE Manual as adopted at that time. This was prior to the adoption of the 2012 Department of Ecology Stormwater Management Manual for Western Washington as amended in 2014. This new manual sought to recharge surface waters consistent with the natural conditions prior to disturbance by European settlement in the Salish Sea area beginning about 250 years ago. The regulatory changes expanded the improvements made for quality and quantity of stormwater discharge. The City Center-EIS correctly asserted that new and redevelopment in the City Center would result in an improvement to the existing stormwater systems. These improvements would result in downstream impacts returned to conditions more consistent with pre-European settlement.

The changes from the 'Preferred Alternative' to Alternative C – Amended still assume redevelopment of existing properties. While building types and land uses may be different between the alternatives, new and/or replacement impervious surfaces will trigger more stringent detention and treatment requirements under the Manual as adopted (surface water regulations adopted at time of proposed development) than what currently exists. It is anticipated that some additional impacts, such as pollutant run off, may result from increased trip generation from new development; however, it is assumed that increased trip generation will be offset with light rail and improved bus ridership.

Finding #1: Development of the City Center consistent Manual as adopted will improve drainage patterns, including treatment and detention, than compared to what was previously considered in the City Center-EIS.

CONCLUSION - NATURAL ENVIRONMENT: INCREASING THE DEVELOPMENT SCENARIO FROM THE 'PREFERRED ALTERNATIVE' TO ALTERNATIVE C – AMENDED HAS NO SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS AND MAY IMPROVE THE EXISTING STORMWATER CONDITION THROUGH REDEVELOPMENT AND IMPLEMENTATION OF NEW SURFACE WATER REGULATIONS.

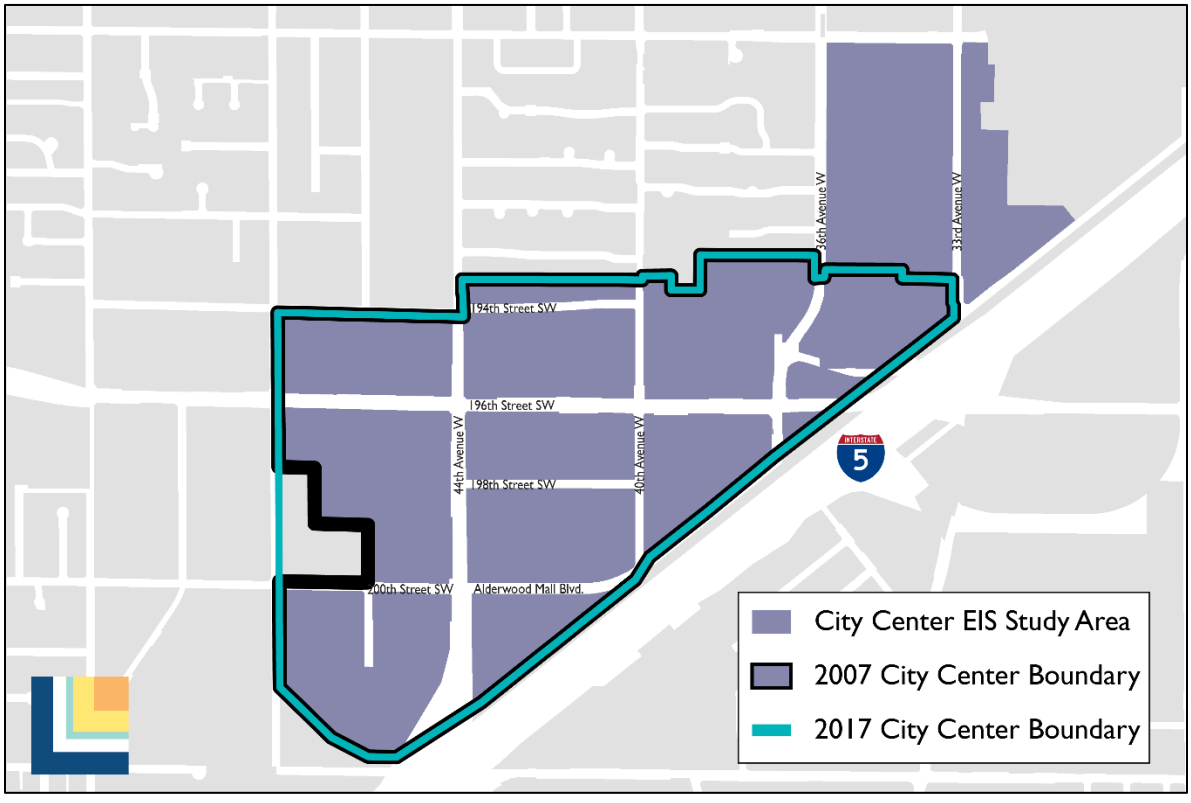
Section 2. Land Use

The City Center-EIS reviewed possible impacts to the area which is characterized as predominately single-story commercial structures with surface parking. While some taller buildings exist, the transition to a higher-density urban area would significantly alter the character of the City Center and generate new impacts associated with land uses. Single-use activities would be replaced by mixed-use developments at higher densities and intensities. Development policies, regulations, and design guidelines would result in larger, well designed commercial buildings, housing, public facilities, and a more granular street grid. The character and function of the City Center would change over time – land uses would be more balanced, integrated, pedestrian oriented and transit supportive. The City Center-EIS accurately reviewed these impacts among the Alternatives A through C. This addendum adds context to steps taken by the City of Lynnwood since the City Center-EIS review and considerations of Alternative C – Amended.

Most regulatory changes have occurred after the City Center-EIS to enact the City Center Subarea Plan. This included establishing Lynnwood Municipal Code Chapter 21.60 City Center District Zone and adopting the City Center Design Standards.

Boundaries: The boundary of the City Center changed since the City Center-EIS, including:

a) Deleting the majority of the City Center – North District (creating the Alderwood City Center Transition Zone ('ACC')). The land use assumptions from this area were transferred to the remaining City Center area referred to as "2007 City Center".
b) Adding all properties south of 196th Street and east of 48th Avenue West referred to as "2017 - City Center"



In 2012, the City adopted the Planned Action Ordinance based on the boundaries from the City Center 2007. In 2017, the City adopted Ordinance 3269 and 3270 amending the Future Land Use Map of the Comprehensive Plan redesignation and rezoning (respectively). This action completed environmental review through SEPA (ERC-004781-2017) as a non-project action and omitted these properties from the boundaries of the Planned Action Ordinance.

Finding #2: The proposed limits of this City Center-EIS – Addendum exist within only the 2007 – City Center limits. A future planned action SEPA may be prepared to extend the limits to include the 2017 City Center limits.

LMC 21.60 City Center District Zone: On March 14, 2005, the City adopted Ordinance No. 2554. This ordinance implemented portions of the City Center Subarea Plan including the creation of zoning districts, established prohibited uses, and development standards. This included formalizing the City Center – West, Core, and North districts. While the City Center Subarea Plan identified areas of focused land uses within each district, the City Center's does not regulated land uses differently throughout the districts.

The City Center District Zone includes variations for allowed heights in different districts. The City Center-EIS identified possible adverse impacts of taller structures adjacent to surrounding areas. The City implemented regulations that created a terraced approach to reduce heights as new development moved closer to surrounding structures in existing areas. This included reducing the maximum allowable height of the City Center – Core through four tiers of heights north of 196th Street SW and reducing all City Center development to 35 feet of height within 150 feet of any neighboring residential zone.

Finding #3: The City implemented measures to avoid significant adverse environmental impacts caused by taller structures adjacent to residential zones. The revisions from Alternative B to Alternative C – Amended do not change the height limits.

Finding #4: The revisions from Alternative B to Alternative C – Amended do not change the prohibited land uses.

City Center Design Guidelines: On May 13, 2019, the City adopted Ordinance No. 3336 related to City Center Design Guidelines. This ordinance updated previous design guidelines that were deemed inadequate based on public comments to early developments in the City Center. The City Center-EIS had identified that building modulation, landscape buffers, and upper story building setbacks could be used to mitigate land use impacts. By updating the City Center Design Guidelines, the City has adjusted to require construction to be consistent with high quality design. These guidelines focused on buildings between five and eight stories. If the construction trend shifts to taller structures, the City may need to review the design guidelines.

Finding #5: The updated City Center Design Guidelines adequately address potential negative impacts of the current construction trends. These guidelines should be reviewed periodically with changes in construction trends.

Rate of Redevelopment: The City anticipated that the Subarea Plan would occur over a twenty-year period. This timeline requires reconsideration as the Great Recession of 2008 and construction costs have delayed implementation of the plan. The current implementation of Lynnwood Link Extension has

balanced market feasibility of redevelopment in City Center with the construction costs. The proposed Alternative C – Amended reflects a development scenario with larger bulk buildings based on similar proposals constructed or undergoing construction throughout Lynnwood. It is more appropriate to realign the City Center implementation timeframe with the Lynnwood 2044 Comprehensive Plan update to compensate for lot consolidation if it becomes necessary.

Finding #6: The new planning horizon for City Center is 2044 as development patterns will require larger lots to support larger buildings.

CONCLUSION – LAND USE: PREVIOUS SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS IDENTIFIED IN THE CITY CENTER-EIS ARE STILL CURRENT FOR THE 'PREFERRED ALTERNATIVE' AND ARE APPLICABLE TO ALTERNATIVE C – AMENDED (ADDITIONAL DISCUSSION ON DISPLACEMENT IS IN SECTION 5: POPULATION, HOUSING AND EMPLOYMENT). ALTERNATIVE C – AMENDED IS NOT LIKELY TO INCREASE OR CHANGE PREVIOUSLY IDENTIFIED IMPACTS.

Section 3. Plans, Policies, & Regulations

The structure of planning since the adoption of the City Center Subarea Plan has remained largely the same. The City adopts a Comprehensive Plan consistent with the Growth Management Act including the Multi-County Policies and County-wide Planning Policies. This Comprehensive Plan undergoes periodic updates, including the latest update in 2015 and the next update to be adopted by June 2024.

Multi-County Policies

VISION 2050[3] by the Puget Sound Regional Council serves as the Multi-County Policies (MPPs) for the four-county (King, Pierce, Snohomish, and Kitsap) region. Within VISION 2050, the integration of high-capacity transit and development around centers supports a growth strategy throughout the region. This includes:

- MPP-RGS-6: Encourage efficient use of urban land by optimizing the development potential of existing urban lands and increasing density in the urban growth area in locations consistent with the Regional Growth Strategy
- MPP-RGS-8: Attract 65% of the region's residential growth and 75% of the region's employment growth to the regional growth centers and high-capacity transit station areas to realize the multiple public benefits of compact growth around high-capacity transit investments. As jurisdictions plan for growth targets, focus development near high-capacity transit to achieve the regional goal.
- MPP-RGS-9: Focus a significant share of population and employment growth in designated regional growth centers.
- MPP-DP-25: Support the development of centers within all jurisdictions, including high-capacity transit station areas and countywide and local centers.
- MPP-DP-22: Plan for densities that maximize benefits of transit investments in high-capacity transit station areas that are expected to attract significant new population or employment growth.

Finding #7: Adopting Alternative C – Amended supporting increased housing capacity, particularly around high-capacity transit corridors, better aligns the City Center Subarea Plan with the Vision 2050.

Snohomish County Countywide Planning Policies:

Countywide Planning Policies (CPPs) establish a countywide framework for developing and adopting county, city, and town comprehensive plans. These comprehensive plans are the long-term policy documents used by each jurisdiction to plan for its future. They include strategies for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation (RCW 36.70A.070). The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county in regard to regional issues and issues affecting common borders (RCW 36.70A.100). The following policies demonstrate consistency with the City Center Subarea Plan and Alternative C – Amended with the Countywide Planning Policies[4].

- DP-9 Jurisdictions that have designated regional growth centers and manufacturing and industrial centers shall direct a significant share of population and employment growth to those areas through the provision of land use policies and infrastructure investments that support growth levels and densities consistent with the regional vision.

[3] October 20, 2020, Puget Sound Regional Council, Vision 2050
[4] September 29, 2021, Snohomish County Council, 2021 Countywide Planning Policies

- DP-14 The County and cities should promote and focus new compact urban growth in local centers, countywide centers, regional centers, and transit emphasis corridors.
- DP-18 In coordination with transit agencies, jurisdictions that are served by transit should, where appropriate, enact transit-oriented development policies and development standards. Transit oriented development should include the following common elements:
  a) Located to support the development of designated local growth centers, countywide growth centers, regional growth centers, and existing and planned transit emphasis corridors;
  b) Include pedestrian scale neighborhoods and activity centers to stimulate use of transit and ride sharing;
  c) Plan for an appropriate intensity and mix of development, including both employment and housing options, that support transit service; and
  d) Plan for growth near high-capacity transit.

Finding #8: Adopting Alternative C – Amended supporting increased housing capacity will better align the City Center Subarea Plan with the Countywide Planning Policies.

The Comprehensive Plan is the local enactment of the County wide Planning Policies and Multi-County Policies. The Lynnwood 2015 Comprehensive Plan identifies an intent to implement the City Center Plan including:

> *Policy CC-18.12 Continue to concentrate compact, mixed-use, walkable transit-oriented centers, specifically within the Regional Growth Center (which includes City Center), along Highway 99, around Alderwood Mall and within the College Mixed-Use District*.

The City Center Subarea Plan is a functional plan of the Comprehensive Plan. Implementation of the functional plan occurs through adoption of regulation. As discussed in Section 2, the City adopted Chapter 21.60 City Center District Zone into the Lynnwood Municipal Code. This action occurred in 2005 by Ordinance 2554. Please refer to Section 2 for additional discussion on the zoning adoption.

On May 24, 2021, the City adopted the Housing Action Plan by Resolution 2021-05. This plan identified ten strategies to address housing demand for all income levels in Lynnwood. Two of these strategies directly relate the consideration to update the Preferred Scenario Alternative B to Alternative C – Amended. These policies include:

> *Strategy 1: Continue promoting housing in the Regional Growth Center (Alderwood and City Center) and along major transportation corridors.*
>
> *Strategy 2: Update regulations, design standards, and subarea plans to be more flexible and responsive to changing conditions.*

By 2025, the City will complete the drafting of a Regional Growth Center Subarea Plan. The RGC Subarea Plan will incorporate the City Center as a district of the RGC.

Finding #9: Alternative C – Amended is consistent with the Comprehensive Plan and Housing Action Plan.

CONCLUSION – PLANS, POLICIES & REGULATIONS: ALTERNATIVE C – AMENDED IS CONSISTENT WITH THE IMPLEMENTATION OF THE GROWTH MANAGEMENT ACT AND POLICIES OF MPPS, CPPS, COMPREHENSIVE PLAN AND LOCAL FUNCTIONAL PLANS.

Section 4. Population, Housing, Employment

Market demand for land uses within the City Center has shifted. This shift is reflected in the proposed Alternative C – Amended which will increase population from the 'Preferred Alternative' with a moderate increase in the level of employment.

Population & Housing –

Alternative C – Amended will increase the population of the City Center with the increased housing.

Table 4: Population

	Alternative B	Alternative C	Alternative C – Amended
Housing Units	3,000 units	4,000 units	6,000 units
Population	5,400 people	7,200 people	10,800 people

The population at time of the City Center inception was limited to 173 dwelling units for approximately 311 people. Since 2010, new development has continued to be constructed or proposed including:

Table 5: Residential Development since 2010

Development	Residential Units	Population Estimate
Lynnwood Senior Apartments	308	554
CityCenter Apartments	347	625
Kinect @ Lynnwood	239	430
Ember Apartments*	359	646
Northline Village*	1,644	2,959
Total	**2,897 Units**	**5,214 people**

*Identifies developments that have approved land use entitlements at the time of this Addendum.

As discussed in Section 1, the 2015 City Center boundaries are larger than the 2007 boundaries. The 2015 boundaries include three existing residential developments. These developments are not being incorporated into the City Center-EIS – Addendum as they were not previously included in the City Center-EIS.

In 2007, the City adopted the Multifamily Housing Tax Exemption program, commonly referred to as MFTE. This program is an ad valorem tax program to exempt the increased property taxes on redevelopment projects for a period of up to 12 years. This program has increased the feasibility of projects. While MFTE exists as a local program, other programs exist including Transportation Impact Fee (TrIF) Exemption, Low Income Housing Tax Credit (LIHTC) and Opportunity Zone (OZ). Each new housing project constructed in the City Center has utilized some form of financial incentive to balance the proforma with market demands.

Table 6: Development Incentives

Development	Local Program	State Program	Federal Program
Lynnwood Senior Apartments	TrIF Exemption	LIHTC	
CityCenter Apartments	TrIF Exemption	LIHTC	
Kinect @ Lynnwood	TrIF Exemption & MFTE		Opportunity Zone
Ember Apartments*	MFTE		Opportunity Zone

Finding #10: The City may ensure a wide variety of housing options by continuing and amending development incentives, including the MFTE program, consistent with the Housing Action Plan.

Employment –

The City Center is comprised of primarily single-story commercial buildings. These commercial properties offer the highest opportunity for redevelopment; however, such redevelopment has a high probability of displacing existing businesses.

Existing City Center businesses that are on redeveloping properties may not be able to relocate in the City Center and may be permanently displaced. Although redevelopment generally results in improved building quality, it is often associated with high rental rates, initial tenant improvement costs and spaces that may not suit the space requirements of existing businesses. Business displacement was discussed in the City Center-EIS including mitigation opportunities such as business relocation programs.

The changes associated with changing from the 'Preferred Alternative' to the Alternative C – Amended could increase the likelihood or number of displaced businesses in the City Center, due to increased development potential with the additional 3.2M SF of capacity. This increase may be similarly offset by the mitigation measures identified in the City Center-EIS.

Finding #11: Employment in the City Center will change over time. The City can use programmatic improvements can be used to mitigate impacts to businesses and support relocation efforts.

CONCLUSION – POPULATION, HOUSING, & EMPLOYMENT: ALTERNATIVE C – AMENDED WILL INCREASE THE CITY CENTER POPULATION BY 5,400 PEOPLE WHILE MINIMALLY INCREASING THE EMPLOYMENT CAPACITY, THOUGH EMPLOYMENT IS LIKELY TO BE IMPACTED BY THE INCREASED DEVELOPMENT CAPACITY OF 12.3M SF.

Section 5. Aesthetics and Urban Design

The change associated with implementation of a City Center will change the existing character of the area including the architecture and orientation of the built environment. The City Center-EIS identified that all alternatives would result in varying levels of change to height, light, glare, shadowing through redevelopment.

While expected visual and aesthetic changes would be significant in degree and unavoidable if the subarea plan is implemented, they are generally positive in nature. The mitigation measures such as development regulations and design standards were determined to be adequate in the City Center-EIS. The City adopted the City Center Streetscape Plan on October 13, 2014 by approving Resolution 2014-18 and adopted the revised City Center Design Guidelines in 2019. It is acknowledged that some people may perceive the change inherently negative.

Finding #12: The City has adopted City Center Streetscape Plan and City Center Design Guidelines to appropriately regulate development consistent with high quality development implementing the community vision.

CONCLUSION – AESTHETICS AND URBAN DESIGN: ALTERNATIVE C – AMENDED IS ADEQUATELY REVIEWED WITHIN THE CITY CENTER-EIS FOR IMPACTS ASSOCIATED WITH THE AESTHETICS AND URBAN DESIGN. THE CITY HAS CONTINUED TO ADOPT STANDARDS AND REGULATIONS TO MITIGATE IMPACTS.

Section 6. Public Services – Public Safety

The City Center-EIS identified that development in the City Center will increase the number of service requests for public safety including medical emergencies. This increase for public safety requests is likely to be correlated to the intensity of the development scenario. Since the City Center-EIS, the City has experienced some organizational changes and planned facility upgrades to meet the increased demands:

Fire & Medical Emergency Service: In 2017 City of Lynnwood and Fire District No. 1 formed the South County Regional Fire Authority now known as South County Fire (SCF). The SCF now serves as a separate agency from the City of Lynnwood for fire protection services and medical emergencies. The City contracts with the SCF for Fire Marshal services for building review and fire prevention.

When the SCF formed, the fire facilities and equipment transferred from the respective city's ownerships to the SCF. This includes Station No. 15 located on 44th Avenue West approximately 6 blocks from the City Center. Additional organizational changes since the adoption of the City Center-EIS include:

- The 911 System was upgraded to New World in 2015.
- January 2018, SNOPAC and SNOCOM combined into SNO911 for streamlining of dispatching.
- October 2018, SERS merged with SNO911

These organizational changes widen the ability for the SCF to meet the changing characteristics of the City Center for fire protection.

Finding #13: The organizational changes of the City of Lynnwood have not compromised the ability to provide fire protection services to an urbanizing location.

Alternative C – Amended does not materially change the response demand over what was previously identified in the City Center-EIS. The City Center-EIS recognized that a level of service based on population only omits the requirements of service to the daytime population. This is still accurate today at the City Center will include an increase in population and an increase of commercial uses.

The City Center-EIS omitted adequate discussion on the fire response to an urbanized area. The increased height of existing buildings will require different response methods and equipment than the existing single-story commercial properties; however new construction will be built at a higher standard for fire safety per the International Fire Code (IFC) and Lynnwood Municipal Code. This includes fire sprinklers, regardless of size per code, and other fire suppression or alarm systems as required by the IFC based on construction types.

Access to a response is concern within an urban area. Suburban environments dedicate large areas of land for fire lanes which detract from the ability to maximize development consistent with an urban environment. The City and the SCF have continued to review development standards to ensure that access to a response is not compromised. This has included permitting streets to be used for fire lane access and creation of new standards for internal fire service routes.

Increased development, including residential, is likely to have an increased medical service demand. As the roadways become narrower and more pedestrian oriented, the availability of easily accessible and

available parking for medical emergencies may become scarcer. The City may consider dedicated on-street parking locations for ambulatory uses for large-scale residential development.

Finding #14: Alternative C – Amended does not materially change the outcomes of the City Center-EIS for fire protection with the additional discussion of response to the urbanized environment. Equipment and personnel review will need to consider future build-out of the City as stated in the City Center-EIS.

Police:

The City Center-EIS identified that any impact to the level of service for police should be reflected in the Capital Facilities Plan. To accommodate increased staffing needs associated with implementation of City Center, the existing Civic Justice Center will undergo a renovation and expansion. This new facility will be named the Community Justice Center and include a purpose-built police department, a reimagined misdemeanor jail, and a remodeled court. This facility started in 2021 and is opening in 2023.

Implementing Alternative C – Amended is likely to have increased and different law enforcement and police demands when compared to the Preferred Alternative B. An increased service demand is not assuming that the rate of crime is higher than other uses, but that increased development scenarios has higher opportunity for crimes with an increased daytime population. This includes different crimes related to construction thefts, as well as parking complaints.

While new development will build parking supply, at times parking demand may overflow into adjacent neighborhoods. This may result from parking demands created from new regional transit service and high demand commercial areas. Surrounding neighborhoods may require parking programs to limit impacts to increased parking demand of the City Center.

The City Center-EIS recognized that serving a concentrated, higher density land use pattern - compared to a more dispersed one - could also enhance the efficiency of police service. The adopted staffing level of service of 2.0 officers per 1,000 residents may be reviewed as discussed in the City Center-EIS.

Finding #15: The City Center-EIS adequately reviewed the impacts of a City Center including the necessity of the Community Justice Center project to add capacity for future staffing needs.

CONCLUSION – PUBLIC SAFETY: THE FORMATION OF SOUTH COUNTY FIRE AND EXPANSION OF THE COMMUNITY JUSTICE CENTER WILL ENSURE THAT ADEQUATE RESOURCES AND CAPACITY IS AVAILABLE TO MEET THE FUTURE DEMAND OF THE ALTERNATIVE C – AMENDED. ADDITIONAL STAFFING NEEDS FOR EACH BRANCH WILL NEED TO BE PERIODICALLY REVIEWED.

Section 7. Public Services – Schools

Since the adoption of the City Center-EIS, the Edmonds School District has continued to expand and renovate facilities to meeting ongoing demand. One specific change to schools within Lynnwood included the relocation of Lynnwood High School. Relocating from the site adjacent to Alderwood Mall to a new location on North Road in the Lynnwood Urban Growth Area provided additional capacity and facility upgrades.

The proposed revision from Alternative B to Alternative C – Amended projects an increase of 657 new students to a total of 1,314 students for City Center. This projection is based on every 10 dwelling units will have 2.19 students as established in the City Center-EIS. This ratio should be continually monitored with Edmonds School District as the construction and demographic patterns in City Center change. Currently, most units proposed or under construction are studios, open one-bedrooms, or one-bedroom units. This unit makeup may result in a decreased ratio lowering the new student demand on the school system.

Mitigation for new school demand remains the same as identified in the City Center-EIS. This includes reviewing projections, continue monitoring and updating future Capital Facilities Plans to address population targets for City Center. The Edmond School District could adopt impact fees, consistent with RCW 80.02.020, to address the impacts from future City Center growth. The City could collect these fees on behalf of the Edmonds School District during permit issuance. Alternatively, the Edmonds School District could rely on redevelopment for increased property tax revenues or bonds to support capacity and facility improvements.

CONCLUSION – PUBLIC SERVICES SCHOOLS: ALTERNATIVE C – AMENDED IS LIKELY TO GENERATE MORE STUDENTS THAN ALTERNATIVE B, BUT IT MAY BE REASONABLY MITIGATED THROUGH UPDATING THE CAPITAL FACILITIES PLANS WITH NEW REVENUES OF FROM IMPACT FEES, PROPERTY TAXES, OR LOCAL BONDS. THIS FINDING IS CONSISTENT WITH THE CITY CENTER-EIS.

Section 8. Parks and Public space

The City Center Subarea Plan and City Center-EIS recognized the necessity of creating public spaces throughout the area to enhance the quality of life for residents. The redevelopment of the existing uses for a higher intensity will result in a necessity of parks and public space within the area. The future characteristics and social patterns for City Center residents are expected to be different than that for the City as a whole. Given the types of housing that will be available, it is anticipated that a larger portion of future City Center residents will be younger professional singles and couples or older "empty nesters," who will have fewer children living with them, and as a result, may demand a different kind of recreation opportunity. This change will include the addition of more pets including dogs. This is based on the City Center having a different level of service standard than throughout the City.

Future City Center development will bring a number of entertainment and recreation opportunities such as bookstores, coffee shops, wider sidewalks with an attractive walking environment, health clubs, theatres, and plazas or small parks that are provided by private property owners. These amenities do not replace the need for traditional parks and public space. Since the early 2000s, the development pattern has incorporated additional 'semi-private' spaces into development patterns including roof-top decks, open courtyards, amenity facilities. These facilities also do not replace the need for traditional parks and public spaces.

The 2022 PARC Plan Update reviews the level of service metric to be used in conjunction with other assessments. This analysis strategy will gauge the community's need for additional lands, facilities, amenities, and continued maintenance. Part of this assessment is achieved through public engagement and use studies which the City Center Subarea Plan established for implementation. This is based on guiding principles for the level of service metrics of condition, distribution, demand, and experience. The City Center Park Master Plan further reviewed these guiding principles as part of adopting the need for Town Square Park, Village Green, Civic Park, and Billiards Park.

Since the City Center-EIS was adopted, Lynnwood completed several recreational improvements and programmatic improvements including:

City Center Parks Master Plan: Adopted in 2007 and updated in 2018, the master plan identified with specific visions for the chain of parks including Village Green, Town Square Park, Civic Park, and Billiards Park. The 2018 update further explored implementation of the Village Green and Town Square Park.

Village Green: In 2019, the City executed a development agreement for Northline Village to implement the Village Green concept supported with a separate smaller park, the Pocket Oasis. These two parks are smaller than desired but support the sub-rea concept of a chain of parks along 198th Street SW connecting the promenade.

Town Square Park: Efforts to acquire land for Town Square Park have progressed in 2020 and 2021 and will likely secure an area of approximately 2 acres. This acreage is a significant acquisition in the City Center core to initiate adjacencies with future redevelopment projects. These adjacencies will create opportunities for value added public spaces including increased public use areas such as plazas.

Civic Park: The concept of Civic Park has not been revisited since the 2007 City Center Parks Master Plan. Omitted from the City Center-EIS is the proximity of Veterans Park and the Civic Campus to the proposed location of the Civic Park. The Civic Campus provides significant tree canopy and impervious space including a creek, critical area, and lawns. The Civic Campus is not currently classified as parkland but serves an important function ecologically and for recreation users at the edge of City Center. Pressure to redevelop the Civic Campus to accommodate growing community needs should be balanced with its irreplaceable function as open space and providing recreation opportunities.

Billiards Park: The concept of Billiards Park is currently in discussions with the Lynnwood Public Facilities District (PFD). The PFD is currently developing a master plan which may include public space that could be supplement or replace the needs of the Billiards Park concept.

Impact Fees: The City Center Subarea Plan identified the necessity for impact fees to be adopted to fund park improvements. In 2018, the City adopted Ordinance 3288, implementing a park impact fee program for both residential and commercial developments.

Lynnwood Recreation Center: An expanded and modernized Lynnwood Recreation Center opened in 2011 and is located 5 blocks from the City Center. This project includes future phases for expansion.

Civic Campus: The Civic Campus includes the largest potential option in proximity for additional park land if City Administration was to relocate. The uses of the existing City Hall, Library, and North Administration Building are constrained as service demand has grown. The potential options to consolidate administrative operations, including Development & Businesses Services, were under review in 2019 including a Space Needs Study[5] and facilities visioning. This exercise was interrupted by the COVID-19 Pandemic and has not been reengaged.

Interurban Trail: In 2018, the City completed a master plan for the Interurban Trail which included the recently completed improvements at the Interurban Plaza improvements at 40th Avenue West. The Interurban Trail has four main planned segments with the City Center segment featuring urban plazas/gathering spaces, hot spots, public art, lighting, and picnic tables. It is a priority to have pedestrian connections to and from this area.

Scriber Creek Trail: The improved trail connection from the Interurban Trail at Lynnwood Transit Center will connect users to the adjacent Scriber Creek Park, Sprague's Pond Mini Park, Scriber Lake Park and Wilcox Park. This trail is planned to open in 2023 with future phases connecting further north.

Scriber Lake Park Renovation & Development Plans: This 24-acre park is a cool, green oasis of wetlands, lake, ponds, streams, trails, trees, hillsides, and trails. The unique fen peat bog along with thick forest provide a rich habitat for birds, waterfowl, river otters, beavers and other small animals and insects. The Park and its popular trail with over-water boardwalk is a popular destination for urban fishers and birders. The woodchip trail was developed forty years ago, doesn't meet ADA standards, and nearing the end of is useful life. The City is planning for to replace the trail with a fully-ADA compliant, raised boardwalk trail which will improve the storm water storage capacity of

[5] April 1, 2019, TCA Architecture + Planning + Design, City of Lynnwood Civic Campus Space Needs Report.

the lake and provide climate resilient recreation opportunities for years to come. Engineering is underway with construction anticipated in 2023.

Omitted from the City Center Subarea Plan Preferred Alternative was the Interurban Trail and Scriber Creek Trail to also contribute to the level of service for recreation. The plan identified the trails supported connectivity, while identifying that the trails should include small parks and trailheads where appropriate to make access safe and convenient. This omitted the contributions of the trail and connected parks to the level of service. This includes the connection to Scriber Creek Park, Sprague's Pond Mini Park, Scriber Lake Park and Wilcox Park. Also, additional pocket parks along the trails will create opportunities to 'daisy chain' open spaces for adequate distribution.

Finding #15 – The park demand for Alternative C – Amended will be increased from the 'Preferred Alternative' and will be supplemented by the improved connectivity provided by the Interurban Trail and Scriber Creek Trail.

Conclusion – Parks and Public space: Alternative C – Amended can be implemented with the increased recreation and open space demand with mitigation measures including:

- **Improve multimodal access to the existing Recreation Center at the Civic Campus and implement future phases with relocation of City Administration.**
- **Ensure park and trail improvements are implemented on the edges of City Center such as Scriber Creek Trail, Scriber Lake Boardwalk Trail, Interurban Trail, and Civic Campus preservation.**
- **Acquire and Develop town Square Park to meet the needs of a traditional gathering space in the core.**
- **Continue to implement measures that support the 10-Minute Walk Campaign for Park Access.**

Section 9. Transportation

As identified in the City Center-EIS, the Lynnwood City Center incorporates regional transportation services including Lynnwood Transit Center and arterials of 200th Street SW, 196th Street SW, 44th Avenue West, and 36th Avenue West. During the early 2000s, the City Center was recognized as very auto-dominate area with low quality of pedestrian and bicycle facilities. Today, these characteristics have remained the same.

The development of a City Center will place impacts on the transportation network with varying impacts associated with the development scenario. Since the City Center-EIS, several transportation improvements have been made to improve connectivity and level of service. These projects include:

Lynnwood Link Extension (Transit): In 2008, the voters of the Regional Transit Authority (RTA) approved an expansion of light rail service. This expansion included the Lynnwood Link Extension which connected Lynnwood Transit Center to Northgate Transit Center with stops in Shoreline and Mountlake Terrace. Riders will have access to University District, Downtown Seattle, Federal Way, Bellevue, and Redmond. This project alters the usage of Lynnwood Transit Center with the light rail service, generally increasing capacity.

I-5 Improvements (Vehicle): A series of improvements were made including the HOV Direct Access Ramp from the Lynnwood Transit Center and the "Braided Ramp" interchange completion at 196th Street SW. These two improvements decreased demand for access at 44th Avenue West and improved consistency for transit service to access I-5.

196th Street Southwest (Vehicle, Transit, and Pedestrian): The widening of 196th Street SW adds two additional lanes with a planted median. These two additional lanes will be Business Access and Transit (BAT) Lanes improving the thru-traffic mobility. This widening project also includes constructing 10-foot sidewalks on either side of the street and undergrounding utilities.

Interurban Trail (Pedestrian and Bicycle): The Interurban Trail underwent several improvements including a bridge over 44th Avenue West. This improved the level of service for recreational and commuter users while decreasing the dependency on a signalized crossing at 200th Street SW and 44th Avenue West.

Alderwood Mall Blvd./40th Signal with Interurban Trail Plaza (Pedestrian and Bicycle): Signalization at the Alderwood Mall Blvd. and 40th Avenue West intersection improved the ability for controlled turning movements while also providing signalized crosswalks for pedestrian to the Interurban Trail Plaza. The Interurban Trail Plaza was recently constructed in 2019 to highlight the pedestrian and bicycle connection.

Signal Operations (Vehicle): The City of Lynnwood has upgraded the traffic signal technology throughout the City Center including home-run fiber cable to city traffic servers from each signal cabinet. These improvements have enabled further upgrades at intersections and central including:

- Adaptive Signal Control Technology to keep maximum numbers of vehicles moving on busy corridors
- Advanced vehicle detection for challenging conditions like fog and other weather events

- Remote sensing to troubleshoot and fix signal operations complaints quickly or before they happen
- Lend support to neighboring agencies so all the above is also available to their traveling public.
- Multi-jurisdictional signal corridor coordination with WSDOT, Edmonds, Mountlake Terrace, and Snohomish County.
- Transit Signal Priority for Bus Rapid Transit on Hwy 99 and to/from Light Rail Transit Station.
- Special detection and signal controller timing plans to mitigate Freeway Off-Ramp Queueing
- Support for University of Washington Traffic Research Projects. Current project will lead to improved delivery of emergency information to motorists.

In addition to project improvements, the City completed several programmatic or planning documents:

Lynnwood City Center Access Study: Prepared in 2007, the Access Study reviewed the future needs for freeway access including the interchange at 196th Street SW and at 44th Avenue West. The study reviewed possible design of a completed interchange at 44th Avenue as well as reviewed two overpasses crossing Interstate 5.The first overpass, Poplar Way Bridge, has continued to advance through design and is currently awaiting construction funding. The second overpass, 40th Avenue West, has not advanced through planning processes.

Lynnwood City Center Street Master Plan: This plan prepared in 2009 identified the street layout for the City Center with type designations. This plan incorporated the street layout as

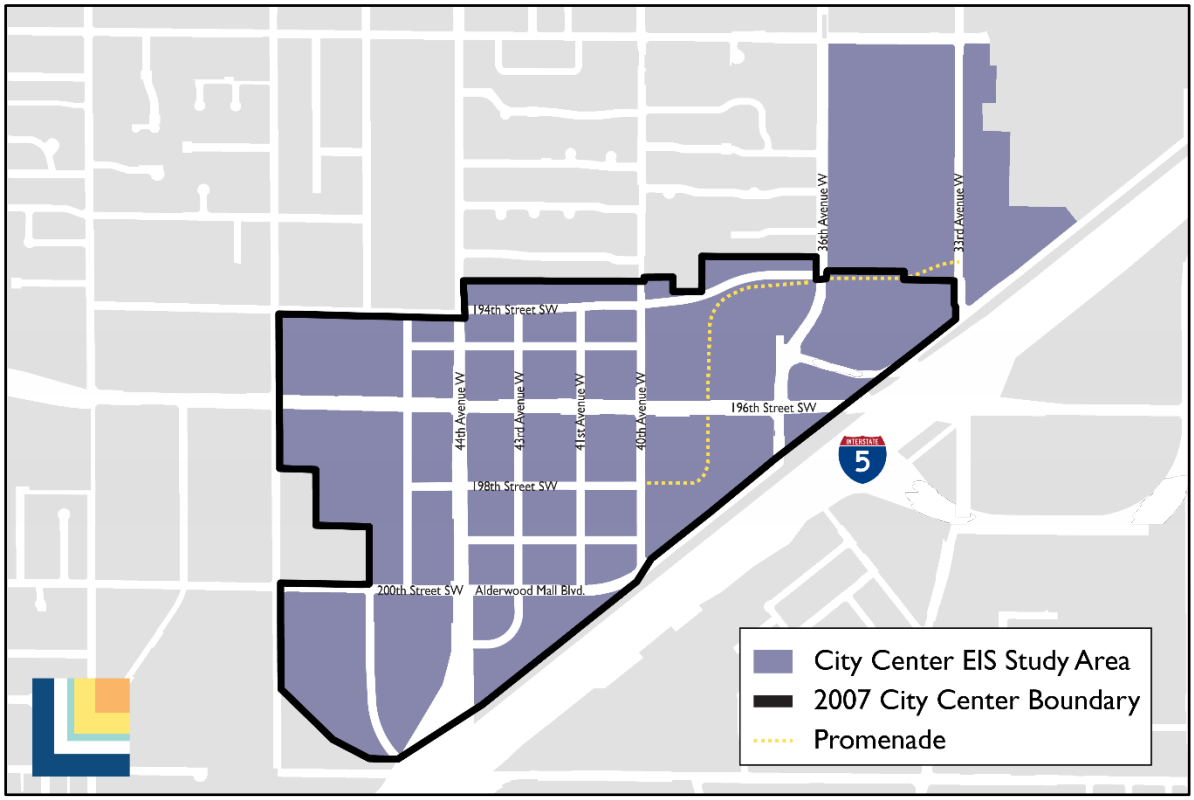


Figure 4: 2005 City Center Subarea Street Layout

designed by the Subarea Plan. These designations included travel lanes per street and whether parking was included. The document identified high priority action projects include 196th Street SW, 194th Street SW, 42nd Avenue West, and 198th Street SW.

Lynnwood City Center Streetscape Master Plan: These design standards were adopted in 2014 and established the relationship between the back of curb and buildings for pedestrian improvements. This included creating a typology of streets for the types of improvements and intersection design improvements. The Streetscape Master Plan also reduced the number of future grid streets from the Street Master Plan. This document eliminated 41st Avenue West, 43rd Avenue West, 195th Street SW, and 201st Street SW.

Figure 5: Current Street Plan for City Center

Transportation Impact Fees: In 2010, the City adopted LMC 3.105 to fund necessary transportation projects for streets and roads pursuant to RCW 82.02. The program established the City Center and Regional Growth Center as Zone A, which established an alternative, lesser rate compared to the rest of Lynnwood that accounted for light rail service coming to the area.

Additional transportation improvements will be implemented by the year 2044 including:

SWIFT BRT Orange Line: Opening in 2024, Community Transit will be creating a new east-west bus rapid transit route connecting Edmonds College to McCollum Park via the Lynnwood City Center. This route will connect several destinations to the Lynnwood Transit

Center. In 2020, *SWIFT* BRT Orange Line was issued a Determination of Nonsignificance with Community Transit as Lead Agency.

STRIDE North - I-405 BRT: The STRIDE North – I-405 BRT project is part of the ST3 Plan as approved by voters in 2016. Opening in 2027, Sound Transit will be connecting Lynnwood Transit Center to Bellevue Transit Center via I-405. This project is part of the ST3 package that underwent a realignment process in 2020 and 2021. In 2020, STRIDE North was issued a Determination of Nonsignificance with Sound Transit as Lead Agency.

42nd Avenue West: Opening in 2028, the new grid-street will connect 196th Street SW to Alderwood Mall Blvd. with a future phase connecting 196th to 194th Street SW. This project was identified in the Lynnwood City Center Street Master Plan and will be developed as a Type 3 street as designed in the Lynnwood City Center Streetscape Master Plan.

Poplar Way Bridge: Pending construction funds, the new overpass will connect Poplar Way to 33rd Avenue West. This project will provide capacity improvements and improve connectivity for pedestrian and bicycles. In 2015, the City issued a Mitigated Determination of Nonsignificance for the bridge.

Everett Link Extension: The Everett Link Extension is part of the ST3 package as approved by voters in 2016. Opening in 2037, the Everett Link Extension will construct new guideway in the City Center to connect to the West Alderwood Station. The extension will continue north to Ash Way and Mariner before a second extension will continue to Downtown Everett in 2042.

As transportation improvements are underway and planned, current trends of transportation are also changing. This includes the rise of rideshare, use of electric vehicles, and autonomous vehicles. These different vehicle trends have different demands on the transportation network including increased pickup/drop off areas, striping, and electrical charging stations. The trends represent a systematic and growing change in mobility control and reduced direct dependency upon fossil-fuel for transportation.

Additional trends have also changed mobility for pedestrians and bicycles. The electrification of bicycles has expanded ridership opportunities by helping increase range. Micromobility has also risen in its ability to improve connection of pedestrians, most notable is the use of electric scooter rideshares. The rise of micromobility has increased the ability for people to connect by increasing their speed of travel. Micromobility, though less common, includes hoverboards, and skateboards.

To accommodate the additional demand of travel, the recommendations for bicycle lanes and sidewalks have changed. This includes increasing the size of sidewalks, bicycle buffers, and intersection improvements. These changes are reflected in the Connect Lynnwood Plan to improve active and accessible transportation and the Complete Street Ordinance. Both policy documents are anticipated for adoption in Q4-2021.

Alternative C – Amended represents an increase in multifamily residential units. The Lynnwood Transit Center will change drastically when Lynnwood Link Extension opens compared to when the City Center-EIS was first reviewed. The character of the station will change as well as the transportation connectivity. The City consulted with Transportation Solution Inc. (TSI) to review Alternative C – Amended with a change of mode split based on the opening of light rail. TSI's technical memo of March

8, 2021, identified that vehicle trip generation reductions applied in the Transportation Analysis Zones (TAZs) in the vicinity of the Lynnwood City Center Station ranged from 30% to 5%. This technical memo also reviewed the necessity of the 194th Street SW Extension as identified in the Lynnwood City Center Streets Master Plan. It was determined that level of service for either Alternative B or Alternative C – Amended required the 194th Street SW and Alternative C – Amended would meet the City's concurrency requirements.

Finding #16: Alternative C – Amended passes the City's concurrency requirements with the planned projects including 194th Street SW.

CONCLUSION – TRANSPORTATION: TRANSPORTATION USES AND DEMAND WILL CONTINUE TO EVOLVE AS CITY CENTER REACHES BUILD OUT OF ALTERNATIVE C – AMENDED. THE CITY SHOULD CONTINUE TO MITIGATE TRANSPORTATION IMPACTS BY REVIEWING IMPACT FEES, MODE SPLIT DEMAND, AS WELL AS REVIEW LEVEL OF SERVICE IN THE CITY CENTER INCLUDING A LEVEL OF SERVICE FOR BICYCLES AND PEDESTRIANS.

Section 10. Utilities –

Stormwater

Stormwater facilities within the City Center will be upgraded through redevelopment. As discussed in Section 1: Natural Environment, the City Center is nearly 100% impervious surface. Redevelopment will model flows based on pre-European settlement based on the Manual as adopted. This change will increase the amount of onsite detention and decrease the outgoing flowrates into the public conveyance system. Overtime, the public stormwater system will gain more capacity as redevelopment occurs.

New and larger private stormwater facilities will require ongoing maintenance and monitoring. It is part of the City's responsibility to monitor these facilities consistent with the NPDES Type 2 Permit. The City Center's geology is likely to require detention vaults that are serviced typically by vactor trucks. These apparatuses require access and rated pathways similar to fire apparatuses. During redevelopment, the City can require proof of feasibility to maintain stormwater facilities, as the maintenance will be conducted by the public utility

Another new restriction in the stormwater regulatory environment is the inability for projects to vest. The Supreme Court of the State of Washington ruled in Snohomish County v. Pollution Control Hearings Board (2016) that the vesting rights doctrine does not apply to stormwater regulations required under municipal stormwater permit (NPDES) as issued by Department of Ecology. This case removed the ability for long term phased development to be designed under one set of regulations.

Finding #17: The stormwater utility will benefit from redevelopment throughout City Center as new requirements will increase detention and decrease reliance on conveyance. Alternative C – Amended requires no new mitigation than as proposed for Alternative B.

Water

Demand for water supply will increase as the City Center develops into an urban environment. This water demand is for typical daily demand and fire protection. Water service throughout the City Center will require upgrades to meet service demands of Alternative B or Alternative C – Amended. These upgrades will occur over a period of time with redevelopment and capital projects.

Several near-term capital projects will expand water service capability including:

- 196th Street SW upgrades to new 12" service mains from 48th Avenue West to I-5 (approximately)
- 200th Street SW updates to new 12" service main connections at 44th Avenue West
- 42nd Avenue West new grid street will add new 12" service mains
- Other service mains will be increased in size from 8" to 12".

Water service throughout the City of Lynnwood is reviewed through the Water Comprehensive Plan, last updated in 2018. This plan is periodically updated to ensure concurrency between demand and availability. The comparisons of equivalent residential units (ERUS) from 2015 and 2017 identified that the average multi-family residential water use was 125 gallons per day per equivalent residential unit (gpd/ERU). The projected service areas in the plan identify that with conservation, the multifamily

residential waters usage will decrease from 125 gpd/ERU to 104 gpd/ERU (2018 Water Comprehensive Plan, Table 2-16).

Finding #18: The increase of 3,000 multi-family dwelling units with Alternative C – Amended will add a demand of 312,000 gallons per day with an ERU conservation factor of 104 gpd.

Wastewater

Like demand for water, the demand for wastewater will continue to increase as the City Center develops into an urban environment. The infrastructure of wastewater is based on the wastewater network and treatment. Both are reviewed within a Sewer Comprehensive Plan. Lynnwood last updated in 2012 with an update planned for 2022. +Wastewater Treatment Plant Facility Study.

Wastewater Network – The wastewater network serving the City Center is in the Scriber Creek Basin. This basin requires a lift station to elevate discharge to enable gravity flow. Lift Station #10 services the Scriber Creek Basin. The City Center is in two sub-basins of Lift Station #10 including Sub-Basin 10B and 10C. The network within these two areas will continue to be upgraded as development occurs. This includes the following projects:

- Lift Station #10 Upgrades
- 48th Avenue W upsized sewer main
- 196th Street SW upsized sewer main
- 42nd Avenue W new sewer main

Wastewater Treatment: Treatment of wastewater discharges into the Puget Sound. The availability of treatment at the Lynnwood Wastewater Treatment Plant changes with regulations and growth. Typically, stricter regulations for discharge require additional space for mechanisms. This facility has been continually upgraded and maintained to meet and exceed the current regulations and demand; however, this site is physically constrained by the hillsides and railroad tracks. Continued growth and stricter regulations may require significant site revisions or additional treatment facilities.

Since the time of the City Center-EIS, the Brightwater Wastewater Treatment Facility opened in 2011 and is located outside of Woodinville. This facility is owned and operated by King County, but services areas in South Snohomish County including areas adjacent to the City Center. Further constraints on the Lynnwood Wastewater Treatment Plant may require the City would have to consider treatment options by other agencies.

Finding #19: Updates to the sewer system are necessary as growth continues. The revision from Alternative B to Alternative C – Amended will require necessary improvements in the wastewater network to Lift Station 10; however existing capacity is available at Lift Station 10. Further capacity at the Lynnwood Treatment Plant will need to be reviewed with the Sewer Comprehensive Plan update in 2022.

Energy

Energy delivery improvements throughout the City Center are necessary to develop an urban environment. This includes aesthetic improvements of undergrounding as well as facility upgrades.

Electricity: The City Center is serviced by Snohomish County Public Utility District No. 1 (PUD). The City Center is primarily served from a newly constructed substation off of 208th Street SW. This facility has

the physical capacity for the City Center proposed development, however improvements to the facility will be necessary. Costs of these improvements will be handled between PUD and the proposed developer.

The City Center-EIS identified that each block will likely require one switch cabinet for underground facilities. Since the City Center-EIS, the switch cabinet sizes increased. The size increase was determined to have potential impacts on the aesthetics and are now required to be undergrounded as well. This requirement can make the placement and location of switch cabinets more complicated.

Additionally, undergrounding of services with building located at zero lot lines limits options for private easements for utilities. Some utilities may have to be located within the right-of-way and may conflict with streetscape elements. Each development will be different and will require coordination to ensure compliance with the intent of the design standards while balancing feasibility.

Electric power efficiencies have advanced significantly since the City Center-EIS. This includes changing to LED streetlights, solar opportunities for buildings, and power use monitoring. Currently, PUD offers programs for design assistance with development to identify additional efficiencies for new and existing buildings.

While some efficiencies have reduced demand, the increased usage of electric vehicles[6] requires advance planning for service and changing facilities. These charging facilities are being incorporated into parking garages of private developments and will likely be incorporated into future streetscape elements for public charging. These facilities typically operate through third party operators such as Volta, ChargePoint, and Electrify America.

Natural Gas: Natural gas service is provided by Puget Sound Energy (PSE). Recent pushes for Building Electrification[7] have resulted in a shift from natural gas to electric units. This includes reducing the number of appliances that require natural gas including stoves, fireplaces, water heaters, and furnaces. This change has increased demand per unit for electricity but decreases demand on natural gas. While use of natural gas within new development in the City Center is expected, it is assumed that the demand per unit will be less than previously considered in the City Center-EIS.

Finding #20: The additional energy demands of Alternative C – Amended can be partially offset by regulatory requirements for high efficiency and solar energy. Periodic review of capacity will be necessary with PUD and PSE.

Telecommunications

Telecommunications has drastically changed since the City Center-EIS. Increased availability and use of data-intensive devices in homes, businesses, and industry has increased the demand for wireless and land-based data transport. Local or private networks and the Internet with large and small data demands are supported by broadband or high-speed Internet, fiber optics, and wireless services. Diverse applications with world-wide interconnection for business, recreation, and social media have all driven need for infrastructure to support cloud-based data servers, streaming entertainment services,

[6] Policyadvice.net, Electric Car Statistics in the US and Abroad; Kopestinsky, August 12, 2021.
[7] Forbes.com, As Cities Begin Banning Natural Gas, States Must Embrace Building Electrification Via Smart Policy; Myers, July 22, 2019.

increased use of email with larger file transport capabilities, and most recently remote work and video conferencing.

Expansion of cellular "smart" phone services has advanced into the fifth-generation technology (5G) of voice/data cellular service. Other forms of wireless carrier services are expected to reach download speeds of up to 10 gigabits (~2GB) per second. The increased wireless bandwidth is expected to become preferred for general internet service networks. The advancement of this type of service may reduce the necessity of physically interconnecting buildings as hub locations will be more likely.

As the City Center continues to develop, the undergrounding and updating of facilities will continue. One such method is to facilitate growth by installing additional vacant conduit for new uses. One example includes the new joint utility trench along 196th Street SW which includes empty conduit for future needs.

Finding #20: The rapidly changing landscape of telecommunication and wireless services will continue to evolve throughout implementation of the City Center and infrastructure needs can be met through inclusion of additional vacant conduit for future needs.

Conclusion – Utilities: The utilities in the City Center will require improvements for both the 'Preferred Alternative' or Alternative C – Amended. To meet demand the following mitigation measures should be considered:

- **Mitigation: Growth will still increase the City's overall demand regardless of efficiencies and conservation. The City will continue to monitor supply needs throughout the City with periodic updates of the Water Comprehensive Plan planned for 2022.**
- **Mitigation: Review capacity of Lynnwood Treatment Plan including possible expansion or connection to Brightwater Treatment Plant with the Sewer Comprehensive Plan.**
- **The City should work with the Snohomish County PUD to determine the extent, location and timing of substation improvements and undergrounding of lines necessary to support growth within the City Center. The City should coordinate with PSE to determine the extent, location, and timing of services necessary to support growth within the City Center.**
- **Continue to update regulations to maintain consistency with FCC for wireless cellular facilities and coordinate with highspeed internet providers.**
- **Continue to anticipate future demand for High Speed Broadband by including conduit for potential fiber optic connectivity in future road and utility projects.**

Referenced as Appendix A in Chapter 5

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Technical Memorandum

March 5, 2024

TO: David Mach, PE
City of Lynnwood

FROM: Andrew L. Bratlien, PE, PTOE
Daniel B. Hodun, EIT

SUBJECT: 2023 Intersection Level of Service Analysis

This memorandum describes the methods, assumptions, and findings of the 2023 intersection Level of Service (LOS) analysis developed in support of the Lynnwood Transportation Element Update.

LEVEL OF SERVICE BACKGROUND

Level of Service Definition

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. LOS for minor-approach stop-controlled intersections is based on the control delay on the worst movement.

Intersection LOS thresholds are defined by the Transportation Research Board *Highway Capacity Manual.* Signalized and roundabout intersections utilize different LOS thresholds than stop-controlled intersections. Intersection LOS thresholds for all intersection types are shown in **Table 1**.

Table 1. Level of Service Thresholds

LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Policy

Lynnwood Municipal Code (LMC) 12.22.090 defines Level of Service Standards as shown in **Table 2.** Minimum LOS standards for State routes are established by the Washington State Department of Transportation (WSDOT). WSDOT designates I-5 as a Highway of Statewide Significance (HSS), with a minimum LOS D standard. The WSDOT designates SR 99 and SR 524 (196th St SW) as non-HSS routes with a minimum LOS E/Mitigated standard, meaning that congestion should be mitigated when peak hour LOS falls below LOS E.

Table 2. Minimum LOS Standards

Facility Type	Minimum LOS Standard
State Highways	LOS E/Mitigated[1]
City Center Arterials	LOS E
Non-City Center Arterials	LOS D
Local Streets	LOS C

[1]Congestion should be mitigated (such as transit) when PM peak hour LOS falls below E.

Per LMC 12.22.090, transportation concurrency failure occurs when 20 percent of signalized intersections citywide operate below their respective LOS standards. Given the current total of 68 signalized intersections within city limits, including 26 on WSDOT routes, up to 13 signalized intersections are permitted to operate below their minimum LOS standards before a transportation concurrency deficiency is triggered.

FUNCTIONAL CLASSIFICATION

Functional Classification Definition

Functional classification is a method of classifying roadways according to the character of the service they are intended to provide. It provides a conceptual framework for identifying the role of individual streets in serving the two primary goals of a roadway network: access to/from specific locations, and travel mobility.

Functional classification generally indicates a roadway's position on a spectrum between access and mobility, as shown in **Figure 1**. For example, arterials emphasize travel mobility at the expense of land access, while local streets provide land access with less emphasis on mobility.

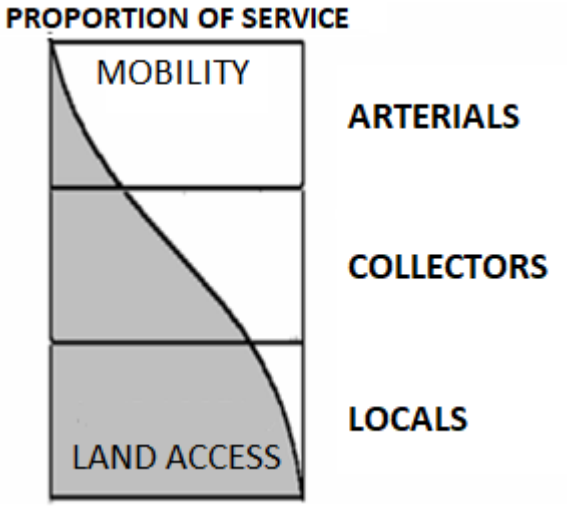


Figure 1. Functional Classification Service
Source: *Functional Classification Comprehensive Guide* (Virginia DOT 2014)

Lynnwood Functional Classification System

Washington State cities and counties are required to adopt a street classification system that is consistent with state and federal guidelines. These requirements are codified in RCW 35.78.010 and RCW 47.26.090. Each local jurisdiction is responsible for defining its transportation system into freeway, principal arterial, minor arterial, and

collector roadways. All other roadways are assumed to be local access streets. The Lynnwood Transportation Element describes the City's functional classification system, including the following:

- **Principal Arterials** serve regional through trips and connect Lynnwood with the surrounding region. They prioritize the movement of vehicles and freight, often with limited direct access to abutting land uses. Principal arterials serve high traffic volumes, carrying the greatest portion of through or long-distance traffic within a city. These routes provide key access points to major regional and state highways adjacent to an urban area. Examples include 196th Street SW and SR 99.
- **Minor Arterials** connect centers and facilities within the community and serve some through traffic, while providing a greater level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area, and serve less concentrated traffic-generating areas, such as neighborhood shopping centers and schools. These streets also serve as boundaries to neighborhoods and collect traffic from collector streets. Although the predominant function of minor arterial streets is the movement of through traffic, they also serve significant local traffic with origins or destinations at points along the corridor. Examples include Alderwood Mall Parkway and 44th Avenue W.
- **Major Collectors** connect two or more neighborhoods or commercial areas while providing a high degree of property access within a localized area. These roadways "collect" traffic from local neighborhoods and carry it to the arterial roadways. Additionally, major collectors provide direct access to services and residential areas, local parks, churches, and areas with similar land uses. Examples include 200th Street SW and SW 188th Street.

ANALYSIS METHODS AND ASSUMPTIONS

Data Collection

Intersection turning movement count data were collected at 77 intersections in the AM peak hour and 90 intersections in the PM peak hour, in and near the City of Lynnwood on non-holiday weekdays from 7-9 AM and 4-6 PM from October 12, 2023 to November 9, 2023.

Intersection data collection sites were selected based on roadway functional classification, control type, and location. Sites included all signalized intersections and roundabouts within city limits, all intersections of principal arterial and minor arterial roadways, and other intersections which play a critical role in vehicle mobility and route choice in Lynnwood, based on engineering judgment.

Roadway alignment, intersection control, and channelization were obtained from the Lynnwood 2017 citywide intersection operations model and were verified using aerial photography and field review to reflect 2023 conditions. Traffic signal timing plans were obtained from City and WSDOT staff.

Analysis Methodology

Signalized and stop-controlled intersection operations were analyzed in Synchro 11 software using *Highway Capacity Manual 6th Edition* methodologies. Model inputs were defined according to the Washington State Department of Transportation (WSDOT) Synchro & SimTraffic Protocol. Roundabout intersections were analyzed in Sidra Intersection 9.1 software using the Sidra capacity model and WSDOT Sidra Policy Settings. Peak Hour Factor (PHF) was applied on a per-intersection basis.

Signalized intersection saturation flow rate, an input in the HCM6 signalized Level of Service (LOS) methodology, is defined as the flow rate which would occur at a signalized intersection approach given saturated conditions and no interruption due to signal phasing. A saturation flow rate of 1,800 vehicles per hour per lane was applied at signalized intersections. This is consistent with WSDOT Olympic Region policy guidance.

2023 INTERSECTION LOS RESULTS

Intersection LOS results for all study intersections are summarized in **Table 3**. Intersections with existing LOS deficiencies are highlighted. Full intersection capacity reports are provided in Attachment 1.

Table 3. 2023 Intersection LOS at Functionally Classified Intersections

ID	Name	Control	LOS Std	AM Peak	PM Peak
				LOS (Del.)[1]	LOS (Del.)[1]
Intersections in City Center					
3	196th St (SR 524) & 36th Ave W	Signal	E*	B (16)	D (36)
4	196th St (SR 524) & 44th Ave W	Signal	E*	B (18)	D (54)
5	44th Ave W & 200th St SW	Signal	E	D (42)	C (35)
8	196th St (SR 524) & 48th Ave W	Signal	E*	B (16)	B (20)
24	36th Ave W & 195th St SW	Signal	E	A (5)	A (8)
29	196th St (SR 524) & 40th Ave W	Signal	E*	B (18)	C (27)
30	44th Ave W & Veterans Way/194th St	Signal	E	B (12)	C (21)
42	200th St SW & 48th Ave W	Signal	E	C (22)	B (17)
74	33rd Ave W & Alderwd Mall Blvd	Signal	E	A (4)	A (6)
78	200th St/Alderwd Mall Blvd & 40th Ave W	Signal	E	B (11)	B (13)
82	200th St SW & 46th Ave W	Signal	E	B (16)	C (24)
88	40th Ave W & 194th St SW	TWSC	E	B (11)	B (14)
Intersections Outside City Center					
1	196th St (SR 524) & Poplar Way	Signal	E*	A (5)	A (6)
6	44th Ave W & 204th St SW	Signal	D	A (5)	A (4)
7	44th Ave W & I-5 NB off-ramp	Signal	E*	B (10)	B (17)
9	196th St (SR 524) & 58th Ave W	Signal	D	D (35)	D (48)
10	196th St (SR 524) & 64th Ave W	Signal	D	B (16)	B (16)
11	196th St (SR 524) & 68th Ave W	Signal	D	B (15)	B (19)
12	196th St (SR 524) & 76th Ave W	Signal	D	C (31)	D (45)
13	SR 99 & 168th St SW	Signal	E*	D (38)	D (41)
14	SR 99 & 176th St SW	Signal	E*	C (31)	C (35)
15	SR 99 & 188th St SW	Signal	E*	C (29)	C (24)
16	SR 99 & 196th St (SR 524)	Signal	E*	D (51)	D (49)
17	SR 99 & 200th St SW	Signal	E*	C (29)	C (33)
18	SR 99 & 208th St SW	Signal	E*	C (30)	C (26)
19	SR 99 & 212th St SW	Signal	E*	D (39)	D (51)

ID	Name	Control	LOS Std	AM Peak LOS (Del.)[1]	PM Peak LOS (Del.)[1]
23	SR 99 & 216th St	Signal	E*	C (33)	C (35)
25	44th Ave W & 176th St SW	Signal	D	C (28)	C (27)
26	SR 99 & 174th Pl SW	Signal	E*	A (8)	B (17)
27	52nd Ave W & 188th St SW	Signal	D	B (17)	B (20)
28	68th Ave W & 200th St SW	Signal	D	B (15)	B (18)
31	196th St (SR 524) & Alderwd Mall Pkwy	Signal	E*	D (44)	D (40)
32	196th St (SR 524) & 24th Ave W	Signal	E*	B (13)	B (16)
33	200th St SW & 60th Ave W	Signal	D	C (34)	C (20)
34	SR 99 & 180th St SW	TWSC	E*	-	C (22)
41	200th St SW & Cedar Valley/50th Ave W	Signal	D	D (36)	D (38)
43	196th St (SR 524) & 52nd Ave W	Signal	E*	B (14)	B (12)
44	212th St SW & 66th Ave W	AWSC	D	-	E (40)
46	44th Ave W & 20800 Block	Signal	D	A (4)	A (6)
49	Olympic View Dr & 62nd Ave/168th St SW	Signal	D	C (21)	B (14)
50	168th St SW & 52nd Ave W	Signal	D	B (19)	C (26)
51	168th St SW & 48th Ave W	Signal	D	A (9)	A (10)
52	168th St SW & 44th Ave W	Signal	D	C (33)	C (26)
53	33rd Ave W & 188th St SW	Signal	D	B (16)	C (21)
54	36th Ave W & 188th St SW	Signal	D	B (15)	C (23)
56	44th Ave W & 188th St SW	Signal	D	B (16)	C (21)
57	36th Ave W & 184th St SW	Signal	D	B (12)	B (19)
58	33rd Ave W & 184th St SW	Signal	D	D (41)	D (53)
59	184th St SW & Nordstrom drwy	Signal	D	C (27)	C (32)
60	Alderwood Mall Pkwy & 184th St SW	Signal	D	B (15)	D (36)
61	44th Ave W & 212th St SW	Signal	D	C (28)	C (24)
63	52nd Ave W & 208th St SW	TWSC	D	-	E (41)
64	52nd Ave W & 212th St SW	Signal	D	C (30)	C (31)
65	Poplar Way & Alderwd Mall Pkwy	Signal	D	C (30)	C (30)
66	Alderwd Mall Pkwy & 3000 Block	Signal	D	A (3)	A (4)
67	Alderwd Mall Pkwy & 28th Ave W	Signal	D	B (17)	C (22)
68	196th St (SR 524) & 3000 Block	Signal	E*	A (8)	B (13)
69	76th Ave W & 208th St SW	Signal	D	B (12)	B (14)
70	Alderwd Mall Blvd & Alderwd Mall Pkwy	Signal	D	A (7)	B (12)
71	Alderwd Mall Pkwy & Macys drwy	Signal	D	A (6)	A (8)
72	Alderwd Mall Pkwy & 33rd Ave/Maple Rd	Signal	D	E (59)[2]	D (47)[2]
73	44th Ave W & 181st Pl/Maple Rd	Signal	D	B (15)	B (14)
75	SR 99 & 164th St SW	Signal	E*	C (21)	C (28)
76	40th Ave W & 188th St SW	Signal	D	A (7)	A (10)

ID	Name	Control	LOS Std	AM Peak	PM Peak
				LOS (Del.)[1]	LOS (Del.)[1]
77	Alderwd Mall Pkwy & 19300 Block	Signal	D	A (5)	D (35)
90	SR 99 & 52nd Ave W	TWSC	E*	-	F (54)
91	44th Ave W & 180th St SW	TWSC	D	B (15)	C (18)
94	68th Ave W & 180th St SW	AWSC	D	-	B (14)
99	208th St SW & 68th Ave W	TWSC	D	-	B (13)
101	60th Ave W & 188th St SW	AWSC	D	-	B (11)
114	52nd Ave W & 204th St SW	TWSC	D	-	D (33)
131	44th Ave W & 172nd St SW	TWSC	D	C (17)	C (19)
135	36th Ave W & 172nd St SW	RAB	D	-	A (2)
136	36th Ave W & Maple Rd	Signal	D	B (14)	B (17)
149	40th Ave W & Maple Rd	TWSC	D	B (10)	B (12)
154	Spruce Way & 182nd Street SW	AWSC	D	-	A (10)
155	196th St (SR 524) & 50th Ave W	TWSC	E*	-	D (30)
157	Maple Rd & Spruce Way	AWSC	D	A (8)	B (11)
160	33rd Ave W & 184th St SW	Signal	D	A (8)	B (16)
203	66th Ave W & 208th St SW	TWSC	D	D (26)	C (24)
208	Olympic View Dr & 176th St SW	Signal	D	B (11)	B (12)
230	SR 99 & 204th St SW	Signal	D	-	B (18)
292	52nd Ave W & 194th St SW	TWSC	D	B (12)	C (15)
358	68th Ave W & 204th St SW	RAB	D	-	A (5)
500	33rd Ave W & 182nd St SW	Signal	D	B (14)	B (13)
501	33rd Ave W & 30th Pl	Signal	D	D (37)[2]	D (38)[2]
9145	Alderwd Mall Pkwy & SR 525 SB off-ramp	Signal	D	B (12)	C (23)

[1]For TWSC, delay is reported for the worst movement. For all other intersections, the overall average delay is reported.
[2] Intersection delay is likely higher than indicated in LOS analysis due to queue stacking from adjacent intersection
E*: LOS E/Mitigated standard

Four intersections within city limits, including one intersection on the WSDOT-owned SR 99, currently operate below their minimum adopted LOS standard. One of the existing intersection LOS deficiencies is at a signalized intersection. Existing intersection LOS deficiencies are summarized below:

- The signalized intersection of Alderwood Mall Parkway & 33rd Ave W/Maple Rd (#72) operates at LOS E in the AM peak hour and LOS D in the PM peak hour. Queues from the adjacent signalized intersection at 33rd Avenue W & 30th Place have been observed to stack into the Alderwood Mall Parkway intersection during peak periods, resulting in delay which is not reflected in this HCM-based LOS analysis. Intersection delay is therefore likely higher than indicated in this analysis. The intersection is identified for improvement in the 2024-2029 TIP as the Costco Traffic Improvements project (20230005). The nature of the planned improvements is not determined at the time of this writing.

- The stop-controlled intersection of SR 99 & 52nd Ave W (ID #90) operates at LOS F in the PM peak hour. Eliminating westbound left-turns will reduce intersection delay, but the intersection will continue to operate at LOS F due to westbound right-turn delay. A more detailed evaluation and public involvement process may be necessary to identify the preferred ultimate improvement at this intersection. These improvements may be identified in the 2024-2029 TIP project Highway 99 Safety Improvements (202100002).
- 52nd Ave W & 208th St SW (#63) operates at LOS E in the PM peak hour. The stop-controlled intersection is identified for a new traffic signal in the 2024-2029 TIP (project 202000024).
- 212th St SW & 66th Ave W (#44) operates at LOS E in the PM peak hour. The stop-controlled intersection is identified for a new traffic signal in the 2024-2029 TIP (project 202000022).

Four intersections operate at their minimum adopted LOS standard. These intersections, summarized below, may reach LOS-deficient status with ongoing local and regional growth.

- The signalized intersection of 196th St (SR 524) & 58th Ave W (#9) operates at LOS D in the AM and PM peak hours. Signal timing adjustments may provide some additional capacity to serve future demand.
- The signalized intersection of 200th St SW & Cedar Valley Rd/50th Ave W (#41) operates at LOS D in the AM and PM peak hours. This intersection is located just west of the 200th Street Widening project identified in the 2024-2029 TIP (ST2003069A). Signal timing adjustments may provide some additional capacity to serve future demand.
- The two-way stop-controlled intersection of 52nd Ave W & 204th St SW (#114) operates at LOS D in the PM peak hour. The intersection does not currently satisfy MUTCD volume-based warrants for traffic signal control.
- The minor-approach stop-controlled intersection of 66th Ave W & 208th St SW (#203) operates at LOS D in the AM peak hour and LOS C in the PM peak hour due to northbound left-turn movement delay. The intersection does not currently satisfy MUTCD volume-based warrants for traffic signal control.
- The signalized intersection of 33rd Ave W & 30th Pl (#501) operates at LOS D in the AM and PM peak hours. Queues from the adjacent signalized intersection at Alderwood Mall Parkway & 33rd Avenue W have been observed to stack into the 30th Place intersection during peak periods, resulting in delay which is not reflected in this HCM-based LOS analysis. Intersection delay is therefore likely higher than indicated in this analysis. The intersection is identified for improvement in the 2024-2029 TIP as the Costco Traffic Improvements project (20230005). The nature of the planned improvements is not determined at the time of this writing.

Attachment 1. Intersection Capacity Reports

Referenced as Appendix B in Chapter 5

Transportation Solutions
INNOVATIVE | PRACTICAL | EQUITABLE

Technical Memorandum

December 13, 2024

TO: David Mach, PE
City of Lynnwood

FROM: Andrew L. Bratlien, PE, PTOE
Daniel B. Hodun, EIT

SUBJECT: 2044 Citywide Traffic Operations Analysis

This memorandum summarizes the methods, findings, and recommendations associated with the 2044 intersection Level of Service. This work will support the ongoing update of the Transportation Element of the Lynnwood Comprehensive Plan.

BACKGROUND

The City of Lynnwood is currently updating the Transportation Element of the Comprehensive Plan. The Element will define a long-term vision for the city's transportation system which is consistent with the city's broader 2024 Comprehensive Plan update. The analysis described in this memorandum will form the technical foundation for the transportation needs and financial analysis described in the Transportation Element.

This analysis has been developed in coordination with City of Lynnwood staff and consultants, and incorporates the latest land use forecasts, traffic counts, transportation system inventory, and other available data as of June 2024. It is consistent with the Lynnwood Comprehensive Plan update and PSRC VISION 2050 goals and policies.

STUDY AREA

This analysis evaluated weekday AM and PM peak hour intersection operations at major intersections in the City of Lynnwood. Study intersections include all roundabouts and signalized intersections in city limits, all principal arterial and minor arterial intersections, and other intersections which play a significant role in the city's transportation network, based on functional classification, intersection context, anticipated growth potential, and engineering judgment.

The analysis included a total of 77 intersections in the AM peak hour and 90 intersections in the PM peak hour, including 29 intersections on Washington State Department of Transportation (WSDOT) routes.

ANALYSIS METHODS AND ASSUMPTIONS

Study Periods

Weekday AM and PM peak hour traffic operations were evaluated under 2023 and 2044 traffic volumes. 2023 traffic volumes were identified using intersection turning movement counts and 2044 traffic volumes were forecast using the Lynnwood travel demand model, which is described in detail later in this memo.

Data Collection

Intersection turning movement count data were collected on non-holiday weekdays from 7-9 AM and 4-6 PM from October 12, 2023 to November 9, 2023.

Roadway alignment, intersection control, and channelization were obtained from the Lynnwood 2017 citywide intersection operations model and were verified using aerial photography and field review to reflect 2023 conditions.

Existing signal timing plans were obtained from WSDOT and City of Lynnwood staff and input to the 2023 intersection operations model. For the 2044 analyses, signal phase splits were assumed to be optimized while maintaining existing cycle lengths.

Capacity Analysis Methodology

Traffic operations were analyzed in Synchro 11 software using *Highway Capacity Manual 6th Edition* methodologies. Model inputs were defined according to the Washington State Department of Transportation (WSDOT) Synchro & SimTraffic Protocol. Peak Hour Factor (PHF) was applied on a per-intersection basis. An ideal saturation flow rate of 1,750 vehicles per hour per lane (vphpl) was applied at signalized intersections, per WSDOT guidance.

Intersection Level of Service Definition and Standards

Level of service (LOS) is a qualitative description of the operating performance of an element of transportation infrastructure such as a roadway or an intersection. LOS is typically expressed as a letter score from LOS A, representing free flow conditions with minimal delays, to LOS F, representing breakdown flow with high delays.

Intersection LOS is defined by the average delay experienced by a vehicle traveling through an intersection. Delay at a signalized intersection can be caused by waiting for the signal or waiting for the queue ahead to clear the signal. Delay at roundabouts and stop-controlled intersections is caused by waiting for a gap in traffic or waiting for a queue to clear the intersection or roundabout.

Level of service for signalized, roundabout, and all-way stop control intersections is based on the average delay for all vehicles entering the intersection during the study period. LOS for minor-approach stop-controlled intersections is based on the control delay on the worst movement.

Intersection LOS thresholds are defined by the Transportation Research Board *Highway Capacity Manual.* Signalized and roundabout intersections utilize different LOS thresholds than stop-controlled intersections. Intersection LOS thresholds for all intersection types are shown in **Table 1**.

Table 1. Level of Service Thresholds

LOS	Signal and Roundabout Delay (sec/veh)	Stop-Controlled Intersection Delay (sec/veh)
A	≤10	≤10
B	>10 – 20	>10 – 15
C	>20 – 35	>15 – 25
D	>35 – 55	>25 – 35
E	>55 – 80	>35 – 50
F	>80	>50

Level of Service Policy

Lynnwood Municipal Code (LMC) 12.22.090 defines Level of Service Standards as shown in **Table 2.** Minimum LOS standards for State routes are established by the Washington State Department of Transportation (WSDOT). WSDOT designates I-5 as a Highway of Statewide Significance (HSS), with a minimum LOS D standard. The WSDOT designates SR 99 and SR 524 (196th St SW) as non-HSS routes with a minimum LOS E/Mitigated standard, meaning that congestion should be mitigated when peak hour LOS falls below LOS E.

Table 2. Minimum LOS Standards

Facility Type	Minimum LOS Standard
State Highways	LOS E/Mitigated[1]
City Center Arterials	LOS E
Non-City Center Arterials	LOS D
Local Streets	LOS C

[1]Congestion should be mitigated (such as transit) when PM peak hour LOS falls below E.

Per LMC 12.22.090, transportation concurrency failure occurs when 20 percent of signalized intersections citywide operate below their respective LOS standards. Given the current total of 68 signalized intersections within city limits, including 26 on WSDOT routes, up to 13 signalized intersections are permitted to operate below their minimum LOS standards before a transportation concurrency deficiency is triggered.

TRAVEL DEMAND FORECASTING

Modeling Software

The Lynnwood travel demand model is maintained in PTV Visum software. Prior to this analysis, the most recent model update was completed in 2019 and represented a minor recalibration of the last major model update completed in 2012 for the 2015 Comprehensive Plan update.

Travel Demand Model Procedures

The travel demand model uses a modified four-step procedure consisting of trip generation, trip distribution, mode choice, and traffic assignment. The four model steps are described below.

Trip Generation

Trip generation consists of converting modeled land use (including dwelling units and employees) to vehicle or person trips into and out of each transportation analysis zone (TAZ) in a travel demand model. Trip generation rates were based on the 2019 travel demand model and on trip generation data published in the Institute of Transportation Engineers *Trip Generation Manual 11th Edition*. Trip generation rates were calibrated based on 2023 traffic count data. Trip rates distinguish between trip purposes, including home-to-work, work-to-home, home-to-other, other-to-home, and non-home-based trip purposes.

Trip Distribution

Trip distribution involves defining the origin and destination location of each trip generated by the model. In the Lynnwood model, trip distribution is based on a gravity model which calculates the attraction between any two TAZs based on travel time using the utility function:

$$f(U) = a * (U^b) * (e^{cU})$$

In the utility function, U is defined as travel time between zones. The parameters a, b, and c are calibration factors which influence the weight of travel time in the gravity model. Gravity parameters were calibrated based on guidance identified in National Highway Cooperative Research Project (NCHRP) Report 716 *Travel Demand Forecasting: Parameters and Techniques* (TRB 2012) and using 2023 peak hour traffic counts.

Mode Choice

Mode choice reflects the selection of one or more travel modes for each model-generated trip. The Lynnwood travel demand model is a vehicle-based tool which does not explicitly include a mode choice routine. Instead, mode choice is implicitly modeled by adjusting vehicle trip generation rates based on the availability and estimated utility of public transit and active transportation facilities.

Vehicle trip generation adjustment factors for the 2023 travel demand model were estimated based on 2023 intersection turning movement counts. Vehicle trip generation adjustment factors for the 2044 analysis scenarios are described in the Scenario Design section of this memorandum.

Traffic Assignment

Traffic assignment involves the selection of a preferred route from origin to destination for each vehicle trip. The Lynnwood model's trip assignment procedure utilizes an equilibrium assignment process which allocates vehicle trips between origins and destinations along the route with the lowest travel time. The assignment routine updates network travel time iteratively to reflect network congestion, re-assigning traffic until no vehicle can decrease its travel time by shifting to a new path. Travel times are controlled by free-flow speeds, which were defined in the model based on posted speed limits and collected speed data, and by volume-delay functions (VDFs), which calculate congestion on street segments and intersections based on relationships between traffic volume and capacity.

In the Lynnwood model, intersection VDFs utilized *Highway Capacity Manual* capacity methodologies, except roundabouts which utilized the TRL/Kimber roundabout capacity method.

Land Use

An accurate inventory of existing and planned development is fundamental to the accuracy of the travel demand model. Land use in the travel demand model is represented by a total of 195 Transportation Analysis Zones (TAZs), of which 165 TAZs are within Lynnwood city limits. Land use is expressed in three residential categories and 10 non-residential categories.

Land use inventory for the 2023 travel demand model was developed using parcel data obtained from Snohomish County, citywide residential inventory provided by the Washington Office of Financial Management (OFM), and citywide employment estimates identified in the PSRC Land Use Vision – Implemented Targets (LUV-it) database. Parcel data was translated into modeled land uses and quantities and aggregated to the TAZ level before being validated using OFM and PSRC citywide inventory estimates.

Network Architecture

The 2023 travel demand model consists of approximately 393 lane-miles of roadway and 124 signalized, roundabout, or all-way stop control intersections in or near city limits. Street and intersection

alignment, channelization, and control devices were reviewed using aerial photography, street-level photography, and field observation.

Model Validation

The 2023 AM and PM peak hour travel demand models were calibrated according to best practices identified in the *National Cooperative Highway Research Program Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design* (TRB 2014) and *Travel Model Validation and Reasonableness Checking Manual Second Edition* (FHWA 2010).

Coefficient of determination (R^2) and percent root-mean squared error (%RMSE) measure the overall degree to which modeled volumes correspond to observed count data, where perfection would be 100 percent correlation of modeled volumes to counts ($R^2 = 1$) with no error (%RMSE = 0).

The calibrated travel demand models achieved an R^2 value of 0.90 and %RMSE values of 33% (AM peak hour) and 25% (PM peak hour). These results are consistent with validation suggestions identified in the FHWA *Model Validation and Reasonableness Checking Manual* (FHWA 1997).

Volume Post-Processing

Validated raw model volumes were post-processed to minimize remaining errors. The Lynnwood model utilizes an origin-destination matrix correction procedure to minimize model errors by generating a "correction" matrix based on the differences between raw model volumes and traffic counts. This correction matrix is applied to all analysis scenarios.

Future year model volumes will be further refined using the "difference method," by which existing model volumes are subtracted from future model volumes, and that difference is added to existing counts. Post-processed model volumes were also reviewed by Transportation Solutions staff.

SCENARIO DESIGN

The 2044 travel demand forecasts and intersection operations analysis considered six scenarios, which included varying land use, work-from-home employment, transportation network improvement, and mode choice assumptions. Scenario parameters were developed through coordination with City and consultant staff. The 2044 analysis scenarios are summarized in **Table 2** and described below.

Table 2. 2044 Analysis Scenarios

Scenario	Land Use	Work-from-Home (WFH) Employment	Assume Funded TIP Projects[1]	Increased Non-SOV Travel[2]
Alternative 1A	2044 Baseline	Baseline	No	Yes
Alternative 1B	2044 Baseline	Baseline	Yes	Yes
Alternative 2A	Concentrated Growth	Baseline	Yes	No
Alternative 2B	Concentrated Growth	Increased WFH	Yes	Yes
Alternative 3A	Dispersed Growth	Increased WFH	Yes	Yes
Alternative 3B	Dispersed Growth w/ Denser RGC[3]	Increased WFH	Yes	Yes

[1]TIP: 2024-2029 Capital Facilities Plan and Transportation Improvement Program
[2]SOV: single-occupant vehicle; [3]RGC: Lynnwood City Center & Alderwood Regional Growth Center

Land Use Targets

Land use scenarios for the 2044 analysis were developed by Leland Consulting Group based on PSRC VISION 2050 land use targets, Snohomish County Countywide Planning Policies, and OFM population and employment forecasts. Land use scenarios included:

- **Baseline**: Development that would be expected to occur based on recent trends, without further investment or zoning changes.
- **Concentrated Growth**: Baseline development plus increased city investment and redevelopment projects in the Regional Growth Center[1] (RGC).
- **Dispersed Growth**: Baseline development plus increased investment and redevelopment dispersed throughout the city, including the SR 99 corridor and College Station
- **Dispersed Growth with Denser RGC**: Combination of increased development in the RGC (Concentrated Growth) with additional development outside the RGC (Dispersed Growth)

Leland Consulting Group also identified anticipated work-from-home employment forecasts for each land use scenario. Work-from-home employment can significantly impact travel demand patterns during the morning and afternoon peak periods by reducing commute-related trips. Citywide housing and employment growth forecasts by scenario are shown in **Figures 1** and **2**.

[1] Lynnwood's Regional Growth Center includes most of the City Center subarea and the area around Alderwood Mall. As one of 29 regional growth centers identified by PSRC, it is a focal point for planned growth, economic development, and infrastructure investment

Figure 1. 2044 Citywide Residential Growth Forecasts

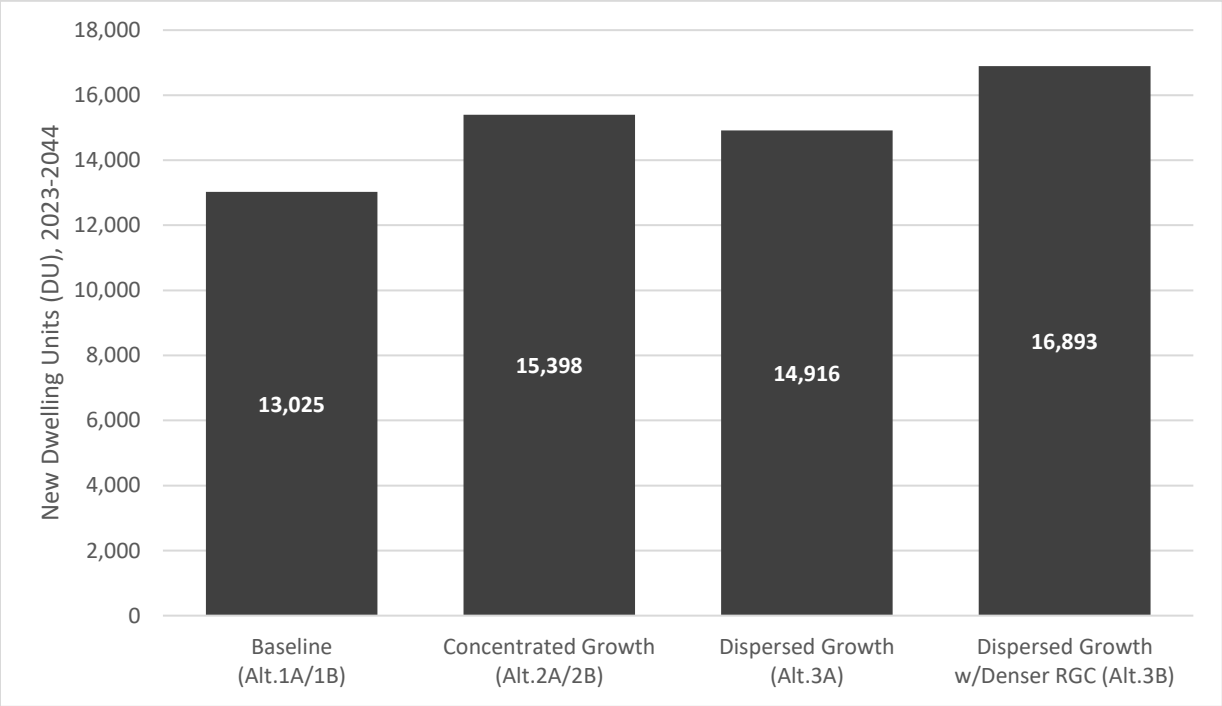
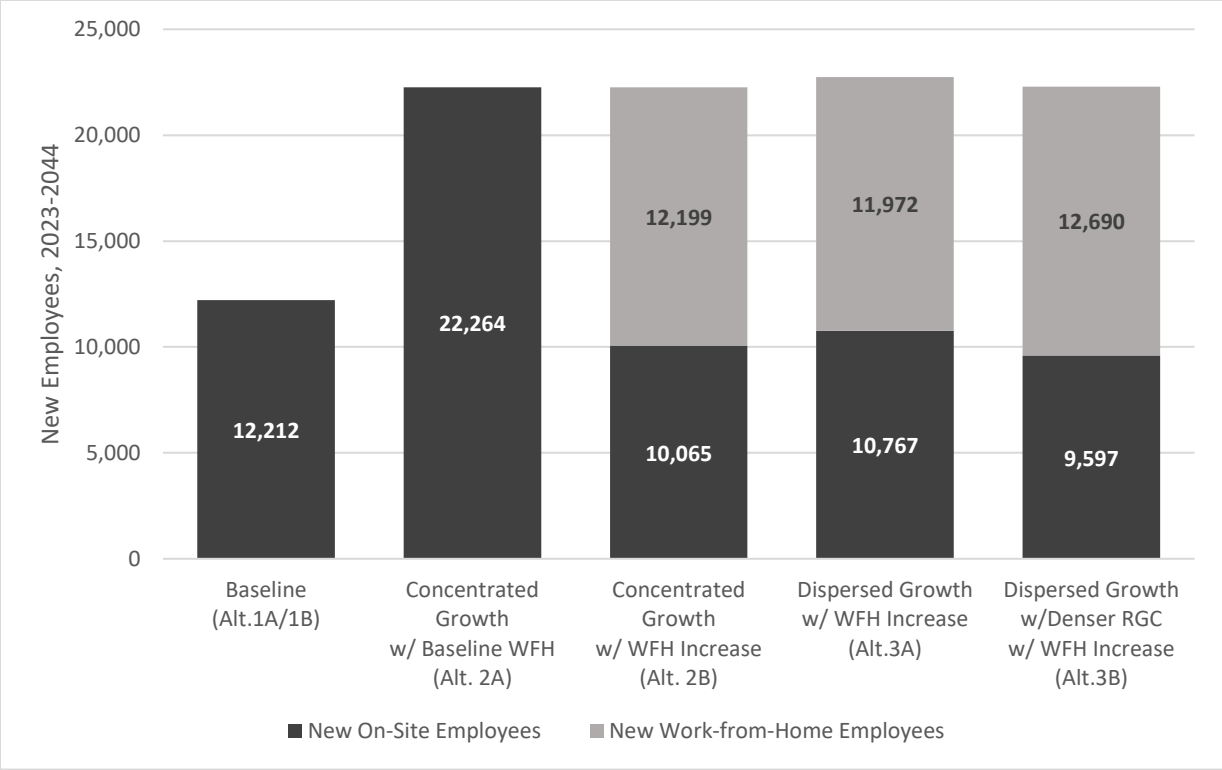


Figure 2. 2044 Citywide Employment Growth Forecasts



Street Network Improvements

2044 Alternative 1A assumed completion of no major street improvement projects. All other 2044 alternatives assumed completion of the following three projects identified in the 2024-2029 Capital Facilities Plan and Transportation Improvement Program (TIP):

- **Poplar Extension Bridge**: Construct a new bridge across I-5 to connect Poplar Way with 33rd Avenue W. This project is funded.
- **New Road – 42nd Avenue W**: Construct a new City Center street from Alderwood Mall Blvd to 194th St SW to provide access to adjacent buildings, to distribute traffic, and to shorten blocks to facilitate pedestrian traffic. This project is partially funded.
- **New Road – 46th Avenue W**: Construct a new City Center street from 196th St SW to 200th St SW, to connect with the existing signalized intersection at 200th St SW & 46th Ave W. This project is partially funded.

Mode Choice

2044 Alternative 2A assumed that current rates of SOV mode choice will continue through 2044. All other 2044 scenarios assumed that, by 2044, vehicle trip generation rates will decline based on the following factors:

- **Lynnwood Link LRT Extension**: Extend light rail from Northgate to Lynnwood City Center Station. This project was under construction at the time of this analysis.
- **Everett Link LRT Extension**: Extend light rail from Lynnwood City Center Station to Everett, including a new station in the Alderwood Mall area which is anticipated to be open by 2037. The location of the Alderwood Mall LRT station was not finalized at the time of this analysis but was assumed to be located on 33rd Avenue W between 184th Street SW and 188th Street SW.
- **Regional Growth Center Infrastructure Investment**: The City Center Subarea Plan and Lynnwood Comprehensive Plan outline a long-range vision for the City Center and Alderwood Regional Growth Center which emphasizes mobility and accessibility for all travel modes. Street improvement projects will be designed to accommodate active transportation and transit users, while infill development will provide opportunities for short trips. The implementation of this vision will reduce the need for residents, employees, and visitors to rely on personal automobiles for travel within the Regional Growth Center.
- **Bus Rapid Transit (BRT) Expansion**: Community Transit operates the Swift Blue and newly added Swift Orange BRT lines in Lynnwood. These lines are anticipated to support increased demand with the opening of the Lynnwood and Everett LRT extensions, in addition to increased development density in the vicinity of BRT corridors such as SR 99.

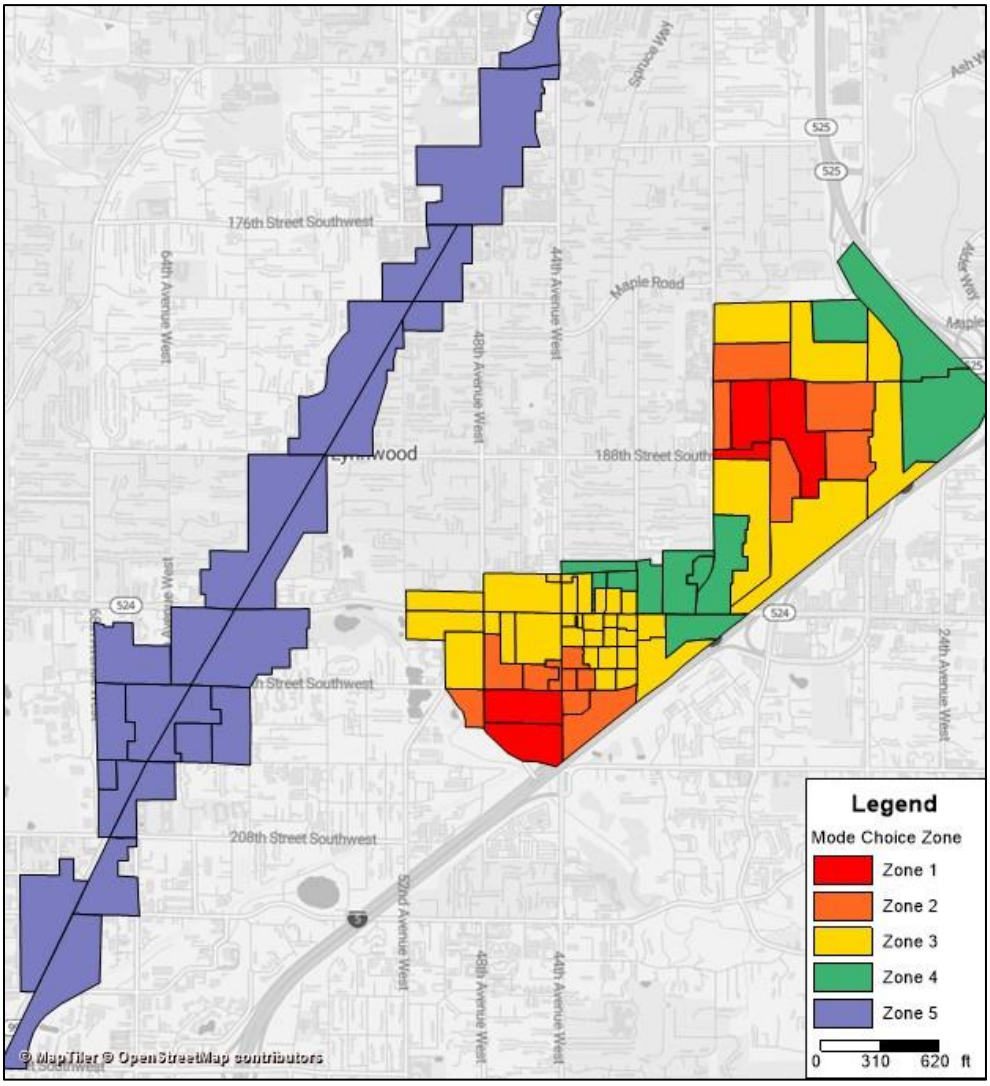
Mode choice changes were incorporated to the travel demand model by adjusting vehicle trip generation rates at the TAZ level based on proximity to LRT and BRT stations as well as TAZ location relative to the Regional Growth Center. Trip generation adjustment factors were determined based on mode choice data published in the *Trip and Parking Generation Study of Orenco Station TOD, Portland Region* and through review of the American Community Survey (ACS) 2018-2022 commute trip data from census tracts near other LRT stations. Vehicle trip generation adjustment factors are summarized in **Table 3** and shown graphically in **Figure 3**.

Table 3. 2044 Vehicle Trip Generation Adjustment Factors

Mode Choice Adjustment Zone	Transportation Analysis Zone Location	Vehicle Trip Generation Adjustment Factor[1]
1	Lynnwood Transit Center and Alderwood West LRT Stations	0.585
2	Regional Growth Center within ¼ Mile of LRT station	0.60
3	Regional Growth Center within ½ Mile of LRT station	0.75
4	Regional Growth Center beyond ½ Mile radius from LRT	0.85
5	SR 99 BRT Corridor	0.90

[1]Vehicle trip generation rate adjustments are applied to calibrated baseline trip generation rates

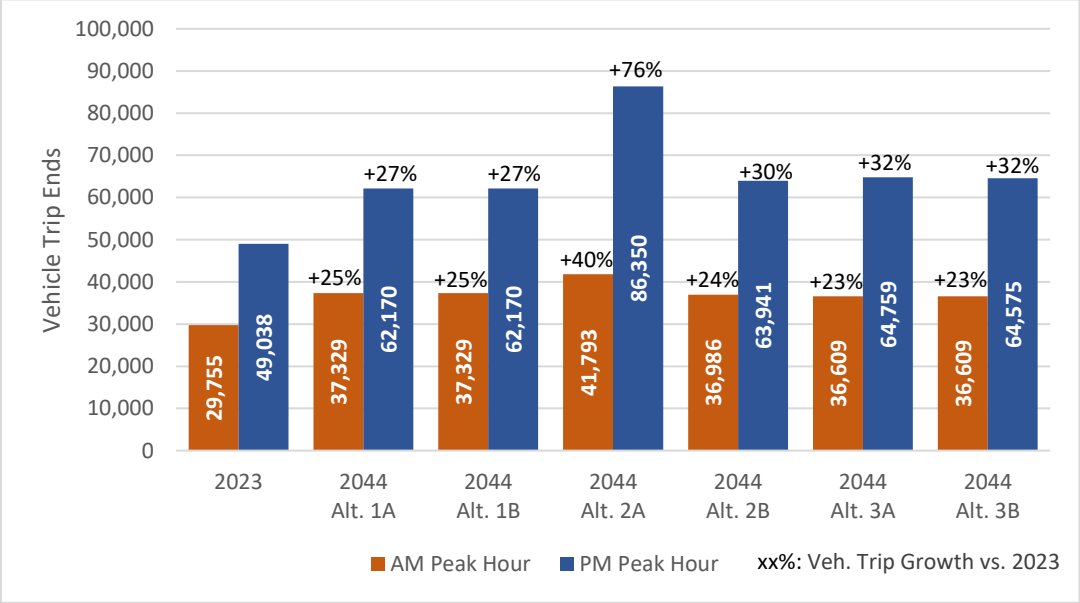
Figure 3. 2044 Mode Choice Adjustment Zones



TRIP GENERATION FORECASTS

Trip generation forecasts were calculated using the calibrated travel demand model vehicle trip generation rates based on the land use forecasts and mode choice adjustment factors described above. Trip generation forecasts for each of the 2044 scenarios are shown in **Figure 4**. The calibrated 2023 trip generation calculations are also shown for comparison.

Figure 4. Citywide Peak Hour Vehicle Trip Generation Forecasts



Alternative 2A represents a "worst case" trip generation scenario in which vehicle trip growth is anticipated to increase by 40 percent in the AM peak hour and 76 percent in the PM peak hour, relative to 2023. In all other scenarios, vehicle trips are anticipated to increase by 23-25 percent in the AM peak hour and 27-32 percent in the PM peak hour, relative to 2023.

This analysis indicates that the combined work-from-home (WFH) increases and transit mode shift described above will save up to 5,184 vehicle trips in the AM peak hour and 24,180 vehicle trips in the PM peak hour by 2044.

INTERSECTION LOS RESULTS

Intersection Levels of Service were analyzed for each of the 2044 scenarios to identify anticipated intersection LOS deficiencies. Intersections which are anticipated to operate below their respective LOS standards are identified in **Table 4**. A total of 10 intersections within city limits are anticipated to reach LOS-deficient status in at least one of the 2044 scenarios.

Table 4. 2044 Intersection LOS Deficiencies

ID	Name	Control [1]	LOS Std[2]	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
4	44th Ave W & 196th St SW	Signal	E						
	AM Peak Hour			E (58)	**F (106)**	**F (139)**	**F (126)**	**F (101)**	**F (109)**
	PM Peak Hour			E (65)	E (65)	E (64)	E (60)	E (63)	E (61)
44	66th Ave W & 212th Street SW[3]	AWSC	D						
	PM Peak Hour			**E (46)**	**E (46)**	**E (43)**	**E (44)**	**E (44)**	**E (47)**
63	52nd Ave W & 208th Street SW[3]	TWSC	D						
	PM Peak Hour			**F (86)**	**F (65)**	**F (58)**	**E (46)**	**F (55)**	**F (93)**
88	40th Ave W & 194th Street SW	TWSC	E						
	AM Peak Hour			B (14)	C (17)	D (25)	C (19)	C (17)	C (18)
	PM Peak Hour			C (21)	D (25)	**F (63)**	D (35)	D (34)	E (40)
90	SR 99 & 52nd Ave W[3]	TWSC	E*						
	PM Peak Hour			**F (230)**	**F (222)**	**F (384)**	**F (154)**	**F (201)**	**F (208)**
114	52nd Ave W & 204th St SW[3]	TWSC	D						
	PM Peak Hour			**E (44)**	**E (48)**	**E (43)**	**E (36)**	**E (40)**	**F (51)**
131	44th Ave W & 172nd Street SW	TWSC	D						
	AM Peak Hour			C (18)	C (23)	C (21)	C (21)	C (24)	C (21)
	PM Peak Hour			D (31)	D (30)	**E (40)**	C (22)	C (22)	C (23)
203	66th Ave W & 208th St SW	TWSC	D						
	AM Peak Hour			D (32)	D (34)	D (33)	D (31)	D (34)	D (31)
	PM Peak Hour			**F (64)**	D (30)	D (34)	D (31)	D (30)	**F (67)**
292	52nd Ave W & 194th Street SW	TWSC	D						
	AM Peak Hour			B (13)	B (14)	C (16)	B (14)	B (14)	B (14)
	PM Peak Hour			C (19)	C (23)	**E (38)**	C (20)	C (23)	C (21)
891	26th Ave & Ash Way & Maple Rd	TWSC	D						
	AM Peak Hour			B (15)	B (14)	C (15)	B (15)	B (14)	B (14)
	PM Peak Hour			D (33)	**E (47)**	**F (75)**	**F (52)**	**F (55)**	**E (47)**

ID	Name	Control [1]	LOS Std[2]	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B

[1]Intersection control, where Signal=signalized; RAB=roundabout; AWSC=all-way stop; TWSC=minor-approach stop
[2]Minimum LOS standard.; [3]AM peak hour intersection counts not available; AM peak hour traffic forecast omitted.
*For TWSC, delay is reported for the worst movement. For all other intersections, the overall average delay is reported.

In addition to the LOS-deficient intersections summarized above, this analysis identified intersections which are anticipated to operate at their respective minimum LOS standards in each of the 2044 scenarios. These intersections, identified in **Table 5**, should be monitored with ongoing development and may be programmed for capacity improvements as necessary.

Table 5. Intersections Operating at Minimum LOS Standards by 2044

ID	Name	Control [1]	LOS Std[2]	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
9	Scriber Lake Rd/58th Ave W & 196th St	Signal	E						
	AM Peak Hour			E (60)	D (53)	D (53)	D (54)	D (53)	D (53)
	PM Peak Hour			E (56)	E (56)	E (74)	D (48)	D (52)	D (55)
16	SR 99 & 196th Street SW	Signal	E						
	AM Peak Hour			E (58)	E (58)	E (59)	E (55)	E (57)	E (57)
	PM Peak Hour			D (52)	D (55)	E (61)	D (54)	E (56)	E (56)
25	44th Ave W & 176tth Street SW	Signal	D						
	AM Peak Hour			C (32)	C (32)	D (36)	C (32)	C (31)	C (34)
	PM Peak Hour			D (36)	D (37)	D (49)	C (32)	C (34)	D (36)
31	Alderwood Mall Pkwy & 196th Street SW	Signal	E						
	AM Peak Hour			D (48)	D (49)	D (50)	D (50)	D (48)	D (50)
	PM Peak Hour			E (55)	D (46)	D (54)	D (49)	D (50)	D (53)
41	Cedar Valley Rd/50th Ave W & 200th St SW	Signal	D						
	AM Peak Hour			C (35)	C (32)	C (32)	C (32)	C (32)	C (32)
	PM Peak Hour			D (43)	D (39)	D (45)	D (39)	D (40)	D (43)
50	52nd Ave W & 168th Street SW	Signal	D						
	AM Peak Hour			B (20)	C (20)	B (19)	B (20)	C (20)	B (20)

ID	Name	Control [1]	LOS Std[2]	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
	PM Peak Hour			D (44)	D (42)	E (55)	C (31)	C (31)	C (32)
52	44th Ave W 168th Street SW	Signal	D						
	AM Peak Hour			D (35)	D (36)	D (37)	D (35)	D (36)	D (35)
	PM Peak Hour			C (33)	C (31)	D (39)	C (30)	C (32)	C (34)
53	33rd Ave W & 188th Street SW	Signal	D						
	AM Peak Hour			B (17)	B (18)	C (21)	B (19)	B (18)	B (19)
	PM Peak Hour			C (22)	C (23)	D (44)	C (25)	C (26)	C (25)
54	36th Ave W & 188th Street SW	Signal	D						
	AM Peak Hour			B (19)	B (16)	B (20)	B (18)	B (17)	B (18)
	PM Peak Hour			C (29)	C (27)	D (40)	C (27)	C (28)	C (29)
58	33rd Ave W/Dwy & 184th Street SW	Signal	D						
	AM Peak Hour			D (42)	D (42)	D (44)	D (42)	D (42)	D (42)
	PM Peak Hour			D (48)	D (44)	D (52)	D (44)	D (55)	D (54)
59	Nordstrom Access & 184th Street SW	Signal	D						
	AM Peak Hour			C (32)	D (36)	D (38)	C (34)	D (36)	C (34)
	PM Peak Hour			D (37)	D (37)	D (50)	C (34)	C (34)	C (34)
60	Alderwood Mall Parkway & 184th St SW	Signal	D						
	AM Peak Hour			B (17)	B (16)	B (20)	B (15)	B (16)	B (15)
	PM Peak Hour			D (43)	D (39)	D (53)	D (43)	D (40)	D (43)
61	44th Ave W & 212th Street SW	Signal	D						
	AM Peak Hour			D (40)	D (44)	D (45)	D (43)	D (45)	D (43)
	PM Peak Hour			C (30)	C (28)	C (30)	C (27)	C (27)	C (31)
64	52nd Ave W & 212th Street SW	Signal	D						
	AM Peak Hour			C (33)	D (39)	D (36)	D (37)	D (39)	D (36)
	PM Peak Hour			D (44)	D (39)	C (33)	C (32)	C (33)	D (44)
65	Poplar Way & Alderwood Mall Pkwy	Signal	D						

ID	Name	Control [1]	LOS Std[2]	Alt. 1A	Alt. 1B	Alt. 2A	Alt. 2B	Alt. 3A	Alt. 3B
	AM Peak Hour			D (36)	D (40)	D (38)	D (37)	D (41)	D (39)
	PM Peak Hour			D (40)	D (39)	D (43)	D (39)	D (39)	D (42)
72	Alderwood Mall Parkway & 33rd Ave W/ Maple Rd	Signal	D						
	AM Peak Hour			D (51)	D (52)	D (51)	D (52)	D (52)	D (52)
	PM Peak Hour			D (45)	D (44)	D (52)	D (46)	D (46)	D (45)
74	Alderwood Mall Blvd & 33rd Ave W	Signal	D						
	AM Peak Hour			A (5)	B (17)	B (19)	B (18)	B (17)	B (18)
	PM Peak Hour			A (6)	C (25)	D (47)	C (26)	C (26)	C (27)
91	44th Ave W & 180th Street SW	TWSC	D						
	AM Peak Hour			C (17)	C (17)	C (18)	C (17)	C (17)	C (17)
	PM Peak Hour			D (26)	D (25)	D (34)	C (24)	D (26)	D (29)
94	68th Ave W/Blue Ridge & 188th Street SW[3]	Signal	D						
	PM Peak Hour			C (22)	C (24)	D (34)	C (17)	C (17)	C (17)
106	200th Street SW & 42nd Ave W	Signal	E						
	AM Peak Hour			-	C (23)	D (38)	C (32)	C (24)	C (27)
	PM Peak Hour			-	B (14)	E (60)	B (18)	C (28)	B (17)
155	50th Ave W & 196th Street SW[3]	TWSC	E						
	PM Peak Hour			E (45)	E (41)	E (44)	D (34)	E (37)	E (37)
160	184th Street SW & 33rd Ave W	Singal	D						
	AM Peak Hour			A (8)	C (30)	C (30)	C (30)	B (13)	A (8)
	PM Peak Hour			B (16)	B (20)	D (37)	C (20)	C (21)	C (20)
501	33rd Ave W & W 30th Pl	Signal	D						
	AM Peak Hour			D (38)	D (39)	D (38)	D (38)	D (39)	D (38)
	PM Peak Hour			D (38)	D (38)	D (36)	D (38)	D (38)	D (37)

[1]Intersection control, where Signal=signalized; RAB=roundabout; AWSC=all-way stop; TWSC=minor-approach stop
[2]Minimum LOS standard; [3]AM peak hour intersection counts not available; AM peak hour traffic forecast omitted.
*For TWSC, delay is reported for the worst movement. For all other intersections, the overall average delay is reported.

Table 6 summarizes the number of LOS-deficient intersections and the number of intersections that will operate at their minimum LOS standards in each of the 2044 scenarios.

Table 6. 2044 Analysis Summary

Scenario	LOS-Deficient Intersections	Intersections at Minimum LOS
Alternative 1A	5	23
Alternative 1B	6	19
Alternative 2A	9	28
Alternative 2B	6	13
Alternative 3A	6	15
Alternative 3B	7	17

Ten intersections within city limits, including one intersection on the WSDOT-owned SR 99, will reach LOS-deficient status in one or more 2044 scenarios. Up to 28 intersections are expected to operate at their minimum adopted LOS standard in at least one 2044 scenario.

Current City of Lynnwood transportation concurrency policy allows up to 20 percent of signalized intersections to operate in LOS-deficient status. Given the current total of 68 signalized intersections within city limits, up to 13 signalized intersections are permitted to operate below their minimum LOS standards before a transportation concurrency deficiency is triggered. Therefore, none of the evaluated 2044 scenarios trigger a transportation concurrency deficiency.

MITIGATION STRATEGIES

This section identifies transportation improvement strategies which may be implemented to mitigate anticipated intersection LOS deficiencies through the 2044 analysis horizon. Mitigation strategies were identified through review of intersection operations model results, intersection and corridor context, WSDOT *Design Manual* guidance, and review of the City of Lynnwood *2024-2029 Capital Facilities Plan and Transportation Improvement Program* and the November 2022 Transportation Solutions memorandum "2022 Intersection Improvement Prioritization."

The suggested mitigation strategies, identified in **Table 7**, are intended to guide long-range transportation planning efforts. The final selection of improvement strategies will require more detailed analysis and improvements on WSDOT facilities will require coordination with WSDOT, including following the Intersection Control Evaluation (ICE) process.

Table 7. Suggested Transportation Mitigation Strategies

ID	Name	Deficiency in Alternative						Suggested Mitigation
		1A	1B	2A	2B	3A	3B	
4	44th Ave W & 196th St SW		X	X	X	X	X	Signal coordination improvements or adaptive signal control
44	66th Ave W & 212th Street SW	X	X	X	X	X	X	New traffic signal or roundabout (TIP #202000022)
63	52nd Ave W & 208th Street SW	X	X	X	X	X	X	New traffic signal or roundabout (TIP #202000024)
88	40th Ave W & 194th Street SW			X				New traffic signal or roundabout with 194th St SW extension (TIP #200900101)
90	SR 99 & 52nd Ave W	X	X	X	X	X	X	Prohibit left-turn movements from 52nd Ave W; may require further analysis and public input
114	52nd Ave W & 204th St SW	X	X	X	X	X	X	All-way stop control as interim improvement until traffic signal warrants are satisfied.
131	44th Ave W & 172nd Street SW			X				Add westbound right-turn lane.
203	66th Ave W & 208th St SW	X					X	All-way stop control or new single-lane roundabout.
292	52nd Ave W & 194th Street SW			X				All-way stop control or new single-lane roundabout.
891	26th Ave & Ash Way & Maple Rd		X	X	X	X	X	Turn restrictions on south leg (26th Ave W); may require further analysis and public input.

Intersection mitigation strategies are summarized below.

- The signalized intersection of 196th Street SW & 44th Ave W (#4) operates with AM peak hour LOS deficiencies in all 2044 scenarios except Alternative 1A. Intersection improvements may include signal coordination improvements along 196th Street SW or adaptive signal control.
- The all-way stop-controlled intersection of 212th St SW & 66th Ave W (#44) operates with PM peak hour LOS E in all 2044 scenarios. The intersection is identified for a new traffic signal in the 2024-2029 TIP (#202000022) and is identified in the "2022 Intersection Improvement Prioritization" memo as the highest priority intersection improvement based on vehicle delay.
- The minor-approach stop-controlled intersection at 52nd Ave W & 208th St SW (#63) operates with PM peak hour LOS E or F in all 2044 scenarios. The intersection is identified for a new traffic signal in the 2024-2029 TIP (#202000024). Roundabout control was also identified as a possible mitigation strategy in the "2022 Intersection Improvement Prioritization" memo.
- The minor-approach stop-controlled intersection of 40th Ave W & 194th Street SW operates with PM peak hour LOS F in Alternative 2A. 194th Street is identified for extension from 40th Ave W to 33rd Ave W in the 2024-2029 TIP (#200900101). It is anticipated that the intersection will be converted to a roundabout or signalized with the 194th Street SW extension.
- The minor-approach stop-controlled intersection of SR 99 & 52nd Ave W (#90) operates with PM peak hour LOS F in all 2044 scenarios. Eliminating westbound left-turns will reduce intersection delay, but the intersection will continue to operate at LOS F due to westbound right-turn delay.

A more detailed evaluation and public involvement process may be necessary to identify the preferred ultimate improvement at this intersection. These improvements may be identified in the 2024-2029 TIP project Highway 99 Safety Improvements (#202100002).

- The minor-approach stop-controlled intersection of 52nd Ave W & 204th St SW (#114) operates with PM peak hour LOS E or F in all 2044 scenarios. The intersection is anticipated to meet *Manual of Uniform Traffic Control Devices* (MUTCD) volume warrants for signalization by 2044. All-way stop control may be considered as an interim mitigation strategy.
- The minor-approach stop-controlled intersection of 44th Ave W & 172nd St SW (#131) operates with PM peak hour LOS E in Alternative 2A due to westbound approach delay. The addition of a right-turn lane on the westbound approach will allow the intersection to operate at LOS D. The intersection will satisfy the MUTCD peak hour volume warrant for signalization in Alternative 2A.
- The minor-approach stop-controlled intersection of 66th Ave W & 208th St SW (#203) operates with PM peak hour LOS F in Alternative 1A and 3B due to northbound left-turn movement delay. The intersection will not satisfy volume warrants for signalization. Mitigation may include all-way stop control or a single-lane roundabout.
- The minor-approach stop-controlled intersection of 52nd Ave W & 194th St SW (#292) operates with PM peak hour LOS E in Alternative 2A due to delay on the westbound (194th St SW) approach. Mitigation may include all-way stop control or a single-lane roundabout.
- The minor-approach stop-controlled intersection of 26th Ave & Ash Way & Maple Rd (#891) operates with PM peak hour LOS E and F in all 2044 scenarios except Alternative 1A. No improvements are currently programmed for the intersection. Mitigation may include prohibition of left-turns from the south (26th Ave W) intersection leg. However, turn restrictions will impact property access to the south of the intersection. Selection of an improvement at this location should therefore include a public involvement process. Improvements at this intersection should also consider operations and potential improvements at the intersection of Alderwood Mall Parkway & 33rd Ave W to the west.

CONCLUSIONS

The methods, assumptions, and findings described above are consistent with the latest available City of Lynnwood policies, plans, and ongoing Comprehensive Plan update efforts. This analysis may be incorporated to the 2024 Transportation Element update.

Attachment 1. Intersection Level of Service Summary Table
Attachment 2. Intersection Capacity Reports

				Alternative 1a		Alternative 1b		Alternative 2a		Alternative 2b		Alternative 3a		Alternative 3b	
ID	Name	Control	LOS Std	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Poplar Way & 196th Street SW	SIGNAL	E	5.2	A	18.2	B	19.6	B	19.0	B	18.7	B	18.9	B
3	36th Ave W & 196th Street SW	SIGNAL	E	20.9	C	19.2	B	26.4	C	21.9	C	19.2	B	21.4	C
4	44th Ave W & 196th Street SW	SIGNAL	E	57.5	E	106.4	F	138.7	F	125.8	F	101.4	F	109.0	F
5	44th Ave W & 200th Street SW	SIGNAL	E	50.1	D	51.5	D	42.3	D	39.4	D	51.9	D	50.1	D
6	44th Ave W & 204th Street SW	SIGNAL	E	5.2	A	4.8	A	4.9	A	4.8	A	4.8	A	4.8	A
7	44th Ave W & I-5 NB Off-Ramp	SIGNAL	E	11.4	B	11.3	B	12.2	B	12.0	B	11.5	B	12.1	B
8	48th Ave W & 196th Street SW	SIGNAL	E	33.6	C	19.3	B	19.9	B	19.2	B	19.3	B	18.4	B
9	Scriber Lake Rd/58th Ave W & 196th Street SW	SIGNAL	E	59.8	E	53.2	D	53.1	D	53.6	D	53.2	D	53.4	D
10	64th Ave W & 196th Street SW	SIGNAL	E	16.5	B	16.4	B	16.4	B	16.1	B	16.3	B	16.3	B
11	68th Ave W & 196th Street SW	SIGNAL	E	17.1	B	16.5	B	17.2	B	16.0	B	16.5	B	16.8	B
12	76th Ave W & 196th Street SW	SIGNAL	E	30.9	C	31.0	C	30.8	C	31.0	C	31.0	C	31.0	C
13	SR 99 & 168th Street SW	SIGNAL	E	39.1	D	39.5	D	39.7	D	39.0	D	39.4	D	39.6	D
14	SR 99 & 176th St SW	SIGNAL	E	32.9	C	35.8	D	34.7	C	33.2	C	35.5	D	34.1	C
15	SR 99 & 188th St SW	SIGNAL	E	29.8	C	30.7	C	30.2	C	29.5	C	30.6	C	29.4	C
16	SR 99 & 196th St SW	SIGNAL	E	62.2	E	61.1	E	64.7	E	58.3	E	60.9	E	62.5	E
17	SR 99 & 200th St SW	SIGNAL	E	32.0	C	31.9	C	31.5	C	31.0	C	31.9	C	32.4	C
18	SR 99 & 208th St SW	SIGNAL	E	33.8	C	31.3	C	31.7	C	31.5	C	31.5	C	33.0	C
19	SR 99 & 212th St SW	SIGNAL	E	41.8	D	42.3	D	43.6	D	42.7	D	42.7	D	43.6	D
23	SR 99 & 216th St SW	SIGNAL	E	35.6	D	35.7	D	35.0	C	35.6	D	35.0	D	36.0	D
24	36th Ave W & 195th St SW	SIGNAL	E	7.1	A	6.8	A	7.1	A	6.9	A	6.8	A	6.8	A
25	44th Ave W & 176th St SW	SIGNAL	D	32.0	C	32.0	C	36.3	D	32.3	C	31.4	C	34.1	C
26	SR 99 & 174th Pl SW	SIGNAL	E	11.2	B	9.3	A	10.1	B	9.6	A	9.3	A	11.6	B
27	52nd Ave W & 188th Sreet SW	SIGNAL	D	17.8	B	17.5	B	17.9	B	17.3	B	17.5	B	17.5	B
28	68th Ave W & 200th Street SW	SIGNAL	D	15.3	B	15.3	B	15.1	B	15.1	B	15.3	B	15.2	B
29	196th Street SW & 40th Ave W	SIGNAL	E	26.5	C	22.0	C	27.9	C	25.0	C	21.9	C	24.0	C
30	44th Ave W & Veterans Way/194th St SW	SIGNAL	E	18.5	B	19.4	B	23.1	C	19.9	B	19.3	B	19.8	B
31	Alderwood Mall Parkway & 196th Street SW	SIGNAL	E	48.1	D	48.8	D	50.1	D	49.6	D	48.3	D	50.1	D
32	24th Ave W & 196th Street SW	SIGNAL	E	15.2	B	15.3	B	15.2	B	15.0	B	15.1	B	15.2	B
33	60th Ave W/Scriber Lake Rd & 200th Street SW	SIGNAL	D	32.5	C	31.6	C	30.1	C	31.0	C	31.4	C	29.7	C
41	Cedar Valley Rd/50th Ave W & 200th Street SW	SIGNAL	D	34.6	C	32.3	C	31.8	C	32.2	C	32.3	C	31.8	C
42	48th Ave W & 200th Street SW	SIGNAL	E	23.6	C	22.0	C	25.5	C	21.7	C	22.0	C	21.5	C
43	196th Street SW & 52nd Ave W	SIGNAL	E	13.0	B	14.0	B	14.3	B	13.8	B	14.1	B	14.1	B
46	44th Ave W & 20800 Block	SIGNAL	D	4.0	A	4.0	A	4.0	A	4.0	A	4.0	A	4.0	A
49	62nd Ave/168th St SW & Olympic View Dr	SIGNAL	D	22.5	C	24.1	C	22.0	C	22.3	C	24.1	C	22.7	C
50	52nd Ave W & 168th Street SW	SIGNAL	D	19.7	B	20.4	C	19.4	B	19.5	B	20.4	C	19.7	B
51	48th Ave W & 168th Street SW	SIGNAL	D	9.6	A	9.4	A	9.4	A	9.4	A	9.4	A	9.6	A
52	44th Ave W & 168th Street SW	SIGNAL	D	35.4	D	35.7	D	36.5	D	35.2	D	35.8	D	35.2	D
53	33rd Ave W & 188th Sreet SW	SIGNAL	D	17.2	B	18.0	B	20.9	C	19.2	B	18.0	B	19.3	B
54	36th Ave W & 188th Street SW	SIGNAL	D	19.2	B	16.4	B	20.2	C	17.8	B	16.5	B	18.3	B
56	44th Ave W & 188th Street SW	SIGNAL	D	17.8	B	18.4	B	19.7	B	18.4	B	18.5	B	18.5	B
57	36th Ave W & 184th Street SW	SIGNAL	D	12.6	B	13.0	B	13.4	B	12.6	B	13.0	B	12.6	B
58	33rd Ave W/Dwy & 184th Street SW	SIGNAL	D	42.0	D	42.1	D	43.6	D	42.2	D	42.1	D	42.1	D
59	Nordstrom Access & 184th Street SW	SIGNAL	D	31.8	C	35.8	D	38.3	D	33.9	C	35.8	D	34.1	C
60	Alderwood Mall Parkway & 184th Street SW	SIGNAL	D	17.2	B	15.8	B	19.6	B	15.3	B	15.8	B	15.2	B
61	44th Ave W & 212th Street SW	SIGNAL	D	39.8	D	43.7	D	45.4	D	43.1	D	44.8	D	43.1	D
64	52nd Ave W & 212th Street SW	SIGNAL	D	32.5	C	38.9	D	36.4	D	36.5	D	39.2	D	36.0	D
65	Poplar Way & Alderwood Mall Pkwy	SIGNAL	D	35.5	D	40.4	D	37.8	D	37.4	D	40.7	D	38.7	D
66	Alderwood Mall Parkway & 3000 Block	SIGNAL	D	4.0	A	4.0	A	4.0	A	4.0	A	4.0	A	4.0	A
67	Alderwood Mall Parkway & 28th Ave W	SIGNAL	D	20.7	C	22.9	C	22.8	C	21.1	C	21.4	C	20.0	B
68	3000 Block & 196th Street SW	SIGNAL	E	10.3	B	11.5	B	10.3	B	11.5	B	12.8	B	11.4	B
69	76th Ave W & 208th Street SW	SIGNAL	D	9.1	A	9.1	A	9.0	A	9.0	A	9.1	A	9.0	A
70	Alderwood Mall Parkway & Alderwood Mall Boulevard	SIGNAL	D	9.2	A	6.7	A	6.6	A	6.5	A	6.7	A	6.5	A
71	Alderwood Mall Parkway & Macys Access	SIGNAL	D	9.6	A	9.7	A	10.9	B	9.8	A	10.0	B	9.8	A
72	Alderwood Mall Parkway & 33rd Ave W/Maple Road	SIGNAL	D	51.4	D	52.2	D	51.2	D	52.0	D	52.1	D	52.1	D
73	44th Ave W & 181tst Pl/Maple Road	SIGNAL	D	15.4	B	18.9	B	18.3	B	17.0	B	18.5	B	16.6	B
74	Alderwood Mall Boulevard & 33rd Ave W	SIGNAL	D	5.3	A	17.1	B	18.8	B	17.9	B	17.2	B	17.9	B
75	SR 99 & 164th Street SW	SIGNAL	E	22.3	C	24.7	C	25.3	C	23.8	C	24.8	C	24.1	C
76	40th Ave W & 188th St SW	SIGNAL	D	7.8	A	8.7	A	9.2	A	8.3	A	8.6	A	8.4	A
77	Alderwood Mall Parkway & 19300 Block	SIGNAL	D	4.9	A	5.1	A	5.0	A	5.0	A	5.1	A	5.1	A
78	200th St SW/ AMB & 40th Ave W	SIGNAL	E	17.3	B	12.9	B	9.5	A	10.0	B	12.9	B	10.0	B
82	46th Ave W & 200th Street SW	SIGNAL	E	21.4	C	38.9	D	35.2	D	38.4	D	38.7	D	35.1	D
88	40th Ave W & 194th Street SW	TWSC	E	13.5	B	16.5	C	25.0	D	19.4	C	16.5	C	18.1	C
91	44th Ave W & 180th Street SW	TWSC	D	16.7	C	16.7	C	18.0	C	16.8	C	16.6	C	17.1	C
104	196th Street SW & 42nd Ave W	SIGNAL	E	-	-	8.6	A	18.8	B	14.5	B	8.7	A	12.6	B
105	194th Street SW & 42nd Ave W	TWSC	E	-	-	8.1	A	8.6	A	8.3	A	8.0	A	8.2	A
106	200th Street SW & 42nd Ave W	SIGNAL	E	-	-	22.9	C	37.7	D	32.3	C	23.9	C	27.3	C
108	196th Street SW & 46th Ave W	SIGNAL	E	-	-	16.5	B	17.4	B	13.8	B	16.0	B	15.5	B
131	44th Ave W & 172nd Stret SW	TWSC	D	18.4	C	23.3	C	21.3	C	20.7	C	23.5	C	21.4	C
135	36th Ave W & 172nd Stret SW	RAB	D	5.5	A	5.8	A	5.7	A	5.5	A	5.8	A	5.6	A
136	36th Ave W & Maple Road	SIGNAL	D	14.2	B	14.5	B	14.9	B	14.3	B	14.6	B	14.3	B
149	40th Ave W & Maple Road	TWSC	D	10.5	B	10.9	B	10.6	B	10.4	B	10.8	B	10.4	B
157	Maple Road & Spruce Way	AWSC	D	8.8	A	9.0	A	9.3	A	8.9	A	9.0	A	8.9	A
160	184th Street SW & 33rd Ave W	SIGNAL	D	8.3	A	29.8	C	29.8	C	29.8	C	12.7	B	8.3	A
203	66th Ave W & 208th Street SW	TWSC	D	31.8	D	33.9	D	33.0	D	30.9	D	33.5	D	30.9	D
208	Olympic View Drive & 176th Street SW	SIGNAL	D	10.7	B	10.8	B	10.7	B	10.6	B	10.8	B	10.7	B
292	52nd Ave W & 194th Street SW	TWSC	D	12.6	B	14.4	B	15.7	C	14.4	B	14.2	B	14.4	B
358	68th Ave W & 204th St SW	RAB	D	6.8	A	6.6	A	6.8	A	6.8	A	6.8	A	6.8	A
500	33rd Ave W & 182nd Street SW	SIGNAL	D	13.5	B	14.3	B	15.2	B	13.7	B	14.3	B	13.8	B
501	33rd Ave W & W 30th Place	SIGNAL	D	38.3	D	38.6	D	38.0	D	38.1	D	38.6	D	38.1	D
891	26th Ave & Ash Way & Maple Road	TWSC	D	14.8	B	14.4	B	15.2	C	14.7	B	14.3	B	14.4	B
9145	Alderwood Mall Parkway & SR 525 SB Off-Ramp	SIGNAL	D	13.0	B	12.8	B	13.4	B	12.5	B	12.8	B	12.2	B

				Alternative 1a			Alternative 1b		Alternative 2a		Alternative 2b		Alternative 3a		Alternative 3b	
ID	Name	Control	LOS Std	Delay	LOS	LOS Std	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Poplar Way & 196th Street SW	SIGNAL	E	10.0	A	E	34.7	C	40.0	D	35.7	D	36.2	D	37.1	D
3	36th Ave W & 196th Street SW	SIGNAL	E	48.5	D	E	31.2	C	35.6	D	34.3	C	49.8	D	35.3	D
4	44th Ave W & 196th Street SW	SIGNAL	E	64.7	E	E	64.5	E	64.4	E	59.9	E	62.5	E	61.2	E
5	44th Ave W & 200th Street SW	SIGNAL	E	49.2	D	E	52.6	D	77.1	E	36.7	D	54.3	D	29.9	C
6	44th Ave W & 204th Street SW	SIGNAL	E	3.9	A	E	4.0	A	3.9	A	3.9	A	4.0	A	4.1	A
7	44th Ave W & I-5 NB Off-Ramp	SIGNAL	E	22.9	C	E	19.1	B	18.2	B	17.6	B	18.9	B	19.3	B
8	48th Ave W & 196th Street SW	SIGNAL	E	20.9	C	E	29.7	C	25.2	C	18.9	B	29.3	C	21.5	C
9	Scriber Lake Rd/58th Ave W & 196th Street SW	SIGNAL	E	55.8	E	E	55.6	E	74.4	E	47.8	D	52.3	D	54.6	D
10	64th Ave W & 196th Street SW	SIGNAL	E	18.7	B	E	18.9	B	22.5	C	17.2	B	18.2	B	18.9	B
11	68th Ave W & 196th Street SW	SIGNAL	E	22.0	C	E	21.7	C	25.8	C	20.3	C	20.6	C	20.7	C
12	76th Ave W & 196th Street SW	SIGNAL	E	49.4	D	E	50.7	D	52.2	D	46.8	D	47.1	D	47.7	D
13	SR 99 & 168th Street SW	SIGNAL	E	46.0	D	E	45.9	D	48.5	D	43.5	D	44.7	D	45.4	D
14	SR 99 & 176th St SW	SIGNAL	E	40.9	D	E	40.3	D	44.3	D	36.9	D	38.4	D	39.8	D
15	SR 99 & 188th St SW	SIGNAL	E	27.5	C	E	26.3	C	40.5	D	26.2	C	28.4	C	29.6	C
16	SR 99 & 196th St SW	SIGNAL	E	52.1	D	E	54.5	D	60.8	E	53.8	D	56.3	E	55.7	E
17	SR 99 & 200th St SW	SIGNAL	E	40.5	D	E	37.3	D	51.1	D	34.2	C	37.0	D	44.1	D
18	SR 99 & 208th St SW	SIGNAL	E	27.9	C	E	26.9	C	27.3	C	26.2	C	26.6	C	27.9	C
19	SR 99 & 212th St SW	SIGNAL	E	56.6	E	E	54.2	D	61.9	E	56.1	E	57.2	E	60.3	E
23	SR 99 & 216th St SW	SIGNAL	E	36.8	D	E	36.5	D	35.9	D	36.7	D	37.3	D	37.5	D
24	36th Ave W & 195th St SW	SIGNAL	E	8.5	A	E	8.4	A	9.2	A	8.5	A	8.4	A	8.4	A
25	44th Ave W & 176th St SW	SIGNAL	D	36.1	D	D	37.3	D	49.0	D	31.6	C	34.1	C	35.7	D
26	SR 99 & 174th Pl SW	SIGNAL	E	17.2	B	E	17.1	B	19.8	B	17.8	B	19.8	B	20.8	C
27	52nd Ave W & 188th Sreet SW	SIGNAL	D	22.0	C	D	22.7	C	26.6	C	22.6	C	23.2	C	22.3	C
28	68th Ave W & 200th Street SW	SIGNAL	D	18.7	B	D	18.9	B	20.6	C	19.0	B	19.1	B	18.9	B
29	196th Street SW & 40th Ave W	SIGNAL	E	30.1	C	E	30.2	C	20.4	C	25.0	C	34.3	C	28.4	C
30	44th Ave W & Veterans Way/194th St SW	SIGNAL	E	30.7	C	E	26.6	C	38.3	D	24.3	C	25.6	C	27.3	C
31	Alderwood Mall Parkway & 196th Street SW	SIGNAL	E	55.3	E	E	45.7	D	54.1	D	48.8	D	49.9	D	53.2	D
32	24th Ave W & 196th Street SW	SIGNAL	E	18.3	B	E	18.5	B	18.9	B	18.2	B	18.4	B	18.6	B
33	60th Ave W/Scriber Lake Rd & 200th Street SW	SIGNAL	D	22.4	C	D	22.2	C	24.7	C	21.1	C	21.6	C	22.3	C
34	SR 99 & 180th Street SW	TWSC	E	32.2	D	E	32.2	D	40.5	E	27.0	D	30.0	D	31.5	D
41	Cedar Valley Rd/50th Ave W & 200th Street SW	SIGNAL	D	42.6	D	D	39.1	D	45.3	D	39.2	D	39.6	D	43.1	D
42	48th Ave W & 200th Street SW	SIGNAL	E	20.5	C	E	20.9	C	23.2	C	19.3	B	19.1	B	16.4	B
43	196th Street SW & 52nd Ave W	SIGNAL	E	13.4	B	E	13.6	B	19.2	B	13.5	B	13.8	B	14.2	B
44	66th Ave W & 212th St SW	AWSC	D	46.3	E	D	46.3	E	42.7	E	44.1	E	44.4	E	46.5	E
46	44th Ave W & 20800 Block	SIGNAL	D	5.8	A	D	5.7	A	5.7	A	5.7	A	5.7	A	5.8	A
49	62nd Ave/168th St SW & Olympic View Dr	SIGNAL	D	16.0	B	D	16.1	B	16.1	B	14.5	B	14.6	B	14.8	B
50	52nd Ave W & 168th Street SW	SIGNAL	D	43.8	D	D	42.3	D	55.0	E	30.5	C	31.0	C	32.3	C
51	48th Ave W & 168th Street SW	SIGNAL	D	10.0	B	D	10.0	B	11.2	B	10.0	B	10.5	B	10.7	B
52	44th Ave W & 168th Street SW	SIGNAL	D	33.0	C	D	30.7	C	38.5	D	29.7	C	31.8	C	33.8	C
53	33rd Ave W & 188th Sreet SW	SIGNAL	D	21.6	C	D	23.1	C	44.4	D	24.7	C	25.5	C	25.4	C
54	36th Ave W & 188th Street SW	SIGNAL	D	29.3	C	D	26.7	C	40.4	D	26.7	C	27.5	C	28.6	C
56	44th Ave W & 188th Street SW	SIGNAL	D	24.5	C	D	24.6	C	30.9	C	24.0	C	25.0	C	25.5	C
57	36th Ave W & 184th Street SW	SIGNAL	D	22.7	C	D	21.9	C	28.9	C	20.5	C	21.0	C	20.8	C
58	33rd Ave W/Dwy & 184th Street SW	SIGNAL	D	47.6	D	D	44.2	D	52.0	D	44.2	D	54.9	D	54.0	D
59	Nordstrom Access & 184th Street SW	SIGNAL	D	36.7	D	D	36.7	D	50.1	D	33.7	C	34.3	C	33.8	C
60	Alderwood Mall Parkway & 184th Street SW	SIGNAL	D	42.6	D	D	38.8	D	53.3	D	42.7	D	40.3	D	43.1	D
61	44th Ave W & 212th Street SW	SIGNAL	D	30.3	C	D	28.2	C	29.6	C	26.5	C	26.5	C	31.2	C
63	52nd Ave W & 208th Street SW	TWSC	D	85.9	F	D	65.1	F	57.9	F	46.1	E	55.1	F	92.5	F
64	52nd Ave W & 212th Street SW	SIGNAL	D	43.7	D	D	39.0	D	32.9	C	31.8	C	32.6	C	43.6	D
65	Poplar Way & Alderwood Mall Pkwy	SIGNAL	D	40.1	D	D	39.2	D	42.8	D	38.9	D	38.8	D	42.1	D
66	Alderwood Mall Parkway & 3000 Block	SIGNAL	D	5.5	A	D	5.7	A	5.3	A	5.2	A	5.4	A	5.1	A
67	Alderwood Mall Parkway & 28th Ave W	SIGNAL	D	29.9	C	D	28.2	C	27.5	C	25.3	C	23.9	C	26.7	C
68	3000 Block & 196th Street SW	SIGNAL	E	18.0	B	E	17.7	B	20.7	C	21.8	C	21.6	C	22.2	C
69	76th Ave W & 208th Street SW	SIGNAL	D	11.0	B	D	10.9	B	11.5	B	11.1	B	11.3	B	11.4	B
70	Alderwood Mall Parkway & Alderwood Mall Boulevard	SIGNAL	D	11.5	B	D	11.3	B	16.3	B	12.9	B	12.7	B	10.8	B
71	Alderwood Mall Parkway & Macys Access	SIGNAL	D	11.6	B	D	11.0	B	14.8	B	11.9	B	11.5	B	10.9	B
72	Alderwood Mall Parkway & 33rd Ave W/Maple Road	SIGNAL	D	44.8	D	D	43.5	D	52.4	D	45.7	D	46.1	D	45.2	D
73	44th Ave W & 181tst Pl/Maple Road	SIGNAL	D	20.8	C	D	17.6	B	24.3	C	14.8	B	15.8	B	17.8	B
74	Alderwood Mall Boulevard & 33rd Ave W	SIGNAL	D	6.1	A	D	24.7	C	46.7	D	25.9	C	26.3	C	27.2	C
75	SR 99 & 164th Street SW	SIGNAL	E	32.4	C	E	32.2	C	44.1	D	31.7	C	32.3	C	33.1	C
76	40th Ave W & 188th St SW	SIGNAL	D	13.2	B	D	12.6	B	14.9	B	12.1	B	12.0	B	11.8	B
77	Alderwood Mall Parkway & 19300 Block	SIGNAL	D	32.8	C	D	34.3	C	33.0	C	33.9	C	34.1	C	33.5	C
78	200th St SW/ AMB & 40th Ave W	SIGNAL	E	14.0	B	E	13.2	B	23.2	C	14.9	B	15.1	B	14.9	B
82	46th Ave W & 200th Street SW	SIGNAL	E	28.7	C	E	28.3	C	37.2	D	25.9	C	25.1	C	22.4	C
88	40th Ave W & 194th Street SW	TWSC	E	20.6	C	E	25.1	D	63.1	F	34.9	D	33.7	D	40.1	E
90	SR 99 & 52nd Ave W	TWSC	E	229.8	F	E	221.6	F	383.9	F	153.9	F	201.4	F	208.0	F
91	44th Ave W & 180th Street SW	TWSC	D	26.1	D	D	25.0	D	33.5	D	23.7	C	26.2	D	28.9	D
94	68th Ave W/ Blue Ridge & 188th Street SW	SIGNAL	D	22.6	C	D	23.8	C	33.9	D	17.0	C	17.4	C	16.6	C
99	208th Street SW & 68th Ave W	TWSC	D	14.5	B	D	13.6	B	14.1	B	13.7	B	13.8	B	14.5	B
101	60th Ave W & 188th St SW	AWSC	D	16.7	C	D	16.2	C	21.1	C	13.6	B	14.2	B	14.3	B
104	196th Street SW & 42nd Ave W	SIGNAL	E	-	-	E	35.0	D	39.8	D	33.2	C	36.7	D	34.5	C
105	194th Street SW & 42nd Ave W	SIGNAL	E	-	-	E	9.2	A	12.6	B	10.2	B	10.2	B	9.9	A
106	200th Street SW & 42nd Ave W	SIGNAL	E	-	-	E	13.7	B	60.4	E	17.5	B	28.3	C	17.1	B
108	196th Street SW & 46th Ave W	TWSC	E	-	-	E	41.4	D	27.0	C	18.7	B	48.5	D	25.6	C
114	52nd Ave W & 204th St	TWSC	D	43.8	E	D	47.8	E	43.3	E	36.4	E	40.0	E	50.6	F
131	44th Ave W & 172nd Stret SW	TWSC	D	31.1	D	D	30.1	D	40.4	E	21.6	C	22.5	C	23.0	C
135	36th Ave W & 172nd Street SW	RAB	D	6.4	A	D	6.2	A	6.7	A	5.9	A	6.0	A	6.1	A
136	36th Ave W & Maple Road	SIGNAL	D	19.4	B	D	19.1	B	22.7	C	18.4	B	18.8	B	18.5	B
149	40th Ave W & Maple Road	TWSC	D	13.9	B	D	13.8	B	14.5	B	12.9	B	13.3	B	13.3	B
154	Spruce Way & 172nd Street SW	AWSC	D	11.1	B	D	11.6	B	14.7	B	10.8	B	11.2	B	10.6	B
155	50th Ave W & 196th Street SW	TWSC	E	44.5	E	E	40.7	E	43.8	E	34.1	D	36.6	E	36.9	E
157	Maple Road & Spruce Way	AWSC	D	13.7	B	D	14.3	B	18.0	C	13.1	B	13.9	B	13.3	B
160	184th Street SW & 33rd Ave W	SIGNAL	D	16.3	B	D	19.9	B	37.2	D	20.4	C	21.0	C	20.1	C
203	66th Ave W & 208th Street SW	TWSC	D	64.3	F	D	30.1	D	34.3	D	30.8	D	30.3	D	67.3	F
208	Olympic View Drive & 176th Street SW	SIGNAL	D	13.1	B	D	13.2	B	15.0	B	12.5	B	12.6	B	12.9	B
230	SR 99 & 204th Street SW	SIGNAL	E	19.5	B	E	23.1	C	24.7	C	20.2	C	21.0	C	20.3	C
292	52nd Ave W & 194th Street SW	TWSC	D	19.0	C	D	22.5	C	37.8	E	20.1	C	23.1	C	21.1	C
358	68th Ave W & 204th St SW	RAB	D	6.5	A	D	6.5	A	6.4	A	6.4	A	6.4	A	6.5	A
500	33rd Ave W & 182nd Street SW	SIGNAL	D	14.5	B	D	15.0	B	16.8	B	14.0	B	14.1	B	13.3	B
501	33rd Ave W & W 30th Place	SIGNAL	D	37.7	D	D	37.9	D	36.1	D	37.7	D	37.6	D	37.2	D
891	26th Ave & Ash Way & Maple Road	TWSC	D	33.0	D	D	47.0	E	74.5	F	51.9	F	55.2	F	47.0	E
9145	Alderwood Mall Parkway & SR 525 SB Off-Ramp	SIGNAL	D	13.1	B	D	27.8	C	32.6	C	27.8	C	28.0	C	28.2	C

Distribution List

The following agencies and organizations, listed in alphabetical order, are receiving a notice that the Draft Environmental Impact Statement is available for review.

- Alderwood Water and Wastewater District
- City of Bothell
- City of Brier
- City of Edmonds
- City of Lynnwood
    - Building Division
    - City Center Program Manager
    - Clerk's Office
    - Economic Development Division
    - Finance Department
    - Parks, Recreation & Cultural Arts Department
    - Permit Division
    - Planning Department
    - Executive
- City of Lynnwood -Development & Business Services
    - Development Engineering
    - Director
    - Planning Manager
- City of Lynnwood - Public Works
    - City Engineer
    - Environmental Services
    - Surface Water Management
    - Traffic
- City of Mill Creek
- City of Mountlake Terrace
- City of Mukilteo
- Community Transit
- Department of Ecology
- Department of Fish & Wildlife

- Department of Natural Resources
- Edmonds School District
- Lynnwood Police Department
- Muckleshoot Tribe - Fisheries
- Puget Sound Clean Air Agency
- Puget Sound Energy
- Puget Sound Partnership
- SEPA Register
- Snohomish County Planning & Development Services
- Snohomish County Public Utility District #1
- Snohomish County Public Works
- Snohomish Health District
- Snohomish Tribe of Indians
- Sound Transit
- South County Fire
- Tulalip Tribe
    - Natural Resources Department
    - Planning Department
- U.S. Army Corps of Engineers, Seattle District
- Waste Management
- WSDOT
- Ziply

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