



LYNNWOOD

# CITY CENTER + ALDERWOOD

PLANNING FOR OUR FUTURE

# DRAFT ENVIRONMENTAL IMPACT STATEMENT

APRIL 23, 2025



LYNNWOOD  
WASHINGTON

April 15, 2025

Regarding: City Center + Alderwood Subarea Plan Draft Environmental Impact Statement

Dear Reader:

Located in Snohomish County, City Center + Alderwood is planned to continue to transform and thrive as the primary focus area for growth and transformation in Lynnwood. The Regional Growth Center (RGC), as revised through this planning process, encompasses 772 acres and is located at the convergence of I-5 and I-405. A new light rail station at the terminus of Lynnwood Link service opened in 2024 in City Center, and a second light rail station is being planned for West Alderwood with anticipated opening by 2037. Community Transit and Sound Transit bus systems serve the area, providing access to 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 continue to bring more residents, employees, and visitors to the area.

The Planned Action Draft Environmental Impact Statement (DEIS/EIS) encompasses the Draft City Center + Alderwood Subarea Plan (as Alternative 2) and analyzes a reasonable range of alternatives for growth in City Center + Alderwood through 2044. The project integrates the previous City Center Planned Action EIS and include amendments to the 2022 Planned Action Ordinance for City Center, which raised the development threshold to 12.3 million square feet of building area with 6,000 dwelling units for City Center. The new Planned Action EIS for City Center + Alderwood will encompass the entire boundary and increase the thresholds through the year 2035, as to be determined through the final action and adoption of the Subarea Plan. The Planned Action area will 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 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 the DEIS. The following final actions are anticipated as an outcome of the planning and environmental process:

- Adoption of the Lynnwood City Center + Alderwood Subarea Plan and related Planned Action Ordinance.
- Adoption of the revised Regional Growth Center boundary to align with the City Center + Alderwood Subarea Boundary.
- Approval of the FEIS as a reference document for the Subarea Plan and a tool for future SEPA compliance, decision-making, and implementation as authorized by RCW 43.21C.420 and including additional SEPA tools authorized by RCW 43.21C.021 (Planned Action).



The DEIS analyzes potential impacts to demographics, land use patterns, housing, and community design; natural, parks and open space; multimodal transportation and related greenhouse gas emissions; public services (fire and police protection, and schools); utilities (water, sewer, and stormwater); and relationship to plans and policies. The DEIS evaluates alternatives under each of these topics and each alternative's alignment with the Imagine Lynnwood 2024 Comprehensive Plan and the vision for the community and includes recommended mitigation measures for implementation as part of the final action/adopted subarea plan.

Alternatives studied in the DEIS include:

**Alternative 1—No Action Alternative**—SEPA Required Alternative that assumes growth according to current trends.

**Alternative 2—Concentrated Growth Alternative—Preferred Alternative**—an action alternative that examines more concentrated growth within City Center + Alderwood, resulting in a denser RGC and aligning with the Imagine Lynnwood 2024 Comprehensive Plan. This is the City's preferred alternative for the RGC and proposed expanded Planned Action area.

**Alternative 3—Dispersed Growth Alternative**—an action alternative that examines dispersion of growth across City Center + Alderwood, and in other geographic areas of the City, including along the SR 99 corridor.

For more information, please refer to the fact sheet included in the accompanying DEIS, as well as the City's project website, where the full DEIS and appendices may be downloaded for review:

<https://www.lynnwoodwa.gov/Services/Apply-for-a-Permit/Planning-Zoning/Ongoing-Planning-Projects/City-Center-Alderwood-Plan>, under "Documents and Resources".

Thank you for your interest in Lynnwood's future and the City Center + Alderwood Subarea Plan. If you have any questions, please contact:

Karl Almgren, Community Planning Manager  
20816 44th Ave W, Ste 230, Lynnwood, WA 98036  
[Kalmgren@lynnwoodwa.gov](mailto:Kalmgren@lynnwoodwa.gov) 425-670-5041

Sincerely,



David Kleitsch (Apr 15, 2025 10:04 PDT)

**David Kleitsch**

Director, City of Lynnwood, Development & Business Services



# FACT SHEET

## LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN DRAFT ENVIRONMENTAL IMPACT STATEMENT





# FACT SHEET

## NAME OF PROPOSAL

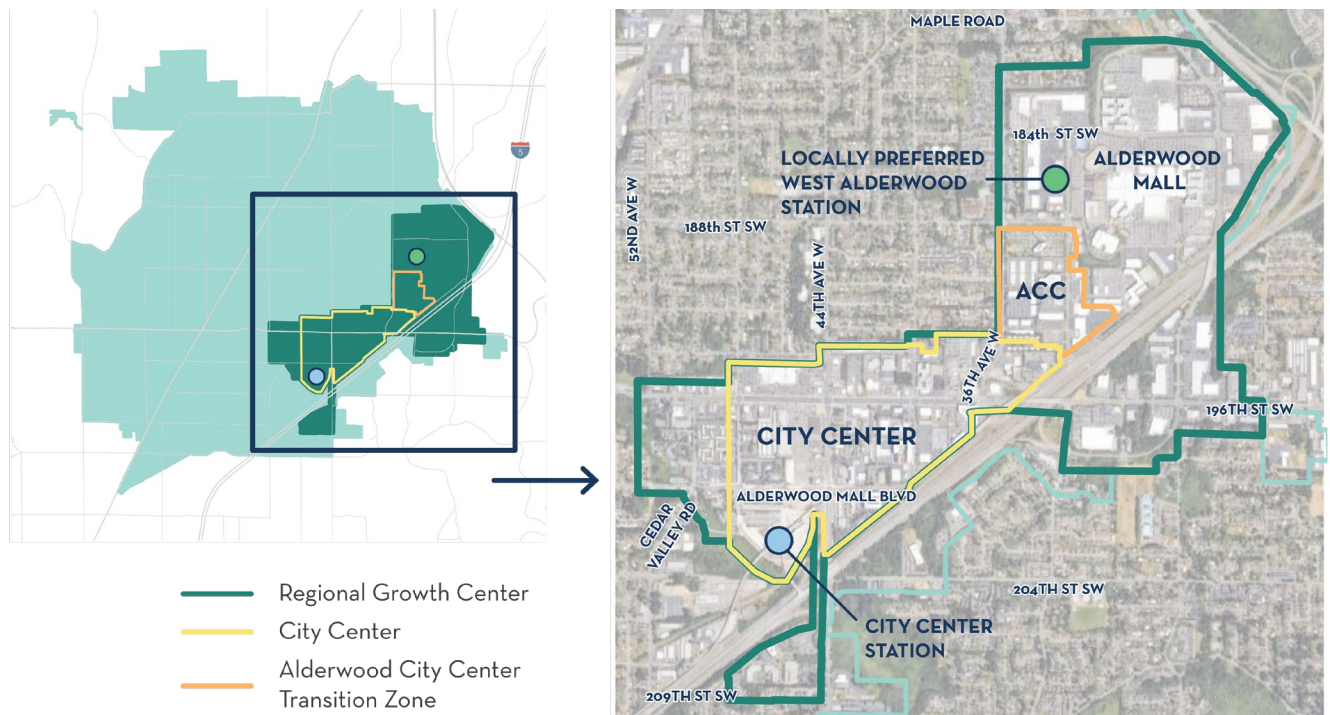
Lynnwood City Center + Alderwood Regional Growth Center (RGC) Subarea Plan

## LEAD AGENCY

The City of Lynnwood, Business & Development Services

## LOCATION

The City Center + Alderwood (CC+A) Subarea Plan represent the full extent of Lynnwood's designated regional growth center (RGC) in the Puget Sound Region, located in the City of Lynnwood and Snohomish County at the convergence of I-5 and I-405 and encompassing 772 acres. See Figure 1.1 in Chapter 1 for a map of the planning area/RGC. A new light rail station, located at the terminus of Lynnwood Link service, opened in 2024 in City Center, and a second light rail station is being planned for West 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 is a true mixed-use center, providing regional commercial destinations (including Alderwood Mall, Costco, and other major retailers), a diverse employment base, and a variety of housing choices, with several development projects underway that will bring more residents, employees, and visitors to the area. See map below.



## PROPOSED ACTION

The City Center + Alderwood RGC Subarea Plan provides a framework for the RGC to continue to transform and thrive as the primary focus area for growth and transformation in Lynnwood. This Planned Action Draft Environmental Impact Statement (DEIS/EIS) supports the City Center + Alderwood RGC Subarea Plan, and both documents are available for public and agency review.

This DEIS/EIS examines potential alternatives for growth in City Center + Alderwood through 2044. 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. This expanded planned action area would increase the thresholds for the broader geography of the City Center + Alderwood Subarea, based on selection of the preferred alternative.

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.

Integral with the subarea planning process, the City is proposing adjustments to the RGC boundary from the previously designated boundary and will be coordinating with Puget Sound Regional Council (PSRC) for approval of the boundary revisions in compliance with the process outlined in PSRC's administrative procedures for changes.

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.

This EIS has been developed in compliance with the Washington State Environmental Policy Act (SEPA) and serves as a document of reference for the Subarea Plan, as well as a decision-making tool and implementation reference as part of an upfront SEPA process authorized by RCW 43.21C.420 and RCW 43.21C.021 (planned action).

## EIS ALTERNATIVES

This DEIS analyzes potential impacts to demographics, land use patterns and housing; community design and aesthetics; natural and built environment; multimodal transportation and related greenhouse gas emissions; public services (fire and police protection, parks, and schools); 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.

Alternatives studied in this DEIS include:

**Alternative 1—No Action Alternative**—SEPA Required Alternative and assumes growth according to current trends.

**Alternative 2—Concentrated Growth Alternative—Preferred Alternative**—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**—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 No Action Alternative is used as the baseline against which the impacts of the two action alternatives studied in the DEIS (Alternatives 2 and 3) are measured. The focus of this EIS is the RGC, but the traffic operations evaluation is conducted citywide because the alternatives assume growth outside the RGC relative to the No Action Alternative. Evaluations are conducted on facilities under both City and State jurisdiction.

## **SEPA RESPONSIBLE OFFICIAL**

David Kleitsch, Director, Development & Business Services  
City of Lynnwood

## **EIS CONTACT PERSON**

Karl Almgren, Community Planning Manager  
City of Lynnwood Development & Business Services  
20816 44th Ave W, Ste 230, Lynnwood, WA 98036  
Kalmgren@lynnwoodwa.gov  
425-670-5041

## **FINAL ACTIONS**

- Adoption of the Lynnwood City Center + Alderwood RGC Subarea Plan and related Planned Action Ordinance
- Adoption of the revised Regional Growth Center boundary for the City Center + Alderwood Subarea



- Approval of the FEIS as a document of reference for the Subarea Plan and a tool for future SEPA compliance, decision-making and implementation of an upfront SEPA process authorized by RCW 43.21C.420 and including additional SEPA tools authorized by RCW 43.21C.021 (planned action).

## ENVIRONMENTAL REVIEW

If adoption of the preferred alternative by the City occurs as part of the Subarea Plan, no additional SEPA review will be required for site specific development that is proposed within the RGC Planned Action boundary, as long as it (1) is consistent with the City Center + Alderwood RGC Subarea Plan and pertinent development regulations, and (2) vests within 10 years of issuance of the Final EIS. As established by RCW 43.21C.420, any proposed development that is consistent with adopted Subarea Plan policies and environmentally reviewed pursuant to RCW 43.21C.420, may not be challenged in administrative or judicial appeals as long as all requirements of this section have been satisfied.

Within the ten-year period of applicability for the Planned Action, no additional SEPA review will be required for site specific development that is proposed within the RGC/Subarea if it (1) is consistent with the City Center + Alderwood RGC Subarea Plan, (2) is consistent with the “Planned Action” ordinance enacted by the City Council, and (3) is not an essential public facility. In addition, if the preferred alternative is selected by the City, no additional SEPA review would be required for site specific development that is proposed within the subarea if it falls within the thresholds identified in the new Planned Action Ordinance for the RGC.

## REQUIRED APPROVALS AND/OR PERMITS

The Final Actions list above requires City approvals for the proposal. In addition, permits or approvals would be needed in conjunction with future development activity, as summarized below.

### CITY OF LYNNWOOD

#### Development & Business Services Department

- Land Use permits (e.g., conditional use, variance, critical areas)
- Building permits
- Site Development permits (e.g., work order, grading, excavation and erosion control permits)
- Right of Way permits (e.g., street occupancy)
- Subdivision permits
- Mechanical permits
- Plumbing permits
- Concurrency authorization
- Certificate of occupancy

#### Public Works Department

- Street improvements (e.g., sidewalks, curbcuts, etc.)

## **Tax and License Department**

- Business licenses

## **UTILITIES PROVIDERS**

(Including Alderwood Water and Wastewater District)

- Utility Connection permits
- Electrical permits
- Utility extensions
- Water and wastewater services and related permitting/hook-ups

## **SNOHOMISH COUNTY**

### **Planning & Development Services**

- Consistency with County plans and policies

### **Health Department**

- Restaurant, food and drink permits

## **STATE AGENCIES**

### **Department of Commerce**

- Growth Management Act compliance and planning consistency
- Housing related legislation and requirements compliance

### **Department of Ecology**

- State Environmental Policy Act Compliance
- Surface water management and NPDES related permitting
- Underground storage tank related permitting (site-specific, as applicable)

### **Department of Labor & Industries**

- Elevator permits for subsequent development

## **REGIONAL AGENCIES**

### **Puget Sound Regional Council**

- Consistency with regional plans and policies
- Regional transportation planning

### **Puget Sound Clean Air Agency**

- Asbestos surveys (associated with building renovation/ demolition)
- Demolition permits

## FEDERAL AGENCIES

### **US Fish and Wildlife Service, in coordination with the US Army Corps of Engineers and NOAA Fisheries**

- Wetlands and streams alterations permitting at certain thresholds and compliance with Endangered Species Act regulations, including permits for activities that may impact endangered or threatened species or their habitats in wetlands

Other project-level permits may be required, to be confirmed on a project-by-project basis through the City of Lynnwood Business & Development Services Department.

## **AUTHORS AND PRINCIPAL CONTRIBUTORS TO THIS EIS**

This Lynnwood City Center + Alderwood Regional Center Subarea Plan DEIS has been prepared under the direction of the City of Lynnwood Development and Business Services Department. Research and analysis associated with this DEIS were provided by the following authors and contributors.

**City of Lynnwood Planning and Zoning Staff:** Support with background information, mapping, community design, and other content

**Otak:** Lead EIS consultant; document preparation; environmental analysis—land use, relationship to plans and policies, housing, utilities, public services, alignment with the PSRC Regional Centers Framework, and other content

**Fehr & Peers:** Multimodal transportation/traffic analysis

**Transportation Solutions, Inc. (TSI):** Citywide transportation/traffic analysis and planning

**Leland Consulting Group:** Economics and market analysis, housing, and other supporting socioeconomic and demographic analysis

## **DATE OF ISSUANCE OF THIS DEIS:**

April 23, 2025

## **DATE DEIS COMMENTS ARE DUE:**

May 23, 2025, by close of business (5:00 pm) Pacific time

### **Written comments are to be submitted to:**

City of Lynnwood Development & Business Services

Attn: Karl Almgren, Community Planning Manager

20816 44th Ave W, Ste 230, Lynnwood, WA 98036 or via email: [Kalmgren@lynnwoodwa.gov](mailto:Kalmgren@lynnwoodwa.gov)



## DATE AND LOCATION OF DRAFT RGC SUBAREA PLAN AND DEIS PUBLIC MEETING/OPEN HOUSE:

The following public meetings will be held at City Council Chambers, located at 19100 44th Ave W, Lynnwood, WA 98036. All public meetings will also be streamed via Zoom. The Zoom link and recordings can be found on the Planning Commission and City Council webpages:

<https://www.lynnwoodwa.gov/Government/Boards-and-Commissions/Planning-Commission> and <https://www.lynnwoodwa.gov/Government/City-Council>, respectively.

### Open House/Public Meeting During the DEIS Comment Period

May 8, 2025 at 5:00pm to 6:30pm at City Council Chambers, 19100 44th Ave W, Lynnwood WA 98036.

The purpose of the open house and public hearings is to provide an opportunity for the public, agencies, and organizations to hear information concerning the DEIS and how to submit formal written comments.

A later public hearing with City Council will be held related to the final action and adoption of the CC + A Subarea Plan, anticipated in June 2025.

## AVAILABILITY OF THIS DEIS

Notification of Availability of this DEIS has been distributed to the agencies, organizations, and individuals noted on the Distribution List (see Appendix), and to organizations and individuals that have requested to become parties of record.

### The DEIS can be reviewed at the:

City of Lynnwood Development & Business Services Office, located at 20816 44th Ave W, Suite 230, Lynnwood, WA 98036.

Printed copies may also be purchased from City of Lynnwood Development & Business Services for the cost of reproduction. The Development & Business Services Department is open 8:30am to 3:00pm Monday through Thursday.

This DEIS and the appendices are also available online at: <https://www.lynnwoodwa.gov/Services/Apply-for-a-Permit/Planning-Zoning/Ongoing-Planning-Projects/City-Center-Alderwood-Plan>, under “Documents and Resources”.

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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



# CHAPTER 1

## INTRODUCTION AND BACKGROUND

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT





# Chapter 1 – Introduction and Background

## Introduction

This Draft Environmental Impact Statement (DEIS) provides analysis of environmental impacts and recommends mitigation measures associated with the proposed Lynnwood City Center + Alderwood (CC + A) Plan. The CC + A Plan provides an updated vision and boundaries for the regional growth center, City Center, Alderwood, and adjacent districts and encourages more activity, housing, jobs, and economic development opportunities within the RGC and in proximity to existing and proposed light rail stations.

As the name suggests, CC+A can generally be described as a combination of Lynnwood’s City Center Subarea, the area surrounding Alderwood mall, and the smaller transition area between the two (see more discussion and map figures at the end of this chapter). The City is proposing revisions to the boundaries of the Lynnwood Regional Growth Center (RGC), identified by Puget Sound Regional Council (PSRC) and the City of Lynnwood (the City) as a preferred focal point for planned growth and development.

With the implementation of this plan, redevelopment within the CC + A planning area will enhance livability, sustainability, and economic vitality within and surrounding the RGC. The CC + A Plan provides an up-to-date description of planned land use, zoning, built form, and multimodal transportation. This plan has been developed in alignment with the City’s Imagine Lynnwood Comprehensive Plan, a blueprint for Lynnwood’s future through 2044. The CC +A Plan has been developed for consistency with the Growth Management Act (GMA), Puget Sound Regional Council (PSRC) multicounty planning policies (MCPs), and Snohomish County countywide planning policies (CPPs). The City is pursuing a Planned Action EIS (as described later in this chapter) to streamline permitting and encourage more redevelopment in the RGC.

## Background, History, and Context of the Lynnwood RGC

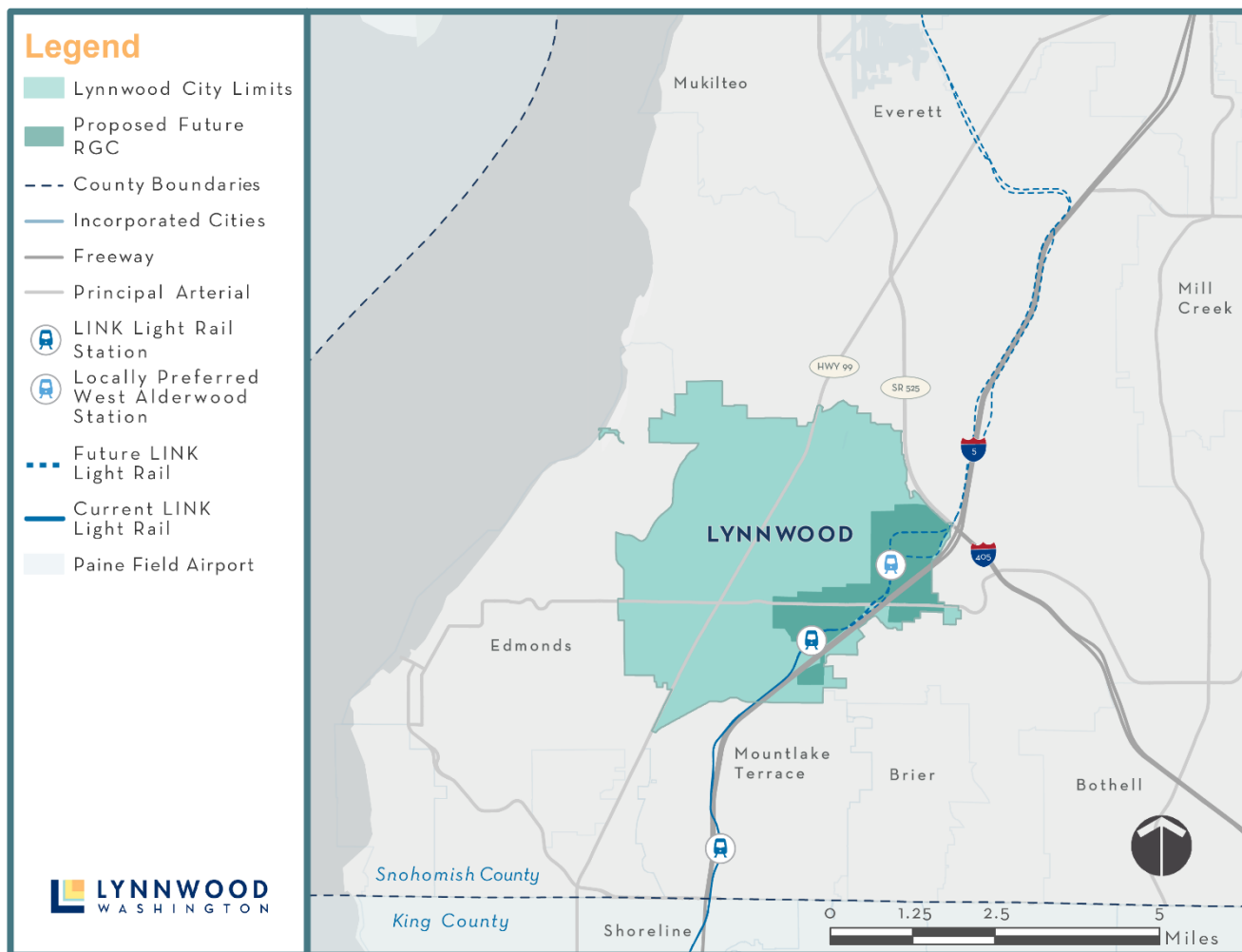
The Lynnwood RGC is in the heart of Lynnwood at the crossroads of I-5 and I-405 and surrounded by the 50th Avenue Neighborhood and Alderwood Manor area. Both the City Center and Alderwood areas are anchored by light rail service (current and planned) and bus rapid transit (BRT) which provide a transition from the newer transit-oriented development to existing low-rise residential areas. See Figure 1.1 Regional Vicinity Map and Figure 1.2 Regional Growth Center Location in Lynnwood, Figure 1.3 Regional Growth Center Context, and Figure 1.4 Citywide Growth Areas Map.

Originally a community formed around timber harvest and demonstration farms, Lynnwood has grown and transformed over the decades. The city grew into a suburb north of Seattle, reflecting a post-World War II automobile-oriented low-rise development pattern. Lynnwood's strategic location in Snohomish County and its direct access to three I-5 interchanges, the junction of I-5 and I-405, and proximity to major highways including SR 99 and SR 525, made the community a desirable place to live, attracting residential, commercial, and employment growth over the last century. As the City Center + Alderwood

area became a major commercial hub for the region with Alderwood mall, daily visitors to Lynnwood grew, and this pattern continued over the decades with the establishment of major destination commercial uses such as Target, Costco, and others.

Lynnwood's historic development pattern included many low-rise commercial centers as a result of the city rezoning large parcels of land for commercial and retail uses primarily in the City Center + Alderwood area. These development patterns resulted in more automobile dependency, with the need for more driving between residential, commercial, and employment uses.

**Figure 1.1 Regional Vicinity Map**



The suburban low-rise development followed typical development patterns of surface parking lots located along streets with buildings set to the rear of the property. Originally, building heights in the area ranged from 18 to 24 feet, often flat roofed. When combined with surface parking lots reflecting a 3-5 parking stalls per 1,000 square feet of building area, the area tended to sprawl rather than see concentrated growth patterns of mixed uses until the last 5 years. The original patterns of parking and building development resulted in a built character with significant impervious coverage and limited areas of green space on existing developed sites.

In more recent decades, the City has been planning for the CC + A area to transform from the suburban low-rise form to transit-oriented-development (TOD) and improvements. Mixed use TOD is being developed near the Lynnwood City Center Station, which includes both bus and light rail services.

In the early 1990s, the City of Lynnwood completed a visioning exercise resulting in the ‘Legacy Lynnwood’ plan, which envisioned a downtown for Lynnwood, anchored by transit, and established the concept of transitioning the area from single-story commercial development into multistory high density development patterns. In 1995 Lynnwood received its Regional Growth Center designation of Urban from the Puget Sound Regional Council.

In the early 2000s, the Lynnwood City Center underwent a subarea planning effort that identified the City Center to support 9.1 million square feet of buildings to include 3,000 dwelling units, along with a mix of commercial and employment uses, transforming the area into an active urban center and appealing place to live, work, and visit.

The City Center Subarea Plan included a Planned Action Ordinance (2012) that has facilitated current and future development. The Planned Action Ordinance resulted in new activity, including development applications and entitlements for housing. In 2022, the City amended the City Center Planned Action Ordinance to expand the development potential to 12.3 million square feet of building area with 6,000 dwelling units in the City Center.

In 2024, Sound Transit opened the Lynnwood Link Extension bringing light rail service to the newly transformed Lynnwood City Center. This marked a turning point for City Center as it completed the vision of the Legacy Lynnwood plan for rail service near 44<sup>th</sup> Avenue West and furthers the vision as planning for the next light rail station in West Alderwood continues (with planned opening in 2037 as part of the Everett Link Extension project). Transit-oriented development has emerged and is under construction in the vicinity of these existing and future stations, including more than 500 multifamily units under construction with an additional 1,400 units entitled, as well as over 500,000 gross square feet of office with another 200,000 gross square feet of retail planned. These projects have included 199 units at Koz, 316 units at Enso, and 1,369 units at Northline Village. Refer to more information in Chapter 3 Land Use Patterns, Housing, and Community Design.

The CC + A Plan aggregates the Alderwood area with the City Center planning area, both part of the designated RGC, and includes Alderwood mall, the Lynnwood Event Center, and the two light rail station areas, with the Lynnwood Civic Center located just to the north of the RGC.

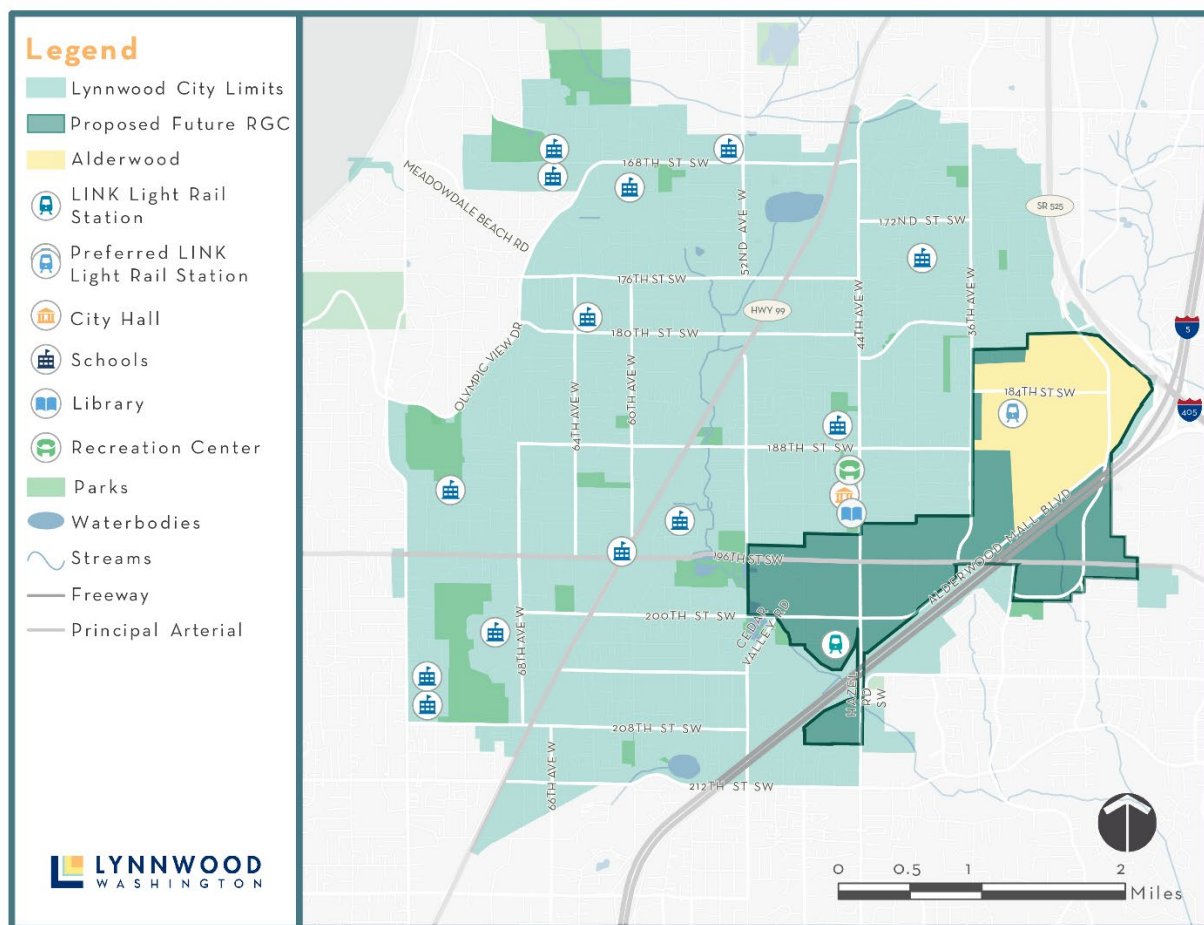
Planning of the Alderwood mall began in the 1960s and was completed in 1979. Once the mall was completed, the area became a retail and entertainment hub, similar in characteristic to the early City Center, comprised of single-story commercial development surrounded by surface parking lots. The Alderwood area also includes Lynnwood Place, a mixed-use development built between 2015 and 2022 that includes large retailers and housing. Lynnwood Place was originally two Edmonds School District

properties that were home to Lynnwood High School and Edmonds School District Maintenance and Operations Facilities. The Alderwood Manor area is on the south side of Interstate-5 and connected to the Alderwood area through a series of primarily vehicle bridges over Interstate-5 with limited pedestrian connections.

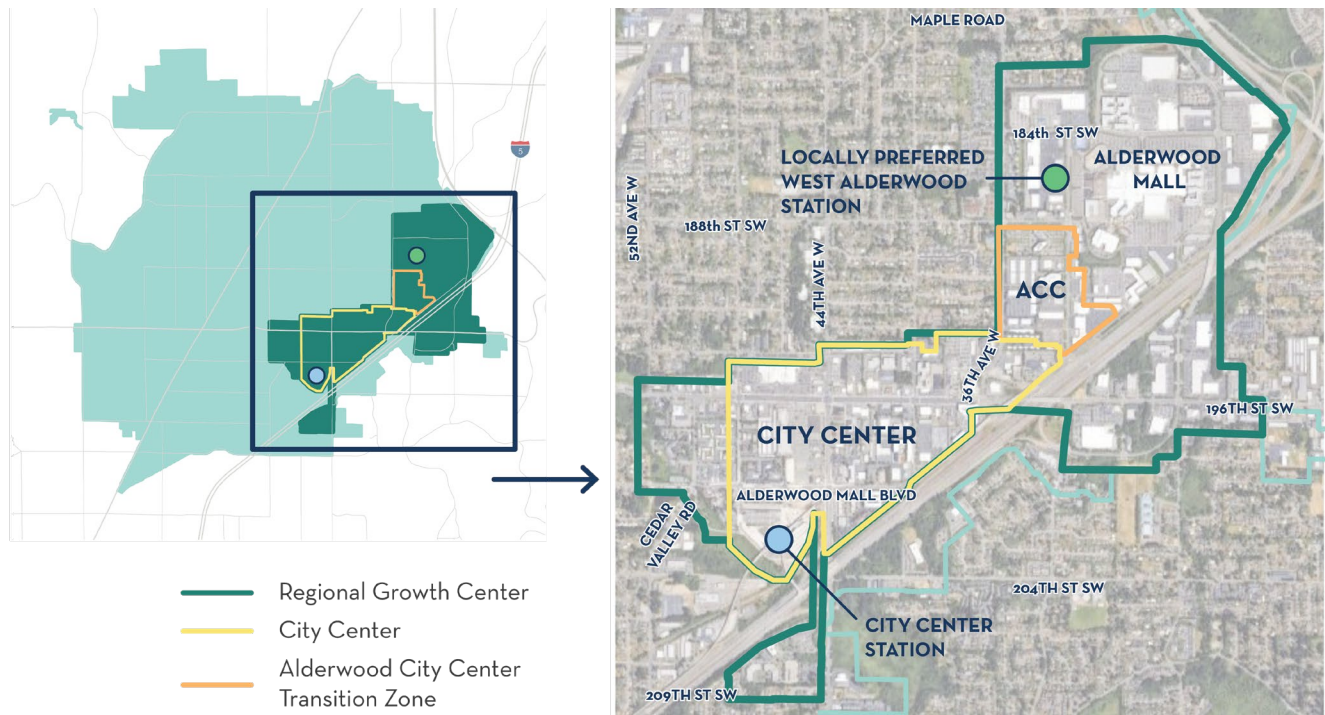
In the 1990s, the Alderwood Mall Parkway overpass was constructed and created opportunities for a new retail hub. This area is accessible from Alderwood Mall Parkway and 196<sup>th</sup> Street SW, which provides easy access to Interstates 5 and 405. Development patterns in the Alderwood Manor have consisted of larger, single story, buildings, focused on a department store format rather than smaller retailers surrounding a larger single tenant. More recently, higher density multifamily and mixed-use buildings have emerged in the Alderwood area as part of the transformation of City Center and Alderwood.

There are a wide range of projects completed or underway within and in the vicinity of CC + A, intended to significantly upgrade the city's transportation network, add new public spaces and parks, build housing, improve cultural attractions, create a pedestrian-friendly environment, and enhance livability. Infrastructure is being upgraded with utility and street improvements to enable new urban growth patterns.

**Figure 1.2 Regional Growth Center Location in Lynnwood**



**Figure 1.3 Regional Growth Center Context**



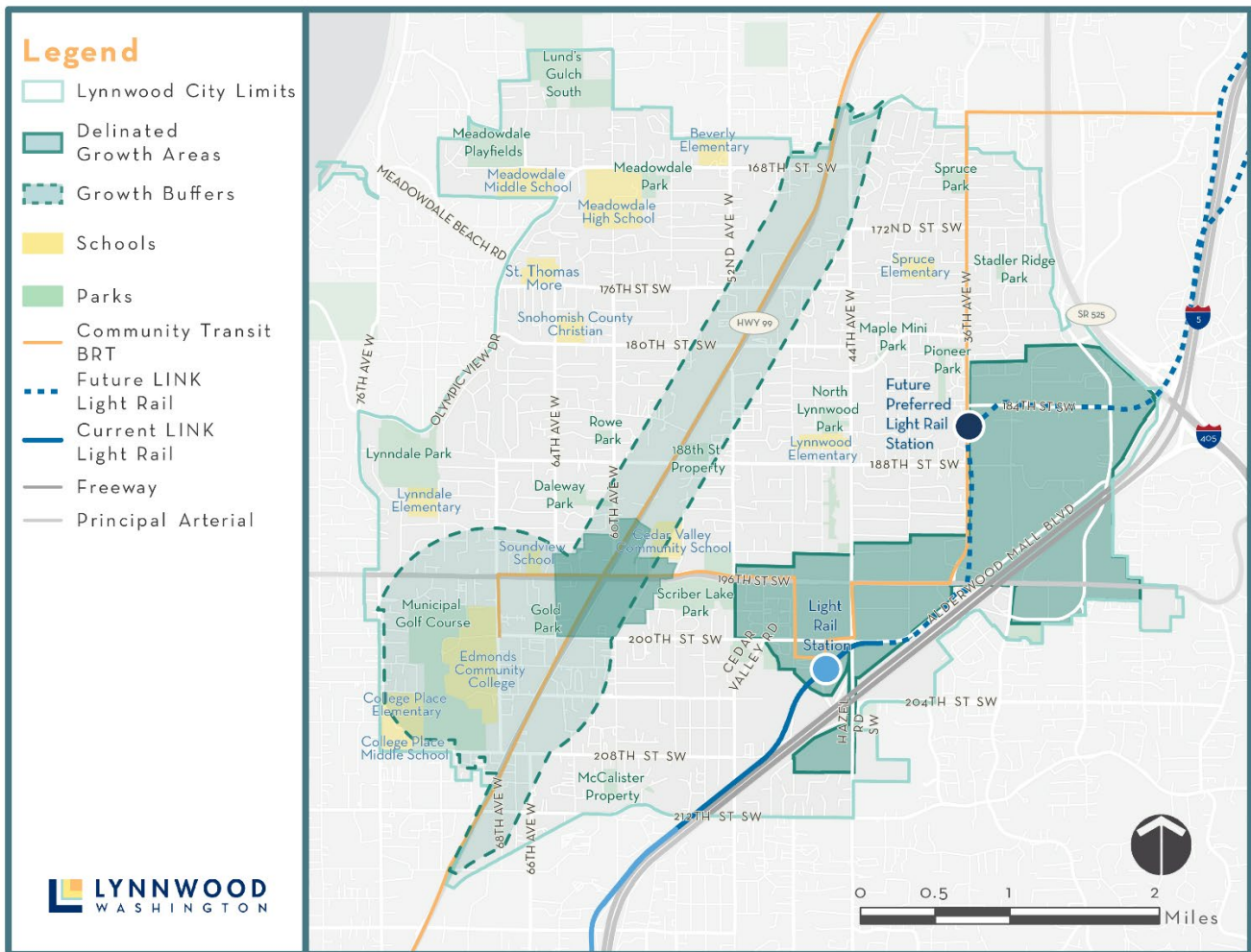
### City Center + Alderwood History

CC + A has been shaped by a 30-year history of planning efforts and forward-looking opportunities to support transit-oriented development the city's two light rail station areas. Below is a snapshot of key historic planning efforts that have shaped the RGC.

- 1993: Lynnwood adopts 'Lynnwood Legacy' identifying a vision for a future downtown complete with significant transit, office, and a sense of community with additional park land and open space.
- 1995: PSRC designates the Lynnwood RGC in its VISION 2020 plan and the City identifies the same area as one of five activity centers in Lynnwood. The City's Comprehensive Plan also includes policies that encourage "accommodation of the population and employment growth" and "compact, mixed use, walkable transit-oriented centers" to the RGC.
- 2004: The City adopts the City Center Subarea Plan Final Supplemental Environmental Impact Statement (SEIS), which proposes a subarea plan to guide future development, development regulations to implement said plan, plans for capital improvements within the City Center, and a Planned Action Ordinance for future State Environmental Policy Act (SEPA) compliance.
- 2005: The City adopts the City Center Subarea Plan, setting a goal of creating, "within 20 years, a compact, intense, and lively City Center that offers Lynnwood new opportunities for culture, commerce, and habitation."



**Figure 1.4 Lynnwood Growth Areas Map**



- 2008: Sound Transit 2 (ST2) is approved by voters, paving the way for a Link Light Rail station within the City Center boundary by 2024.
- 2012: The City adopts Planned Action Ordinance number 2943, establishing standards, criteria, and permit review procedures, as well as expedited review, for proposed projects within the City Center area.
- 2016: Sound Transit 3 (ST3) is approved by voters, adding another planned Link Light Rail station to the area, this time proximate to Alderwood Mall and expected to be completed in 2037.
- 2020: Lynnwood City Council adopts a budget that authorizes funding to develop the CC + A Plan.
- 2022: The City amended the City Center Planned Action Ordinance to expand the development potential to 12.3 million square feet of building area with 6,000 dwelling units in the City Center.

- 2024: Sound Transit’s Lynnwood City Center light rail station begins operations, providing convenient access to the University of Washington, downtown Seattle, and the Seattle-Tacoma International Airport for Lynnwood residents.
- 2025: The City adopts Imagine Lynnwood, the 2024-2044 Comprehensive Plan.
- 2037: Planned opening of the Alderwood West light rail station by Sound Transit as part of the Everett Link Extension.

## City Center + Alderwood Plan Purpose and Guiding Principles

The CC + A plan integrates and connects the City Center and Alderwood areas, aligns with and supports the regional growth centers framework of the Puget Sound Regional Council (PSRC), supports state, regional, and countywide policies, prepares for the incoming Everett Link Light Rail extension, and creates new opportunities for employment and housing. Key guiding principles for the planning effort include the following:

- Foster exciting, livable communities through increased public engagement and mixed-use development.
- Promote housing affordability and diversity to accommodate varying income levels and lifestyles.
- Stimulate local employment by supporting business growth and attracting new industries.
- Strengthen the regional economy through strategic investment and innovation.
- Create vibrant, recognizable areas with abundant amenities that contribute to a high quality of life and create walkable downtown and light rail station areas.
- Follow the Puget Sound Regional Council (PSRC) Regional Centers Framework by planning for the CC + A to meet requirements for Regional Growth Centers (RGCs).
- Establish and achieve community goals and priorities.
- Satisfy the requirements of the state’s GMA by planning for forecasted growth and meeting allocated targets for housing and employment.
- Support the goals and policies of the Puget Sound Regional Council’s (PSRC’s) VISION 2050 and Regional Transportation Plan 2050 (RTP2050) regional plans. PSRC has designated the City Center + Alderwood RGC as one of 30 locations throughout the region that have key “business, governmental and cultural facilities and are planning for growth.” VISION 2050 and T2050 provide regional planning frameworks that support accommodation of forecasted growth in a manner that results in the greatest overall benefits to the Central Puget Sound region.
- Align with Snohomish County Countywide Planning Policies (CPPs).

The CC + A plan conveys the community’s vision for the RGC and creates a long-range plan that will guide the center’s growth and development. Ultimately, this plan will foster the emergence of a vibrant regional center that leverages the addition of the two Link Light Rail stations and helps the City to accommodate its growth targets in a preferred area.

The Existing Conditions portion of this plan centralizes key elements from the many previous plans and summarizes the current physical, regulatory, economic, and environmental state of this area. This will help City staff to assess needs for and potential improvements to infrastructure, development codes, services, community assets, and other important considerations when striving to implement the community's vision.

**Revised Boundaries:** As part of the work on this plan, the City of Lynnwood is proposing changes to the Regional Growth Center Boundary. These changes are intended to encompass the full City Center and Alderwood areas while eliminating inclusion of Interstate 5 which does not contribute any activity units. Maps and graphs produced through the work on this plan will show or utilize the proposed RGC boundary. The City of Lynnwood is aware that the data will change pending the approval of the proposed RGC boundary and is operating from the best information available. See additional discussion and maps at the end of this chapter.

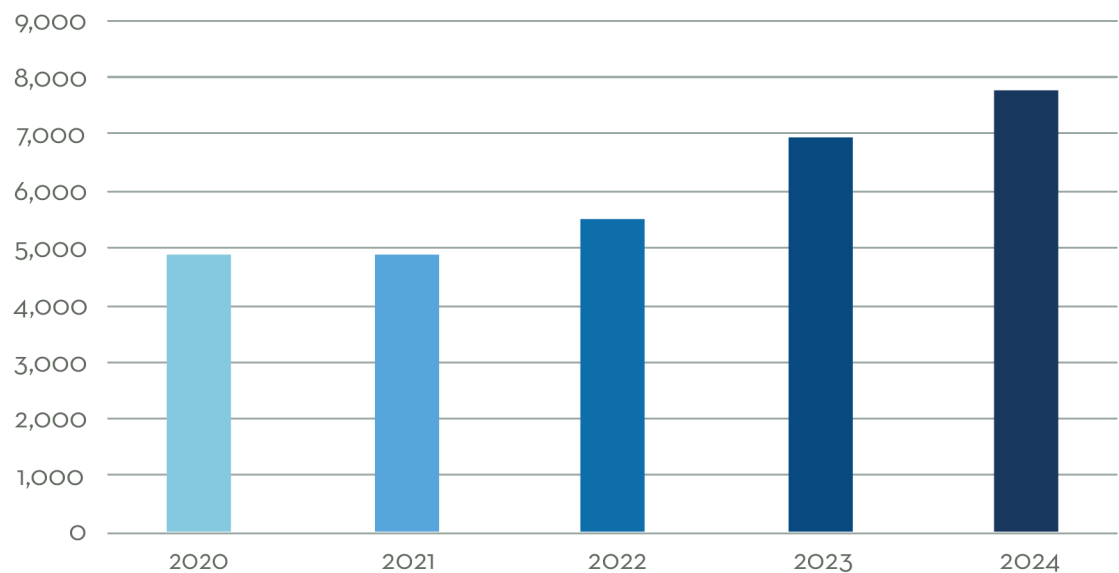
## Lynnwood RGC Population and Demographics

The Lynnwood Regional Growth Center (RGC) encompasses 772 acres with several minor boundary adjustments proposed as part of the CC + A Plan (see Figures 1.14 and 1.15). Originally designated in 1995, of the Lynnwood RGC is considered an Urban RGC. The RGC has a diverse employment base with medium density housing and higher density housing constructed in recent years and is home to the Alderwood Mall and main commercial areas in Lynnwood. The RGC has excellent access to freeways and currently offers an array of transit opportunities including Community Transit and Sound Transit bus service, Community Transit's Zip Shuttle, and light rail transit via the 2024 opening of the City Center Lynnwood Link Light Rail and the proposed 2037 opening of the West Alderwood Station.

The following demographics are based on data from 2020 through 2023. For more information and demographics related to housing and employment, see Chapter 3 of this DEIS. Most data used in this DEIS was collected from the 2023 five-year estimates of American Community Survey data. In some instances, more detailed data was available from the Washington State Office of Financial Management (OFM) Small Area Estimates Program (SAEP) and is identified when used.

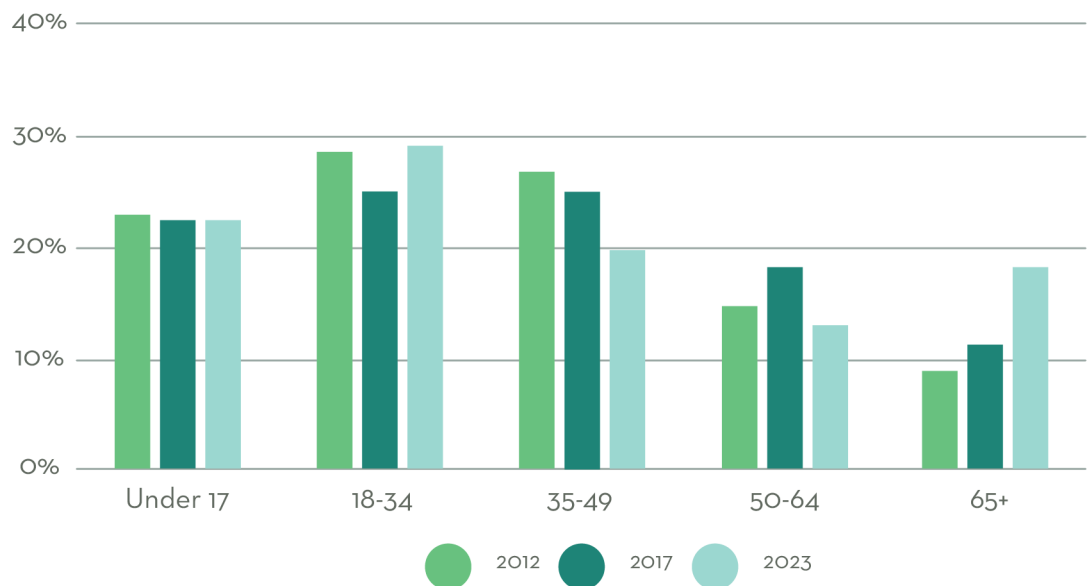
As of the 2023 American Community Survey (ACS) five-year estimate data release, CC + A contained roughly 19% of the residential population of Lynnwood (7,733 out of 40,953). The charts below compare key demographics of the RGC to those of the city. The population of the RGC has steadily grown due to several factors including densification, increases in the availability of public transit, living options, and access to entertainment.

**Figure 1.5 Total Population**



Source: Washington Office of Financial Management: Small Area Estimate Program (SAEP), Retrieved February 2025

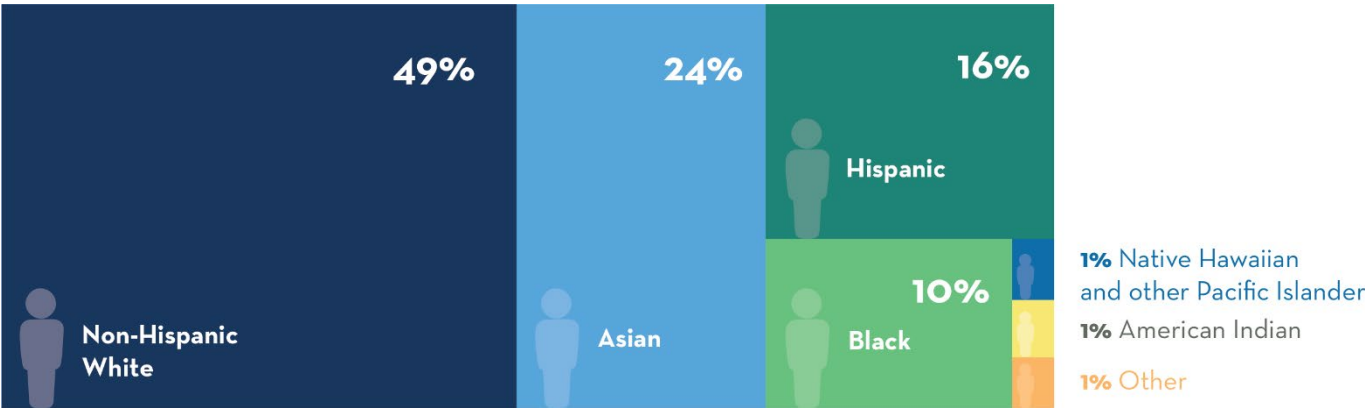
**Figure 1.6 Total Population by Age Group**



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table S0101, Retrieved February 2025

The RGC’s median age is 38.2 years, while that of Lynnwood overall as a city is 39.2 years. The total population under the age of 18 has slowly decreased since 2012 with large increases in the population over 65 years of age. Young working adults (those aged 18 to 34) has seen a slight increase since 2012.

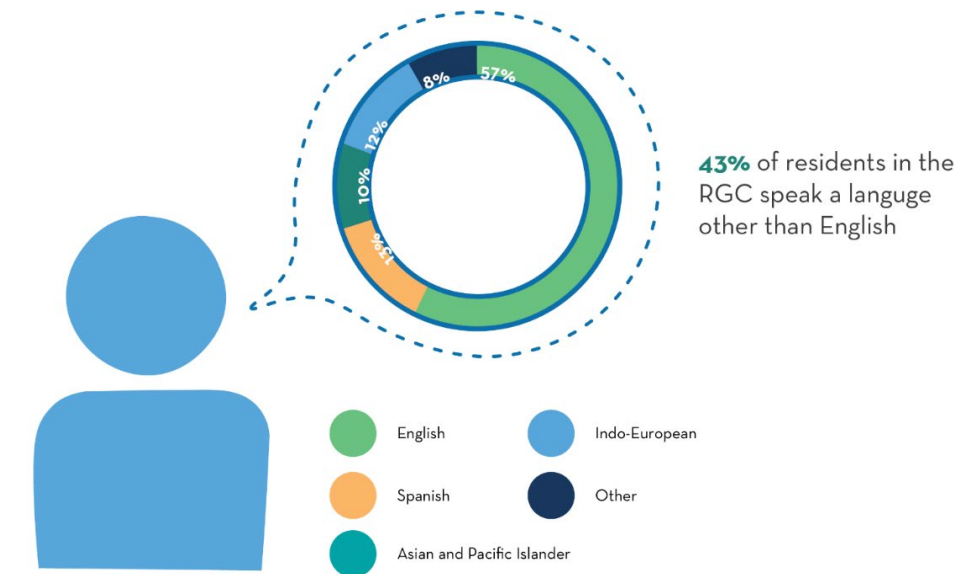
Figure 1.7 Total Population by Race and Ethnicity



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table DP05, Retrieved February 2025

The graph shown in Figure 1.7, Total Population by Race and Ethnicity, indicates movement in several population trends. The proportion of Non-Hispanic White individuals has continued to rise over the years. Additionally, several populations have shown continual decrease. Smaller population groups such as American Indians, Alaskan Natives, Native Hawaiians, and other Pacific Islanders showed minimal change over time.

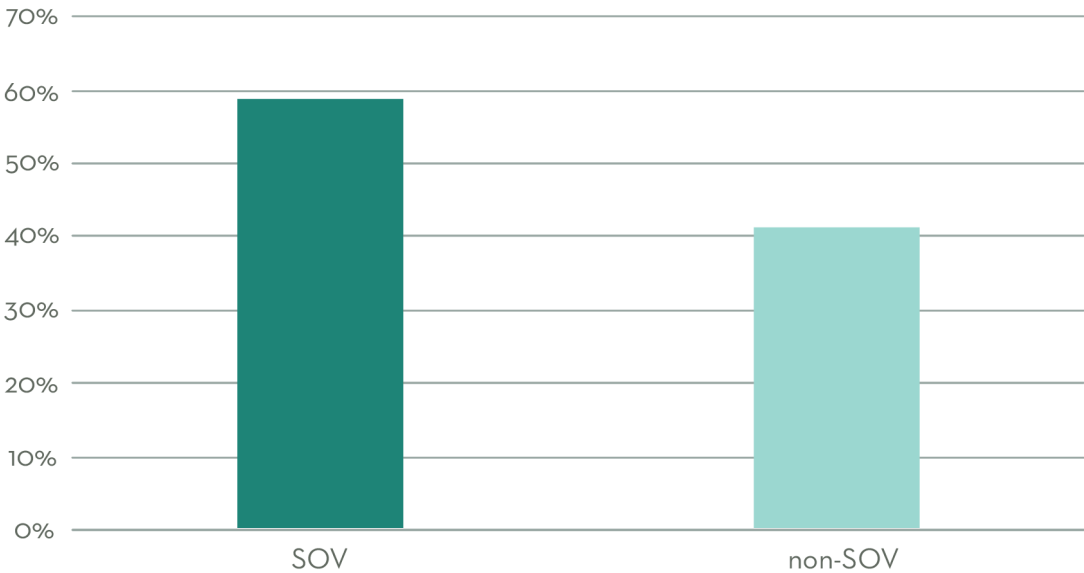
Figure 1.8 Languages Spoken in the RGC



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table DP05, Retrieved February 2025

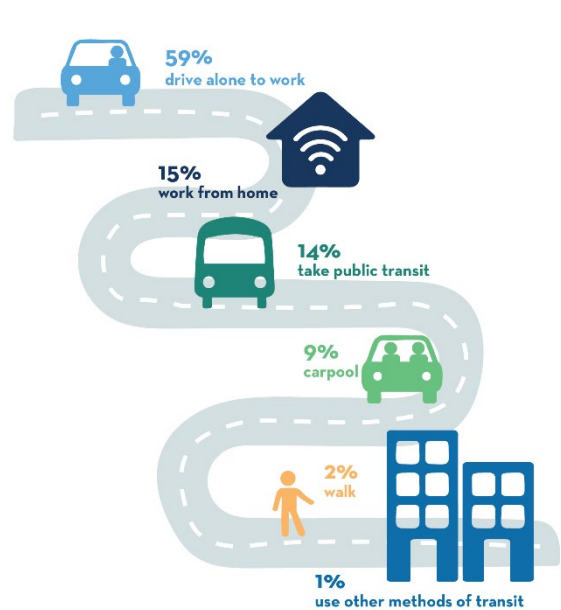
Within the RGC, English is the predominant language. With the growing diversity of residents, more languages are being spoken within the center. 43% of residents speak a language other than English. Spanish is the second most popular language spoken in the center at 13%. Indo-European (12%) and Asian Pacific Islander (10%) Languages are also spoken within the district.

Figure 1.9 Mode to Work for Residents



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table B08006, Retrieved February 2025

Figure 1.10 Commute Mode of Workers (2023)

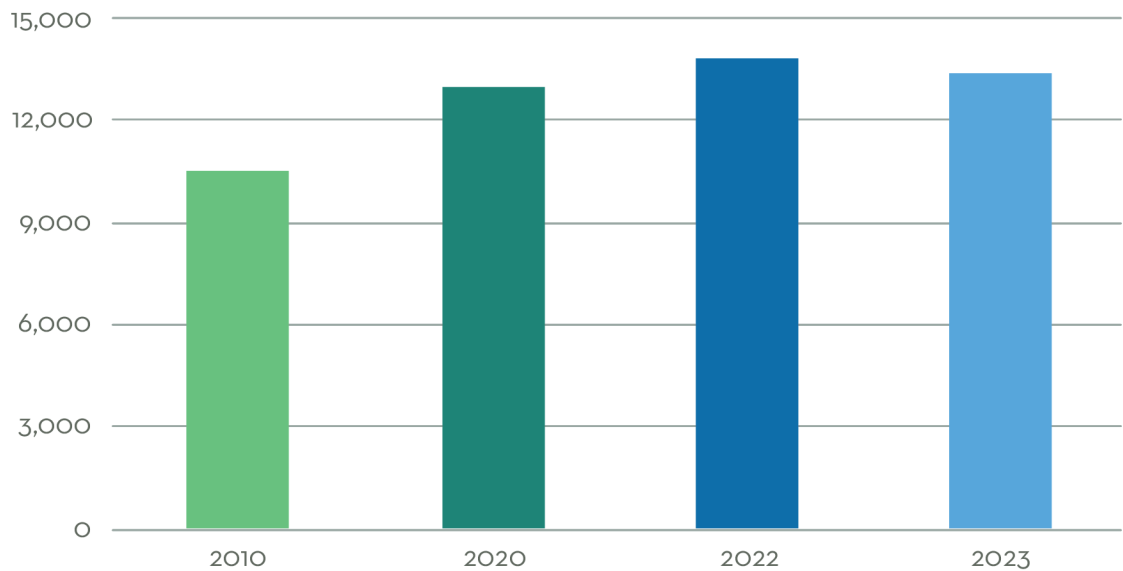


While the proportion of individuals driving alone decreased over time, it remains the largest method of getting to work for residents. The number of individuals carpooling has increased slightly from levels measured in 2012, while the number of individuals working from home has increased dramatically, reflecting changes in work patterns. Transit options in both the RGC and Lynnwood continue to improve, thus changing the ways residents commute to and from work. Since its opening in August of 2024, the Lynnwood City Center LINK light rail station has served over 600,000 riders as of the time of writing this report.

Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table B08006, Retrieved February 2025



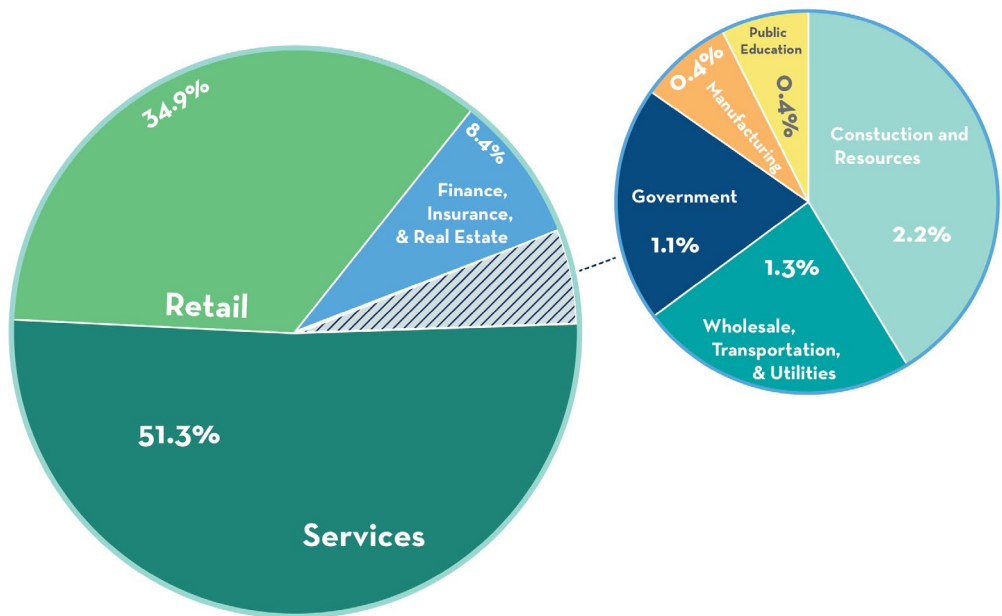
Figure 1.11 Total Employment Year by Year



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table S24401, Retrieved February 2025

Total employment within the RGC has continued to rise as development is driven by targeted investments in infrastructure, urbanization, and mixed-use developments. Improved transportation, such as expanded transit options, and the areas' proximity to the Seattle metro region make the RGC accessible and desirable. Additionally, population growth and economic diversification in sectors like retail, healthcare, and technology have further boosted job opportunities in the RGC. .

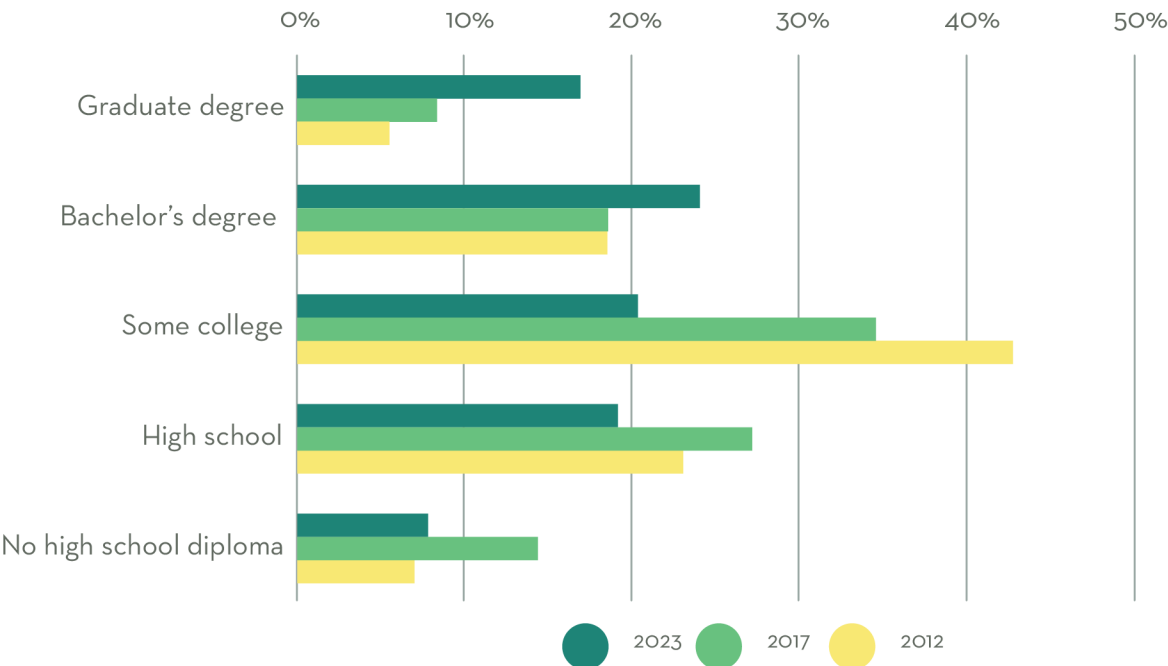
Figure 1.12 Occupations by Sector



Source: United States Census Bureau, Longitudinal Employer-Household Dynamics, Retrieved February 2025

The RGC's employment sectors are primarily concentrated in the services industry, encompassing a wide range of fields such as administration, accommodation and food services, entertainment, healthcare, and technology. A significant portion of employment is in the retail sector, which is bolstered by Alderwood mall..

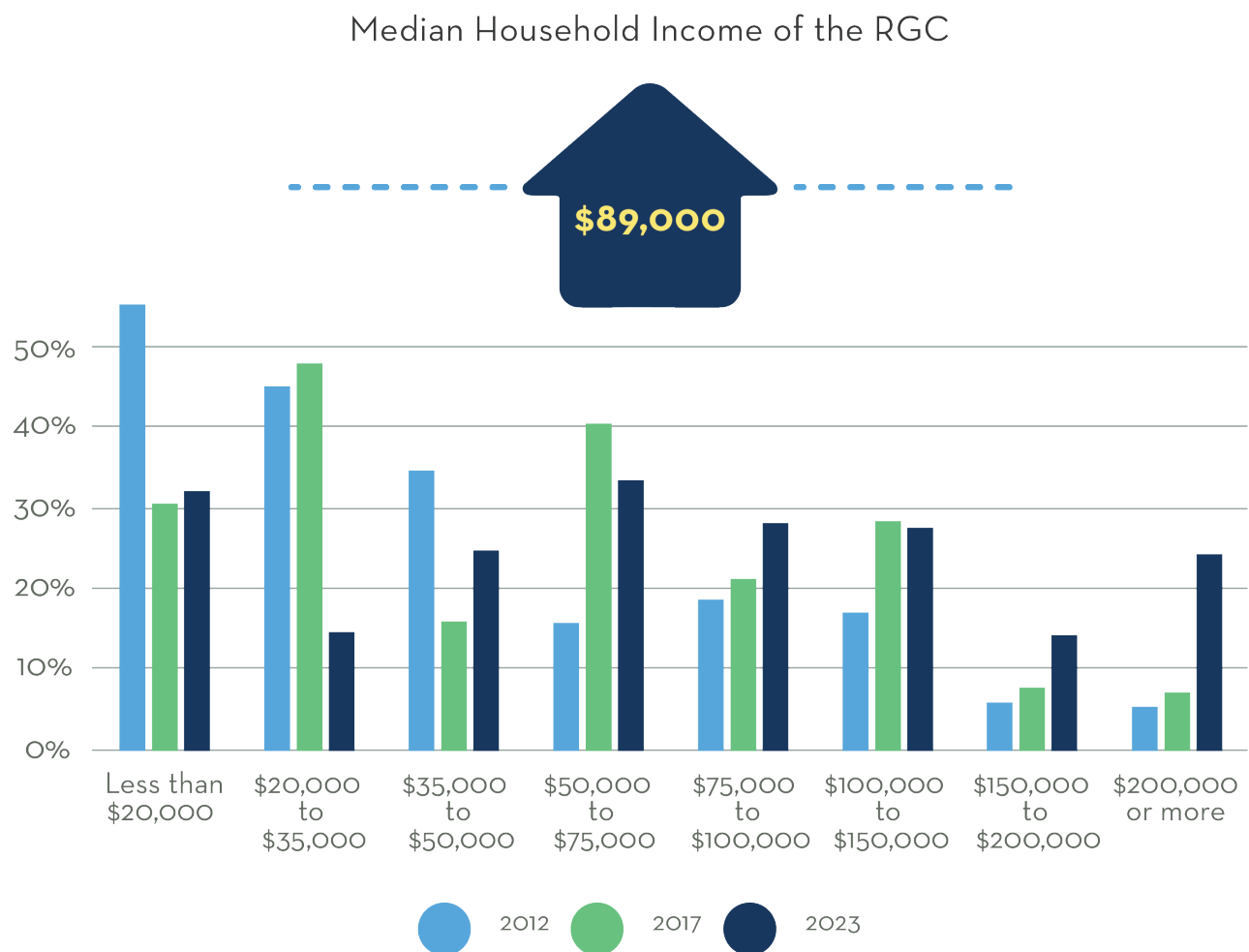
**Figure 1.13 Educational Attainment**



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table B15003, Retrieved February 2025

The RGC has a well-educated population. The number of individuals with graduate degrees greatly increased over time, while the number of people with bachelor’s degrees also increased. Individuals with some measure of collegiate education (less than attainment of graduate or bachelor’s degrees) has decreased from the numbers recorded in 2012. The number of individuals with a completed high school education decreased from previous years, which could indicate an aging population or one which has attracted more individuals with collegiate-level education.

Figures 1.14 Household Income in the RGC

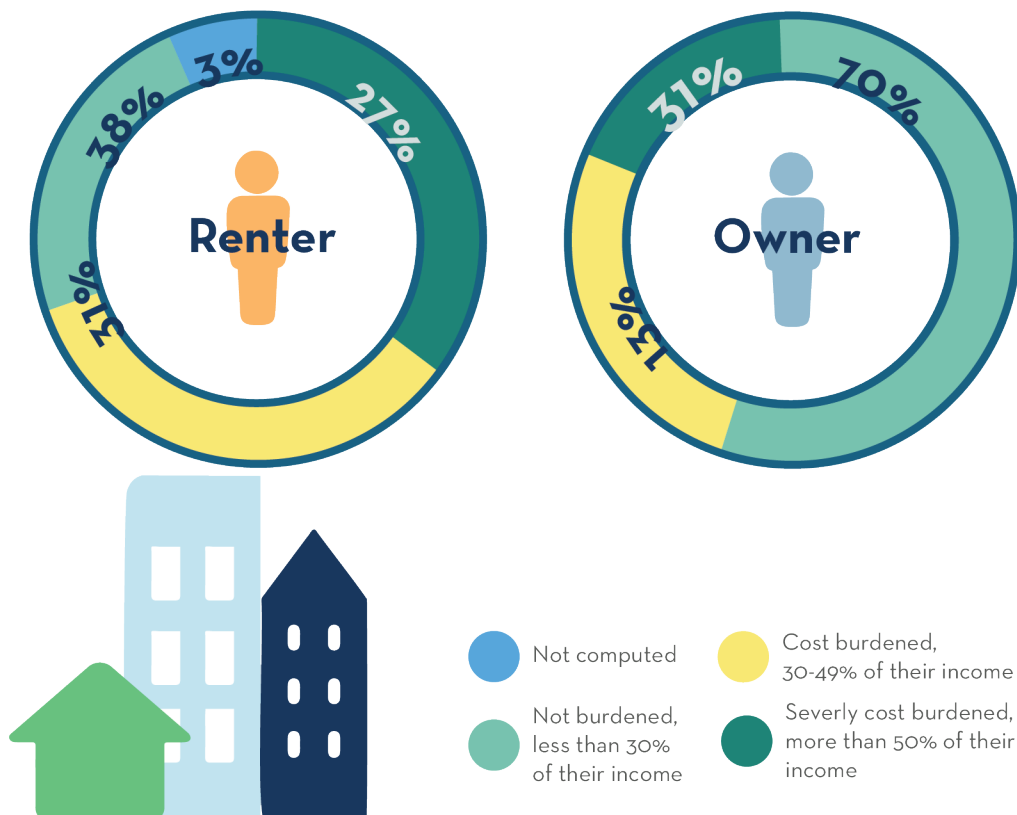


Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Table B19001, Retrieved February 2025

Total Household Income increased from 2012 to 2023. Lower income brackets (less than \$20,000 and \$20,000–\$35,000) have steadily declined, while middle and upper-income groups (\$50,000–\$150,000) have grown significantly. High-income households earning \$150,000 or more have also increased sharply, particularly by 2023. The median income within the RGC is around \$89,000. This trend reflects rising wages, economic growth, and increasing affluence over time. Comparatively, the median income for Lynnwood as a whole was around \$76,000 in 2023. The percentage of households earning \$100,000 or more has increased citywide by ten percent from 2018 to 2023. During the same time period, households in the RGC earning \$100,000 or more increased by twelve percent.

Figure 1.15 Cost Burden for Housing

**27%** of renters spend more than  
**50%** on their income on rent



Source: United States Census Bureau, American Community Survey: 2023 Five-Year Estimates Tables B25070 and B25091, Retrieved February 2025

Affordable housing costs have continued to challenge the region, housing burden is when households spend more than 30% of their gross income on housing related costs. Renters within the RGC continue to be more cost burdened than owners. 31% of renters are cost burdened, with 27% of renters being severely cost burdened spending more than 50% of their income on rent. This totals to 58% of renters in the RGC experiencing cost burdening over their housing expenses, while 70% of home owners are not cost burdened.

# PSRC Regional Centers Framework

Centers are the hallmark of the PSRC regional plan (VISION 2050) and the regional growth strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC’s federal transportation funding.

In 2015, the Growth Management Policy Board adopted a scope of work to review the existing centers framework. The regional centers have been integral to regional planning for over 20 years, and the Regional Centers Framework outlines a revised structure and criteria for regional and countywide centers and direction to update policies and procedures that:

- Clearly define the types of central places—both larger and smaller—within the region that are the focus of growth, planning, and investment.
- Establish criteria and planning expectations that ensure centers are developing as thriving and connected communities with sufficient market potential to accommodate new jobs and residents.
- Provide consistent designation of centers at the regional and countywide levels across the region.
- Address requirements for new centers and redesignation of existing regional centers.

Growth in centers has significant regional benefits that support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers.

The Regional Centers Framework establishes key opportunities for the region to support VISION 2050’s objective of encouraging development of compact, livable centers as an opportunity to accommodate a significant portion of the region’s growth. Implementation of the framework involves several components and steps:

- Center designation procedures
- Administrative procedures for monitoring of existing centers
- Guidance on growth expectations for centers
- Countywide planning policies related to countywide criteria and designations
- Measuring performance and outcomes over time
- Completing additional analysis on social equity strategies for centers
- Completing additional review and consultation with tribes on the role of tribal lands in the centers framework
- Research funding opportunities for centers
- Research the number and distribution of centers

Figure 1.16 PSRC Regional Centers Framework Map



Source: Puget Sound Regional Council



Objectives that guide implementation of the Regional Centers Framework include:

- **Growth:** Centers attract robust population and employment growth—a significant and growing share of the region’s overall growth.
- **Mobility:** Centers provide diverse mobility choices so that people who live and work in centers have alternatives to driving alone.
- **Environment:** Centers improve environmental sustainability, protecting rural and resource lands, habitat, and other critical areas by focusing the majority of growth in urban areas with existing infrastructure.
- **Social Equity and Opportunity:** Centers offer high access to opportunity, including affordable housing choices and access to jobs, to a diverse population.
- **Economic Development:** Centers help the region maintain a competitive economic edge by offering employers locations that are well connected to a regional transportation network and are attractive and accessible to workers.
- **Public Health:** Centers create safe, clean, livable, complete, and healthy communities that promote physical, mental, and social well-being.

## Regional Growth Centers Criteria

The CC +A RGC is designated as an Urban Growth Center. Criteria for these centers include the following, which the CC +A RGC meets:

- Existing density: 18 activity units per acre minimum.
- Planned target density: 45 activity units per acre minimum.
- Mix of uses: Regional growth centers should have a goal for a minimum mix of at least 15% planned residential and employment activity in the center.
- Size: 200 acres minimum - 640 acres maximum (may be larger if served by an internal, high-capacity transit system).
- Transit: Existing or planned fixed route bus, regional bus, high-capacity transit, or other frequent and all-day bus service. Service quality is defined as either frequent (< 15-minute headways) and all-day (operates at least 16 hours per day on weekdays) or more frequent under high-capacity transit.
- Market potential: Evidence of future market potential to support planning target.
- Role: Evidence of regional role (clear regional role for center; an important destination in the county)
- Jurisdiction is planning to accommodate significant residential and employment growth under the regional growth strategy.

## Proposed RGC Boundary Adjustment

As part of this planning process, the City of Lynnwood proposes to adjust the designated City Center + Alderwood RGC boundary. The previous boundary encompassed approximately 764 acres and the new boundary covers 772 acres. The previously designated RGC boundary is shown in Figure 1.17, and the proposed minor boundary adjustments are shown in Figures 1.18 and 1.19.

The purpose of the proposed RGC boundary adjustment for CC + A is to bring the boundary more into compliance with PSRC's objectives for centers administrative procedures for MINOR boundary adjustments:

- Center boundaries follow parcel boundaries and splitting parcels should be avoided. Boundaries should not appear gerrymandered or irregular, and centers should be contiguous areas. Inclusion of non-contiguous parcels is discouraged.
- Center boundaries may be refined as subarea planning occurs, but boundary changes can have implications for the overall configuration and make-up of the center.
- Minor boundary changes include one or more of the following that increases or decreases the center boundary by less than 10%:
  - Adjustments that better follow geographic features or topography. These may include fixing mapping errors from previous plans.
  - Adjustments that result from changes to rights-of-way or property line adjustments.
  - Adjustments based on updated subarea planning and development opportunities.

Minor boundary changes are processed administratively by providing PSRC staff with an updated GIS shapefile and explanation of changes.

Figure 1.17 Previously Designated RGC Boundary

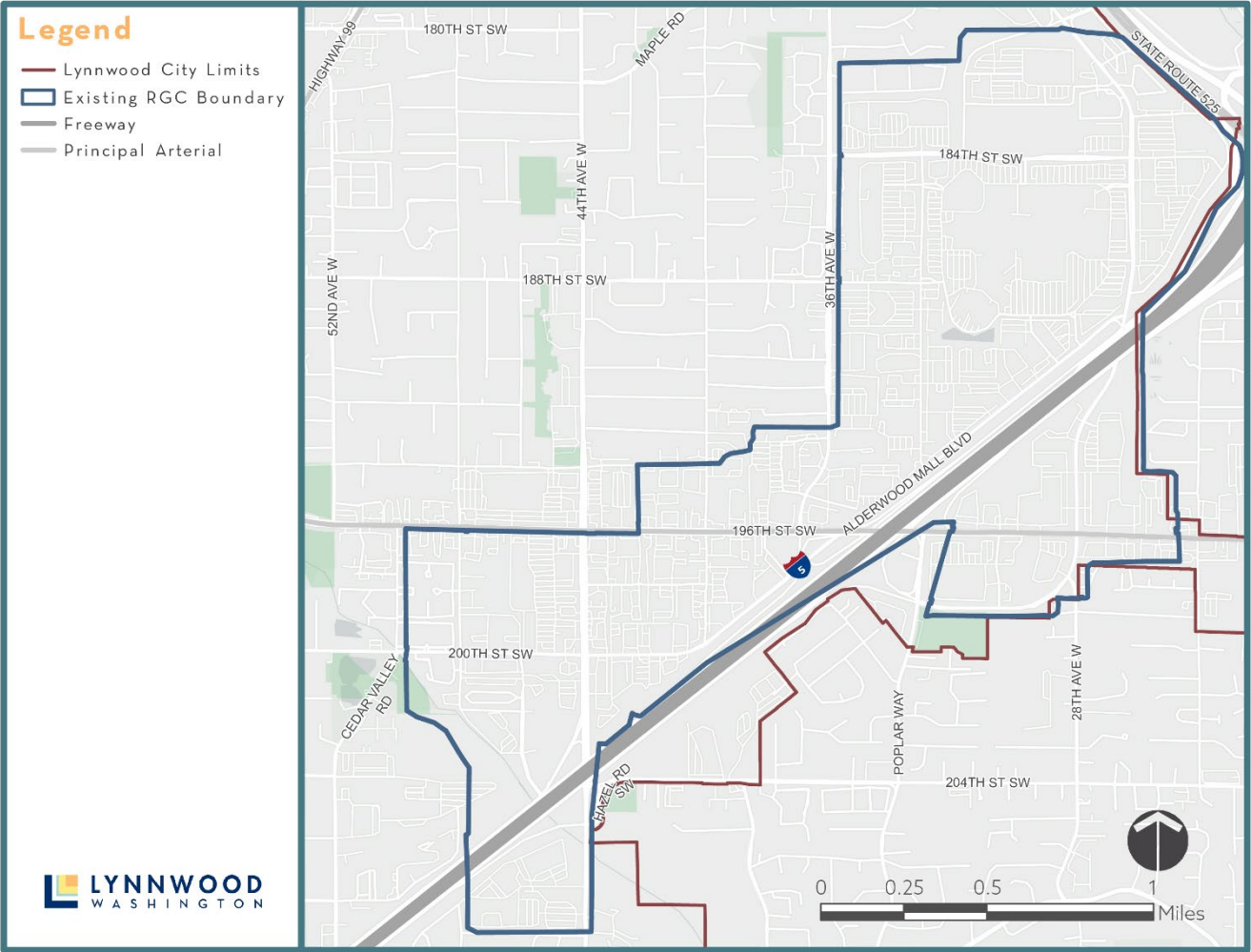
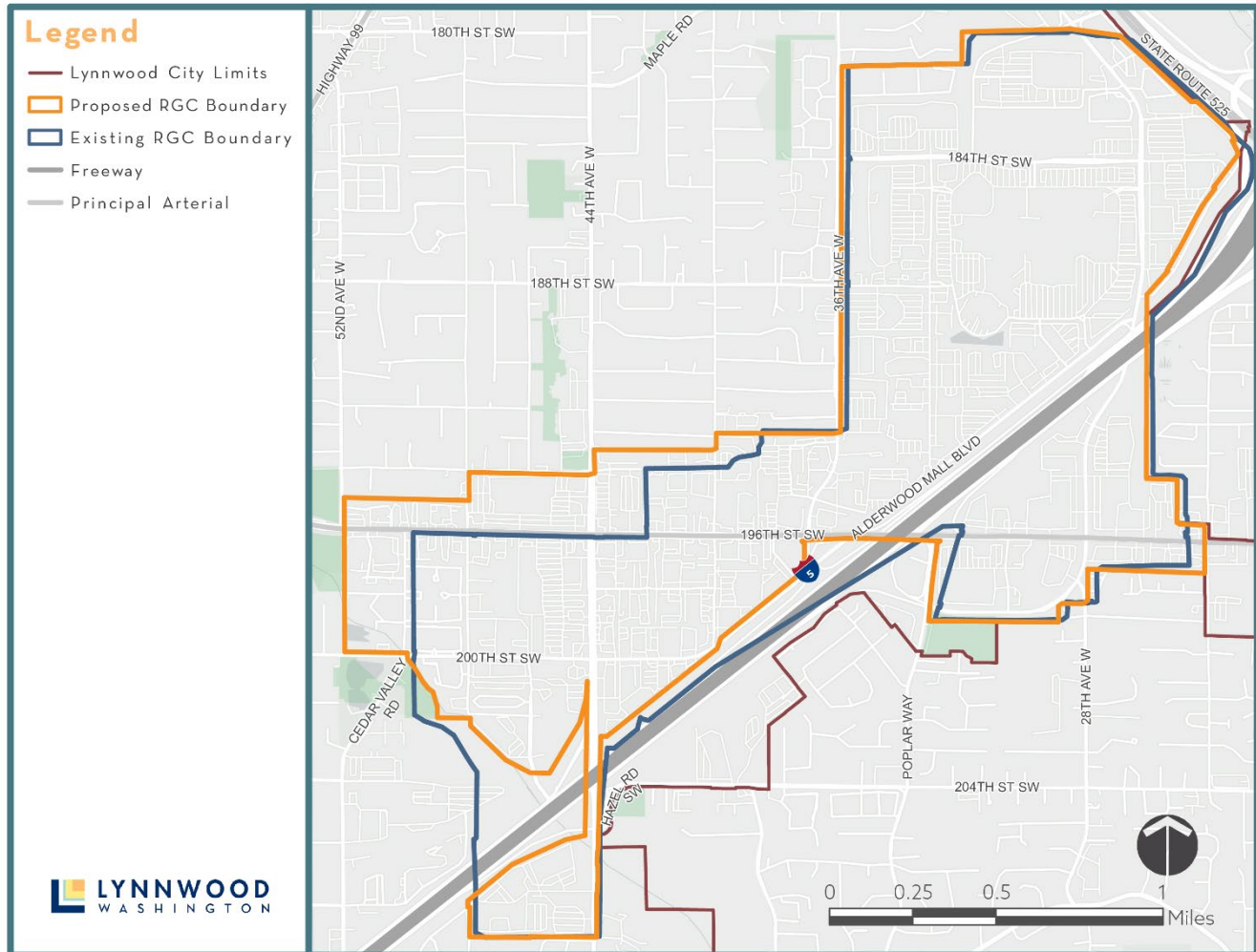


Figure 1.18 Proposed RGC Boundary (Adjusted with this Planning Process)



**Figure 1.19 Existing and Proposed RGC Boundaries Comparison**



## SEPA Process and Purpose of Planned Actions

The proposed planned action to implement the CC + A Plan consists of several related decisions and State Environmental Policy Act (SEPA) procedures:

- SEPA Scoping, conducted September 5 through October 6, 2023: the scoping period allows the public and agencies to comment on a proposed project's potential environmental impacts. This process helps to inform the range of topics and alternatives to be studied in the draft environmental impact statement (DEIS) and possible mitigation measures of adverse effects.
- Publishing of the DEIS (with the integrated CC + A Subarea Plan) for public and agency review and comment on April 15, 2025.
- Adoption of the CC + A Subarea Plan concurrent with publishing of the Final EIS (FEIS) as a document that is adequate for SEPA compliance, decision-making, and implementation of the upfront SEPA process for the planned action area.
- Adoption and implementation of an associated Planned Action Ordinance.

The creation and submittal of a Planned Action Ordinance for adoption allows local governments to streamline environmental review processes for development projects that are within the thresholds analyzed within this EIS. The EIS analysis of a proposal that includes a Planned Action differs from other EISs because the impact analysis focuses largely on impacts based on future development that is expected to occur within a broad area— rather than impact analysis associated with individual, sequential site- specific development projects.

The objective of this Planned Action EIS is to evaluate probable environmental impacts of two potential development alternatives and the No Action Alternative for the entire study area as comprehensively and completely as possible. The intent is to eliminate the need for subsequent SEPA environmental review associated with site-specific development or redevelopment. A SEPA Checklist is still required for submittal with a project proposal but issuance to the public would not be required if the project meets specific criteria. This is expected to provide certainty for future, site-specific development proposals and both simplify and expedite the permitting process for such projects. Expedited SEPA review applies to development that complies with criteria listed in the Planned Action Ordinance, complies with the subarea’s development regulations, and occurs within 10 years of issuance of this FEIS.

## Summary of Significant Unavoidable Adverse Impacts

As shown in the analysis of this DEIS, no significant unavoidable adverse impacts would be anticipated with implementation of the preferred Alternative (Alternative 2—see Chapter 2 Alternatives Studied), assuming that mitigation measures identified in this DEIS including multimodal transportation improvements, public transit, parking management, increased levels of service for public services and utilities, and other mitigation would be implemented.

Proposed redevelopment within the Lynnwood RGC would result in intensification of built form, population, housing, additional employment opportunities, and other changes. While the intensity of redevelopment would be substantially greater than the amount of existing development, such redevelopment would be consistent with the 2024 *Imagine Lynnwood* Comprehensive Plan, the proposed CC + A Plan (if adopted), the intent of the City’s zoning for the RGC, the goals and intent of PSRC’s VISION 2050 regional plan for growth and Regional Centers Framework, Snohomish County countywide planning policies, and the requirements of the Washington State GMA.





# CHAPTER 2

## ALTERNATIVES STUDIED

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT



## Chapter 2 – Alternatives Studied

This chapter of the DEIS presents the alternatives studied for the CC + A Plan:

- **Alternative 1—No Action Alternative**, which is a SEPA Required Alternative, and assumes growth according to current trends, with “no action” meaning that the subarea plan is not adopted. 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 Alternative—Preferred Alternative**, which is an action alternative that examines more concentrated growth within Lynnwood RGC, resulting in a denser RGC and aligns with the *Imagine Lynnwood 2024 Comprehensive Plan*. As such, this 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 the Lynnwood RGC, but also in other geographic areas of the City, including along the State Route (SR) 99 corridor, College District, and other locations.

Alternative 2 The No Action Alternative is used as the baseline against which the impacts of the two action alternatives studied in the DEIS (Alternatives 2 and 3) are measured. The focus of this EIS is the RGC, but the traffic operations evaluation is conducted citywide because the alternatives assume growth outside the RGC relative to the No Action Alternative. Evaluations are conducted on facilities under both City and State jurisdiction.

Tables 2-1 and 2-2 show housing, population, and jobs in the Lynnwood Regional Growth Center for 2020 conditions as a baseline and for projected conditions in 2044. Figures 2.1, 2.2, and 2.3 depict the CC + A study area and geographic area assumptions related to the alternatives.



**Photograph of Alderwood Mall**

Source: City of Lynnwood

**TABLE 2-1 Existing Housing, Population, and Jobs in the Regional Growth Center (2020)**

	Total Acres	Housing Units		Population		Jobs		Total Activity Units (AU) in the CC + A RGC	AU/ Acre in the CC +A RGC
		Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A		
2020 in the Lynnwood RGC	772*	1,799	13,995	4,389	34,148	15,682	11,227	20,071	26.0

\*While the existing regional growth center boundary covers 764 acres, Lynnwood is proposing a boundary adjustment as part of this planning effort that would result in an expansion to 772 acres. For comparative purposes housing, population, jobs, and activity units have been calculated for the same boundary/planning area for existing and proposed conditions (below).



***Bird's Eye View of City Center at Lynnwood Apartments***

Source: City of Lynnwood





***City Center Light Rail Station in the Lynnwood RGC***

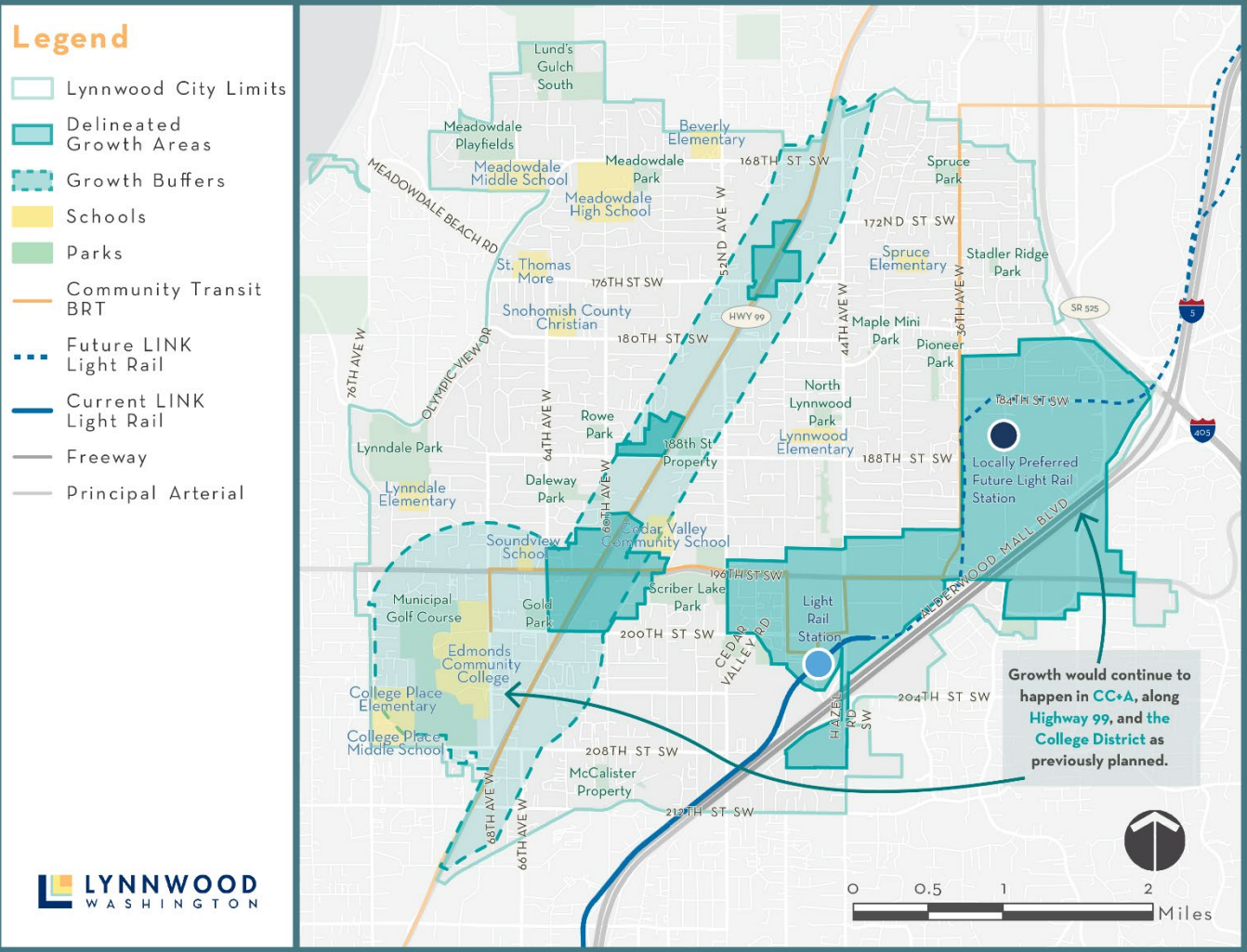
Source: Doug Trumm, *The Urbanist* (2024)

**TABLE 2-2 Projected Housing, Population, and Jobs in the Regional Growth Center 2044**

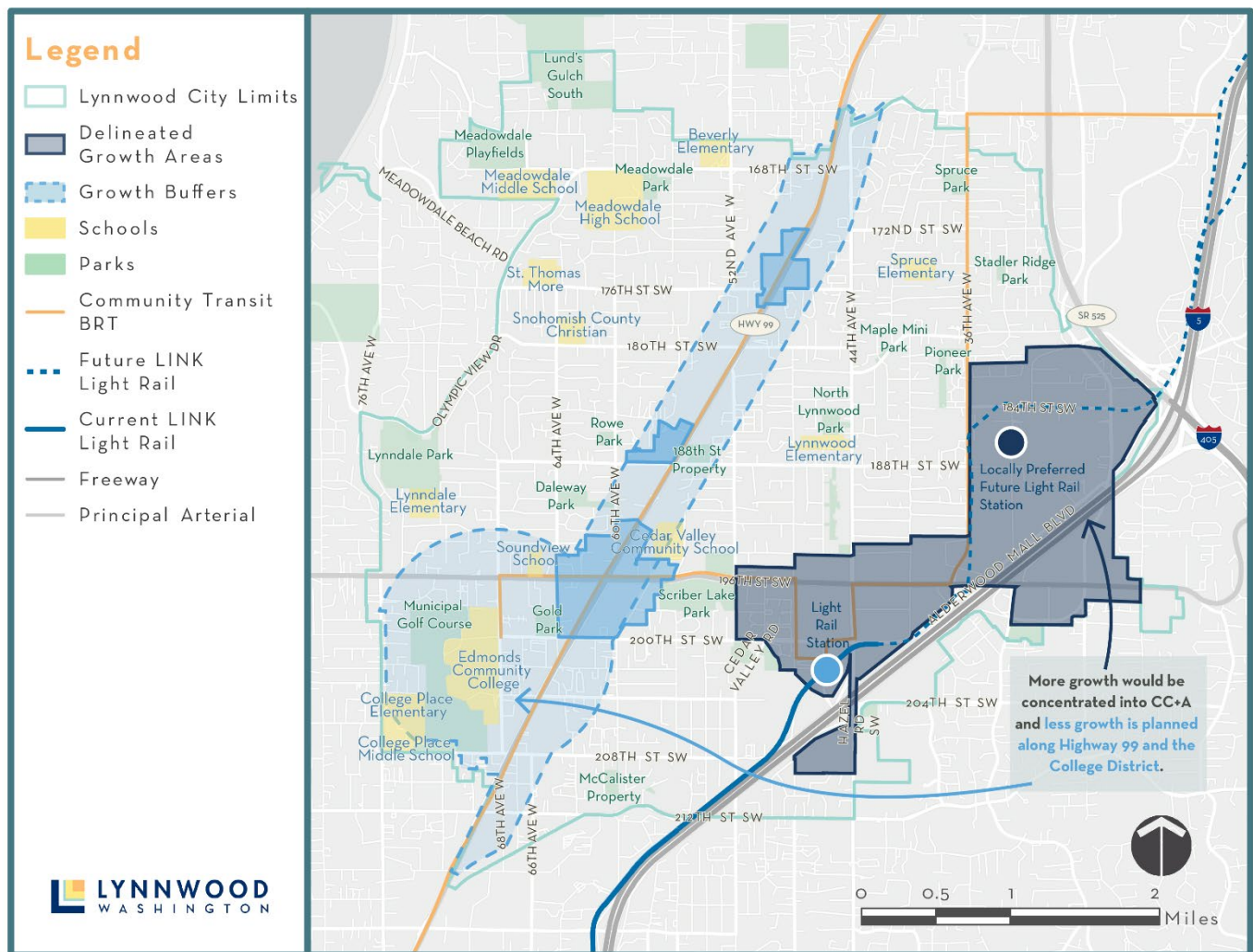
	Total Acres	Housing Units		Population		Jobs		Total Activity Units (AU) in the CC + A RGC	AU/ Acre in the CC +A RGC
		Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A	Inside CC +A	Outside CC+A		
2020 in the Lynnwood RGC	772	1,799	13,995	4,389	34,148	15,682	11,227	20,071	26.0
Alternative 1—No Action 2044	772	13,664	15,570	26,281	36,971	24,308	16,529	50,587	65.5
Alternative 2—Concentrated Growth in the Lynnwood RGC 2044	772	14,832	16,783	28,361	39,140	32,565	18,329	60,926	78.9
Alternative 3—Dispersed Growth 2044	772	12,353	18,771	23,933	42,702	31,185	20,182	55,118	71.4



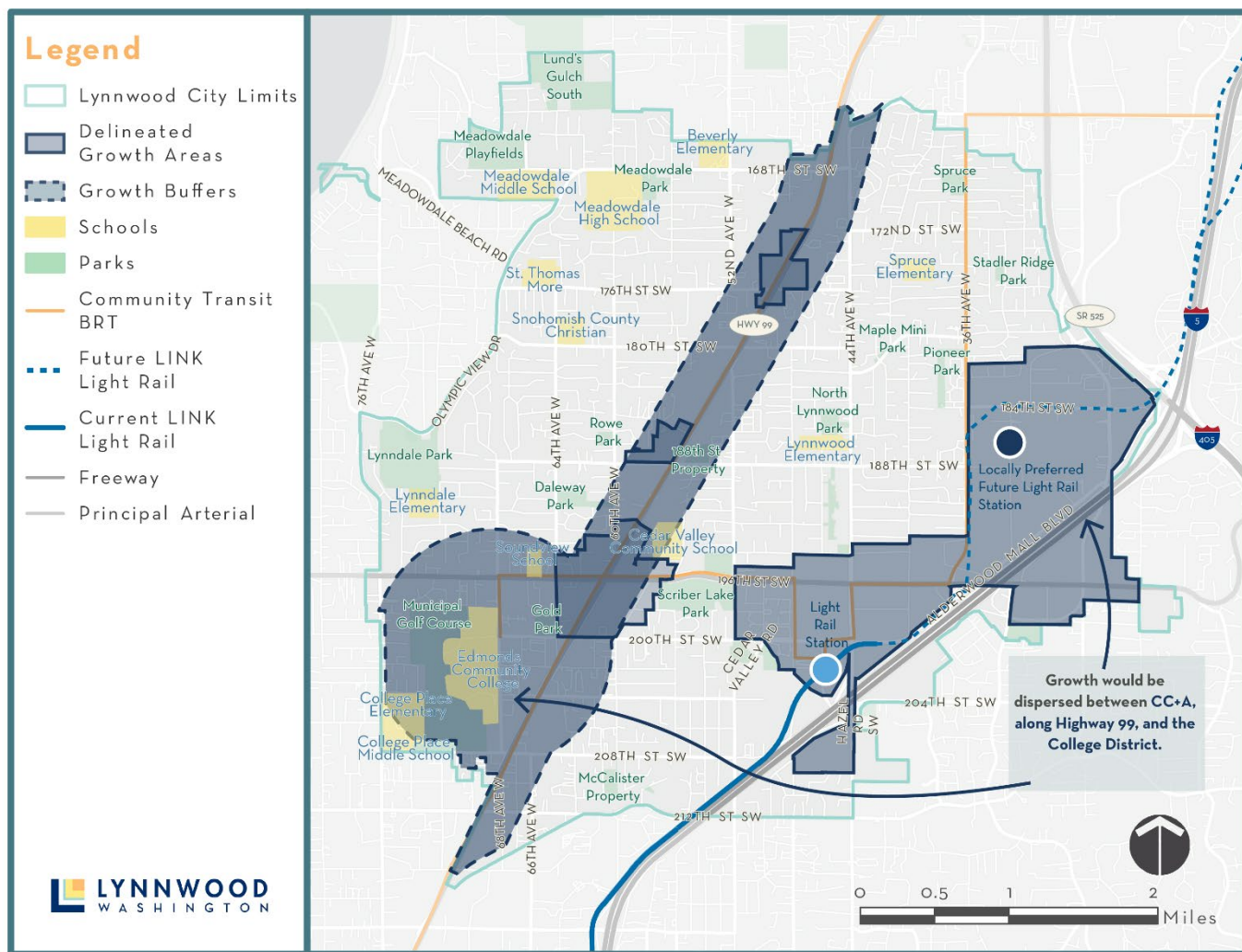
**Figure 2.1—Alternative 1—No Action Alternative with Growth Continuing (without Adoption of the CC + A Plan)**



**Figure 2.2—Alternative 2—Concentrated Growth in the Lynnwood Regional Growth Center with More Growth in the RGC and Less Growth in the SR 99 Corridor, College District, and Other Areas Citywide (Preferred Alternative)**



**Figure 2.3—Alternative 3—Dispersed Growth with Less Growth in the Lynnwood RGC and More Growth in the SR 99 and College District and Other Areas Citywide**





# CHAPTER 3

## LAND USE PATTERNS, HOUSING, AND COMMUNITY DESIGN

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT



# Chapter 3—Land Use Patterns, Housing, and Community Design

## Introduction

This chapter of the DEIS addresses existing and proposed land use and built form of the affected environment and alternatives studied in this DEIS.

## Affected Environment

This section summarizes the land use patterns, zoning, housing, and community design in the Lynnwood Regional Growth Center (RGC) and provides a baseline for analyzing the impacts of land use and development of the alternatives.

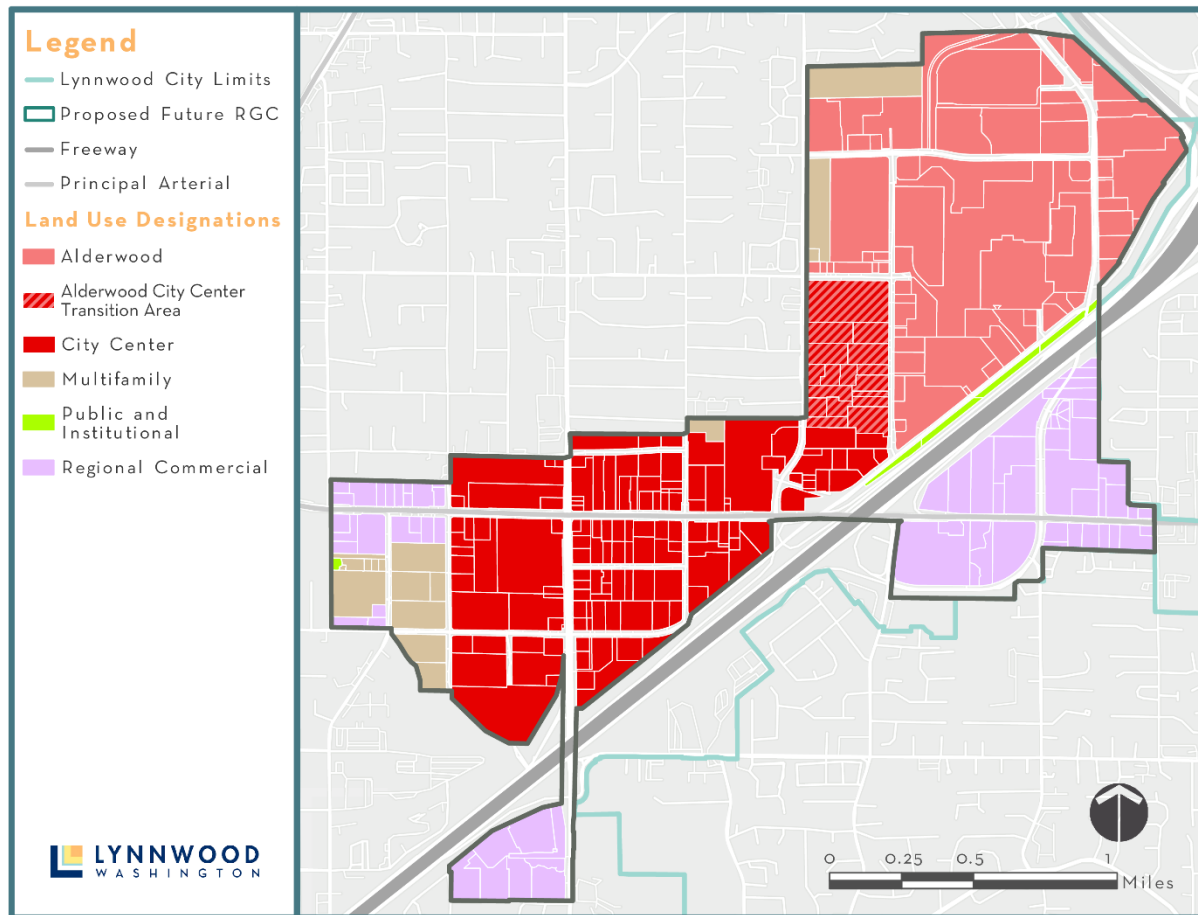
### Current Land Use Patterns and Zoning

#### *Future Land Use Designations within CC+A*

**Figure 3.1** depicts the current Land Use Designations for the subarea, as adopted by the 2024 Comprehensive Plan update. The subarea has a total of six land use designations within its boundaries, but the vast majority is comprised of the City Center and Alderwood land use designations. Both designations focus on providing a range of commercial uses while supporting multifamily developments. Concentrations of the Regional Commercial land use designation are in the western, eastern, and southern corners of the RGC and focus on providing larger, more regional-scaled retail businesses and services. The Multifamily land use designation, mostly concentrated in the western corner of the RGC, primarily focuses on providing opportunities for multifamily uses.

Full descriptions of each land use designation are provided below, and detailed acreage of each designation is provided in **Table 3.1**.

**Figure 3.1 Land Use Designation Map within the CC+A RGC**



### **Alderwood Land Use Designation**

Alderwood is a distinct district for access to goods and entertainment supported by surrounding housing, offices, and regional shopping. Alderwood is anchored by the Alderwood mall and the future light rail expansion for the West Alderwood Station. The corresponding zone for this land use designation is Alderwood (A).

### **Alderwood/City Center Transition Land Use Designation**

The Alderwood/City Center Transition area offers low to mid-rise commercial centers including retail, office, restaurants, hospitality, and entertainment uses. Mixed use residential development is encouraged in this area. The corresponding zone for this land use designation is Alderwood City Center Transition Area (ACC).

### **City Center Land Use Designation**

The City Center area is a compact, intense, and lively center that offers Lynnwood opportunities for culture, commerce, and habitation. Lynnwood City Center is anchored by the light rail station,



event center district, and transit-oriented development. The corresponding zone for this land use designation is City Center (CC).

### **Multifamily Land Use Designation**

The Multifamily designation allows for multiple units in a residential building, up to a designated height. Additional height bonuses may be permitted to developments providing senior or affordable housing opportunities. The corresponding zone for this land use designation is Residential Multifamily (RM-45).

### **Public and Institutional Land Use Designation**

The Public/Institutional designation is a restrictive land use intended only for land owned by public agencies for schools, utilities, parks, transportation, and other public infrastructure. The corresponding zones for this land use designation are Open Space & Parks (OSP) and Public & Institutional (P-I).

### **Regional Commercial Land Use Designation**

Regional Commercial areas provide retail business and services on a larger, regional scale, supporting locations near high-capacity transit. The corresponding zone for this land use designation is Planned Commercial Development (PCD).

**Table 3.1 Land Use Designations within the CC+A RGC**

<b>Land Use Designation</b>	<b>Acres (Gross)</b>	<b>Share of RGC (%)</b>
Alderwood	240.92	36.8%
Alderwood City-Center	34.8	5.3%
City Center	198.06	30.3%
Multifamily	47.26	7.2%
Public and Institutional	5.97	0.9%
Regional Commercial	126.15	19.3%

### **Adjacent Land Uses**

Adjacent to the City Center + Alderwood area are neighborhoods that have historically been residential, including Multifamily and Neighborhood Residential land use designations, primarily located to the north, west, and south. Industrial land uses are located south of the RGC, largely consisting of transportation and automotive-based uses. The City's Municipal Growth Area borders the eastern and southern boundaries of the RGC. There are a large range of uses in this area, including commercial and high-density residential areas, large areas of public/institutional uses, and large areas of both medium- and low-density residential uses.

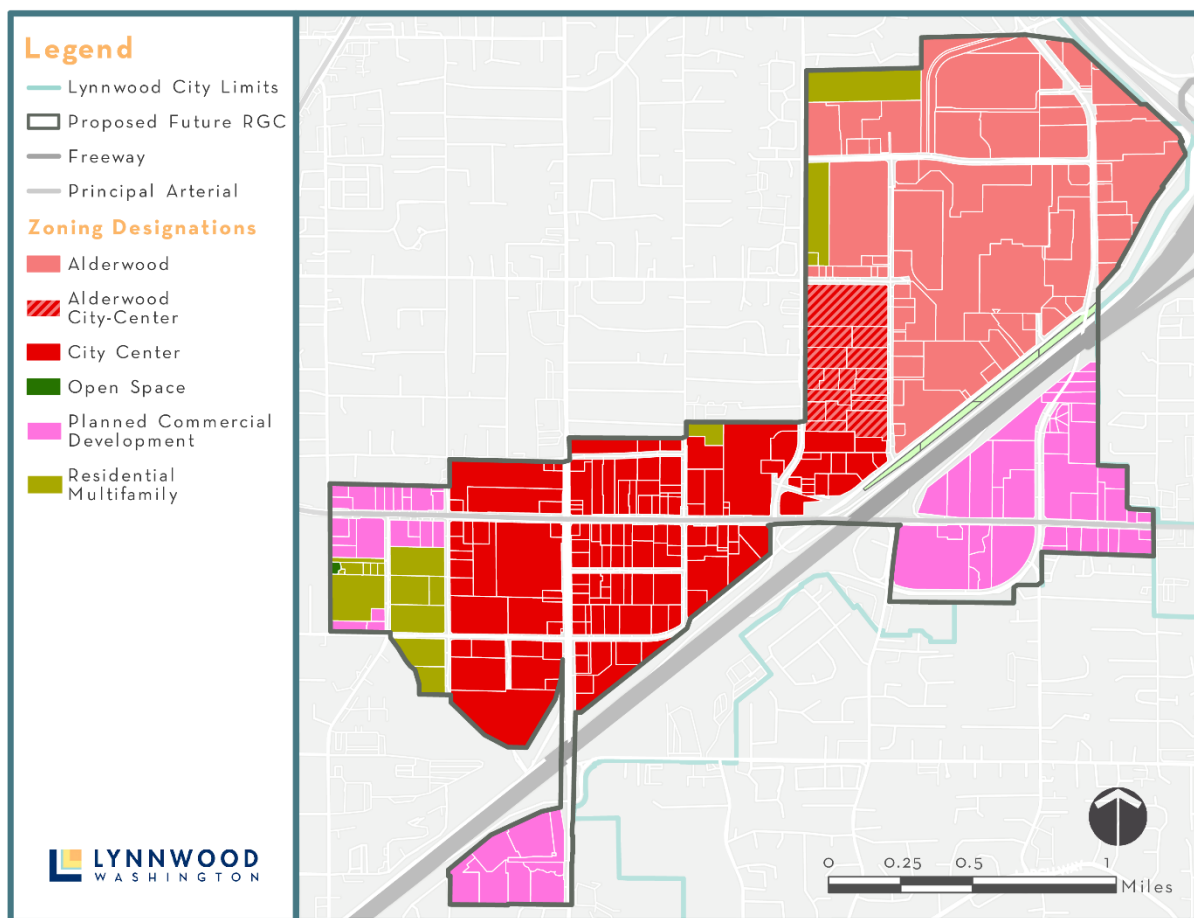
Aesthetically, a transition between the CC+A RGC and surrounding areas will need to occur, and can utilize potential step downs in height, land use restrictions, or landscape buffers to minimize

stark transitions. The transition's methodology should provide flexibility in standards to ensure development has a wide range of options.

### ***Zoning within CC+A***

The zoning districts within the Lynnwood RGC correspond on a near one-to-one basis with the land use designations. The map in **Figure 3.2** depicts the seven zoning districts with the study area. A summary of the permitted uses of these zones are provided below, and **Table 3.2** provides a summary of the density and height achievable, and the detailed acreage of each zone.

**Figure 3.2 Zoning Map within the CC+A Subarea**



### **Alderwood Zone**

Permitted uses in the Alderwood zone consist of a wide range of uses, including automotive, business services, eating and entertainment, institutional, medical, office, personal services, recreational, and residential.

### **Alderwood City Center Transition Zone**

The Alderwood City Center offers a transition area between the Alderwood and City Center zones, by allowing for transitional heights and densities, and in the permitted uses. The uses permitted in

this zone include multifamily, hotel, office, and general commercial (banks, medical clinics, bars, restaurants, retail, libraries, schools, day care, live/work, etc.).

### **City Center Zone**

The City Center zone permits all types of land uses, except those explicitly prohibited (including industrial, adult, self-storage, and auto-oriented businesses uses).

### **Open Space Zone**

This zone is created on properties serving as public open space and/or park uses.

### **Public & Institutional Zone**

While primarily for Public and Institutional uses, including places of worship, community or convention centers, schools, libraries, park and ride centers, etc., this zone also allows for select residential uses, primarily single-family, adult manufactured homes, and adult family homes.

### **Planned Commercial Development Zone**

A wide range of uses are permitted in the Planned Commercial Development zone including automotive, business services, eating and entertainment, institutional, medical, office, personal services, recreational, and residential uses.

### **Residential Multi-Family 45 feet Zone**

Uses within the Residential Multifamily zone primarily consists of residential uses with multiple dwelling units, including standard multi-family development, adult family homes, boarding houses, senior housing, independent and assisted living facilities, etc. A select few public services and facilities are permitted, including childcare centers, public utility facilities, places of worship school, libraries, and museums, etc.

**Table 3.1 Land Use Designations within the CC+A Subarea**

<b>Zoning Designation</b>	<b>Maximum Height</b>	<b>Residential Density</b>	<b>Acres (Gross)</b>	<b>Share of RGC (%)</b>
Alderwood	None	Residential FAR:3.5	240.92	36.8%
Alderwood City-Center	0 – 120 ft (1)	70 Dwelling Units per Acre	34.8	5.3%
City Center	Three-story, no less than 30-feet min. / 140 ft or 350 ft. max. (2)	Residential FAR 3.0 With bonuses: 5.0 or 10.0 FAR (3)*	198.06	30.3%
Open Space & Parks	None	None	0.33	0.1%
Public & Institutional	None	8,400 sf per Dwelling (4)	5.64	0.9%

Planned Commercial Development	None / (for Multifamily: 3 stories of 45-feet, whichever is less)	20 Dwelling Units per Acre / N/A (5)	126.15	19.3%
Residential Multifamily	35 ft. / None	2,400 sf per Dwelling / 1,000 sf per Dwelling	47.26	7.2%

*(1) Building height in this zone depends on the distance from the East Right-of-Way line of 36<sup>th</sup> Avenue W. Between 0 and 50-feet, no building is permitted. 0-300 feet, building height of 50-feet is permitted. Greater than 300-feet from 36<sup>th</sup>, 85-feet, or up to 120 feet with a CUP, is permitted. If the development is located on the east side of 33<sup>rd</sup> Avenue W, the maximum building height is 120-feet.*

*(2) Current Zoning for City Center is separated into three – City Center – Core (CC-C), City Center – West (CC-W), and City Center – North (CC-N). CC-W and CC-N have a lower height maximum (140-feet) than CC-C (350-feet). All three zones have exceptions to the height limit based on the development’s location, relative to a specific street or to adjacent residential zones.*

*(3) Maximum residential FAR achieved with bonuses for CC-C is 10.0; for CC-W and CC-N, the maximum residential FAR is 5.0.*

*\*HB1491(2025) has proposed legislation requiring a minimum FAR of 3.5. As of writing this section, this bill has not been passed by the legislature, but will likely have been determined prior to the FEIS.*

*(4) In the Public & Institutional Zone, residential uses which are permitted in the RD-8 single-family residential zone are permitted. Multifamily development is not permitted in this zone (apart from those allowed with manufactured home parks, ADUs, and middle housing allowances).*

*(5) The development regulations for the Planned Commercial Development (PCD) zone (located in Chapter 21.46 LCM - Commercial Zones), points to Chapter 21.62 LMC - Highway 99 Mixed Use Zone, for development regulations for multifamily developments. The Highway 99 Mixed Use Zone’s development standards (LMC 21.62.400) are based on the Development Level, taking into consideration the size of development and whether or not it is a non-residential development, or mixed-use development. Development Levels 1 and 2 (non-residential only) do not have a density. Development Level 3 (mixed-use) has a residential density of 20 dwelling units per acre.*

### **Land Capacity**

A land capacity analysis was created, analyzing the capacity potential for the three alternatives: Alternative 1: No Action; Alternative 2: Concentrated Growth in the RGC; and Alternative 3: Dispersed Growth throughout the City. The first step in the land capacity analysis was to identify the vacant and developable properties, shown in **Figure 3.3** below.



**City of Lynnwood**  
**Vacant/Redevelopable Parcels**  
**Alt 3 (Dispersed Growth)**

**Legend:**

- Proposed CC+A RGC Boundary
- 99 Mixed Use Nodes
- College District
- Vacant / Redevelopable**
  - Alts 1-3
  - Alt 3 only
- Streets**
  - Interstate
  - Highways
  - Major Roads
  - Local Roads
  - LINK LRT Line

**Map Labels:**

- MEADOWDALE
- NORTH LYNNWOOD
- EDMONDS
- MOUNTLAKE TERRACE
- ALDERWOOD MANOR
- LYNNWOOD (City Center Station)

**Streets:** 75TH PL W, 75TH AVE W, 88TH AVE W, 9TH AVE S, 9TH AVE W, MAIN ST, MARLEWOOD DR, BOWDOWN WAY, 89TH AVE W, 168TH ST SW, 176TH ST SW, 180TH ST SW, 188TH ST SW, 196TH ST SW, 200TH ST SW, 204TH ST SW, 208TH ST SW, 212TH ST SW, 52ND AVE W, 60TH AVE W, 64TH AVE W, 66TH AVE W, 48TH AVE W, 30TH AVE W, 34TH AVE W, 44TH AVE W, 164TH ST SW, 172ND ST SW, 184TH ST SW, 204TH ST SW, ASH WAY, MAPLE RD, LARCH WAY, POPLAR WAY.

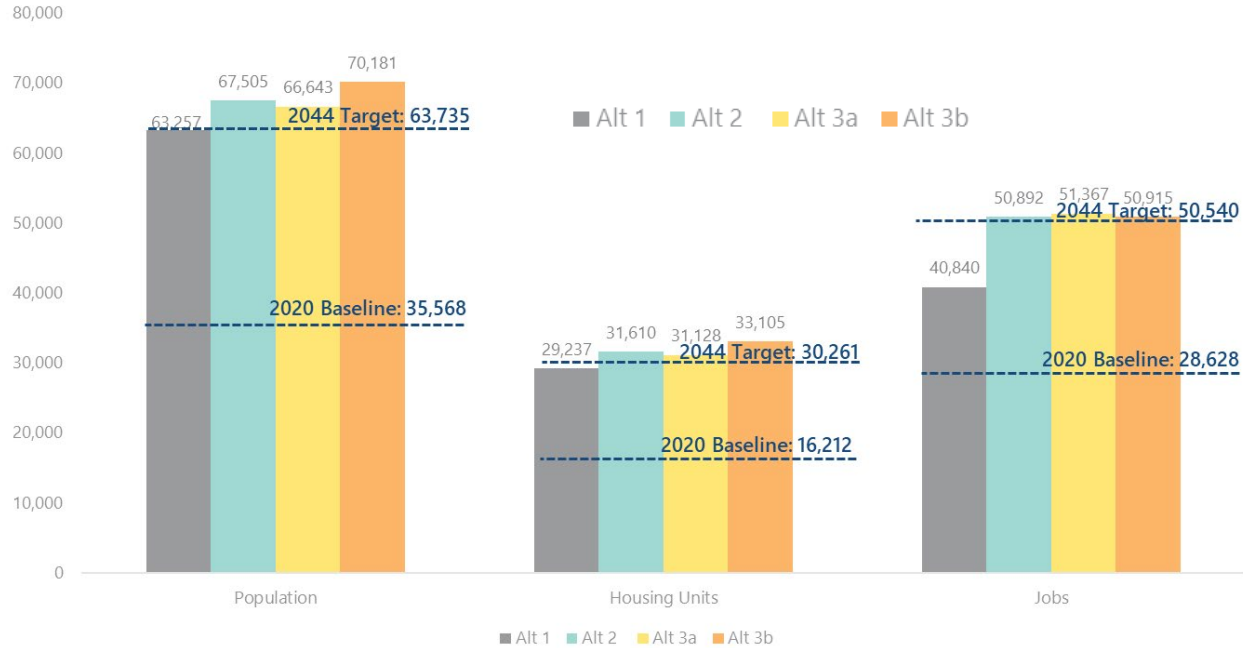
**Scale:** 0, 0.5, 1 mi

**North Arrow:** 5TH AVE S

Having established the available developable acreage, the land capacity analysis then considered the housing and employment density assumptions achievable in each zone. For housing density, the maximum density per the Lynnwood Municipal Code was used for single-family and multifamily zoning districts. For mixed-use developments, housing was calculated based on an average of recent developments in the applicable zones. Employment densities were calculated based on the average commercial rentable building area per acre.

## City Center + Alderwood Subarea Plan

**Figure 3.4 Baseline and Target Population, Housing Units, and Jobs, 2020-2044**



Source: WA Department of Commerce, WA Office of Financial Management, Snohomish County, City of Lynnwood, CoStar, Leland Consulting Group

## Market Conditions

In a market analysis completed for the CC+A Subarea, emerging real estate trends in the region were analyzed in conjunction with population and demographic trends of the City to provide context of how development within CC+A will evolve in the coming years. Key findings from this work are summarized below.

### Emerging Real Estate Trends

- Nationally, developers continue to view industrial and multifamily (rental apartment) development as the most promising development types.
- Developers are once again considering hotel development, after several very difficult years during the pandemic, but are primarily interested in the development of properties that serve leisure and tourism travel, not business travel.
- Developers and lenders will be highly skeptical of new office and retail development in the coming few years, due to the work-from-home and hybrid-work trends, tech layoffs, and recession concerns (office), and the large existing amount of space and increasing online spending (retail).
- The Seattle metro area ranks 17th for overall real estate prospects out of 80 US metro areas, according to the Urban Land Institute's (ULI) annual Emerging Trends in Real Estate survey.



### **CC+A in Comparison to Other RGCs**

- CC+A is larger (i.e., encompasses more square miles) than comparable Puget Sound centers and has seen less multifamily development per square mile over the past 20 years.
  - For context, CC+A is 8.5 times as large as Bothell’s very manageable and walkable downtown. It is often ideal to concentrate key destinations in urban districts within a quarter-mile walk; the walk between the two LINK stations will be more than 1.5 miles.
  - The plan area needs to be conceived of and implemented in parts as a series of interconnected nodes, subareas, or focus areas.

### **CC+A Specific Market**

- The CC+A is in the path of growth and should continue to see growth and development interest.
- Despite proximity to existing and future transit routes, the CC+A subarea currently is not a dense residential area, even compared with other parts of Lynnwood. While some high-density residential projects exist, most of the area is commercial.
- The population within the CC+A Regional Growth Center has lower educational attainment levels, lower median household incomes, a higher percentage of non-white residents, and a higher percentage of renters than other comparable centers.
- After many years of planning, large-scale, mixed-use development has arrived in CC+A. Northline
- Since 2002, Lynnwood has seen a higher concentration of retail development than other Puget Sound centers. Its office market is dominated by insurance and health care.
- Multifamily housing, including apartments over ground floor commercial space, is by far the most likely type of development for the CC+A subarea in the coming one to two decades.
- The area around the new City Center light rail station is a residential target area for Lynnwood’s Multifamily Tax Exemption program.
- The City Center is also an Opportunity Zone, which will help attract developers as the City conducts outreach. Most of the smaller sections of the subarea on the south side of I-5 should be deprioritized.

## **Housing**

The housing market emphasizes the importance of proximity to public transportation options such as buses, trains, and light rail systems. Housing developments located near transit hubs or along transit corridors facilitate convenient access to transportation, reducing reliance on private vehicles and promoting sustainable mobility choices. Transit-oriented development (TOD) principles advocate for compact, mixed-use development patterns that encourage walking, cycling, and the use of public transit, leading to reduced traffic congestion, improved air quality, and increased opportunities for social interaction and economic development.

### ***Existing and Future Housing Trends***

#### **West of 48th Avenue West**

This area includes many low-rise apartments that were constructed during the 1960s and 1970s pre-dating the Lynnwood Transit Center. As Lynnwood considered plans for a City Center with much greater development intensities, this area was intentionally not included as a method to preserve the housing stock from development pressures. Many of these developments are owned privately including subsidies through the Low-Income Housing Tax Credits (LIHTC). Properties under the LIHTC subsidies provide housing for those with incomes less than 60%. This area includes a total of 616 units of which 478 are subsidized.

This area is also part of the South Lynnwood neighborhood. This census tract was identified by the city and PSRC as an area at higher risk for displacement. The South Lynnwood neighborhood is a diverse and growing area adjacent to the Lynnwood Transit Center. This neighborhood has a higher percentage of BIPOC, immigrant and refugee communities and Latino population than the city as a whole. Residential density is slightly higher, the ratio of renters to homeowners is higher, and social indicators point to a higher risk of displacement than in the rest of Lynnwood. The neighborhood may be impacted by new growth and development pressure due to its proximity to City Center and Lynnwood Transit Center.

#### **City Center**

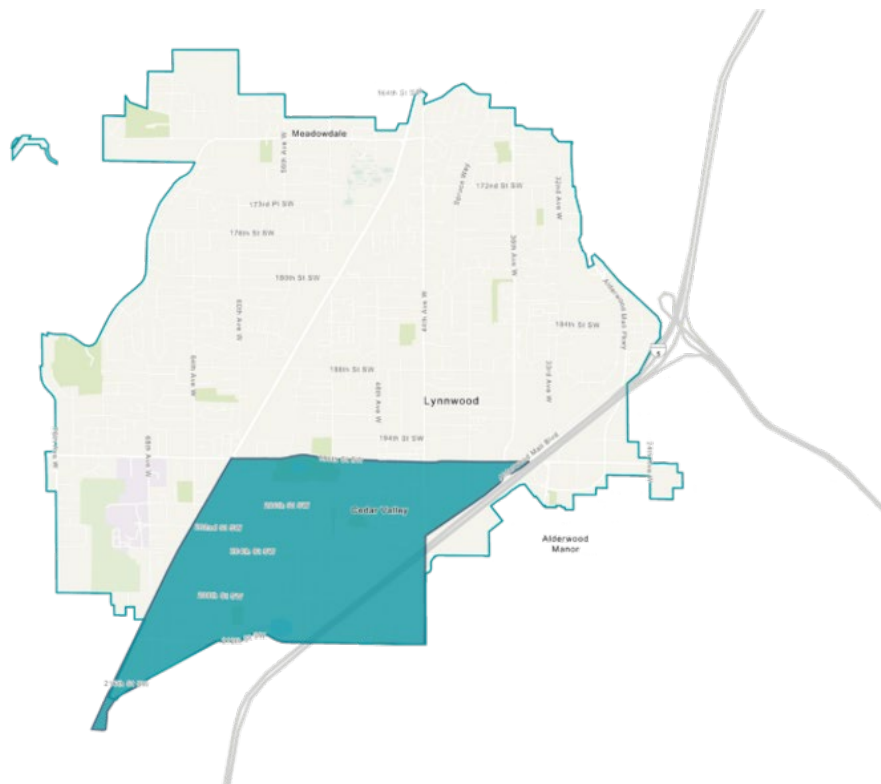
The City Center included 128 units of housing when the original subarea plan effort was conducted in the early 2000s. Lynnwood planned for construction of 3,000 units in this area, and in 2022, increased that plan horizon to 6,000 units. Construction of City Center housing started in 2014 with Lynnwood Senior Apartments followed by City Center Apartments, Kinect @ Lynnwood, Ember Apartments, Koz on Alderwood Mall Blvd, and Enso Apartments. Additionally, a development agreement for 1,370 units was approved in 2019 known as Northline Village.

Housing development in City Center will continue to transition from single-story commercial to mid-rise construction. This is likely to have a low likelihood of residential displacement due to construction; however, displacement over time due to market factors may occur as early projects age compared to surrounding newer projects.

Similar to City Center, Alderwood has contained primarily commercial development, and has only recently seen investment in new housing construction. These projects have included The Woods, Avalon, and Alexan Access. Two of these projects resulted from the surplus of Edmonds School District Project (The Woods and Alexan Access), while the closing of Sears provided opportunity for the Avalon to develop in the former anchor location. Additional development surrounding Alderwood mall and adjacent properties is likely to occur prior to the Everett Link Extension.

The current use of the Multi Family Tax Exemption (MFTE) program in City Center coupled with the Opportunity Zone (described below) has allowed development to achieve densities exceeding 125 units/acre on individual projects. Expansion and continued pursuit of these types of programs will allow Lynnwood to achieve a density higher than the assumed 14 units/acre.

### Figure 3.5 Lynnwood's Opportunity Zone



## City Center + Alderwood Subarea Plan

### Chapter 3 Land Use Patterns, Housing, and Community Design

**Draft Environmental Impact Statement**  
**April 2025**

## ***Housing Action Plan***

The Lynnwood Housing Action Plan (HAP) guides city investment and efforts to support safe and affordable housing opportunities throughout the city. The HAP establishes four goals and ten strategies to achieve this, which includes supporting the growth strategy of concentrating new housing in the City Center + Alderwood area.

Housing affordability is a regional challenge, and while Lynnwood plays an important role in setting housing policies, there are limits to the City's influence over the housing market. As such, some actions for achieving housing affordability require a coordinated regional effort or rely on relationships with third-party partners.

## **Housing Action Plan Goals**

Through analysis of current and future housing needs, and community outreach efforts, the Housing Action Plan (HAP) identified four goals to guide efforts of providing safe and affordable housing.

1. **Produce** housing that meets the needs of the community.
  - *Lynnwood needs more housing units to accommodate forecasted population growth. CC+A is allocated a large portion of the City's allocated growth and must accommodate approximately 14,500<sup>1</sup> housing units.*
2. **Preserve** existing housing that is affordable and safe so that people can stay in Lynnwood.
  - *Identifying anti-displacement measures is key in helping residents stay in the community.*
3. **Partner** with housing educators, providers, and other groups to find equitable housing solutions and remove systemic barriers.
  - *Developing partnerships and regional coordination is necessary to address housing affordability challenges.*
4. **Prepare** for continued growth and increase the quality of life in Lynnwood.
  - *Good schools, access to public spaces, and a range of transportation options are a few amenities and services that contribute to quality of life.*

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<sup>1</sup> Allocated 75% of the planned growth population of 35,568 assuming 1.8 people per unit.

## Housing Action Plan Strategies

The HAP developed ten strategies, identifying specific actions and collaboration efforts Lynnwood can utilize to implement the four HAP goals.

**Figure 3.6 Housing Action Plan Strategies**

1	Continue promoting housing in the Regional Growth Center (Alderwood and City Center) and along major transportation corridors.	6	Support third-party purchases of existing affordable housing to keep units affordable.
2	Update regulations, design standards, and subarea plans to be more flexible and responsive to changing conditions.	7	Work with faith-based and nonprofit organizations.
3	Strategically rezone areas to increase and diversify Lynnwood's housing options.	8	Develop a rental registry program.
4	Revise the Multifamily Tax Exemption (MFTE) program.	9	Encourage amenities that enhance quality of life.
5	Partner with housing providers.	10	Continue community conversations about housing.

## Key Housing Take-Ways and Reminders

**Housing is a regional challenge.** High housing costs are common in the region and are not unique to Lynnwood. The HAP guides City efforts for coordination with regional partners and demonstrates Lynnwood's commitment to being a regional model to address housing challenges.

**Implementation of the Housing Action Plan will be a collective effort.** Lynnwood will work in partnership with stakeholders and the community to create housing that is safe and affordable for everyone.

The HAP was supported by a **Washington State Department of Commerce** grant to enable communities to assess their housing needs and develop strategies to address those needs.

## Community Design

Community design refers to the physical layout, structure, and design of the RGC study area, including the arrangement of buildings, streets, public spaces, and infrastructure. It encompasses the spatial configuration, density, shape, and design of the built environment, and can vary widely from one place to another, as it can be influenced by factors such as historical development, topography, zoning regulations, and transportation networks.

### ***Design Characteristics of CC+A***

CC+A's historic community design included strip malls and large parcels of commercial and retail uses, resulting in a strong dependence on automotive travel. As such, much of the past development in the CC+A area included large surface parking lots. Buildings were typically set far back from the street, and were often 18 to 24 feet tall, with little building articulation or fenestration. These developments result in high impervious surface coverage, and little landscaping or green space. Alderwood Mall, completed in the late 1970s, has been a central retail and entertainment hub for the City, and was developed in the same low-rise suburban development style found in City Center.

Since the early 1990s however, the City shifted the focus of development to create a stronger downtown for Lynnwood, located in City Center. This shift of design aimed at transitioning the existing low-rise suburban commercial developments to more transit-oriented development (TOD) with multistory, higher density development patterns.

The early 2000s brought significant transformation to City Center, utilizing the new desired design and development patterns, to create an active urban center that is not only an appealing place to shop, but also a desirable place to live and work too.

Today, much of the CC+A subarea has been redeveloped to aid in the creation of a strong downtown and urban center, but some of the low-rise suburban commercial developments remain. As a result, the CC+A RGC's current land patterns can find a low-rise commercial development surrounded by surface parking, next to a pedestrian- and transit-oriented, multi-story, and mixed-use development. Through current code and future code updates, Lynnwood continues to strive toward creating a strong urban center looking to the future, but while balancing the City's connection and relationship to past development.

Lynnwood's desired design aesthetic, in addition to creating strong TOD development patterns, encourages the use of natural wood and wood tones to compliment the use of wood in the existing craftsman and mid-century modern design elements present in architecture throughout the City. Additionally, future code amendments will establish design guidelines that are more form-based in nature. These updates will provide for clear direction of the desired form of development, which aims to create a more cohesive and active streetscape. Through these design guideline updates, the City aims to support TOD development patterns and strengthen the sense of place and the identity of the CC+A subarea.

### ***Code Provisions and Design Standards***

The City of Lynnwood Municipal Code (LMC) regulates everything from the allowed type, location, intensity, and design of new development. The following code sections would apply to development built within the RGC. All structures are subject to the relevant design standards adopted for each zone. These development regulations are updated when needed to comply with



state regulations, to ensure compatibility between land uses, and for new development to be harmonious with existing development.

Following is a summary of the development and design standards applicable to development within the CC+A subarea. However, this is not a complete list as every project is unique and may need to be compliant with different regulations.

- LMC Title 20: Unified Development Code City Center Subarea Plan
- Citywide Design Guidelines
- Alderwood City Center Transition Area Design Guidelines
- City Center Design Guidelines and Streetscape Plan

## Potential Impacts

### Housing

#### West of 48<sup>th</sup>

- Potential displacement due to redevelopment. Redevelopment may occur due to the age/condition of the structures and ability to increase densities of sites.
- Many of the sites may impact those needing housing for less than 60% AMI.
- Non-income restricted units are below market value and still at risk of displacement.
- These sites include significant surface parking and if redeveloped, the amount of parking may decrease and/or become structured parking
- The South Lynnwood Neighborhood Plan is a direct response to disparate impacts experienced by community members in this area. The plan provides needed background on existing conditions, displacement risk, and identifies goals and policies to mitigate these risks and ensure that this neighborhood remains and changes in a way that reflects the needs and goals of the community members.

#### City Center

- Ongoing construction of 6-8 story buildings
- New housing creation.

#### Alderwood

- New housing in place of existing locations.
- Limited incentives in this location for affordable or income restricted units.

## Mitigation Measures

### Housing

The HAP also identified that the Lynnwood Municipal Code (LMC) required updates to reduce inconsistencies and increase flexibility to facilitate development. The city is currently undertaking an update of the LMC specific to development regulations to address not only inconsistencies and limitations to development, but also to address the state legislation to increase housing variety, affordability, and access.

**Low & Moderate Income:** The Lynnwood Housing Action Plan identifies Strategy 4: Revise the Multifamily Tax Exemption (MFTE) Program. The MFTE Program provides a property tax exemption on eligible multifamily structures to encourage housing in targeted areas. Cities designate areas and additional requirements (such as displacement prevention measures) for their program. In Lynnwood, MFTE is currently only offered in the City Center. The existing policy is open to both preservation and new construction projects for large multifamily developments (50+ unit).

Implementation Actions:

- Evaluate potential MFTE scenarios to encourage more income-restricted units and analyze levels of affordability.
- Evaluate appropriate locations for MFTE Program.
- Streamline process

The revisions identified in the Housing Action Plan for the MFTE Program provide Lynnwood with a strong financial positioning to support redevelopment of properties while ensuring new development is able to meet a wide range income levels.

**Very Low and Extremely Low:** The Lynnwood Housing Action Plan identifies Strategy 6: Support third-party purchases of existing affordable housing to keep units affordable. This strategy prevents potential displacement of residents. Acquiring existing affordable units can be a cost-effective method to preserve existing housing and prevent displacement. Maintaining existing naturally occurring and income-restricted affordable housing units is cheaper than constructing new units (although both are needed). Lynnwood can support preservation of existing units through the following measures:

- Utilizing sales tax is one way of supporting the preservation of existing units. While Lynnwood has limited funds available, Lynnwood is collecting sales tax funding through HB 1440 (LMC 3.11). This is estimated to generate over \$4 million over the next twenty years. The City can leverage these funds paired with grants and additional local funds to secure additional sites.

- Some existing properties include manufactured home communities which are subject to displacement for redevelopment. This plan continues the Manufactured Home Park zoning designation as an anti-displacement measure. If redevelopment of these properties is pursued, Lynnwood can leverage development agreements for anti-displacement measures of these sites on a site-by-site basis prior to a rezoning approval.

**LIHTC Expiration:** West of City Center includes several properties that are ‘LIHTC’ properties which includes a tax exemption that is administered by the Washington State Housing Finance Commission. Many of these properties were developed approximately 50 years ago, and several are likely to have their tax exemption status expire by 2044. When the tax exemption expires, owners are likely to have an option to consider renewing, converting to market rate, or redevelop their site for additional density. Either option of converting to market rate or redeveloping additional density will create displacement.

Mitigation is necessary to limit the impacts of displacement on vulnerable residents. This mitigation may need to be adopted as regulatory through the LIHTC program or supplemented through local project coordination. Such local project coordination could include:

- Increased notice of pending conversion or redevelopment (at least 1 year).
- Phased construction allow some new units to be opened prior to displacement of all units.
- Provide for relocation funding either locally or through state programs (limited).
- Acquiring existing affordable units can be a cost-effective method to preserve existing housing and prevent displacement. Maintaining existing naturally occurring and income-restricted affordable housing units is cheaper than constructing new units (although both are needed).

## Significant Unavoidable Adverse Impacts

Related to housing, there is the potential for market displacement due to new investments and redevelopment.



# CHAPTER 4

## NATURAL ENVIRONMENT, PARKS, AND OPEN SPACE

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

# Chapter 4—Natural Environment, Parks, and Open Space

## Introduction

This chapter of the DEIS presents information and data about existing housing conditions in the regional growth center (RGC), and an analysis of the potential impacts on the natural environment, parks, and open space related to the alternatives studied, as well as proposed and recommended mitigation measures.

## Affected Environment

Existing conditions related to the natural environment, parks, and open space are described below and on the following pages.

### Water Resources

The Subarea contains several streams and a lake. The City's 2020 Surface Water Management Comprehensive Plan identifies several water bodies as high priority for water quality improvement projects, including two within the Subarea: Scriber Creek and Golde Creek. The Subarea is within the drainage basins of four streams: Tunnel Creek, Scriber Creek, Poplar Creek, and Golde Creek. LMC Chapter 17.10 Environmentally Critical Areas, delineates minimum required stream buffers of 35, 60, 100, or 150 feet, depending on the type of stream.<sup>1</sup> However, these buffers can be adjusted (up to a 50% increase or to as little as 25 feet) at the director's discretion and based on the type of stream and surrounding vegetation conditions.

The Washington State Department of Ecology (Ecology) designates uses of the state's receiving waters (aquatic, recreation, water supply, and/or miscellaneous) as described in WAC Chapter 173-201A. These uses are determined by Ecology under the authority of the Water Pollution Control Act (Chapter 90.48 RCW) based on the flow characteristics, water quality, and habitat in the stream. Evaluation of water quality is based on meeting the water quality standards established for the designated uses for the receiving water. The Washington Department of Fish and Wildlife (WDFW) identifies potential fish species and fish passage barriers.

### Maple Creek (Outside of the Subarea)

Maple Creek is a relatively short stream (less than 700 feet) that is also a tributary of Swamp Creek via Dogwood Creek. It originates in a wetland area near the intersection of Alderwood Mall Pkwy and a ramp to State Route 525 and flows southeast before joining Tunnel Creek and flowing east, below the highway and into Dogwood Creek and eventually Swamp Creek. At its closest, it is about

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<sup>1</sup> Lynnwood Municipal Code, Section 17.10.071 Stream buffers., Accessed December 21, 2022.

200 feet north of the Subarea boundary. Maple Creek is considered a fish-bearing stream, though it is of relatively low quality.<sup>2</sup> WDFW identifies potential species as Coho, Steelhead, Sea Run Cutthroat, and Resident Trout.<sup>3</sup> This creek is on Ecology's Category 5 impaired waters list for fecal coliform.<sup>4</sup> Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>5</sup>

### **Tunnel Creek**

Tunnel Creek originates about one mile northwest of the northern boundary of the Subarea. It flows south, eventually through a detention pond (within the Subarea) immediately north of the Costco before merging with Maple Creek and eventually turning northeast to Dogwood Creek and Swamp Creek. It is about 1.5 miles long, not including its two relatively short tributaries, both outside of the Subarea. WDFW identifies this as a fish-bearing stream, with potential species of Coho, Steelhead, Sea Run Cutthroat, and Resident Trout.<sup>6</sup> WDFW also identifies 15 fish passage blockages along the length of the creek, including two within the Subarea (both near the intersection of Alderwood Mall Pkwy and 33<sup>rd</sup> Ave W) that are categorized as 0% and 33% passable.<sup>7</sup> This Creek is on Ecology's Category 5 impaired waters list for fecal coliform.<sup>8</sup> Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>9</sup>

### **Golde Creek**

Golde Creek is a tributary of Scriber Creek and originates from a pond facility at Alderwood Mall, adjacent to the AMC movie theater, and flows southward less than 0.5 miles before merging with a short tributary (originating from a wetland at the east edge of the Subarea). It continues to flow south, leaving the Subarea, until converging with Scriber Creek near the edge of the City of Brier. Not including its tributaries, the creek is roughly two miles long. WDFW identifies this as a fish-bearing stream, with potential species of Coho, Steelhead, Sea Run Cutthroat, and Resident

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<sup>2</sup> Snohomish County Public Works, March 2017, Critical Area Study for Maple Road / Ash Way Project (RR 48820), p. 31

<sup>3</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S091\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S091_Report.pdf)>

<sup>4</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>5</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>6</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>7</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from <[http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)>

<sup>8</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>

<sup>9</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <<https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>>



Trout.<sup>10</sup> Five fish passage blockages are identified on Golde Creek, including three within the Subarea. The severity of one of these three blockages is unknown, while the other two are categorized as 33% passable and 0% passable. Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>11</sup> However, this creek also carries several impairments as listed by Ecology. These listings are: one Category 5 (bioassessments), one Category 4A (fecal coliform), and two from Category 2 (temperature and dissolved oxygen).

### Poplar Creek

A tributary of Scriber Creek, Poplar Creek is a roughly one-mile-long stream originating near the I-5 south on-ramp at 36<sup>th</sup> Ave W. Due to its southward flow, it immediately leaves the Subarea and continues south until merging with Scriber Creek in northern Brier. This stream bears Sockeye, Chinook, Coho, Steelhead, Sea Run Cutthroat, and Resident Trout, according to WDFW.<sup>12</sup> It also contains seven fish passage blockages, though none are within the Subarea. Designated uses include aquatic life, recreational use, water supply uses, and miscellaneous uses.<sup>13</sup>

### Park-N-Ride Creek

This tributary of Scriber Creek runs through the Lynnwood Transit Center Park-and-Ride, and Lynnwood's first Light Rail station. Until recently, the stream was piped and underground, but, as part of the Light Rail project, Sound Transit daylighted the stream, allowing it to be more fish passable.<sup>14,15</sup> Sources disagree about the exact origin, length, and path of the creek, but it could start as far north as the Civic Center campus, immediately north of City Center and the Subarea boundary, and it flows southward through the Park-and-Ride site before eventually merging with Scriber Creek near the 44<sup>th</sup> Ave W underpass of I-5. According to WDFW, this is not a fish-bearing stream.

### Scriber Creek

Scriber Creek originates from groundwater and drainage near Lynnwood's northern boundary, flows south into Scriber Lake, turns southeast while passing through a wetland and the Subarea near the future southern Light Rail Station, and continues southeast through the 44<sup>th</sup> Ave W underpass of I-5 and eventually into Brier before merging with Swamp Creek. The entire creek is over five miles long, though less than a mile of it passes through the Subarea. This stream bears

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<sup>10</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from [http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)

<sup>11</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>

<sup>12</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from [http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)

<sup>13</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>

<sup>14</sup> These Sound Transit documents, along with other sources, typically refer to this stream as a segment of Scriber Creek, rather than as its own creek or stream.

<sup>15</sup> Sound Transit, May 2018, Lynnwood Link Extension Project: 2018 SEPA Addendum to FEIS

Sockeye, Chinook, Coho, Steelhead, Sea Run Cutthroat, and Resident Trout, according to WDFW.<sup>16</sup> No fish passage blockages are shown within the subarea. This creek also carries several impairments as listed by Ecology. These listings are: three Category 5 (phosphorous, bioassessments, and fecal coliform) and two from Category 2 (temperature and dissolved oxygen) (note that these impairments are assigned to all of Scriber Creek between Scriber Lake and Swamp Creek).<sup>17</sup>

The Scriber Creek corridor has been prone to flooding over the past 30 years, resulting in multiple efforts to reduce flooding and mitigate impacts. In 2016, the City produced the Scriber Creek Corridor Management Plan, which resulted in an implementation schedule for ten projects intended to reduce flooding along the Scriber Creek corridor. All ten of these projects are north of Scriber Lake and outside the Subarea. In the Surface Water Management Comprehensive Plan (2020), the City identifies projects intended to address frequent flooding from Scriber Creek at the 44<sup>th</sup> Ave W underpass at I-5, including culvert widening and roadway raising. This roadway has experienced substantial settlement due to poor underlying soils, leading to flooding during high storm events, which is expected to increase over time.

### **Scriber Lake (Outside of the Subarea)**

In the appendices of the Surface Water Management Comprehensive Plan, Scriber Lake is described as “a bog lake with the main body of water separated from the north lagoon by a floating wedge of peat. The entire water area approximately 3.3 acres and the main lake has a maximum depth of 6.7 meters.” The lake “functions as part of the City’s stormwater system, receiving high sediment loads and runoff from the upstream portions of Scriber Creek.”<sup>18</sup>

The Surface Water Management Comprehensive Plan indicates that the following improvements are necessary: removal of an existing diversion structure and ineffective oil/water separator, incorporation of a new fish passage, improvement of existing culverts, and a new Lake Management Plan to replace an existing plan that failed to address the lake’s phosphorous impairment.<sup>19</sup> This impairment, plus relatively high levels of sediment, nutrients, pollutants, temperatures, and fish passage blockages, have led to reduced ability to support healthy salmonid populations.

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<sup>16</sup> Washington Department of Fish and Wildlife, WDFW Fish Passage and Diversion Screening Inventory Database: Site Description Report, February 2022, Retrieved from [http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102\\_Report.pdf](http://apps.wdfw.wa.gov/fishpassagephotos/Reports/102%20S102_Report.pdf)

<sup>17</sup> Washington Department of Ecology, Water Quality Atlas Map, Accessed September 27 2022, Retrieved from <https://apps.ecology.wa.gov/waterqualityatlas/wqa/map>

<sup>18</sup> City of Lynnwood, December 2019, Surface Water Management 2020 Comprehensive Plan: Appendix B Drainage Characteristics, p. 1-2

<sup>19</sup> City of Lynnwood, October 2020, Surface Water Management 2020 Comprehensive Plan, p. 66

## Trees and Vegetation

Partially because of selecting a Subarea boundary that is appropriate for focusing growth and development, the surface area of the Subarea is substantially more paved than adjacent areas or most of Lynnwood, with the possible exception being the Highway 99 corridor. This condition is intensified by the high volume of auto-oriented uses, surface parking lots, and large block sizes. However, the Subarea does include several wetlands and existing street trees. Previously completed subarea plans in this area list recommended vegetation for redeveloped streetscapes and landscapes.

### Typical Existing Vegetation

The Lynnwood Municipal Code (LMC) lists some of Lynnwood's most common native vegetation, including trees such as Douglas fir, western hemlock, western red cedar, alder, big-leaf maple, and vine maple, and shrubs such as willow, elderberry, salmonberry, and salal, and herbaceous plants such as sword fern, foam flower, and fireweed.<sup>20</sup> SEPA checklists from recent permitting documents relevant to projects near the less developed edges of the Subarea, often near streams, wetlands, or parks, list deciduous trees such as alders, maples, willows, and cottonwoods, evergreen trees such as first, cedars, pines, hemlocks, or cypresses, and shrubs such as Himalayan blackberry (invasive, noxious weed), Pacific willow, Scouler's willow, honeysuckle, twinberry, spiraea hardhack, dogwoods, salmonberry, holly, and Indian plum. Reed canary grass is common, but invasive, in these areas. Other grasses include bentgrass and common velvetgrass.

### Wetlands/Wetland Habitat Areas

The Subarea contains several wetlands, mostly near its southwestern, southeastern, and northeastern boundaries. These are all freshwater wetlands that typically feature both emergent and woody vegetation and occasionally experience flooding. The minimum required wetland buffers range from 40 to 225 feet, depending on their category and habitat scores. Measures to minimize the impacts of the proposed land use are also required.<sup>21</sup>

There are multiple wetland complexes along Scriber Creek, near the southwest boundaries of the Subarea. The only complex with features within the Subarea is located immediately southwest of the future Lynnwood City Center light rail station, but north of I-5. The entire complex is more than 16 acres, though less than half of it is within the Subarea boundary.<sup>22</sup> Communities within this complex are classified as forested, scrub-shrub, or emergent, indicating that it contains woody vegetation of varying sizes and plant life that emerges from the water.<sup>23</sup> This wetland also experiences seasonal surface water during the growing season (parts of spring and summer) but fades by season's end. Several much smaller wetlands and potential wetlands (each less than 0.1

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<sup>20</sup> City of Lynnwood, 2010, Lynnwood Municipal Code Section 13.40.040 Definitions.

<sup>21</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.052 Standard wetland buffers.

<sup>22</sup> Sound Transit, 2015, Lynnwood Link Extension: Ecosystem Resources Technical Report, p. 3-30

<sup>23</sup> United States Fish and Wildlife Service, National Wetlands Inventory: Surface Waters and Wetlands, Retrieved from <<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>>, Accessed December 21, 2022

acres in area) exist to the south of this complex, according to a 2015 technical report by Sound Transit. They contain similar plant life, and some take on stormwater runoff from nearby streets.<sup>24</sup>

At the eastern edge of the Subarea, south of I-5 and along Golde Creek, USFWS identifies four wetland bodies totaling more than 11 acres. The two wetland bodies located west of Alderwood Mall Parkway contain emergent plant life and taller woody vegetation and typically briefly flood for several days during the growing season. The two other wetland bodies also include emergent plant life, but shorter woody vegetation (less than 20 feet in height) and shrubs, while seasonal flooding can last the duration of the growing season.<sup>25</sup>

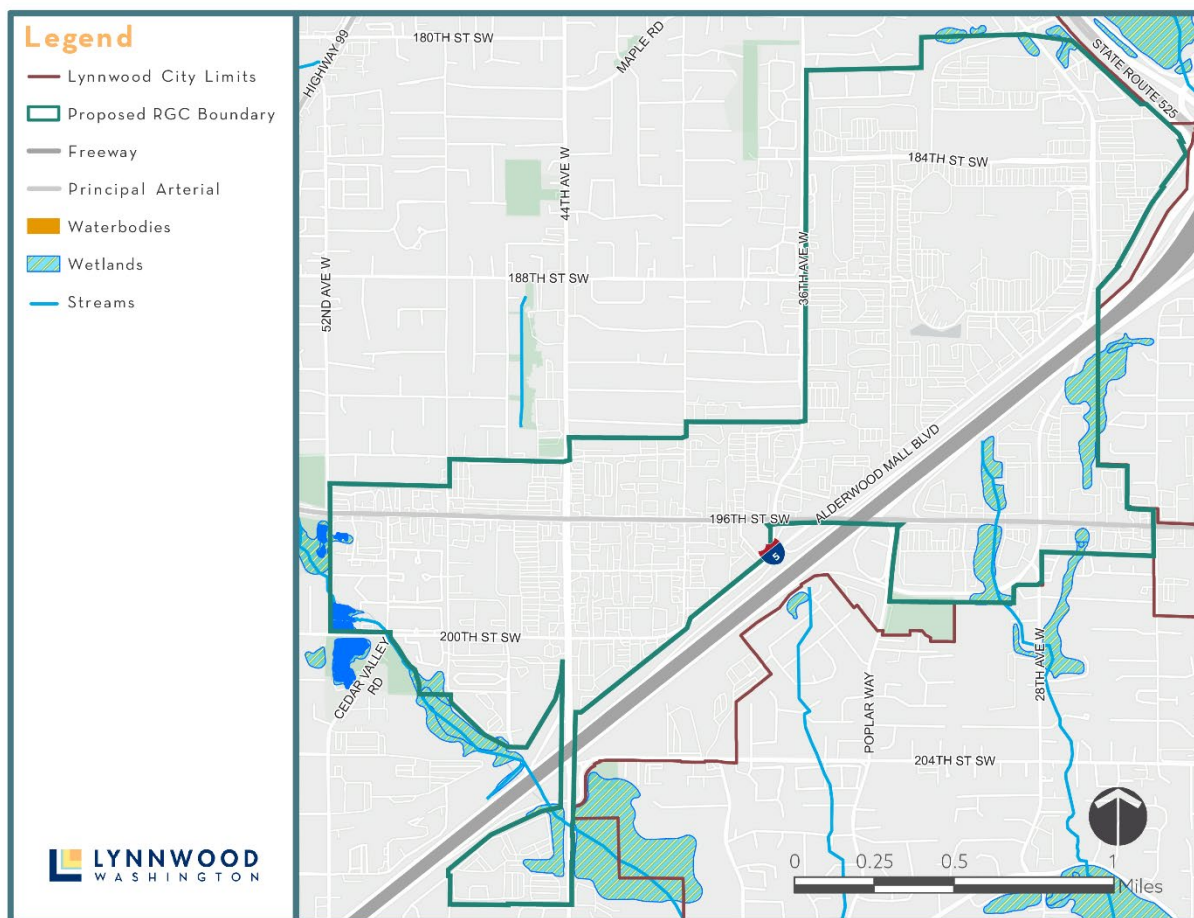
Lastly, at the northeastern tip of the Subarea are two small wetlands, on either side of Alderwood Mall Parkway. On the Costco property, there is a roughly 0.8-acre wetland featuring perennial plants, emergent, and semi-permanent flooding above the surface. Closer to I-405, the other wetland in this area is nearly two acres in surface area and features taller woody vegetation and some seasonal flooding.

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<sup>24</sup> Sound Transit, 2015, Lynnwood Link Extension: Ecosystem Resources Technical Report, p. 3-31 through 3-33

<sup>25</sup> United States Fish and Wildlife Service, National Wetlands Inventory: Surface Waters and Wetlands, Retrieved from <<https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/>>, Accessed December 21, 2022

**Figure 4.1 Wetlands**



### Street Trees

A mix of deciduous and coniferous trees exist along key corridors throughout the Subarea. Some common street tree species include pear trees and London planes. These are typically spaced about 20-25 feet apart along the rights of way. Recently developed areas, such as the 184<sup>th</sup> Street corridor within the Subarea, feature many younger and smaller London plane trees that have been planted very recently in conjunction with the new residential and big box retail projects. As of 2022, the 196<sup>th</sup> Street corridor, within the Subarea and west of I-5, is currently without typical street trees due to significant infrastructure improvements currently underway. The vaulting of power lines and other infrastructure is expected to improve street tree performance due to reduced conflicts with overhead powerlines.

Relevant existing guidance on future street tree planting can be found in documents such as the Lynnwood Municipal Code (LMC) and the City Center Streetscape Plan. For example, LMC 21.06.200 calls for: 12-to-15-foot London plane trees, 25 feet apart, on a roughly 0.4-mile segment of both sides 33<sup>rd</sup> Ave W. within the Subarea; 12-to-15-foot red maple trees, 25 feet apart, on the

entire portion of 36<sup>th</sup> Ave W. that is within the Subarea; similarly sized red maples, 30 feet apart, on the northern portion of Alderwood Mall Parkway; and red maples spaced by 30 feet on the segment of 196<sup>th</sup> Street SW that is east of I-5.<sup>26</sup> The City Center Streetscape Plan specifies the types of panel street tree grates, filtration units, tree species, and spacing requirements for the City Center portion of the Subarea. Species include various maples, dogwood, ash, ginkgo, crabapple, cherry, and pear trees.<sup>27</sup>

## Other Critical Areas

The GMA requires all cities and counties to establish regulations to protect the natural environment, preserve sources of drinking water, and limit development in areas prone to hazards such as floods and landslides.<sup>28</sup> These requirements are typically met during the comprehensive planning process and categorized into five types of critical areas: wetlands, critical aquifer recharge areas, fish and wildlife habitat conservation, frequently flooded areas, and geologically hazardous areas. The current iteration of the LMC addresses these five areas, in addition to a focus on streams. The City also delineates Native Growth Protection Areas, or critical areas that must be left in a substantially natural state with effectively no development activity, as part of their critical areas mapping efforts. Streams and wetlands are covered in the previous sections, while the other critical areas are summarized in this section.

### Geologically Hazardous Areas

The City's inventory of geologically hazardous areas includes confirmed steep slopes, LiDAR-identified steep slopes, potential erosion hazards, potential landslide hazards, and seismic hazards. Both types of steep slopes and seismic hazards can be found within the Subarea. For example, there are roughly two acres of steep slopes in the Alderwood portion of the Subarea, along 36<sup>th</sup> Ave. W., between 182<sup>nd</sup> St. SW. and 188<sup>th</sup> St. SW., currently occupied by coniferous trees and bushes. Steep slopes also exist in the transition portion of the Subarea, with about 750 linear feet of steep slope face west of the intersection of 36<sup>th</sup> Ave W. and 192<sup>nd</sup> St. SW., immediately adjacent to the former Chuck E. Cheese building. A slope face of similar magnitude runs north to south, adjacent to the nearby former Alderwood Village building. There are also several steep slopes, all small in area, immediately adjacent to the I-5 right-of-way near the intersection of 196<sup>th</sup> St. SW and Poplar Way. Lastly, there is a seismic hazard area of more than 200 acres (less than half of which is within the Subarea) that stretches from Scriber Lake southeast along Scriber Creek to its intersection with Golde Creek in Alderwood Manor.<sup>29</sup>

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<sup>26</sup> City of Lynnwood, 2020, Lynnwood Municipal Code Section 21.06.200 Special street frontage landscaping plans.

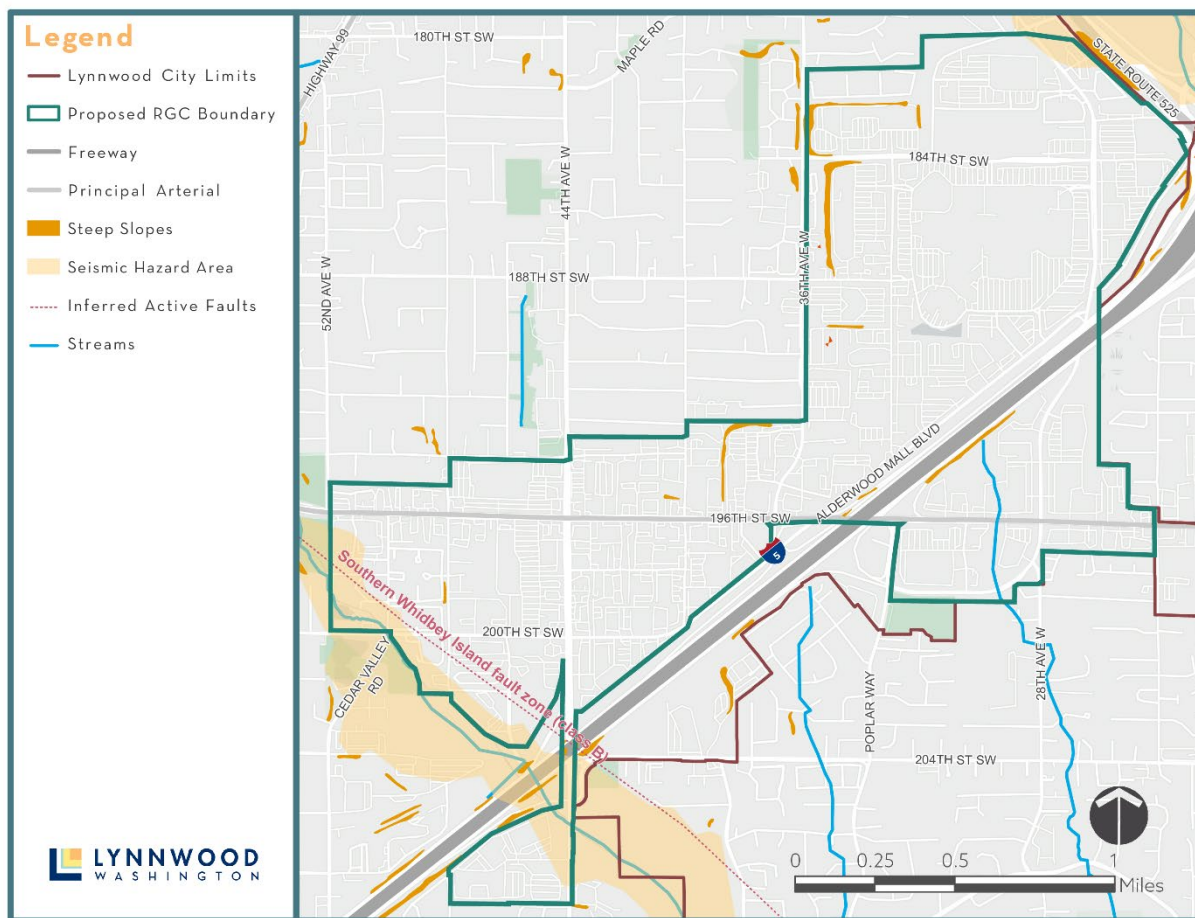
<sup>27</sup> City of Lynnwood, Revised August 2021, City Center Streetscape Plan, Appendix C

<sup>28</sup> State of Washington, Revised Code of Washington, Section 36.70A.030

<sup>29</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Geologically Hazardous Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/geologically-hazardous-areas-map.pdf>



**Figure 4.2 Geologic Features**



Although seismic hazard areas do trigger some additional building and zoning review and requirements, no minimum buffers are established in the LMC 17.10.<sup>30</sup>

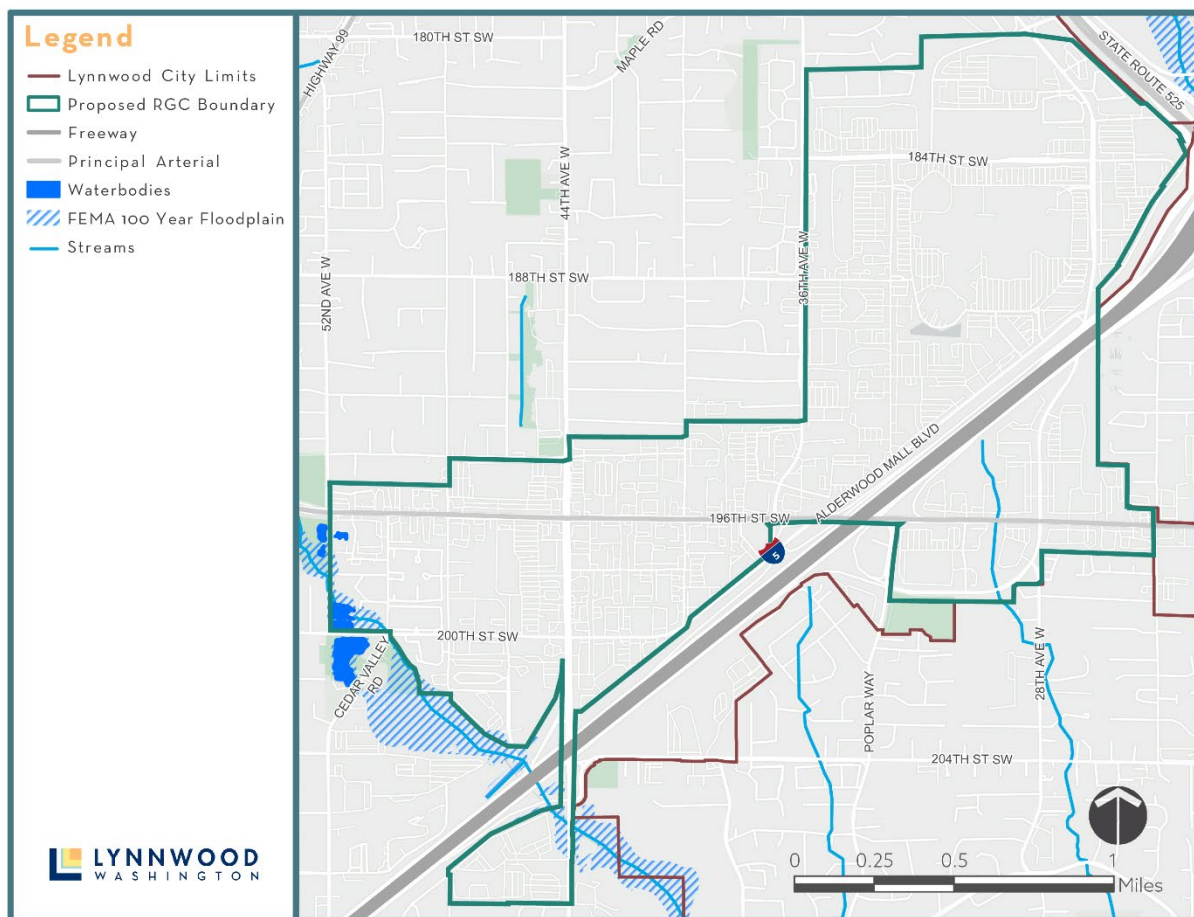
### Frequently Flooded Areas

The City only identifies one frequently flooded area in their critical areas maps: a floodplain located along the segment of Scriber Creek that runs between Scriber Lake and the creek's intersection with Gold Creek in Alderwood Manor. The entire segment is roughly three linear miles, though only about half of a mile of it is located within the Subarea, immediately adjacent to the City Center light rail station. The portion of the floodplain located within the Subarea is less than 10 acres in area.<sup>31</sup>

<sup>30</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.101 Geologically hazardous areas – Setbacks and buffers.

<sup>31</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Frequently Flooded Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/frequently-flooded-areas-map.pdf>

**Figure 4.3 100-Year Floodplain**



Chapter 16.46 of the LMC includes a number of additional standards for development taking place within a flood hazard area including anchoring, materials requirements, and utilities standards.<sup>32</sup>

### Critical Aquifer Recharge Areas

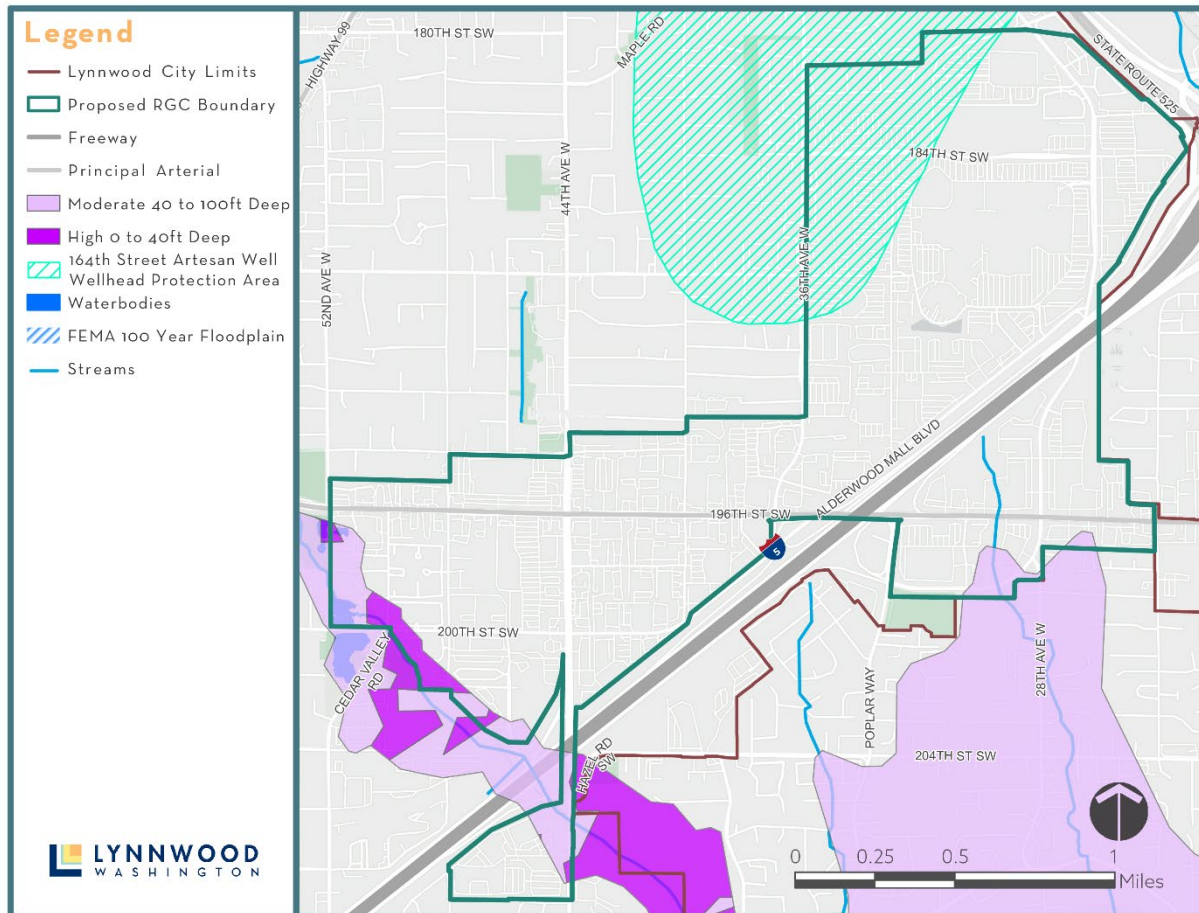
There are two types of Critical Aquifer Recharge Areas (CARAs) in Lynnwood: Wellhead Protection Areas and Susceptible Ground Water Management Areas. Both occur within the Subarea.<sup>33</sup> Part of the Wellhead Protection Area for the 164<sup>th</sup> Street Artesian Well falls within the northern portion of the Subarea, roughly between 180<sup>th</sup> and 188<sup>th</sup> Street SW (from north to south) and north and east of the Alderwood Mall properties (while the entire protection area is more than one square mile, less than one-fifth square mile of it is within the Subarea). In addition, most properties within a few hundred feet of the Scriber Creek segment that falls within the Subarea contain designated Susceptible Ground Water Management Areas ranging from moderate (40-100 feet deep) to high (0-40 feet deep) sensitivity. Lastly, there are a few acres of moderately sensitive Susceptible Ground

<sup>32</sup> City of Lynnwood, 2020, Lynnwood Municipal Code Chapter 16.46 Flood Hazard Area Regulations.

<sup>33</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Critical Aquifer Recharge Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/critical-aquifer-recharge-areas-map.pdf>

Water Management Area adjacent to Golde Creek, at the southernmost segment of Alderwood Mall Pkwy.

**Figure 4.4 Aquifer Sensitivity**



Building within CARAs requires a reduced proportion of impervious surfaces, careful hydrogeologic assessment, and some restrictions on potential uses.<sup>34</sup>

### Fish and Wildlife Priority Habitat

Fish and Wildlife Priority Habitat is a collection of subcategories within Lynnwood’s critical areas (specifically, category I and II wetlands and type F streams) in addition to areas assessed to contain essential habitat, sensitive species, and naturally occurring ponds. Within the Subarea, Swamp and Scriber Creeks (and their tributaries, including Maple 525, Tunnel, and Golde Creeks) meet Department of Natural Resources (DNR) criteria for Type F streams, due to their fish bearing status and are therefore considered Fish and Wildlife Priority Habitat. Proposed development

<sup>34</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.130 Critical areas signs, monuments, and fencing.

within 200 feet of these areas requires applicants to prepare detailed reports pertaining to impacts on habitat.

### **Native Growth Protection Areas**

The LMC states that “all critical areas and their buffers which have been protected through the application of this chapter shall be permanently protected by designating them as native growth protection areas.”<sup>35</sup> The chapter referenced covers all types of critical areas summarized in the text above. However, the City’s Critical Areas Inventory map for Native Growth Protection Areas (NGPAs) does not depict an aggregation of all these critical areas.<sup>36</sup> Instead, it highlights (limiting our scope to the Subarea) several acres of vegetated wetland near Scriber Creek and the City Center light rail station as well as some wetland and other vegetated areas near Golde Creek and a portion of the DICK’S Warehouse property on Alderwood Mall Pkwy.

## **Potential Impacts and Mitigation Measures Related to the Natural Environment**

**Benefits of Development:** Most of the area was built prior to or under substandard drainage modeling. New development will detain/retain water on site consistent with pre-development standards and will return water flow rates to be more consistent with pre-1855 standards.

Intensity of development around the existing critical areas will include higher activity including pedestrians, vehicle movement etc. However, given buffer requirements to be included at best available science upon redevelopment, the natural environment should be sufficiently protected. The City’s critical areas ordinance is currently up to date and in compliance with state requirements which serve as mitigation for any future development and redevelopment. Proposed development and redevelopment will be subject to critical area review if located within or in proximity to an identified critical area. If upon review it is determined to have impacts the mitigation measures of the CAO are sufficient to mitigate any potential impacts.

The city is in the process of updating the Critical Areas Ordinance and anticipates completing that process by the end of 2025. Updates include best available science, evaluation of buffers and mitigation measures. This CAO update will further protect and mitigate any potential impacts to critical areas within the Subarea.

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<sup>35</sup> City of Lynnwood, 2016, Lynnwood Municipal Code Section 17.10.120 Critical aquifer recharge areas – Identification.

<sup>36</sup> City of Lynnwood, 2016, Environmentally Critical Areas Inventory: Native Growth Protection Areas, <https://www.lynnwoodwa.gov/files/sharedassets/public/public-works/environmental-photos/environmental-docs/native-growth-protection-areas-map.pdf>

## Parks, Recreation, and Open Space

### Existing Inventory

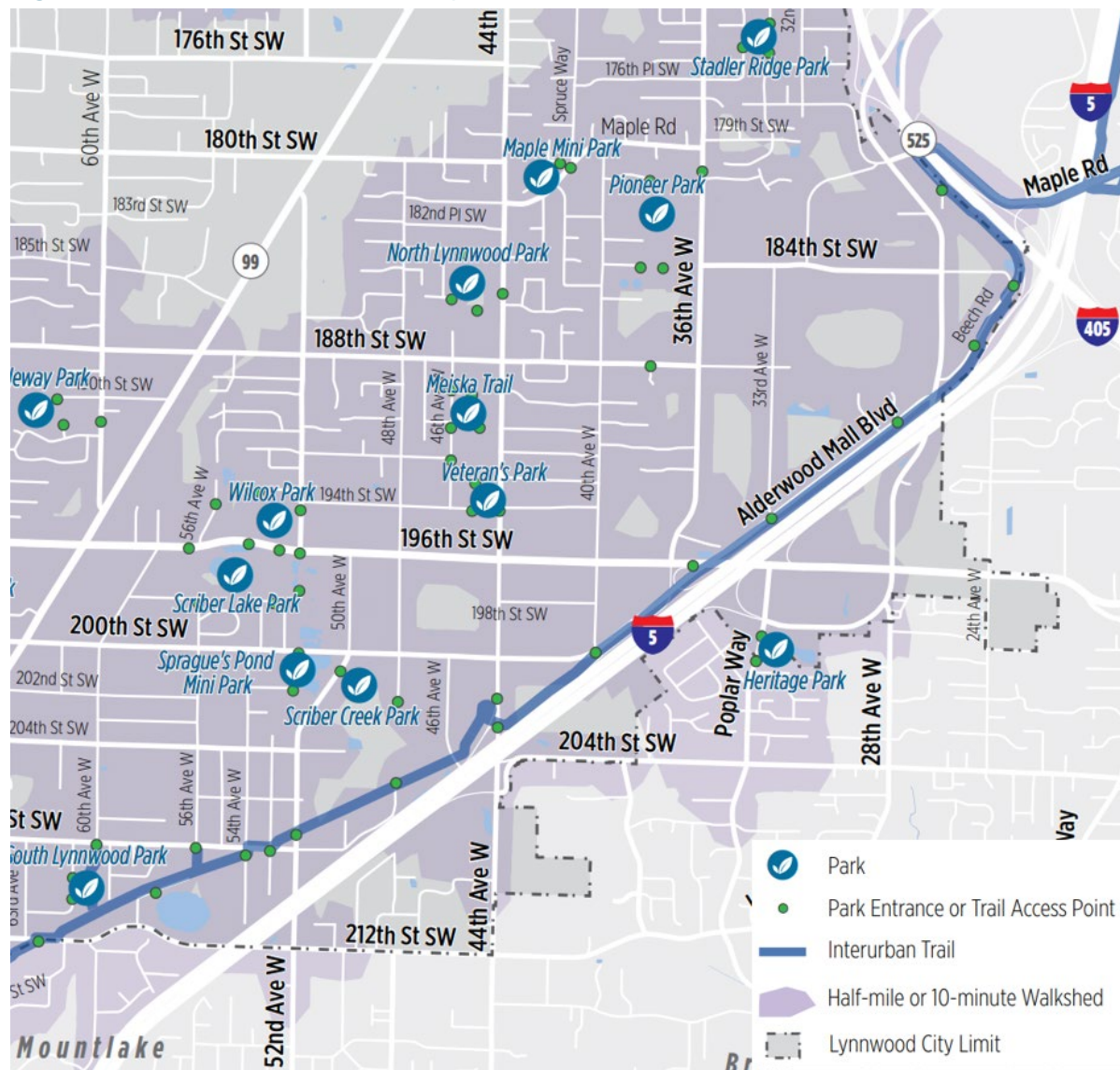
Existing parks, public recreational facilities, and open spaces within the Subarea are limited, though several parks and open spaces of varying sizes and types are immediately adjacent. In 2022, the City updated its Parks, Arts, Recreation, & Conservation Plan (2016-2035) (PARC Plan), which includes a thorough inventory of Lynnwood's parks, trails, and open spaces as well as a series of strategic directions and goals for the parks, arts, trails, and recreation system based on community input and analysis.<sup>37</sup> **Figure 4.5** is from the City's Parks Access Plan and delineates the portions of the Subarea that do or do not fall within the 10-minute walkshed of a park or trail.

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<sup>37</sup> City of Lynnwood, p. viii, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022



**Figure 4.5: 10-Minute Walkshed of Lynnwood Parks<sup>38</sup>**



### Interurban Trail

The Interurban Trail is a 24-mile bicycle and pedestrian trail that connects several cities in King and Snohomish Counties, with end points in North Seattle and Everett. The portion of the trail that runs through Lynnwood is 3.8 miles long, with 2.5 miles of it are within the Subarea, mostly parallel and adjacent to I-5. It is the only public recreation facility within the boundaries of the RGC / Subarea. The trail is 12 feet wide and is mostly separated from vehicular traffic while within the Subarea, except for short stretches on Beech Rd. and Ash Way. Crucially, it connects to the site of the Link

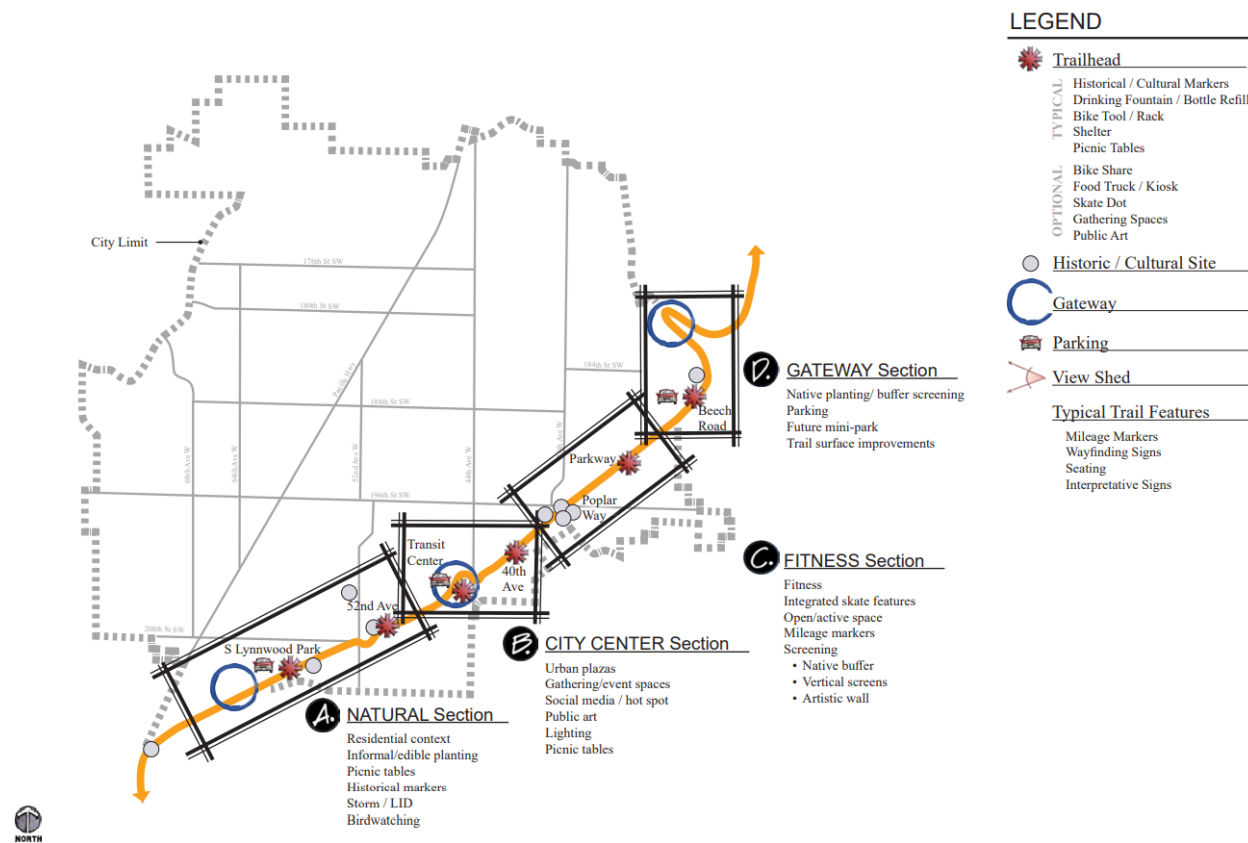
<sup>38</sup> City of Lynnwood, December 2020, Park Access Plan, p. 51



Light Rail station at City Center. According to the PARC Plan, the trail had over 1.7 million visitors from 2018-2020.<sup>39</sup>

In 2018, the City adopted the Lynnwood Interurban Trail Master Plan. This plan formalized goals to (1) improve the trail’s connectivity to other trails and parks, (2) create opportunities for activations and events, and (3) improve safety and accessibility. The plan also included four proposed trail “sections,” three of which at least partially run through the Subarea. The “City Center Section” is intended to focus on gathering spaces and urban plazas, the “Fitness Section” is meant to remain open and active, and the “Gateway Section” is named for the point at which the trail enters Lynnwood from the northeast and is identified as most in need of repairs and other safety improvements. A depiction of the trail’s path through Lynnwood and the location of each proposed section is shown in **Figure 4.6**.

**Figure 4.6 Interurban Trail Concept from 2018 Master Plan<sup>40</sup>**



<sup>39</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>40</sup> City of Lynnwood, 2018 Master Plan: Lynnwood Interurban Trail, p. 25

## **Areas Serving the Subarea, but Located Outside the Boundaries**

### **Pioneer Park (Outside of Subarea)**

Pioneer Park is a roughly 5.4-acre park that features tennis courts, a playground, active recreation area, and a forested area with a short trail to the north. It is located approximately 500 feet outside of the Subarea, west of the intersection of 36<sup>th</sup> Ave W. and 184<sup>th</sup> St SW. It also serves as a buffer between single-family and multifamily uses. According to the PARC Plan, the park had more than 47,000 visitors from 2018-2020, with the annual visitor total more than tripling from 2019 to 2020.<sup>41</sup> In 2020, the City estimated that about 3,100 residents lived within a 10-minute walk of the park.<sup>42</sup>

### **Heritage Park (Outside of Subarea)**

Heritage Park is immediately adjacent to the Subarea, near the intersection of Alderwood Mall Parkway and Poplar Way, across the street from Lowe's Home Improvement. The park is about 7.7 acres and features multiple historic structures from Alderwood Manor, a visitor information center, Heritage Museum Resource Center, a renovated interurban trolley car, and several acres of natural area. The park had more than 40,000 visitors from 2018-2020.<sup>43</sup> The City's 2021-2030 Capital Facilities Plan included \$500,000 in 2026 for additional parking, a wildlife trail, and possible partnership with Edmond School District to expand to the former Alderwood Middle School site.<sup>44</sup> According to the Park Access Plan, about 1,400 residents live within a 10-minute walk of Heritage Park.<sup>45</sup>

### **Veterans Park (Outside of Subarea)**

Veterans Park is also immediately adjacent to the Subarea, northward across 194<sup>th</sup> St SW., at its intersection with 44<sup>th</sup> Ave W. It forms the southern point of the larger Civic Center campus, which contains several other public facilities including Lynnwood Library, City Hall, and Lynnwood Recreation Center. This park primarily serves as a memorial to veterans of past wars and includes military flags, memorial bricks, interpretive plaques, and public art consistent with this theme. In 2022, the City completed an additional memorial monument, accessible pathways, added bench seating, an expanded plaza, and landscaping. The City estimates that about 2,100 people live within a 10-minute walk of Veterans Park, and that it received more than 27,000 visitors from 2018-2020.<sup>46</sup>

### **Mesika Trail (Outside of Subarea)**

The Mesika Trail is just north of Veterans Park, also within the Civic Center campus. It is a soft surface trail of dirt and gravel, about 0.3 miles in total length, and surrounded by about five acres of

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<sup>41</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>42</sup> City of Lynnwood, December 2020, Park Access Plan, p. 35

<sup>43</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>44</sup> City of Lynnwood, p. 210, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>45</sup> City of Lynnwood, December 2020, Park Access Plan, p. 40

<sup>46</sup> City of Lynnwood, December 2020, Park Access Plan, p. 30

evergreen trees and other plant life. It also received more than 27,000 visitors from 2018-2020.<sup>47</sup> Visitors can enter the park via one of six entrance points, three of which are within the Civic Center campus and three of which are on 46<sup>th</sup> Ave W.

### **Lynnwood Recreation Center (Outside of Subarea)**

Lynnwood Recreation Center is also within the City's Civic Center campus, on the west side of 44<sup>th</sup> Ave W, where it intersects with 189<sup>th</sup> Pl SW. The facility serves multiples purposes and features multiple pools and aquatic amenities, fitness rooms and equipment, and racquetball courts. In total, the building is about 45,000 square feet, with about one-third of that space being added during a 2011 renovation. As of the 2016 PARC Plan, the City estimated that the Lynnwood Recreation Center hosted more than 40,000 visits per month, making it the most-visited parks and recreation facility in Lynnwood.

### **Wilcox Park (Or "Flag Park") (Outside of Subarea)**

Located about 700 feet west of the Subarea, at the northwest corner of 52<sup>nd</sup> Ave W and 196<sup>th</sup> St SW, Wilcox Park is a 7.2-acre park, mostly comprised of a large grass play area, but also featuring a flag plaza, playground, and other minor structures, while about half of the area remains forested. This was Lynnwood's first park and opened in 1962. The City estimates that about 2,200 people live within a 10-minute walk of Wilcox Park, and that it received nearly 157,000 visitors from 2018-2020.<sup>48,49</sup>

### **Scriber Lake Park and Trail (Outside of Subarea)**

Located immediately south, across 196<sup>th</sup> St SW, from Wilcox Park, the 24-acre Scriber Lake Park is comprised of the titular Scriber Lake, associated wetlands, forested area, and about 0.8 linear miles of trail. The Scriber Lake Park Trail not only encircles the lake but also includes multiple entrances to the north and south and connects to Sprague's Pond Mini Park, Scriber Creek Park, and the Interurban Trail. According to the Park Access Plan, about 4,000 residents live within a 10-minute walk of the park.<sup>50</sup> It received about 117,000 visitors from 2018-2020.<sup>51</sup> Significant renovations to this park are underway and scheduled to be completed in Summer 2025, including the addition of about 1,100 linear feet of elevated boardwalk trail and two new viewpoints.<sup>52</sup>

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<sup>47</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>48</sup> City of Lynnwood, December 2020, Park Access Plan, p, 44

<sup>49</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>50</sup> City of Lynnwood, December 2020, Park Access Plan, p, 43

<sup>51</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>52</sup> City of Lynnwood, Department of Parks, Arts, Recreation, & Conservation  
<https://www.lynnwoodwa.gov/Government/Departments/Public-Works/Engineering-Construction/City-Projects-Programs-Initiatives/Park-and-Trail-Projects/Scriber-Lake-Park-Boardwalk-Trail-Project>

### **Sprague's Pond Mini Park (Outside of Subarea)**

Sprague's Pond Mini Park is located within public right-of-way and adjacent to the privately-owned Sprague's Pond, about 500 feet west of the Subarea boundary. The park space is less than one acre but contains a play structure, picnic facilities, grass play area, and access to the Scriber Creek Trail. This mini park received over 20,000 visitors from 2018-2020 and is within a 10-minute walk of more than 2,700 residents.<sup>5354</sup>

### **Scriber Creek Park (Outside of Subarea)**

Much of Scriber Creek Park's 3.8 acres is occupied by Scriber Creek and its surrounding forested wetlands. It is immediately southwest of the Subarea boundary near the intersection of 200<sup>th</sup> St SW and 48<sup>th</sup> Ave W. The park also features about 0.4 linear miles of Scriber Creek Trail and other short walking paths, in addition to benches and picnic tables. About 2,800 residents live within a 10-minute walk of the park and it had nearly 34,000 visitors from 2018-2020.<sup>5556</sup>

### **Scriber Creek Trail (Outside of Subarea)**

Scriber Creek Trail is an eight feet-wide, 1.5 mile-long, trail with a mix of hard and soft surfaces. From north to south, it stretches from Scriber Lake Park to Sprague's Pond Mini Park, Scriber Creek Park, Lynnwood Transit Center, and finally connecting to Interurban Trail. The City estimates that this trail had nearly 491,000 users from 2018-2020.<sup>57</sup>

The City is currently making substantial upgrades to a roughly 4,000-foot segment of Scriber Creek Trail. Ultimately, this project will elevate the trail over wetlands and streams to reduce flooding concerns, increase the width of the trail to 10-12 feet, and re-align segments of the trail to reduce the sharpness of several turns. The City's website summarizes the Scriber Creek Trail Improvement Project in three phases:<sup>58</sup>

- Phase 1: Connect the Interurban Trail to Scriber Creek Park along the southwest edge of the future light rail station.
- Phase 2: Extend the trail from the southwest corner of the transit center to just north of Sprague's Pond Mini Park.

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<sup>53</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>54</sup> City of Lynnwood, December 2020, Park Access Plan, p, 29

<sup>55</sup> City of Lynnwood, December 2020, Park Access Plan, p, 36

<sup>56</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>57</sup> City of Lynnwood, p. 33, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

<sup>58</sup> City of Lynnwood, September 2022 *Scriber Creek Trail Improvement Project Moves Forward*, Accessed October 2022, Retrieved from <<https://www.lynnwoodwa.gov/Community/Communications/Scriber-Creek-Trail-Improvement-Project-Moves-Forward>>

- Phase 3: Extend from the end of Phase 2 through Scriber Lake Park to connect 196<sup>th</sup> St SW and Wilcox Park.

## Planned Additions (Mitigation Measures)

### City Center Parks

The City's 2007 City Center Parks Master Plan broadly outlines four parks and the intended impacts of each.<sup>59</sup>

- *Town Square* is a park for the heart of City Center and landmark for the re-imagined downtown of Lynnwood, intended to be an urban park capable of hosting a wide variety of events.
- *Village Green* is a neighborhood park that includes a large passive green space in addition to a sizable playground and surrounding woonerf, also capable of hosting events and activities.
- *Civic Park* is envisioned as an extension of the existing Civic Center campus with a passive lawn in addition to a more active use such as a skate park.
- *Billiards Park* is intended to aid the transition from City Center to Alderwood and provide a small passive green space and multiple active uses such as a zip line, exercise station, and/or field billiards.

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<sup>59</sup> City of Lynnwood, October 2007, Lynnwood City Center Parks Master Plan



The map illustrates the proposed streetscapes and connections for the Lynnwood City Center. Key features include:

- Proposed City Center Park:** A large green area in the center-right of the map.
- Promenade Layout 'A' (Sub Area Plan Layout):** A blue dotted line running along the top and right sides of the map.
- Promenade Layout 'B' (Alternate):** A yellow dotted line running along the left and bottom sides of the map.
- Additional Public Amenities:** Green rectangular areas labeled 'Civic Park', 'Town Square', 'Village Green', 'Police Station', 'Convention Center Neighborhood', and 'Billards Park'.
- Interurban Trail:** A purple dotted line running along the bottom and right sides of the map.
- Proposed Interurban Trail Connections:** Yellow dotted lines connecting the trail to the city center.
- Potential Mid-Block Crossing:** Yellow dashed lines indicating potential crossing points.
- City Proposed Project:** Orange dashed lines indicating the city's proposed project area.

The map also shows existing infrastructure such as the 'Transit Center', 'I-5', and 'Heritage Park'. A legend in the bottom right corner defines the symbols used for the proposed features.

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### **46<sup>th</sup> Ave Park**

Similar to Village Green, a “46<sup>th</sup> Ave Park” also appears in Merlone Geier’s concept diagrams of Northline Village. The space is depicted as a triangular shape, similar in size to Village Green, and located only a few hundred feet southwest. In concept plans from 2019 and 2020, this space is referred to as the “Pocket Oasis,” which is intended to serve as a recreational area that buffers multifamily residential from adjacent commercial development.

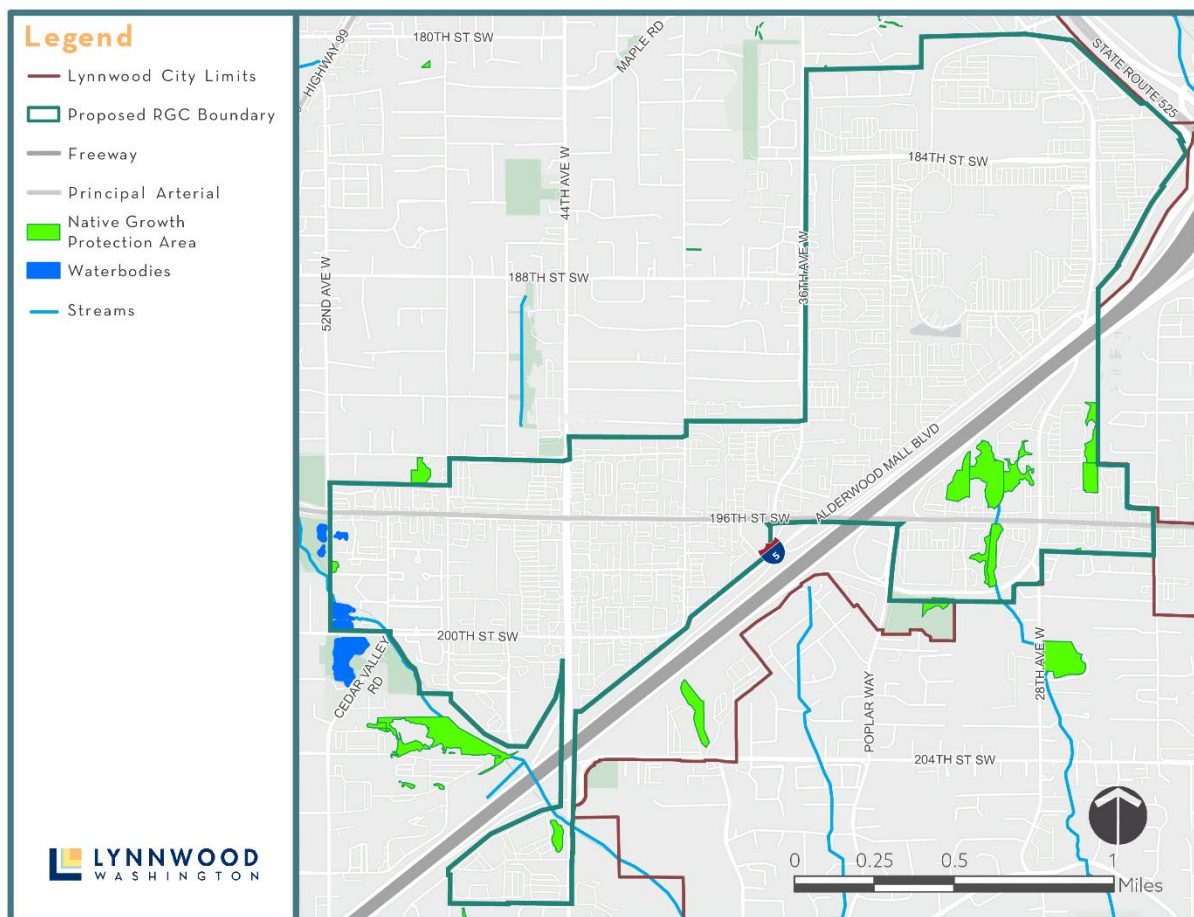
### **Recreational Trail Network**

The City’s 2016 PARC Plan includes a proposed recreational trail network outlining several major improvements to existing trails in Lynnwood. Included in this list are (1) connections between Interurban Trail and City Center, (2) a City Center Promenade (also featured in multiple City Center planning documents) that connects pedestrians to the Light Rail station and Alderwood Mall, (3) the “Center to Sound Trail” connecting Scriber Creek Trail to City Center and extending it several miles north to Lund’s Gulch, and (4) a short connection between Alderwood Mall and Interurban Trail, called Tunnel Creek Trail.<sup>63</sup>

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<sup>63</sup> City of Lynnwood, p. 121, 2016-2035 Parks, Arts, Recreation, & Conservation Plan, adopted February 14, 2022

**Figure 4.8 Native Growth Protection Areas**



## Potential Impacts Related to Parks and Level of Service

Population growth and related Parks Level of Service demands would increase under all alternatives. One of the purposes of this DEIS is to support an understanding of what future demands would be given the three growth scenarios studied.

Existing policies, regulations, and commitments to mitigate potential adverse impacts on Parks would continue to apply under all alternatives. These include construction of planned parks, collection of impact and mitigation fees from developers in association with new or changed activities (residences or businesses). These fees, along with capital improvements budgeting and supporting grant funding programs would be expected to aid the City and other service providers in keeping pace with growth demands.

Potential impacts related to each area of parks and level service are further analyzed below and on the following pages.

## Recreational Level of Service

Lynnwood's 2024 Comprehensive Plan indicates an access to parkland service standard of 3.5 acres per 1,000 persons with parkland located within a 10-minute walk of residences. Per the PARC Plan, Lynnwood should be able to meet this acreage of park demand, per table below, but the location of new parks will require siting. While the overall increase in employment and population has been taken into account, and the City can meet the 3.5 acres per 1,000 persons standard, the demand for parks within or near the City Center+Alderwood Subarea will be significant. Planned additional parks, such as Town Square Park, will help with distribution of park sites within the Subarea, and provide service.

**Figure 4.9 Proposed Parks and Streetscape Improvements from 2007 City Center Parks Master Plan**<sup>64</sup>

Adopted Standard and Projected Lynnwood Population			
LOS Standard	3.5 acres / 1,000 residents		
2025 Population	43,782		
2035 Population	54,404		
2045 Population	66,404		
City Parkland Acreage (publicly accessible)	285.12		
Level of Service	2025	2035	2045
Demand (acres)	153	190	232
Preformance	186%	150%	123%
Need (-) or Surplus (+) (acres)	+132	+94	+52

## Park Impact Fees

The City of Lynnwood collects park impact fees for development activities including but not limited to new residential, commercial, retail, office and industrial development as it creates additional demand and need for parks and recreation facilities in the city. New development is required to pay a proportionate share of the cost of new parks and recreation facilities. These fees are based on a rate study in accordance with the provisions of RCW 82.02.060(1). Assessment of the park impact fee is found within the Lynnwood Municipal Code (LMC) Chapter 3.107.

## Additional Mitigation Measures

Mitigation for demand of access and demand for active recreation may include semi-public/private managed recreation including public/private open spaces (Northline Village, PFD, etc.) as well as commercial opportunities such as gyms, athletic clubs, active recreation areas

<sup>64</sup> City of Lynnwood PARC Update 2022, p. 160.

provided in multi-family developments, etc.

Implementation of the Interurban Trail Master Plan for park access improvements would also mitigate the increase in demand for access to recreational open space.

New private development requires the provision of onsite recreation spaces, at a rate of 200 sf per dwelling unit for multi-family developments. Commercial developments require a minimum of 1 sf of plaza per 100 sf of building area.

## **Significant Unavoidable Adverse Impacts**

With the implementation of mitigation measures including the City's PARC plan, park impact fees, and other mitigation, no significant adverse impacts would be expected under the preferred alternative.



# CHAPTER 5

## MULTIMODAL TRANSPORTATION

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

# Chapter 5 Multimodal Transportation

## Introduction

This section presents a multimodal transportation evaluation of the potential impacts that may result from enacting the proposed zoning in the Lynnwood City Center & Alderwood Regional Growth Center (RGC), shown in Figure 5.1. Existing transportation conditions are documented in the Affected Environment section followed by an evaluation of future transportation conditions under three alternatives.

The three alternatives are the:

- **Alternative 1—No Action Alternative**, which represents the baseline future conditions if growth continues to occur consistent with currently adopted zoning policies
- **Alternative 2—Concentrated Growth** in the RGC (the Preferred Alternative)
- **Alternative 3—Dispersed Growth** with less growth in the RGC than under Alternative 2; growth more dispersed

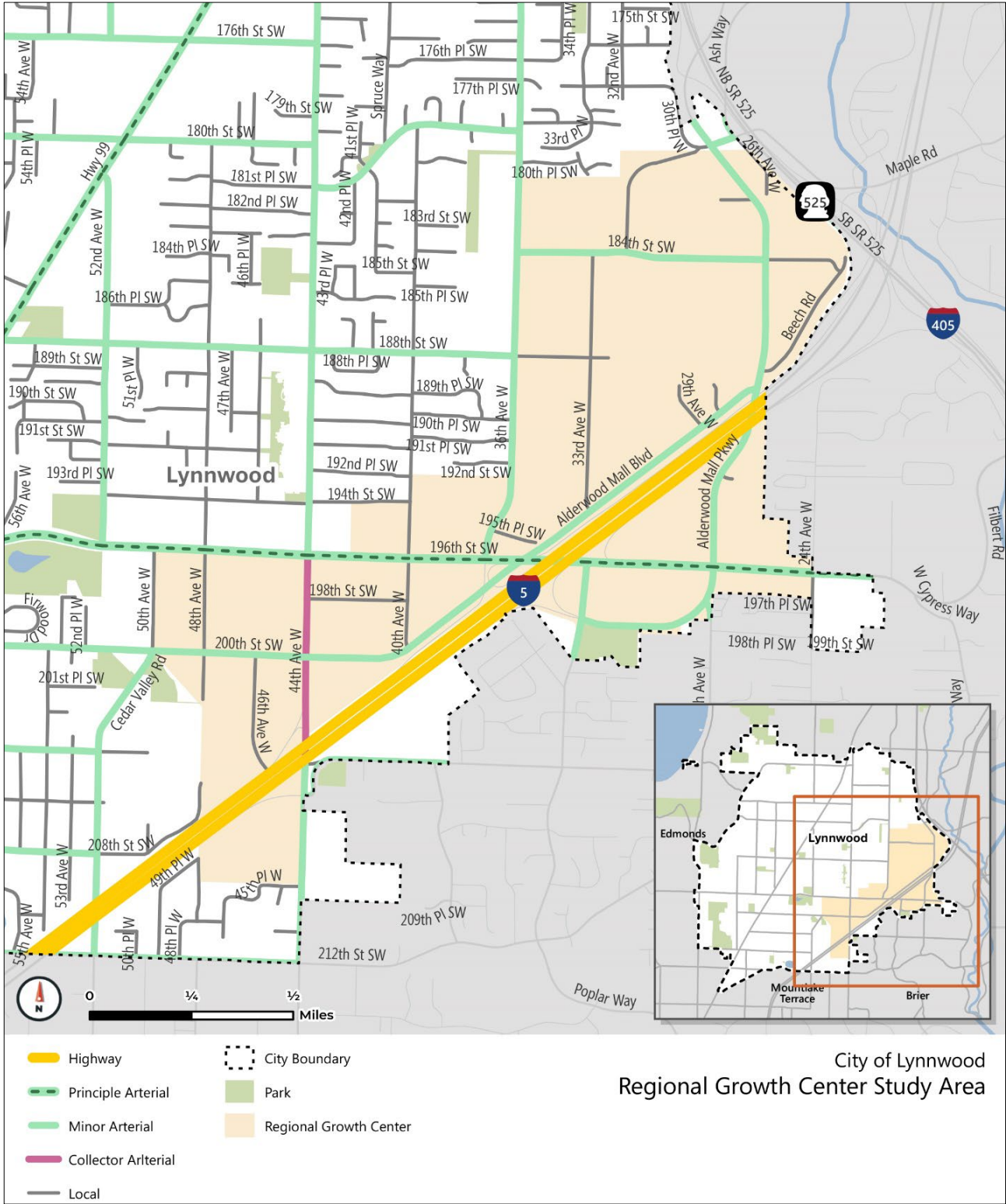
The No Action Alternative is used as the baseline against which the impacts of the proposed actions (Alternatives 2 and 3) are measured. The focus of this EIS is the RGC, but the traffic operations evaluation is conducted citywide because some of the alternatives assume increased growth outside the RGC relative to the No Action Alternative. Evaluations are conducted on both city and state facilities. Potential capital and programmatic mitigation measures are identified to address significant impacts, if any exist, of the action alternatives.



*The 196th Street SW Corridor and surrounding redevelopment activity in Lynnwood, 2024*



Figure 5.1 Regional Growth Center Study Area



Source: Fehr & Peers, 2025

# Affected Environment

## Background

Lynnwood is an incorporated suburban city in southwestern Snohomish County that is roughly 8 square miles in size. The city is located at the junction of Interstate 5 (I-5) and Interstate 405 (I-405) roughly halfway between Everett to the north and Seattle and Bellevue to the south. Lynnwood's RGC was designated in 1995 by PSRC and covers roughly 15% of the City's total land area.

Originally developed and incorporated in 1959 as a suburban community along the Interurban streetcar line between Seattle and Everett, Lynnwood presents characteristics typical of other suburban cities in the area. State Route (SR) 99 was the primary north-south route prior to construction of the region's interstate highway system, which helped create an auto-oriented economy early in the city's history. Lynnwood's economic status was furthered by the convergence of I-405 with I-5 and the construction of Alderwood Mall in the late 1970s. The unique geographic position of Lynnwood within the region's transportation network makes it an attractive economic hub and an important point of connection for many residents and travelers.

Since the early 2000s, Lynnwood has focused on transforming its central downtown neighborhood (City Center) into a vibrant, densely populated center for commerce and urban family living. The vision for these changes to Lynnwood's transportation system are centered around extensive planning efforts that determined a need to manage traffic, reduce peak period congestion, and implement infrastructure that increases capacity, promotes safety, and provides connectivity for pedestrians and bicyclists within the shared public spaces.

Voters approved Sound Transit 2 (ST2) in 2008, which included light rail expansion into the Lynnwood Transit Center operated by Community Transit. The arrival of light rail at this station, now called City Center Station, in 2024 resulted in the ability for other transit agencies, namely Community Transit realigning their service network to support additional connectivity throughout Lynnwood via local route bus and bus rapid transit (BRT). Sound Transit 3 will add another station in the RGC and extend light rail north to expand regional transit connection north to Everett. Pedestrian and bicycle facilities such as the Interurban Trail provide an additional layer of mobility that promotes Lynnwood's goal of providing an efficient multimodal transportation system.

## RELEVANT PLANS AND REGULATIONS

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### PSRC VISION 2050

The PSRC VISION 2050 plan designates Lynnwood as one of 16 Core Cities with RGCs intended to accommodate a substantial share of the region's future growth. The RGC for Lynnwood contains most of the City Center and Alderwood Mall areas. RGCs are to be key hubs for long-range multimodal transportation systems. Growth should be encouraged near high-capacity transit stations within RGCs. Lynnwood is also listed as a High-Capacity Transit Community (HCT). These designations are intended to reduce the number and length of vehicle trips with growth and jobs centered around multimodal transportation.

The City of Lynnwood’s existing plans and policies related to transportation are the Comprehensive Plan, City Center Sub-Area Plan, and Connect Lynnwood Active & Accessible Transportation Plan. The 2015 Comprehensive Plan outlines transportation goals, projects, and policies for 20 years through 2035. The 2024 Comprehensive Plan has recently prepared updates to the goals, projects, and policies to extend planning through 2044. The City Center Sub-Area Plan was published in 2007 with a focus on creating a dynamic hub for families to live and work as the heart of the community. Connect Lynnwood’s final draft was published in June of 2022 and lays out the City’s active transportation improvements plan for the next 30 years.

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## COMPREHENSIVE PLAN UPDATE – TRANSPORTATION ELEMENT

The 2024 Transportation Element of the City’s Comprehensive Plan states core values of Equity, Sustainability, Resilience, Livability, and Orientation to Transit. The City uses Level of Service (LOS) standards based on traffic delays from the Highway Capacity Manual to measure the overall transportation system’s ability to move people and goods. The City sets vehicle LOS standards depending on the land use and transportation context. The City Center is expected to operate with more vehicle demand and allow for better multimodal access. The LOS standard for City Center roads is LOS E during the PM peak hour (weekdays 4–6 p.m.). For areas outside the City Center, the standard is LOS D for arterials and LOS C for local roads for the PM peak hour. Lynnwood’s transportation concurrency system allows 20% of the City’s signalized intersections to operate below the LOS standard before concurrency is considered not met. Level of service standards for state facilities are set by the Washington Department of Transportation (WSDOT).

A key update to the 2024 Transportation Element is multimodal LOS standards. This shift away from vehicle-only LOS acknowledges that the transportation system is comprised of people walking, biking, riding transit, and driving. The vehicle LOS previously described remains the same and the multimodal LOS standards for other modes are described below:

**Pedestrian LOS Standards** – gauge whether facilities are consistent with Connect Lynnwood, create safe walking routes within a mile of schools and within a half mile of High-Capacity Transit Stations, and improve “difficult to cross” arterials with high pedestrian volumes.

**Bicycle LOS Standards** – gauge whether facilities are consistent with Connect Lynnwood, complete a core network that connects schools, parks, transit, and commercial areas, complete planned bike facilities that are within 2 miles of Light Rail and local route (Edmonds College) Stations, and improve “difficult to cross” arterials with high bike volumes.

**Transit LOS Standards** – gauge whether facilities for bike and pedestrian travel connect to transit and improve access and ridership.

Other strategies and policies relating to the City Center and Alderwood Mall subareas within the RGC include encouraging Transit Oriented Development (TOD) by making the area an attractive travel option, implementing traffic impact fees for new developments, and providing a system of streets for the safe, efficient, and economical movement of people and goods to local and regional destinations.

## **CITY CENTER SUB-AREA PLAN**

The City Center Sub-Area Plan, developed in 2007, envisioned a vibrant, mixed-use urban center characterized by concentrated commercial activity, improved traffic flow, enhanced public transit with a transit center, and denser residential land use among other principles. A Multi-Family Property Tax Exemption Program (Ordinance No. 2681) was established to encourage housing and redeveloping in the City Center. While the plan did not include the Alderwood Mall, it noted its benefit and value to the area. The plan also noted that Lynnwood's location between SR 99 and I-5 had spread businesses out between the two major roads and aimed to focus future development in a mixed-use urban center. Key concepts to achieve the City Center goals were new secondary streets with pedestrian amenities to increase circulation, expansion of the existing Interurban Trail to have more City Center connections, and enhancement of the major streets. A Subarea Street Class map was produced that showed the new connections with three street cross sections for the area (Boulevard, Promenade, and New Collector).

## **COMPLETE STREET AND CONNECT LYNNWOOD: ACTIVE & ACCESSIBLE TRANSPORTATION PLAN**

In 2022, the City of Lynnwood codified the Complete Streets Ordinance No. 3424. This commitment to improving livability and enhanced mobility through active transportation solutions highlights Lynnwood's vision for a balanced transportation system that promotes public health, reduces traffic congestion, and provides economic and environmental benefits.

As part of the ordinance, the *Connect Lynnwood: Active & Accessible Transportation Plan* (Connect Lynnwood) was developed to outline the City's long-term vision and near-term action plan for increasing pedestrian and bicycle safety. Officially adopted in 2022, this initiative identified gaps in Lynnwood's pedestrian and cycling networks and outlined an implementation plan to enhance accessibility for active transportation, including walking, biking, and rolling.

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## **ADA SELF-EVALUATION AND TRANSITION PLAN**

As a public entity, the City of Lynnwood must comply with the ADA's Title II requirements for state and local government programs and services. This includes ensuring that all programs and facilities are accessible and available without discrimination against individuals with disabilities.

In response, Lynnwood developed the ADA Self-Evaluation and Transition Plan (SETP) in 2021 to identify policy, program, and physical barriers to accessibility in the City's facilities, parks, and public right-of-way. The plan describes implementation methods, provides a schedule for improvements, and designates the responsibilities of an ADA Title II Coordinator. The coordinator oversees the City's efforts to achieve ADA-compliance and coordinates with City Departments to address accessibility-related concerns.

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## **CAPITAL FACILITIES PLAN AND TRANSPORTATION IMPROVEMENT PROGRAM**

Lynnwood's Capital Facilities Plan (CFP) contains an inventory of capital projects under various City Departments and programs slated for the next six years (2024-2029). The City of Lynnwood Six Year CFP List contains a breakdown of yearly expenses planned for each project, including transportation-related projects from the City's Six-Year Transportation Improvement Program (TIP). Relevant transportation

projects and programs include the City-Wide Sidewalk and Walkway Program, Pavement Management Program, Traffic Signal Rebuild Program, Neighborhood Traffic Calming Program, School Safety Improvements, Costco Traffic Improvements, and various roadway improvements that facilitate increased safety and multimodal mobility through the City.

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## SOUND TRANSIT 3

Sound Transit 3 (ST3) will continue to expand light rail throughout the Puget Sound region, with corridors to the south, east, central, and north of existing light rail service. The Everett Link Extension in the north corridor will develop additional light rail facilities extending north from the Lynnwood Transit Center to downtown Everett, passing through the Southwest Everett Industrial Center. This extension is scheduled for completion in 2036 and will feature six additional stations: West Alderwood, Ash Way, Mariner, Southwest Everett Industrial Center, SR 526 near Evergreen Way, and the area at the existing Everett Station.

Lynnwood also plays a crucial role in the Bus Rapid Transit (BRT) investments Sound Transit will make as part of ST3. One of Sound Transit's two major BRT corridors will be on I-405 from Lynnwood Transit Center to the Tukwila International Boulevard light rail station, and from there via SR 518 to the Burien Transit Center. This route is along principally exclusive right-of-way or managed toll lanes, which will provide increased speed and reliability levels to further incentivize public transportation in Lynnwood.

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## JOURNEY 2050

Community Transit's Journey 2050 Long Range Plan, adopted in 2023, outlines the agency's vision, long-term priorities, and guides services and infrastructure investments over the next 25 years. For the RGC, the expansion of the regional Link light rail service means Community Transit buses re-route to Link light rail stations. This saves commute bus service hours which can then be reallocated to expand local service and make local routes operate more frequently. Local and Swift Orange BRT Lines could be re-routed as necessary to better integrate with the future West Alderwood Link light rail station.

## Existing Street Network






City streets are the backbone of Lynnwood's transportation system, influencing how residents and visitors navigate the area. While the existing road network offers efficient service for vehicles, there are gaps in the networks for people walking, cycling, rolling, and using public transit.

Lynnwood's roadway network consists of principal and minor arterials, collectors, and local streets in addition to Interstate 5 (I-5). Local streets are laid out on a basic grid network and the city is roughly bisected by State Route 524 (SR 524) in the east-west direction and State Route 99 (SR 99) running diagonally northeast/southwest. I-5, I-405, and SR 525 converge at the eastern city limit, with geographic boundaries at the west and south city limits demarcated by Lynndale Park and Hall Lake, respectively. The City Center area of the Regional Growth Center has a denser street network, however the Alderwood area (northeastern portion) has larger blocks and fewer through streets making it hard to travel through using all modes.



Table 5.1 shows the existing street network by roadway type. These are mapped in Figure 5.1.

**Table 5.1 Existing Lynnwood Street Network by Roadway Type**

Roadway Type	Description	Example	Photo
Limited Access Highway	State routes provide connections between cities and carry high volumes of traffic. They are grade separated and have limited access through ramps.	I-5	
Principal Arterial	Principal arterials tend to carry the next highest volume of traffic. They serve regional through trips and connect Lynnwood to the rest of the region.	SR 524 (196th St SW)	
Minor Arterial	Minor arterials are designed for higher volumes, but they tend not to be major regional travel ways. Minor arterial streets provide inter-neighborhood connections.	36th Ave W	
Collectors	Collectors distribute trips between local streets and arterials and serve as transition roadways to or from commercial and residential areas. Collectors have lower volumes than arterials and ideally balance experience for all modes.	33rd Ave W	
Local Roads	Local streets are the lowest functional classification, providing circulation and access within residential neighborhoods. There are few local roads in the study area, but several, such as 191st Pl SW, connect to 36th Ave W along the northwest boundary of the study area.	191st Pl SW	

Source: Google Maps Street View, 2025; Fehr & Peers, 2025.

## EXISTING TRAFFIC OPERATIONS

The vehicle congestion at intersections within Lynnwood is evaluated using a common approach called level of service (LOS). This system assesses congestion levels by calculating the average control delay per vehicle. LOS is graded on a letter scale from A to F, where LOS A indicates smooth, uninterrupted traffic flow with minimal delays, and LOS F signifies severe congestion with extended delays.

Table 5.2 outlines the definition of each LOS grade according to the 6th Edition of the Highway Capacity Manual (HCM), which uses average control delay per vehicle as its basis. Signalized intersections have higher delay limits compared to two-way and all-way stop-controlled intersections. The HCM methodology



specifies how delays should be measured at different intersection types: for signalized and all-way stop-controlled intersections, LOS grades are determined by the average delay for all vehicles entering the intersection, while for side street stop-controlled intersections, the delay from the most delayed traffic movement is reported and used to calculate the LOS.

**Table 5.2    LOS and Delay Thresholds for Signalized and Unsignalized Intersections**

LOS	Signalized Intersections (Delay in Seconds)	Unsignalized Intersections (Delay in Seconds)
A	< 10	< 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Source: Highway Capacity Manual, 6th Edition, 2016; Fehr & Peers, 2025.

Chapter 12.22 ([Transportation Concurrency Management](#)) of Lynnwood’s Municipal Code outlines LOS standards for various roadways throughout the city and are outlined in Table 5.3. Lynnwood allows for 20% of signalized city intersections to operate below their requisite LOS standard before concurrency is considered failed.

**Table 5.3    Level of Service Standards by Roadway Classification**

Roadway Function Classification	LOS Standard (During PM Peak)
Local	LOS C
Non-City Arterials	LOS D
Non-State Highways	LOS D
City Arterials	LOS E

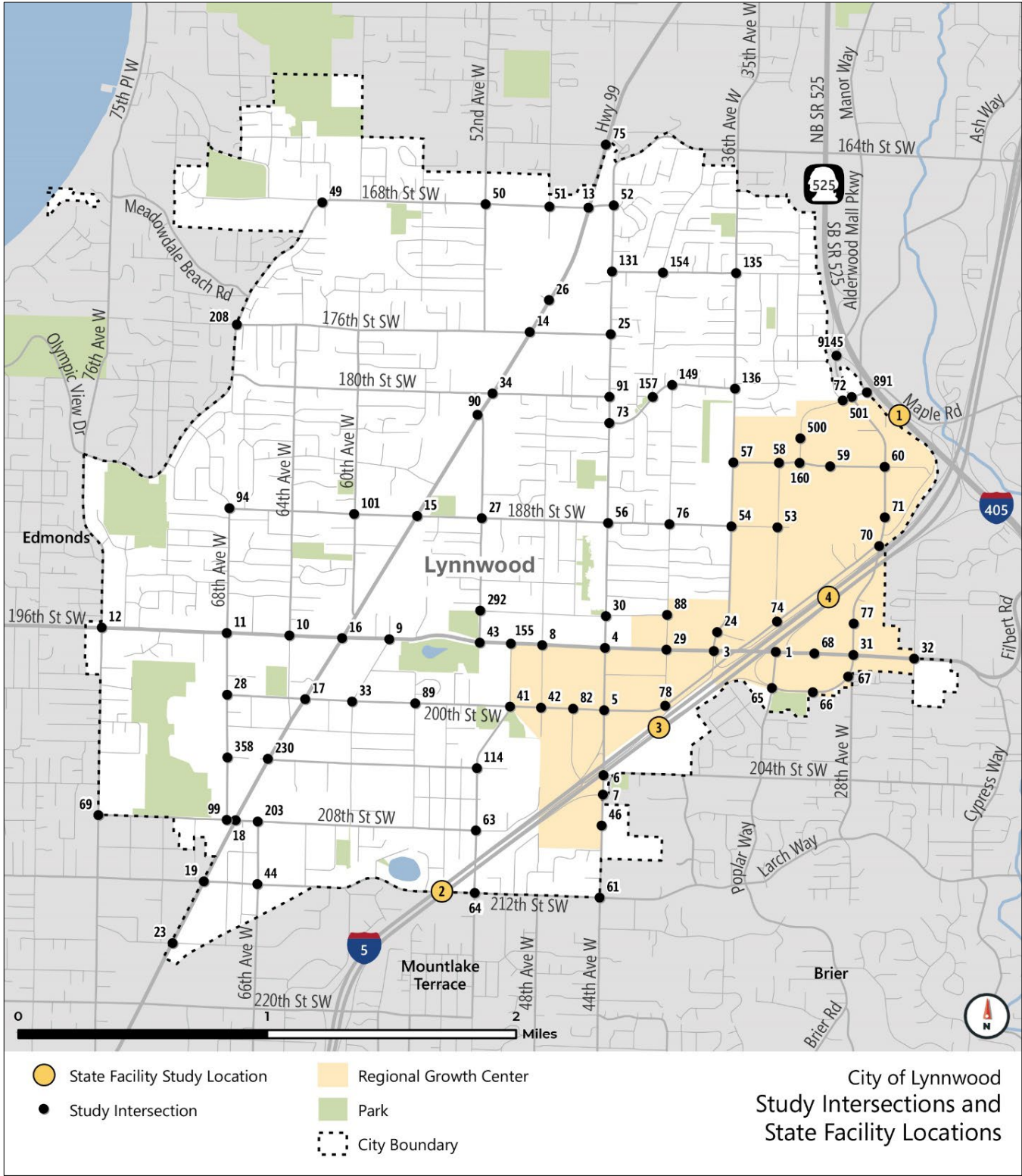
Source: City of Lynnwood, 2024; Fehr & Peers, 2025.

WSDOT maintains their own LOS standard for intersections along state routes and interstates, including the following:

- LOS D for I-5,
- LOS D for SR 525
- LOS E Mitigated for SR 99, and
- LOS E Mitigated for SR 524.

To evaluate the performance of Lynnwood’s current transportation network, key intersections were analyzed using 2023 collected traffic volumes, which are shown in Figure 5.2. The study intersections included intersections at the City boundary that may be owned or operated by another jurisdiction. These are #61: 44th Avenue W & 212th Street SW and #64: 52nd Avenue W & 212th Street SW owned by Mountlake Terrace, #69: 76th Avenue W & 208th Street SW owned by Edmonds, and #9145: Alderwood Mall Pkwy & SR 525 Southbound off-ramp signal owned by WSDOT. 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 judgement. Signalized and stop-controlled intersections were evaluated using Synchro 12 software, while roundabouts were evaluated using SIDRA software. The project team coordinated with the City if operations for both or only one peak hour was needed at each intersection. More detailed information is available in **Appendix A**.

Figure 5.2 Study Intersections and State Facility Locations



Source: Fehr & Peers, 2025.

Table 5.4 shows the citywide results of the existing conditions vehicle delay and LOS analysis; intersections with bolded text do not meet the vehicle LOS standard under existing conditions. All study intersections within the RGC are currently meeting their LOS standard. The Alderwood Mall Parkway & 33rd Avenue/Maple Road intersection, located just outside the northern border of the RGC, is the nearest failing intersection outside of the RGC. There are two study intersections along Alderwood Mall Parkway where delay is nearing the LOS threshold (Alderwood Mall Parkway & 184th Street SW and Alderwood Mall Parkway & 196th Street SW (SR 524)). Other intersections operating near their LOS thresholds are located along 44th Avenue W and 196th Street SW, near I-5. Intersections near the eastern edge of the RGC are operating with delay nearing their current LOS thresholds.

**Table 5.4 Existing 2023 Intersection Peak Hour LOS at Functionally Classified Intersections**

ID	Name	Control	LOS Standard	AM Peak Hour LOS (Delay in Seconds) <sup>1</sup>	PM Peak Hour LOS (Delay in Seconds) <sup>1</sup>
<b>Intersections in City Center</b>					
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 & Alderwood Mall Blvd	Signal	E	A (4)	A (6)
78	200th St/Alderwood 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 <sup>3</sup>	E	B (11)	B (14)
<b>Intersections Outside City Center</b>					
1	196th St SW (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 SW (SR 524) & 58th Ave W	Signal	E	D (35)	D (48)
10	196th St SW (SR 524) & 64th Ave W	Signal	D	B (16)	B (16)
11	196th St SW (SR 524) & 68th Ave W	Signal	D	B (15)	B (19)
12	196th St SW (SR 524) & 76th Ave W	Signal	D	C (31)	D (45)
13	SR 99 & 168th St SW	Signal	E	D (38)	D (41)

ID	Name	Control	LOS Standard	AM Peak Hour LOS (Delay in Seconds) <sup>1</sup>	PM Peak Hour LOS (Delay in Seconds) <sup>1</sup>
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 SW (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)
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 & 17400 Block	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 SW (SR 524) & Alderwood Mall Pkwy	Signal	E	D (44)	D (40)
32	196th St SW (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	Restricted, SSSC <sup>3 6</sup>	E	—	C (22)
41	200th St SW & Cedar Valley/50th Ave W	Signal	D	D (36)	D (38)
43	196th St SW (SR 524) & 52nd Ave W	Signal	E	B (14)	B (12)
<b>44</b>	<b>212th St SW &amp; 66th Ave W</b>	<b>AWSC<sup>4</sup></b>	<b>D</b>	<b>—</b>	<b>E (40)</b>
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 Driveway (30th Ave W)	Signal	D	C (27)	C (32)
60	Alderwood Mall Pkwy & 184th St SW	Signal	D	B (15)	D (36)

ID	Name	Control	LOS Standard	AM Peak Hour LOS (Delay in Seconds) <sup>1</sup>	PM Peak Hour LOS (Delay in Seconds) <sup>1</sup>
61	44th Ave W & 212th St SW	Signal	D	C (28)	C (24)
<b>63</b>	<b>52nd Ave W &amp; 208th St SW</b>	<b>SSSC<sup>3 6</sup></b>	<b>D</b>	<b>—</b>	<b>E (41)</b>
64	52nd Ave W & 212th St SW	Signal	D	C (30)	C (31)
65	Poplar Way & Alderwood Mall Pkwy	Signal	D	C (30)	C (30)
66	Alderwood Mall Pkwy & 3000 Block	Signal	D	A (3)	A (4)
67	Alderwood Mall Pkwy & 28th Ave W	Signal	D	B (17)	C (22)
68	196th St SW (SR 524) & 3000 Block	Signal	E	A (8)	B (13)
69	76th Ave W & 208th St SW	Signal	D	B (12)	B (14)
70	Alderwood Mall Blvd & Alderwood Mall Pkwy	Signal	D	A (7)	B (12)
71	Alderwood Mall Pkwy & Macys Driveway (186th St SW)	Signal	D	A (6)	A (8)
<b>72</b>	<b>Alderwood Mall Pkwy &amp; 33rd Ave/Maple Rd</b>	<b>Signal</b>	<b>D</b>	<b>E (59)<sup>2</sup></b>	<b>D (47)<sup>2</sup></b>
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)
77	Alderwood Mall Pkwy & 19300 Block	Signal	D	A (5)	D (35)
<b>90</b>	<b>SR 99 &amp; 52nd Ave W</b>	<b>TWSC<sup>3</sup></b>	<b>E</b>	<b>—</b>	<b>F (54)</b>
91	44th Ave W & 180th St SW	SSSC <sup>3 6</sup>	D	B (15)	C (18)
94	68th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	B (14)
99	208th St SW & 68th Ave W	SSSC <sup>3 6</sup>	D	—	B (13)
101	60th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	B (11)
114	52nd Ave W & 204th St SW	TWSC <sup>3</sup>	D	—	D (33)
131	44th Ave W & 172nd St SW	SSSC <sup>3 6</sup>	D	C (17)	C (19)
135	36th Ave W & 172nd St SW	RAB <sup>5</sup>	D	—	A (2)
136	36th Ave W & Maple Rd	Signal	D	B (14)	B (17)
149	40th Ave W & Maple Rd	SSSC <sup>3 6</sup>	D	B (10)	B (12)
154	Spruce Way & 172nd St SW	AWSC <sup>4</sup>	D	—	A (10)
155	196th St SW (SR 524) & 50th Ave W	SSSC <sup>3 6</sup>	E	—	D (30)
157	Maple Rd & Spruce Way	AWSC <sup>4</sup>	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	SSSC <sup>3 6</sup>	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 <sup>3</sup>	D	B (12)	C (15)



ID	Name	Control	LOS Standard	AM Peak Hour LOS (Delay in Seconds) <sup>1</sup>	PM Peak Hour LOS (Delay in Seconds) <sup>1</sup>
358	68th Ave W & 204th St SW	RAB <sup>5</sup>	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) <sup>2</sup>	D (38) <sup>2</sup>
891	26th Ave W & Ash Way & Maple Rd	TWSC <sup>3</sup>	D	B (14)	D (33)
9145	Alderwood Mall Pkwy & SR 525 SB off-ramp	Signal	D	B (12)	C (23)

Note: Rows with bolded text indicate intersections with existing LOS deficiencies and do not meet its standard.

1 For side-street stop control intersections, delay is reported for the highest delay 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.

3 TWSC = two-way stop-controlled intersection, SSSC = side-street stop-controlled intersection.

4 AWSC = all-way stop-controlled intersection

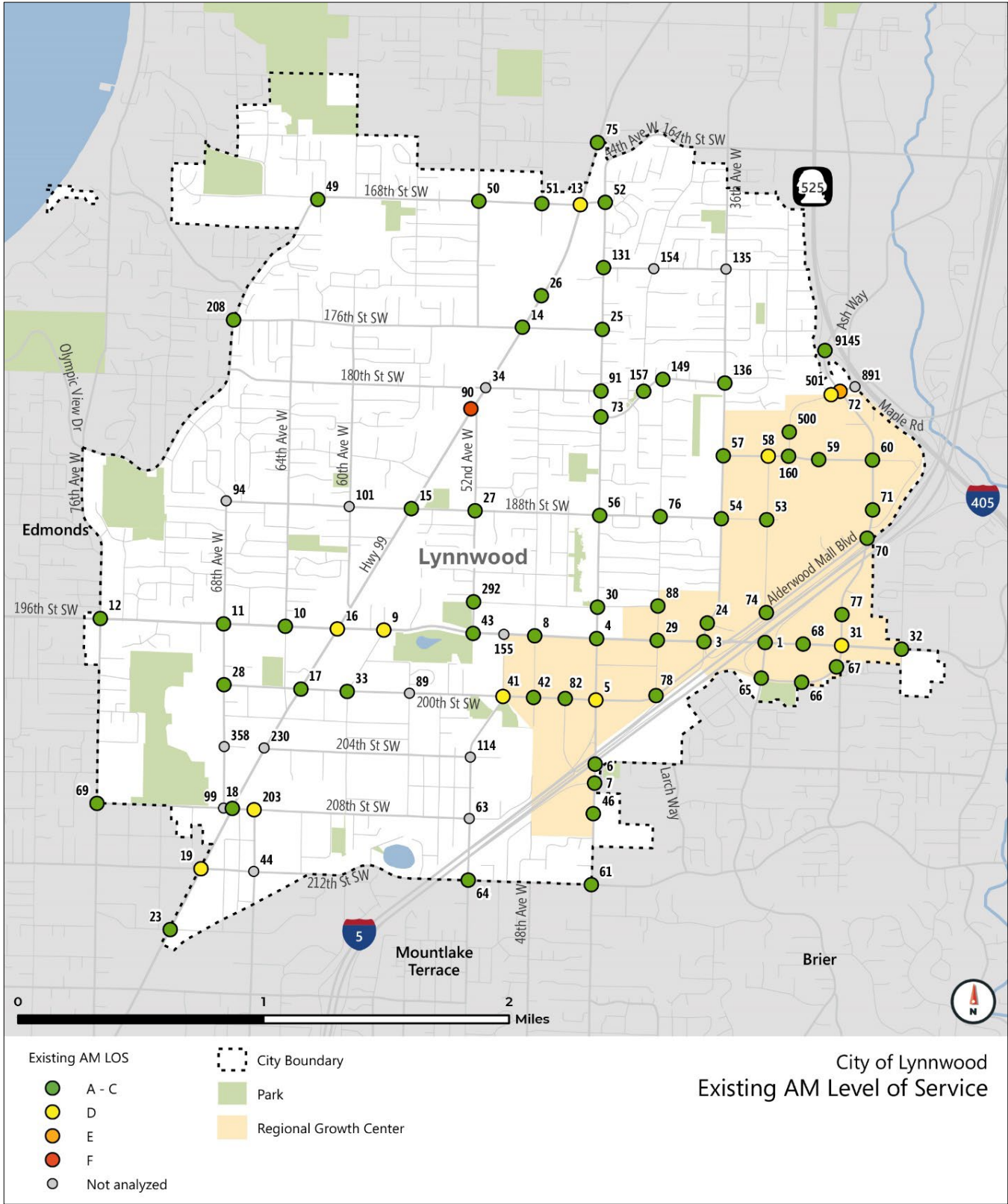
5 RAB = roundabout

6 Revised information from the TSI technical memorandum in Appendix A and Appendix B.

Source: Transportation Solutions, Inc. (TSI), 2024; Fehr & Peers, 2025.

Existing LOS is mapped for the AM peak hour (peak hour within the 7:00 a.m.–9:00 a.m. period) in Figure 5.3 and for the PM peak hour (peak hour within the 4:00 p.m.–6:00 p.m. period) in Figure 5.4 at a citywide level.

Figure 5.3 Existing AM Level of Service



Source: Fehr & Peers, 2025.

**City Center + Alderwood Subarea Plan**  
**Chapter 5 Multimodal Transportation**

**Draft Environmental Impact Statement**  
**April 2025**

STATE FACILITIES

For the I-5 and SR 525 state facilities evaluated, the PM peak hour volumes were estimated using the Northwest Region Average Daily Volumes from WSDOT’s 2022 Ramp & Roadway report.<sup>1</sup> Because WSDOT does not provide capacity definitions for the LOS D standard on these two state facilities, Florida Department of Transportation (FDOT) freeway capacity estimates,<sup>2</sup> which are based on the Highway Capacity Manual, 6th Edition, were used to assign maximum service volumes for each facility (e.g., LOS D for I-5). The maximum service volume capacity is estimated from characteristics of the freeway segment like number of travel lanes and surrounding development. Then mainline traffic volumes for the facility were compared to the maximum service volume for that segment in a ratio format. A ratio of 1 indicates the facility is at the maximum service volume for its LOS D standard for these WSDOT facilities. A ratio greater than 1 indicates that the existing volume exceeds the LOS standard.

Four study segments along WSDOT facilities near the Lynnwood RGC were analyzed. Table 5.5 shows PM peak hour traffic at each study segment for both the northbound and southbound direction, along with their respective ratios for the LOS D maximum service volumes. Under existing conditions, the section of I-5 north of 44th Avenue W in the northbound direction is failing current LOS standards. Note peak hour traffic conditions could be worse than reported as this analysis is limited to available counts. *Traffic counts may underrepresent peak hour vehicle demand when congestion and queueing occur.*

Table 5.5 2023 Existing State Facility PM Peak Hour Volume and Maximum Service Volume Ratio

Location	Northbound		Southbound	
	Volume	Ratio	Volume	Ratio
On SR 525, southeast of Alderwood Mall Pkwy	3,700	0.92	1,900	0.47
On I-5, south of 212th St SW	7,700	0.92	6,300	0.86
On I-5, north of 44th Ave W	7,700	1.05	6,100	0.73
On I-5, north of 196th St SW (SR 524)	7,600	0.92	3,400	0.47

Source: WSDOT, 2023; Fehr & Peers, 2025.

Transit Services

As a core city within Snohomish County, transit service is an important mode of connectivity both within the City of Lynnwood and to destinations beyond. Lynnwood’s geographic position between Seattle and Everett makes it an important connection and its proximity to the Washington State Ferry System provides direct access to the Kitsap and Olympic peninsulas. With the extension of Sound Transit’s Link light rail 1

<sup>1</sup>2022 Ramp & Roadway Traffic Volume Report. Northwest Region, Average Daily Volumes. Washington State Department of Transportation.

<sup>2</sup>2023 Multimodal Quality/Level of Service Handbook. State of Florida Department of Transportation.

Line to the Lynnwood Transit Center (City Center Station), Lynnwood continues to grow its user base of public transportation.

Transit service in Lynnwood's RGC is provided by [Community Transit](#) (public transit provider for Snohomish County) and Sound Transit (regional transit authority for Snohomish, King, and Pierce counties), with service primarily oriented south toward Seattle. The Lynnwood Transit Center is located at 200th Street SW and 44th Avenue W, directly west of I-5, and is the primary connection within Lynnwood to regional transit service. In addition to traditional fix-route bus service, Community Transit also provides [Bus Rapid Transit](#) (SWIFT), [vanpool](#), and [DART Paratransit](#) service. Lynnwood's existing transit service is shown in Figure 5.5 and the future network is shown in Figure 5.6. [Zip Shuttle Alderwood](#), [vanpool](#), and [DART Paratransit](#) service. Lynnwood's existing transit service is shown in Figure 5.5 and the future network is shown in Figure 5.6.

## ROUTES SERVING LYNNWOOD

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### COMMUNITY TRANSIT:

- **Route 101:** provides service between the Aurora Village Transit Center and Mariner Park & Ride, primarily along the SR 99 corridor. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 102:** provides service between the City Center Station and Edmonds Station. The route operates with service every half hour 7 days a week.
- **Route 103:** provides service between the City Center Station and Seaway Transit Center. The route operates with hourly service on weekends only.
- **Route 112:** provides service between the Mountlake Terrace Station and Ash Way Park & Ride, with a stop at City Center Station. The route operates with service every half hour 7 days a week.
- **Route 114:** provides local service between the Aurora Village Transit Center and Lynnwood Transit Center. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 117:** provides service between the City Center Station and Mukilteo Station. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 120:** provides service between the City Center Station and University of Washington Bothell/Cascadia College. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Route 130:** provides service between the City Center Station and Edmonds Station, with stops at Mountlake Terrace Station and Aurora Village Transit Center. The route operates with service every half hour 6 days a week, with hourly service on Sunday.



- **Route 166:** provides local service between Edmonds Station, City Center Station, and Ash Way Park & Ride. The route operates with service every half hour during weekdays and is hourly on weekends.
- **Swift Blue:** provides bus rapid transit service between Shoreline North/185th Station, passing through Aurora Village Transit Center, and Everett Station, primarily along the SR 99 corridor. The route operates on 10-minute intervals during weekdays and on 15-minute intervals on weekends.
- **Swift Orange:** provides bus rapid transit service between Edmonds College Transit Center (202nd St SW at 68th Ave W in Lynnwood), passing through City Center Station, Swamp Creek Park & Ride, Ash Way Park & Ride, and McCollum Park & Ride. The route operates on 10-minute intervals during weekdays and on 15-minute intervals on weekends.

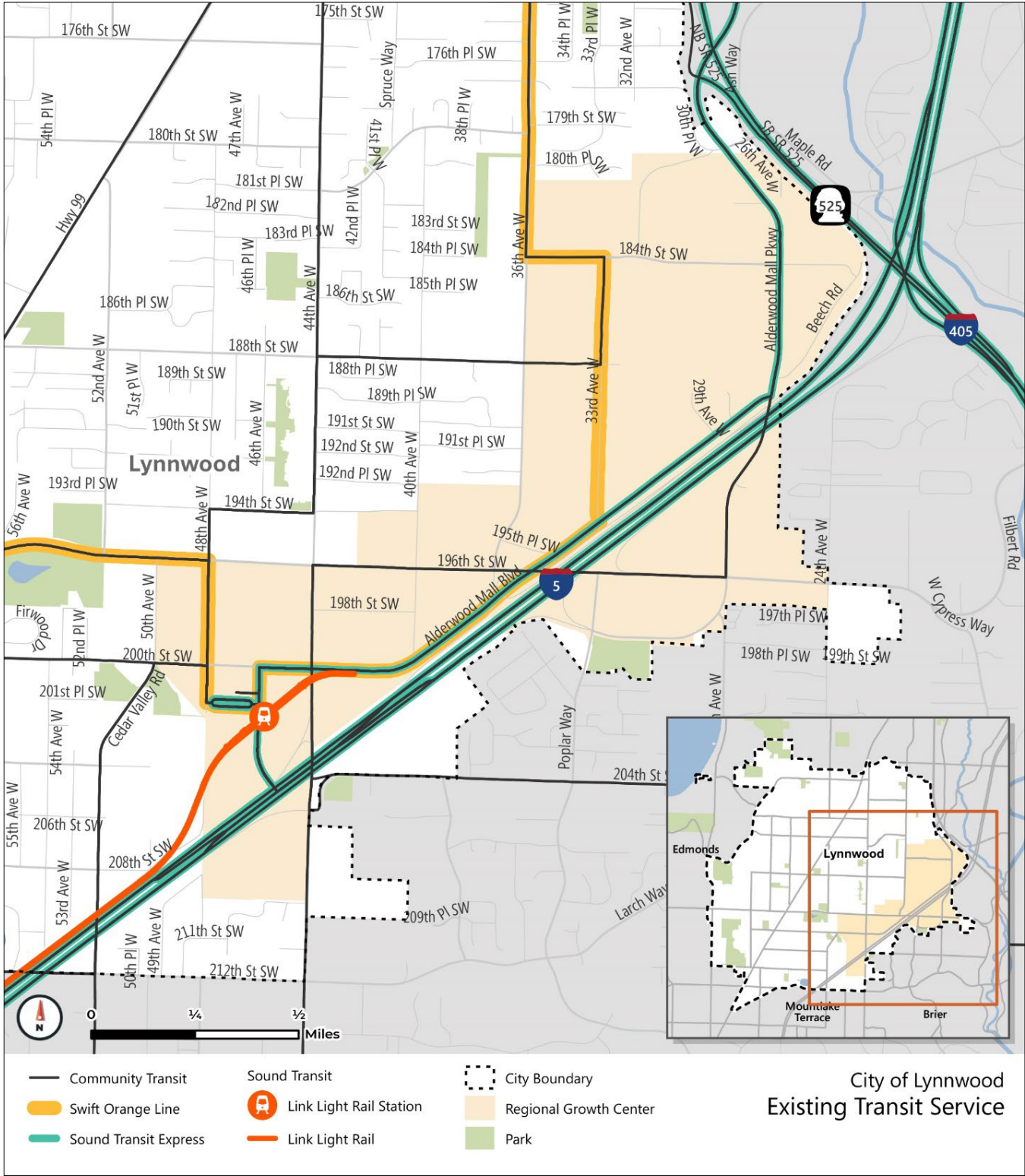
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#### SOUND TRANSIT:

- **1 Line:** provides light rail service between the Lynnwood City Center Station and Angle Lake Station with stops along Mountlake Terrace, Shoreline, Northgate, the University District, University of Washington, Downtown Seattle, and Seattle-Tacoma International Airport. Trains run on 8–15-minute intervals depending on the time of day during the week, and on 10-minute intervals on weekends.
- **Route 512:** provides express service between the Lynnwood City Center Station and downtown Everett, operating on 5–10-minute intervals 7 days a week.
- **Route 513:** provides frequent express service on weekdays between the Lynnwood City Center Station and downtown Everett, operating on 5–10-minute intervals. Does not run on weekends.
- **Route 515:** provides frequent express service on weekdays between the Lynnwood City Center Station and downtown Seattle, operating on 5–10-minute intervals. Does not run on weekends.
- **Route 535:** provides express service between the Lynnwood City Center Station and downtown Bellevue, operating on 5–10-minute intervals 7 days a week.



Figure 5.5 Existing Transit Service



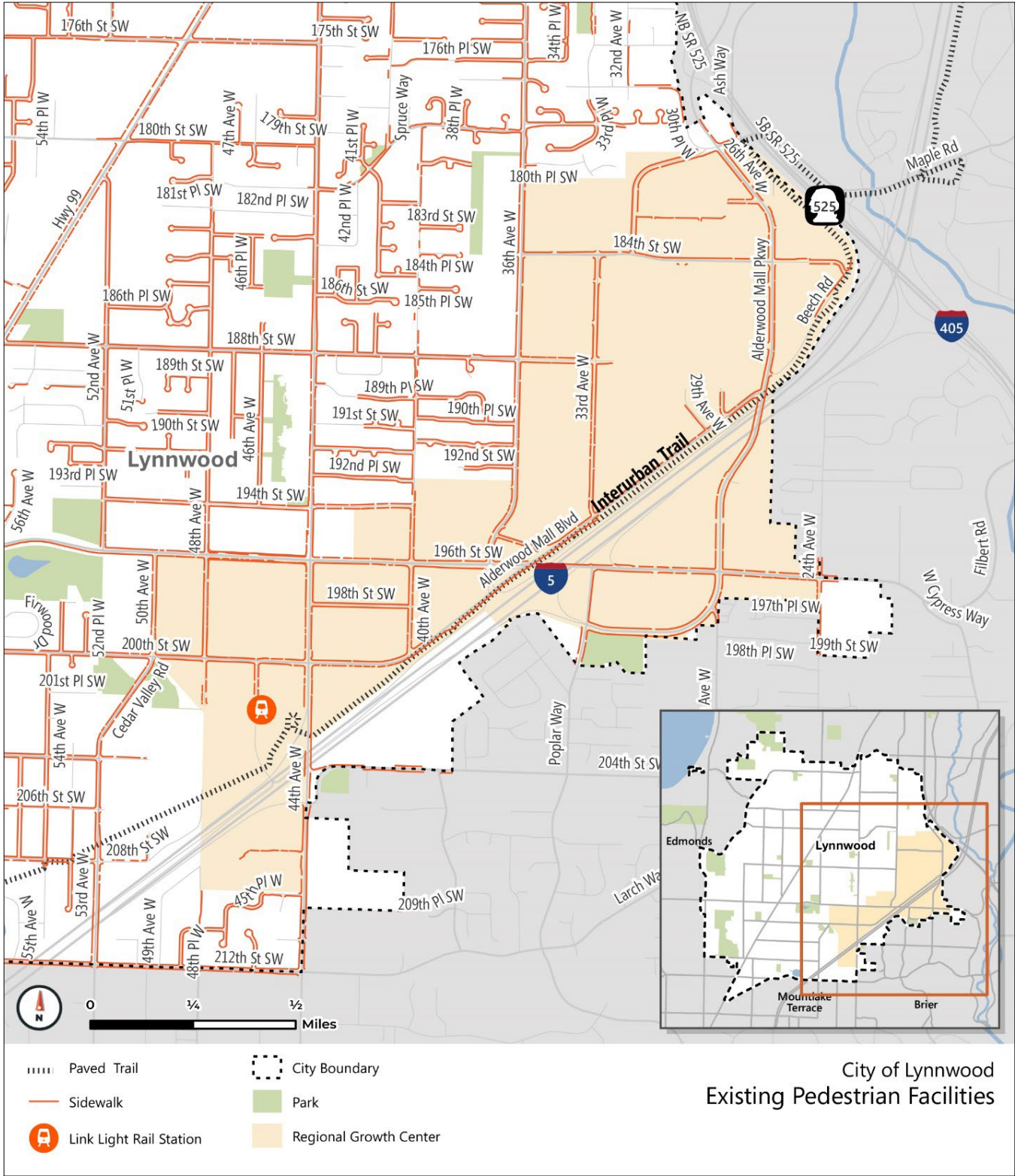
Source: Fehr & Peers, 2025.

## **Pedestrian Network**

Pedestrian mobility is a crucial element of the City's focus on improving land use, housing, economic development, parks, and transportation within the RGC. Implementing a well-connected pedestrian network can positively contribute to achieving the City's goals. Pedestrian infrastructure supports mobility for individuals within communities who depend on walking and rolling as a major or sole component of their transportation needs. Accessible and well-designed pedestrian facilities not only improve public health, but make short walking trips more practical for everyone, including those using mobility aids like wheelchairs and walkers.

Figure 5.6 shows the existing pedestrian network within the RGC and immediate surrounding area. Sidewalks exist along at least one side of all arterials, all collectors, and most local roads throughout the RGC. Despite their relatively high presence in the area, sidewalks typically have minimal setbacks and occur along wide streets with long distances between signals and stop signs. The long blocks and lack of a continuous grid street network create challenging conditions for pedestrians walking to destinations. Wide crossing distances on arterials with high volume of vehicles and relatively high travel speeds also creates a challenging environment to cross the street. Sidewalks that are narrow and lack consistent maintenance have a negative impact on pedestrian accessibility, particularly for people who rely on ADA-compliant facilities. City of Lynnwood does not have an anti-jaywalking ordinance preventing people from crossing at legal unmarked crosswalks.

Figure 5.6 Existing Pedestrian Facilities



Source: Fehr & Peers, 2025.

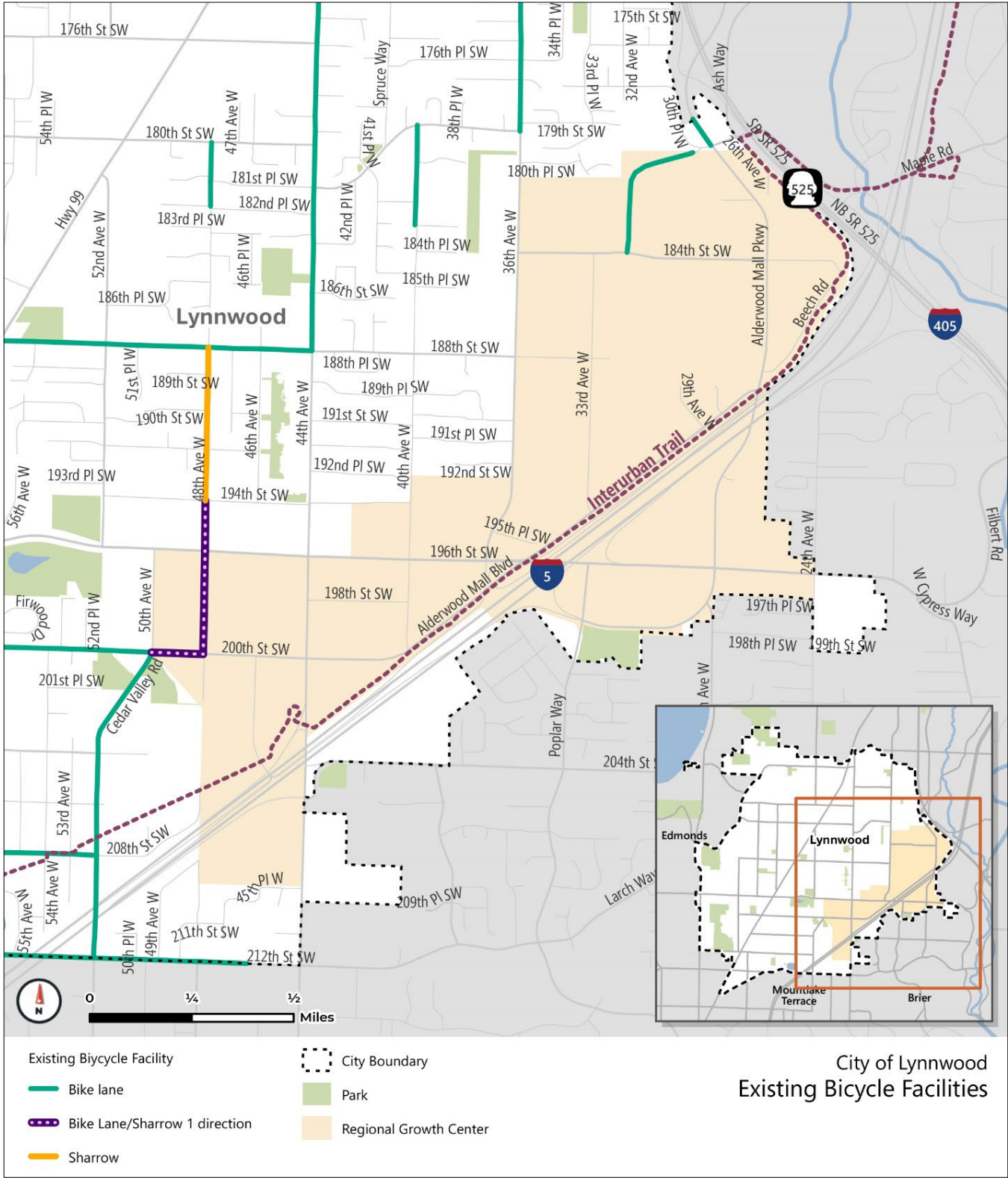
## Bicycle Network

Biking and e-biking tend to generate longer trips than walking while maintaining similar benefits. Implementing bike facilities can encourage more people to use bicycles as a mode of transportation in addition to other modes such as battery-powered and unpowered scooters, skateboards, and inline skates. Having a diverse network of bike facilities allows users with varying levels of confidence to take advantage of utilizing these spaces and reap the benefits of active transportation.

A 4-mile segment of the Interurban Regional Trail runs along the RGC. This important active transportation facility connects Lynnwood to Everett from the north, south through Mountlake Terrace, Edmonds, Shoreline, and north Seattle. While traditionally thought of as a pedestrian and biking facility, there has been increasing trail use by people riding electric bikes, unicycles, scooters, and skateboards. The typical cross-section of the trail through Lynnwood is roughly 12 feet wide, paved, and is primarily separated from roadways with few exceptions. The bicycle infrastructure at Lynnwood Transit Center connects to the Interurban Trail and to various other greenways, such as Scriber Lake and Scriber Creek. Dedicated bicycle infrastructure including bike lanes parallel to street curbing is minimal beyond the Interurban Trail. Side streets with calmer traffic provide lower-speed, lower-volume options, but the majority of streets do not provide comfortable facilities for most bicycle riders. While the Interurban Trail provides an excellent route for northeast-southwest travel, bicycling in other directions in non-residential areas is more difficult. Lynnwood's existing bicycle facilities are shown in Figure 5.7.



Figure 5.7 Existing Bicycle Facilities



Source: Fehr & Peers, 2025.

## Freight Mobility

As an economic hub, Lynnwood relies on freight mobility to transport goods. The Washington State Freight and Goods Transportation System (FGTS) classifies truck freight corridors based on annual freight tonnage moved. FGTS truck freight corridors are classified into five tiers, T-1 through T-5, with the following thresholds for annual gross truck tonnage:

- **T-1:** more than 10 million tons per year
- **T-2:** 4 million to 10 million tons per year
- **T-3:** 300,000 to 4 million tons per year
- **T-4:** 100,000 to 300,000 tons per year
- **T-5:** at least 20,000 tons in 60 days and less than 100,000 tons per year

Figure 5.8 shows FGTS tiers for truck freight corridors located in the RGC. I-5 runs along the eastern edge of the RGC and has a T-1 rating. The main freight corridors contained in the RGC are 196th Street SW (SR 524), Alderwood Mall Parkway, 44th Avenue W, and Poplar Way which all have a T-3 rating.

City of Lynnwood does not currently have designated truck routes. Two other important freight corridors are 188th Street SW between the commercial and retail uses at Alderwood Mall and SR 99, and 200th Street SW between the RGC boundary and 44th Avenue W, as it continues east as Alderwood Mall Boulevard and feeds into Alderwood Mall Parkway.



Figure 5.8 WSDOT Freight Network



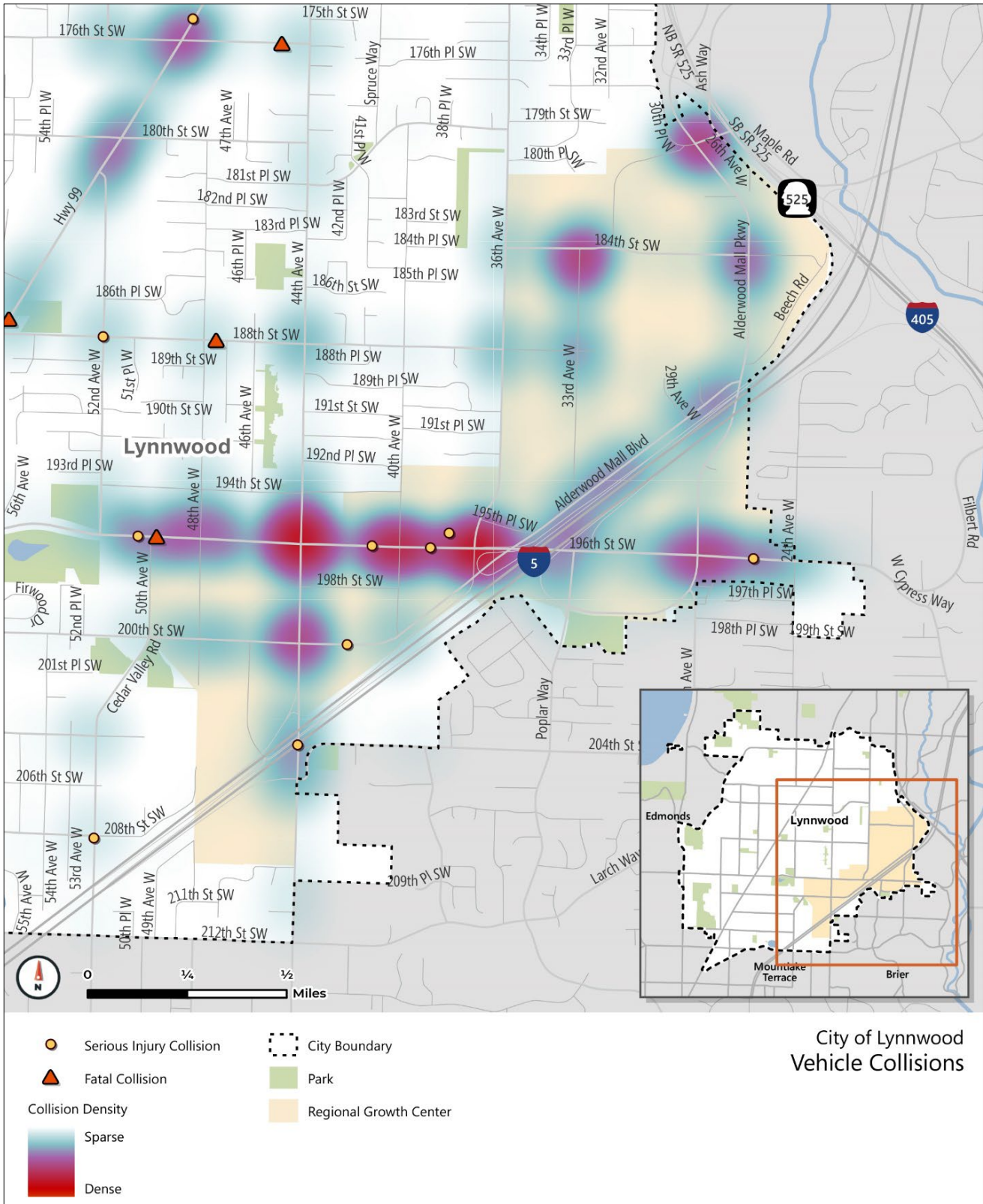
Source: Fehr & Peers, 2025.

## Safety

Collision data in the City was obtained from WSDOT for a 5-year period from January of 2017 through December of 2021. The last two years of this period experienced an overall reduction in vehicle volumes and collisions, due to the COVID-19 pandemic. There were 2,430 collisions recorded during the period. Most collisions occurred on higher traveled intersections like 196th Street SW (SR 524) & 44th Avenue, 196th Street SW (SR 524) & 40th Avenue, and 196th Street SW (SR 524) & 36th Avenue. Figure 5.9 shows a heat map of the collision density in the RGC. Serious injury and fatal collisions have occurred on the 196th Street SW corridor, along with one serious injury on Alderwood Mall Boulevard and one on 44th Avenue W. Note that substantial safety improvements have been completed in 2022 along the 196th Street SW corridor including wider sidewalks and landscaping, limited-access median, and new street lighting and traffic signals.

Figure 5.10 shows a collision density heat map where pedestrians or bicyclists were involved, with fatal and serious injury collisions displayed. There was a total of 14 bicycle and 46 pedestrian involved collisions over the five-year period. Nearly 20% of pedestrian-involved collisions resulted in serious injury or fatality. The highest density of non-motorist collisions occurred along 44th Avenue W and 33rd Avenue W, in addition to 196th Street SW (SR 524). The five pedestrian-involved collisions at the intersection of 196th Street SW (SR 524) & 44th Avenue W were right turn movement collisions. One vehicle-to-pedestrian fatality occurred on 196th Street SW (SR 524) near 50th Avenue W, where a pedestrian crossed at a location that did not have a marked crosswalk. This collision occurred approximately 500 feet west of the closest marked crosswalk at 48th Avenue W.

Figure 5.9 Vehicle Collision Densities (2017–2021)



Source: Fehr & Peers, 2025.



**City of Lynnwood**  
**Bicycle and Pedestrian Involved Collisions**

**Legend:**

- ▲ Fatal Collision
- Serious Injury Collision
- City Boundary
- Park
- Regional Growth Center

**Collision Density:**

- Sparse (Light Blue)
- Dense (Red)

**Map Labels:**

Streets: 176th St SW, 175th St SW, 180th St SW, 181st St SW, 182nd St SW, 183rd St SW, 184th St SW, 185th St SW, 186th St SW, 187th St SW, 188th St SW, 189th St SW, 190th St SW, 191st St SW, 192nd St SW, 193rd St SW, 194th St SW, 195th St SW, 196th St SW, 197th St SW, 198th St SW, 199th St SW, 200th St SW, 201st St SW, 202nd St SW, 203rd St SW, 204th St SW, 205th St SW, 206th St SW, 207th St SW, 208th St SW, 209th St SW, 210th St SW, 211th St SW, 212th St SW, 213th St SW, 214th St SW, 215th St SW, 216th St SW, 217th St SW, 218th St SW, 219th St SW, 220th St SW, 221st St SW, 222nd St SW, 223rd St SW, 224th St SW, 225th St SW, 226th St SW, 227th St SW, 228th St SW, 229th St SW, 230th St SW, 231st St SW, 232nd St SW, 233rd St SW, 234th St SW, 235th St SW, 236th St SW, 237th St SW, 238th St SW, 239th St SW, 240th St SW, 241st St SW, 242nd St SW, 243rd St SW, 244th St SW, 245th St SW, 246th St SW, 247th St SW, 248th St SW, 249th St SW, 250th St SW, 251st St SW, 252nd St SW, 253rd St SW, 254th St SW, 255th St SW, 256th St SW, 257th St SW, 258th St SW, 259th St SW, 260th St SW, 261st St SW, 262nd St SW, 263rd St SW, 264th St SW, 265th St SW, 266th St SW, 267th St SW, 268th St SW, 269th St SW, 270th St SW, 271st St SW, 272nd St SW, 273rd St SW, 274th St SW, 275th St SW, 276th St SW, 277th St SW, 278th St SW, 279th St SW, 280th St SW, 281st St SW, 282nd St SW, 283rd St SW, 284th St SW, 285th St SW, 286th St SW, 287th St SW, 288th St SW, 289th St SW, 290th St SW, 291st St SW, 292nd St SW, 293rd St SW, 294th St SW, 295th St SW, 296th St SW, 297th St SW, 298th St SW, 299th St SW, 300th St SW, 301st St SW, 302nd St SW, 303rd St SW, 304th St SW, 305th St SW, 306th St SW, 307th St SW, 308th St SW, 309th St SW, 310th St SW, 311st St SW, 312nd St SW, 313rd St SW, 314th St SW, 315th St SW, 316th St SW, 317th St SW, 318th St SW, 319th St SW, 320th St SW, 321st St SW, 322nd St SW, 323rd St SW, 324th St SW, 325th St SW, 326th St SW, 327th St SW, 328th St SW, 329th St SW, 330th St SW, 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## Parking

Within the RGC parking is available in the form of surface lots and structured parking. Recent development projects have increased the supply of structured parking spaces to accommodate a portion of off-street parking demands. The RGC also has the Lynnwood Transit Center (LTC), which recently expanded to approximately 1,900 total parking spaces as a new parking garage was constructed with the Link light rail expansion to Lynnwood. The expanded parking at the LTC fills every normal weekday by 9:30 a.m.

## Vehicle Miles Traveled

Transportation related greenhouse gas emissions are primarily derived from vehicles burning fossil fuels during normal operation of cars, trucks, ships, trains, and planes.<sup>3</sup> Vehicle (cars and trucks) miles traveled (VMT) is one metric to show the transportation related environmental effects of each alternative. An estimate of the existing vehicle miles traveled is not available for the RGC, however this can be estimated from the validated and calibrated existing year travel demand model. The project model estimates about 150,200 VMT occurs during the PM peak hour in the City, of which 17,900 VMT occurs in the RGC. This metric will be used to understand the relative change in VMT by 2044 and the relative change in VMT amongst the analyzed alternatives.

## Impacts

### Analysis Methodology

This section discusses potential impacts of each of the future year alternatives. There are three alternatives evaluated under future year 2044 conditions: Alternative 1 No Action and the higher growth action alternatives, Alternative 2 Concentrated Growth, and Alternative 3 Dispersed Growth with Denser RGC. All alternatives incorporate the same future year transportation network assumptions, which are described in the section below.

### FUTURE YEAR LAND USE

Three 2044 land use alternatives were analyzed using the City's travel demand model. Table 5.6 shows the approximate growth in households and jobs assumed in each alternative. Alternative 1 No Action represents the baseline conditions meaning growth continues to occur in the city consistent with currently adopted zoning plans. Alternative 2 Concentrated Growth (Preferred Alternative) assumes higher density development with an increase in households and jobs to be concentrated in the RGC. Alternative 3 Dispersed Growth assumes growth is spread across the city with more RGC land use growth compared to Alternative 1 No Action, but slightly lower compared to Alternative 2. Outside of the City, land use growth assumptions aligned with PSRC VISION 2050 land use targets.

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<sup>3</sup> Puget Sound Clean Air Agency. (2023). *Puget Sound Geographic Greenhouse Gas Emissions in 2019*. <https://pscleanair.gov/DocumentCenter/View/5361/2019-Four-County-GHG-EI-FINAL?bidId=>.



**Table 5.6 2020 to 2044 Land Use Growth by Alternative**

	2044 Alternative 1 – No Action		2044 Alternative 2 – Concentrated Growth (Preferred Alternative)		2044 Alternative 3 – Dispersed Growth	
	Households	Jobs	Households	Jobs	Households	Jobs
Growth within the RGC	10,900	8,050	12,000	15,100	11,350	13,250
Growth outside the RGC	2,150	4,200	3,400	7,150	5,550	9,050
<b>Citywide Growth</b>	<b>13,050</b>	<b>12,200</b>	<b>15,400</b>	<b>22,250</b>	<b>16,900</b>	<b>22,300</b>

Note: The 2020 to 2044 land use growth are shown. Values shown are rounded. Source: Leland Consulting Group, 2024; Fehr & Peers, 2025.

### FUTURE YEAR TRANSPORTATION NETWORK ASSUMPTIONS

The traffic forecasts for all alternatives were developed using the City’s custom travel demand model which reflects reasonably foreseeable changes to the transportation network. The future year transportation network incorporated improvement projects from local plans and regional projects consistent with PSRC’s regional travel demand model. City staff also provided input on local projects to include in the network. The street capacity projects that most influence vehicle forecasts are from the City’s 2024–2029 Capital Facilities and Transportation Improvement Program (TIP) and are anticipated to be constructed by 2044. The No Action and all action alternatives included:

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

Future year modeling considers the increased transit usage opportunity with the service expansion of the Link Light Rail extensions and bus service changes as envisioned in Community Transit’s Journey 2050 and Sound Transit’s Regional Transit System Plan (ST3). Though currently in the early stages of planning, the [Everett Link Extension](#) project, which will introduce a West Alderwood Station in the RGC, will require further redistribution and rerouting of transit routes by Community Transit and Sound Transit. Sound Transit’s Preferred West Alderwood Station Alternative D, located approximately on 33rd Avenue W between 184th Street SW and 188th Street SW, is shown in Figure 5.11. The continued increase and

diversification of public transit (local, high-capacity, and on-demand services) will improve accessibility and regional mobility overall for Lynnwood.

The City plans pedestrian and bicycle network improvements regardless of which land use alternative is selected, based on the adopted Comprehensive Plan and the *Connect Lynnwood: Active & Accessible Transportation Plan*. Figure 5.12 shows the 30-year planned bicycle and pedestrian improvements that would increase connections, comfort, and safety for people walking and biking throughout the city. These elements are also consistent with the planned "All Ages and Abilities" biking network identified by the City.

**City of Lynnwood Future Transit Service**

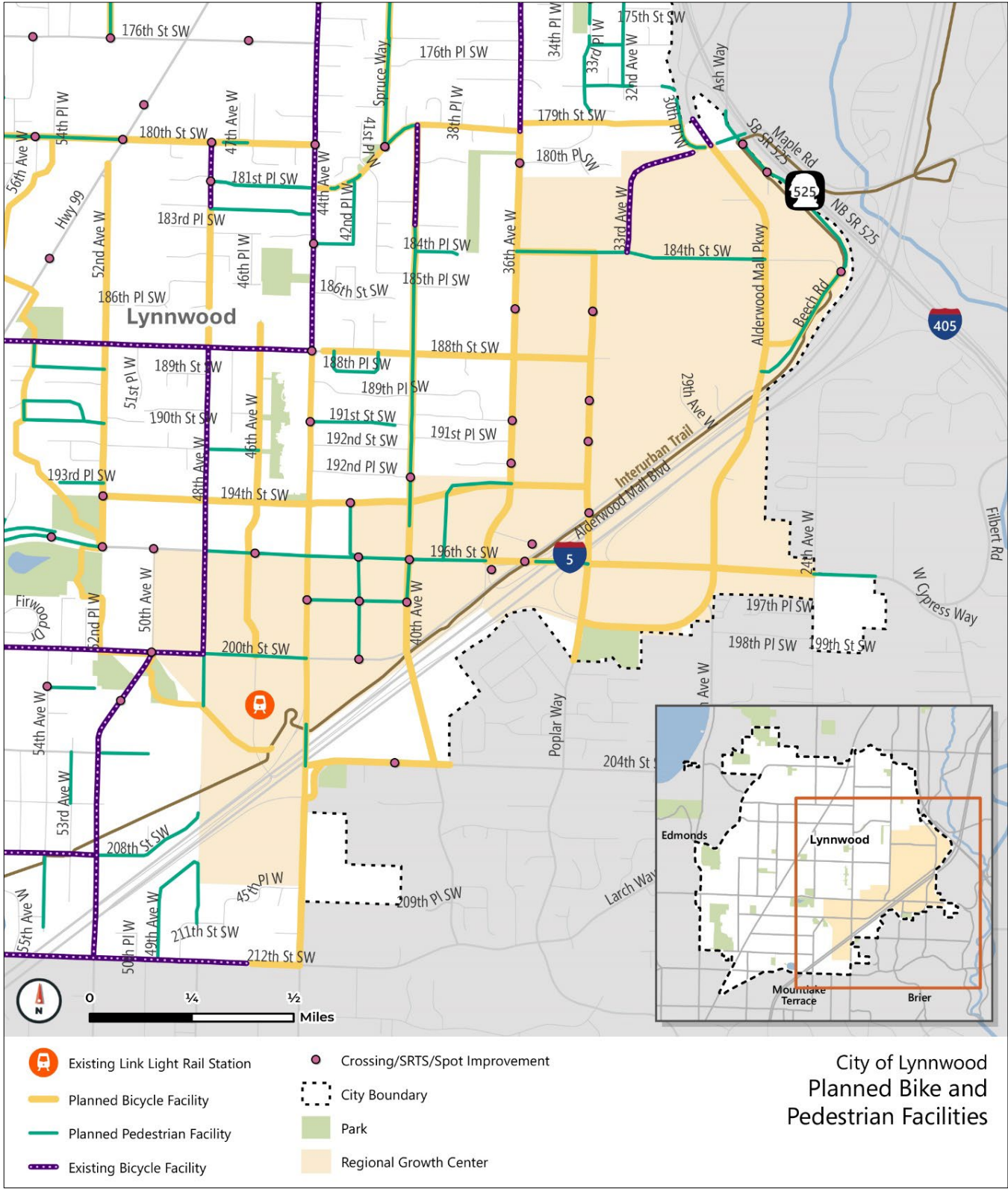
**Legend:**

- Sound Transit Link Light Rail**
  - Lynnwood Link Extension (Existing)
  - Everett Link Extension (Preferred Alignment)
- Community Transit**
  - Swift Orange Line
  - Sound Transit Express
- STRIDE BRT (Final Route to be Determined)**
- City Boundary**
- Regional Growth Center**
- Park**
- Existing Station**
- Preferred Station Location**

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Figure 5.12 Planned Bike and Pedestrian Facilities



Source: Fehr & Peers, 2025.



## TRAVEL DEMAND FORECASTING

Traffic forecasts for future year alternatives were estimated using the City's travel demand model. This model is more refined than the PSRC regional model as it uses more granular traffic analysis zones (TAZs) and refined street network within city limits. The existing year model was recently updated and re-calibrated to traffic counts collected in 2023. The future year travel models were developed from this existing year model and updated with the land use growth assumed for each alternative as well as the planned projects described previously. The resulting peak hour traffic forecasts for each alternative account for growth expected to occur within the RGC, areas of the city outside the RGC, and the background growth assumed for the rest of the region.

All alternatives would result in higher peak hour vehicle trips compared to existing conditions. The model estimates there would be an approximately 32% increase in PM peak hour vehicle trips generated in the study area compared to existing conditions in Alternative 1 No Action. Alternative 2 Concentrated Growth would have the largest increase of about 59% growth within the study area, followed by Alternative 3 Dispersed Growth with Denser RGC at 50% growth relative to existing conditions.

## MODE CHOICE

A key factor that affects the vehicle forecasts is travel mode. By 2044 there would be substantial planned improvements in the area that would increase the likelihood that people choose to ride transit, walk, and bike rather than drive. Key factors anticipated to reduce vehicle usage and increase riding transit, walking, and biking in all three alternatives are:

- **Lynnwood Link light rail extension:** Link light rail extension between Northgate and Lynnwood Transit Center began operations in Fall 2024 (after the 2023 Existing Year used for analysis in this EIS). This connects the study area to regional employment centers with fast, reliable, high-capacity transit.
- **Everett Link light rail extension:** Link light rail is planned to continue north to Everett and is anticipated to begin operation by 2041. This extension would also construct a new West Alderwood Station in the Alderwood Mall area for operation by 2037. For this analysis, the station was assumed to be located at the City's preferred location on 33rd Avenue W between 184th Street SW and 188th Street SW. This is also Sound Transit's Preferred Station Alternative D for the extension's Draft EIS.
- **Regional Growth Center Infrastructure Investments:** Investments are made to the built environment.

The study area's walking and biking networks will improve over time as planned in the current Comprehensive Plan and *Connect Lynnwood: Active & Accessible Transportation Plan*. These include expanding sidewalks, improving crossings, and expansion of the All Ages and Abilities bicycle network.

Infill developments to accommodate residential and job growth can eliminate or shorten vehicle trips as more people have the opportunity to live closer to where they work.



Developments are expected to be designed with improved connections to the walking, biking, and transit network.

- **Bus Rapid Transit (BRT) Expansion:** Community Transit operates Swift Orange Line, a bus rapid transit service, in the study area. It is expected that service may shift and increase as needed to support Link light rail expansion.
- **Increased Work-From-Home:** With the COVID-19 pandemic working-from-home became more feasible for certain job sectors and technology advanced to support it. In the future it is assumed that work-from-home is still accepted, thereby reducing potential peak hour vehicle trips.

Based on these factors, vehicle trip generation rates from the Institute of Transportation Engineers *Trip Generation Manual 11th Edition* were adjusted in the travel demand model based on proximity to Link light rail stations. Reduction factors were based on survey research conducted at transit-oriented developments at transit stations as well as commute trip data for census tracts near other LRT stations. The highest reduction, roughly 40%, was applied within the LRT station areas and decreased to about a 15% reduction beyond ½-mile of the station. See **Appendix B** for more detailed information on this approach.

#### **TRAFFIC OPERATIONS ANALYSIS: HCM METHODOLOGY**

Intersection-level delay (measured in seconds per vehicle) and level of service (LOS) are the primary measures of intersection traffic operations analysis used in this evaluation. This also applies to selected study intersections on state facilities like SR 99 and 196th Street SW (SR 526). For future year analyses, traffic signal timing splits were optimized while cycle lengths remained the same. Intersection LOS thresholds for signalized and unsignalized intersections are described previously in Table 5.2.

#### **STATE FACILITIES**

The uninterrupted flow state facilities like I-5 and SR 525 are evaluated by the ratio of peak hour traffic volumes to the maximum service capacity, as described in the affected environment section. The PM peak hour traffic volumes for state facility study locations are forecasted using the difference method. This process evaluates the difference in freeway vehicle volumes in the existing and future year travel models and adds the growth to existing collected traffic counts.

#### **VEHICLE MILES TRAVELED**

The vehicle miles traveled within the City and in the RGC during the PM peak hour are estimated from the project demand model for each alternative. The relative change in VMT and VMT per capita will show the potential environmental effects of the action alternatives compared to the No Action Alternative.

## Thresholds of Significance

The purpose of the EIS is to identify potential transportation impacts of the action alternatives compared to the baseline Alternative 1 No Action. Alternative 1 No Action represents future conditions if no zoning changes are made, and this analysis identifies deficiencies where the operations of the transportation system do not meet adopted level of service (LOS) standards.

A significant impact is identified for an action alternative if the transportation conditions would be significantly worse than Alternative 1 No Action. This section defines the criteria used to define a significant impact.

### DEFICIENCIES OF ALTERNATIVE 1 NO ACTION

Alternative 1 No Action represents the operation of the transportation system if no zoning changes were made and serves as the baseline for the impact analysis of the Action Alternatives. The following definitions are used to identify auto, freight, and transit deficiencies under Alternative 1 No Action:

- Vehicle level of service (LOS) below the City's standard at a study intersection
- A state facility below WSDOT's LOS standard

The City does not have adopted LOS metrics for pedestrian, bicycle, and safety, however potential transportation impacts are discussed qualitatively.

### SIGNIFICANT IMPACTS OF THE PROPOSED ACTION ALTERNATIVES

To isolate the effect of the proposed zoning changes that the City is considering, the operations of the transportation system of the action alternatives are compared to Alternative 1 No Action, which represents the operation of the transportation system if no zoning changes were made. The following definitions are used to identify significant impacts for the action alternatives:

#### AUTO, FREIGHT, AND TRANSIT IMPACTS:

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- Vehicle travel would operate below the facility's LOS standard at a study intersection that is expected to operate acceptably (i.e. meet its LOS standard) in Alternative 1 No Action. If the study intersection is expected to operate below its LOS standard under Alternative 1 No Action, an impact is identified if there would be an increase in average delay of at least 5 seconds with the Action Alternative.
- A state facility that would meet WSDOT's LOS standard under Alternative 1 No Action and does not meet the standard in the Action Alternative. If a state facility does not meet WSDOT's standards in Alternative 1 No Action, an impact is identified if the Action Alternative would increase the volume-to-LOS service volume ratio by at least 0.05 compared to Alternative 1 No Action.
- Vehicle miles traveled per capita is higher than the Alternative 1 No Action by 0.1 or more. The City does not have LOS metrics for this, so this analysis uses this threshold as a proxy to show potential impact of the Action Alternative.

**PEDESTRIAN, BICYCLE, PARKING, AND SAFETY IMPACTS:**

As previously stated, the City does not have adopted LOS standards for these categories. These conditions are qualitatively discussed for the action alternatives compared to the Alternative 1 No Action. An impact is defined if the Action Alternative would:

- Preclude a City-identified bicycle or pedestrian improvement; or
- Increase the collision rate along a study segment or at a study intersection compared to Alternative 1 No Action.

**Impacts Common to All Alternatives**

**PEDESTRIAN AND BICYCLE TRAVEL**

The City plans improvements to the pedestrian and bicycle network regardless of which land use alternative is selected, as adopted under the current Comprehensive Plan and *Connect Lynnwood: Active and Accessible Transportation Plan*. These improvements would increase pedestrian and bicycle connections across the city and will increase the comfort and safety of people walking and cycling or rolling to, from, and within the RGC. Under each alternative, the proposed bicycle and pedestrian networks would support the increase in demand from the job and housing growth and proximity to high-capacity and local transit service. The action alternatives with greater land use growth would likely result in more active transportation improvements compared to Alternative 1 No Action because more development would result in more street frontage improvements. No significant adverse impacts to people walking or rolling are identified under any alternative as all alternatives would result in an improved pedestrian and bicycle plus rolling travel experience and would not preclude a City-identified bicycle or pedestrian improvement.

**SAFETY**

As shown in Table 5.7, Alternative 1 No Action is expected to generate approximately 21,270 PM peak hour trips in 2044 in the RGC. This would be a growth of about 4,990 new vehicle trips, or a 31% increase, compared to existing conditions. Alternative 2 Concentrated Growth (Preferred Alternative) would have the largest increase with 8,800 new vehicle trips, followed by Alternative 3 Dispersed Growth with 7,470 new vehicle trips.

**Table 5.7    Project Model PM Peak Hour Vehicle Trip Generation**

Year	2023 Existing Year Model	2044 Alternative 1: No Action	2044 Alternative 2: Concentrated Growth (Preferred Alternative)	2044 Alternative 3: Dispersed Growth
PM Peak Hour Trip Generation	16,280	21,270	25,080	23,750
Growth from Existing Year Model	—	4,990 (31%)	8,800 (54%)	7,470 (46%)

Year	2023 Existing Year Model	2044 Alternative 1: No Action	2044 Alternative 2: Concentrated Growth (Preferred Alternative)	2044 Alternative 3: Dispersed Growth
Growth from Alternative 1 No Action	—	—	3,810 (18%)	2,480 (12%)

Source: Transportation Solutions, Inc. (TSI), 2024, Fehr & Peers, 2025.

Total traffic volumes entering study intersections represent vehicle travel within and through the RGC. Total study intersection volumes are projected to increase by 2044 with the anticipated land use growth. With Alternative 1 No Action, PM peak hour vehicle volumes at study intersections in the RGC are expected to increase by almost 25% relative to existing conditions. The action alternatives would have similar levels of traffic growth as Alternative 1 No Action compared to existing conditions. Alternative 2 (Preferred Alternative) would have about a 2% increase in study intersection volumes relative to Alternative 1 No Action. Alternative 3 would have a slightly lower vehicle trip generation growth and would result in a slight decrease of about 2% vehicle volumes at study intersections compared to Alternative 1 No Action. The relatively similar growth in total intersection volumes in the RGC for all alternatives compared to existing conditions are a result of increased walking, biking, and transit mode choice as well as an increased work-from-home assumption for new jobs in 2044. Alternative 3 may have a slight decrease in total traffic volumes compared to Alternative 1 No Action as Alternative 3 has a higher growth in work-from home jobs, but slightly lower total job and household growth compared to Alternative 2 Concentrated Growth (Preferred Alternative).

There is potential for an increased number of collisions for all action alternatives compared to existing conditions with the growth in traffic volumes. However, it is not anticipated that collision rates (i.e., total collisions normalized by the volume of vehicles served) at intersections or along segments would increase. Regardless of the alternative selected, the City would continue to monitor locations in need of safety improvements and implement measures to address safety concerns as they arise. Therefore, no significant safety impacts are identified for any of the alternatives.

## PARKING

All alternatives would result in increased housing and jobs in 2044 compared to existing conditions. Off-street parking is expected to be provided for residential, retail, and other uses in the RGC. Transition of parking from surface lots to structured parking is anticipated to continue with new growth. As development occurs, developers would coordinate with the City and comply with parking code requirements at the time of permitting. This would balance the expected parking demand and the available travel options in the area. It is expected that the percentage of travel by transit, walk, and bike would increase in the future with

the expansion of fast, reliable high-capacity transit serving the area and active transportation infrastructure.

Census data shows about 20%<sup>4</sup> of households have zero-vehicles available for the census tract that covers the City Center and the Lynnwood Transit Center. This is higher than the estimated 13% of households in Lynnwood citywide with zero-vehicles available. Residential parking demand may decrease in the future with the West Alderwood Link light rail station and a more diverse and dense surrounding land use development. As previously noted in the Mode Choice section, research has shown that vehicle trip generation can decrease by 30 to 60% of traditional trip generation calculations for transit-oriented development near stations.<sup>5</sup>

In the short-term, parking demand will continue to fluctuate as currently observed. This is due to a seasonal imbalance of parking supply and demand, but it is expected to reach equilibrium as the RGC reaches full build out. Therefore, no significant parking impacts have been identified.

## Alternative 1 Deficiencies

Alternative 1 No Action serves as the baseline for the impact analysis of the action alternatives. It represents the operation of the transportation system if no zoning changes are made in the RGC, however, growth and planned transportation improvements would continue to occur under the Alternative 1 No Action consistent with existing zoning and planning documents.

### TRAFFIC OPERATIONS ANALYSIS

As with existing conditions, traffic operations were analyzed using Synchro 12 software. The Synchro network was updated to reflect the roadway and signal modifications planned to be in place by 2044 as well as the forecasted vehicle volumes.

Table 5.8 shows vehicle delay and LOS results for all study intersections under Alternative 1 No Action compared to existing conditions. Intersections with bolded text are where the peak hour conditions are expected to operate below the City's standard. These intersections are deficiencies of Alternative 1 No Action.

- #4 – 196th St (SR 524) & 44th Ave W (signalized intersection, AM peak hour)
- #44 – 212th St SW & 66th Ave W (all-way stop controlled, PM peak hour)
- #63 – 52nd Ave W & 208th St SW (two-way stop controlled, PM peak hour)
- #90 – SR 99 & 52nd Ave W (two-way stop controlled, PM peak hour)

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<sup>4</sup> American Community Survey 5-year Average (2019-2023), Household Size by Vehicle Available (B08201) for census tract 514.02, Snohomish County, WA, and Lynnwood city.

<sup>5</sup> R. Ewing et al. Trip and Parking Generation Study of Orenco Station TOD, Portland Region. Transportation Research Record: Journal of the Transportation Research Board. 18-05650. 2019.



- #114 – 52nd Ave W & 204th St SW (two-way stop controlled, PM peak hour)
- #891 – 26th Ave W & Ash Way & Maple Road (two-way stop controlled, PM peak hour)

These traffic operational deficiencies would impact vehicle, freight, and transit that may operate through these six intersections in Alternative 1 No Action.

**Table 5.8 Intersection Peak Hour LOS (2023 Existing and 2044 Alternative 1 No Action)**

LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Existing AM Peak Hour	Existing PM Peak Hour	2044 Alternative 1 AM Peak Hour	2044 Alternative 1 PM Peak Hour
<b>Intersections in City Center</b>							
3	196th St (SR 524) & 36th Ave W	Signal	E	B (16)	D (36)	B (19)	C (31)
<b>4</b>	<b>196th St (SR 524) &amp; 44th Ave W</b>	<b>Signal</b>	<b>E</b>	<b>B (18)</b>	<b>D (54)</b>	<b>F (106)</b>	<b>E (65)</b>
5	44th Ave W & 200th St SW	Signal	E	D (42)	C (35)	D (52)	D (53)
8	196th St (SR 524) & 48th Ave W	Signal	E	B (16)	B (20)	B (19)	C (30)
24	36th Ave W & 195th St SW	Signal	E	A (5)	A (8)	A (7)	A (8)
29	196th St (SR 524) & 40th Ave W	Signal	E	B (18)	C (27)	C (22)	C (30)
30	44th Ave W & Veterans Way/194th St	Signal	E	B (12)	C (21)	B (19)	C (27)
42	200th St SW & 48th Ave W	Signal	E	C (22)	B (17)	C (22)	C (21)
74	33rd Ave W & Alderwood Mall Blvd	Signal	E	A (4)	A (6)	B (17)	C (25)
78	200th St/Alderwood Mall Blvd & 40th Ave W	Signal	E	B (11)	B (13)	B (13)	B (13)
82	200th St SW & 46th Ave W	Signal	E	B (16)	C (24)	D (39)	C (28)
88	40th Ave W & 194th St SW	TWSC <sup>3</sup>	E	B (11)	B (14)	C (17)	D (25)
<b>Intersections Outside City Center</b>							
1	196th St SW (SR 524) & Poplar Way	Signal	E	A (5)	A (6)	B (18)	C (35)
6	44th Ave W & 204th St SW	Signal	D	A (5)	A (4)	A (5)	A (4)
7	44th Ave W & I-5 NB off-ramp	Signal	E	B (10)	B (17)	B (11)	B (19)
9	196th St SW (SR 524) & 58th Ave W	Signal	E	D (35)	D (48)	D (53)	E (56)
10	196th St SW (SR 524) & 64th Ave W	Signal	D	B (16)	B (16)	B (16)	B (19)
11	196th St SW (SR 524) & 68th Ave W	Signal	D	B (15)	B (19)	B (17)	C (22)
12	196th St SW (SR 524) & 76th Ave W	Signal	D	C (31)	D (45)	C (31)	D (51)
13	SR 99 & 168th St SW	Signal	E	D (38)	D (41)	D (40)	D (46)
14	SR 99 & 176th St SW	Signal	E	C (31)	C (35)	D (36)	D (40)
15	SR 99 & 188th St SW	Signal	E	C (29)	C (24)	C (31)	C (26)

LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Existing AM Peak Hour	Existing PM Peak Hour	2044 Alternative 1 AM Peak Hour	2044 Alternative 1 PM Peak Hour
16	SR 99 & 196th St SW (SR 524)	Signal	E	D (51)	D (49)	E (61)	D (55)
17	SR 99 & 200th St SW	Signal	E	C (29)	C (33)	C (32)	D (37)
18	SR 99 & 208th St SW	Signal	E	C (30)	C (26)	C (31)	C (27)
19	SR 99 & 212th St SW	Signal	E	D (39)	D (51)	D (42)	D (54)
23	SR 99 & 216th St	Signal	E	C (33)	C (35)	D (36)	D (37)
25	44th Ave W & 176th St SW	Signal	D	C (28)	C (27)	C (32)	D (37)
26	SR 99 & 17400 Block	Signal	E	A (8)	B (17)	A (9)	B (17)
27	52nd Ave W & 188th St SW	Signal	D	B (17)	B (20)	B (18)	C (23)
28	68th Ave W & 200th St SW	Signal	D	B (15)	B (18)	B (15)	B (19)
31	196th St SW (SR 524) & Alderwood Mall Pkwy	Signal	E	D (44)	D (40)	D (49)	D (46)
32	196th St SW (SR 524) & 24th Ave W	Signal	E	B (13)	B (16)	B (15)	B (19)
33	200th St SW & 60th Ave W	Signal	D	C (34)	C (20)	C (32)	C (22)
34	SR 99 & 180th St SW	Restricted, SSSC <sup>3 6</sup>	E	—	C (22)	—	D (32)
41	200th St SW & Cedar Valley/50th Ave W	Signal	D	D (36)	D (38)	C (32)	D (39)
43	196th St SW (SR 524) & 52nd Ave W	Signal	E	B (14)	B (12)	B (14)	B (14)
<b>44</b>	<b>212th St SW &amp; 66th Ave W</b>	<b>AWSC<sup>4</sup></b>	<b>D</b>	<b>—</b>	<b>E (40)</b>	<b>—</b>	<b>E (46)</b>
46	44th Ave W & 20800 Block	Signal	D	A (4)	A (6)	A (4)	A (6)
49	Olympic View Dr & 62nd Ave/168th St SW	Signal	D	C (21)	B (14)	C (24)	B (16)
50	168th St SW & 52nd Ave W	Signal	D	B (19)	C (26)	C (20)	D (42)
51	168th St SW & 48th Ave W	Signal	D	A (9)	A (10)	A (9)	B (10)
52	168th St SW & 44th Ave W	Signal	D	C (33)	C (26)	D (36)	C (31)
53	33rd Ave W & 188th St SW	Signal	D	B (16)	C (21)	B (18)	C (23)
54	36th Ave W & 188th St SW	Signal	D	B (15)	C (23)	B (16)	C (27)
56	44th Ave W & 188th St SW	Signal	D	B (16)	C (21)	B (18)	C (25)
57	36th Ave W & 184th St SW	Signal	D	B (12)	B (19)	B (13)	C (22)
58	33rd Ave W & 184th St SW	Signal	D	D (41)	D (53)	D (42)	D (44)
59	184th St SW & Nordstrom Driveway (30th Ave W)	Signal	D	C (27)	C (32)	D (36)	D (37)
60	Alderwood Mall Pkwy & 184th St SW	Signal	D	B (15)	D (36)	B (16)	D (39)
61	44th Ave W & 212th St SW	Signal	D	C (28)	C (24)	D (44)	C (28)

LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Existing AM Peak Hour	Existing PM Peak Hour	2044 Alternative 1 AM Peak Hour	2044 Alternative 1 PM Peak Hour
<b>63</b>	<b>52nd Ave W &amp; 208th St SW</b>	<b>SSSC<sup>3 6</sup></b>	<b>D</b>	<b>—</b>	<b>E (41)</b>	<b>—</b>	<b>F (65)</b>
64	52nd Ave W & 212th St SW	Signal	D	C (30)	C (31)	D (39)	D (39)
65	Poplar Way & Alderwood Mall Pkwy	Signal	D	C (30)	C (30)	D (40)	D (39)
66	Alderwood Mall Pkwy & 3000 Block	Signal	D	A (3)	A (4)	A (4)	A (6)
67	Alderwood Mall Pkwy & 28th Ave W	Signal	D	B (17)	C (22)	C (23)	C (28)
68	196th St SW (SR 524) & 3000 Block	Signal	E	A (8)	B (13)	B (12)	B (18)
69	76th Ave W & 208th St SW	Signal	D	B (12)	B (14)	A (9)	B (11)
70	Alderwood Mall Blvd & Alderwood Mall Pkwy	Signal	D	A (7)	B (12)	A (7)	B (11)
71	Alderwood Mall Pkwy & Macys Driveway (186th St SW)	Signal	D	A (6)	A (8)	A (10)	B (11)
72	Alderwood Mall Pkwy & 33rd Ave/Maple Rd	Signal	D	E (59) <sup>2</sup>	D (47) <sup>2</sup>	D (52)	D (44)
73	44th Ave W & 181st Pl/Maple Rd	Signal	D	B (15)	B (14)	B (19)	B (18)
75	SR 99 & 164th St SW	Signal	E	C (21)	C (28)	C (25)	C (32)
76	40th Ave W & 188th St SW	Signal	D	A (7)	A (10)	A (9)	B (13)
77	Alderwood Mall Pkwy & 19300 Block	Signal	D	A (5)	D (35)	A (5)	C (34)
<b>90</b>	<b>SR 99 &amp; 52nd Ave W</b>	<b>TWSC<sup>3</sup></b>	<b>E</b>	<b>—</b>	<b>F (54)</b>	<b>—</b>	<b>F (222)</b>
91	44th Ave W & 180th St SW	SSSC <sup>3 6</sup>	D	B (15)	C (18)	C (17)	D (25)
94	68th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	B (14)	—	C (24)
99	208th St SW & 68th Ave W	SSSC <sup>3 6</sup>	D	—	B (13)	—	B (14)
101	60th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	B (11)	—	C (16)
<b>114</b>	<b>52nd Ave W &amp; 204th St SW</b>	<b>TWSC<sup>3</sup></b>	<b>D</b>	<b>—</b>	<b>D (33)</b>	<b>—</b>	<b>E (48)</b>
131	44th Ave W & 172nd St SW	SSSC <sup>3 6</sup>	D	C (17)	C (19)	C (23)	D (30)
135	36th Ave W & 172nd St SW	RAB <sup>5</sup>	D	—	A (2)	A (6)	A (6)
136	36th Ave W & Maple Rd	Signal	D	B (14)	B (17)	B (15)	B (19)
149	40th Ave W & Maple Rd	SSSC <sup>3 6</sup>	D	B (10)	B (12)	B (11)	B (14)
154	Spruce Way & 172nd St SW	AWSC <sup>4</sup>	D	—	A (10)	—	B (12)
155	196th St SW (SR 524) & 50th Ave W	SSSC <sup>3 6</sup>	E	—	D (30)	—	E (41)
157	Maple Rd & Spruce Way	AWSC <sup>4</sup>	D	A (8)	B (11)	A (9)	B (14)
160	33rd Ave W & 184th St SW	Signal	D	A (8)	B (16)	C (30)	B (20)
203	66th Ave W & 208th St SW	SSSC <sup>3 6</sup>	D	D (26)	C (24)	D (34)	D (30)

LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Existing AM Peak Hour	Existing PM Peak Hour	2044 Alternative 1 AM Peak Hour	2044 Alternative 1 PM Peak Hour
208	Olympic View Dr & 176th St SW	Signal	D	B (11)	B (12)	B (11)	B (13)
230	SR 99 & 204th St SW	Signal	D	—	B (18)	—	C (23)
292	52nd Ave W & 194th St SW	TWSC <sup>3</sup>	D	B (12)	C (15)	—	C (23)
358	68th Ave W & 204th St SW	RAB <sup>5</sup>	D	—	A (5)	A (7)	A (7)
500	33rd Ave W & 182nd St SW	Signal	D	B (14)	B (13)	B (14)	B (15)
501	33rd Ave W & 30th Pl	Signal	D	D (37) <sup>2</sup>	D (38) <sup>2</sup>	D (39)	D (38)
<b>891</b>	<b>26th Ave W &amp; Ash Way &amp; Maple Rd</b>	<b>TWSC<sup>3</sup></b>	<b>D</b>	<b>B (14)</b>	<b>D (33)</b>	<b>B (14)</b>	<b>E (47)</b>
9145	Alderwood Mall Pkwy & SR 525 SB off-ramp	Signal	D	B (12)	C (23)	B (13)	C (28)

Note: Rows with bolded text indicate intersections with deficiencies and do not meet its standard in Alternative 1 No Action.

1 For side-street stop control intersections, delay is reported for the highest delay 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.

3 TWSC = two-way stop-controlled intersection, SSSC = side-street stop-controlled intersection.

4 AWSC = all-way stop-controlled intersection

5 RAB = roundabout

6 Revised information from the TSI technical memorandum in Appendix A and Appendix B.

Source: Transportation Solutions, Inc. (TSI), 2024; Fehr & Peers, 2025.

## STATE FACILITIES

Forecasts for segments on SR 525 and I-5 were estimated using the City's travel model to compare volume to maximum service volume for the PM peak hour. A ratio of 1 indicates the facility is at the maximum service volume for its LOS standard, which is LOS D for the WSDOT facilities of interest. A ratio greater than 1 indicates congestion that exceeds the LOS standard.

Table 5.9 shows the PM peak hour volume and corresponding highway results based on volume to maximum service volume ratio. Segments with boded text would not meet their standard and are identified as deficiencies of Alternative 1 No Action.

**Table 5.9 2044 State Facility PM Peak Hour Volume and Maximum Service Volume Ratio (Alternative 1)**

Location	Northbound		Southbound	
	Volume	Ratio	Volume	Ratio
On SR 525, southeast of Alderwood Mall Pkwy	3,800	0.96	1,880	0.47
On I-5, south of 212th St SW	8,080	0.97	6,590	0.90
On I-5, north of 44th Ave W	<b>8,160</b>	<b>1.12</b>	<b>6,320</b>	<b>0.76</b>

Location	Northbound		Southbound	
	Volume	Ratio	Volume	Ratio
On I-5, north of 196th St SW (SR 524)	8,020	0.97	3,590	0.49

Source: Fehr & Peers, 2025.

With Alternative 1 No Action, the northbound freeway mainline segment on I-5 north of 44th Avenue W would not meet the WSDOT standard during the PM peak hour (a ratio of 1.12 indicates that the volumes would exceed the maximum service volume for LOS D operations).

### VEHICLE MILES TRAVELED

The vehicle miles traveled within the City and in the RGC were extracted from the project demand model representing each alternative. Table 5.10 shows the total VMT and VMT per capita during the PM peak hour. Alternative 1 No Action would result in a 12% increase compared to Existing 2023 conditions in the RGC as a result of land use growth. However, the VMT per capita for Alternative 1 No Action would decrease from 2.44 in the existing conditions to 0.82. This decrease is a result of diverse and dense land use development, expanded transit service, expanded active transportation investments, and increased work-from-home.

**Table 5.10 Project Model PM Peak Hour Vehicle Miles Traveled**

Year	Existing 2023 Model	2044 Alternative 1 No Action	2044 Alternative 2	
			Concentrated Growth (Preferred Alternative)	2044 Alternative 3 Dispersed Growth
RGC Total VMT	17,900	20,100	20,400	19,800
RGC Population	7,400	24,400	26,400	25,300
<b>RGC VMT per Capita</b>	<b>2.44</b>	<b>0.82</b>	<b>0.77</b>	<b>0.78</b>
City Total VMT	150,200	161,900	159,900	160,200
City Population	43,900	67,500	66,600	70,200
<b>City VMT per Capita</b>	<b>3.42</b>	<b>2.40</b>	<b>2.40</b>	<b>2.28</b>

Source: Transportation Solutions, Inc. 2024; Fehr & Peers, 2025.



## Alternative 2 Impacts

Alternative 2 Concentrated Growth (Preferred Alternative) represents the operation of the transportation system if zoning changes were made to allow different land use growth patterns in the RGC. Table 5.6 shows this alternative would result in a substantial growth in households and jobs, resulting in the greatest number of peak hour vehicle trips generated (see Table 5.7). It would be about an 18% increase (or 3,810 additional trips) in the PM peak hour trips generated compared to Alternative 1 No Action.

### TRAFFIC OPERATIONS ANALYSIS

Table 5.11 shows the expected vehicle delay and LOS results for study intersections under Alternative 2 Preferred Alternative. Most intersections would have similar or higher levels of delay with Alternative 2 compared with Alternative 1 No Action. Two locations would fail to meet their LOS standard in both Alternative 2 and Alternative 1, with the average delay exceeding delays in Alternative 1 by at least five seconds (highlighted orange). Per the significance thresholds defined for this EIS, the following intersections would be significantly impacted by Alternative 2:

- #4 – 196th St (SR 524) & 44th Ave W (signalized, AM peak hour)
- #891 – 26th Ave W & Ash Way & Maple Road (two-way stop controlled, PM peak hour)

As Alternative 2 concentrates growth in the RGC, these two impacted intersections are close to or within the RGC.

Four other intersections outside the RGC would fail to meet its standard in both Alternative 2 and Alternative 1 No Action Alternative, however the average delays are less than a five second delay increase compared to Alternative 1. These intersections are not considered significant impacts of Alternative 2 (bolded text):

- #44 – 212th St SW & 66th Ave W (all-way stop controlled, PM peak hour)
- #63 – 52nd Ave W & 208th St SW (two-way stop controlled, PM peak hour)
- #90 – SR 99 & 52nd Ave W (two-way stop controlled, PM peak hour)
- #114 – 52nd Ave W & 204th St SW (two-way stop controlled, PM peak hour)

These traffic operations impacts would affect vehicles, freight, and transit that operate through these intersections in Alternative 2 Concentrated Growth.

**Table 5.11 2044 Intersection Peak Hour LOS**  
(Alternative 1 – No Action and Alternative 2 – Concentrated Growth – Preferred Alternative)

				2044 LOS and Delay in Seconds¹			
ID	Name	Control	LOS	Alternative 1	Alternative 1	Alternative 2	Alternative 2
			Standard	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Intersections in City Center							

2044 LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Alternative 1 AM Peak Hour	Alternative 1 PM Peak Hour	Alternative 2 AM Peak Hour	Alternative 2 PM Peak Hour
3	196th St (SR 524) & 36th Ave W	Signal	E	B (19)	C (31)	C (22)	C (34)
4	<b>196th St (SR 524) &amp; 44th Ave W</b>	<b>Signal</b>	<b>E</b>	<b>F (106)</b>	<b>E (65)</b>	<b>F (126)</b>	<b>E (60)</b>
5	44th Ave W & 200th St SW	Signal	E	D (52)	D (53)	D (39)	D (37)
8	196th St (SR 524) & 48th Ave W	Signal	E	B (19)	C (30)	B (19)	B (19)
24	36th Ave W & 195th St SW	Signal	E	A (7)	A (8)	A (7)	A (9)
29	196th St (SR 524) & 40th Ave W	Signal	E	C (22)	C (30)	C (25)	C (25)
30	44th Ave W & Veterans Way/194th St	Signal	E	B (19)	C (27)	B (20)	C (24)
42	200th St SW & 48th Ave W	Signal	E	C (22)	C (21)	C (22)	B (19)
74	33rd Ave W & Alderwood Mall Blvd	Signal	E	B (17)	C (25)	B (18)	C (26)
78	200th St/Alderwood Mall Blvd & 40th Ave W	Signal	E	B (13)	B (13)	B (10)	B (15)
82	200th St SW & 46th Ave W	Signal	E	D (39)	C (28)	D (38)	C (26)
88	40th Ave W & 194th St SW	TWSC <sup>3</sup>	E	C (17)	D (25)	C (19)	D (35)
<b>Intersections Outside City Center</b>							
1	196th St SW (SR 524) & Poplar Way	Signal	E	B (18)	C (35)	B (19)	D (36)
6	44th Ave W & 204th St SW	Signal	D	A (5)	A (4)	A (5)	A (4)
7	44th Ave W & I-5 NB off-ramp	Signal	E	B (11)	B (19)	B (12)	B (18)
9	196th St SW (SR 524) & 58th Ave W	Signal	D	D (53)	E (56)	D (54)	D (48)
10	196th St SW (SR 524) & 64th Ave W	Signal	D	B (16)	B (19)	B (16)	B (17)
11	196th St SW (SR 524) & 68th Ave W	Signal	D	B (17)	C (22)	B (16)	C (20)
12	196th St SW (SR 524) & 76th Ave W	Signal	D	C (31)	D (51)	C (31)	D (47)
13	SR 99 & 168th St SW	Signal	E	D (40)	D (46)	D (39)	D (44)
14	SR 99 & 176th St SW	Signal	E	D (36)	D (40)	C (33)	D (37)
15	SR 99 & 188th St SW	Signal	E	C (31)	C (26)	C (30)	C (26)
16	SR 99 & 196th St SW (SR 524)	Signal	E	E (61)	D (55)	E (58)	D (54)
17	SR 99 & 200th St SW	Signal	E	C (32)	D (37)	C (31)	C (34)
18	SR 99 & 208th St SW	Signal	E	C (31)	C (27)	C (32)	C (26)
19	SR 99 & 212th St SW	Signal	E	D (42)	D (54)	D (43)	E (56)
23	SR 99 & 216th St	Signal	E	D (36)	D (37)	D (36)	D (37)
25	44th Ave W & 176th St SW	Signal	D	C (32)	D (37)	C (32)	C (32)
26	SR 99 & 17400 Block	Signal	E	A (9)	B (17)	A (10)	B (18)
27	52nd Ave W & 188th St SW	Signal	D	B (18)	C (23)	B (17)	C (23)

ID	Name	Control	LOS Standard	2044 LOS and Delay in Seconds <sup>1</sup>			
				Alternative 1	Alternative 1	Alternative 2	Alternative 2
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
28	68th Ave W & 200th St SW	Signal	D	B (15)	B (19)	B (15)	B (19)
31	196th St SW (SR 524) & Alderwood Mall Pkwy	Signal	E	D (49)	D (46)	D (50)	D (49)
32	196th St SW (SR 524) & 24th Ave W	Signal	E	B (15)	B (19)	B (15)	B (18)
33	200th St SW & 60th Ave W	Signal	D	C (32)	C (22)	C (31)	C (21)
34	SR 99 & 180th St SW	Restricted, SSSC <sup>3 6</sup>	E	—	D (32)	—	D (27)
41	200th St SW & Cedar Valley/50th Ave W	Signal	D	C (32)	D (39)	C (32)	D (39)
43	196th St SW (SR 524) & 52nd Ave W	Signal	E	B (14)	B (14)	B (14)	B (14)
<b>44</b>	<b>212th St SW &amp; 66th Ave W</b>	<b>AWSC<sup>4</sup></b>	<b>D</b>	<b>—</b>	<b>E (46)</b>	<b>—</b>	<b>E (44)</b>
46	44th Ave W & 20800 Block	Signal	D	A (4)	A (6)	A (4)	A (6)
49	Olympic View Dr & 62nd Ave/168th St SW	Signal	D	C (24)	B (16)	C (22)	B (15)
50	168th St SW & 52nd Ave W	Signal	D	C (20)	D (42)	B (20)	C (31)
51	168th St SW & 48th Ave W	Signal	D	A (9)	B (10)	A (9)	B (10)
52	168th St SW & 44th Ave W	Signal	D	D (36)	C (31)	D (35)	C (30)
53	33rd Ave W & 188th St SW	Signal	D	B (18)	C (23)	B (19)	C (25)
54	36th Ave W & 188th St SW	Signal	D	B (16)	C (27)	B (18)	C (27)
56	44th Ave W & 188th St SW	Signal	D	B (18)	C (25)	B (18)	C (24)
57	36th Ave W & 184th St SW	Signal	D	B (13)	C (22)	B (13)	C (21)
58	33rd Ave W & 184th St SW	Signal	D	D (42)	D (44)	D (42)	D (44)
59	184th St SW & Nordstrom Driveway (30th Ave W)	Signal	D	D (36)	D (37)	C (34)	C (34)
60	Alderwood Mall Pkwy & 184th St SW	Signal	D	B (16)	D (39)	B (15)	D (43)
61	44th Ave W & 212th St SW	Signal	D	D (44)	C (28)	D (43)	C (27)
<b>63</b>	<b>52nd Ave W &amp; 208th St SW</b>	<b>SSSC<sup>3 6</sup></b>	<b>D</b>	<b>—</b>	<b>F (65)</b>	<b>—</b>	<b>E (46)</b>
64	52nd Ave W & 212th St SW	Signal	D	D (39)	D (39)	D (37)	C (32)
65	Poplar Way & Alderwood Mall Pkwy	Signal	D	D (40)	D (39)	D (37)	D (39)
66	Alderwood Mall Pkwy & 3000 Block	Signal	D	A (4)	A (6)	A (4)	A (5)
67	Alderwood Mall Pkwy & 28th Ave W	Signal	D	C (23)	C (28)	C (21)	C (25)
68	196th St SW (SR 524) & 3000 Block	Signal	E	B (12)	B (18)	B (12)	C (22)
69	76th Ave W & 208th St SW	Signal	D	A (9)	B (11)	A (9)	B (11)
70	Alderwood Mall Blvd & Alderwood Mall Pkwy	Signal	D	A (7)	B (11)	A (7)	B (13)
71	Alderwood Mall Pkwy & Macys Driveway (186th St SW)	Signal	D	A (10)	B (11)	A (10)	B (12)

2044 LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Alternative 1	Alternative 1	Alternative 2	Alternative 2
				AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
72	Alderwood Mall Pkwy & 33rd Ave/Maple Rd	Signal	D	D (52)	D (44)	D (52)	D (46)
73	44th Ave W & 181st Pl/Maple Rd	Signal	D	B (19)	B (18)	B (17)	B (15)
75	SR 99 & 164th St SW	Signal	E	C (25)	C (32)	C (24)	C (32)
76	40th Ave W & 188th St SW	Signal	D	A (9)	B (13)	A (8)	B (12)
77	Alderwood Mall Pkwy & 19300 Block	Signal	D	A (5)	C (34)	A (5)	C (34)
<b>90</b>	<b>SR 99 &amp; 52nd Ave W</b>	<b>TWSC<sup>3</sup></b>	<b>E</b>	<b>—</b>	<b>F (222)</b>	<b>—</b>	<b>F (154)</b>
91	44th Ave W & 180th St SW	SSSC <sup>3,6</sup>	D	C (17)	D (25)	C (17)	C (24)
94	68th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	C (24)	—	C (17)
99	208th St SW & 68th Ave W	SSSC <sup>3,6</sup>	D	—	B (14)	—	B (14)
101	60th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	C (16)	—	B (14)
<b>114</b>	<b>52nd Ave W &amp; 204th St SW</b>	<b>TWSC<sup>3</sup></b>	<b>D</b>	<b>—</b>	<b>E (48)</b>	<b>—</b>	<b>E (36)</b>
131	44th Ave W & 172nd St SW	SSSC <sup>3,6</sup>	D	C (23)	D (30)	C (21)	C (22)
135	36th Ave W & 172nd St SW	RAB <sup>5</sup>	D	A (6)	A (6)	A (6)	A (6)
136	36th Ave W & Maple Rd	Signal	D	B (15)	B (19)	B (14)	B (18)
149	40th Ave W & Maple Rd	SSSC <sup>3,6</sup>	D	B (11)	B (14)	B (10)	B (13)
154	Spruce Way & 172nd St SW	AWSC <sup>4</sup>	D	—	B (12)	—	B (11)
155	196th St SW (SR 524) & 50th Ave W	SSSC <sup>3,6</sup>	E	—	E (41)	—	D (34)
157	Maple Rd & Spruce Way	AWSC <sup>4</sup>	D	A (9)	B (14)	A (9)	B (13)
160	33rd Ave W & 184th St SW	Signal	D	C (30)	B (20)	C (30)	C (20)
203	66th Ave W & 208th St SW	SSSC <sup>3,6</sup>	D	D (34)	D (30)	D (31)	D (31)
208	Olympic View Dr & 176th St SW	Signal	D	B (11)	B (13)	B (11)	B (13)
230	SR 99 & 204th St SW	Signal	D	—	C (23)	—	C (20)
292	52nd Ave W & 194th St SW	TWSC <sup>3</sup>	D	—	C (23)	—	C (20)
358	68th Ave W & 204th St SW	RAB <sup>5</sup>	D	A (7)	A (7)	A (7)	A (6)
500	33rd Ave W & 182nd St SW	Signal	D	B (14)	B (15)	B (14)	B (14)
501	33rd Ave W & 30th Pl	Signal	D	D (39)	D (38)	D (38)	D (38)
<b>891</b>	<b>26th Ave W &amp; Ash Way &amp; Maple Rd</b>	<b>TWSC<sup>3</sup></b>	<b>D</b>	<b>B (15)</b>	<b>E (47)</b>	<b>B (15)</b>	<b>F (52)</b>
9145	Alderwood Mall Pkwy & SR 525 SB off-ramp	Signal	D	B (13)	C (28)	B (13)	C (28)

Note: Rows with bolded text indicate intersections that do not meet its standard. Rows highlighted orange identify intersections with significant impacts compared to Alternative 1 No Action.

1 For side-street stop control intersections, delay is reported for the highest delay 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.

3 TWSC = two-way stop-controlled intersection, SSSC = side-street stop-controlled intersection.

4 AWSC = all-way stop-controlled intersection  
5 RAB = roundabout  
6 Revised information from the TSI technical memorandum in Appendix A and Appendix B.  
Source: Transportation Solutions, Inc. (TSI), 2024; Fehr & Peers, 2025.

STATE FACILITIES

Table 5.12 shows the PM peak hour volume and corresponding highway results based on the maximum service volumes for LOS D. Segments with bolded text would not meet the LOS standard under Alternative 2.

Table 5.12 2044 State Facility PM Peak Hour Volume and Maximum Service Volume Ratio (Alternative 2 – Preferred Alternative)

Location	Northbound		Southbound	
	Volume	Ratio	Volume	Ratio
On SR 525, southeast of Alderwood Mall Pkwy	3,820	0.96	1,880	0.47
On I-5, south of 212th St SW	8,140	0.98	6,570	0.90
On I-5, north of 44th Ave W	<b>8,210</b>	<b>1.12</b>	6,360	0.77
On I-5, north of 196th St SW (SR 524)	8,030	0.97	3,610	0.49

Source: Fehr & Peers, 2025.

In Alternative 2, the freeway mainline segment on I-5 north of 44th Avenue W would not meet the WSDOT standard during the PM peak hour (a ratio of 1.12 indicates that the 1.0 threshold is exceeded). However, this standard was also not met under Alternative 1 No Action and the volume-to-LOS service volume ratio would increase by less than 0.05 compared to Alternative 1 No Action. Therefore, this location is not considered to be significantly impacted by Alternative 2.

VEHICLE MILES TRAVELED

The vehicle miles travelled within the City and in the RGC were extracted from the PM project demand model. Table 5.10 shows the in VMT and VMT per capita for all alternatives. The total VMT in the RGC for Alternative 2 would be 20,400, an increase of about 2% compared to Alternative 1 No Action. The VMT per capita, however, would be decrease from 0.82 in Alternative 1 No Action to 0.77 in Alternative 2. This decrease is a result of higher intensity land use growth, more diverse land uses, and increased work-from-home employment that reduces the per capita VMT compared to Alternative 1 No Action. Therefore, no significant impacts are identified.

Alternative 3 Impacts

Alternative 3 Dispersed Growth with Denser RGC represents the operation of the transportation system if zoning changes were made to allow different land use growth patterns in the RGC. As shown in Table 5.6. Alternative 3 would result in the greatest households and jobs growth in the RGC compared to Alternative 1 No Action. The citywide growth is similar for Alternative 3 compared to Alternative 2, however a lower



amount of households and jobs growth would be allocated outside of the RGC compared to Alternative 2. As shown in Table 5.7, this results in about a 12% growth in additional PM peak hour trips generated in the RGC compared to Alternative 1 No Action.

**TRAFFIC OPERATIONS ANALYSIS**

Table 5.13 shows vehicle delay and LOS results for study intersections under Alternative 3. The majority of the study intersections would have similar or higher levels of delay in Alternative 3 compared with Alternative 1 No Action. The 52nd Avenue W & 208th Street SW intersection would fail to meet its LOS standard in both Alternative 3 and Alternative 1, and its average delay would exceed delays in Alternative 1 by at least 5 seconds. The 66th Avenue W & 208th Street SW intersection would degrade from LOS D in Alternative 1 to LOS F in Alternative 3 due to increased traffic volumes. This would result in a significant traffic operations impact at both intersections (highlighted orange):

- #63 – 52nd Ave W & 208th St SW (two-way stop controlled, PM peak hour)
- #203 – 66th Ave W & 208th St SW (two-way stop controlled, PM peak hour)

While Alternative 3 increases growth in the RGC compared to Alternative 1, it has a more dispersed growth outside of the RGC. This results in these two intersections with significant impacts located just outside the RGC boundary.

Five other intersections would fail to meet their standard in both Alternative 3 and Alternative 1 No Action Alternative, however the average delays are less than a five second delay increase compared to Alternative 1. Therefore, these intersections are not considered significant impacts of Alternative 3 (bolded text):

- #4 – 196th St (SR 524) & 44th Ave W (signalized, AM peak hour)
- #44 – 212th St SW & 66th Ave W (all-way stop controlled, PM peak hour)
- #90 – SR 99 & 52nd Ave W (two-way stop controlled, PM peak hour)
- #114 – 52nd Ave W & 204th St SW (two-way stop controlled, PM peak hour)
- #891 – 26th Ave W & Ash Way & Maple Road (two-way stop controlled, PM peak hour)
- These traffic operations impact vehicle, freight, and transit that may operate through these intersections in Alternative 3 Dispersed Growth with Denser RGC.

**Table 5.13 2044 Intersection Peak Hour LOS**  
**(Alternative 1 – No Action and Alternative 3 – Dispersed Growth)**

				2044 LOS and Delay in Seconds <sup>1</sup>			
ID	Name	Control	LOS	Alternative 1	Alternative 1	Alternative 3	Alternative 3
			Standard	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
Intersections in City Center							

2044 LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Alternative 1 AM Peak Hour	Alternative 1 PM Peak Hour	Alternative 3 AM Peak Hour	Alternative 3 PM Peak Hour
3	196th St (SR 524) & 36th Ave W	Signal	E	B (19)	C (31)	C (21)	D (35)
4	<b>196th St (SR 524) &amp; 44th Ave W</b>	<b>Signal</b>	<b>E</b>	<b>F (106)</b>	<b>E (65)</b>	<b>F (109)</b>	<b>E (61)</b>
5	44th Ave W & 200th St SW	Signal	E	D (52)	D (53)	D (50)	C (30)
8	196th St (SR 524) & 48th Ave W	Signal	E	B (19)	C (30)	B (18)	C (22)
24	36th Ave W & 195th St SW	Signal	E	A (7)	A (8)	A (7)	A (8)
29	196th St (SR 524) & 40th Ave W	Signal	E	C (22)	C (30)	C (24)	C (28)
30	44th Ave W & Veterans Way/194th St	Signal	E	B (19)	C (27)	B (20)	C (27)
42	200th St SW & 48th Ave W	Signal	E	C (22)	C (21)	C (22)	B (16)
74	33rd Ave W & Alderwood Mall Blvd	Signal	E	B (17)	C (25)	B (18)	C (27)
78	200th St/Alderwood Mall Blvd & 40th Ave W	Signal	E	B (13)	B (13)	B (10)	B (15)
82	200th St SW & 46th Ave W	Signal	E	D (39)	C (28)	D (35)	C (22)
88	40th Ave W & 194th St SW	TWSC <sup>3</sup>	E	C (17)	D (25)	C (18)	E (40)
<b>Intersections Outside City Center</b>							
1	196th St SW (SR 524) & Poplar Way	Signal	E	B (18)	C (35)	B (19)	D (37)
6	44th Ave W & 204th St SW	Signal	D	A (5)	A (4)	A (5)	A (4)
7	44th Ave W & I-5 NB off-ramp	Signal	E	B (11)	B (19)	B (12)	B (19)
9	196th St SW (SR 524) & 58th Ave W	Signal	D	D (53)	E (56)	D (53)	D (55)
10	196th St SW (SR 524) & 64th Ave W	Signal	D	B (16)	B (19)	B (16)	B (19)
11	196th St SW (SR 524) & 68th Ave W	Signal	D	B (17)	C (22)	B (17)	C (21)
12	196th St SW (SR 524) & 76th Ave W	Signal	D	C (31)	D (51)	C (31)	D (48)
13	SR 99 & 168th St SW	Signal	E	D (40)	D (46)	D (40)	D (45)
14	SR 99 & 176th St SW	Signal	E	D (36)	D (40)	C (34)	D (40)
15	SR 99 & 188th St SW	Signal	E	C (31)	C (26)	C (29)	C (30)
16	SR 99 & 196th St SW (SR 524)	Signal	E	E (61)	D (55)	E (63)	E (56)
17	SR 99 & 200th St SW	Signal	E	C (32)	D (37)	C (32)	D (44)
18	SR 99 & 208th St SW	Signal	E	C (31)	C (27)	C (33)	C (28)
19	SR 99 & 212th St SW	Signal	E	D (42)	D (54)	D (44)	E (60)
23	SR 99 & 216th St	Signal	E	D (36)	D (37)	D (36)	D (38)
25	44th Ave W & 176th St SW	Signal	D	C (32)	D (37)	C (34)	D (36)
26	SR 99 & 17400 Block	Signal	E	A (9)	B (17)	B (12)	C (21)
27	52nd Ave W & 188th St SW	Signal	D	B (18)	C (23)	B (18)	C (22)

2044 LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Alternative 1 AM Peak Hour	Alternative 1 PM Peak Hour	Alternative 3 AM Peak Hour	Alternative 3 PM Peak Hour
28	68th Ave W & 200th St SW	Signal	D	B (15)	B (19)	B (15)	B (19)
31	196th St SW (SR 524) & Alderwood Mall Pkwy	Signal	E	D (49)	D (46)	D (50)	D (53)
32	196th St SW (SR 524) & 24th Ave W	Signal	E	B (15)	B (19)	B (15)	B (19)
33	200th St SW & 60th Ave W	Signal	D	C (32)	C (22)	C (30)	C (22)
34	SR 99 & 180th St SW	Restricted, SSSC <sup>3 6</sup>	E	—	D (32)	—	D (32)
41	200th St SW & Cedar Valley/50th Ave W	Signal	D	C (32)	D (39)	C (32)	D (43)
43	196th St SW (SR 524) & 52nd Ave W	Signal	E	B (14)	B (14)	B (14)	B (14)
<b>44</b>	<b>212th St SW &amp; 66th Ave W</b>	<b>AWSC<sup>4</sup></b>	<b>D</b>	<b>—</b>	<b>E (46)</b>	<b>—</b>	<b>E (47)</b>
46	44th Ave W & 20800 Block	Signal	D	A (4)	A (6)	A (4)	A (6)
49	Olympic View Dr & 62nd Ave/168th St SW	Signal	D	C (24)	B (16)	C (23)	B (15)
50	168th St SW & 52nd Ave W	Signal	D	C (20)	D (42)	B (20)	C (32)
51	168th St SW & 48th Ave W	Signal	D	A (9)	B (10)	A (10)	B (11)
52	168th St SW & 44th Ave W	Signal	D	D (36)	C (31)	D (35)	C (34)
53	33rd Ave W & 188th St SW	Signal	D	B (18)	C (23)	B (19)	C (25)
54	36th Ave W & 188th St SW	Signal	D	B (16)	C (27)	B (18)	C (29)
56	44th Ave W & 188th St SW	Signal	D	B (18)	C (25)	B (19)	C (26)
57	36th Ave W & 184th St SW	Signal	D	B (13)	C (22)	B (13)	C (21)
58	33rd Ave W & 184th St SW	Signal	D	D (42)	D (44)	D (42)	D (54)
59	184th St SW & Nordstrom Driveway (30th Ave W)	Signal	D	D (36)	D (37)	C (34)	C (34)
60	Alderwood Mall Pkwy & 184th St SW	Signal	D	B (16)	D (39)	B (15)	D (43)
61	44th Ave W & 212th St SW	Signal	D	D (44)	C (28)	D (43)	C (31)
<b>63</b>	<b>52nd Ave W &amp; 208th St SW</b>	<b>SSSC<sup>3 6</sup></b>	<b>D</b>	<b>—</b>	<b>F (65)</b>	<b>—</b>	<b>F (93)</b>
64	52nd Ave W & 212th St SW	Signal	D	D (39)	D (39)	D (37)	D (44)
65	Poplar Way & Alderwood Mall Pkwy	Signal	D	D (40)	D (39)	D (39)	D (42)
66	Alderwood Mall Pkwy & 3000 Block	Signal	D	A (4)	A (6)	A (4)	A (5)
67	Alderwood Mall Pkwy & 28th Ave W	Signal	D	C (23)	C (28)	B (20)	C (27)
68	196th St SW (SR 524) & 3000 Block	Signal	E	B (12)	B (18)	B (11)	C (22)
69	76th Ave W & 208th St SW	Signal	D	A (9)	B (11)	A (9)	B (11)
70	Alderwood Mall Blvd & Alderwood Mall Pkwy	Signal	D	A (7)	B (11)	A (7)	B (11)

2044 LOS and Delay in Seconds <sup>1</sup>							
ID	Name	Control	LOS Standard	Alternative 1 AM Peak Hour	Alternative 1 PM Peak Hour	Alternative 3 AM Peak Hour	Alternative 3 PM Peak Hour
71	Alderwood Mall Pkwy & Macys Driveway (186th St SW)	Signal	D	A (10)	B (11)	A (10)	B (11)
72	Alderwood Mall Pkwy & 33rd Ave/Maple Rd	Signal	D	D (52)	D (44)	D (52)	D (45)
73	44th Ave W & 181st Pl/Maple Rd	Signal	D	B (19)	B (18)	B (17)	B (18)
75	SR 99 & 164th St SW	Signal	E	C (25)	C (32)	C (24)	C (33)
76	40th Ave W & 188th St SW	Signal	D	A (9)	B (13)	A (8)	B (12)
77	Alderwood Mall Pkwy & 19300 Block	Signal	D	A (5)	C (34)	A (5)	C (34)
<b>90</b>	<b>SR 99 &amp; 52nd Ave W</b>	<b>TWSC<sup>3</sup></b>	<b>E</b>	<b>—</b>	<b>F (222)</b>	<b>—</b>	<b>F (208)</b>
91	44th Ave W & 180th St SW	SSSC <sup>3,6</sup>	D	C (17)	D (25)	C (17)	D (29)
94	68th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	C (24)	—	C (17)
99	208th St SW & 68th Ave W	SSSC <sup>3,6</sup>	D	—	B (14)	—	B (15)
101	60th Ave W & 188th St SW	AWSC <sup>4</sup>	D	—	C (16)	—	B (14)
<b>114</b>	<b>52nd Ave W &amp; 204th St SW</b>	<b>TWSC<sup>3</sup></b>	<b>D</b>	<b>—</b>	<b>E (48)</b>	<b>—</b>	<b>F (51)</b>
131	44th Ave W & 172nd St SW	SSSC <sup>3,6</sup>	D	C (23)	D (30)	C (21)	C (23)
135	36th Ave W & 172nd St SW	RAB <sup>5</sup>	D	A (6)	A (6)	A (6)	A (6)
136	36th Ave W & Maple Rd	Signal	D	B (15)	B (19)	B (14)	B (19)
149	40th Ave W & Maple Rd	SSSC <sup>3,6</sup>	D	B (11)	B (14)	B (10)	B (13)
154	Spruce Way & 172nd St SW	AWSC <sup>4</sup>	D	—	B (12)	—	B (11)
155	196th St SW (SR 524) & 50th Ave W	SSSC <sup>3,6</sup>	E	—	E (41)	—	E (37)
157	Maple Rd & Spruce Way	AWSC <sup>4</sup>	D	A (9)	B (14)	A (9)	B (13)
160	33rd Ave W & 184th St SW	Signal	D	C (30)	B (20)	A (8)	C (20)
<b>203</b>	<b>66th Ave W &amp; 208th St SW</b>	<b>SSSC<sup>3,6</sup></b>	<b>D</b>	<b>D (34)</b>	<b>D (30)</b>	<b>D (31)</b>	<b>F (67)</b>
208	Olympic View Dr & 176th St SW	Signal	D	B (11)	B (13)	B (11)	B (13)
230	SR 99 & 204th St SW	Signal	D	—	C (23)	—	C (20)
292	52nd Ave W & 194th St SW	TWSC <sup>3</sup>	D	—	C (23)	—	C (21)
358	68th Ave W & 204th St SW	RAB <sup>5</sup>	D	A (7)	A (7)	A (7)	A (7)
500	33rd Ave W & 182nd St SW	Signal	D	B (14)	B (15)	B (14)	B (13)
501	33rd Ave W & 30th Pl	Signal	D	D (39)	D (38)	D (38)	D (37)
<b>891</b>	<b>26th Ave W &amp; Ash Way &amp; Maple Rd</b>	<b>TWSC<sup>3</sup></b>	<b>D</b>	<b>B (15)</b>	<b>E (47)</b>	<b>B (14)</b>	<b>E (47)</b>
9145	Alderwood Mall Pkwy & SR 525 SB off-ramp	Signal	D	B (13)	C (28)	B (12)	C (28)

Note: Rows with bolded text indicate intersections that do not meet its standard. Rows highlighted orange identify intersections with significant impacts compared to Alternative 1 No Action.

1 For side-street stop control intersections, delay is reported for the highest delay 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.

3 TWSC = two-way stop-controlled intersection, SSSC = side-street stop-controlled intersection.

4 AWSC = all-way stop-controlled intersection

5 RAB = roundabout

6 Revised information from the TSI technical memorandum in Appendix A and Appendix B.

Source: Transportation Solutions, Inc. (TSI), 2024; Fehr & Peers, 2025.

### STATE FACILITIES

Table 5.14 shows the PM peak hour volume and corresponding highway LOS results based on the maximum service volumes for LOS D. Segments bolded do not meet the LOS standard under Alternative 3 but are not considered a significant impact.

**Table 5.14 2044 State Facility PM Peak Hour Volume and Maximum Service Volume Ratio (Alternative 3)**

Location	Northbound		Southbound	
	Volume	Ratio	Volume	Ratio
On SR 525, southeast of Alderwood Mall Pkwy	3,870	0.97	1,870	0.47
On I-5, south of 212th St SW	8,150	0.98	6,560	0.90
On I-5, north of 44th Ave W	<b>8,270</b>	<b>1.13</b>	6,270	0.75
On I-5, north of 196th St SW (SR 524)	8,030	0.97	3,550	0.49

Source: Fehr & Peers, 2025.

Similar to Alternative 2, the freeway mainline segment on I-5 north of 44th Avenue W would not meet the WSDOT standard during the PM peak hour (a ratio of 1.13 indicates that the 1.0 threshold is exceeded). However, this standard was also not met under Alternative 1 No Action and the volume-to-LOS service volume ratio would increase by less than 0.05 compared to the No Action Alternative. Therefore, this location is not considered to be significantly impacted by Alternative 3.

### VEHICLE MILES TRAVELED

The vehicle miles travelled within the City and in the RGC were extracted from the PM project demand model. Table 5.10 shows the change in VMT and VMT per capita for all alternatives. The total VMT in Alternative 3 would be 19,800; this is a decrease of about 1% compared to Alternative 1 No Action. The VMT per capita would also decrease to 0.78 compared to 0.82 in Alternative 1 No Action. This decrease is a result of higher intensity land use growth, more diverse land uses, and increased work-from-home employment that reduces the per capita VMT compared to Alternative 1 No Action. Therefore, no significant impacts are identified.



## Summary of Impacts

The purpose of this EIS chapter is to disclose how potential actions by the City would affect mobility and transportation relative to what is expected if growth occurs consistent with currently adopted zoning codes and policies. Therefore, the impacts of each action alternative are evaluated relative to the performance of the transportation system with Alternative 1 No Action. Regardless of identification as a significant impact, the City would pursue measures to address operational performance to meet LOS standards under whichever alternative is selected including building a roundabout or traffic signal.

There are significant traffic operations impacts identified under each alternative. Table 5.15 summarizes impacts under each alternative. Impacted intersections are mapped in Figure 5.13.

This map illustrates the City of Lynnwood, including surrounding areas like Edmonds, Mountlake Terrace, and Brier. It highlights the 'Regional Growth Center' in orange, which is bounded by Alderwood Mall Blvd to the north, 212th St SW to the south, 66th Ave W to the west, and 28th Ave W to the east. The map shows a grid of streets with various intersections marked. A legend at the bottom explains the symbols used:

- Intersections with Significant Impact:**
  - Blue square: Alternative 2
  - Pink triangle: Alternative 3
  - White circle: Impacted intersection in all alternatives
- Other Features:**
  - Yellow circle: State Facility Study Location
  - Grey dot: Study Intersection
  - Orange shaded area: Regional Growth Center
  - Green area: Park
  - Dashed line: City Boundary

Key streets shown include 75th Pl W, 76th Ave W, 168th St SW, 176th St SW, 180th St SW, 188th St SW, 200th St SW, 208th St SW, 212th St SW, 220th St SW, 66th Ave W, 68th Ave W, 64th Ave W, 60th Ave W, 52nd Ave W, 44th Ave W, 36th Ave W, 35th Ave W, 164th St SW, 184th St SW, 204th St SW, 28th Ave W, 48th Ave W, 196th St SW, Meadowdale Beach Rd, Olympic View Dr, Edmonds, Mountlake Terrace, Brier, Alderwood Mall Blvd, Alderwood Mall Pkwy, Manor Way, Ash Way, Cypress Way, Filbert Rd, and Poplar Way. Highway markers for SR 525, SR 891, SR 405, and SR 5 are also present. A scale bar indicates 0 to 2 miles, and a north arrow is located in the bottom right corner.

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**April 2025**

**Table 5.15 Summary of No Action Deficiencies and Impacts of the Action Alternatives**

Type of Impact	Alternative 1 No Action: Deficiencies	Alternative 2 Concentrated Growth: Preferred Alternative – Significant Impacts	Alternative 3 Dispersed Growth: Significant Impacts
Auto, Freight and Transit	<p>Six intersections would not meet their peak hour LOS standard and are therefore deficiencies of Alternative 1 No Action:</p> <p>#4 – 196th St (SR 524) &amp; 44th Ave W  #44 – 212th St SW &amp; 66th Ave W  #63 – 52nd Ave W &amp; 208th St SW  #90 – SR 99 &amp; 52nd Ave W  #114 – 52nd Ave W &amp; 204th St SW  #891 – 26th Ave W &amp; Ash Way &amp; Maple Rd</p> <p>I-5 segment north of 44th Ave W would not meet its LOS D standard.</p>	<p>Like No Action, the same six intersections would fail to meet their standard.</p> <p>Two of these intersections would have delay increases (relative to Alternative 1 No Action) that are considered a significant impact of Alternative 2:  #4 – 196th St (SR 524) &amp; 44th Ave W  #891 – 26th Ave W &amp; Ash Way &amp; Maple Rd</p> <p>I-5 segment north of 44th Ave W would not meet its LOS D standard but would not be significantly impacted by Alternative 2.</p>	<p>Seven intersections would not meet the City’s vehicle LOS standard, six of which are the same locations identified in Alternatives 1 and 2. In Alternative 3, #203 – 66th Ave W &amp; 208th St SW also would not meet its LOS standard.</p> <p>Two of these intersections would have delay increases (relative to Alternative 1 No Action) that are considered a significant impact of Alternative 3:  #63 – 52nd Ave W &amp; 208th St SW  #203 – 66th Ave W &amp; 208th St SW</p> <p>I-5 segment north of 44th Ave W would not meet its LOS D standard but would not be significantly impacted by Alternative 3.</p>
Pedestrian and Bicycle Travel	<p>Pedestrian demand would increase in Alternative 1 No Action compared to existing conditions with the land use growth that would occur with current zoning codes and policies. Pedestrian demand is anticipated to increase in Alternative 2 and 3 compared to both existing conditions and Alternative 1 No Action. However, there are no significant impacts identified with the implementation of the City’s proposed pedestrian and bicycle network improvements (and expected improvements included with development which would be more extensive with Alternatives 2 and 3) as the alternatives would not preclude a City-identified pedestrian improvement.</p>		
Safety	<p>Traffic volumes in the City are anticipated to increase by 2044 with all alternatives compared to existing conditions so there is potential for an increased number of collisions. However, it is not anticipated that collision rates (i.e., total collisions normalized for the volume of vehicles served) at intersections or along segments would increase. With whichever alternative is selected, the City would continue monitoring locations in need of safety improvements and implement measures that address those concerns as they arise. Therefore, no significant safety impacts are identified.</p>		

Type of Impact	Alternative 1 No Action: Deficiencies	Alternative 2 Concentrated Growth: Preferred Alternative – Significant Impacts	Alternative 3 Dispersed Growth: Significant Impacts
Parking	For all alternatives, off-street parking is expected to be provided for residential, retail, and other uses in the RGC. Parking is a land use and transportation concern, and developers are assumed to coordinate with the City and comply with parking code requirements. This would balance the expected parking demand and the available travel options in the area. It is expected that the percentage of travel by transit, walk, and bike would increase in the future with the expansion of fast, reliable high-capacity transit serving the area and active transportation infrastructure. In the short-term parking demands will continue to fluctuate as currently observed. This is due to a seasonal imbalance of parking supply and demand, but it is expected to reach an equilibrium with full build out of the RGC. Parking management strategies to consider are described in the following Other Potential Mitigation Strategies section. Therefore, while parking demand may exceed availability during specific seasons, there are no new significant parking impacts for the alternatives evaluated.		
Vehicle Miles Traveled	All alternatives are expected to have a total increase in VMT compared to existing conditions with the planned land use growth, but the VMT per capita is relatively the same or lower than Alternative 1 No Action. Therefore, no significant impacts are identified.		

Source: Fehr & Peers, 2025.

## Mitigation Measures

This section describes mitigations that could be incorporated to address significant impacts of the action alternatives. Regardless of identification as a significant impact, the City would pursue addressing capacity issues that affect operational performance to meet LOS standards under each proposed alternative. This includes coordinating with other agencies with planned improvements in the area like the Sound Transit Everett Link Extension project.

## Traffic Operations

Traffic operations at four intersections were identified as being significantly impacted by Alternatives 2 (Preferred Alternative) and/or Alternative 3. Potential mitigation to improve traffic operations to acceptable levels could be:

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#4 – 196TH ST (SR 524) & 44TH AVE W (SIGNALIZED INTERSECTION, SIGNIFICANT IMPACT IN ALTERNATIVE 2)

- Adaptive signal control signal control exists along the 196th Street SW corridor so that green times adjust in real-time based on approaching traffic volumes, which results in more efficient corridor operations. This complex signal operation, however, cannot be modeled in Synchro. Corridor and intersection operations where adaptive signal control exists could be better than reported. Increasing corridor cycle lengths from 100 seconds to 120 seconds could improve signal operations to meet LOS standards.

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#891 – 26TH AVE W & ASH WAY & MAPLE ROAD (TWO-WAY STOP CONTROLLED, SIGNIFICANT IMPACT IN ALTERNATIVE 2)

- Prohibit left-turns from the south (26th Ave W), though this could affect property access to the south. Further study and public input would be recommended.

- Improvements at this intersection should also consider operations and potential improvements at the nearby intersection of Alderwood Mall Parkway & 33rd Ave W to the west.

---

#63 – 52ND AVE W & 208TH ST SW (TWO-WAY STOP CONTROLLED, SIGNIFICANT IMPACT IN ALTERNATIVE 3)

- Change intersection control to a new traffic signal as listed in the 2024–2029 TIP project #202000024. A roundabout could also be considered. .

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#203 – 66TH AVE W & 208TH ST SW (TWO-WAY STOP CONTROLLED, SIGNIFICANT IMPACT IN ALTERNATIVE 3)

- Change intersection control to all-way stop control or a roundabout. Forecasted traffic volumes would not meet traffic signal warrants.

Operations could also be improved at intersections #90 (SR 99 & 52nd Avenue W) with left-turn restrictions or potentially a new traffic signal. At #114 (52nd Avenue W & 204th Street SW), operations could improve with changing the intersection control to all-way stop or a constructing a new traffic signal or roundabout. If traffic signal warrants are not met, turn restrictions could be considered. At #44 (66th Avenue W & 212th Street SW), a new traffic signal or roundabout, as listed in the TIP as project #202000022, would improve intersection operations.

## Incorporated Plan Features

As previously stated, this analysis assumes the three new roadway connections and associated intersection modifications are part of the baseline transportation network improvements by 2044 for all alternatives. The details associated with the Poplar Extension Bridge, 42nd Avenue W New Road, and 46th Avenue W New Road are described in the ‘Future Year Transportation Network Assumptions’ section.

The policies proposed in the Transportation Element of the Comprehensive Plan and *Connect Lynnwood: Active and Accessible Transportation Plan*, would also be implemented for whichever alternative is selected and are consistent with the City’s goals and vision for transportation. A more walkable and bikeable community would encourage people to choose to walk, bike, and/or ride transit instead of driving during peak periods. Fewer vehicle trips could delay when potential intersection mitigation projects would need to be constructed.

## Regulations and Commitments

The Lynnwood Municipal Code includes requirements for developers to provide pedestrian and transit facilities as part of the site’s frontage improvements. The City’s continued implementation of these requirements will encourage walking and transit as a means of commuting and could reduce the number of required parking spaces and vehicle trips generated under the alternatives.

The City manages a Commute Trip Reduction (CTR) program that applies to employers with 100 or more full-time employees at a single worksite. The 2024 – 2029 CTR Program has been updated and planned for adoption in early 2025. The CTR program requires employers to designate an employee transportation coordinator (ETC) and distribute information about travel options available other than drive-alone commuting. Additionally, CTR programs may also include proactive parking management strategies,



subsidies for non-drive-alone modes, and flexible work schedules. The CTR program would apply to any new employers in the City with 100 or more full-time employees.

As part of the CTR program, the City could encourage employers to provide incentives for employees to commute by transit, or ridesharing, or other alternative means. The City could also coordinate with transit agencies to implement employer outreach programs that promote the use of alternative transportation modes.

In addition to the CTR program, the City could also consider other programmatic measures, such as Transportation System Management and Operations (TSMO), which can improve safety and provide flexibility to address changing conditions, and additional Transportation Demand Management (TDM) strategies, which can help reduce congestion by reducing demand for automobile travel and encouraging travel by other modes.

## Other Potential Mitigation Measures

Potential strategies to reduce vehicle usage and encourage travel by carpool or other modes is to expand the existing CTR program or develop a new TDM program in the RGC that applies to a wider audience like residents and tenants in addition to peak hour commuters. Example TDM strategies that could be incorporated into any alternative include:

- **Reducing trips:** Encourage employers to offer employees incentives to telework.
- **Temporal shifts:** Encourage employers to offer employees incentives to start and leave work outside of peak commute hours.
- **Off-hours freight delivery:** Establish delivery windows for freight to minimize truck trips occurring during peak congestion hours.
- **Parking strategies:** Change development standards to reduce parking requirements as sites redevelop, (particularly for development within a ¼ mile walk of transit stops or the park-and-ride), require employers to charge for parking, unbundle parking from rent, and/or provide dedicated parking spots to carpool/vanpool. Implementing hourly time restrictions, shortening hourly time restrictions, installing parking meters, restricting parking in residential neighborhoods through a permit system could also be considered. Additional strategies maybe implemented during annual holiday shopping periods to offset parking demand surges. This includes off-site employee parking, valet parking in low utilized locations (upper floors of garages), improved wayfinding signage to underutilized lots, and improved marketing for alternative travel methods.
- **Transit first/last mile:** Provide a circulator shuttle for all residents and tenants between the park-and-ride and various key points throughout the study area. This can help address the first/last mile connection between transit stops and final destinations. Incorporate a bikeshare or scooter-share system as an option to address the first/last mile connection.

- **Increase transit service:** increase local transit service to the area, and work with Community Transit to possibly help expand the pilot on-demand transit service Alderwood Zip, and/or consider the circulator shuttle described above.
- **Improve transit hubs:** provide clear wayfinding signage and improved walkways to and from transit hubs like Link light rail stations, Swift BRT lines, and the park-and-ride.
- **Evaluate park-and-ride capacity needs:** Increased park-and-ride vehicle parking capacity is not planned at this time. Allocating a portion of parking stalls only for carpool or vanpool could help reduce vehicle trips. Increased secure bike parking could also encourage shifting to other modes.

## PEDESTRIAN AND BICYCLE NETWORK IMPROVEMENTS

Additional investment in pedestrian and bicycle infrastructure can also help shift mode choice to active modes as people explore better connectivity and access to nearby destinations.

The City’s current transportation LOS standards and concurrency focus on vehicle travel; however, the City envisions improving mobility for all users including those walking, biking, and rolling, and riding transit. The City emphasizes this by proposing multimodal LOS standards and multimodal concurrency in the Transportation Element of Imagine Lynnwood, the City’s Comprehensive Plan to ensure active transportation infrastructure is constructed as development occurs, and refers to Connect Lynnwood’s planned bike and pedestrian network improvements. For pedestrians, this prioritizes creating safe walking routes near schools and high-capacity transit stations (both Link light rail and Swift stations) and improve “difficult to cross” arterials with high pedestrian volumes. For bicyclists, this prioritizes creating a core network that connects schools, parks, transit, and commercial hubs, and constructing planned bike facilities within two miles of Link light rail stations, as well as improving “difficult to cross” arterials with high bike volumes. For transit, this prioritizes connecting the active transportation network to transit services.

*Pedestrian and bicycle network improvements align with the Transportation Element’s core values. Improved pedestrian and bicycle facilities increase **equity** with accessible and affordable travel, can reduce the need for some vehicle trips for more **sustainable** travel that reduce environment impacts, encourages complete street designs to create a more **livable**, attractive, and safe network, and can improve transit **resilience** by enhancing **access to transit** services.*

Action Alternative 2 – Concentrated Growth (Preferred Alternative) is expected to have 12,000 new households and 11,350 new jobs in the RGC, resulting in a 54% increase in new PM peak hour trips compared to existing conditions. Action Alternative 3 – Dispersed Growth is expected to increase existing land use by 15,100 new households and 13,250 new jobs resulting in a 46% increase in new PM peak hour trips generated in the RGC. As the regional growth center develops to accommodate land use growth,

active transportation improvements can alleviate some of the vehicle congestion during peak hours as non-vehicle mobility options are available.

As Sound Transit and the City plan for the new West Alderwood Link light rail station, candidate bicycle and pedestrian improvement projects to increase station access have been identified. Planned improvements may include the following projects: Table 5.16 shows projects that could be constructed in coordination with Sound Transit as part of the Station Access Allowance funding for the new Link light rail station, and Table 5.17 shows additional projects identified by City staff. These projects are mapped in Figure 5.14.

**City of Lynnwood Candidate Projects**

- Project Segment
- Project Intersection
- City Boundary
- Park
- Regional Growth Center

**City Center + Alderwood Subarea Plan**  
**Chapter 5 Multimodal Transportation**

**Draft Environmental Impact Statement**  
**April 2025**

**Table 5.16 Sound Transit Bicycle and Pedestrian Station Access Allowance Candidate Projects**

ID	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
1	Sidewalks – 18800 Block	28th Ave W	AMP	Fill sidewalk gaps along 18800 Block from west to east between 28th Ave W and Alderwood Mall Parkway
2	Crossings	29th Ave W	18800 Block	Add new high visibility crossings at the intersection of 29th Ave W and 18800 Block across 29th Ave W
3	Crossings	28th Ave W	18800 Block	Add three new high visibility crossings and realign north-leg stop line at the three-way intersection at of 28th Ave W and 18800 Block
4	Intersection	AMP	28th St SW	Add east-west crosswalk on the north-leg of the intersection at Alderwood Mall Pkwy and 28th St SW
5	Improved Intersection	33rd Ave W	188th St SW	Extend curb radii to shorten crosswalk distance, and upgrade curb ramps to directional ADA accessible ramps at 33rd Ave W and 188th St SW
6	Sidewalks – 33rd Ave W	184th St SW	AMP	Replace painted walkway with formal raised sidewalk along westside of 33rd Ave W between 184th St SW and Alderwood Mall Pkwy
7	Sidewalks – 182nd St SW	33rd St W	AMP	Fill in sidewalk gaps along 182nd St SW between 33rd St W and Alderwood Mall Pkwy
8	Crossings	AMB	28th Ave W	Add high visibility paint and pedestrian signal (RRFB or PHB) or convert to signalize intersection existing two crossings at unsignalized intersection at Alderwood Mall Blvd and 28th Ave W
9	Intersection/Crossing	Interurban Trail	AMB	Install curb ramps and crosswalk across Alderwood Mall Blvd, consider pedestrian signal such as RRFB or PHB for Interurban Trail & Alderwood Mall Blvd
10	Bike Crossing	Interurban Trail	AMB/AMP	Create new connection between Interurban Trail and west side of Alderwood Mall Pkwy
11	Separated Bike Lanes–33rd Ave W	184th St SW	Interurban Trail	Separated bike lane on 33rd Ave W between 184th St SW and Interurban Trail.



ID	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
12	Multi-Use Trail – Maple Rd	I-5	14th Pl W	Upgrade existing bike lane on Maple Rd to a multi-use trail between I-5 and 14th Pl W to connect to 178th St SW and the east, as an extension to the County’s planned project on Maple Rd.
13	Painted or Separated Bike Lanes – 184th St SW	36th Ave W	33rd Ave W	Install bike lane on 184th St SW between 36th Ave W and 33rd Ave W, connecting to County’s already planned project on 184th St SW.
14	Painted or Separated Bike Lanes – 44th Ave W	188th St SW	Interurban Trail	Bike lane on 44th Ave W from 188th St SW that runs down south to the Interurban Trail.
15	(Two-way) Separated Bike Lane – 28th Ave W	Mall Access Road	AMB	Install two-way separated bike lane on the east side of 28th Ave W between Mall Access Road and Alderwood Mall Boulevard provide direct connection to the Interurban Trail.

Source: City of Lynnwood, 2025.

In addition to these projects, City staff have identified the following projects in the RGC.

**Table 5.17 Additional Pedestrian and Bicycle Improvement Projects Identified by the City**

ID	Project Title	Beginning Cross Street	Ending Cross Street	Project Description
16	Intersection – AMP	33rd Ave W	Maple Rd	Add high visibility crosswalk to north-leg; remove porkchop and improve curb radius to shorten crosswalk on the east; and improve northwest corner to accommodate proposed crosswalk for Alderwood Mall Pkwy at 33rd Ave W/Maple Rd intersection
17	Crossings	30th Pl W	33rd Ave W	Add crosswalk across 30th Pl W at 33rd Ave W
18	Sidewalks	195th Pl SW	AMB	Widen existing sidewalk between 195th Pl SW and sidewalk Alderwood Mall Blvd connecting to 33rd Ave W for connection to Interurban Trail
19	Multi-use path	36th Ave W	Interurban Trail	Create new multi-use path from 36th Ave W to Interurban Trail in vicinity of on-ramp near 196th St SW
20	Painted or Separated Bike Lanes – 36th Ave W	179th St SW	184th St	Protected bike lane on 36th Ave W between 179th St SW and 184th St

Source: City of Lynnwood, 2025.

The timing and location of specific improvements will depend on development patterns over time as well as final location of future high-capacity transit station. The City most recently has been planning for Sound Transit’s Preferred Station Alternative D alignment in the RGC on 33rd Avenue W between 184th Street SW and 188th Street SW. The Preferred Alignment and Preferred Station Alternative D from Sound Transit’s Everett Link Extension Scoping Summary Report is shown in Figure 5.15.

Figure 5.15 Everett Link Extension Draft EIS – West Alderwood Station Alternatives



Source: Sound Transit, 2023.

In addition to these candidate projects and what is shown in Connect Lynnwood, a more integrated and closely spaced network of pathways and bikeways both within City Center and Alderwood and connecting the two areas could help reduce reliance on auto trips and achieve the vision for a walkable, bikeable urban area that is well connected to local and regional transit. The purpose of this network approach is to help people walking and bicycling move safely, conveniently, and with low stress between destinations. These facilities are necessary to maintaining the balance between auto and non-auto trips as this area fully develops into the preferred land use vision. The City Center street grid network has already been defined by the City Center Subarea Plan and City Center Streetscape Plan which detail required right-of-way improvements. The Alderwood area would benefit from a more walkable and bikeable environment, similar to what was done for the City Center.

This more closely spaced network of active transportation connections can be a variety of facility types for both pedestrians and cyclists. Maintaining safe and convenient pedestrian accessibility means having continuous walkways which may include sidewalks, separate pathways, and shared streets (narrow, low-speed alleyways), and more frequent pedestrian crossings by seeking block spacings of about 300 feet. The pedestrian network can be public facilities or public easements on private property. Design considerations can allow bikes to use some of the pathways and all the shared streets as well.

Developers can work with City staff to create a cohesive walkable and bikeable network that strives to provide safe and seamless connections between land uses and both local and high frequency regional transit within the study area for all ages and abilities.

## **Implementation of Street Design Typologies**

The City is planning to implement street design typologies for the RGC, as shown in Figures 5.16, 5.17, and 5.18 for City Center, Alderwood, and South Alderwood portions of the RGC. These multimodal street design typologies will be further developed, along with representative cross sections for each typology that provide standards for elements and dimensions of these streets, that when implemented will further enhance connectivity and accessibility for all modes.

## **Coordination with WSDOT & Snohomish County**

With all future year alternatives (and similar to the existing condition), the freeway mainline segment on I-5 north of 44th Avenue W would not meet the WSDOT standard during the PM peak hour, however it is not considered a significant impact as the state facility volumes are relatively similar among all three alternatives. The City could collaborate with WSDOT on future planning for I-5 to address congestion at this location.

There are also opportunities to coordinate with Snohomish County to improve traffic operations on roadways at the city borders. Examples include:

- Ash Way at Maple Road
- 44th Avenue W at SW 164th Street
- 204th Street SW, east of 44th Avenue W
- Alderwood Mall Parkway, north of Maple Road/33rd Avenue W



Figure 5.16 City Center Street Design Typologies

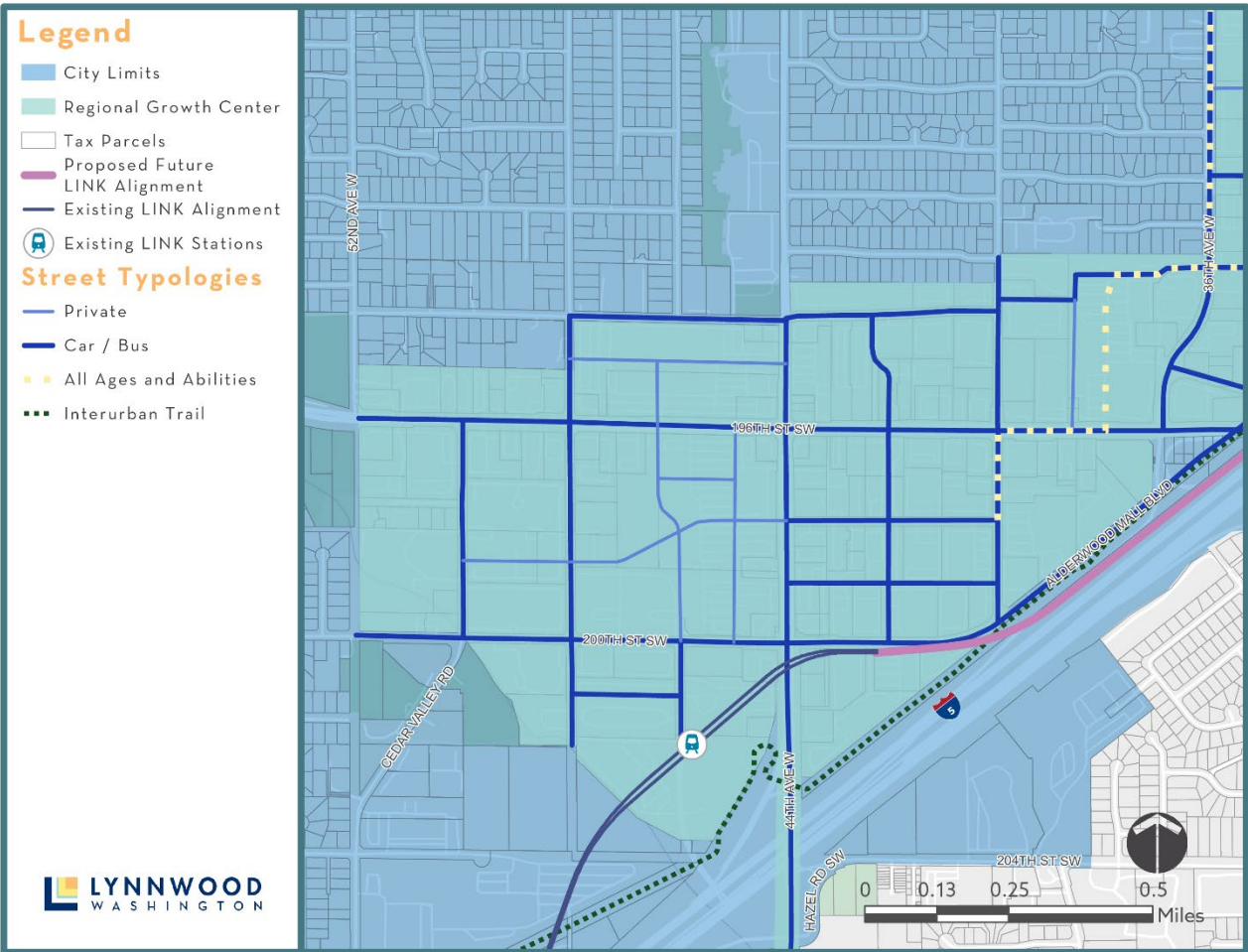




Figure 5.17 Alderwood Street Design Typologies

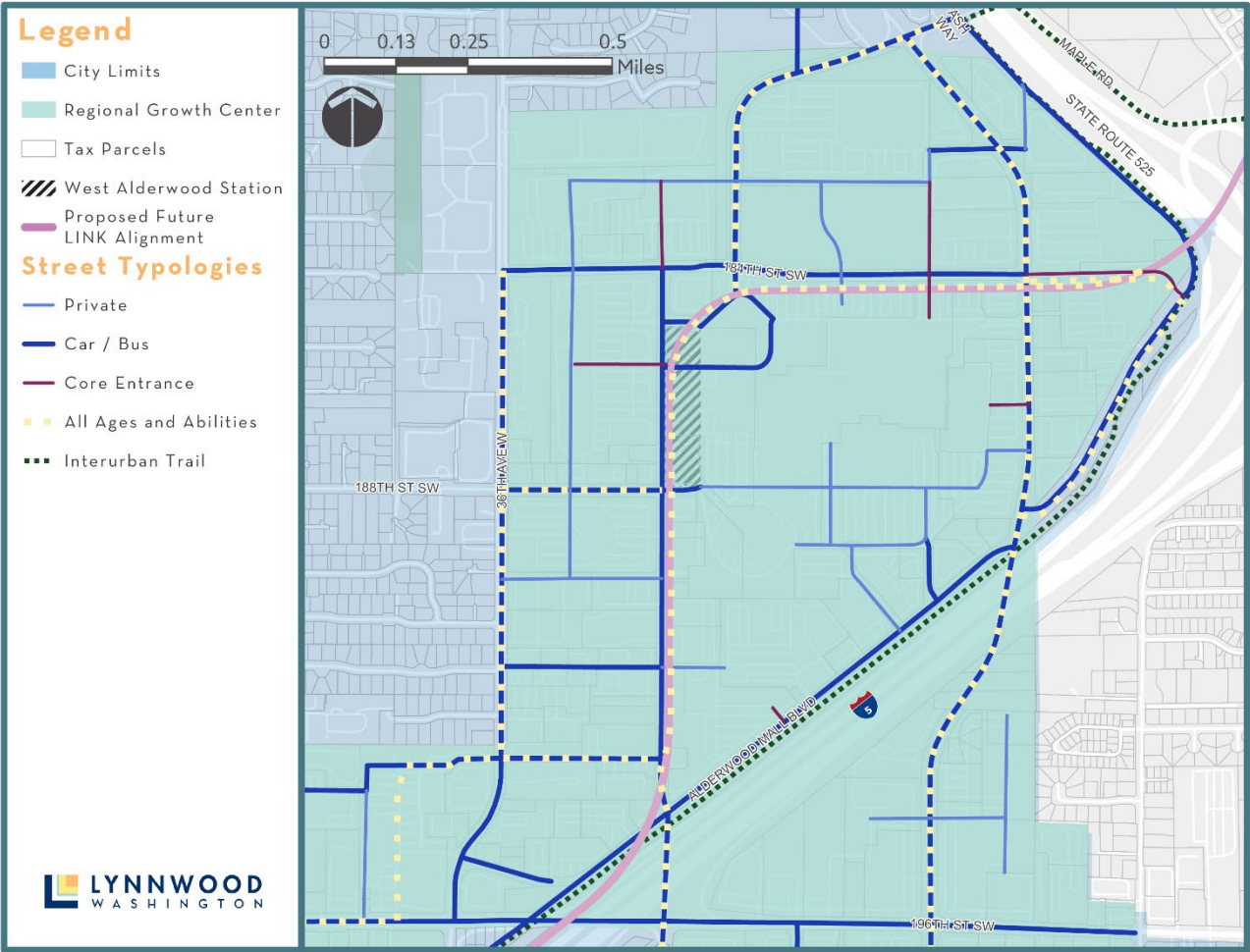
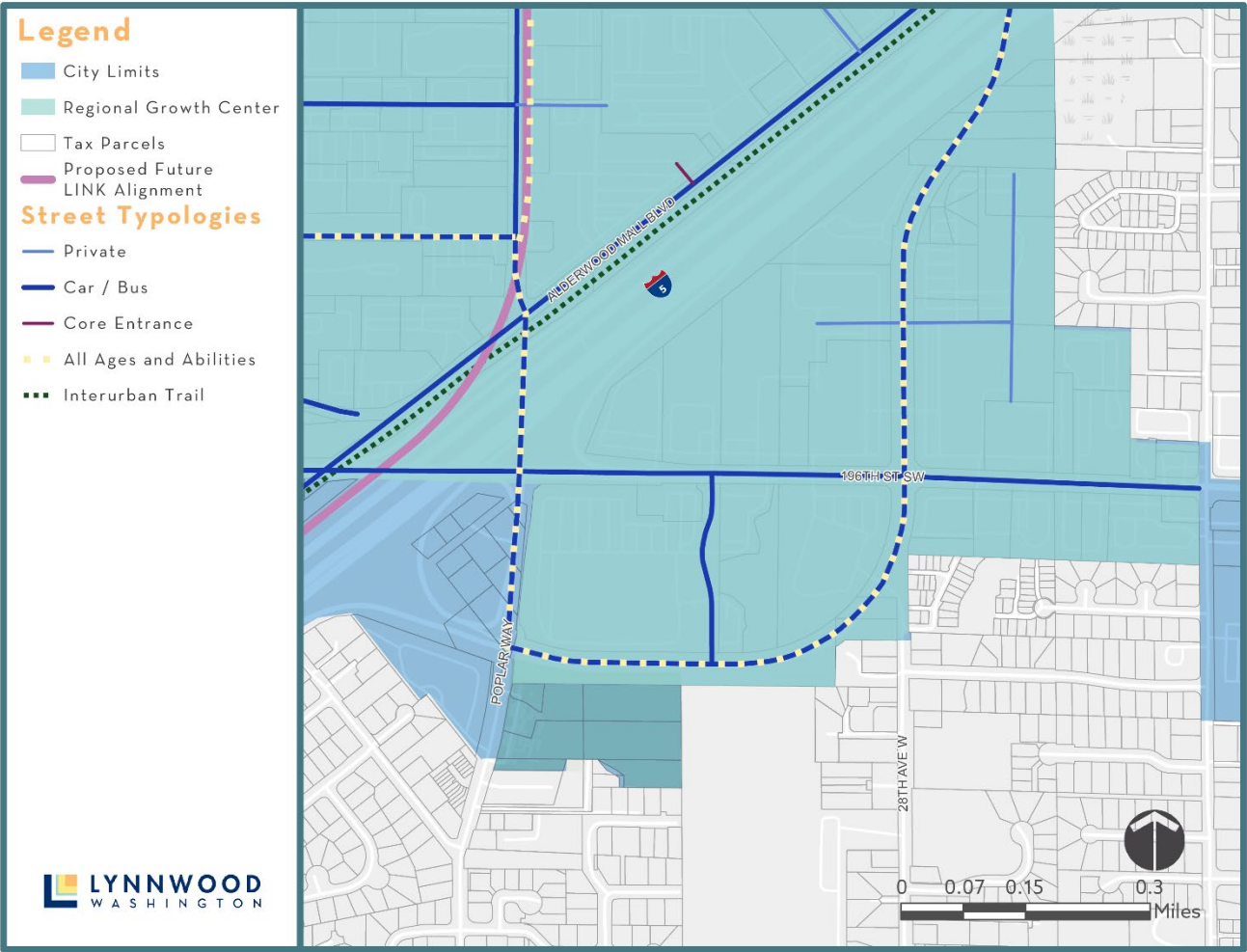


Figure 5.18 South Alderwood Street Design Typologies



## Significant Unavoidable Adverse Impacts

Significant impacts to traffic operations were identified with Alternative 2 Concentrated Growth (Preferred Alternative) and Alternative 3 Dispersed Growth with Denser RGC. As described in Table 5.15, traffic congestion would increase at certain locations in Alternatives 2 and Alternative 3 relative to the No Action Alternative.

The EIS identifies potential mitigation strategies to address the traffic delays at four intersections identified as having significant impacts with the action alternatives. If these mitigation strategies to improve traffic operations are implemented, operations at these intersections could be mitigated to a less-than-significant impact level.

In addition, other potential mitigation measures were identified to reduce vehicle trips and promote travel by other modes such as walking, biking, and riding transit. Implementation of any of these strategies may also delay the need for mitigation previously mentioned.



# CHAPTER 6

## PUBLIC SERVICES

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT



# Chapter 6—Public Services

## Introduction

This chapter of the DEIS presents information and data about existing public services within and serving the Subarea, and an analysis of the potential impacts of the alternatives on the demand for public services and proposed mitigation measures.

## Affected Environment

Existing public services are described below and on the following pages.

### Schools

The entire city of Lynnwood, including the Subarea, is within the Edmonds School District. The district contains 34 public schools, none of which are located within the Subarea boundary. Residents of the Subarea are served by the public schools shown in **Table 6.1**.<sup>1,2</sup>

**Table 6.1 Public Schools Serving the City Center + Alderwood Subarea**

School	Year Built or Last Remodel	Enrollment <sup>3</sup> (FTE) <sup>4</sup> / Capacity <sup>5</sup>
Alderwood Early Childhood Center (pre-K)	1965	N/A*
Cedar Valley Community (elementary)	2001	395 / 449 = 88%
Lynnwood Elementary	2018	553 / 618 = 89%
Alderwood Middle	2016	733 / 800 = 92%
Lynnwood High	2009	1,230 / 1,577 = 78%

*Not included in district capacity calculations\**

Elementary-age students in the Subarea living south of 196<sup>th</sup> St. SW and northwest of I-5 attend Cedar Valley Community, while all other students of this age group attend Lynnwood Elementary. Lynnwood Elementary also offers family pre-K services. Nearby, the Alderwood Early Childhood Center provides pre-K services for children with disabilities ages 3, 4, and 5.

<sup>1</sup> Edmonds School District, November 2019, Elementary Boundary Map, Retrieved from <https://resources.finalsite.net/images/v1656940943/edmondswednetedu/agikowb3z1gzspzfde2w/2019-2020BoundaryMapElementary11192019.pdf>

<sup>2</sup> Edmonds School District, November 2019, Secondary Boundary Map, Retrieved from <https://resources.finalsite.net/images/v1656940994/edmondswednetedu/ns791stnqs36yet2gqgi/2019-2020BoundaryMapSecondary11192019.pdf>

<sup>3</sup> Edmonds School District, September 2022, Enrollment Reports

<sup>4</sup> Number of students measured by Full Time Equivalency

<sup>5</sup> Edmonds School District, July 2022, 2022-2027 Capital Facilities Plan



Edmonds College is a public community college located about one mile west of the Subarea, overseen by the Washington State Board for Community and Technical Colleges.

Improvements to public schools relevant to the Subarea include the replacement of Alderwood Middle School, which was approved in 2014 and opened to students in 2017. The new facility is adjacent to Martha Lake Elementary, less than one mile east of the Subarea.

In 2014, voters also approved the replacement of Lynnwood Elementary and Spruce Elementary. The new buildings were constructed on the existing sites, with students temporarily relocated to the former Alderwood Middle campus during construction in 2017 and 2018.

Edmonds School District is preparing for redevelopment of the former Alderwood Middle School including possible annexation into the City of Lynnwood municipal boundaries. In their 2022 PARC Plan update, the City identified an opportunity to partner with Edmonds School District to explore a joint redevelopment of the site to expand the existing Heritage Park, immediately to the west.

The 2024 Edmonds School District Capital Facility Plan details that the 2024 Construction Bonds and Levies will fund various construction projects from 2024 to 2029. These projects are driven by updated demographic data that recommend replacing three elementary schools and one middle school, adding a new middle school, and upgrading systems at multiple sites.

Growth within the city has led to overcrowding in elementary schools. To address this, the district is moving 6th grade into middle schools, constructing a new middle school, and adding a secondary alternative schooling program.

The Edmonds School District Strategic Plan for 2021-2026 highlights professional and cultural goals for the district, rather than investment changes as seen in the District Capital Facility Plan. The Strategic Plan prioritizes equity, engagement, and excellence in education to ensure that every student thrives. The Strategic Plan commits to removing institutional barriers to guarantee that all students have equitable access to a rigorous, safe, and inclusive education.

## **Community Justice Center**

The Lynnwood Community Justice Center (LCJC) is located at the corner of 44<sup>th</sup> Ave W and 194<sup>th</sup> St SW. The City of Lynnwood renovated and expanded the Civic Justice Center into the Community Justice Center, which now houses the police department, a modern misdemeanor jailing facility, and the Municipal Court. The City broke ground on the significant \$64 million rebuild in 2021, which became operational in 2024. The new facility includes expanded space for the aforementioned services, as well as room for the City's Emergency Operations Center (EOC) and a Community Health Center, operated in partnership with Snohomish County, to provide rehabilitative services. The center aims to break the cycle of recidivism by offering a safe environment with professional supervision and enhanced access to medical and social services through community partnerships, promoting healing, and rehabilitation.

The funding for this project comes from reallocating existing criminal justice funds, with no new taxes or additional financial burden on the community. Additionally, there will be no impact on the service levels of other departments.

## Police

The mission of the Lynnwood Police Department is to provide proactive, competent, effective public safety services to all persons, with the highest regard for human dignity through efficient and professional law enforcement and crime prevention practices. The LCJC is the City's only police station, a misdemeanor jail and municipal court. According to the police departments 2019 five-year Strategic Plan, the department had 111 total employees, including 71 commissioned officers.<sup>6</sup>

## Crisis Care Center

The Crisis Care Center, located adjacent to the Community Justice Center, will serve as a crisis alternative for community members, first responders, and emergency rooms. The Crisis Care Center is a short-term mental health and/or substance use crisis stabilization center. The facility will provide individualized support including diversion services, stabilization, and wraparound, for residents in behavioral health crises. The facility is fully built out and hopes to be operational by mid-2025.

## Fire

The nearest fire station is South [Snohomish] County Fire District's (South County Fire) Station 15, located within Lynnwood's Civic Center campus north and west of the Subarea. South County Fire was established in 2017 and effectively combined fire services of Snohomish County Fire District 1 (dissolved in 2019) and those of the City of Lynnwood. As of the 2022 Operating Budget, it employed about 360 staff and served about 250,000 residents.<sup>7</sup> The entirety of the Subarea is located within South County Fire's Commissioner District 1. Station 15 includes a publicly available meeting room with a maximum capacity of 53 people.

## Medical

The closest hospital is the Swedish Medical Center campus in Edmonds, about two miles southwest of the Subarea. This hospital offers 217 beds and employs more than 1,400 staff.<sup>8</sup> There are no general hospitals in Lynnwood. However, there are four urgent care facilities and several specialty clinics in the Subarea alone. Furthermore, Snohomish County operates a public Community Health Center (CHC) in Lynnwood, across the street from the Subarea boundary, including primary care, dental, and pharmacy services. Finally, Verdant Health Commission (also known as Snohomish County Public Hospital District No. 2) is a publicly elected health commission, with 11 total employees, that funds and facilitates grant programs that address underlying causes of poor health in the community. Areas of investment include behavioral health, childhood obesity, senior support, and dental access.<sup>9</sup> Their Community Wellness Center is located within the Subarea and features multiple flexible workspaces and classrooms.

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<sup>6</sup> Lynnwood Police Department, p.6, June 2019, Strategic Plan 2019-2023

<sup>7</sup> South County Fire District, p.1, November 2021, South County Fire 2022 Operating Budget

<sup>8</sup> <https://www.swedish.org/locations/edmonds-campus>

<sup>9</sup> <https://verdanthealth.org/about/public-hospital-district/>

**Table 6.2 Other Medical Facilities Serving the City Center + Alderwood Subarea**

Medical Facilities
MultiCare Off Campus Emergency Department (In RGC)
Concentra Urgent
Carbon Health
Lynnwood Comprehensive Treatment Center (Adjacent to RGC)
Zoom Care
Alderwood Children's Dentistry
The Dental Atelier
King Lasik
Ideal Dental Lynnwood
Alderwood Family Dental
Right Now Dental and Orthodontics
Alderwood Dentistry
Alderwood Dental
Virginia Mason Franciscan Health

## Civic Center Campus

The City of Lynnwood operates the Civic Center Campus which is a bundle of public facilities located immediately adjacent to the Subarea at 44<sup>th</sup> Ave W. This network of facilities provides resources and services that facilitate community betterment and support public life. In 2019, the City conducted the 2019 Space Needs Survey which could lead to future combining of services on the Civic Campus or relocating them to a new site in the City Center.

## City Hall

Lynnwood City Hall is the central hub for local government operations, providing essential services that keep the city running smoothly. City Hall is used to host public meetings, city council sessions, and community engagement events, fostering collaboration and civic participation.

## Library

Sno-Isle Libraries serve Lynnwood and the Subarea. Sno-Isle serves both Snohomish and Island Counties (over 800,000 residents) and manages 23 libraries and over 450 employees.<sup>10</sup> The Lynnwood branch opened in 1999, with about 26,000 square feet in building area, and served a total population of about 59,000 residents in Lynnwood and beyond, according to Sno-Isle Libraries' most recent Capital Facilities Plan from 2016.<sup>11</sup> The library is a City owned building through a lease with Sno-Isle Libraries for a minimum charge.

## Recreation Center and Swimming Pool

The Recreation Center and Swimming Pool is a public facility operated by the city. The facility offers exercise equipment and a swimming pool. The programming of the center includes swim lessons, preschool activities, youth activities, teen activities, adult activities, safety classes, group fitness classes on land and in pool, and family events.

The facility, originally constructed in 1977 and last renovated in 2011, is guided by evolving codes that support the inclusive needs of the community. The 2025-2030 Capital Facilities Plan and Transportation Improvement Program highlights the significance of the 3.0 ADA Transition Plan. This plan outlines the necessary steps to ensure public facilities are accessible to individuals with disabilities, as mandated by Title II of the ADA. Key components include identifying access barriers, specifying actions to remove them, establishing a timeline, and assigning responsibility for implementation. The Lynnwood Recreation Center and Swimming Pool is included in the transition building phasing schedule for ADA compliance between 2021 and 2035.

## Lynnwood Senior Center

The Senior Center is a community hub that provides older adults with opportunities for health, wellness, social activities, and recreation. Some of those offerings include services and discussion groups, 62+ wellness, outdoor recreation, classes and activities, trips and excursions, game gatherings, presentations and events, and workshops. The Comprehensive Plan appendix identifies that more public transportation offerings are needed for community members to access the Senior Center.

## Light Rail

Although not operated by the City of Lynnwood, the introduction of LINK Light Rail service has shaped the city's future. The first station, opened in 2024, is centrally located within the City Center subarea. A second station is planned for West Alderwood in 2037, also within the subarea. This substantial investment positions the area as a dense, dynamic hub with promising opportunities for new housing and jobs centered around high-capacity transit stations.

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<sup>10</sup> <https://www.sno-isle.org/about-us/>

<sup>11</sup> Sno-Isle Libraries, 2016 Capital Facilities Plan

## Potential Impacts

Increased population from growth under any alternatives (and related increases in housing units and employment capacity) will increase the demand for public services. Compared to today's population:

- Alternative 1 would result in a planned population increase of 21,892 residents of City Center + Alderwood with an increase of 8,628 jobs. This increase for related demand for public services by 2044 would likely requiring additional staffing and associated facilities.
- Alternative 2 would result in a planned population increase of 23,972 residents of City Center + Alderwood with an increase of 16,883 jobs. This Alternative has an increased population demand of 2,080 more residents than Alternative 1 but is relatively negligible in the increased demand of services within the concentrated areas. The increased demand of jobs is 8,257 higher than Alternative 1 would create additional demand of services. These demands would likely be associated with daytime impacts for services including police, EMS, and Fire services. It is likely that Alternative 2 would require additional staffing and associated facilities than Alternative 1.
- Alternative 3 would result in a planned population increase of 19,544 residents of City Center + Alderwood with an increase of 15,503 jobs. This Alternative has an increased population demand of 2,348 less residents than Alternative 1 but is relatively negligible in the decreased demand of services within the concentrated areas. The increased demand of jobs is 6,877 higher than Alternative 1 would create additional demand of services similar to Alternative 2. These demands would likely be associated with daytime impacts for services including police, EMS, and Fire services. It is likely that Alternative 3 would require additional staffing and associated facilities than Alternative 1.

Considering population-based demand, the level of public services and related facilities would need to increase proportionately.

## Mitigation Measures

The City will continue to coordinate closely with public service providers on plans for growth. As a key provider of public services, the City will continue to proactively plan for increased demand for services with the growth in the community. There are also various development-paid impact fee programs that help support ongoing public services. Currently, the City of Lynnwood had adopted impact fees for Transportation and Parks but associated public services by South County Regional Fire Authority and Edmonds School District have not adopted impact fees.

Mitigation Measures:

1. Lynnwood can pass legislation to require impact fees for outside agencies when the associated agency adopts impact fees.
2. Continue to evaluate available facility resources for City of Lynnwood Staffing including redevelopment of Civic Campus and/or relocation of City Administration facilities.
3. Coordinate and possibly partner with South County Regional Fire Authority for acquisition of land in Alderwood area for a future facility.



4. Coordinate and partner with regional aquatic provider to expand and preserve facilities in South Snohomish County to reduce demand growth on Lynnwood Recreation Center.
5. Review regulatory barriers for medical providers to ensure that new providers can locate within City Center + Alderwood.

With the selection of a preferred alternative, the Final Environmental Impact Statement will include specific recommended improvements and mitigation measures as may be needed to support ongoing demand under that alternative.

## Significant Unavoidable Adverse Impacts

With proactive planning for growth ahead, and ongoing coordination between the City of Lynnwood and other service providers, it is anticipated that no significant unavoidable adverse impacts would occur that would prohibit the ongoing provision of public services under any of the alternatives.



# CHAPTER 7

## UTILITIES

**LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN**  
**DRAFT ENVIRONMENTAL IMPACT STATEMENT**

# Chapter 7—Utilities

## Introduction

This chapter of the DEIS presents information and data about existing utility services within and serving the Subarea, and an analysis of the potential impacts of the alternatives on the demand for utility services and proposed mitigation measures. Utilities analyzed include:

- Water
- Sanitary Sewer
- Surface and Stormwater Management
- Power and Communications`

Impacts of the alternatives would be considered significant if they result in:

- Increased demand for public utilities that cannot be accommodated through regular systems planning and funding of future improvements.
- Insufficient capacity to serve expected population based on levels of service metrics as applicable under each area of utility service, as applicable.

## Affected Environment

Existing conditions and capacities of utility systems are described below and on the following pages.

### Water

The City of Lynnwood owns and operates the Group A municipal water system that serves the majority of the City. Lynnwood's water system includes approximately 168 miles of water mains, two pressure reducing stations, two reservoirs, one booster pump station, and other related appurtenances.

The Alderwood Water & Wastewater District (AWWD) is the primary supplier for the City's water system. The AWWD purchases its water supply from the City of Everett, where it is obtained under one of four surface water right certificates. These water right certificates allow the diversion of surface water from the Sultan River.

The City of Everett's 20-MG Reservoir No. 3 feeds the AWWD Pump Stations No. 1 and No. 2. The combined capacity of the AWWD Pump Stations No. 1 and No. 2 is 50 million gallons per day (MGD). These pump stations supply the AWWD's 20-MG reservoir and two 28-MG reservoirs located just west of 35th Avenue West and north and south of 156th Street SW. All three reservoirs are owned by the AWWD and have an overflow elevation of 635 feet. These three reservoirs serve the City of Lynnwood 635 Zone through the master meter located south of 164th Street SW and Spruce Way.

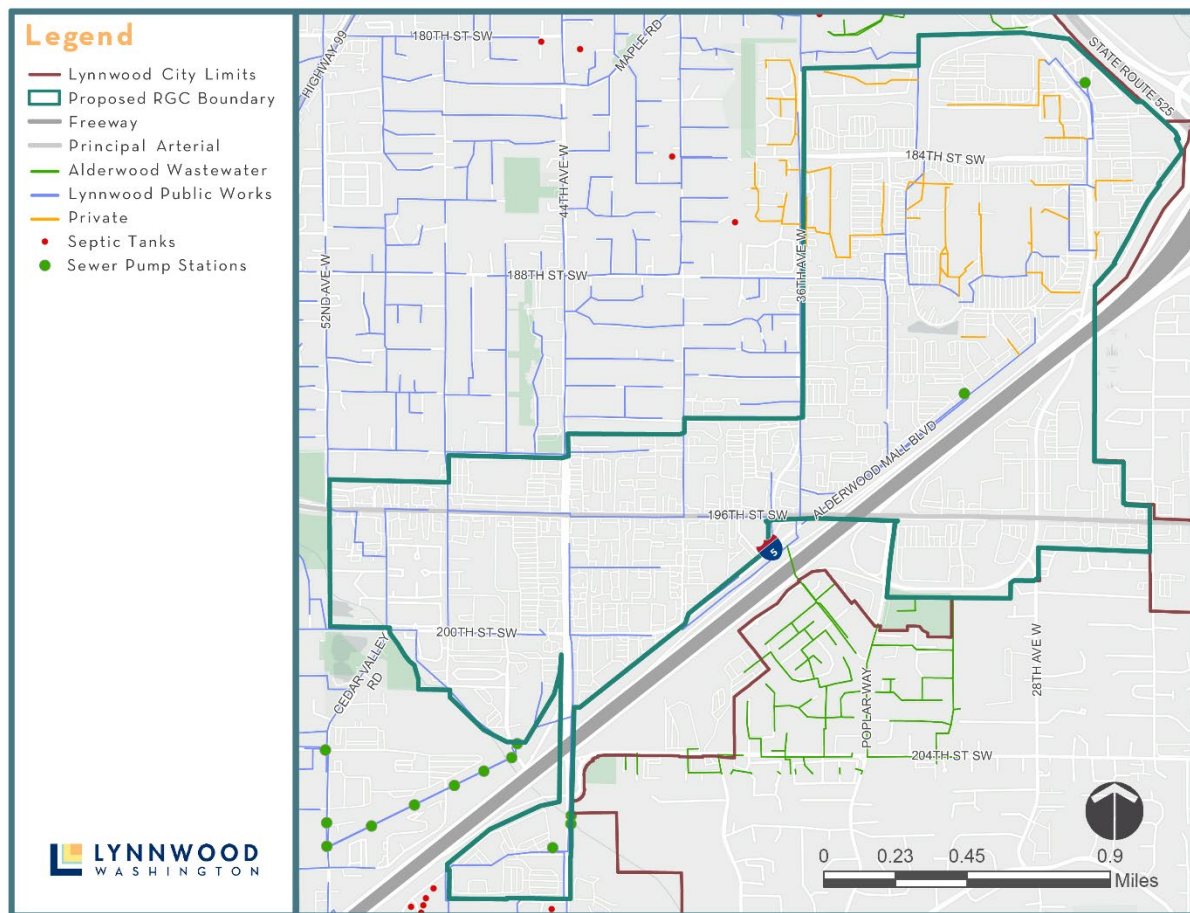
Water is then conveyed through a 24-inch-diameter water main to approximately 173rd Place SW at Spruce Way. A pressure-reducing valve supplies the two Lynnwood reservoirs, which have a combined capacity of 5.77 MG, and serve the 573 Zone. A booster pump station adjacent to the reservoirs provides service to Lynnwood's 680 Zone. The AWWD 724 Booster Pump Station fills the AWWD 2.0-MG standpipe and is supplied from the AWWD's 28-MG Reservoir No. 1. The AWWD 724 Booster Pump Station has three booster pumps, each with capacities of 1,500 gpm. The AWWD's High Tank No. 1 (2.0 MG) and High Tank No. 2 (3.07 MG) directly serve 724 Zone in the City of Lynnwood.

## Sanitary Sewer

Sanitary sewer is an underground pipe system designed specifically to carry wastewater from homes, businesses, and other buildings to a wastewater treatment plant (WWTP). It handles domestic sewage, which includes water from toilets, sinks, showers, dishwashers, and washing machines.

Lynnwood's wastewater system is comprised of approximately 104 miles of gravity sewer pipe. These gravity lines feed into seven existing sewer lift stations which then pump into gravity interceptors and eventually to the WWTP, located on the Puget Sound. There are two wet well/dry well stations, three vacuum-primed packaged stations, and two submersible stations. Sewer system mapping can be seen in **Figure 7.1**.

**Figure 7.1 Wastewater Facilities**



Gravity sewer pipe materials vary by year of installation. Generally, older installations used concrete pipe material and newer installations used high density polyethylene (HDPE), polyvinyl chloride (PVC), ductile iron (DI) or fiberglass reinforced plastic (FRP). Approximately 75% of gravity sewer pipe in the City's system is concrete pipe.

The City owns and operates a WWTP that treats and disinfects wastewater prior to its discharge into the Puget Sound. In 2019, the average daily flow into the treatment facility was 4.04 million gallons per day (mgd). The hydraulic capacity of the wastewater plant is 7.4 million gallons per day with organic and solids capacities of 15,120 lbs/day.

According to the City’s 2023 Sewer Comprehensive Plan, a 74.3% increase in residential population is anticipated within the City’s sanitary sewer service area between 2019 and 2050. A 70.3% increase in employment population is anticipated within the City’s sanitary sewer service area between 2019 and 2050.

Future flow to the City’s WWTP seen in **Table 7.1** were estimated based on historical flows and forecasted population and employment increases.

**Table 7-1 Dry Weather Flow Projections**

Geography	2026 DWF (MGD)	2030 DWF (MGD)	2040 DWF (MGD)	2050 DWF (MGD)
Service area provided within the City of Lynnwood [A]	2.77	2.89	3.30	3.60
Service area provided within the City of Edmonds [B]	0.42	0.43	0.45	0.48
Service area provided to the Alderwood Mall Area [C]	0.52	0.66	0.94	1.17
Service area provided to Lynnwood City Center [D]	0.36	0.45	0.74	0.92
Total [A+B+C+D]	4.08	4.43	5.44	6.16

\* Dry Weather Flow (DWF) – This flow condition is defined as the average daily flow during dry periods, also referred to as domestic flow. The intent of presenting this data is to capture the base domestic flow conditions which represent flow from only households and businesses.

## Surface and Stormwater Management

The City of Lynnwood (City) uses an extensive system of drainage pipes and ditches to convey stormwater runoff to receiving waters, including streams, lakes, and Puget Sound, and to prevent and minimize damage to private properties, city streets, and other infrastructure. Due to extensive alteration of the natural landscape in most areas of Lynnwood, the amount of runoff that occurs during larger storm events is substantial, and runoff during all storm events carries a variety of pollutants to receiving waters. The City is faced with the challenge of conveying stormwater runoff safely and cost-effectively, while preventing or minimizing adverse high-flow impacts (erosion, flooding, and sediment deposition) and water quality degradation in receiving waters.

Lynnwood has ten different drainage basins throughout the City and maintains all associated drainage infrastructure. Operation, maintenance, and management of the stormwater system is funded through the City’s Surface Water Utility.

The main drainage basins in the City include: Meadowdale Pond, Lund’s Gulch Creek, Puget Sound, Perrinville Creek, Scriber Creek, Hall Creek, Tunnel Creek, Poplar Creek, Golde Creek, and Swamp Creek. Most of the City drains to Swamp Creek via Scriber Creek, Tunnel Creek, Golde Creek, and Poplar Creek. The western portion of the City drains directly to Puget Sound or via tributaries of the Sound, including Lund’s Gulch Creek and Perrinville Creek. The southern portion of the City drains to Hall Creek. A small portion of City drainage also flows to a local depression of outwash soils near Meadowdale Pond in the northwest corner of the City.

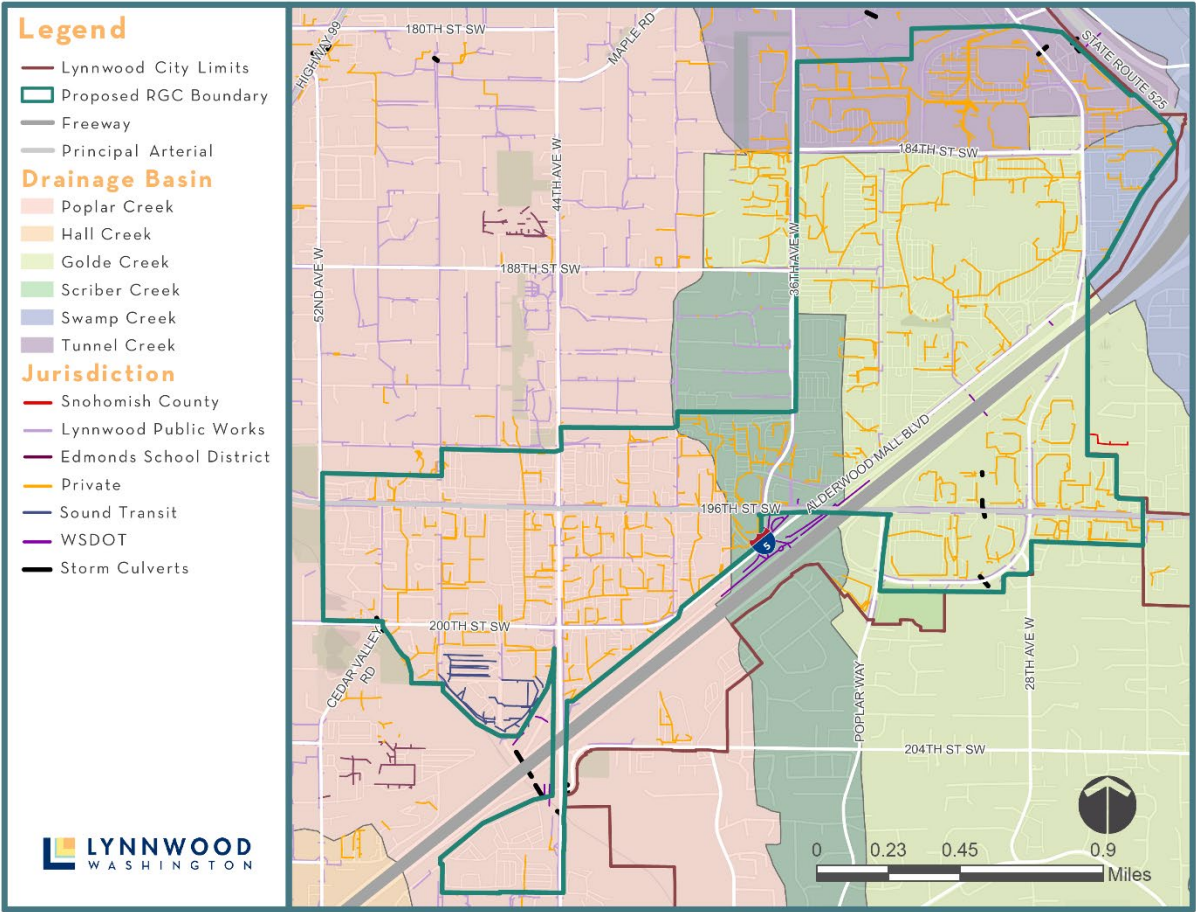
The City’s Stormwater Utility manages a large and complex storm drainage system that consists of underground pipes, open ditch conveyance, and stormwater treatment features. Key features of the system are summarized in **Table 7.2**.

**Table 7-2 Stormwater System Key Assets**

Assets	Quantity
Pipe	509,808 Lineal Feet
Ditch	49,970 Lineal Feet
Catch Basins, Manholes, and Inlets	5,140
Vaults	58
Detention Ponds	12

**Figure 7.2** shows the drainage basins and stormwater pipes in the Subarea.

**Figure 7.2 Stormwater Facilities and Drainage Basins**



Lynnwood must comply with several local, state, and federal regulatory requirements regarding stormwater. The main regulatory requirement is the Washington State Department of Ecology (Ecology) National Pollutant Discharge Elimination System (NPDES) Phase II Municipal Stormwater Permit. The NPDES Phase II Permit (Permit) (Ecology 2019) addresses a variety of issues associated with stormwater



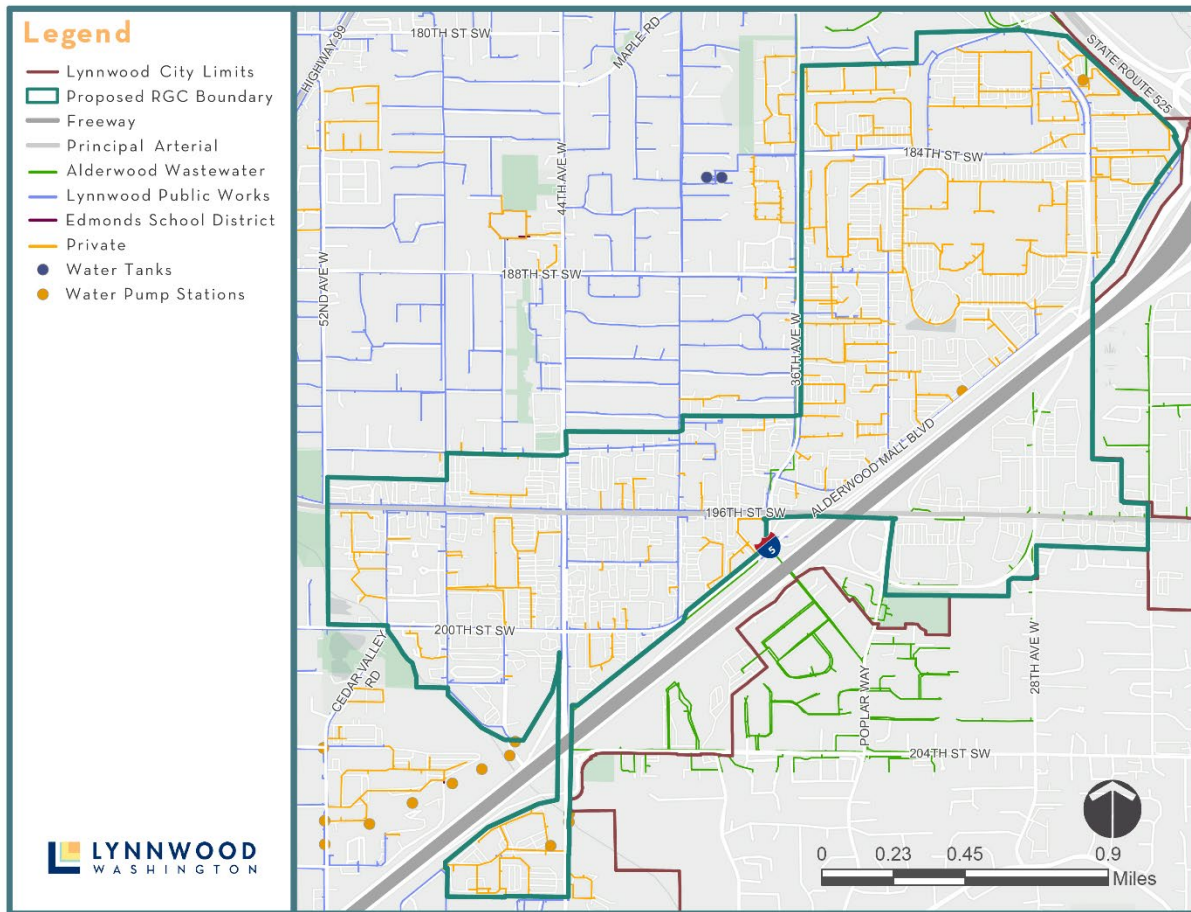
runoff and requires the City to develop several distinct Stormwater Management Program (SWMP) components. The NPDES Phase II Permit specifies requirements for the following:

- Stormwater planning
- Public education and outreach
- Public involvement and participation
- Municipal separate storm sewer system (MS4) permit mapping and documentation
- Illicit discharge detection and elimination (IDDE)
- Controlling runoff from new development, redevelopment, and construction sites
- Municipal operations and maintenance
- Source control • Compliance with Total Maximum Daily Load (TMDL) requirements
- Monitoring and assessment
- Reporting requirements

Other stormwater regulatory requirements include the Underground Injection Control Program (Chapter 173-218 WAC). Ecology TMDL Implement Plans, the Washington State Growth Management Act (GMA), the Federal Endangered Species Act, and the Lynwood Municipal Code.

Surface water management within the City Center + Alderwood Regional Growth Center is conducted by four distinct groups. Alderwood Wastewater District, Edmonds School District, Lynnwood Public Works, and private citizens all have facilities which help in draining surface water. A map of the facilities in and immediately adjacent to the Regional Growth Center has been included below in **Figure 7.3**.

**Figure 7.3 Surface Water Facilities**



## Power and Communications

### Electricity

Snohomish County Public Utility District (PUD) provides electricity to Lynnwood and surrounding areas. The City Center is serviced by Snohomish County Public Utility District No. 1 (PUD). The City Center is primarily served by a newly constructed substation off of 208<sup>th</sup> Street SW.

### Natural Gas

Puget Sound Energy (PSE) provides gas services to Lynnwood and the surrounding areas. PSE purchases the gas from various suppliers in the western United States and Canada and is transported via the William-Northwest Pipeline.

Natural gas facilities inventories, locations, and capacities are illustrated in PSE's most recent gas utility Integrated Resource Plan and/or its two-year Electric Progress Report which can be found on the [PSE website](#).

### Telecommunications

Several companies provide telecommunication services within Lynnwood, including AT&T, Comcast,

DirectTV, Dish Network, Frontier FiOS, among others. Most major wireless service carriers are available within Lynnwood and are governed by the Washington Utilities and Transportation Commission (WUTC).

## Potential Impacts

Population growth and related utility service demands would increase under all alternatives. One of the purposes of this DEIS is to support an understanding of what the future demands would be given the three growth scenarios studied.

Alternative 1 and Alternative 3 could potentially create the largest impacts on utilities for Lynnwood. With dispersed growth, systems become less efficient to service a more suburban model of development. Expansion of existing facilities throughout the City will provide additional temporary impacts of construction and service disruptions. Concentrated growth identified in Alternative 2 will have higher demand on utilities in a specific area, but will be less overall for Lynnwood. This is because it is assumed that Alternative 2 would support housing development models that are more efficient.

Existing policies, regulations, and commitments to mitigate potential adverse impacts on utilities would continue to apply under all alternatives. These include impact and mitigation fees collected from developers in association with new or changed activities (residences or businesses), as well as customer service charges collected from residential and commercial customers. These fees, along with capital improvements budgeting and supporting grant funding programs would be expected to aid the City and other service providers in keeping pace with growth demands.

Potential impacts related to each area of utility service are further analyzed below and on the following pages.

## Water

Projected increases to population and housing units, commercial/industrial land uses, and planned development within areas secured through developer agreements would increase the demand for potable water under all alternatives. The City's water system is a complex system containing multiple pressure zones and infrastructure needed to support properties at all elevations within the City. To meet the needs of existing demands and additional growth within the existing service area, ongoing improvements would be needed to maintain storage reservoirs, booster pump stations, pressure reducing valves, and water mains within the system. The City would need to continue to ensure there is an adequate supply of water for current and anticipated demand, without adversely impacting water quality.

## Sanitary Sewer

The growth rates and population generated under each of the alternatives would result in differing levels of infrastructure improvement needs, and these needs would vary depending on the location of development and redevelopment. The City's General Sewer Plan was updated in 2024 and includes a more detailed discussion of future needs.

## Surface and Stormwater Management

Surface and stormwater management must support the natural environment while also managing growth predictions and impervious surface allowances within the adopted zoning within the City. Utilization of low impact development techniques, best management practices, and environmental code requirements will ensure the City can achieve goals of minimizing flooding, promoting fish habitat, enhancing surface water and stream health, and supporting the health and safety of all residents now and into the future.

The City's Storm and Surface Water Master Plan referenced earlier in this chapter includes a more discussion of future needs, including a catalogue of known issues associated with the water flow, surface water quality, and habitat elements of the basin located in the City Center + Alderwood Subarea.

## Power and Communications

The City would continue to maintain service agreements as applicable with service providers. These services are supported by customer charges across the service areas. It is anticipated that the power and communications service providers would be able to continue to serve the demand based on population growth under any of the alternatives studied.

## Mitigation Measures

### Water

Water utility capital projects for the 2025-2030 planning period, including proposed locations, capacities, and public funding sources are identified in the adopted [2025-2030 Capital Facilities Plan](#) and are incorporated here by reference.

### Sanitary Sewer

Like demand for water, the demand for wastewater will continue to increase as the Subarea grows. The infrastructure of wastewater is based on the wastewater network and treatment. Both are reviewed in the City's General Sewer Plan which was last updated in January 2024.

#### 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:

- L-1: LS #10 Flood Protection and Electrical (2024)

Lift Station 10 (LS #10) is located adjacent to Scriber Creek, and the 100-year flood elevation is higher than the building threshold and various site structures, posing a risk to operational performance, equipment integrity, and operational access during a flood event. Structural improvements to harden the facility against water intrusion and/or the installation of submersible equipment is necessary. Additionally, aging electrical equipment is reaching the end of its useful life and is susceptible to damage during a flood event.

This project includes providing flood protection and electrical upgrades for the LS #10 facility. This project may take place concurrently with Project L-2 (LS #10 Pump Upgrade), as new submersible pump motors will be required for final floodproofing.

- L-2: LS #10 Pump Upgrades (2026)

Lift Station 10 (LS #10) was constructed in 1993, and the equipment is aging. Additionally, the station has ongoing maintenance challenges due to debris and grease buildup within the wet well. Depending on how fast the City Center and Alderwood Mall areas develop, LS #10 also is predicted to be under capacity at current pumping rates between now and 2044. Mechanical upgrades will be necessary to prolong the facility's life, increase capacity, and address wet well problems. This project should be reassessed following Project C-6 (LS #10 Force Main Pigging) based on how successful the force main cleaning is at increasing capacity with the existing pumps. This project may take place concurrently with Project L-1 (LS #10 Flood Protection and Electrical), as some electrical and control equipment will be replaced when the new pumps are installed.

- C-3: 48<sup>th</sup> Avenue West Sewer Main Improvements – Phase 2 (2026)

The sanitary sewer main in 48th Avenue West is undersized. Phase 1 of this project replaced the existing sanitary sewer with 18-inch PVC sewer main from the Scriber Creek Trail to north of 200th Street SW. An 18-inch pipe was also extended north-south through 196th Street SW as part of the 196th Street Sewer Improvements project. Phase 2 of this project calls for upsizing and replacement of the sewer main along 48th Avenue West, just north of 200th Street SW up to 194th Street SW. The sewer main should be designed at a minimum of 18-inches to meet future capacity needs. Depending on City preference and budget allowances, this project could also be combined with the pipe upgrades on 194th Street SW (Project C-7 in Comprehensive Sewer Plan).

- 196th Street SW Upsized Sewer Main

The existing sanitary sewer main along 196th Street SW is undersized and nearing capacity due to ongoing and anticipated development in the City Center and Alderwood area. To support future growth, this project will upsize the sewer main along 196th Street SW.

- C-5: 42<sup>nd</sup> Avenue West Sewer Main Extension – Phase 1 (2025)

The City is planning for a new roadway extension along 42nd Avenue West between Alderwood Mall Blvd and 194th Street SW. Phase 1 of the project will construct a new roadway between Alderwood Mall Blvd and 196th Street SW. The City will install a new sanitary sewer main to support the 42nd Avenue West

extension. Sizing calls for a minimum 12-inch diameter sanitary sewer main. The 42nd Avenue West extension, including utility improvements, is currently in preliminary design.<sup>1</sup>

### Wastewater Treatment

The existing WWTP site is constrained by parcel size and lack of nearby developable land. No substantial improvements to the WWTP capacity have been made in over 30 years. Moreover, in December 2021, Ecology issued the Puget Sound Nutrient General Permit (PSNGP), which applies to all domestic WWTPs discharging to Puget Sound.

Due to Puget Sound Nutrient Mandates and effluent water quality standards the City's wastewater treatment plant will need significant upgrade. In addition to regulatory changes, the existing Wastewater Treatment Plant (WWTP) has limited capacity and was not anticipated to handle the growth projections of the City's service area population, expected to grow from 41,500 currently to 74,400 by 2050. To address anticipated growth and regulatory compliance, the City has undertaken a multi-phased reconstruction of the existing WWTP to meet the near-term requirements and support long-term objectives. Reconstruction of the WWTP should increase loading and capacity from 7.4 to 8.92 million gallons per day (MGD) by 2050. Improvements to the conditions and operations of the WWTP are anticipated to begin in 2025 with completion in 2031, in three phases that include:

- » A new headworks uphill of the existing treatment system.
- » Reconfiguration of the plant to maximize site utilization.
- » Expansion of the secondary treatment system with flow by gravity from the new headworks.
- » Install a new solids handling system and decommission the incinerator.
- » Utilize UV effluent disinfection in lieu of existing chlorination system.
- » Update systems to include equipment redundancy.

### **Surface and Stormwater Management**

Stormwater facilities within the Subarea will be upgraded through redevelopment. The Subarea is already 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. Over time, 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

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<sup>1</sup> City of Lynnwood Sewer Comprehensive Plan, January 2023



(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.<sup>2</sup>

By July 1<sup>st</sup>, 2027, the City will have to adopt the Storm and Surface Water Master Plan to be in alignment with the most recently published Stormwater Management Manual for Western Washington (SWMMWW) as posted by the Department of Ecology.

## Power and Communications

### Electricity

The 2004 City Center-EIS identified that each block will likely require one switch cabinet for underground facilities. Since then, the switch cabinet sizes increased. The size increase was determined to have potential impacts on aesthetics and is 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 buildings 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 design standards' intent while balancing feasibility.

Electric power efficiencies have advanced significantly in the last 2 decades. 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<sup>3</sup> 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

Recent pushes for Building Electrification<sup>4</sup> 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

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<sup>2</sup> City Center Environmental Impact Statement Addendum, March 1<sup>st</sup>, 2021

<sup>3</sup> Policyadvice.net, Electric Car Statistics in the US and Abroad; Kopestinsky, August 12, 2021.

<sup>4</sup> Forbes.com, As Cities Begin Banning Natural Gas, States Must Embrace Building Electrification Via Smart Policy; Myers, July 22, 2019.

for natural gas. While use of natural gas within new development in the Subarea is expected, it is assumed that the demand per unit will be less than previously considered in the 2004 City Center-EIS.

## Telecommunications

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, 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 Subarea 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.<sup>5</sup>

## Significant Unavoidable Impacts

Under all the alternatives, growth would increase demand for utilities, with less demand under Alternative 1, more under Alternative 2, and the most demand created under Alternative 3 (and with more dispersed demand under Alternative 3). Under all three Alternatives, with ongoing implementation of services and improvements keeping pace with growth, significant unavoidable adverse impacts would be avoided.

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<sup>5</sup> City Center Environmental Impact Statement Addendum, March 1<sup>st</sup>, 2021



# CHAPTER 8

## RELATIONSHIP TO PLANS AND POLICIES

LYNNWOOD CITY CENTER + ALDERWOOD SUBAREA PLAN  
DRAFT ENVIRONMENTAL IMPACT STATEMENT

# Chapter 8—Consistency with Plans and Policies

## Affected Environment

The City Center + Alderwood Subarea Plan and this DEIS have been prepared in compliance with all relevant state, regional, county, and local requirements, and provisions. These planning provisions set precedents for environmental review and provide guidance for planning under the Washington State Growth Management Act (GMA), various state legislative provisions, Puget Sound Regional Council VISION 2050, and Multicounty Planning Policies (MPPs), and the Snohomish County Comprehensive Plan and Countywide Planning Policies (CPPs).

The City Center + Alderwood Subarea Plan contains goals and policies that flow from the GMA, MPPs, CPPs, and the Imagine Lynnwood Comprehensive Plan, which serve as a foundational documents for Lynnwood’s functional and system plans. All state, regional, county, and local planning policy and regulatory frameworks apply throughout the planning area. Each of these areas of planning guidance is further described below.

### Washington State Growth Management Act

Planning and development regulations must be consistent with the provisions of the GMA, which was established to ensure planning efforts across the state are well coordinated and remain current with the GMA’s goals and requirements. Periodic updates to comprehensive plans, required every ten years, are a fundamental aspect of the GMA process and are essential for managing growth effectively and accurately. They are an opportunity for jurisdictions to respond to the changing conditions and community needs. Key provisions of the GMA include:

- Planning Goals (see **Table 8-1**)
- Land Use Designations
- Multicounty Planning Policies
- Buildable Lands Analysis
- Countywide Planning Policies
- Local Comprehensive Planning

**Table 8-1 GMA Goal Evaluation**

GMA Goal	GMA Goal Language
Urban Growth	Encourage development in urban areas
Reduce Sprawl	Reduce the inappropriate conversion of undeveloped land.
Transportation	Encourage efficient multimodal transportation systems.
Housing	Plan for and accommodate housing affordable to all economic segments.
Economic Development	Encourage economic development throughout the state.

GMA Goal	GMA Goal Language
Property Rights	Private property shall not be taken for public use without just compensation having been made.
Permits	Applications should be processed in a timely and fair manner.
Natural Resource Industries	Maintain and enhance natural resource-based industries.
Open Space & Recreation	Retain open space, enhance recreational opportunities.
Environment	Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
Citizen Participation & Coordination	Encourage the involvement of citizens.
Public Facilities & Services	Ensure that those public facilities and services necessary to support development shall be adequate.
Historic Preservation	Identify and encourage preservation.
Climate Change & Resiliency	Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.
Shoreline Management	Manage and protect shorelines by regulating development in the shoreline area. RCW 36.70A.480

## Other Relevant State Legislation

Although the basic structure of GMA has remained intact since adopted in 1990, the state legislature has amended it frequently within the last decade. State legislative sessions in recent years passed historic pieces of legislation including many with specific provisions related to affordable housing. The goals, policies, and actions in the Imagine Lynnwood Comprehensive Plan were designed to address and comply with all relevant GMA amendments and recent state legislation required and applicable for the 2024-2044 periodic update cycle. Several of the most recent pieces of legislation applicable to comprehensive planning under the GMA and considered as part of this DEIS are summarized below, ***though this is not a comprehensive list of all legislation.***

### House Bill 1220—Housing Affordability

In 2021, the Washington Legislature changed the way cities and counties are required to plan for and accommodate housing that is affordable to all income levels. The City of Lynnwood has conducted an analysis of capacity to provide housing units at various income levels to meet the demand identified in Snohomish County's evaluation and confirmed that there is sufficient zoned capacity to support housing development within the needed income levels. The City also conducted a racially disparate impacts analysis. Lynnwood's Housing Action Plan evaluates the potential for implementing strategies and programs to help guide the housing market into producing units that are more affordable than what is currently being built. Such strategies may include:

- Allowing moderate density housing options within Urban Growth Areas (UGAs), including but not limited to duplexes, triplexes, and townhomes.

- Identifying sufficient land and zoning capacity for housing needs, including all economic segments of the population (moderate, low, very low and extremely low income, as well as emergency housing and permanent supportive housing).
- Making adequate provisions for housing for existing and projected needs for all economic segments of the community, including documenting programs and actions needed to achieve housing availability.
- Addressing areas of the community that may be at risk of displacement and establishing anti-displacement policies.

Cities may not prohibit transitional housing or permanent supportive housing in any zones where residential dwelling units or hotels are allowed. Cities may not prohibit indoor emergency shelters or indoor emergency housing in any zones where hotels are allowed, except for cities that have adopted an ordinance authorizing such shelters and housing in a majority of zones within a one-mile proximity to transit. Cities may impose reasonable occupancy and use regulations on such shelters and housing, but those regulations may not prevent the siting of a sufficient number to accommodate the need.

#### **Senate Bill 5258—Condominiums and Townhomes Ownership**

This legislation was passed in 2023 and aims to increase the supply and affordability of condominiums and townhomes as an option for ownership. This bill introduces new obligations for condominium associations aiming to file construction defect claims, along with implementing additional pre-litigation procedural requirements. The overarching goal is to enhance dispute resolution processes and foster the development of more housing. In addition, the bill establishes a Down Payment Assistance Account, funded by the Real Estate Excise Tax (REET), and changes impact fee schedules. Impact fee schedules are now mandated to reflect the proportional impact of new housing units, considering factors such as square footage, number of bedrooms, or generated trips, thus resulting in reduced impact fees for smaller housing units. Furthermore, all cities, towns, and counties are required to incorporate procedures for unit lot subdivisions into their short plat regulations, facilitating the division of a parent lot into separately owned unit lots.

#### **House Bill 1042—Expanding Housing in Existing Buildings**

The bill prohibits cities from denying a permit application for the addition of housing units within existing buildings and also includes a number of other requirements relevant to adding housing units.

#### **SB 5290—Local Project Review Act**

The purpose of this legislation is to modernize and streamline permitting systems for new housing. The bill was requested by the Office of the Governor and sponsored by several representatives in the 2023 Regular Session. The bill's goals include modernizing permitting systems, setting deadlines for permit reviews, and other provisions.



### **HB 1293—Streamlining Design Review**

The bill adds language to Chapter 36.70B RCW (Local Project Review Act) encouraging jurisdictions to consider prompt, coordinated, and expedited project review of general project permits and specifically projects that include affordable housing. Also amends the process for jurisdictions to provide a written determination of completeness for project permit applications and requires set decision timeframes.

### **Senate Bill 5412—SEPA Categorical Exemptions for Housing**

The bill allows for a SEPA categorical exemption for residential development projects within incorporated UGAs and middle housing projects within unincorporated UGAs if the local government finds the proposed development is consistent with its development regulations; and the local government has prepared environmental analysis that considers the project in the area proposed for the exemption and analyzes certain multimodal transportation impacts. The environmental analysis must include documentation that the requirements for environmental analysis, protection, and mitigation for impacts have been adequately addressed for the exempted project. The local government must also document its consultation with the department of transportation regarding certain transportation impacts.

### **HB 1181 – Climate Change Planning Framework**

HB 1181 integrates climate change into the GMA. It makes changes to the Land Use and Transportation Elements and adds a new Climate Change & Resilience Element with changes such as those listed below. Many of the changes to the land use and transportation elements have already been incorporated into the Imagine Lynnwood 2024 Comprehensive Plan. The City currently does not have a Climate Change & Resilience element in the comprehensive plan but will be adopting a new one by 2029. Currently, the comprehensive plan includes an environment element that addresses some but not all of the 2029 requirements.

#### Land Use

- Green spaces, urban and community forests are now considered land uses that must be considered and planned for.
- Special consideration must be given to achieving environmental justice and reducing environmental health disparities.
- Promote physical activity, reduce wildfire risks, and reduce vehicle miles traveled within this element.

#### Transportation

- Analysis of greenhouse gas emissions and per capita vehicle miles traveled.
- Analysis of impacts to state-owned transportation facilities and locally owned arterials from multimodal level of service (transit and non-motorized).
- Active transportation facilities and environmental justice are focus areas. Transit availability must be reviewed from equity of access and ADA accessibility standpoints.

#### Capital Facilities

- An inventory of City owned green infrastructure.
- A ‘good faith effort’ to inventory the capital facilities (schools, parks, roads, utilities, etc.) for all public entities (WRSD, outside utility providers, counties, etc.)

#### Utilities

- An inventory of telecommunications.
- Planning for Parks, Open Space, and Recreation must consider green space, enhancement of fish and wildlife habitat, and tree canopy coverage.

#### Environment

- Integrating Climate Change and Resiliency policies into Comprehensive Plan will be required by 2029. Goals include reduction of overall greenhouse gas emissions and climate change resiliency including a natural hazard mitigation plan.

### **HB 1717—Tribal Participation in GMA Planning**

Under this legislation, federally recognized tribes may voluntarily participate in a planning process under GMA. If a tribe wants to participate, it must present a resolution indicating its intent. Local governments then must enter into good faith negotiations with the tribe to develop a mutually agreeable memorandum of agreement outlining collaboration and participation in the planning process. Lynnwood engages tribes in planning efforts on an ongoing basis.

### **Additional State Legislative Provisions**

A number of other pieces of state legislation have been passed in recent years. Some of these not relevant to comprehensive planning and supportive development regulations. The City of Lynnwood is complying with these provisions as relevant to their policy making and operations on an ongoing basis.

### **Puget Sound Regional Council VISION 2050 (2020)**

The City of Lynnwood has developed the City Center + Alderwood Subarea Plan to align with the policies and regional guidance of PSRC’s *VISION 2050* and the *Regional Centers Framework Plan*. *VISION 2050* is the regional plan designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds) and under state law as the Regional Transportation Planning Organization. PSRC is primarily responsible for carrying out a regionally coordinated transportation planning process.

#### ***VISION 2050 was adopted in 2020 and establishes the following regional vision:***

*The central Puget Sound region provides an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.<sup>1</sup> In 2050:*

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<sup>1</sup> Puget Sound Regional Council, *Vision 2050*, 2020

- Climate.** The region’s contribution to climate change has been substantially reduced.
- Community.** Distinct, unique communities are supported throughout the region.
- Diversity.** The region’s diversity continues to be a strength. People from all backgrounds are welcome, and displacement due to development pressure is lessened.
- Economy.** Economic opportunities are open to everyone, the region competes globally and has sustained a high quality of life. Industrial, maritime, and manufacturing opportunities are maintained.
- Environment.** The natural environment is restored, protected, and sustained, preserving, and enhancing natural functions and wildlife habitats.
- Equity.** All people can attain the resources and opportunities to improve their quality of life and enable them to reach their full potential.
- Health.** Communities promote physical, social, and mental well-being so that all people can live healthier and more active lives.
- Housing.** A range of housing types ensures that healthy, safe, and affordable housing choices are available and accessible for all people throughout the region.
- Innovation.** The region has a culture of innovation that embraces and responds to change.
- Mobility and Connectivity.** A safe, affordable, and efficient transportation system connects people and goods to where they need to go, promotes economic and environmental vitality, and supports the Regional Growth Strategy.
- Natural Resources.** Natural resources are sustainably managed, supporting the continued viability of resource-based industries, such as forestry, agriculture, and aquaculture.
- Public Facilities and Services.** Public facilities and services support the region’s communities and plans for growth in a coordinated, fair, efficient, and cost-effective manner.
- Resilience.** The region’s communities plan for and are prepared to respond to potential impacts from natural and human hazards.
- Rural Areas.** Rural communities and character are strengthened, enhanced, and sustained.

The Regional Growth Strategy is a way to distribute growth coming to the region by focusing it near high-capacity transit and inside designated Urban Growth Areas. MPPs serve as the adopted regional guidelines and principles for both regional and local planning. The policies provide a framework and action steps for counties and cities to use when updating their Countywide Planning Policies and local comprehensive plans. Lastly, *VISION 2050* supports PSRC’s *Regional Transportation Plan*, *Regional Economic Strategy*, *Regional Equity Strategy*, and *Housing Strategy*.

The MPPs have overarching goals for several topic areas. Lynnwood’s City Center + Alderwood Regional Growth Center Plan has been developed to align with these goals, summarized in **Table 8-2**.

**Table 8-2 PSRC VISION 2050 Policy Evaluation**

VISION 2050 Policy	VISION 2050 Policy Language
Regional Collaboration	The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.
Regional Growth Strategy	The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.
Environment	The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.
Climate Change	The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050) and prepares for climate change impacts.
Development Patterns	The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.
Housing	The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.
Economy	The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
Transportation	The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.
Public Services	The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-

VISION 2050 Policy	VISION 2050 Policy Language
	effective manner that supports local and regional growth planning objectives.

## PSRC Regional Centers Framework Update (2018)

VISION 2050 calls for the creation of central places with a mix of uses and activities connected by efficient transportation. Centers are the hallmark of VISION 2050 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning, and represent priority areas for PSRC's federal transportation funding. The region has designated 30 regional growth centers, and the Lynnwood Regional Growth Center, encompassing the CC+A Subarea, is one of these locations. RGCs are where the region's most significant business, governmental, and cultural facilities are located, and are key hubs for long-range multimodal transportation systems.

The Growth Management Policy Board adopted a scope of work to review the existing centers framework in 2015. In 2018, PSRC's Regional Centers Framework Update was adopted and can be found here: <https://www.psrc.org/media/3038>. The framework establishes six objectives to guide implementation of the Regional Centers Framework:

- **Growth:** Centers attract robust population and employment growth—a significant and growing share of the region's overall growth.
- **Mobility:** Centers provide diverse mobility choices so that people who live and work in centers have alternatives to driving alone.
- **Environment:** Centers improve environmental sustainability, protecting rural and resource lands, habitat, and other critical areas by focusing the majority of growth in urban areas with existing infrastructure.
- **Social Equity and Opportunity:** Centers offer high access to opportunity, including affordable housing choices and access to jobs, to a diverse population.
- **Economic Development:** Centers help the region maintain a competitive economic edge by offering employers locations that are well connected to a regional transportation network and are attractive and accessible to workers.

**Public Health:** Centers create safe, clean, livable, complete, and healthy communities that promote physical, mental, and social well-being.

Growth in centers has significant regional benefits, including supporting multimodal transportation options, compact growth, housing choices near jobs, climate goals, and access to opportunity. As important focal points for investment and development, regional centers represent a crucial opportunity to support equitable access to affordable housing, services, health, quality transit service, and employment, as well as to build on the community assets currently present within centers. This framework establishes key opportunities for the region to support VISION 2050's objective of encouraging development of compact, livable centers as an opportunity to accommodate a significant portion of the region's growth. Implementation of the framework involves several steps. The Lynnwood Regional Growth Center Plan, and

the City’s intent to provide ongoing monitoring and implementation of the plan are in alignment with the Regional Centers Framework and relevant provisions.

**Snohomish County Countywide Planning Policies (2023)**

The Snohomish County Comprehensive Plan guides decisions on a wide range of topics and services over a 20-year time period. The plan acts as the blueprint for development within the County, considering impacts on neighborhoods, businesses, traffic, and the environment. The County’s plan reflects the vision and priorities of all communities and residents in the County, while meeting requirements of federal laws, the GMA, and the *VISION 2050* MPPs. Lynnwood and all other jurisdictions within the County that are required to adopt their own comprehensive plans must be consistent with the Snohomish County Comprehensive Plan and the County’s Countywide Planning Policies (CPPs).

CPPs establish a countywide framework for developing and adopting county and city comprehensive plans. They include strategies for land use, housing, capital facilities, utilities, transportation, economic development, and parks and recreation. The role of the CPPs is to coordinate comprehensive plans of jurisdictions in the same county, regarding regional issues and issues affecting common borders. The CPPs encourage flexibility in local interpretations to support diverse interests throughout the County.

The 2023 update to the previous CPPs introduced new topic areas that follow *VISION 2050*. The new integral topics included equity and inclusion, natural environment and climate change, transit supportive and oriented development, the risk and mitigating the effects of residential and business displacement, countywide centers (a new type of center designation within the Regional Growth Strategy), and reasonable measures for development regulations for jurisdictions that are not creating adequate capacity for their share of regional growth.

In addition to integrating the new regional topics, as well as the GMA requirements to demonstrate consistency. A summary of CPPs is provided in **Table 8-3**. The City Center + Alderwood Subarea Plan has been specifically developed to align with and support these policies, as well as other CPPs.

**Table 8-3 Snohomish County Countywide Planning Policy (CPP) Evaluation**

CPP Policy	CPP Policy Language
Natural Environment and Climate Change	Snohomish County and local jurisdictions will act as a steward of the natural environment in an effort to protect and restore natural systems and public health and mitigate climate change. This will be achieved through natural resource and habitat conservation, water quality improvement, and air pollutant and greenhouse gas emissions reduction Planning for the future will include addressing climate change and resilience at local and regional levels of government to protect the natural environment and meet the economic and social needs of all residents.



CPP Policy	CPP Policy Language
Development Patterns	The cities, towns, and Snohomish County will provide livable communities for all residents by directing growth into designated urban areas to create urban places that are equitable, walkable, compact, and transit oriented, preserve and create open space, and protect rural and resource lands.
Housing	Snohomish County and its cities shall promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing stock that is in close proximity to employment, services, and transportation options.
Economic Development and Employment	Cities, towns, and Snohomish County government will encourage coordinated, sustainable economic growth by building on the strengths of the county’s economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources.
Transportation	The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient, affordable, equitable, inclusive, and safe multi-modal transportation system that supports state-level planning, the Regional Growth Strategy, and local comprehensive plans and promotes economic vitality, environment sustainability, and human health.
Public Services and Facilities	Snohomish County and its cities will coordinate and develop and provide adequate and efficient public facilities and services to ensure the health, safety, conservation of resources, and economic vitality of our communities and all residents.

## City of Lynnwood Plans, Including Functional Plans

### Imagine Lynnwood Comprehensive Plan (2024)

Comprehensive plans provide a unique opportunity to build a framework for the future of the community by covering various topics and establishing goals, policies, and action. This framework provides guidance for day-to-day decisions made by elected City officials, City staff, and community members.

Comprehensive plans also allow jurisdictions to be proactive in planning for the future, providing an understanding of trends and other factors that could impact and shape the community and to establish

means of addressing and mitigating these impacts as needed. Additionally, comprehensive plans offer rare occasions to holistically analyze and evaluate how competing interests can be balanced for everyone within the planning area. Jurisdictions are allowed to make minor amendments to their comprehensive plans once per year if necessary; however, more substantial periodic updates to comprehensive plans are required every ten years by the GMA.<sup>2</sup>

Comprehensive plans, by nature, are policy-oriented, and reliant in large part upon other documents that precede and succeed the planning process. The policies and preferences contained in the comprehensive plan stem from knowledge gained from past work, including technical studies, adopted plans, adopted regulations, and public participation.

Through such public participation, Lynnwood’s community members and policy makers collaborated to identify five Core Values to guide the creation of the 2024 Comprehensive Plan update. The following Core Values address some of the most pressing urban and regional planning issues that have emerged in recent years and are a reoccurring topic throughout the Comprehensive Plan Elements:

- **Equity** is the idea that all people can attain the resources and opportunities that improve their quality of life and enable them to reach their full potential. This includes ensuring that those affected by poverty, communities of color, and historically marginalized communities are given an opportunity to engage in decision-making processes, planning, and policy making.
- **Sustainability** is meeting the needs of the present without compromising the ability of future generations to meet their own needs. The concept of sustainability typically considers social, environmental, and economic factors.
- **Resilience** is the capacity of social, environmental, and economic systems to cope with a hazardous event, trend, or disturbance. Providing the ability to respond and reorganize in ways that maintain essential functions, identities, and structures, while maintaining the capacity for adaptation, learning, and transformation.
- **Livability** is the maintenance of the conditions necessary for a high quality of life for all community members, including their physical and mental wellbeing.
- **Orientation to Transit** is the development of housing, commercial space, services, and job opportunities near public transportation. Implemented as Transit Oriented Development, it is intended to reduce dependency on automobiles and increase accessibility between residences, jobs, and services.

Implementation of the Comprehensive Plan involves other studies, plans, reports, and regulations to be prepared concurrently and in the future. As such, it would not be feasible to fully integrate or publish these supporting documents as part of the City’s Comprehensive Plan. Most City programs, services, and

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<sup>2</sup> RCW 36.70A.130, <https://app.leg.wa.gov/rcw/default.aspx?cite=36.70A.130>

initiatives are intended to improve environmental conditions, respond to socio-economic issues, and/or improve the delivery of municipal services or the functionality of municipal infrastructure.

Functional plans, studies, and reports are incorporated into the Comprehensive Plan by reference or practice. These documents will either be specifically referenced in the different elements or will be explicitly adopted by reference. The City has taken great care to make sure the comprehensive plan is consistent with and supports the associated functional plans, studies, and reports, including those summarized below.

**Capital Facilities Plan (2025-2030)**

The Capital Facilities Plan (CFP) contains valuable information concerning Lynnwood’s planned infrastructure investments over a six-year time frame. Project design, land acquisition, construction costs and the projected means of financing are integral components of this plan. While projects may be present in the plan document, capital projects will not be budgeted unless there are reasonable expectations that revenues will be available to fund them.

**City Center Subarea Plan (2005)**

The City Center Subarea Plan was adopted in 2005, and set the goal of creating a “compact, intense, and lively City Center that offers Lynnwood new opportunities for culture, commerce, and habitation” within a 20-year span. This Plan was a critical part of Lynnwood’s growth over the last twenty years, and still serves as a guiding document for this new City Center + Alderwood Subarea Plan, and the next 20-years of development in the area.

**Potential Impacts—Consistency with Plans and Policies**

The 2005 City Center Subarea Plan has been a central part of Lynnwood’s Comprehensive Plan for twenty years, resulting in a strong and vibrant local economic center. The City Center + Alderwood Subarea Plan builds on this pervious vision by expanding its influence over the Alderwood Mall and adapting to regional changes to ensure continued opportunities for growth and consistency with regional and local planning policies.

**Table 8-4** below, provides an overview of how the three alternatives analyzed support relevant goals of PSRC VISION 2050.

**Table 8-4 PSRC VISION 2050 Consistency**

VISION 2050 Goal	CC+A Alternative Consistency Analysis
<b>Regional Collaboration.</b> The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.	All alternatives promote regional collaboration by supporting the growth and development of the Lynnwood RGC. For example, coordination efforts with Sound Transit on the West Alderwood Light

VISION 2050 Goal	CC+A Alternative Consistency Analysis
	Rail Station, as part of the Everett Link Extension project, will continue in all alternative options.
<p><b>Regional Growth Strategy.</b> The region accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the region that retain important cultural, economic, and rural lifestyle opportunities over the long term.</p>	<p>All alternatives promote the regional growth strategy of focusing growth within Lynnwood’s designated RGC, in efforts to reduce sprawl and protect surrounding rural and resource lands. While Alternative 1, as the no action alternative, does not propose increasing the concentration of growth in the RGC, existing development codes still provide an avenue for more dense development in the study area. Alternatives 2 supports the regional growth strategy the most by proposed a concentrated growth alternative within the RGC. Alternative 3, while still supporting the regional growth strategy, also proposed growth outside the RGC.</p>
<p><b>Environment.</b> The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.</p>	<p>All alternatives would implement the City’s critical area regulations. While Alternatives 2 and 3 are proposing more intensive development, they would also create greater opportunities for transit-oriented development and would promote the creation of more multimodal circulation, reducing environmental impacts.</p>
<p><b>Climate Change.</b> The region substantially reduces emissions of greenhouse gases that contribute to climate change in accordance with the goals of the Puget Sound Clean Air Agency (50 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050) and prepares for climate change impacts.</p>	<p>All alternatives would mitigate climate change by increasing opportunities for transit-oriented development. Additionally, all alternatives would be subject to the City’s Climate Change and Resiliency Element, to be adopted by 2029. Alternatives 2 and 3 would provide more comprehensive transit-oriented development opportunities, and propose more dense development, allowing for more multimodal connection opportunities.</p>
<p><b>Development Patterns.</b> The region creates healthy, walkable, compact, and equitable transit-oriented communities that maintain</p>	<p>While Alternative 1 supports VISION 2050’s Development Patterns goal by supporting development code currently in place, Alternatives</p>

VISION 2050 Goal	CC+A Alternative Consistency Analysis
unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.	2 and 3 provide greater opportunities to create a compact, walkable, and equitable community. Alternative 2 in particular provides the greatest opportunity for more compact and walkable developments.
<b>Housing.</b> The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.	All alternatives at least partially support the creation and preservation of affordable housing options, particularly with the application of HB 1110 and HB 1220 citywide. Alternatives 2 and 3 provide more robust housing growth opportunities, with Alternative 2's growth spread throughout different areas of the city, and Alternative 3's growth being more concentrated to the RGC specifically.
<b>Economy.</b> The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.	All alternatives support future growth of business and job creation. Alternatives 2 and 3 provides for similar opportunities for growth in jobs, with Alternative 2 focusing a higher percentage of the job growth to Lynnwood's RGC.
<b>Transportation.</b> The region has a sustainable, equitable, affordable, safe, and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment, and health.	All alternatives accommodate future growth around the City's existing transportation infrastructure, as all development will be subject to the City's Level of Service standards. Alternatives 2 and 3 however, provide mor opportunities for transit-oriented development and multimodal circulation.
<b>Public Services.</b> The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.	All alternatives accommodate future growth around the City's existing utility infrastructure and public service facilities, as all development will be subject to the City's Level of Service standards.

**Table 8-5** below, provides an overview of how the three alternatives analyzed support relevant goals of PSRC VISION 2050.

**Table 8-5 PSRC RGC Framework Objectives**

PSRC's RGC Framework Objectives	CC+A Alternative Consistency Analysis
<b>Growth.</b> Centers attract robust population and employment growth—a significant and growing share of the region's overall growth.	All alternatives center the majority of Lynnwood growth in the RGC; however, Alternative 2 focuses a larger percentage of the City's growth to the RGC.
<b>Mobility.</b> Centers provide diverse mobility choices so that people who live and work in centers have alternatives to driving alone.	All alternatives provide opportunities for diverse mobility options. Alternatives 2 and 3 provide for more transit-oriented development and multimodal connection opportunities.
<b>Environment.</b> Centers improve environmental sustainability, protecting rural and resource lands, habitat, and other critical areas by focusing the majority of growth in urban areas with existing infrastructure.	All alternatives improve environmental sustainability by focusing growth in centers. Alternative 2 strongly supports this objective by proposing a higher percentage of the City's growth to the RGC, creating a more compact development pattern.
<b>Social Equity and Opportunity.</b> Centers offer high access to opportunity, including affordable housing choices and access to jobs, to a diverse population.	While all alternatives improve provide diverse affordable housing options, Alternatives 2 and 3 provide more opportunities for the development of diverse and affordable housing options.
<b>Economic Development.</b> Centers help the region maintain a competitive economic edge by offering employers locations that are well connected to a regional transportation network and are attractive and accessible to workers.	All alternatives offer opportunities for employment locations in close proximity to regional transportation network, in particular, the current City Center and the future West Alderwood Light Rail Stations. Alternative 2 provides the most concentrated density around these stations.
<b>Public Health.</b> Centers create safe, clean, livable, complete, and healthy communities that promote physical, mental, and social well-being.	All alternatives contribute to the livability and health of Lynnwood, but Alternatives 2 and 3 provide more opportunities for providing the services, amenities, and multimodal transportation options that contribute to a high quality of life and promote physical, mental, and social well-being.



**Table 8-6** below, provides an overview of how the three alternatives analyzed support relevant goals of Snohomish County’s Countywide Planning Policies.

**Table 8-6 Snohomish County CPP Consistency**

CPP Policy	CC+A Alternative Consistency Analysis
<p><b>Natural Environment and Climate Change.</b> Snohomish County and local jurisdictions will act as a steward of the natural environment in an effort to protect and restore natural systems and public health and mitigate climate change. This will be achieved through natural resource and habitat conservation, water quality improvement, and air pollutant and greenhouse gas emissions reduction. Planning for the future will include addressing climate change and resilience at local and regional levels of government to protect the natural environment and meet the economic and social needs of all residents.</p>	<p>All alternatives would implement the City’s critical area regulations, and would mitigate climate change through efforts such as increasing opportunities for transit-oriented development. While Alternatives 2 and 3 are proposing more intensive development, they would also create greater opportunities for transit-oriented development and would promote the creation of more multimodal circulation, reducing environmental impacts and greenhouse gas emissions.</p>
<p><b>Development Patterns.</b> The cities, towns, and Snohomish County will provide livable communities for all residents by directing growth into designated urban areas to create urban places that are equitable, walkable, compact, and transit oriented, preserve and create open space, and protect rural and resource lands.</p>	<p>While Alternative 1 supports VISION 2050’s Development Patterns goal by supporting development code currently in place, Alternatives 2 and 3 provide greater opportunities to create a equitable, walkable, compact, and transit-oriented community. Alternative 2 in particular provides the greatest opportunity for more compact and walkable developments, and results in less urban sprawl.</p>
<p><b>Housing.</b> Snohomish County and its cities shall promote fair and equitable access to safe, affordable, and accessible housing options for every resident through the expansion of a diverse housing stock that is in close proximity to employment, services, and transportation options.</p>	<p>All alternatives at least partially promote the creation and preservation of affordable housing options, particularly with the application of HB 1110 and HB 1220 citywide. Alternatives 2 and 3 provide more robust housing growth opportunities in close proximity to employment service, and transportation options, with Alternative 3’s growth being the most concentrated.</p>
<p><b>Economic Development and Employment.</b> Cities, towns, and Snohomish County</p>	<p>All alternatives encourage future growth of business and job creation. Alternatives 2 and 3</p>

CPP Policy	CC+A Alternative Consistency Analysis
government will encourage coordinated, sustainable economic growth by building on the strengths of the county’s economic base and diversifying it through strategic investments in infrastructure, education and training, and sound management of land and natural resources.	provides for similar opportunities for growth in jobs, with Alternative 2 focusing a higher percentage of the job growth to Lynnwood’s RGC.
<b>Transportation.</b> The County and cities will work proactively with transportation planning agencies and service providers to plan, finance, and implement an efficient, affordable, equitable, inclusive, and safe multi-modal transportation system that supports state-level planning, the Regional Growth Strategy, and local comprehensive plans and promotes economic vitality, environment sustainability, and human health.	All alternatives accommodate future growth around the City’s existing transportation infrastructure, as all development will be subject to the City’s Level of Service standards. Alternatives 2 and 3 however, provide mor opportunities for transit-oriented development and multimodal circulation.
<b>Public Services and Facilities.</b> Snohomish County and its cities will coordinate and develop and provide adequate and efficient public facilities and services to ensure the health, safety, conservation of resources, and economic vitality of our communities and all residents.	All alternatives accommodate future growth around the City’s existing utility infrastructure and public service facilities, as all development will be subject to the City’s Level of Service standards.

**Table 8-7** below, provides an overview of how the three alternatives analyzed support relevant goals of the Lynnwood 2024 Comprehensive Plan.

**Table 8-7 Lynnwood Comprehensive Plan Consistency**

Lynnwood’s Comprehensive Plan Core Value	CC+A Alternative Consistency Analysis
<b>Equity</b> is the idea that all people can attain the resources and opportunities that improve their quality of life and enable them to reach their full potential. This includes ensuring that those affected by poverty, communities of color, and historically marginalized communities are given an opportunity to	All alternatives would promote equitable planning efforts as part of Lynnwood’s continued efforts to expand community engagement in planning and policy decision-making processes.

Lynnwood's Comprehensive Plan Core Value	CC+A Alternative Consistency Analysis
engage in decision-making processes, planning, and policy making.	
<b>Sustainability</b> is meeting the needs of the present without compromising the ability of future generations to meet their own needs. The concept of sustainability typically considers social, environmental, and economic factors.	While all alternatives would incorporate sustainability practices, Alternatives 2 and 3 provide greater opportunity to provide sustainable practices, such as promoting a more compact and walkable center.
<b>Resilience</b> is the capacity of social, environmental, and economic systems to cope with a hazardous event, trend, or disturbance. Providing the ability to respond and reorganize in ways that maintain essential functions, identities, and structures, while maintaining the capacity for adaptation, learning, and transformation.	All alternatives will promote resiliency, particularly as all alternatives and all future development will be subject to the City's Climate Change and Resiliency Element, to be adopted by 2029.
<b>Livability</b> is the maintenance of the conditions necessary for a high quality of life for all community members, including their physical and mental wellbeing.	All alternatives contribute to the livability of Lynnwood, but Alternatives 2 and 3 provide more opportunities for providing the services and amenities that contribute to a high quality of life.
<b>Orientation to Transit</b> is the development of housing, commercial space, services, and job opportunities near public transportation. Implemented as Transit Oriented Development, it is intended to reduce dependency on automobiles and increase accessibility between residences, jobs, and services.	All alternatives promote transit-oriented development, particularly with the continued coordinated planning effort on the development of the West Alderwood Light Rail Station and Bus Rapid Transit stops. However, Alternatives 2 and 3 provide greater opportunity for more transit-oriented developments.

## Mitigation Measures

Alternatives 2 and 3 are both consistent with the City's Comprehensive Plan goals, policies, and land use designations related to the CC+A subarea. Some plan and code amendments may be required to integrate the proposed CC+A Subarea Plan, and are being considered within the Unified Development Code Update and subsequent updates to the municipal code.

Additional mitigation measures will include the 2029 Comprehensive Plan Update adopting a Climate

Change & Resilience Element. This mitigation measure will adopt new goals and policies that may require further refinement of City Center + Alderwood to comply with the new Comprehensive Plan.

## Significant Unavoidable Adverse Impacts

Significant unavoidable adverse impacts related to consistency with plans and policies would be expected under Alternative 1, since under this “No Action” alternative, the City Center + Alderwood Subarea Plan would not be updated for consistency with state and regional planning requirements. Inconsistencies with state requirements, regional plans, and countywide planning policies under Alternative 1 would be avoided through adoption of Alternative 2, the Preferred Alternatives for the RGC, which is consistent with the *Imagine Lynnwood* Comprehensive Plan.