

To: Renae Larsen, WSDOT Technical Engineer for NW Region

From: Jason Walker, PLA, PWS, Environmental Planning Manager, Perteet Inc.
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Date: May 31, 2023, (REVISED Aug 7, 2023 Where Highlighted)

Re: NEPA CE Change Summary Memo – City of Lynnwood Poplar Way Extension Bridge Project

Summary

A NEPA CE was previously approved in early 2015 for the City of Lynnwood’s Poplar Way Extension Bridge project. The original signed NEPA ECS form and document set is provided with this memorandum. The project had been on hold while awaiting construction funding, and the project now has construction funding. A current constructability review and design changes have been conducted. Design changes slightly expanded the project Area of Potential Effect (APE). The original Environmental Classification Summary, environmental data, and documentation was reviewed in comparison to the current updated design. This memorandum describes updates between prior approved NEPA documents, the current design, and updated environmental context data.

APE Change and Cultural Resources Update

An updated Cultural Resources Report was prepared. The project Area of Potential Effect (APE) was expanded to resolve design compatibility issues with adjacent properties to the north and expanded to the south to extend retaining walls and to address curb ramps and striping improvements. The updated APE extends the original APE 375 feet to the south along Poplar Way, adds a 300-foot segment on the north side of Alderwood Mall Boulevard just west of the 33rd Ave W intersection, two 150-foot segments on the north and south sides of Alderwood Mall Boulevard approximately 150 feet east of the 33rd Avenue W intersection, and a 75-foot segment on the south side of Alderwood Mall Boulevard approximately 0.28 miles east of the 33rd Ave W intersection. The segments on the south side of Alderwood Mall Boulevard are bounded by the Interurban Trail, which is built on the former grade of the historical Seattle-Everett Interurban Railroad (45SN531) and is situated between the Boulevard and I-5. The updated APE is heavily disturbed by previous development of roads, the Interurban Trail, and commercial parking lots and driveways. The APE has been updated since the prior NEPA evaluation in 2014. A comparison map figure is provided in the submittal that illustrates this change. An updated Cultural Resources Report covering the expanded APE areas is provided with the document set associated with this change summary.

Hazardous Materials

Perteet performed a database search for the updated APE for Poplar Way. See provided figure in submittal documents, identifying hazardous materials sites in relation to Poplar Way APE. No spills or cleanup sites occur within the prior or updated project area. The only site of concern by proximity could be the LUST/SCS/UST on Alderwood Mall Blvd. However, the gradient is sloped towards the east, away from the updated APE. With that information the LUST/SCS/UST on Alderwood Mall Blvd (northeast of the expanded APE) does not appear to be a recognized environmental concern (REC).

The Edmonds SD Maintenance and Transportation Department location was not identified in the previous 2014 Hazmat Report prepared by HWA for the Poplar Way Extension Bridge. The Edmonds SD Maintenance and Transportation

Department is located along Alderwood Mall Blvd, south of 29th Avenue West. The property is listed as a LUST site with soil and groundwater impacts and cleanup started. A small portion of the expanded APE along Alderwood Mall Blvd, south of 29th Avenue West, is located down gradient and adjacent to the Edmonds SD location. HWA's geotechnical report and groundwater is anticipated to flow toward the south-southwest in the area of the expanded APE. Based on this information, the Edmonds SD Maintenance and Transportation Department can be considered low-impact.

There is a low-likelihood that contamination-related impacts from past or current land use have adversely impacted the Project Area. However, because of the nature of past land use a low-likelihood exists that contaminated soil and groundwater may be encountered in shallow excavations. Perteet recommends the contract documents contain provisions for the Contractor for handling and disposal of contaminated soil and groundwater if encountered during construction within the Project Area:

Stormwater

An recent updated Hydraulic Report has was updated August 2023. The original 60% design report from 2014 is also provided for comparison in the prior NEPA document folder. Surface areas are described on Page 16 of the updated report and on Page 19 of the prior report.

The final project design includes 1,569 SF more PGIS than the 60% design under the previous NEPA decision. The final project design also includes treatment of 4,383 SF more PGIS than the 60% design under the previous NEPA decision. The final project design will treat 61,371 SF of PGIS and will generate 48,303 SF. This is 13,068 SF more PGIS than the project generate.

Tables are excerpted on the following pages to summarize the design surfaces areas in the 2014 60% design with the 2023 final design.

2023 Final Stormwater Design Areas:
Table 3. Project Level Impervious Area Breakdown.

Surface Cover Type	Area (Sq ft)
Existing Impervious Surface	264,317
New Impervious Surface	67,043

Table 4. Project Level Pollution Generating Impervious Surface (PGIS) Breakdown.

Surface Cover Type	Area (Sq ft)
Existing PGIS	217,096
New PGIS	48,303

Table 5. TDA Level Impervious Area Breakdown.

TDA	Surface Cover Type	Area (Sq ft)
1	New Impervious Surface	56,756
2	New Impervious Surface	3,890
3	New Impervious Surface	6,022
4	New Impervious Surface	375
TOTAL		67,043

Table 6. TDA Level New PGIS Area Breakdown.

TDA	Surface Cover Type	Area (Sq ft)
1	New PGIS	39,676
2	New PGIS	3,763
3	New PGIS	4,489
4	New PGIS	375
TOTAL		48,303

TDA	PGIS Area (2014)	PGIS Area (2023)	PGIS Area Treatment Provided*
1	38,150 SF	39,676 SF	52,530 SF
2	3,682 SF	3,763 SF	N/A
3	4,761 SF	4,489 SF	8,841 SF
4	141 SF	375 SF	N/A
Total	46,734 SF	48,303 SF	61,371 SF

*The water quality standard applied to sizing all Filterra water quality treatment units is Oil Control.

2014 60% Stormwater Design Areas

Table 3 - Project Level Impervious Area Breakdown

Surface Cover Type	Area (Sq ft)
Existing Impervious Surface	225,878
New Impervious Surface	56,987

Table 4 - Project Level Pollution Generating Impervious Surface (PGIS) Breakdown

Surface Cover Type	Area (Sq ft)
Existing PGIS	183,389
New PGIS	46,734

Table 5 - TDA Level Impervious Area Breakdown (Includes 3% design contingency)

TDA	Surface Cover Type	Area (Sq ft)
1	New Impervious Surface	49,698
2	New Impervious Surface	3,246
3	New Impervious Surface	3,903
4	New Impervious Surface	141
TOTAL		56,988

Table 6 - TDA Level New PGIS Area Breakdown (Includes 3% design contingency)

TDA	Surface Cover Type	Area (Sq ft)
1	New PGIS	38,150
2	New PGIS	3,682
3	New PGIS	4,761
4	New PGIS	141
TOTAL		46,734

Noise

An updated Noise Report is provided. A noise receptor context update was conducted, and findings provided in updated noise report. One notable change from the Noise Memorandum 2014 was the identification of an outdoor use at the Alderwood Community Church, which was not included in the 2014 analysis. The updated analysis follows the Traffic Noise Policy and Procedures, Washington State Department of Transportation, 2020 (2020 WSDOT Policy). No receivers meet the WSDOT Noise Abatement Criteria (NAC) of 66 dBA Leq for the outdoor use or 51 dBA Leq for interior uses. **Noise information is provided in accompanying file documents.**

Air Quality

No change.

Environmental Justice

An updated EJ Report is provided. US. Census data was updated to from 2016-2020 ACS data and Edmonds school district data was updated for context evaluation. No changes to findings.

Biological Assessment and EFH Evaluations

A prior no effect letter was prepared. Species listings are same as previously evaluated.

Critical/Sensitive Areas

No critical areas in APE or immediate project context. No change.

Floodplains and Floodways

Current FEMA data reviewed. No change.

Parks, Recreation Areas, Wildlife Refuges, Historic Properties, Wild and Scenic Rivers, Scenic Byways and 4(f)/6(f) resources

A prior Poplar Way Extension Bridge 4(f) Memo (Revised May 2014) describes work to occur associated with the Interurban Trail and identifies the Lynnwood Heritage Park to the south of the project. The revised APE includes the same work for the Interurban Trail as in 2014. The trail will be reconfigured to fit beneath the new Poplar Way extension bridge. The expanded APE will continue to avoid all work or disturbance on the property of the Lynnwood Heritage Park. The APE expanded to include the intersection with Alderwood Mall Parkway. However, the APE does not expand beyond the into City of Lynnwood parcels containing the Heritage Park.

Resources Lands

No change.

Rivers, Streams or Tidal Waters

No change.

Tribal Lands

No change.

Visual Quality

No change.

Environmental Commitments

No change.

END OF MEMO