

## Appendix H

### Other Projects Considered for Cumulative Effects



## APPENDIX H – OTHER PROJECTS CONSIDERED FOR CUMULATIVE EFFECTS

The National Environmental Policy Act (NEPA) requires that any agency proposing a major federal action, which may significantly affect the environment, consider the environmental impacts of the proposed action, any unavoidable adverse environmental impacts, and the relationship between local short-term uses and long-term productivity of the environment (42 United States Code [USC] § 4332(c)). As part of analyzing cumulative effects and predicting conditions for the future regional transportation system for the Lynnwood Link Extension project, Sound Transit identified other projects that are “reasonably foreseeable.” These projects included planned in the Puget Sound region’s federally required Metropolitan Transportation Plan (MTP), Puget Sound Regional Council’s (PSRC) Transportation 2040, as well as the funded or committed projects identified in the region’s Transportation Improvement Plan and the related PSRC travel demand forecast model.

In addition, the Final Environmental Impact Statement (EIS) for the Lynnwood Link Extension has identified other non-transportation projects and actions that are planned or in development that could alter the level of impacts a resource or an area might experience, compared to the impacts defined for the No Build Alternative or light rail alternatives alone. The projects described below are separate actions undertaken even if the Lynnwood Link Extension project is not developed. Under each environmental topic in the Final EIS, the cumulative effects of the Lynnwood Link Extension are discussed in combination with the projects described here and other past, current, or planned projects.

### Transportation Projects

- *Northgate Link Extension Project*—Sound Transit is extending Link light rail to Northgate in north Seattle. This project will connect the Northgate, Roosevelt, and University District neighborhoods to downtown Seattle and the Seattle-Tacoma International Airport. Construction of this project is underway, and will be open for service in 2021. The EIS for this project, North Link Final Supplemental Environmental Impact Statement, was completed in 2006, which also covered the University Link project from downtown Seattle to the University District. (This project and other projects by Sound Transit that were authorized by Sound Transit 2 [ST2] are already assumed under the No Build Alternative and light rail alternatives as part of the light rail system anticipated to be in place when the Lynnwood Link Extension begins operation. While the transportation forecasts already take the Northgate Link Extension into account, it is highlighted here

because it involves construction and operation adjacent to where the Lynnwood Link Extension would start.)

- *SR 520 Bridge Replacement and HOV Program*—A new floating bridge will be constructed across Lake Washington with four general purpose lanes and two inside high-occupancy vehicle (HOV) lanes. A reversible transit/HOV ramp will operate from State Route (SR) 520 to the existing Interstate 5 (I-5) Express Lanes. This ramp facilitates westbound SR 520 HOV lane movements to the southbound I-5 Express Lanes in the AM period, and northbound I-5 Express Lanes movements to the eastbound SR 520 HOV lane in the PM period.
- *I-90 Two-Way Transit and HOV Operations Project*—This project will provide two-way transit and HOV operations on I-90 between Bellevue and Seattle by providing HOV lanes on the outer roadways. It will retain the existing reversible operations on the center roadway, with both lanes operating in the same direction—westbound in the AM period and eastbound in the PM period. Single-occupancy vehicles (SOVs) will only be allowed to use the center roadway between Rainier Avenue in Seattle and Island Crest Way on Mercer Island. The center and outer roadway HOV lanes will likely operate with a 2 + occupants per vehicle restriction.
- *SR 99 Alaskan Way Viaduct Seawall Replacement Program*—This project will build a new SR 99 corridor through downtown Seattle. The project includes boring a 2-mile tunnel beneath Seattle, constructing a mile-long stretch of new highway that connects to the south entrance of the tunnel, and constructing a new Alaskan Way surface street along the waterfront that connects SR 99 to downtown.
- *Lakeview Trail, Mountlake Terrace Transit Center to Interurban Trail* (PSRC TIP#: MOU-19)—This project will construct a combination of bicycle lanes, sidewalks, and a new non-motorized trail from the Interurban Trail at 228th Street SW to the west end of the 236th Street SW bridge over I-5, which is adjacent to Community Transit's Mountlake Terrace Transit Center and Sound Transit's Mountlake Terrace Freeway Station.
- *"Main Street" Reconstruction* (PSRC TIP#: MOU-23)—This project includes improvements to 56th Avenue West (236th Street SW to 230th Street SW) and 236th Street SW (transit center to 56th Avenue West). The project will reconstruct existing roadways to allow two travel lanes, bicycle lanes, and curbside parking.
- *Interurban Trail Improvement Project: Missing Links* (PSRC TIP#: LYN-40)—This project will complete two missing links along the Interurban Trail located between 212th Street SW and 52nd Avenue West by constructing a

continuous 12-foot-wide non-motorized bicycle/pedestrian trail that is separated from traffic.

- *196th Street SW (SR 524) Improvement Project (48th Avenue W to 37th Avenue W)* (PSRC TIP#: LYN-43)—This project would add an additional lane in each direction on 196th Street SW (SR 524) extending between 48th Avenue West to 37th Avenue West. The project will improve 196th Street SW (SR 524) by providing additional multimodal capacity, safety, and aesthetic features for a boulevard appearance. Improvements include installation of business access and transit (BAT) lanes in each direction, a planted center median with left-turn and U-turn movements, new curbs, gutters, 12-foot sidewalks, landscaping, undergrounding of overhead utilities, street lighting, and new traffic signals beginning at 48th Avenue West and extending east to 36th Avenue West.
- *Poplar Way Extension Bridge (Poplar Way/196th Street)*—This project would construct an arterial bridge across I-5 to connect the intersections of Poplar Way and 196th Street SW and 33rd Avenue West/Alderwood Mall Boulevard. Intersection modifications would occur at Alderwood Mall Parkway/Poplar Way, 196th Street SW/Poplar Way, and Alderwood Mall Boulevard/33rd Avenue West. The project would include widening portions of Poplar Way, 196th Street SW, Alderwood Mall Boulevard, and 33rd Avenue West. Major elements of the project include a new 600-foot-long, 6-lane bridge with sidewalks and bicycle lanes on both sides.
- *44th Avenue W, I-5 to 194th Street SW Improvement Project* (upcoming project in Lynnwood)—This project plans to widen the roadway to seven lanes, with eight lanes just south of 196th Street SW, including wider sidewalks and landscape features. The improvements are needed to accommodate future growth envisioned for the Lynnwood City Center and to create an enhanced pedestrian environment with a boulevard appearance.
- *200th Street SW, 64th Avenue W to 40th Avenue W Improvement Project* (upcoming project in Lynnwood)—This project plans to add additional lanes (exact locations have not yet been identified), wider sidewalks, landscape features, and bicycle facilities. The improvements are needed to accommodate future growth envisioned for the Lynnwood City Center and the extension of light rail to the Lynnwood Transit Center by 2023.

## Other Development Projects

- *Link Operations and Maintenance Satellite Facility*—A NEPA/SEPA EIS is being prepared by Sound Transit and the Federal Transit Administration (FTA) for this project. See Chapter 2, Section 2.9.1 for details. Appendix R has additional information on the OMSF project. Sound Transit is

proposing this facility to provide operations and maintenance capacity for the expanded light rail fleet called for in the ST2 Plan.

- *King County Transit-Oriented Development at Thornton Place, Northgate*—King County is continuing a longer-range program to leverage transit investments by the County and Sound Transit to encourage further transit-oriented development at Thornton Place in Northgate. While development specifics are not in place at this time, higher density developments are anticipated consistent with City of Seattle plans for the Northgate District and the related population and employment growth assumed for the area.
- *Edmonds School District Melody Hill property, 6205 222nd Street SW, Mountlake Terrace*—This site was recently zoned for higher density use by the City of Mountlake Terrace. The school district site, which is now vacant, is being marketed for redevelopment.
- *Edmonds School District, District Support Site*—The Edmonds School District has adopted plans and completed its SEPA review to develop a support center that would relocate all of the District’s existing support functions onto one site. The consolidated functions would include administrative offices, a bus base and vehicle maintenance facilities, facilities maintenance, a district warehouse, and a fuel and wash island (with a below-ground tank). A comprehensive plan amendment and rezone application for portions of the property were approved by the Lynnwood City Council in September 2006. The Lynnwood site alternative for the Link Operations and Maintenance Satellite Facility overlaps with the District’s planned development. Both of these potential projects are considered in the cumulative effects analysis for the Lynnwood Link Extension.
- *Kings Gate: 240007 56th Avenue W* (land use approved but on hold in Mountlake Terrace)—This project plans to construct a mixed-use (commercial/residential) development in the Town Center District with 3,475 square feet of commercial space and 46 residential units on a 0.93-acre site. The project includes shared open space, landscaping, vehicle/bicycle parking, and a pedestrian activity area. The existing structures will be demolished.
- *Mountlake Terrace Senior Living Apartments: 5525 244th Street SW* (land use approved in Mountlake Terrace)—This project proposes to develop a 0.86-acre vacant lot with approximately 96 units of affordable, independent senior housing (not state licensed). The proposal also includes bicycle and vehicle parking spaces, pedestrian activity area, shared open space, and landscaping. A request to reduce parking requirements has been approved.

- *Mountlake Terrace Town Center*—This project involves an adopted Town Center Plan that calls for development of new stores, restaurants, offices, and housing in a 68-acre downtown zone. Wider sidewalks, street trees, and a public plaza for community use are part of the mix. See Town Center Plan, amended December 2009, on the City’s Web site.
- *Mountlake Terrace Gateway Development*— this project south of 236th Street SW and the Mountlake Terrace Transit Center, is in a district the City of Mountlake Terrace has targeted for higher density development. It would include roadway improvements extending Gateway Boulevard to 236th Street SW, with adjacent developments that include 600 apartment units and about 100,000 square feet of commercial space.
- *City of Lynnwood New City Center Planning*—Adopted in 2005 and amended in 2007, the City of Lynnwood Subarea Plan for the City Center calls for upgrades to the city’s transportation network and includes new public spaces and parks, housing, cultural attractions, and pedestrian amenities. Plans and projects associated with the City Center are located on the City Center project Web site: <http://www.ci.lynnwood.wa.us/City-Services/Planning-and-Development/City-Center/Plans---Projects.htm>.
- *Lynnwood City Center Senior Living Development: 19501 40th Avenue West* (development agreement with City of Lynnwood approved August 12, 2013)—This project proposes to develop 308 residential units in an 8-story building.

