



2012 Urban Funding Application

for Urban Arterial Program (UAP) & Urban Corridor Program (UCP)

Mail your signed application and required attachments to the TIB Office no later than **August 24, 2012.**

The mailing address for the TIB Office: Post Office Box 40901 ❖ Olympia WA 98504-0901

For assistance contact Greg Armstrong, TIB Project Engineer, at (360) 586-1142 or via email at GregA@tib.wa.gov

Agency Name	<u>LYNNWOOD</u>	Legislative District(s)	<u>21st</u>
Arterial Name	<u>33rd Avenue W</u>	Congressional District(s)	<u>1st</u>
Project Limits	<u>184th St SW to Alderwood Mall Parkway</u>	<u>Find Legislative or Congressional District</u>	
Length in Miles	<u>0.40 miles</u>		
Federal Route	<u>2537</u>	Functional Class	<u>Urban Minor</u>
Agency Contact	<u>Jeff Elekes</u>	Phone Number	<u>425-670-5205</u>
Email Address	<u>jelekes@ci.lynnwood.wa.us</u>		

APPLICATION ATTACHMENTS

Include the following attachments with **all** applications

- Excerpt from adopted Six-Year Transportation Improvement Program showing project
- Detailed vicinity map clearly showing project limits
- Detailed project cost estimate signed by a professional engineer registered in Washington State
- Typical roadway section(s)
- Funding commitment letters from all funding partners Number Attached 1
- Accident analysis worksheet [Link to Request Accident Data from WSDOT](#)
- Intersection configuration (if applicable)
- Excerpt from current agency Comprehensive Plan defining agency CBD & Urban Activity Center(s)
- Written concurrence from WSDOT if project is on or connects to a state highway
- Adopted Bicycle Plan if project includes bicycle facilities
- Development map showing *Permits Issued* and *Permits Pending* areas (if applicable)
- Annexation agreement (if applicable)
- Map showing potential annexation area (if applicable)

Include only if project is **Construction Ready**

- Department of Archaeology & Historic Preservation (DAHP) documentation

PROJECT SCHEDULE

Enter target dates

	Date	
Start Design Engineering	<u>Jan 2013</u>	
Environmental Documentation Complete & Permits Approved	<u>Jun 2012</u>	COMPLETE
Right of Way Acquisition Complete	<u>Feb 2013</u>	
PS&E Complete	<u>May 2013</u>	
Contract Advertisement	<u>Jun 2013</u>	
Contract Completion	<u>Apr 2014</u>	
Do you plan to close the road during construction?	<u>Yes</u>	

PROJECT FUNDING

Enter Requested Total TIB Funds \$ 3,000,000

Max TIB Ratio 80.0%

Is this a construction ready project? NO

Are TIB funds distributed proportionally through the project phases? YES

Fill out total costs in G47 to G51. Do not fill in TIB Funds

Enter the Total Project Costs to the nearest dollar in cells F47 to F51

Phase	Total Cost	TIB Funds	Local Funds
Design Engineering	831,075	259,738	571,337
Right of Way	2,200,000	687,572	1,512,428
Construction Engineering	587,925	183,746	404,179
Construction Other			
Construction Contract	5,980,000	1,868,945	4,111,055
TOTAL	9,599,000	3,000,000	6,599,000

Engineering exceeding 30% of eligible construction costs is not eligible for TIB reimbursement (for example, landscaping greater than 5% of eligible construction costs, utility undergrounding, sound walls)	Noneligible Engineering	0
	Other Noneligible Costs	1,250,000
	TOTAL ELIGIBLE COST	8,349,000
	TIB Matching Ratio Total TIB Funds/Total Eligible Cost	36%

FUNDING PARTNERS

Source	Public or Private	Commitment Letter	Amount
LYNNWOOD	Public		605,485
Cypress Equities	Private	Yes	5,993,515
TOTAL			6,599,000
Local funds are correct			

CERTIFICATION

Certification is hereby given that the information provided is accurate and the applicable attachments are complete and included as part of the application package



 Agency Official Signature

August 24, 2012

 Date Signed

Jeff Elekes, P.E., Deputy Public Works Director

 Printed or Typed Name & Title

PROJECT DESCRIPTION

Describe the existing conditions

Alderwood Mall and surrounding development is the center of Lynnwood's commercial core and the economic heart of South Snohomish County. Existing congestion in the area has significantly reduced the effectiveness of the region's transportation infrastructure and freight distribution system. The project will add a new arterial street across the old Lynnwood High School site providing much needed capacity, and solidifying the planned development of Lynnwood Place. Lynnwood Place is a private development project comprised of 460,000 SF of new commercial space, 500 multi-family housing units, and associated parking and amenities. Due to the current economic conditions, Lynnwood Place may potentially not move forward without public investment in associated infrastructure.

Describe the proposed improvements

The project will construct the 33rd Avenue W Extension project (a completely new roadway) directly through the proposed Lynnwood Place development. Lynnwood Place is located within the Lynnwood Regional Growth Center directly across the street from Alderwood Mall. A new intersection will be constructed on 184th Street SW just east of the existing 33rd Ave W intersection. The new roadway will extend 0.4 miles north from the new intersection to the existing intersection at Alderwood Mall Parkway and Maple Road. The project consists of two travel lanes, one turn lane, and bicycle lanes, concrete curb/gutter, landscape planter, and concrete sidewalks on both sides.

Describe the project benefits

Completion of the 33rd Avenue W Extension project will provide infrastructure to enable the Lynnwood Place development to begin construction. The project will provide the public benefits of traffic circulation and congestion relief, facilitate private investment to stimulate South Snohomish County's economy and create permanent jobs and construction related employment. The new roadway connection will significantly relieve congestion along existing streets, specifically 184th Street SW and Alderwood Mall Parkway. With reduced congestion, traffic collisions are anticipated to be reduced as well. The project will provide a critical alternative route where none exist today thereby expediting freight movement, transit and emergency services. SEE MORE BENEFITS ATTACHED

Are any federal permits required for this project? No

PHYSICAL CONDITION

Does the roadway have any of the following structural failures?

Base <u> No </u>	If yes, briefly describe:	N/A; This a completely new roadway.
Walls <u> No </u>	If yes, briefly describe:	N/A; This a completely new roadway.
Culverts <u> No </u>	If yes, briefly describe:	N/A; This a completely new roadway.
Bridges <u> No </u>	If yes, briefly describe:	N/A; This a completely new roadway.
Slope Stability <u> No </u>	If yes, briefly describe:	N/A; This a completely new roadway.

Does the roadway have any of the following significant flaws?

- Intersection Control Radius Merging Traffic
 Sight Distance Channelization

Does the project relieve any bottlenecks? (if so, describe the bottleneck and the solution below) Yes

Backups are significant, especially during the holiday season when traffic backs up onto southbound SR525 at the Alderwood Mall Parkway off-ramp. The project will provide a critical alternate route where none exists within the Lynnwood Regional Growth Center. The project will implement the City Center Access Study findings by providing a circulation route and congestion relief for I-5, I-405, SR525 and SR524.

PROJECT COMPONENTS

PROJECT TYPE New Roadway

INTERSECTION IMPROVEMENTS

Enter number of improvements

Add Traffic Signal	<u>1</u>	Add Roundabout	<u>0</u>
Modify Traffic Signal	<u>1</u>	Add Right Turn Pocket	<u>1</u>
Interconnect Signal	<u>2</u>	Add Left Turn Pocket	<u>6</u>
Remove Signal	<u>0</u>		

DESCRIBE DRAINAGE IMPROVEMENTS

The project will collect all of the roadway's impervious surface runoff and convey it to new water quality/detention facilities installed as part of the improvements. The drainage system will comply with the 2005 Department of Ecology Storm Water Manual. Low Impact Development techniques will be used to improve water quality. Infiltration will be used where soil conditions are best suited for this technique. The existing drainage system (left over from the old Lynnwood High School) has no detention or water quality facilities, so the improvements will provide a substantial improvement over the existing conditions.

ARE ANY OVERHEAD UTILITIES BEING MOVED UNDERGROUND? No

DESCRIBE UTILITY WORK

A new waterline will be constructed within the street prism, the cost of which will be paid by the private developer.

DESCRIBE ILLUMINATION, LANDSCAPING & AESTHETIC ELEMENTS

Street lighting will be provided as part of the project. Five foot wide landscape planters will be installed on both sides of the new roadway. Climate appropriate plantings will be selected based on specific soil and moisture conditions eliminating the need for irrigation systems.

DESCRIBE OTHER WORK

In the future the 33rd Avenue W project is planned to become a major continuous arterial north-south link along the west side of Alderwood Mall when combined with the Poplar Way Extension Project (currently under design). The Poplar Way Extension Project will extend Poplar Way over I-5 into the Alderwood Mall area and connect directly to 33rd Avenue W.

ROADWAY GEOMETRICS & FEATURES

Is this an intersection only project?

Yes No

Fill out the segment and intersection details in rows 115 to 141 and rows 156 to 165

Significant difference in cross section or ADT constitute a segment. Additional segments can be added on the "Additional Segments" tab. If the project is an intersection only, skip this section

	SEGMENT ONE		SEGMENT TWO	
	Segment Termini	184th St SW to Alderwood Mall Parkway		
Length (in feet)	2,050			
Average Daily Traffic Volume	25,830			
	Existing	Proposed	Existing	Proposed
Pavement Width Curb to Curb or Edge to Edge	0 feet	43 feet		
Number of General Purpose Lanes Do not include Transit/HOV or Continuous Lt Turn Lane	0 lanes	2 lanes		
Number of HOV/Transit Lanes Do not include Continuous Left Turn Lane	0 lanes	0 lanes		
Continuous Left Turn Lane Width	0 feet	11 feet		
Is there a median?	No	No		
Shoulder or Parking Width Enter average width (feet) per side	0 feet	0 feet		
Shoulder or Parking Placement	None	None		
Shoulder or Parking Surfacing	None	None		
Parking Type	None	None		
Percentage of the segment that has on street parking (e.g. parking one side is 50%)	0%	0%		
Curb Placement	None	Both Sides		
Bicycle Lane Type	No Bicycle Facilities	Bike Lane		
Bicycle Lane Width	0 feet	5 feet		
Pedestrian Buffer Width between Curb and Sidewalk	0 feet	5 feet		
Sidewalk Placement	None	Both Sides		

Segment Termini	SEGMENT ONE (cont'd)		SEGMENT TWO (cont'd)	
	184th St SW to Alderwood Mall Parkway			
	Existing	Proposed	Existing	Proposed
Sidewalk Width ¹	0 feet	7 feet		
Is there any street lighting present?	No	Yes		
How many driveways are present?	0	3		
How many fixed objects are present?	0	0		
What is the average distance (in feet) from the curb to the fixed objects?				
¹ Sidewalk with curb separation on both sides is required by TIB policy Minimum width is five feet with no obstructions Please attach justification if the sidewalk does not meet these standards				

Accident Information

(Information automatically generated from Accident Analysis worksheet)

Multiple-vehicle driveway crashes	Fatal and Injury	0	0
	Property damage only	0	0
Multiple-vehicle nondriveway crashes	Fatal and Injury	0	0
	Property damage only	0	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

Additional segments can be entered on tab 4 "Additional Segments".

INTERSECTION GEOMETRICS & FEATURES

Enter the existing and proposed geometrics for each intersection

	INTERSECTION ONE		INTERSECTION TWO	
	Intersection location	33rd Ave Extension/184th St		33rd Ave Ext/Ald. Mall Pkwy
Major Approach Average Daily Volume	18,560		32,760	
Minor Approach Average Daily Traffic Volume	12,290		25,830	
	Existing	Proposed	Existing	Proposed
Intersection Control	None	Signalized	Signalized	Signalized
Intersection type		3-Leg	4-Leg	4-Leg
Is there any intersection lighting present?	No	Yes	Yes	Yes
Is there a dedicated left turn lane	No	Yes	Yes	Yes
Is there a dedicated right turn lane	No	Yes	No	Yes
Is there protected only left turn phasing?	No	Yes	Yes	Yes

Accident Information

(Information automatically generated from Accident Analysis worksheet)

Multiple-vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Single vehicle crashes	Fatal and Injury	0	0
	Property damage only	0	0
Pedestrian or Bicycle related crashes	Pedestrian	0	0
	Bicycle	0	0

Additional intersections can be entered on tab 5 "Additional Intersections".

SAFETYAnnual Benefit from Urban Accident Analysis Worksheet \$725,994 **PROJECT DEFICIENCIES**

Select Deficiency Type from the dropdown menu. Describe the existing deficiency within the project limits

Describe the corrective measure(s) that eliminates or mitigates the deficiency.

DEFICIENCY 1

Describe: Alderwood Mall Parkway currently acts as a bottle neck to the north and is the only access to SR525 and I-405 in the area. Both 184th Street SW and Alderwood Mall Parkway are highly congested roadways. Congestion is the leading factor to collisions experienced.

Corrective Measure(s) Construct a new arterial street to bypass the congested roadways. The new street will reduce congestion on adjacent streets, thereby reducing collisions (less stopped cars = fewer conflicts)

DEFICIENCY 2

Describe: Congestion continued

Corrective Measure(s) The project will reduce traffic by 41% on 184th Street SW and by 25% on Alderwood Mall Parkway (percentages were based on a comparison of year of opening volumes with and without project).

DEFICIENCY 3

Describe:

Corrective Measure(s)

DEFICIENCY 4

Describe:

Corrective Measure(s)

DEFICIENCY 5

Describe:

Corrective Measure(s)

MOBILITY

Select Truck Route Classification from dropdown list

T-2 ~ 4 to 10 Million Tons Annually

NETWORK DEVELOPMENT

Select the appropriate option from the following list

Completes Corridor

Enter termini of corridor being completed

*Project must meet **ALL** of the following criteria to qualify as **COMPLETES CORRIDOR***

- ▶ Project is last stage of corridor between logical limits
- ▶ Corridor is a minimum of 2 miles in length
- ▶ The entire corridor is constructed to urban standards

Completes Gap Along Federal Route

Existing route must meet urban standards

Extends Improvements Along Federal Route

Existing route must meet urban standards

Project does **not** complete or extend improvements and is **not** a new route

FREIGHT FACILITY ACCESS

Select Freight Facility Access provided by project

No Freight Facility Access Improvements

Mark ALL freight-carrying modes accessing the facility

Airplane Rail Ship Truck

Enter Trucks per Day 1,300 trucks per day

CENTRAL BUSINESS DISTRICT/URBAN ACTIVITY CENTER ACCESS

Select CBD/Urban Activity Center Access provided by project

Improves network or circulation within Central Business District

Briefly describe the CBD/Activity Center access improvement

The Project will provide a critical alternate traffic circulation route where none exists today within the PSRC Lynnwood Regional Growth Center. The project will implement the City Center Access Study findings by providing a circulation route and congestion relief for I-5, I-405, SR525 and SR524.

SUSTAINABILITY Agency has Adopted Greenhouse Gas Emissions PolicyEnter Policy Number 2747 Adoption Date November 24, 2008**MODAL MEASURES**

Select modal measures within the project limits

- Completes gap in HOV system Enter Gap Location _____
- Adds HOV lanes in each direction
- Adds Queue Jump or Transit Only Lane Enter Location(s) _____

Peak Hour Transit BusesEnter Number 6**Bicycle Facility**Select option that applies Project EXTENDS bicycle lane or path**ENERGY MEASURES**

Select energy measures within the project limits

- Replace or install Low Energy Lighting
- Add Solar-powered Signage

Describe the measures below

Street lighting to be LED in coordination with Snohomish County PUD

ENVIRONMENTAL MEASURES

Select environmental measures within the project limits

-
- Incorporates Hardscaping or Climate-appropriate Plantings

Describe the measures below

Five foot wide landscape planters will be installed on both sides of the new roadway. Climate appropriate plantings will be selected based on specific soil and moisture conditions eliminating the need for irrigation systems.

-
- Incorporates Low Impact Drainage Practices

Describe the measures below

The project will incorporate LID practices where feasible.

RECYCLING MEASURES

Select recycling measures within the project limits

- On-site Grinding & Re-use of Pavement
- Use of Base Treatment to avoid overexcavation
- Project uses Stockpiled Recycle Materials

Describe the measures below

This is a new street being built through an abandoned high school site. Existing on site materials will be recycled into the project where feasible. Existing remaining asphalt on site will be recycled into the project where feasible.

OTHER MEASURES

-
- Incorporates other sustainability measures

Describe the measures below

GROWTH & DEVELOPMENT

Fill out this section if your project supports a specific development or economic growth activity

Describe the development that this project supports.

The project provides infrastructure for the Lynnwood Regional Growth Center. Proposed private development includes Lynnwood Place, a 990,000 square foot mixed-use development consisting of a Costco Wholesale facility, a mixed-use component, 500 multi-family housing units, parking and associated amenities. The total site area is approximately 40 acres. The layout would emphasize pedestrian connections, and landscaping would be provided within the site and along the pedestrian and vehicular routes. It is estimated that Lynnwood Place will create 480 new long term jobs.

Please provide the following information regarding the development this project supports

Number of dwelling units 500

Total development acreage 40

Commercial building square footage 490,000

Number of jobs created 480

If there has been **private investment** in public infrastructure, choose the description that best describes the status of this investment

Pending negotiation

Choose the description that best describes where the **development is located.**

Major commercial or industrial center

Choose the description that best describes the **proximity** of the project to the development.

Project lies within development

Choose the description that best describes the status of the **development agreement.**

Pending negotiation

Choose the description that best describes the status of the **permits** for the development.

Applied for

Choose the description that best describes the status of the **zoning** for the development.

Zoning changes required

Choose the description that best describes how this project affects the **comprehensive plan.**

Comprehensive plan amendments needed

Choose the description that best describes the status of the public infrastructure tied to this development?

Water Funded

Sewer Funded

Power Funded

Supports Annexation Agreement

Select from the options below

- Project required by Annexation Agreement
- Joint city/county application for project within Potential Annexation Area
- Project lies within Potential Annexation Area

GROWTH MANAGEMENT INFORMATION

Complete the questions below to address Land Use Implications as directed by Revised Code of Washington (RCW) 47.26.282.

Describe how the project supports or revitalizes existing urban development in the downtown

The project is located within the PSRC designated Regional Growth Center. The project is located at the northern portion of the growth center directly north of Alderwood mall. The project provides transportation infrastructure for the Lynnwood Place mixed-use development, and supports capacity and congestion relief within the growth center, including the Lynnwood City Center. The 33rd Avenue W project is one in a package of capacity projects needed to support the realization of the Regional Growth Center. More directly, the project is needed to support the development of Lynnwood Place. The proposed Lynnwood Place development is located on a 40.2 acre site which was previously occupied by the Lynnwood High School. The school relocated, the building was demolished and the site now sits vacant. It provides no cultural or economic benefit to the community in its current state.

Describe how the project includes or encourages infill/densification of residential or commercial development consistent with your local comprehensive plan?

The project supports the development of Lynnwood Place, a mixed-use project within the Regional Growth Center comprised of 990,000 square feet of commercial development and 500 multi-family housing units. It is an infill development that will redevelop a site that is fully contained within a designated Regional Growth Center. Lynnwood Place is consistent with the development goals of the regional center.

Describe how the project promotes the use of transit and other multimodal transportation

Alderwood Mall Parkway currently acts as a bottle neck to the north and is the only access to SR525 and I-405 in the area. The roadway currently accommodates 103 weekday transit trips. Construction of Lynnwood Place is expected to increase transit demand with mixed use development and 500 multi-family housing units. These factors will increase transit demand, service and frequencies. The project provides access, capacity and congestion relief to accommodate current and future transit service. The project will also complete a critical bicycle segment by connecting Alderwood Mall Parkway and the Interurban Regional Trail directly to Alderwood Mall and 184th Street.

Indicate the project's multimodal transportation components

Mark ALL existing or planned components

Sidewalk Bicycle Lanes HOV Lanes Access to Transit Center or Passenger Terminal

Other - Explain in space below

ST2 will extend light rail service to the Lynnwood Transit Center by 2023. When/if ST3 is approved extending LRT to Everett, there is a high likelihood that the Alderwood Station will be located within walking distance of the project.

Transportation Improvement Board (TIB)
Growth Management Information

Funding Program	Urban Arterial Program (UAP) & Urban Corridor Program (UCP)
Agency Name	LYNNWOOD
Project Name	33rd Avenue W ~ 184th St SW to Alderwood Mall Parkway
Project Intent	Completion of the 33rd Avenue W Extension project will provide infrastructure to enable the Lynnwood Place development to begin construction. The project will provide the public benefits of traffic circulation and congestion relief, facilitate private investment to stimulate South Snohomish County's economy and create permanent jobs and construction related employment. The new roadway connection will significantly relieve congestion along existing streets, specifically 184th Street SW and Alderwood Mall Parkway. With reduced congestion, traffic collisions are anticipated to be reduced as well. The project will provide a critical alternative route where none exist today <u>thereby expediting freight movement, transit and emergency services. SEE MORE BENEFITS</u>

Describe how the project supports or revitalizes existing urban development in the downtown

The project is located within the PSRC designated Regional Growth Center. The project is located at the northern portion of the growth center directly north of Alderwood mall. The project provides transportation infrastructure for the Lynnwood Place mixed-use development, and supports capacity and congestion relief within the growth center.

Describe how the project promotes the use of transit and other multimodal transportation

The project adds the following multimodal components:

Indicate the project's multimodal transportation components

Sidewalk Bicycle Lanes Access to Transit Center or Passenger Terminal

Other Multimodal Components:

ST2 will extend light rail service to the Lynnwood Transit Center by 2023. When/if ST3 is approved extending LRT to Everett, there is a high likelihood that the Alderwood Station will be located within walking distance of the project.

33rd Avenue W Extension Project

Supplemental Information (the longer version)

PROJECT DESCRIPTION

Describe the existing conditions, page 3 of 13

Alderwood Mall and surrounding development is the center of Lynnwood's commercial core and the economic heart of South Snohomish County. The project is in a designated Regional Growth Center, and will provide infrastructure essential to future concentrated growth called for by PSRC Vision 2040. Existing congestion in the area has significantly reduced the effectiveness of the region's transportation infrastructure and freight distribution system.

The project will add a new arterial street across the old Lynnwood High School site providing much needed capacity, and solidifying the planned development of Lynnwood Place. Lynnwood Place is a private development project comprised of 460,000 sq. ft. of new commercial space, 500 multi-family dwelling units, and associated parking and amenities. Due to the current economic conditions, private investment in Lynnwood Place may potentially not move forward without public investment in associated infrastructure.

Lynnwood's segment of the regional Interurban Trail is located east of the site project site along Beech Road. This trail is an important route for non-motorized transportation between Seattle and Everett. (see attached)

Describe the proposed improvements, page 3 of 13

The project will construct the 33rd Avenue W Extension Project (a completely new roadway) directly through the proposed Lynnwood Place development. As mentioned above, Lynnwood Place is located within the Lynnwood Regional Growth Center directly north of Alderwood mall. Connecting arterials are Alderwood Mall Parkway, 184th Street SW, and Maple Way. Regional serving roadways in immediate proximity are I-5, I-405, SR 525, and 164th Street SW. A new intersection will be constructed on 184th Street SW just east of the existing 33rd Avenue W intersection. The new roadway will extend 0.4 miles north from the new intersection to the intersection of Alderwood Mall Parkway and Maple Road. The project consists of two travel lanes, one center turn lane, bicycle lanes, concrete curb/gutter, landscape planter, and concrete sidewalks on both sides. As proposed, the project will be expanded in the future to become part of a major continuous arterial link connecting 33rd Avenue W and Popular Way at the SR524 interchange.

Describe the Project benefits, page 3 of 13

In the short term, completion of the 33rd Avenue W Extension Project will provide infrastructure to enable the Lynnwood Place development by allowing construction to begin. In the longer-term, the project is essential to the continued urbanization and intensification prescribed for the Regional Growth Center by Vision 2040. The project will provide the public benefits of traffic circulation and congestion relief, facilitate private investment to stimulate South Snohomish County's economy and create permanent jobs and construction related employment. The new roadway connection will significantly relieve congestion along existing streets, specifically 184th Street SW and Alderwood Mall Parkway. With reduced congestion, traffic collisions are anticipated to be reduced as well. The project will provide a critical alternative route where none exist today thereby expediting freight movement, transit, emergency services, and non-motorized transportation. Other benefits include:

Supplemental Information (continued)

Improved Traffic Level of Service: The project will reduce traffic by 41% on 184th Street SW and by 25% on Alderwood Mall Parkway (percentages were based on a comparison of year of opening volumes with and without the 33rd Avenue W Extension).

Improved Safety: Although this is a new roadway and no collisions currently exist along the proposed alignment, the project is anticipated to reduce collisions on adjacent existing streets by reducing congestion (less stopping cars means fewer conflicts). The project is anticipated to reduce collisions by a proportionate amount along these heavily congested existing roadways.

City Center Access Study: The project is the initial segment of a larger planned improvement to address traffic circulation and alleviate congestion within the PSRC designated Lynnwood Regional Growth Center from SR 525, I-405, I-5, and SR 524. This project facilitates the ultimate connection of I-405, SR 525, I-5, and SR525 providing congestion relief and improved access.

Lynnwood Multi-Choice Transportation System: The sidewalks and bike lanes along 33rd Avenue W will facilitate access to the adjacent Interurban Trail. This alignment will facilitate connections for pedestrians, joggers, skaters, skateboarders, and bicyclists to connect with regional destinations.

Growth Management Act: The project supports the goals of GMA by providing infrastructure within the Lynnwood Regional Growth Center and supporting the development of Lynnwood Place, an infill mixed use commercial development within the Regional Growth Center.

Lynnwood Comprehensive Plan: The project supports the City's goals and objectives for development and infrastructure in the City's Regional Growth Center.

Lynnwood Economic Development Action Plan: The project supports the goals and strategies of the Lynnwood Economic Development Action Plan to pursue a targeted sector focus to grow the City's economic base and maintain Lynnwood's retail base; facilitate the redevelopment of surplus Edmonds School District property at the former site of Lynnwood High School;

Edmonds School District Financial Plan: The project supports the school district's capital construction fund to help pay for school facilities.

PHYSICAL CONDITION

Does the project relieve any bottlenecks? page 4 of 13

Backups are significant, especially during the holiday when traffic backs up onto southbound SR 525 at the Alderwood Mall Parkway off-ramp. The project will provide a critical alternate route where none exists within the Lynnwood Regional Growth Center. The project is the first link in the implementation of the City Center Access Study findings to provide a circulation route providing congestion relief for I-5, I-405, SR 525 and SR 524. This route will ultimately benefit the entire Regional Growth Center including the City Center Sub-Area. The City Center Sub-Area Plan was adopted in 2005 and provides for mixed use urban densities.

MOBILITY

Briefly describe the CBD/Activity Center access improvement, page 9 of 13

The project will provide a critical alternate traffic circulation route where none exists today within the PSRC Lynnwood Regional Growth Center. Traffic circulation and congestion will be improved. The project will be the first component of the City Center Access Study to improve access, circulation, and congestion relief within the Regional Growth Center with benefits to I-5, I-405, SR525, SR524, and the City Center. Non-motorized transportation is accommodated by improvements for pedestrians, joggers, skaters, skateboarders, and bicyclists to connect with regional destinations.

GROWTH & DEVELOPMENT

Describe the development that this project supports. Page 11 of 13

The project provides infrastructure for the Lynnwood Regional Growth Center. Proposed private development includes Lynnwood Place, a 990,000 square foot mixed-use development consisting of a Costco Wholesale facility, a mixed-use component, 500 multi-family dwelling units, parking and associated amenities. The total site area is approximately 40 acres. The layout would emphasize pedestrian connections, and landscaping would be provided within the site and along the pedestrian and vehicular routes. Lynnwood Place accomplishes the reuse of a surplus school district property with infill development to implement the City's Comprehensive Plan and Economic Development Action Plan.

GROWTH MANAGEMENT INFORMATION

Describe how the project supports or revitalizes existing urban development in the downtown. Page 12 of 13

The project is located within the PSRC designated Regional Growth Center. This is one of three regional growth centers located in Snohomish County. The project is located at the northern portion of the growth center directly north of Alderwood mall. The project provides transportation infrastructure for the Lynnwood Place mixed-use development, and supports capacity and congestion relief within the growth center, including the Lynnwood City Center. The project initiates implementation of the City Center Access Study needed to support the realization of the regional center and the City Center Plan.

The project directly supports the goals and strategies of the following adopted policies:

- City Center Access Study
- Growth Management Act
- PSRC Regional Growth Centers
- Lynnwood Comprehensive Plan
- Lynnwood Economic Development Action Plan
- Edmonds School District Capital Building Plan

More directly, the project is needed to support the development of Lynnwood Place. The proposed Lynnwood Place development is located on a 40.2 acre site which was previously occupied by the Lynnwood High School. The school relocated, the building was demolished and the site now sits vacant. It provides no cultural or economic benefit to the community in its current state.

A Final Environmental Impact Statement has been completed for Lynnwood Place which includes the project. The site is currently zoned "public" due to prior use as a school. A development application for

Supplemental Information (continued)

Lynnwood Place has been submitted and is currently under review for comprehensive plan and rezoning amendments to mixed use.

Describe how the project includes or encourages infill/densification of residential or commercial development consistent with your local comprehensive plan. Page 12 of 13

The project supports the development of Lynnwood Place, a mixed-use project within the Regional Growth Center. Lynnwood Place will include 990,000 square feet of commercial development and 500 multi-family dwelling units. Lynnwood Place is consistent with the development goals of the regional center. The project also provides access, relieves congestions, and improves traffic circulation throughout the regional center, including the Lynnwood City Center. The City Center Sub-Area Plan, adopted in 2005, calls for increasing the office-retail-residential development from 2.5 million sq.ft. to 9.1 million sq.ft. by 2025.

Describe how the project promotes the use of transit and other multimodal transportation, page 12 of 13

The City Center Sub-Area Plan calls for transit demand to double at a minimum by 2025. Alderwood Mall Parkway currently acts as a bottle neck to the north and is the only access in this area of the Regional Center to SR 525, I-405, and I-5. Alderwood Mall Parkway currently accommodates 103 weekday transit trips. Community Transit has proposed future Bus Rapid Transit to serve this area of the regional growth center, and Sound Transit has included light rail transit service to this area within their long range plan. Construction of Lynnwood Place is expected to increase transit demand with mixed use development and 500 multi-family housing units. These factors will increase transit demand, service and frequencies. The project provides access, capacity and congestion relief to accommodate current and future transit service.

The project also completes a critical bicycle segment of the citywide bicycle system, connecting Alderwood Mall Parkway, 33rd Avenue W, and the Interurban Regional Trail.

City of Lynnwood Six Year TIP 2013-2018

Project Type	Map ID #	Project Title	Funded	Six Year Total					Project Total			
				2013	2014	2015	2016	2017		2018		
Recurring Annual Programs		Overlay Program	P	1,750,000	1,800,000	2,000,000	2,030,000	2,190,000	2,210,000	NA		
		Traffic Signal Rebuild Program	N	400,000	400,000	400,000	400,000	400,000	400,000	NA		
		Transportation Business Plan	N	75,000	75,000	75,000	75,000	75,000	75,000	NA		
		Sidewalk and Walkway Program - ADA Ramps	N	100,000	100,000	90,000	80,000	70,000	30,000	NA		
		Sidewalk and Walkway Program - Maintenance	N	100,000	100,000	100,000	100,000	100,000	100,000	NA		
		Neighborhood Traffic Calming Program	N	250,000	50,000	50,000	50,000	50,000	50,000	NA		
		Sidewalk and Walkway Program	N	1,875,000	375,000	375,000	375,000	375,000	375,000	NA		
	Subtotal		17,350,000	2,900,000	3,090,000	3,110,000	3,260,000	3,240,000				
New/Expanded Roads	43	204th St SW	SR 99	Y	2,898,000	2,297,000	601,000			3,560,000		
	56	36th Ave W	Maple Road	P	11,665,000	265,000	400,000	5,000,000	6,000,000	12,890,000		
	57	36th Ave W	164th St SW	SR 99	P	11,665,000	265,000	400,000	5,000,000	6,000,000	12,890,000	
	D	Poplar Extension Bridge	196th St SW	AMB	P	28,398,000	1,328,000	1,323,000	1,308,000	9,369,000	12,056,000	30,221,000
	36	Maple Road Extension	AMP	P	1,937,000	173,000	173,000	1,764,000		1,937,000	1,937,000	
	C	33rd Ave W Extension	184th St SW	AMP	Y	7,620,000	620,000	3,000,000	4,000,000		7,620,000	
	41	52nd Ave W	168th St SW	176th St SW	N	2,949,000		236,000	176,000	2,537,000	2,949,000	
	4	33rd Ave W Extension	33rd Ave W	184th St SW	N	11,445,000			355,000	6,085,000	5,005,000	11,445,000
	11	33rd Ave W Extension	Maple Road	Ash Way	N	3,200,000			220,000	550,000	2,430,000	3,200,000
	92	Beech Road Extension	AMP	Underpass	N	3,970,000			320,000	210,000	3,440,000	3,970,000
89	200th St SW	64th Ave W	48th Ave W	N	500,000				500,000	25,821,000		
	Subtotal				86,247,000	4,155,000	3,517,000	16,308,000	21,438,000	14,389,000	116,503,000	
Non-Motorized	4	48th Ave W Sidewalk	183rd Pl SW	180th St SW	Y	650,000	650,000				1,005,000	
	5	Interurban Trail Imp.	Vic. of 212th St SW		Y	1,480,000	1,480,000				1,100,000	
	6	Interurban Trail Imp.	Vic. of 208th St Sw & 52nd		Y	372,000	372,000				412,000	
	3	176th St SW Road Diet	52nd Ave W	44th Ave W	Y	95,000	24,000	71,000			95,000	
	48	Pedestrian Signal	SR-99	180th St SW	N	587,000	69,000	518,000			587,000	
	Subtotal				3,184,000	2,526,000	140,000	518,000	0	0	3,199,000	

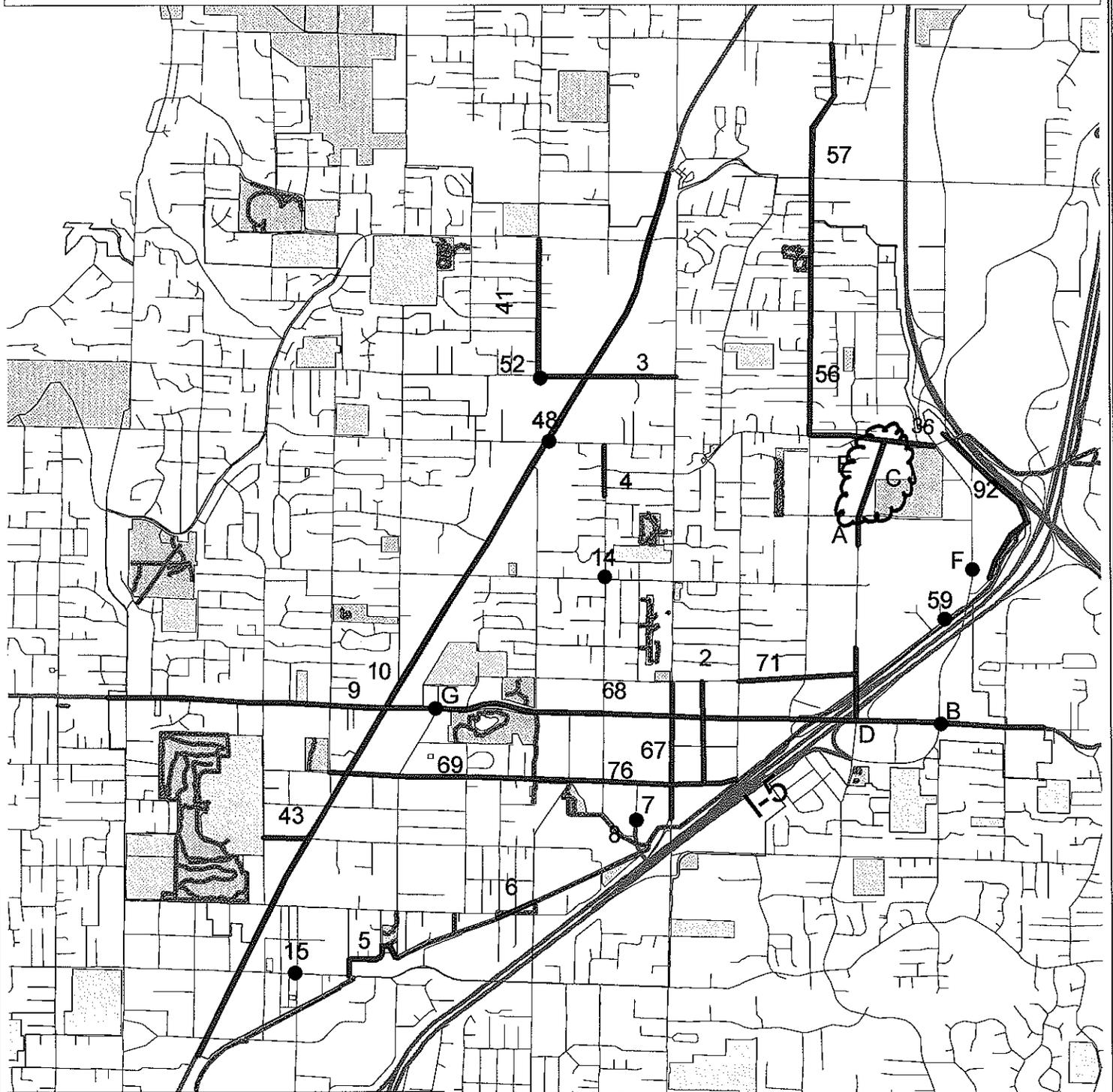
City of Lynnwood Six Year TIP 2013-2018

Project Type	Map ID #	Project Title	Funded						Project Total		
			Six Year Total	2013	2014	2015	2016	2017		2018	
Intersection Improvements	G	Traffic Signal Reconstruction Scriber Lake Road	P	360,000	360,000				410,000		
	52	Roundabout/Traffic Signal	N	507,000	45,000	462,000			507,000		
	T	Traffic Signal/Turn Lane	P	1,377,000	68,000	487,000	822,000		1,377,000		
	59	Traffic Signal	P	1,464,000	100,000	246,000	1,118,000		1,464,000		
	14	Roundabout/Traffic Signal	N	744,000	104,000	640,000			744,000		
	15	Traffic Signal	N	744,000	104,000	640,000			744,000		
	B	Traffic Signal/Turn Lane	N	707,000	40,000	207,000	460,000		707,000		
			Subtotal		5,903,000	360,000	213,000	1,403,000	3,260,000	207,000	460,000
City Center		City Center Rail Stations Study	N	400,000	200,000				400,000		
	68	196th St SW (SR-524)	P	15,700,000	600,000	3,000,000	5,000,000	6,500,000	15,752,000		
	2	42nd Ave W	N	19,600,000		3,300,000	7,800,000	8,500,000	19,600,000		
	67	44th Ave W	N	9,000,000		2,000,000	5,000,000	2,000,000	9,000,000		
	71	194th St SW	N	16,100,000			5,300,000	10,800,000	24,000,000		
	76	200th St SW	N	5,400,000				2,600,000	10,000,000		
			Subtotal		66,200,000	800,000	8,300,000	23,100,000	30,400,000	2,800,000	78,752,000
Misc.		ITS - Phase 3	N	194,000	194,000				800,000		
	9	SR-99/SR-524 Safety Improvements	Y	931,000	396,000	535,000			931,000		
	10	SR-99/SR-524 Adaptive Signal Control	Y	472,500	40,000	432,500			472,500		
		Citywide Safety Improvements	Y	300,000	35,000	150,000	115,000		300,000		
		Lynnwood Link Trolley Feasibility Study	N	100,000			100,000		100,000		
	7	Lynnwood Transit Center Parking Garage	Y	-	-	-	-	-	-		
	8	North Link LRT Extension	Y	-	-	-	-	-	-		
		Subtotal		1,997,500	665,000	1,117,500	215,000	0	0	2,603,500	
		Totals		180,881,500	10,256,000	8,687,500	29,834,000	55,910,000	55,305,000	20,889,000	207,010,500



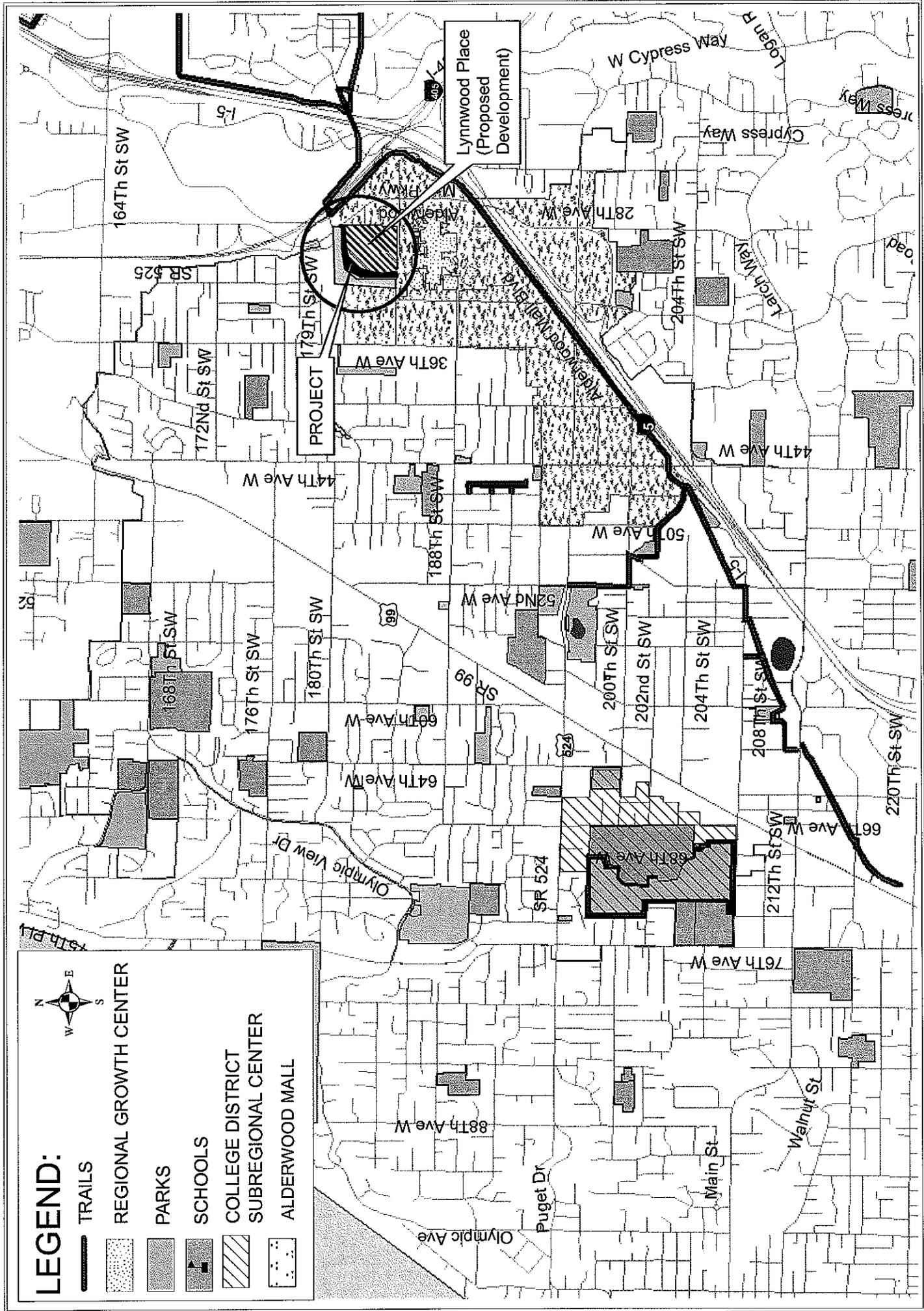
LYNNWOOD
WASHINGTON

2013-2018 Transportation Improvement Plan (TIP)



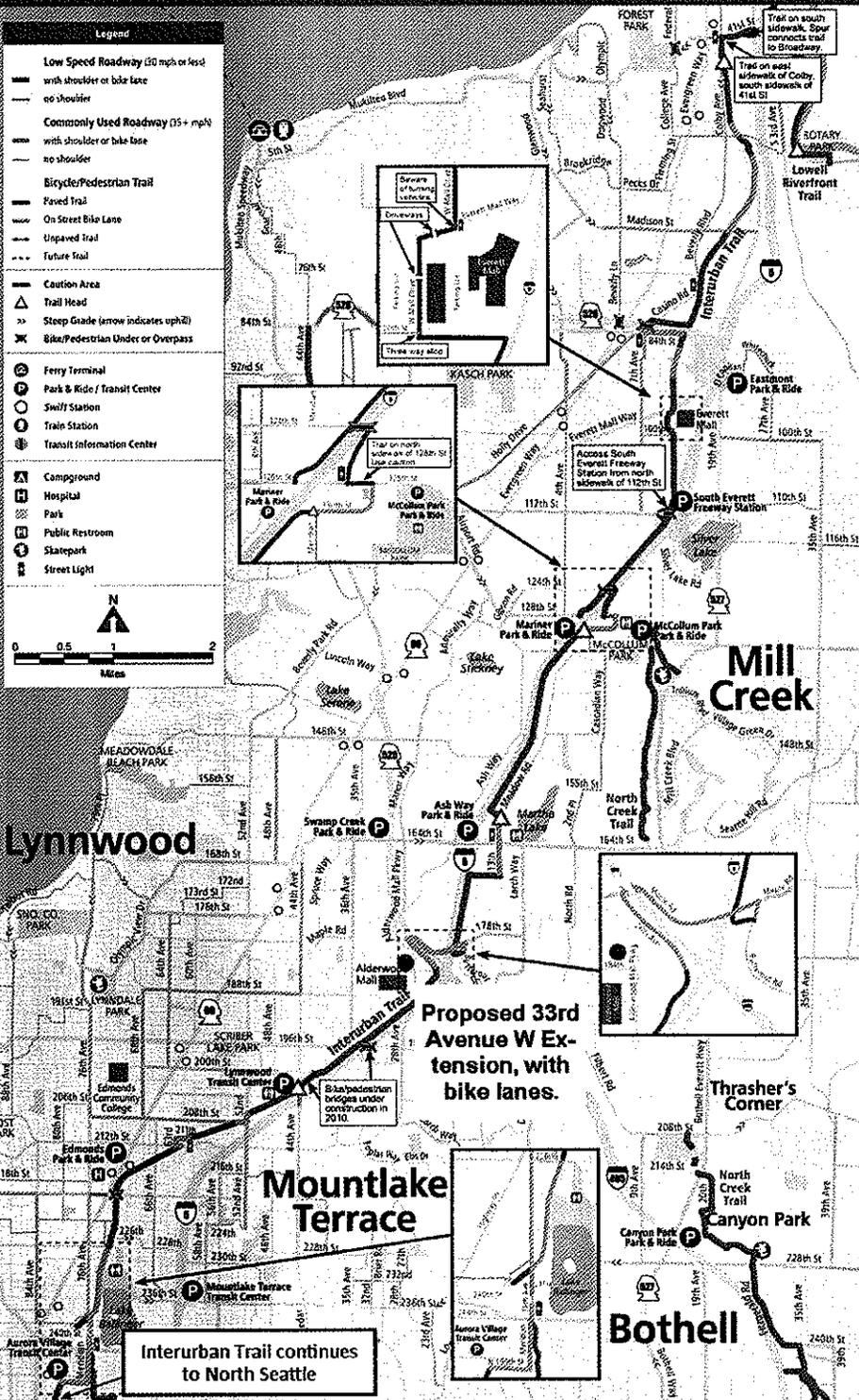
Legend:

- Project
- ▭ Parks
- ⚡ Project
- ▭ Schools



33rd AVENUE WEST EXTENSION VICINITY MAP

Interurban Trail 18.8 miles from Everett to Edmonds



Basemap Source: Community Transit

Construction

sd DEACON - Base Construction Estimate				4,383,758	
Contingency in sd DEACON Est.				(229,572)	
Less Water line 184th					
Less Water line 33rd					
Less Water line Alderwood Mall Parkway					
Less Dry Utilities					
Added Curb/Gutter & Sidewalk for westerly side				128,250	
				4,282,436	
Contractor Markups				808,686	
				5,091,122	
Increase for Washington State Prevailing Wages, assumes 7.5% on Materials & Labor (if Labor amount is known, then 20% of Labor)			7.50%	381,834	
Sales Tax			9.50%	483,657	
Construction Cost Estimate				5,956,612	
Rounding				23,388	
					5,980,000

Construction

Design and Construction Management

Consultant Design for Plans, Spec's, and Engineering - % of Construction Cost Estimate	10.00% of Constr.	5,956,612	595,661	
Geotechnical Studies	1.00 Est.	85,000	85,000	
Consultant Construction Mgmt and Testing	8.50% of Constr.	5,956,612	506,312	
City CM Support	1.00 Est.	30,000	30,000	
Consultant On-Call Support During Construction	1.00 Est.	75,000	75,000	
Misc	1.00 Est.	150,414	150,414	
			1,442,387	
			(23,388)	
				1,418,999

SubTotal Soft Costs

Design and Constructon Management

Right of Way

To Be Dedicated to City	1 Est.	2,200,000	2,200,000	
				2,200,000

Right of Way

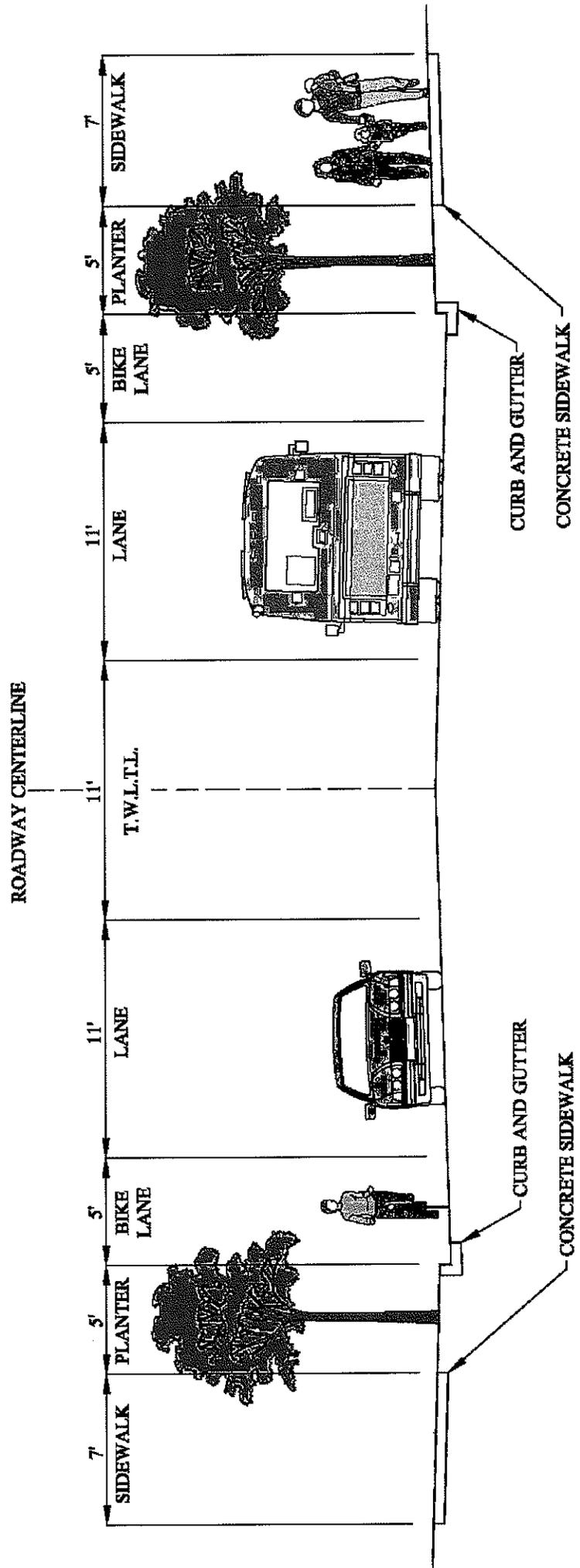
City of Lynnwood Project Cost Estimate

\$ 9,599,000



Jeffrey S. Elekes, P.E., Deputy PW Director/City Engineer

8/24/12
Date



**TYPICAL ROADWAY SECTION
33RD AVENUE W EXTENSION
(NEW ROADWAY)**



CYPRESS EQUITIES

August 24, 2012

Mr. Bill Franz, P.E.
Public Works Director
City of Lynnwood Public Works
19100 44th Ave W
Lynnwood, WA 98045-5008

Subject: 33rd Avenue W Extension – 184th Street SW to Alderwood Mall
Parkway Letter of Financial Commitment Subject TIB Grant Award
to City for Project From Cypress Acquisitions, LLC

Dear Mr. Franz:

Cypress Acquisitions, LLC is the developer for a commercial site known as "Lynnwood Place Mixed-Use Project". The site is generally located north of the 184th Street and west of Alderwood Mall Parkway and is also referenced as the former Lynnwood High School property.

The project recently completed and received approval of an Environmental Impact Statement. In August we submitted to the City of Lynnwood an application for a Comprehensive Plan Amendment and Zoning Map/Text Amendment. It appears the schedule for Lynnwood City Council consideration/action is on track to occur by the end of 2012. Bid ready plans to be developed by the City for the street/infrastructure improvements can be completed in the 2nd quarter of the 2013. Construction of the street/infrastructure, as well as specific commercial development pads, is anticipated to start by the 3rd quarter of 2013.

Once completed, the 40 acre site will have approximately 500 housing units, and nearly 500,000 square feet of new retail and commercial space. The project may generate approximately 480 new permanent, full-time jobs. These jobs and commerce in the regional center of Lynnwood and south Snohomish County are in line with the goals of growing the economy of the city, county, region, and the state.

We have worked closely with the City staff team over the past 3 years to get the project through the environmental review phase. Thus we are committed to being a project funding partner with the City of Lynnwood for the necessary

8343 Douglas Avenue, Suite 200
Dallas, Texas 75225
Tel. (214) 561-8800
Fax (214) 283-1600

street/infrastructure improvements, subject to, the City receiving a grant award from the Transportation Improvement Board. It is estimated Cypress Acquisition's, LLC share of the project costs could include up to \$6,000,000 as shown in the city's grant application.

Sincerely,

A handwritten signature in black ink, appearing to read 'SRS', with a stylized flourish at the end.

Stephen R. Schmidt
Vice President
Cypress Equities

8343 Douglas Avenue, Suite 200
Dallas, Texas 75225
Tel. (214) 561-8800
Fax (214) 283-1600

Urban Accident Analysis

Agency **LYNNWOOD**

Project Name 33rd Avenue W - 184th St SW to Alderwood Mall Parkway

for Urban Arterial Program (UAP) & Urban Corridor Program (UCP)

NOTE TO TIB REVIEWER: Although this is a new roadway and no collisions currently exist along the proposed alignment, the project is anticipated to reduce collisions on adjacent existing streets by reducing congestion (less stopping cars means fewer conflicts). The project will reduce traffic by 41% on 184th Street SW and by 25% on Alderwood Mall Parkway (percentages were based on a comparison of year of opening volumes with and without the 33rd Avenue W Extension). This reduction in volumes is anticipated to reduce collisions by a proportionate amount along these heavily congested existing roadways.

		Total Number	Factor	Accident Cost	Annual Benefit
PDO Accidents		110	\$5,064	\$557,040	\$725,994
Injuries		49	\$284,956	\$13,962,836	
Fatalities			\$3,366,388		
TOTAL		159		\$14,519,876	

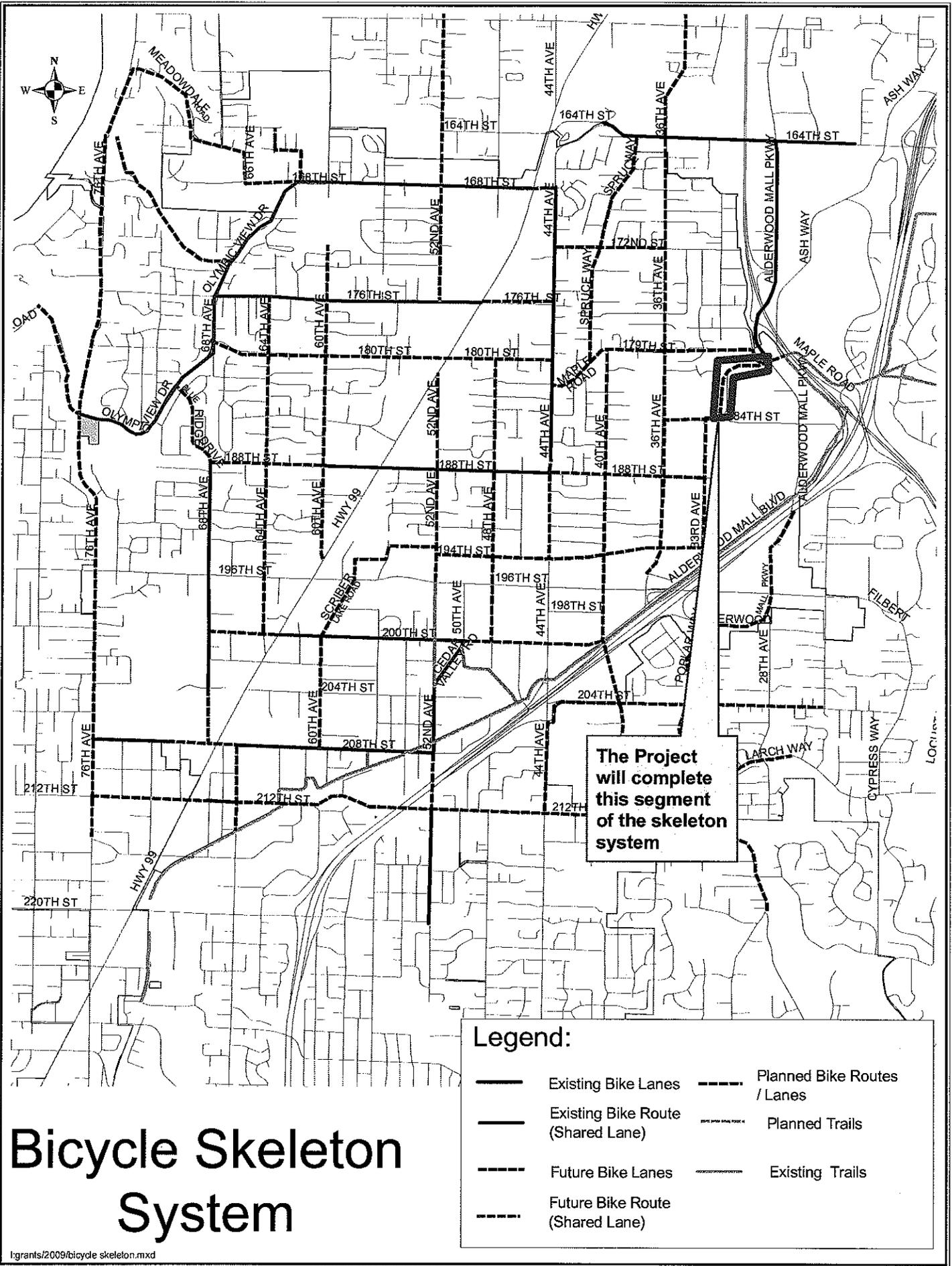
Data entered 23 Aug 2012

Enter Accident Location (Choose from intersections and segments identified in application)	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Enter Number of Vehicles involved	Enter Primary Countermeasure
Intersection: 184th St/33rd Ave	Intersection	0	2	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	0	2	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	Intersection	1	0	0	1	Reduce Congestion

Enter Accident Location (Choose from intersections and segments identified in application)	Is this a PDO accident? 0=no, 1=yes	Select Accident Type	Enter Number of Injuries	Enter Number of Fatalities	Enter Number of Vehicles Involved	Enter Primary Countermeasure
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	3	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	1	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Vehicle in Driveway	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	0	Vehicle in Driveway	2	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Vehicle in Driveway	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Intersection	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	1	Vehicle in Driveway	0	0	2	Reduce Congestion
Intersection: 184th St/33rd Ave	0	Pedestrian	2	0	1	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	0	Vehicle non-driveway	1	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	1	Vehicle non-driveway	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	1	Vehicle non-driveway	0	0	2	Reduce Congestion

Enter Accident Location (Choose from intersections and segments identified in application)	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	0	4	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	0	1	0	3	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	0	1	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle non-driveway	0	1	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle in Driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle in Driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle in Driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle in Driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle in Driveway	1	0	0	2	Reduce Congestion
Segment: 184th St-33rd Ave to AMP	Vehicle in Driveway	1	0	0	2	Reduce Congestion
Intersection: 184th St/AMP	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/AMP	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/AMP	Intersection	1	0	0	2	Reduce Congestion
Intersection: 184th St/AMP	Intersection	1	0	0	2	Reduce Congestion

Enter Accident Location (Choose from intersections and segments identified in application)	Select Accident Type	Is this a PDO accident? 0=no, 1=yes	Enter Number of Injuries	Enter Number of Fatalities	Number of Vehicles involved	Enter Primary Countermeasure
Intersection: 184th St/AMIP	Intersection	1	0	0	2	Reduce Congestion

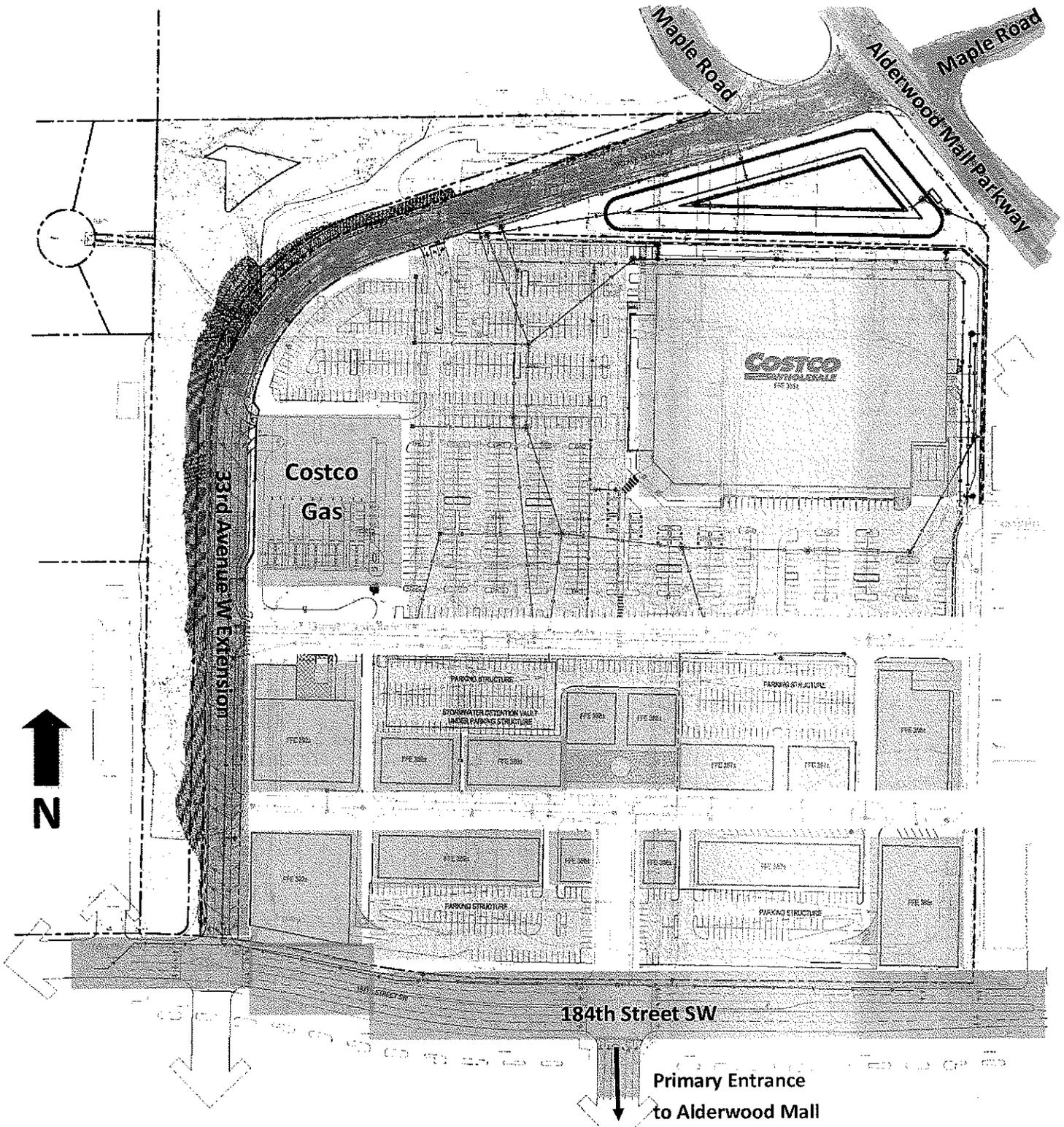


Bicycle Skeleton System

Legend:

	Existing Bike Lanes		Planned Bike Routes / Lanes
	Existing Bike Route (Shared Lane)		Planned Trails
	Future Bike Lanes		Existing Trails
	Future Bike Route (Shared Lane)		

LYNNWOOD PLACE—PROPOSED DEVELOPMENT



LEGEND

-  Project (Funded in part by TIB)
-  Proposed Retail Access Streets (Funded by others.)
-  Existing Streets
-  Retail/Housing
-  Proposed Parking

LYNNWOOD PLACE - SITE STATISTICS

SITE AREA:	40.2 ACRES
BUILDING COVERAGE:	12.2 ACRES (INCLUDES PARKING STRUCTURES)
IMPERVIOUS COVERAGE:	31.5 ACRES
COMMERCIAL SPACE:	330,000 SF
COSTCO:	160,000 SF
APARTMENT SPACE:	500 UNITS
PROPOSED PARKING:	3,548 SPACES