Funding Application

Competition: Regional FHWA
Application Type: Designated Growth Centers
Status: submitted
Submitted: April 7th, 2020 4:04 PM
Prepopulated with screening form? Yes

Project Information

1. **Project Title**
   42nd Avenue W Improvements
2. **Regional Transportation Plan ID**
   NA
3. **Sponsoring Agency**
   Lynnwood
4. **Cosponsors**
   N/A
5. **Does the sponsoring agency have "Certification Acceptance" status from WSDOT?**
   Yes
6. **If not, which agency will serve as your CA sponsor?**
   N/A

Contact Information

1. **Contact name**
   David Mach
2. **Contact phone**
   4256705275
3. **Contact email**
   dmach@lynnwoodwa.gov

Project Description

1. **Project Scope**
   The project will complete a new grid street in the heart of Lynnwood’s Regional Growth Center from Alderwood Mall Boulevard to 194th Street SW. The street cross section includes two travel lanes, bicycle sharrows, on-street parking on both sides of the street, wide sidewalks, lighting, streetscaping and urban design features. Traffic signals will be installed at key intersections. $3M in PSRC funds are being requested for ROW phase 1, which includes acquisition of key parcels between Alderwood Mall Boulevard and 196th Street SW. The city will fund the remainder of ROW phase 1 with local funds.

2. **Project Justification, Need, or Purpose**
   The City is creating a vibrant and dynamic City Center that provides residents, employees and visitors alike with new opportunities to live, work, shop, and play. City Center is a sub-area of Lynnwood’s PSRC designated Regional Growth Center. The project will facilitate the implementation of the Growth Center by supporting compact urban development, improving internal City Center circulation and system performance, improving cross-street connections
and reducing the length of city blocks. The project will provide new pedestrian facilities that advance additional active transportation modes and provide an essential link in the multi-modal transportation network, connecting people to public transit at the Lynnwood City Center light rail station (800-feet from project) and Community Transit SWIFT Orange Line City Center Station (550-feet from project). Both facilities are planned to open in 2024. The project will provide a critical connection from the City Center to the Interurban Regional Trail which is located directly south of the project.

In 2009, the City of Lynnwood completed the City Center Street Master Plan which was conducted to provide recommendations for implementation. The 42nd Avenue W project was identified as a high priority action because it provides the initial access to the City Center Core and establishes a new collector arterial street. 42nd Avenue W has obtained federal functional classification and provides direct benefit to 196th Street SW and 44th Avenue W (SR524 and spur).

In 2014, the City of Lynnwood conducted an extensive City Center project prioritization process which identified the 42nd Avenue W project as the highest priority transportation investment needed to spur redevelopment and support City Center traffic and level of service standards. City Council adopted the project prioritization by Resolution (7/28/2014). The project scored very well in all the criteria, including: catalyst, place-making/aesthetics, sustainability, multi-modal transportation and permanent jobs.

Project Location

1. **Project Location**
   42nd Avenue W

2. **Please identify the county(ies) in which the project is located. (Select all that apply.)**
   Snohomish

3. **Crossroad/landmark nearest the beginning of the project**
   Alderwood Mall Boulevard

4. **Crossroad/landmark nearest the end of the project**
   194th Street SW

5. **Map and project graphics**
   42nd_Vicinity_Map.jpg, 42nd_City_Center_Developments.png, Excerpt_42nd_Design_Report.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   1) City of Lynnwood Comprehensive Plan, 2) Transportation Element, 20 Year List, Project #110, 3) Page 5.48
   1) 2020-2025 6-Year Capital Facilities Plan, 2) Transportation Projects, Project #63, 3) Page 23
   1) 2020-2025 6-Year Transportation Improvement Plan, 2) City Center, Project #2, 3) Page 1

3. **If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.**
   N/A

Federal Functional Classification

1. **Functional class name**
   37 Proposed Collector

Support for Centers

1. **Describe the relationship of the project to the center(s) it is intended to support. Identify the designated regional growth or manufacturing/industrial center(s) and whether or not the project is located within the center or along a corridor**
The project is centrally located within the PSRC designated Lynnwood Regional Growth Center. City Center is a sub-area of Lynnwood’s Regional Growth Center. The 42nd Avenue W project completes a new collector arterial street within this City Center core area.

Criteria: Regional Growth Center Development

1. **Describe how the project will support the existing and planned housing/employment densities in the regional growth center.**

The project supports existing and planned housing and employment growth by encouraging compact urban development that may not otherwise occur under existing urban design conditions. The new grid street reduces the block length of City Center’s core by bisecting one of the largest superblocks within the Regional Growth Center, which is also designated for the highest density office and housing development in the center. 42nd Avenue W will provide new opportunities for multi-modal and active transportation that supports transit-oriented development, connecting the Regional Growth Center to public transit at the Lynnwood Transit Center, future City Center light rail station, Community Transit SWIFT Orange Line City Center Station as well as the Interurban Regional Trail.

This improved connection encourages the co-location of housing and employment that will draw a workforce from throughout the region. The project will support the creation of potentially 15,000 new jobs (21,000 total) and 3,000 new households (3,200 total) within Lynnwood’s designated Regional Growth Center by 2025.

The project will act as a catalyst for spurring growth in the Lynnwood Regional Growth Center and is a necessary capital improvement needed to support City Center traffic and level of service standards. In 2014, the City of Lynnwood conducted an extensive City Center project prioritization process which identified the 42nd Avenue W Project as the highest priority transportation investment needed to spur redevelopment and support City Center traffic and level of service standards. The project scored very well in all the criteria, including: catalyst, place-making/aesthetics, sustainability, multi-modal transportation and permanent jobs.

The project will provide improved multimodal access to the Lynnwood Transit Center (located 800-feet to the southwest), which will be home to light rail service by 2024, and increases opportunities for transit-oriented development. Additionally, the project will directly benefit Alderwood Mall (which is located three quarters of a mile northeast of the project) which has 1.3M sq.ft. of space, over 200 retail stores, and employs over 3,000 people. The anticipated improvements in access and circulation will increase commerce and jobs in these areas.

The project will support the creation of potentially:

1) 14,000 new jobs related to improved access and increased commerce in the City Center and surrounding businesses, and

2) 1,000 new jobs related to improved access and increased commerce in and around Alderwood Mall

Total: 15,000 new jobs in retail, life sciences, aerospace, information technologies, and other sectors.

2. **Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center. Please provide a citation of the corresponding policies and/or specific project references in a subarea plan or in the comprehensive plan.**

The 20 year goal of Lynnwood’s City Center is to create a compact, intense and lively City Center that offers Lynnwood new opportunities for culture, commerce and habitation. The project furthers the following policies outlined in the City of Lynnwood City Center Sub Area Plan: CCT 2 Coordinate Signals, CCT 3 Maintain LOS E, CCT 6 Develop a Finer Grid System, CCT 7 Improve Arterials, CCT 11 Reduce Vehicle Trips, CCT 12 Increase Transit Services, CCT 14 Bicycle Linkages, CCT 22 On-Street Parking, CCUD 1 Streets as Urban Design Elements, CCUD 6 Promote Many Pedestrian Connections within the City Center, CCUD 7 Connect to Surrounding Areas and Features, CCUD 8 Pedestrian Circulation Primarily at Grade, CCUD 9 Designate and Describe Gateway Treatments, CCUD 14 Integrating Interurban Trail and CCUD 16 Linking Public Space in Core.

The project also furthers the following policies and actions identified in the City’s Comprehensive plan:

**Policy LU-19.** Accommodation of the population and employment growth specified by the Countywide Planning Policies should primarily occur within the designated Lynnwood Regional Growth Center and along Highway 99.

**Policy LU-27.** Development regulations for the Regional Growth Center should allow for the greatest residential density and building height allowed in Lynnwood. Maximum residential density and building height would be especially appropriate for development that includes affordable housing or that locates residences above street-level retail.
Policy LU-38. Incentives shall be provided to encourage mixed-use developments in the Lynnwood Regional Growth Center.

Action 1.4.5 Facilitate private land acquisition and assembly and development partnerships to create new commercial space in Lynnwood, with a special focus on the City Center.

Action 3.1a.1 Continue to implement the City Center Plan.

Action 3.1a.2 Identify funding options to pay for critical infrastructure projects with a focus on City Center project prioritization.

Action 3.1a.3 Strongly promote development incentives including the Planned Action Ordinance with regional developers to spur interest in City Center projects.

Policy T-9 Support the implementation of specific subarea plans such as the City Center Subarea Plan.

3. Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted regional economic strategy.

Lynnwood’s economy is well known for its strong retail base, heavily concentrated in and around Alderwood Mall. Lynnwood has the second highest retail sales per capita of any city in western Washington. Lynnwood also has a strong concentration of jobs in the finance, insurance and real estate sector. The City is the financial capital of south Snohomish County, with nearly 200 small to medium-sized companies (up to 100 jobs each) located in Lynnwood. Lynnwood has more jobs in this sector than any city located between Seattle and Everett.

As stated in the adopted City of Lynnwood Economic Development Action Plan, the City plans to maintain Lynnwood’s retail prominence while creating future opportunities for growth in targeted industries. The City seeks to expand and diversify its economic base through business retention and attraction. The vision of Lynnwood’s City Center is to diversify the job base by increasing technical and professional employment, and living wage jobs, within a short distance of people’s homes.

The Economic Development Action Plan targets future employment growth in finance/insurance/real estate, professional/business services, life sciences, aerospace, electronics/information technologies, and tourism/hospitality. Of the sectors, life sciences, aerospace, and information technologies are the City’s primary targeted industry clusters for future employment growth.

The Lynnwood life science/aerospace/information technology cluster will complement existing South Snohomish County industry clusters. Snohomish County is home to nearly 25% of all Washington State biotech and biomedical companies and 26% of all employees in this sector.

The aerospace industry in Snohomish County is a highly skilled community of companies at the cutting edge of aviation innovation. The backbone of Snohomish County’s aerospace dominance has long been the Boeing Company. Production of aircraft and parts accounts for roughly half of Snohomish County’s manufacturing employment. Within Snohomish County, 45,000 people are either directly or indirectly employed by the aerospace industry and/or related electronics industries. Market potential for new commercial airplanes over the next twenty years remains high, and Snohomish County has the Skilled and experienced aerospace workers to meet the demand. Snohomish County draws from a labor force of 1 million.

Lynnwood plans to accommodate most of its employment growth within Lynnwood’s regional growth center. The City Center Sub Area Plan calls to increase office space by a potential of 3.6Msq.ft. and add an additional 3000 DU’S by 2025. Again, this growth is targeted at life sciences, aerospace, and information technologies clusters.

The 42nd Ave W Project supports the growth of the Lynnwood City Center and Regional Growth Center. The project is a necessary capital improvement needed to accommodate City Center traffic and to maintain the City’s level of service standards. The project will improve access within Lynnwood’s City Center and the Alderwood Mall area by enhancing the primary street in the heart of City Center. This new route will increase capacity in the center thereby alleviating congestion on other streets. The project will redistribute traffic and help maintain efficiency of the City Center roadway system. In addition, a sense of place within the Regional Growth Center will be established by incorporating decorative streetscape features, surface treatments and decorative lighting as identified in the December 2014 City Center Streetscape Plan.

Criteria: Benefit to the Regional Growth Center
1. Describe how the project remedies a current or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service/facilities, modal conflicts and/or the preservation of essential freight movement)?

The project remedies multiple current and anticipated problems identified in the City Center Sub-Area Plan and the Final Supplemental Environmental Impact Statement. Development of housing, employment, and retail is planned to increase from 2.7 million square feet to 9.1 million square feet over 20 years. To accommodate that growth, 42nd Avenue W mitigates current and future congestion on 196th Street SW and 44th Avenue W by creating a new grid street and alternate route for many modes of transportation. One of the largest superblocks within the Regional Growth Center will be bisected by 42nd Ave W reducing the length of city blocks, creating new multi-modal and active transportation connections, and adding new pedestrian and bicycle facilities. The street will provide new and safe connections to the Lynnwood Transit Center and future Link light rail station. The project will provide a critical connection from the City Center to the Interurban Regional Trail which is located directly south of the project.

2. Describe how the project will benefit a variety of user groups, including commuters, residents, and/or commercial users.

28% of Lynnwood’s workforce is in lower paying retail jobs with wages less than $29,000 a year. Lynnwood’s 55+ age segment has grown 23% since 2004, making the City the third highest aging population in the region.

The residents of Lynnwood embrace their City’s diversity and recognize its many benefits. According to 2010 Census data, 36% of Lynnwood’s population were non-white. Lynnwood is a multicultural community with a population that is 64% White, 17% Asian, 13% Hispanic/Latino, 5% Black or African American, and 1% American Indian/Native Alaskan. No population groups will be adversely affected or relocated by this project.

3. Describe how the project will benefit minority and low-income populations as identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment; please be specific and provide data where applicable.

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The residents of Lynnwood embrace their City’s diversity and recognize its many benefits. According to 2010 Census data, 36% of Lynnwood’s population were non-white. Lynnwood is a multicultural community with a population that is 64% White, 17% Asian, 13% Hispanic/Latino, 5% Black or African American, and 1% American Indian/Native Alaskan. No population groups will be adversely affected or relocated by this project.

The project will support all user groups by enabling the City to accommodate the potential for 15,000 new jobs and 3000 new dwelling units by 2025 by maintaining the established level of service needed to accommodate this future growth. The project will benefit Lynnwood’s diverse population by supporting their vision of a walkable and livable City Center. The project will benefit commercial vehicle operators/trucking, commuters and local business/retail customers by improving access and overall operational characteristics of the region.

Criteria: Circulation Within the Regional Growth Center

1. Describe how the project improves access to major destinations within the center, such as by completing a physical gap or providing an essential link in the transportation network for people and/or goods, or providing a range of travel modes or a missing mode.

The project provides a new and convenient multi-modal and active transportation connection to the Regional Growth Center’s major destinations including the future Lynnwood City Center light rail station, future Community Transit SWIFT Orange Line City Center Station, the Lynnwood Convention Center, the Alderwood Shopping Mall, central core of City Center, Lynnwood city government services, Interurban and Scriber Creek Trails, and I-5. The new grid street bisects one of the center’s largest superblocks improving walkability and access to public transit.

The project will provide 16-foot wide sidewalks (including landscape and building buffers) on both sides along the length of the project. The landscape buffer and on-street parking will buffer pedestrians from the travel lanes and will provide traffic a calming effect. Bicycle facilities, likely sharrows, will be provided along the length of the project. Improvements to accommodate pedestrians with disabilities will also be incorporated to the Maximum Extent Feasible (MEF) and will be documented accordingly. The four new traffic signals that will be installed with the project will include pedestrian push buttons, pedestrian countdown signal heads, and crosswalks that will meet current federal standards.

2. Describe how the project will improve circulation within the center and enhance...
opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, bicycle mobility, bicycle facilities, streetscape improvements, traffic calming, etc.

The 2013 PSRC Regional Center Monitoring Report states that the Lynnwood Regional Growth Center currently provides a challenging pedestrian environment due to the super-blocks (15.5 acre average). The project introduces new multi-modal and active transportation options for all users. Streetscape standards are in place that provide enhanced pedestrian amenities including wide sidewalks, street trees and landscaping, street furniture and lighting, and bicycle facilities. New connections are made between the future Lynnwood City Center light rail station, future Community Transit SWIFT Orange Line City Center Station and the Interurban Trail.

The project will significantly improve circulation and enhance opportunities for people and goods by improving a major connection of the City Center street system.

1) Walkability - Wide sidewalks will be provided to accommodate the pedestrian growth anticipated for the regional center. The walking experience will be enhanced by providing additional separation (5-foot planted buffer/tree grates) between motorists and pedestrians. The new facilities will connect to the Interurban Regional Trail, which runs along the south side of the project.

2) Public Transit Access – The project is located in close proximity to the future Lynnwood City Center light rail station (800-feet from project) and the future Community Transit SWIFT Orange Line City Center Station (550-feet from project). Both facilities are planned to open in 2024.

3) Public Transit Speed and Reliability – The project will provide another connection to the future Lynnwood City Center light rail station and future Community Transit SWIFT Orange Line City Center Station.

4) Bicycle Mobility/Facilities - Bicycle facilities, likely sharrows, will be provided along the length of the project.

5) Streetscape Improvements – The City of Lynnwood has adopted design guidelines for the city center with the intent to implement complete streets and encourage pedestrian activity by providing streetscape with strong visual character. The project will include streetscape items such as tree grates, street streets, street furnishings, median plantings, unique sidewalk scoring patterns, decorative lighting and other such features.

6) Preservation of Freight Movement - The project will improve local freight access by increasing the efficiency on adjacent heavily traveled freight corridors. The project will provide improved connections to 196th Street (T-3), SR99 (T-2), I-5 (T-1) and I-405 (T-1).

3. **Describe how the project addresses safety and security.**

   This area of the city experiences some of the highest collision rates in Snohomish County. The high rate of collisions is strongly correlated to the level of congestion. The project will improve safety by providing additional capacity in the City Center core. The project will also include both vehicle and pedestrian LED lighting to aid in low light visibility. The lighting systems will be designed to current lighting standards.

4. **If the project has a parking component, describe how it has been designed to be compatible with a pedestrian oriented environment, including any innovative parking management tools.**

   As the employment density in the City Center and Regional Growth Center increases, a productive environment for transit service will emerge. The City is working with the transit agencies to increase service, and to focus on the City Center as the major regional urban center. The City has developed transportation demand management (TDM) strategies to increase the use of transit and carpooling modes. One of the most effective TDM strategies is to charge parking fees to those commuting into the City by automobile to reduce the mode share of driving alone during the commute hours.

   Transportation policy CCT 21 in the City Center Sub-Area Plan is “Develop a City Center Parking Management Plan”. The parking management plan is intended to address such issues as:
   - on-street parking locations and enforcement
   - the use of excessive parking spaces for public parking
   - options to provide parking through public parking structures
   - possible locations for pedestrian and circulator connections between parking structures and destinations
   - a program to manage parking in residential areas.

   As development occurs and densities increase, the City plans to implement these TDM strategies.
1. **Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.**
   Roadway Improvement, Bicycle and Pedestrian Facilities, Intelligent Transportation Systems

### Air Quality and Climate Change: Roadway Improvement

1. **What is the length of the project?**
   
   2000 feet

2. **What is the average daily traffic before and after the project?**
   
   There is a substantial demand for this project today but the grid street currently does not exist. Average daily traffic for year of opening is 10,000 trips. This is 10,000 trips that would be forced to use other existing streets if 42nd Avenue W was not constructed.

3. **What is the average speed before and after the project?**
   
   There isn’t a “before” average speed because 42nd Avenue W is a new street. The “after” average speed is anticipated to be 20 mph with a posted speed of 25 mph.

4. **What is the average daily transit ridership along the corridor?**
   
   None, 42nd Avenue W is a new street. However, bus service is provided in the immediate area on 196th Street SW, 44th Avenue W and Alderwood Mall Blvd. Altogether the stops in the area averaged 80 daily boardings (2019). The project will relieve congestion on these corridors allowing for more reliable transit service. The project provides an essential link to the future Lynnwood City Center light rail station and the future Community Transit SWIFT Orange Line City Center Station (forecasted 1,634 boardings). Additionally, the project will spur transit oriented development in this center.

5. **How many daily peak period transit trips serve the corridor?**
   
   22 transit trips per hour serve the three roads previously mentioned. This includes the local, commuter and regional express trips.

6. **What is the expected increase in transit speed due to the BAT/HOV lanes?**
   
   N/A

7. **What is the expected increase in transit ridership due to the BAT/HOV lanes?**
   
   N/A

8. **What is the percentage of freight truck traffic on the facility?**
   
   Estimated at 5%. Located in the center of Lynnwood’s Regional Growth Center, the project will provide a much-needed connection to the area’s freight distribution system. Primarily a retail and wholesale distribution system, an enormous variety of goods are handled on this system. Final distribution of these goods is 100 percent by truck. Existing congestion in the area has significantly reduced the effectiveness of the region’s freight distribution system. The project will add a new connection in the center of this system, providing much-needed freight capacity.

9. **Will the project result in shorter trips and reduced VMT? If so, please explain.**
   
   The project improves transportation efficiency for the surrounding region by concentrating jobs and homes in a high-density urban center, and thereby reducing future total VMT of travel in the region compared to the No Build Scenario. This directly reduces emissions in the region on a gradual basis from year 1 to year 20.

   Encouraging growth in the Lynnwood regional growth center supports Vision 2050 and associated centers-based strategy for accommodating new development in the Puget Sound region. By 2032 the City Center will potentially be home to 21,000 jobs and 4,200 dwelling units and will emerge over time as a sustainable community that is lively, diverse and appealing place to live, work, shop and play.

   This type of urban development directly enables a greater degree of travel by walking between homes, jobs, stores and recreation. The City Center will be supported by a robust expansion of transit access from surrounding areas, and a network of pedestrian paths and wide sidewalks. Key to the operation of the transit system will be the expanded arterial system which provides additional lanes for multiple users.

   Regional VMT emission reductions are anticipated with completion of the project. This is based on shorter trips generated by the Lynnwood City Center for both commuters and shoppers, compared to the alternatives of wider dispersal of the same forecast growth to the surrounding region. The combination of new local jobs, new residential areas, and closer shopping within the City Center will result in:
   
   1) A lower rate of vehicle trips generation than otherwise
   2) An increase of short walking trips
2) An increase of short walking trips
3) Greater reliance on bus transit by commuters and shoppers

The project will reduce dependence on oil and reduce CO2 GHG emissions by:
1) Improving a core transit centered City Center street and intersections, thereby providing a more efficient roadway network with less delay.
2) Enabling the development of the City Center as a high-density multi-use urban center, total VMT in the entire Puget Sound region is reduced.

In general, the project will help reduce GHG emissions by:
- Providing additional areas in the City Center core to promote additional development, therefore reducing the need for residents to travel to neighboring cities for work, shopping, and other needs
- Reducing stop and go conditions with improved intersection/roadway design
- Improving intersection traffic flow to reduce idling
- Reducing total VMT
- Improving roadway speeds through the downtown core
- Provide additional transit facilities including BAT lanes
- Providing improved multimodal access to/from the future Lynnwood City Center light rail station (800-feet from project) and the future Community Transit SWIFT Orange Line City Center Station (550-feet from project). Both facilities are planned to open in 2024.
- Providing enhanced pedestrian facilities to housing, employment, services, and transit

10. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).

Transit ridership was provided by Community Transit. The City maintains a robust traffic model which is updated frequently as land actions occur. The traffic model was utilized to determine the traffic data.

Air Quality and Climate Change: Bicycle and Pedestrian Facilities

1. Describe the facilities being added or improved
The project will provide 16-foot wide sidewalks (including landscape and building buffers) on both sides along the length of the project. Bicycle facilities, likely sharrows, will be provided along the length of the project.

The project is a critical step to fulfilling Lynnwood’s vision of a walkable and livable City Center. By 2032 the City Center will potentially be home to 21,000 jobs and 3,200 dwelling units. The City Center will emerge over time as a sustainable community that is lively, diverse and appealing place to live, work, shop and play. This type of urban development directly enables a greater degree of travel by walking between homes, jobs, stores and recreation. The City Center will be supported by a robust expansion of transit access from surrounding areas, and a network of pedestrian paths and wide sidewalks. Key to the operation of the transit system will be the expanded arterial system which provides additional lanes for multiple users.

2. What is the length of the proposed facility?
2000 Feet

3. Describe the connections to existing bicycle/pedestrian facilities and transit.
The new facilities will connect to the regional Interurban Trail, which intersects the south side of the project, local bus stops and future bicycle facilities throughout the area. The project provides an essential link to the future Lynnwood City Center light rail station (800-feet from project) and the future Community Transit SWIFT Orange Line City Center Station (550-feet from project). Both facilities are planned to open in 2024.

Filling in bicycle “missing links” is an on-going objective of the City of Lynnwood Comprehensive Plan. The City has developed a bicycle skeleton system plan which outlines a framework of trails, paths, and bikeways allowing people the choice to travel between most homes, schools, businesses, entertainment and other services throughout Lynnwood without using their cars. 42nd Avenue W is included in the bicycle skeleton system. The project will include bicycle facilities along the length of the project. In additional to the 42nd Avenue W project, the city is actively pursuing completion of other key bicycle skeleton segments. In the summer of 2017, the city completed five new bicycle “missing links” and installed bicycle route and wayfinding signs throughout the city as part of the Bike2Health Project.

4. Describe the current bicycle/pedestrian usage in the project area. If known, provide information on the shift from single occupancy vehicles.
N/A

5. What is the expected increase in bicycle/pedestrian usage from the project? If known, provide information on the shift from single occupancy vehicles
N/A

6. What is the average bicycle trip length?
7. **What is the average pedestrian trip length?**
   N/A

8. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
   Pedestrian and bicycle count data is not available at this time.

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**Air Quality and Climate Change: Intelligent Transportation Systems and Corridor Efficiency**

1. **What is the existing level of service?**
   N/A

2. **What are the existing number of lanes (in one direction)?**
   N/A

3. **What is the existing average daily traffic?**
   N/A

4. **What is the existing average speed?**
   N/A

5. **What are the ITS improvements being provided?**
   Four traffic signals will be constructed as part of the project. 42nd Avenue W intersections at Alderwood Mall Blvd., 198th Street SW, 196th Street SW, and 194th Street SW will all be signalized. Appropriate adjustments will be made in signal phasing to optimize timing within the City Center. The project will install a fiber-optic interconnect system (connecting the entire corridor and crossing corridors) and will also connect to Lynnwood’s state-of-Art Traffic Management Center at City Hall.

6. **How many intersections are being improved?**
   4

7. **What is the length of the project?**
   2000 Feet

8. **What is the percentage of freight truck traffic in the project area?**
   Estimated at 5%. Located in the center of Lynnwood’s Regional Growth Center, the project will provide a much need connection to the areas freight distribution system. Primarily a retail and wholesale distribution system, an enormous variety of goods are handled on this system. Final distribution of these goods is 100 percent by truck. Existing congestion in the area has significantly reduced the effectiveness of the region's freight distribution system. The project will add a new connection in the center of this system, providing much needed freight capacity.

9. **What is the expected improvement to level of service?**
   The anticipated level of service in the project area with the 42nd Ave W project at the year of opening is LOS D (2030). This assumes the Poplar Way Extension Bridge and 196th Street SW Improvement Projects will be completed by the time 42nd Avenue W opens to traffic.

10. **What is the expected improvement to average speed?**
    Improvement to average speed along project cannot be provided because it is a new street. However, improvement to average speed in the Lynnwood Regional Growth Center is anticipated because the project will provide a critical connection in this highly congested area.

11. **What is the expected improvement to average vehicle delay?**
    The project will redistribute traffic and help maintain efficiency of the City Center street system. With this improved efficiency, the project will reduce vehicle miles traveled, reduce travel times, reduce congestion, reduce emissions, increase speeds, and improve traffic flow.

12. **Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.)**
    The City maintains a robust traffic model which is updated frequently as land actions occur. The traffic model was utilized to determine the traffic data.

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**Criteria: Project Readiness and Financial Plan**

1. **What is the PSRC funding source being requested?**
   STP
2. Has this project received PSRC funds previously?
   Yes

3. If yes, please provide the project's PSRC TIP ID
   LYN-50

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Total Request: $3,000,000.00

Total Estimated Project Cost and Schedule

**Planning**

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Expected year of completion for this phase: 2019

**PE**

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Expected year of completion for this phase: 2025

**ROW**

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Expected year of completion for this phase: 2025

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Expected year of completion for this phase: 2027

**Other**

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Expected year of completion for this phase: 2030
Summary

1. **Estimated project completion date**
   12/2030

2. **Total project cost**
   $29,700,000.00

Funding Documentation

1. **Documents**

2. **Please enter your description of your financial documentation in the text box below.**
   $3M in PSRC funds are being requested for ROW phase 1. Local match of $5M is reasonably expected to be secured for this funding request. These funds will be provided from the following funding sources:
   1) Economic Development Investment Fund (EDIF): Currently there is an estimated $10M of funds available in this fund for economic investments such as the 42nd Ave W Project.
   2) Traffic Impact Fees (TrIF): The city's traffic impact fees generate approximately $500,000 per year. The 42nd Ave W project is a TrIF eligible project.
   3) Transportation Benefit District (TBD): The city's TBD is funded through sales tax and generates approximately $2.5M per year. These funds are used for projects such as the 42nd project.

   **Procedural Steps:**
   The funds are being requested for 2023. If awarded the grant funds, the city will allocate the matching $5M in local funds in the 2023-24 biennium budget process. This process would occur in 2022. The executive department drafts the budget and recommends it to City Council. The Council adopts the budget prior to the end of 2022.

   In 2014 the Lynnwood City Council passed a resolution stating that the 42nd Avenue W project is the highest priority transportation investment needed to spur redevelopment and support City Center traffic and level of service standards. The resolution and scoring matrix is attached.

Project Readiness: PE

1. **Are you requesting funds for ONLY a planning study or preliminary engineering?**
   No

2. **What is the actual or estimated start date for preliminary engineering/design?**
   9/1/2019

3. **Is preliminary engineering complete?**
   No

4. **What was the date of completion (month and year)?**
   N/A

5. **Have preliminary plans been submitted to WSDOT for approval?**
   No

6. **Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.**
   N/A

7. **When are preliminary plans expected to be complete?**
   9/1/2022

Project Readiness: NEPA

1. **What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?**
   Documented Categorical Exclusion (DCE)

2. **Has the NEPA documentation been approved?**
   No
3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   5/2021

Project Readiness: Right of Way

1. Will Right of Way be required for this project?
   Yes

2. What is the actual or estimated start date for right of way?
   2/2022

3. What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)?
   2/2023

4. Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits.
   The project will require full acquisition of five parcels and relocation of five businesses and compensation for damages to approximately 60 parking stalls.

5. What is the zoning in the project area?
   Mixed Use - City Center Core (CC-C): The intent of this zoning is to accommodate dense urban form development. All new development shall be built to at least the minimum building height of three stories and no less than 30 feet. The maximum building height is 350 feet.

6. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
   The property acquisition schedule provides one year (2/2024 to 2/2025) for potential condemnation. The city has experience with condemnation on prior capital projects. The process involves a notice period, followed by a public hearing, Council adoption of an ordinance, and then filing with the court. Typically, the property owner grants possession and use prior to filing, which is sufficient to obtain WSDOT certification. One year for this process is more than adequate.

7. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
   Yes

8. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
   N/A

9. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
   
   Begin right of way phase: 11/2022
   True cost estimate/right of way plan: 2/2023
   Right of way acquisition: 4/2023 to 4/2024 (1 year to complete)
   Potential condemnation: 2/2024 to 2/2025 (1 year to complete)
   Certification: 2/2025

Project Readiness: Construction

1. Are funds being requested for construction?
   No

2. Do you have an engineer's estimate?
   N/A

3. Engineers estimate document
   N/A

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   N/A

5. Are Plans, Specifications & Estimates (PS&E) approved?
   N/A

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   N/A

7. When is the project scheduled to go to ad (month and year)?
   N/A
Other Considerations

1. **Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.**

   The project is a critical infrastructure improvement needed to support the planned growth in the Regional Growth Center. It was identified as the highest ranking City Center transportation project by the Lynnwood City Council, in which the selection criteria directly aligns with the PSRC Regional Growth Center goals and 2016 regional project evaluation criteria. Timing of the project’s implementation is crucial with the introduction of the Lynnwood City Center light rail station and the future Community Transit SWIFT Orange Line City Center Station in 2024. The project serves as the central spine of City Center and directly connects to other Growth Center supporting projects including transit/streetscape improvements to 196th Street SW, a future Town Square Park, Interurban Trail enhancements, Lynnwood Link light rail mitigation projects, centralization of government services and offices, and transit-oriented development. The City of Lynnwood partnered with WSDOT to undertake a SHRP 2 “Multi-Modal Accessibility to the Lynnwood Transit Center” study, with 42nd Avenue W as a key project needed to support connectivity.

2. **Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.**

   In December 2014, the city adopted the City Center Streetscape Plan. The plan provides guidance for the design and development of the City Center Streetscape. The Standards in the City Center Streetscape Plan have been established to facilitate and streamline permitting by providing pre-approved elements. They assure over time that the City Center streetscape design, including the materials and furnishings used, create a distinct cohesive identity and attractive ambience for the City Center. These highly visible improvements are vital to the success of the City Center, providing spaces for the everyday interaction of people, community events, and for development of adjoining private property.

   The City Center Streetscape Plan is intended to build upon the City Center Sub-Area Plan, City Center zoning and the City Center Design Guidelines. The plan will help advance the revitalization process, create safer public spaces, and generate a greater sense of community pride and economic vitality. The revitalized streets within the City Center will help attract new residents, businesses and visitors to the richness of Lynnwood’s urban landscape.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

   In 2009, the City of Lynnwood completed the City Center Street Master Plan which was conducted to verify the sufficiency of the City Center street network and provide recommendations for implementation. The 42nd Avenue W project was identified as a high priority action because it provides the initial access to the City Center Core and establishes a new collector arterial street. 42nd Avenue W has obtained federal functional classification and provides direct benefit to 196th Street SW and 44th Avenue W (SR524 and spur).

   In 2014, the City of Lynnwood conducted an extensive City Center project prioritization process which identified the 42nd Avenue W project as the highest priority transportation investment needed to spur redevelopment and support City Center traffic and level of service standards. The criteria and metrics used to develop the project prioritization list directly align with the PSRC Regional Growth Center goals and 2016 regional project evaluation criteria. City Council adopted the project prioritization by Resolution directing priority to be placed on critical City Center projects. The project scored very well in all the criteria, including: catalyst, place-making/aesthetics, sustainability, multi-modal transportation and permanent jobs.

4. **Final documents**

   Letter of Support Anna’s Home Furnishings.pdf, 
   Letter of Support Lynnwood Business Consortium.pdf, LPFD Support Letter.pdf, 
   Lynnwood Support Letter for 42nd Avenue West - Trent.pdf, 
   Lynnwood 42nd Street Grant Support - MGP.pdf, SKS Letter of support.pdf
1. **Title:** 020 Economic Development Infrastructure Fund

2. **Responsible Department(s):** Economic Development

3. **Brief Description and Purpose:**

   On February 23, 2015, the Lynnwood City Council adopted Ordinance No. 3110 creating the Economic Development Infrastructure Fund (EDIF). The EDIF provides funding to address the purposes of the Economic Development Infrastructure Policy (EDIP), created pursuant to Resolution No. 2012-06 adopted by City Council on July 16, 2012. EDIP provides a framework and guidelines for Lynnwood to participate in the funding of public infrastructure and public facilities in support of the City’s economic development. Pursuant to the EDIP, the City may use a variety of funding sources to finance public infrastructure and public facilities associated with economic development.

4. **Highlights and Changes for 2019-2020:**

   City Council adopted an Economic Development Action Plan in October 12, 2015, and the City is preparing a Strategic Capital Plan for future infrastructure improvements. These documents serve to identify potential funding in 2019-2020 and beyond for analysis, design, and implementation of projects associated with the City Center, Sound Transit Light Rail, and strategic opportunities. Actual expenditures and transfers from the EDIF fund will be identified and approved through Capital Budgets and project Financial Plans.

5. **Highlights and Accomplishments during 2017-2018:**

   - Monitored revenues allocated to the EDIF.
   - Identified potential projects that align with the Economic Development Infrastructure Policy, and support the goals and priorities of the Community Vision, Strategic Plan and other economic development source documents.
### 6. Fund Cost (summary):

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**NOTE:** In 2017-2018, $645,000 of EDIF funds were transferred to General Capital Fund 357 and Transportation Capital Fund 360. $565,000 of these funds were not expended in the 2017-18 biennium and were transferred back to the EDIF fund for future strategic opportunities.
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<td>Appendix C – Stormwater Management Technical Memorandum</td>
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<td>Appendix D – Right-of-Way Analysis Technical Memorandum</td>
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<td>38</td>
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<td>Appendix F – Lynnwood Municipal Code 21.60.500</td>
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# ACKNOWLEDGEMENTS

City of Lynnwood  
Mayor Nicola Smith  
Lynnwood City Council  
City Center Core Team  

Special thanks to the City of Lynnwood:  
Ngan Ha Yang, Project Manager  
Dustin Akers, City Center Program Manager  

Consultant  
KPG, Inc.
EXECUTIVE SUMMARY

The City of Lynnwood desires to create a vibrant and dynamic City Center that provides residents and visitors alike with new opportunities to live, work, shop, and play. More than a decade of planning has identified numerous goals and needs for City Center, including creating a finer street grid that supports new development and improves walkability. To achieve this goal, the City has identified 42nd Avenue W, between 194th Street SW and 200th Street SW/Alderwood Mall Boulevard, as a primary roadway corridor at the heart of City Center, providing access and connectivity to future high-rise development and multi-modal transportation.

The purpose of the 42nd Avenue W Pre-Design Report is to present the City’s and KPG’s analysis and recommendations for the 42nd Avenue W corridor and establish parameters and direction for future design and construction.

KEY FINDINGS

The 42nd Avenue W Pre-Design Report reviewed more than fifteen years of City Center planning documents, analyzed preliminary design options, and developed strategies to implement the goals of the community’s vision. Key findings from the analysis of the 42nd Avenue W corridor include:

- The roadway cross section will be 77’ overall, with two 14’ travel lanes, 8’-6” on-street parking on both sides of the roadway, and 16’ sidewalks with lighting as well as landscape and urban design features. This conforms to the standard established by LMC 21.60.500 (see Appendix F, page 43).

- The City will retain, as right-of-way (ROW) or permanent easement, 67’ of the overall roadway width; adjacent developers will be required to contribute the remaining 5’ of frontage improvements on either side of the roadway.

- The alignment for 42nd Avenue W will extend from 194th Street SW to 200th Street SW/Alderwood Mall Boulevard and will include the “S” shape curve identified in the existing Net River Dedication (see Appendix E, page 38).

- Traffic signals and left turn lanes will be installed at the intersections of 42nd Avenue W and 196th Street SW as well as 200th Street SW/Alderwood Mall Boulevard.

- Existing 600’ “superblocks” will be broken up into more urban-scale 300’ blocks through the development of new cross streets for connections, such as alleyways and woonerfs.

NEXT STEPS

- Define what adjacent developers will be required to contribute toward frontage improvements and permanent easements for the roadway.

- Apply recommendations from the City Center Streetscape Plan to the roadway design, streetscape elements, and developer frontages.

- Refine the design of new minor cross streets, designed as alleyways and woonerfs, that incorporate lighting as well as landscape/urban design elements and signing to create inviting, accessible shared-use spaces for pedestrians and bicycles while still providing access to garages and accommodating service/emergency vehicles.
INTRODUCTION

The City of Lynnwood desires to become a premier city north of Seattle, with a vibrant, dynamic, walkable City Center. Over fifteen years of planning has built the foundation for the development of this new destination district, and the City is now beginning the work of implementing this vision and refining the specifics for design and implementation.

The core of City Center is bounded by 200th Street SW/Alderwood Mall Blvd to the south, 44th Avenue W to the west, 194th Street SW to the north, and 40th Avenue W to the east. The spine of the City Center core will be the future 42nd Avenue W corridor, running north-south from 194th Street SW to 200th Street SW/Alderwood Mall Blvd, which will also serve as the primary main street for City Center.

This Pre-Design Report builds upon the City’s previous planning efforts, as well as an analysis of the corridor’s opportunities, constraints and key design elements, to establish guidelines for the implementation of 42nd Avenue W. The report includes discussion of the roadway cross section and alignment alternatives; right-of-way (ROW) impacts, costs and acquisition strategies; and construction phasing/implementation alternatives. In addition, the report provides preliminary design recommendations for various streetscape elements including utilities, stormwater management, traffic control, and connectivity to the future City Center street grid.

As the 42nd Avenue W corridor moves beyond the planning stages and into implementation, the City’s 2014 City Center Streetscape Plan provides the basis for the type of roadway design and streetscape detailing. These documents are intended to clarify frontage improvements for developers and establish the standards for quality for the new roadway.
BACKGROUND INFORMATION

The City’s previous planning efforts for City Center were reviewed and assessed to determine the applicability of existing design criteria to the new 42nd Avenue W corridor. This review of existing documentation included the City Center Sub Area Plan, Lynnwood Municipal Code, City Center Street Master Plan, City Center Streetscape Plan, Final Environmental Impact Statement (EIS), and City Center Design Guidelines, as well as other related reports and studies that pertain to the Corridor. The following summarizes the cross sections defined for the 42nd Avenue W corridor:

- **City Center Sub Area Plan**: 42nd Avenue W is defined as a “New Collector Street” with a cross section of 70’ ROW, including two 12’ travel lanes, 8’ on-street parking on both sides, and 15’ sidewalks.

- **LMC 21.60.500**: 42nd Avenue W is defined as a “Grid Street” with a proposed cross section of 77’ ROW, including two 14’ travel lanes, 8’ on-street parking on both sides, and 16’ sidewalks (see Appendix F, page 43).

- **City Center Street Master Plan**: 42nd Avenue W is identified as an arterial traffic mitigation route through City Center with a cross section of 91’ ROW, including three 14’ travel lanes, 8’ on-street parking on both sides, and 16’ sidewalks.

- **City Center Streetscape Plan**: 42nd Avenue W is envisioned as a north-south pedestrian connector street with wide (16’) sidewalks and urban design elements such as benches, decorative lighting, stamped concrete, and street trees/landscaping.

- **2008 Preliminary Design Concept**: This document focuses on minimizing cut for 42nd Avenue W and following the existing topography. The plan did take into account the future cross streets, but would have resulted in inconsistent building frontages, creating a less attractive and less urban street environment.

These existing reports and studies revealed contradictory recommendations for the development of the 42nd Avenue W corridor, which had to be reconciled in determining the City's preferred alternative. Based on this analysis, the City selected a 67’ ROW section with two 14’ travel lanes, 8-6’ parallel on-street parking on both sides of the roadway, and 11’ city-owned sidewalks. An additional 5’ of sidewalk on both sides of the Corridor will be constructed by future developments and provided as permanent easement, for an overall roadway section of 77’. Both travel lanes will be designated as a bicycle route and marked with shared-lane markings (sharrows). The selected cross section is consistent with the 77’ roadway width specified in LMC 21.60.500. Various mechanisms for retaining the ROW necessary to build the corridor are explored below in the Right-of-Way Analysis section of this report (see page 17).
PRELIMINARY DESIGN ANALYSIS

Recommendations for other key design elements for 42nd Avenue W were evaluated based on selected design criteria and considerations, including:

- Current urban design standards for mixed-use districts, which are typically being applied to new urban districts throughout Puget Sound. In contrast to previous suburban models, these standards are intended to create safe, accessible, multimodal streets.

- Multimodal transportation requirements (pedestrian, bicycle, public transit and vehicular capacity) and connections to Alderwood Mall Boulevard, 194th Street SW, 196th Street SW and 198th Street SW, in order to meet demand from planned future growth.

- Sewer and water-main requirements for roadway and adjacent future developments.

- Utility undergrounding opportunities and development coordination.

- Streetscape and urban design requirements per the City Center Streetscape Plan.

- Driveway access for new buildings.

- Roadway grades and wall impacts to existing overhead/underground utilities.

- Previous agreements between property owners and the City (e.g. Net River Dedication).

Note: Layouts shown are for illustrative purposes only; actual roadway and streetscape design to be approved by the City of Lynnwood. See Appendix B for specific roadway sections including travel lanes, on-street parking requirements and multi-modal facilities.

PREFERRED ALIGNMENT ALTERNATIVE
June 28, 2019

Mr. William Franz  
Public Works Director  
City of Lynnwood  
PO Box 5008  
Lynnwood, Washington 98046-5008

City of Lynnwood  
42nd Avenue West  
STPUL-2689(001)  
FUND AUTHORIZATION

Dear Mr. Franz:

We have received FHWA fund authorization, effective June 27, 2019, for this project as follows:

<table>
<thead>
<tr>
<th>PHASE</th>
<th>TOTAL</th>
<th>FEDERAL SHARE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Engine</td>
<td>$1,500,000</td>
<td>$1,297,500</td>
</tr>
</tbody>
</table>

As a condition of authorization you must show continuous project progress through monthly billings, until your project is complete. Failure to show continuous progress may result in your project becoming inactive per 23 CFR 630.106(a) (5) and subject to de-obligation of all federal funds and agreement closure.

Enclosed for your information and file is a fully executed copy of Local Agency Agreement LA-9612 between WSDOT and your agency. All costs exceeding those shown on this agreement are the sole responsibility of your agency. *Any costs incurred after the Project Agreement End Date shown on the agreement are not eligible for federal reimbursement. In addition, all eligible costs incurred prior to the End Date must be billed within sixty (60) days of the End Date or they are ineligible for federal reimbursement.*

FHWA requires projects utilizing federal funds for preliminary engineering or right of way to advance to construction. If this project is unable to proceed to construction, any expended federal funds must be repaid.

WSDOT authorization to proceed with right of way and/or construction is contingent upon receipt and approval of your environmental documents.

WSDOT authorization to proceed with construction is contingent upon receipt of your Right of Way Certification.
William Franz  
Public Works Director  
City of Lynnwood  
42nd Avenue West  
June 28, 2019

You may proceed with the administration of this project in accordance with your WSDOT approved Certification Acceptance agreement.

Sincerely,

[Signature]

Stephanie Tax  
Manager, Program Management  
Local Programs

ST:jg:ml  
Enclosure

cc: Mehrdad Moini, Northwest Region Local Programs Engineer, MS NB82-121
The Local Agency having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code Highways, (2) the regulations issued pursuant thereto, (3) 2 CFR Part 200, (4) 2 CFR Part 180 – certifying that the local agency is not excluded from receiving Federal funds by a Federal suspension or debarment, (5) the policies and procedures promulgated by the Washington State Department of Transportation, and (6) the federal aid project agreement entered into between the State and Federal Government, relative to the above project, the Washington State Department of Transportation will authorize the Local Agency to proceed on the project by a separate notification. Federal funds which are to be obligated for the project may not exceed the amount shown herein on line r, column 3, without written authority by the State, subject to the approval of the Federal Highway Administration. All project costs not reimbursed by the Federal Government shall be the responsibility of the Local Agency.

**Project Description**

Name: 42nd Avenue W Improvements
Termini: Alderwood Mall Blvd. to 194th Street SW

**Description of Work**

The project will construct a new grid street, 42nd Avenue W, from Alderwood Mall Boulevard to 194th Street SW, within the Lynnwood Regional Growth Center. The project includes approximately 1,000 feet of new infrastructure providing multiple travel lanes, sidewalks, bicycle facilities, curb, gutter, landscaping, hardscaping, illumination, traffic signals, retaining walls and utilities.

**Project Agreement End Date:** 10/31/2026

**Proposed Advertisement Date:**

<table>
<thead>
<tr>
<th>Type of Work</th>
<th>(1) Estimated Total Project Funds</th>
<th>(2) Estimated Agency Funds</th>
<th>(3) Estimated Federal Funds</th>
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<td></td>
<td>b. Other Consultant 1,460,000.00</td>
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<td>Federal Aid Participation</td>
<td>c. Other</td>
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<td>Ratio for PE</td>
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<td>1,350.00</td>
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<td></td>
<td>e. Total PE Cost Estimate (a+bd+c) 1,500,000.00</td>
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<td>Right of Way</td>
<td>f. Agency</td>
<td></td>
<td></td>
</tr>
<tr>
<td>%</td>
<td>g. Other</td>
<td></td>
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<td>Federal Aid Participation</td>
<td>h. Other</td>
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<td>Ratio for RW</td>
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<tr>
<td>Construction</td>
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<tr>
<td>%</td>
<td>l. Other</td>
<td></td>
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<tr>
<td>Federal Aid Participation</td>
<td>m. Other</td>
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<tr>
<td>Ratio for CN</td>
<td>n. Other</td>
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<td>o. Agency</td>
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<td>p. State</td>
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<td></td>
<td>q. Total CN Cost Estimate (k+lm+no)</td>
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<tr>
<td></td>
<td>r. Total Project Cost Estimate (a+bd+c+f+gh+i+k+lm+no) 1,500,000.00</td>
<td>202,500.00</td>
<td>1,297,500.00</td>
</tr>
</tbody>
</table>

**Agency Official**

By [Signature] 5/24/19
Title: Director of Public Works

Washington State Department of Transportation

By [Signature] JUN 25 2019
Title: Director, Local Programs

DOT Form 140-039
Revised 03/2019
Construction Method of Financing (Check Method Selected)

State Ad and Award

Method A - Advance Payment - Agency Share of total construction cost (based on contract award)
Method B - Withhold from gas tax the Agency’s share of total construction coast (line 5, column 2) in the amount of $ at $ per month for months.

Local Force or Local Ad and Award

✓ Method C - Agency cost incurred with partial reimbursement

The Local Agency further stipulates that pursuant to said Title 23, regulations and policies and procedures, and as a condition to payment of the federal funds obligated, it accepts and will comply with the applicable provisions set forth below. Adopted by official action on , Resolution/Ordinance No.

Provisions

I. Scope of Work

The Agency shall provide all the work, labor, materials, and services necessary to perform the project which is described and set forth in detail in the “Project Description” and “Type of Work.”

When the State acts for and on behalf of the Agency, the State shall be deemed an agent of the Agency and shall perform the services described and indicated in “Type of Work” on the face of this agreement, in accordance with plans and specifications as proposed by the Agency and approved by the State and the Federal Highway Administration.

When the State acts for the Agency but is not subject to the right of control by the Agency, the State shall have the right to perform the work subject to the ordinary procedures of the State and Federal Highway Administration.

II. Delegation of Authority

The State is willing to fulfill the responsibilities to the Federal Government by the administration of this project. The Agency agrees that the State shall have the full authority to carry out this administration. The State shall review, process, and approve documents required for federal aid reimbursement in accordance with federal requirements. If the State advertises and awards the contract, the State will further act for the Agency in all matters concerning the project as requested by the Agency. If the Local Agency advertises and awards the project, the State shall review the work to ensure conformity with the approved plans and specifications.

III. Project Administration

Certain types of work and services shall be provided by the State on this project as requested by the Agency and described in the Type of Work above. In addition, the State will furnish qualified personnel for the supervision and inspection of the work in progress. On Local Agency advertised and awarded projects, the supervision and inspection shall be limited to ensuring all work is in conformance with approved plans, specifications, and federal aid requirements. The salary of such engineer or other supervisor and all other salaries and costs incurred by State forces upon the project will be considered a cost thereof. All costs related to this project incurred by employees of the State in the customary manner on highway payrolls and vouchers shall be charged as costs of the project.

IV. Availability of Records

All project records in support of all costs incurred and actual expenditures kept by the Agency are to be maintained in accordance with local government accounting procedures prescribed by the Washington State Auditor’s Office, the U.S. Department of Transportation, and the Washington State Department of Transportation. The records shall be open to inspection by the State and Federal Government at all reasonable times and shall be retained and made available for such inspection for a period of not less than three years from the final payment of any federal aid funds to the Agency. Copies of said records shall be furnished to the State and/or Federal Government upon request.

V. Compliance with Provisions

The Agency shall not incur any federal aid participation costs on any classification of work on this project until authorized in writing by the State for each classification. The classifications of work for projects are:

1. Preliminary engineering.
2. Right of way acquisition.
3. Project construction.

Once written authorization is given, the Agency agrees to show continuous progress through monthly billings. Failure to show continuous progress may result the Agency’s project becoming inactive, as described in 23 CFR 630, and subject to de-obligation of federal aid funds and/or agreement closure.

If right of way acquisition, or actual construction of the road for which preliminary engineering is undertaken is not started by the close of the tenth fiscal year following the fiscal year in which preliminary engineering phase was authorized, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).

If actual construction of the road for which right of way has been purchased is not started by the close of the tenth fiscal year following the fiscal year in which the right of way phase was authorized, the Agency will repay to the State the sum or sums of federal funds paid to the Agency under the terms of this agreement (see Section IX).
The Agency agrees that all stages of construction necessary to provide the initially planned complete facility within the limits of this project will conform to at least the minimum values set by approved statewide design standards applicable to this class of highways, even though such additional work is financed without federal aid participation.

The Agency agrees that on federal aid highway construction projects, the current federal aid regulations which apply to liquidated damages relative to the basis of federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

VI. Payment and Partial Reimbursement

The total cost of the project, including all review and engineering costs and other expenses of the State, is to be paid by the Agency and by the Federal Government. Federal funding shall be in accordance with the Federal Transportation Act, as amended, 2 CFR Part 200. The State shall not be ultimately responsible for any of the costs of the project. The Agency shall be ultimately responsible for all costs associated with the project which are not reimbursed by the Federal Government. Nothing in this agreement shall be construed as a promise by the State as to the amount or nature of federal participation in this project.

The Agency shall bill the state for federal aid project costs incurred in conformity with applicable federal and state laws. The agency shall minimize the time elapsed between receipt of federal aid funds and subsequent payment of incurred costs. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for federal participation unless a current indirect cost plan has been prepared in accordance with the regulations outlined in 2 CFR Part 200 - Uniform Admin Requirements, Cost Principles and Audit Requirements for Federal Awards, and retained for audit.

The State will pay for State incurred costs on the project. Following payment, the State shall bill the Federal Government for reimbursement of those costs eligible for federal participation to the extent that such costs are attributable and properly allocable to this project. The State shall bill the Agency for that portion of State costs which were not reimbursed by the Federal Government (see Section IX).

1. Project Construction Costs

Project construction financing will be accomplished by one of the three methods as indicated in this agreement.

**Method A** – The Agency will place with the State, within (20) days after the execution of the construction contract, an advance in the amount of the Agency's share of the total construction cost based on the contract award. The State will notify the Agency of the exact amount to be deposited with the State. The State will pay all costs incurred under the contract upon presentation of progress billings from the contractor. Following such payments, the State will submit a billing to the Federal Government for the federal aid participation share of the cost. When the project is substantially completed and final actual costs of the project can be determined, the State will present the Agency with a final billing showing the amount due the State or the amount due the Agency. This billing will be cleared by either a payment from the Agency to the State or by a refund from the State to the Agency.

**Method B** – The Agency's share of the total construction cost as shown on the face of this agreement shall be withheld from its monthly fuel tax allotments. The face of this agreement establishes the months in which the withholding shall take place and the exact amount to be withheld each month. The extent of withholding will be confirmed by letter from the State at the time of contract award. Upon receipt of progress billings from the contractor, the State will submit such billings to the Federal Government for payment of its participating portion of such billings.

**Method C** – The Agency may submit vouchers to the State in the format prescribed by the State, in duplicate, not more than once per month for those costs eligible for Federal participation to the extent that such costs are directly attributable and properly allocable to this project. Expenditures by the Local Agency for maintenance, general administration, supervision, and other overhead shall not be eligible for Federal participation unless claimed under a previously approved indirect cost plan.

The State shall reimburse the Agency for the Federal share of eligible project costs up to the amount shown on the face of this agreement. At the time of audit, the Agency will provide documentation of all costs incurred on the project. The State shall bill the Agency for all costs incurred by the State relative to the project. The State shall also bill the Agency for the federal funds paid by the State to the Agency for project costs which are subsequently determined to be ineligible for federal participation (see Section IX).

VII. Audit of Federal Consultant Contracts

The Agency, if services of a consultant are required, shall be responsible for audit of the consultant's records to determine eligible federal aid costs on the project. The report of said audit shall be in the Agency's files and made available to the State and the Federal Government.

An audit shall be conducted by the WSDOT Internal Audit Office in accordance with generally accepted governmental auditing standards as issued by the United States General Accounting Office by the Comptroller General of the United States; WSDOT Manual M 27-50, Consultant Authorization, Selection, and Agreement Administration; memoranda of understanding between WSDOT and FHWA; and 2 CFR Part 200.501 - Audit Requirements.

If upon audit it is found that overpayment or participation of federal money in ineligible items of cost has occurred, the Agency shall reimburse the State for the amount of such overpayment or excess participation (see Section IX).

VIII. Single Audit Act

The Agency, as a subrecipient of federal funds, shall adhere to the federal regulations outlined in 2 CFR Part 200.501 as well as all applicable federal and state statutes and regulations. A subrecipient who expends $750,000 or more in federal awards from all sources during a given fiscal year shall have a single or program-specific audit performed for that year in accordance with the provisions of 2 CFR Part 200.501. Upon conclusion of the audit, the Agency shall be responsible for ensuring that a copy of the report is transmitted promptly to the State.
IX. Payment of Billing

The Agency agrees that if payment or arrangement for payment of any of the State’s billing relative to the project (e.g., State force work, project cancellation, overpayment, cost ineligible for federal participation, etc.) is not made to the State within 45 days after the Agency has been billed, the State shall effect reimbursement of the total sum due from the regular monthly fuel tax allotments to the Agency from the Motor Vehicle Fund. No additional Federal project funding will be approved until full payment is received unless otherwise directed by the Director, Local Programs.

Project Agreement End Date - This date is based on your project's Period of Performance (2 CFR Part 200.306).

Any costs incurred after the Project Agreement End Date are NOT eligible for federal reimbursement. All eligible costs incurred prior to the Project Agreement End Date must be submitted for reimbursement within 60 days after the Project Agreement End Date or they become ineligible for federal reimbursement.

X. Traffic Control, Signing, Marking, and Roadway Maintenance

The Agency will not permit any changes to be made in the provisions for parking regulations and traffic control on this project without prior approval of the State and Federal Highway Administration. The Agency will not install or permit to be installed any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administration and MUTCD. The Agency will, at its own expense, maintain the improvement covered by this agreement.

XI. Indemnity

The Agency shall hold the Federal Government and the State harmless from and shall process and defend at its own expense all claims, demands, or suits, whether at law or equity brought against the Agency, State, or Federal Government, arising from the Agency’s execution, performance, or failure to perform any of the provisions of this agreement, or of any other agreement or contract connected with this agreement, or arising by reason of the participation of the State or Federal Government in the project, PROVIDED, nothing herein shall require the Agency to reimburse the State or the Federal Government for damages arising out of bodily injury to persons or damage to property caused by or resulting from the sole negligence of the Federal Government or the State.

XII. Nondiscrimination Provision

No liability shall attach to the State or Federal Government except as expressly provided herein.

The Agency shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract and/or agreement or in the administration of its DBE program or the requirements of 49 CFR Part 26. The Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT-assisted contracts and agreements. The WSDOT’s DBE program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Agency of its failure to carry out its approved program, the Department may impose sanctions as provided for under Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

The Agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor in 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance, or guarantee or understanding pursuant to any federal program involving such grant, contract, loan, insurance, or guarantee, the required contract provisions for Federal-Aid Contracts (FHWA 1273), located in Chapter 44 of the Local Agency Guidelines.

The Agency further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant or participating is a State or Local Government, the above equal opportunity clause is not applicable to any agency, instrumentality, or subdivision of such government which does not participate in work on or under the contract.

The Agency also agrees:

1. To assist and cooperate actively with the State in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and rules, regulations, and relevant orders of the Secretary of Labor.
2. To furnish the State such information as it may require for the supervision of such compliance and that it will otherwise assist the State in the discharge of its primary responsibility for securing compliance.
3. To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, government contracts and federally assisted construction contracts pursuant to the Executive Order.
4. To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the State, Federal Highway Administration, or the Secretary of Labor pursuant to Part II, subpart D of the Executive Order.

In addition, the Agency agrees that if it fails or refuses to comply with these undertakings, the State may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;
(b) Refrain from extending any further assistance to the Agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the Agency; and
(c) Refer the case to the Department of Justice for appropriate legal proceedings.
XIII. Liquidated Damages

The Agency hereby agrees that the liquidated damages provisions of 23 CFR Part 635, Subpart 127, as supplemented, relative to the amount of Federal participation in the project cost, shall be applicable in the event the contractor fails to complete the contract within the contract time. Failure to include liquidated damages provision will not relieve the Agency from reduction of federal participation in accordance with this paragraph.

XIV. Termination for Public Convenience

The Secretary of the Washington State Department of Transportation may terminate the contract in whole, or from time to time in part, whenever:

(1) The requisite federal funding becomes unavailable through failure of appropriation or otherwise.
(2) The contractor is prevented from proceeding with the work as a direct result of an Executive Order of the President with respect to the prosecution of war or in the interest of national defense, or an Executive Order of the President or Governor of the State with respect to the preservation of energy resources.
(3) The contractor is prevented from proceeding with the work by reason of a preliminary, special, or permanent restraining order of a court of competent jurisdiction where the issuance of such order is primarily caused by the acts or omissions of persons or agencies other than the contractor.
(4) The Secretary is notified by the Federal Highway Administration that the project is inactive.
(5) The Secretary determines that such termination is in the best interests of the State.

XV. Venue for Claims and/or Causes of Action

For the convenience of the parties to this contract, it is agreed that any claims and/or causes of action which the Local Agency has against the State of Washington, growing out of this contract or the project with which it is concerned, shall be brought only in the Superior Court for Thurston County.

XVI. Certification Regarding the Restrictions of the Use of Federal Funds for Lobbying

The approving authority certifies, to the best of his or her knowledge and belief, that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit the Standard Form - LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
(3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants, and contracts and subcontracts under grants, subgrants, loans, and cooperative agreements) which exceed $100,000, and that all such subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification as a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

XVII. Assurances

Local agencies receiving Federal funding from the USDOT or its operating administrations (i.e., Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration) are required to submit a written policy statement, signed by the Agency Executive and addressed to the State, documenting that all programs, activities, and services will be conducted in compliance with Section 504 and the Americans with Disabilities Act (ADA).

Additional Provisions
The recommendations below are the top 3 ranked projects plus additional projects, which may be out of ranked order. These additional projects are included if they are in-progress, linked with other projects, or are of little cost for the received impact.

### TRANSPORTATION

<table>
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<tr>
<th>Rank</th>
<th>%</th>
<th>Score</th>
<th>Project</th>
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<tbody>
<tr>
<td>1</td>
<td>98%</td>
<td>41/42</td>
<td>42\textsuperscript{nd} Ave. W (New Grid Street)</td>
</tr>
<tr>
<td>2</td>
<td>95%</td>
<td>40/42</td>
<td>196\textsuperscript{th} St. SW Improvements</td>
</tr>
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<td>3</td>
<td>79%</td>
<td>33/42</td>
<td>194\textsuperscript{th} St. SW Improvements (New Grid Street)</td>
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<td>4</td>
<td>74%</td>
<td>31/42</td>
<td>Poplar Way Extension (New Bridge Over I-5)</td>
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<td>64%</td>
<td>27/42</td>
<td>200\textsuperscript{th} St. SW Improvements (With Light Rail)</td>
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### PEDESTRIAN

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<td>41/42</td>
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<tr>
<td>2</td>
<td>95%</td>
<td>40/42</td>
<td>Promenade Street Improvements</td>
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<td>3</td>
<td>76%</td>
<td>32/42</td>
<td>I-5 /44\textsuperscript{th} Ave. W Underpass Improvements</td>
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<td>4</td>
<td>69%</td>
<td>29/42</td>
<td>Interurban Trail Enhancements</td>
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### TRANSIT

| #    | %  | Score | Project                                                        |
|------|----|-------|                                                               |
| 1    | 100%| 42/42 | Lynnwood Link Light Rail Mitigations                          |
| 2    | 100%| 42/42 | City Center Light Rail Extension                              |
| 3    | 60% | 25/42 | Pedestrian Crossing 196\textsuperscript{th} at Convention Center (with City Center Light Rail Extension) |
| 5    | 38% | 16/42 | City Center Transit Shelter Design                             |

### PARTNERSHIPS

| #    | %  | Score | Project                                                          |
|------|----|-------|                                                                |
| 1    | 95%| 37/39 | Phased Government Center, Sno-Isle Library and Other Core Redevelopment |
| 2    | 92%| 36/39 | Transit Oriented Development associated with Lynnwood Link light rail or 196\textsuperscript{th} BRT |
| 3    | 79%| 31/39 | Village Green Park as project component with site redevelopment |
| 4    | 74%| 29/39 | Convention Center Expansion and Excess LPFD Site Redevelopment  |
| 5    | 74%| 29/39 | Edmonds School District & City Property @ 196\textsuperscript{th} |

Note: Utilities not included in this list. In many cases, utility work will be completed with street projects.
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ACKNOWLEDGEMENTS

City of Lynnwood
Mayor Nicola Smith
Lynnwood City Council
City Center Core Team

Special thanks to the City of Lynnwood:
Ngan Ha Yang, Project Manager
Dustin Akers, City Center Program Manager

Consultant
KPG, Inc.
EXECUTIVE SUMMARY

The City of Lynnwood desires to create a vibrant and dynamic City Center that provides residents and visitors alike with new opportunities to live, work, shop, and play. More than a decade of planning has identified numerous goals and needs for City Center, including creating a finer street grid that supports new development and improves walkability. To achieve this goal, the City has identified 42nd Avenue W, between 194th Street SW and 200th Street SW/Alderwood Mall Boulevard, as a primary roadway corridor at the heart of City Center, providing access and connectivity to future high-rise development and multi-modal transportation.

The purpose of the 42nd Avenue W Pre-Design Report is to present the City’s and KPG’s analysis and recommendations for the 42nd Avenue W corridor and establish parameters and direction for future design and construction.

KEY FINDINGS

The 42nd Avenue W Pre-Design Report reviewed more than fifteen years of City Center planning documents, analyzed preliminary design options, and developed strategies to implement the goals of the community’s vision. Key findings from the analysis of the 42nd Avenue W corridor include:

- The roadway cross section will be 77’ overall, with two 14’ travel lanes, 8’-6” on-street parking on both sides of the roadway, and 16’ sidewalks with lighting as well as landscape and urban design features. This conforms to the standard established by LMC 21.60.500 (see Appendix F, page 43).

- The City will retain, as right-of-way (ROW) or permanent easement, 67’ of the overall roadway width; adjacent developers will be required to contribute the remaining 5’ of frontage improvements on either side of the roadway.

- The alignment for 42nd Avenue W will extend from 194th Street SW to 200th Street SW/Alderwood Mall Boulevard and will include the “S” shape curve identified in the existing Net River Dedication (see Appendix E, page 38).

- Traffic signals and left turn lanes will be installed at the intersections of 42nd Avenue W and 196th Street SW as well as 200th Street SW/Alderwood Mall Boulevard.

- Existing 600’ “superblocks” will be broken up into more urban-scale 300’ blocks through the development of new cross streets for connections, such as alleyways and woonerfs.

NEXT STEPS

- Define what adjacent developers will be required to contribute toward frontage improvements and permanent easements for the roadway.

- Apply recommendations from the City Center Streetscape Plan to the roadway design, streetscape elements, and developer frontages.

- Refine the design of new minor cross streets, designed as alleyways and woonerfs, that incorporate lighting as well as landscape/urban design elements and signing to create inviting, accessible shared-use spaces for pedestrians and bicycles while still providing access to garages and accommodating service/ emergency vehicles.
INTRODUCTION

The City of Lynnwood desires to become a premier city north of Seattle, with a vibrant, dynamic, walkable City Center. Over fifteen years of planning has built the foundation for the development of this new destination district, and the City is now beginning the work of implementing this vision and refining the specifics for design and implementation.

The core of City Center is bounded by 200th Street SW/Alderwood Mall Blvd to the south, 44th Avenue W to the west, 194th Street SW to the north, and 40th Avenue W to the east. The spine of the City Center core will be the future 42nd Avenue W corridor, running north-south from 194th Street SW to 200th Street SW/Alderwood Mall Blvd, which will also serve as the primary main street for City Center.

This Pre-Design Report builds upon the City’s previous planning efforts, as well as an analysis of the corridor’s opportunities, constraints and key design elements, to establish guidelines for the implementation of 42nd Avenue W. The report includes discussion of the roadway cross section and alignment alternatives; right-of-way (ROW) impacts, costs and acquisition strategies; and construction phasing/implementation alternatives. In addition, the report provides preliminary design recommendations for various streetscape elements including utilities, stormwater management, traffic control, and connectivity to the future City Center street grid.

As the 42nd Avenue W corridor moves beyond the planning stages and into implementation, the City’s 2014 City Center Streetscape Plan provides the basis for the type of roadway design and streetscape detailing. These documents are intended to clarify frontage improvements for developers and establish the standards for quality for the new roadway.
BACKGROUND INFORMATION

The City’s previous planning efforts for City Center were reviewed and assessed to determine the applicability of existing design criteria to the new 42nd Avenue W corridor. This review of existing documentation included the City Center Sub Area Plan, Lynnwood Municipal Code, City Center Street Master Plan, City Center Streetscape Plan, Final Environmental Impact Statement (EIS), and City Center Design Guidelines, as well as other related reports and studies that pertain to the Corridor. The following summarizes the cross sections defined for the 42nd Avenue W corridor:

- **City Center Sub Area Plan:** 42nd Avenue W is defined as a “New Collector Street” with a cross section of 70’ ROW, including two 12’ travel lanes, 8’ on-street parking on both sides, and 15’ sidewalks.

- **LMC 21.60.500:** 42nd Avenue W is defined as a “Grid Street” with a proposed cross section of 77’ ROW, including two 14’ travel lanes, 8’ on-street parking on both sides, and 16’ sidewalks (see Appendix F, page 43).

- **City Center Street Master Plan:** 42nd Avenue W is identified as an arterial traffic mitigation route through City Center with a cross section of 91’ ROW, including three 14’ travel lanes, 8’ on-street parking on both sides, and 16’ sidewalks.

- **City Center Streetscape Plan:** 42nd Avenue W is envisioned as a north-south pedestrian connector street with wide (16’) sidewalks and urban design elements such as benches, decorative lighting, stamped concrete, and street trees/landscaping.

- **2008 Preliminary Design Concept:** This document focuses on minimizing cut for 42nd Avenue W and following the existing topography. The plan did take into account the future cross streets, but would have resulted in inconsistent building frontages, creating a less attractive and less urban street environment.

These existing reports and studies revealed contradictory recommendations for the development of the 42nd Avenue W corridor, which had to be reconciled in determining the City’s preferred alternative. Based on this analysis, the City selected a 67’ ROW section with two 14’ travel lanes, 8’-6” parallel on-street parking on both sides of the roadway, and 11’ city-owned sidewalks. An additional 5’ of sidewalk on both sides of the Corridor will be constructed by future developments and provided as permanent easement, for an overall roadway section of 77’. Both travel lanes will be designated as a bicycle route and marked with shared-lane markings (sharrows). The selected cross section is consistent with the 77’ roadway width specified in LMC 21.60.500. Various mechanisms for retaining the ROW necessary to build the corridor are explored below in the Right-of-Way Analysis section of this report (see page 17).
PRELIMINARY DESIGN ANALYSIS

Recommendations for other key design elements for 42nd Avenue W were evaluated based on selected design criteria and considerations, including:

- Current urban design standards for mixed-use districts, which are typically being applied to new urban districts throughout Puget Sound. In contrast to previous suburban models, these standards are intended to create safe, accessible, multimodal streets.
- Multimodal transportation requirements (pedestrian, bicycle, public transit and vehicular capacity) and connections to Alderwood Mall Boulevard, 194th Street SW, 196th Street SW and 198th Street SW, in order to meet demand from planned future growth.
- Sewer and water-main requirements for roadway and adjacent future developments.
- Utility undergrounding opportunities and development coordination.
- Streetscape and urban design requirements per the City Center Streetscape Plan.
- Driveway access for new buildings.
- Roadway grades and wall impacts to existing overhead/underground utilities.
- Previous agreements between property owners and the City (e.g. Net River Dedication).

Note: Layouts shown are for illustrative purposes only; actual roadway and streetscape design to be approved by the City of Lynnwood. See Appendix B for specific roadway sections including travel lanes, on-street parking requirements and multi-modal facilities.
Tysen Nguyen  
Anna’s Home Furnishings  
19909 40th Ave W.  
Lynnwood, WA 98036  

March 27, 2020  

David Mach  
City of Lynnwood  
11910 44th Avenue West  
Lynnwood, WA 98036  

Dear Mr. Mach,  

Anna’s Home Furnishings is pleased to support the City of Lynnwood’s 2020 FHWA Funding Grant Application for the construction 42nd Avenue West.  

Anna’s Home Furnishings has been in business in Lynnwood for over 25 years. We are property stakeholders within City Center and we wish to see the long-term success of the Lynnwood City Center. We see this potential growth and development as a great opportunity for Lynnwood to become an major retail hub of South Snohomish County.  

New grid streets like 42nd Avenue West will bring significantly improved business opportunities to the City Center. This street will bring pedestrian, bicycle, and on-street parking which will circulate patrons throughout the community. We see this as a great opportunity for improved commerce.  

The Lynnwood City Center will experience significant change with light rail arrival in 2024. The Anna’s Home Furnishings is excited for this change and see public investment projects as an important necessity for additional private investment into the City Center.  

Please forward my support to whomever you see fit to aid the completion of 42nd Avenue West.  

Sincerely,  

Tysen Nguyen  

Tysen Nguyen  
Owner, Anna’s Home Furnishings
Dear Mr. Mach,

The Lynnwood Business Consortium is pleased to support the City of Lynnwood’s 2020 FHWA Funding Grant Application for the construction of 42nd Avenue West.

The Lynnwood Business Consortium is a collective group interested in the long-term success of the Lynnwood City Center. We see this potential growth and development as a great opportunity for Lynnwood to become an innovative hub of South Snohomish County.

New grid streets like 42nd Avenue West will bring significantly improved urban design opportunities to the City Center. This street will bring pedestrian, bicycle, and on-street parking which will circulate patrons throughout the community. We see this as a great opportunity for improved commerce.

The Lynnwood City Center will experience significant change with light rail arrival in 2024. The Lynnwood Business Consortium is excited for this change and see public investment projects as an important necessity for additional private investment into the City Center.

Please forward my support to whomever you see fit to aid the completion of 42nd Avenue West.

Sincerely,

Phong Nguyen

Phong Nguyen
President, Lynnwood Business Consortium
March 26, 2020

David Mach
City of Lynnwood
1910 44th Avenue West
Lynnwood, WA 98036

Dear Mr. Mach,

The Lynnwood Public Facilities District (PFD) supports the City's efforts to secure additional grant funding for the 42nd Avenue West.

The Public Facilities District sees the continued implementation of the City Center as a vital element to our success. The PFD opened the Lynnwood Convention Center in 2005; it has been a fantastic addition to the community. As we look towards how to develop our remaining 10 acres of land, we look to the City's leadership and development of the City Center to determine what our future will be. During our master planning efforts, we solicited support from a community task force to help guide our efforts. One of their recommendations was to improve connectivity into the surrounding neighborhoods.

We support the 42nd Avenue West project, because it will support connectivity into the City Center and to the future City Center Station opening in 2024. We see this as a vital need for convention center visitors to easily connect throughout the region without reliance on individual vehicles.

Please use this letter as you see necessary aid the completion of 42nd Avenue West.

Sincerely,

[Signature]

Wally Webster II
Board Chair
March 24, 2020

David Mach
City of Lynnwood
11910 44th Avenue West
Lynnwood, WA 98036

Dear Mr. Mach,

We are excited to see the opportunity for the City to continue the implementation of the City Center. Our firm, SKS Trading, are property owners of multiple sites in the City Center and we fully support the implementation of 42nd Avenue West. Please use this letter of support for your 2020 FHWA Funding Grant Application as you deem necessary.

This new street will be such a positive addition to the City Center. The increased connectivity and multimodal opportunities will ensure that private investment continues the transition of the area into an urban center. One of our properties fronts the future street, and we see this as a critical need for the future redevelopment. We are currently working with our architect, Adam Clark, of 2812 Architecture (2812 Colby Avenue, Everett, WA 98201 | www.2812architecture.com) in planning a remodel of our building closest to the planned 42nd Avenue West.

As we look towards the future, light rail service and public investment of widening 196th Street SW and adding a new grid street of 42nd Avenue will bring significant opportunities for housing and jobs to the central location in Lynnwood.

Please forward my support to whomever you see fit to aid the completion of 42nd Avenue West.

Sincerely,

William Kang | President
SKS Trading Co., Ltd.
4215 198th St. SW, Suite 104
Lynnwood, WA 98036
March 19, 2020

David Mach  
City of Lynnwood  
11910 44th Avenue West  
Lynnwood, WA 98036

Dear Mr. Mach,

The Merlone Geier Partners is pleased to provide this letter of support for the City of Lynnwood’s 2020 FHWA Funding Grant for the construction of the 42nd Avenue West. This new street in the Lynnwood City Center will create shorter block faces, additional pedestrian movements, and bicycle facilities. Merlone Geier and the City of Lynnwood recently entered into a development agreement for a transit-oriented development located adjacent to the future light rail station opening in 2024. This development, Northline Village, includes approximately 1,370 dwelling units, 500,000 square feet of office, and over 250,000 square feet of retail and entertainment space.

This private development is based on a grid street network that the City envisions for the rest of the City Center. While our project does not immediately front the future 42nd Avenue West, the success of City Center requires public investment to continue to spur private investment bringing housing, jobs, and density to our regional growth centers.

I encourage you express our deepest support for the construction of 42nd Avenue West so additional development like Northline Village will come to the Lynnwood City Center.

Sincerely,

Jamas Gwilliam  
Vice President, Development  
Merlone Geier Partners
24 Mar 20

David Mach
City of Lynnwood
11910 44th Avenue West
Lynnwood, WA 98036

Dear Mr. Mach,

This letter is to inform you that Trent Development wholeheartedly supports the City of Lynnwood’s 2020 FHWA Funding Grant Application for the construction of 42nd Avenue West.

As we continue to partner with the City of Lynnwood for development of our 350-unit mixed use building at the corner of 198th Street SW and 40th Avenue West, we look to the City of Lynnwood for further public investment into the City Center.

The new grid street of 42nd Avenue West will encourage further private investment into the Opportunity Zone and City Center. This roadway is critical to projects like ours, supporting pedestrian, bicycle, and vehicle connectivity within the neighborhood. Our tenants will want easy access to neighboring shops and restaurants, so that they can enjoy the revitalization of the neighborhood.

In anticipation of light rail’s arrival in 2024, Trent Development is looking forward to contributing to the City Center’s transition into a vital, urban landscape serving South Snohomish County.

Please forward my support to whomever you see fit to aid the completion of 42nd Avenue West.

Yours truly,

[Signature]

Trent Mummery
President
WHEREAS, the City of Lynnwood is required under the state Growth Management Act and Puget Sound Regional Council (PSRC) policy guidance to accommodate growth; and

WHEREAS, to accommodate growth, the Lynnwood City Council adopted the City Center Sub-Area Plan (Sub-Area Plan) in 2005 (amended in 2007) following the completion of the Draft and Final Supplemental Environmental Impact Statement for the Lynnwood City Center Sub-Area Plan (DSEIS and FSEIS); and

WHEREAS, the Lynnwood City Center is a Sub-Area of the PSRC designated Regional Growth Center; and

WHEREAS, in 2006, City Council adopted the City Center zoning (LMC 21.60) and the City Center Design Guidelines to guide the form of development envisioned in the Sub-Area Plan; and

WHEREAS, the City completed additional plans and studies regarding City Center implementation including the City Center Parks Master Plan, City Center Access Study, City Center Street Master Plan, Mode Split for City Center Street Master Plan, The City Center Vehicle-Miles Traveled and Co2 Emissions Modeling Report and the technical memorandum on the Extension of Light Rail to the Lynnwood City Center; and

WHEREAS, from the completed plans and studies, a large list of infrastructure projects and partnership opportunities to support City Center implementation and growth as required was created; and

WHEREAS, staff from multiple City departments including Public Works, Community Development, Fire Prevention, Parks, Recreation and Cultural Arts, Finance and Economic Development comprise the City Center Work Group which reviews implementation strategies; and

WHEREAS, in 2012, based upon the lack of private City Center development to date, changed economic conditions due to the Great Recession, and findings from City Center plans and the City Center Work Group, the City Council adopted amendments (Ord. 2937 and Ord. 2938) to the City Center
development regulations including streamlining the public grid street network and providing greater flexibility for City Center park siting; and

WHEREAS, in 2012, the City was successful in obtaining federal functional classification for the remaining future grid streets (42nd Avenue W and the 194th Street SW extension) making these streets eligible for state and federal grant opportunities; and

WHEREAS, with the City Center street and park locations further identified, the City is ready to prioritize projects for implementation and accommodation of growth identified for the City Center; and

WHEREAS, the City Center Work Group created evaluation criteria and points to score projects against based on multiple factors to best implement the City Center Sub-Area Plan and performed public outreach with the general public and several City Boards and Commissions; and

WHEREAS, on March 31, 2014 City Council received a briefing on the proposed evaluation criteria for City Center project prioritization and provided staff with comments to proceed with; and

WHEREAS, the City Center Work Group utilized Council guidance to score City Center projects against the evaluation criteria; and provided a recommendation for City Center project prioritization; and

WHEREAS, staff performed a second round of public outreach on the recommended City Center project prioritization including discussions with the Planning Commission, Parks and Recreation Board, Diversity Commission, Public Facilities District Board, Arts Commission, Economic Development Advisory Group and held a public open house; and

WHEREAS, the City Center project prioritization will provide guidance for strategic investment opportunities and is a flexible list based on many determinants including current funding sources and opportunities, to be updated as needed; and

WHEREAS, the City Center project prioritization will be integrated into citywide funding plans including the 6-year Transportation Improvement Plan and Capital Facilities Plan; and

WHEREAS, taking into consideration information received during the public outreach process, the City Center project prioritization will be a tool enabling the City to provide greater clarity and a roadmap for City Center implementation, as well as facilitate discussions with partners, private sector investors, and target funding opportunities more effectively; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD DOES HEREBY RESOLVE AS FOLLOWS:

1. Funding and construction of projects identified in the City Center project prioritization will implement adopted City plans and policies, including the Comprehensive Plan and City Center Sub-Area Plan.
2. That the City Center project prioritization be integrated into and implemented through the City's infrastructure funding plans, and potentially through new funding strategies that may be established in the future.

3. That the City Center project prioritization be updated as needed based upon changing conditions.

4. That the City Center project prioritization is an advisory ranking of desired capital improvement projects envisioned at the time of adoption; that the projects and their ranking are based upon the best knowledge at the time of adoption; and that this prioritization shall not preclude flexibility in making funding decisions.

RESOLVED BY THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, this 28th day of July, 2014.

APPROVED:

[Signature]
Nicola Smith, Mayor

ATTEST/AUTHENTICATE:

[Signature]
Lorenzo Hines Jr., Finance Director