

PSRC's 2023 Transportation Alternatives Program Application

Application Type

TAP Project Category - Environmental Project

General Project Information

Project Title	RTP ID#	Sponsor
Daylight and Restore Scriber Creek Tributary at Lynnwood City Center Station	N/A	Sound Transit
Co-Sponsor	Certification Acceptance?	CA Sponsor
	Yes	

Project Contact Information

Name	Phone	Email
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Project Description

Project Scope: Please provide a clear and concise (300 words or less) description of the individual components of this project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? If this is part of a larger project, please be specific as to the portion on which the grant funds will be used.

This TAP Project will daylight and restore a piped stream that passes through the Lynnwood City Center Station area. The stream is a tributary to Scriber Creek and is currently piped underground.

TAP funds will be used to: support fish passage, create habitat for anadromous fish, improve water quality, mitigate stormwater and reduce flooding.

This environmental project goes above and beyond what is required. This project goes above and beyond the basic fish passage requirements for state regulations. Stream restoration also supports TOD and affordable housing at Lynnwood City Center station.

To support light rail construction, Sound Transit purchased 1.6 acres of property next to the future Lynnwood City Center Station. When the station is complete, the property will be available for TOD with affordable housing. An assessment concluded that a mixed-use development delivering 200-250 units of housing could be built on the site. Amazon has made funding available (Amazon Housing Equity Fund) for the TOD/affordable housing development on this site, as long as the project begins construction by the end of 2025.

The TAP Project site is directly adjacent to the future Lynnwood City Center Station, which will be the northern terminus of the light rail system. The Lynnwood City Center Station is expected to have more than 3,200 units by its completion in 2024 ('Sitting on a Gold Mine': As Change comes to Lynnwood, Urban Growth Spurs Debate", Seattle Times). The Lynnwood light rail extension will provide frequent trips to destinations including the

University of Washington, downtown Seattle, and SeaTac airport; serve riders with local Community Transit and regional ST Express bus routes and create a unique level of connectivity to Seattle and Eastside destinations in Bothell, Kirkland and Bellevue.

Project Justification, Need or Purpose: Please explain (in 300 words or less) the intent, need or purpose of this project. What is the goal or desired outcome?

The goal of this project is to daylight and restore a segment of the Scriber Creek tributary and to support affordable housing at Lynnwood City Center Station.

The project will improve water quantity and quality, further stormwater and flood mitigation efforts, provide habitat for native salmon and other wildlife, and support TOD and affordable housing on the site.

The stream, which runs through the TOD and Lynnwood City Center Station area site, has been identified as potential fish habitat and must be daylighted or placed in a fully fish-passable culvert using Washington Department of Fish and Wildlife design guidelines when the property is redeveloped. TAP funds will be used to daylight and restore the stream, providing a variety of ecosystem benefits in a location where no functions other than stormwater conveyance in the culvert exists. The restored stream will connect to the daylighted segment in the station plaza, resulting in over 1000' of restored stream channel, supporting native and threatened salmon species. Sound Transit is pursuing grant opportunities for the stream restoration to reduce the financial burden on affordable housing production and deepen the affordability of the units. Completing this TAP project would allow for Sound Transit's first TOD project in Snohomish County, and the only currently identified TOD opportunity on the Lynnwood Link Extension. The site provides an opportunity for affordable housing that would otherwise be limited in the station area, as the majority of new developments are market-rate. The site location provides excellent access to transit, including light rail, local and regional bus routes, and the future Stride BRT, linking an affordable development to job centers and amenities throughout the region.

Project Location

Location	County/Counties
Lynnwood City Center Station	Snohomish
Beginning Landmark	Ending Landmark
200th St SW between 46th Ave W	44th Ave W / Alderwood Mall Blvd

Map and Graphics

- f-132-552-18674630_hThMLkg4_Combined_Maps.pdf, f-132-552-18674630_xtMrcgnV_Conceptual_Stream_Daylighting_Design.pdf, f-132-552-18674630_xgzHoS6Q_Lynnwood_Link_-_Scriber_Creek_TOD_-_All_Maps_1.pdf, f-132-552-18674630_3M7726uh_TOD_Conceptual_Rendering_Closeup.pdf, f-132-552-18674630_NsV8dgUs_TOD_Conceptual_Rendering_Birdseye.pdf

Plan Consistency

Is the project specifically identified in a local comprehensive plan?

No

If yes, please indicate (1) the plan name, (2) relevant section(s), and (3) page number(s) for the relevant sections.

If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

Although the project is not specifically identified in the Lynnwood Comprehensive Plan (<https://www.lynnwoodwa.gov/Services/Apply-for-a-Permit/Planning-Zoning/Comprehensive-Plan-and-Subarea-Plans>), which was last updated 12/13/21, it is consistent with and supports adopted goals, policies, and strategies.

Support for Environment / Water Quality

- Strategy P-2.25 Support volunteer and interjurisdictional efforts for restoration and preservation of the four major watersheds in South Snohomish County: Scriber Creek, Lund's Gulch, Swamp Creek, and Halls Creek.
- Strategy CC-15.16 Protect creeks and watershed areas (page 9.12, 176)- Lynnwood Comprehensive Plan
- Goal ER-5: Water Resources: Improve water quality and protect wetlands, natural streams and lakes, riparian vegetation, and buffers, reduce point and non-point source pollution.
- Strategy ER-5.2.5 Encourage development practices that integrate and preserve the city's watercourses and wetlands. (page 9.12, 176)- Lynnwood Comprehensive Plan
- Goal ER-6: Fish and Wildlife: Protect urban forests and wildlife habitats, including salmon habitat as feasible, and in balance with the requirements of an urban area. (page 9.13, 177)- Lynnwood Comprehensive Plan
- Policy ER-6.1 Maximize, as feasible, fish and wildlife habitat. (page 9.13, 177)- Lynnwood Comprehensive Plan
- Strategy ER-6.1 Where suitable habitat potential exists, work to maintain and enhance that habitat

Support for Affordable Housing (page 9.13,177)

Affordable housing development is supported in the Lynnwood City Center Sub-Area Plan.

Housing Action Plan (Page 7.10, 158)

Goal. Provide for sufficient availability and a variety of opportunities for safe, decent, and affordable housing in strong, cohesive neighborhoods to meet the needs of present and future residents of Lynnwood.

HOUSING, GENERAL (page 7.10, 158)

Policy H-1. Preserve, protect, and enhance the quality, stability and character of established neighborhoods in Lynnwood.

Policy H-2. Provide programs and services for neighborhood preservation, safety and improvement.

Policy H-3. Recognize the efforts of neighborhood groups and associations and coordinate their efforts with appropriate city functions and programs.

Policy H-4. Develop an education program to inform residents and homeowners about housing and neighborhood improvement programs.

Policy H-5. Provide information regarding organizations that assist low-income households in the maintenance and rehabilitation of their homes.

Policy H-6. Allow uses that will be compatible with the existing (or most desirable) character of surrounding properties, or that can be effectively buffered or screened.

Policy H-7. Establish a street, trails, and sidewalk improvement program that promotes an effective and safe neighborhood circulation and transportation system.

Policy H-8. Adopt and apply code enforcement regulations and strategies that will promote neighborhood protection, quality redevelopment, preservation, property maintenance, public safety and welfare.

Policy H-9. Recognize the role of mobile and manufactured housing as an important component of Lynnwood's housing stock by creating a more stable planning and zoning environment for their continuation and by providing flexible and effective development regulations that will allow the upgrading and modernizing of older mobile home parks. Housing Policy H-10. Provide opportunities for housing that is responsive to market needs within our region, including both ownership and rental opportunities.

Policy H-11. Encourage amenities that enhance neighborhood safety.

Policy H-12. Encourage and support community service projects such as painting, landscaping, spring clean-up, and tree planting programs.

Policy H-13. Review for effectiveness and enforce regulations intended to reduce or mitigate such negative impacts as traffic, noise, lights, glare, etc., on residential sites and neighborhoods.

HOUSING OPPORTUNITIES (page 7.11, 160)

Policy H-14. Provide diverse, safe, and decent housing opportunities that meet local housing needs without encroachment into established single-family neighborhoods.

Policy H-15. Within the College District and areas where Transit-Oriented Development (TOD) is desired, apply development regulations that allow alternative housing types and mixed-use developments.

Policy H-16. In collaboration with Edmonds Community College and other stakeholders, update and implement the College District Subarea Plan, related zoning development regulations, transportation system improvements, and other measures

Policy H-17. At appropriate locations within the College District, utilize development regulations and redevelopment incentives to promote multifamily and mixed-use development.

Policy H-18. Allow developers the use of the most efficient state-of-the-art design and development tools to produce new homes and neighborhoods that are consistent with regional housing market trends and sustainable building practices.

Policy H-19. Continue to update the Zoning Code (Title 21 LMC) to remove unnecessary development obstacles and allow greater innovation in design and construction.

Policy H-20. As state law and finances permit, consider limited use of incentives to encourage construction or preservation of certain housing types in specified locations, such as areas with good access to transit and other public services.

AFFORDABLE HOUSING (page 7.11, 160)

Policy H-21. Encourage the development of affordable housing for all income levels.

Policy H-22. Consider the use of grants, private lenders, and other available funding sources to establish and carry out a housing subsidies program, as necessary.

Policy H-23. Consider the creation of new affordable housing development opportunities and/or a home maintenance and rehabilitation program through inter-jurisdictional programs/initiatives, or other cooperative effort, consistent with Countywide 35 Planning Policy HO-4.

Policy H-24. In collaboration with other agencies/organizations, develop public education and information materials to enhance awareness of available housing programs and related resources.

Policy H-25. Work closely with the Snohomish County Housing Authority (HASCO), the Alliance for Housing Affordability (AHA), and other agencies to provide affordable housing and related information on the availability of housing and housing assistance programs.

Policy H-26. Encourage the development of affordable housing for senior citizens to include, as a viable alternative, mobile and/or manufactured home parks.

Policy H-27. Encourage the preservation mobile home parks within residential areas. When closure of an existing park is unavoidable, encourage mitigation of adverse impacts such as displacement of low-income residents.

Policy H-28. The City shall create development regulations to encourage the preservation of mobile home parks. Development regulations shall allow a variety of uses while fulfilling this policy.

Policy H-29. Whether to allow the rezoning of mobile home parks to other zones should involve a balancing of the property rights of mobile home parks owners and the rights of owners of mobile homes who are renting space in mobile home parks. Some of the factors to consider are: A. The cost to the mobile home park owner of maintaining the property as a mobile home park or related use; B. The cost to the mobile home park tenant of

the closure of a mobile home park; C. Whether the uses allowed under the proposed rezone are compatible with the existing neighborhood; D. Whether there are available spaces in other mobile home parks in the vicinity that can accommodate relocating the mobile home park tenants that would be displaced by the closure of the mobile home park; and E. Whether there is relocation or financial assistance for the parks' tenants.

Policy H-30. The City shall facilitate affordable home ownership and rental opportunities by promoting an increased supply of lower-cost housing types, such as small lots, townhouses, multiplexes, and mixed-use housing.

Policy H-31. The City shall support the development and preservation of mobile and manufactured home parks by: A. Utilizing a comprehensive plan designation and development regulations that will encourage the long-term preservation of mobile and manufactured parks. B. Investigating the development of site size and buffering standards for mobile and manufactured parks that permit development in all medium and high density residential zones and conditional development in low density residential zones.

Policy H-32. The City shall investigate methods of ensuring that redevelopment will not result in a net loss of affordable housing; i.e. every unit of affordable housing lost to redevelopment is replaced with like, affordable housing, suitable for and in a location beneficial to the same demographics as those displaced by redevelopment. To this end, the City shall consider requirements for the inclusion of low-income housing or fees in lieu of providing low-income housing.

Section V. Proposed Strategic Projects & Programs (page 88).

"Work with Sound Transit and private developers to develop a design build project of housing in the air rights above the new parking lot next to the expanded transit center."

•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.

Federal Functional Classification

Federal Functional Classification	Rural Functional Classification	Urban Functional Classification
		Exception

Support for Centers

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

This project is located in the Lynnwood regional growth center. The project is adjacent to the Lynnwood City Center Station, a regional high-capacity transit station opening in 2024. Daily projected ridership on the Lynnwood Link Extension stations, which includes Lynnwood City Center Station, is 47,000 to 55,000. Lynnwood City Center Station is projected to be one of the higher ridership stations. The project is located in both a Qualified Census Tract and an Opportunity Zone, which offers incentives to dense, affordable housing, and economic development.

To respond to increasing housing pressures and capitalize on an outstanding location, Sound Transit intends to offer the Lynnwood site for affordable housing. It is expected that the land will be offered at no cost to incentivize development of affordable housing. Preliminary studies predict a housing yield of between 200-220 housing units. Sound Transit is investing \$4.8M in appraised land value for the TOD site.

Sound Transit is donating the property, already secured, for TOD and stream restoration, which makes the affordable housing more feasible. We recognize that the site is a rare opportunity to provide affordable housing directly adjacent to high-capacity transit.

The daylight and restoration of the Scriber Creek tributary will support 93,000 square feet of TOD and affordable housing adjacent to the Lynnwood City Center Station. The Lynnwood TOD project will be a unique development that combines affordable housing, habitat restoration, and high-capacity transit. Funding for the daylight and restoration of Scriber Creek tributary is critical to closing the project's estimated financing gap and guarantees that both the affordable housing and anadromous fish habitat restoration outcomes are maximized.

Sound Transit is pursuing grant opportunities for the stream restoration to reduce the financial burden to build affordable housing on the site. The site is Sound Transit's first TOD opportunity in Snohomish County, and the only currently identified opportunity on the 8.5-mile Lynnwood Link Extension.

Lynnwood City Center has a larger population of low-income residents than the regional average, and the site encourages the development of affordable housing for multiple income levels at or below 80% median area income.

Describe how the project will support the development/redevelopment plans and activities (objectives and aims) of the center

The project site has been zoned to support higher density development to absorb population growth anticipated around the light rail station. The City of Lynnwood envisions this zone to have a mixture of higher-density housing, retail and restaurants, and some commercial offices contained within mid-rise buildings. City Center is intended to become the heart of commercial and residential activity in Lynnwood, capitalizing on proximity to light rail and planned developments totaling over 500 new housing units and 200,000 new square feet of retail. More than 3,600 new housing units have been completed in the past year, are under construction or are planned in Lynnwood's City Center. Also included are multiple street, sidewalk and trail improvements. (Source: "'Sitting on a Gold Mine': As Change Comes to Lynnwood: Urban Growth Spurs Debate", Daniel Beekman, Seattle Times article)

Restoring the Scriber Creek tributary will provide necessary support to the ecosystem in the area, contributing to the enjoyment of Lynnwood's outdoor spaces and a more vibrant and sustainable community.

Category-Specific Criteria: Environmental Projects

Describe the relationship of the project to the transportation system.

The TAP project is directly adjacent to the Lynnwood City Center Station scheduled to open in 2024. The Lynnwood City Center Station is located at Lynnwood Transit Center (already one of the busiest transit centers in the region). When the light rail station is complete, it is estimated to serve 17,900 daily boardings alone.

Sound Transit purchased roughly 1.6 acres of land next to the future Lynnwood City Center Station for

Lynnwood Link construction. Post-completion, this extra land will be available for other community-driven purposes through Sound Transit's TOD Program. This TOD site will be offered for the development of housing serving households earning 80% or below of the area's median income (80% for a Snohomish County family of four is currently \$109,600 per year- WSHFC Income and Rent Limits, 2023). It will be Sound Transit's first TOD site in Snohomish County. In 2021 the County passed a sales tax to support affordable housing and behavioral health facilities. The funding is expected to be available in late 2024 and is a potential funding source for the housing component of the TOD project.

The stream design will be based on the findings and design of the downstream daylighted segment permitted and currently under construction in the station plaza. The downstream daylighting project is part of the Lynnwood Link Extension project. This TAP project (upstream daylighting) is in addition (above and beyond) the stream restoration work done for the Lynnwood Link project. (This is not part of the Lynnwood Link budget or FFGA). The TAP project would be done to support equitable TOD and affordable housing on the site.

The stream daylighting project will be designed and constructed by the Lynnwood City Center TOD developer. Sound Transit utilizes a competitive Request for Proposal (RFP) process to select developers for its TOD projects. The Lynnwood TOD RFP was released on July 10, 2023, with a final developer selection anticipated in October. The selected developer is anticipated to begin early work on the TOD project, inclusive of investigations for the TAP project, in Spring 2024. Construction of the TAP project is scheduled to begin in the latter half of 2025 and will be completed by late 2026. The full TOD project, including the housing components, will be complete in late 2027.

Describe the level of public access to the project, including access for people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, populations located in highly impacted communities, areas experiencing high levels of unemployment or chronic underemployment, immigrants and refugees, and transit dependent populations.

This project will have high levels of public access. As currently envisioned, the project will serve as a gateway to the City Center neighborhood and pass-through for light rail passengers, with pedestrian-oriented design creating a welcoming public realm. A public use path will run adjacent to the site connecting the station to a prominent intersection. City code requires a 60-foot buffer across the stream to protect the riparian habitat, with an additional 15-foot setback required from the edge of the buffer to prevent encroachment. A "desired" goal in the RFP is to design the stream as a public amenity, which may be achieved by facilitating public access to the stream using boardwalks, public paths, or viewing platforms. Any pedestrian use will be compliant with the Americans with Disabilities Act (ADA) and ensure the safety of the general public.

Census tracts surrounding the Lynnwood City Center Station, located in a historically disadvantaged community, show:

33% of the total population are low income, above the regional average of 20%.

55% of the total population are people of color, above the regional average of 35%

17% of the total population are people with disabilities, above the regional average of 11%

22% of the total population are people with limited English proficiency, above the regional average of 8%

17% of the total population are older adults, above the regional average of 13%

TAP grant funding for the daylighting and restoration of the Scriber Creek tributary will benefit the surrounding community, as one of the project's goals is to support affordable housing and TOD in the area. Thereby, it will benefit people with low incomes and traditionally underrepresented groups such as people of color.

Policies, tax incentives and supportive zoning support more housing and affordable housing in the Lynnwood City Center Station area, which benefits people of color, people with low-income, older adults, people with disabilities, youth, people with Limited English Proficiency, immigrants and refugees, and transit dependent populations. For example, Lynnwood's designated Opportunity Zone encompasses the Lynnwood City Center Station area. **The Opportunity Zone program offers three tax incentives to encourage long-term investment in low-income communities. To qualify for Opportunity Zone status, a census tract must have an individual poverty rate of at least 20% and median family income up to 80% of the area median. ST's TOD work and Opportunity Zone tax incentives can increase equitable development around the Station.**

Protecting and restoring native salmon populations such as ESA-listed Puget Sound Chinook aligns with Sound Transit's values as an anti-racist transit agency. ST has an Equity & Inclusion Policy and implements an Equitable Engagement Tool & Racial Equity Tool. Restoring salmon populations is an environmental justice issue as the fish are critical to Native American cultures that have relied on salmon runs to sustain their people since time immemorial. In addition, restoring salmon runs helps the federal government meet its treaty obligations to Native American tribes where they were promised the ability to fish and harvest shellfish in "usual and accustomed areas" and that right was "in common" with those of the territory (i.e., Washington State). These streams are within the usual and accustomed fishing areas of Native American tribes to the Point Elliott Treaty (1855) who rely on salmon runs to sustain their people, and hold salmon as a sacred part of their cultural and spiritual identity. The Muckleshoot Indian Tribe was actively involved in the recent downstream daylighting of the Scriber Creek tributary and wish to see the adjacent upstream reach daylighted as well.

Job creation opportunities exist within the local workforce to remove barriers within the stream and monitor and remove invasive plant species, which can help reduce the unemployment and underemployment in the area. To expand the workforce, Sound Transit encourages participation by people traditionally underrepresented in the workforce when compared with the diversity of the tri-county region. In recognition of the under-representation of black, indigenous, people of color (BIPOC), and women in the construction industry, Sound Transit incorporates project-wide workforce goals for the total labor hours worked by BIPOC and women, established as a percentage.

Systemwide, of the more than 17.1 million hours worked on 18 active Sound Transit projects:

32.4% (5.5 million hours) have been completed by people of color.

The 7.2% (1.22 million hours) of work completed by women (more than doubles the national average).

A total of 4,925 apprentices have worked on ST's active projects (20.2% of work completed by apprentices)

To expand the workforce, Sound Transit will require its selected developers of the daylighting project to have

their contractors and their subcontractors submit a plan to the developer on how they will utilize apprentices and create work-training opportunities that will increase the skill of the Puget Sound region's work force, including women, people of color, and individuals who are low-income or underrepresented in the workforce. The developer, contractor and its sub-contractors will also exercise good faith, collaborative and affirmative efforts to remove barriers that prevent women, people of color, and individuals who are low-income or underrepresented from entering apprenticeship programs. The agreements with the development team will include sections on the apprenticeship program and work training opportunities that address such issues as goals, requirements, reporting, and monitoring.

To attract and retain highly skilled apprentices and journey-level workers needed to meet Sound Transit's current and future construction needs, and to minimize disruptive labor disputes that could obstruct the traveling public's access to Sound Transit facilities, Sound Transit will require its developers of the daylighting project to require its contractors and subcontractors to pay, at minimum, the Prevailing Wage Rates to construction workers according to their trade, unless a higher minimum rate applies. Overtime shall be paid in accordance with state and/or federal laws. The developer, the contractor and its subcontractors are responsible for monitoring, tracking and complying with all contractual wage requirements, as well as entering all payroll data into a Sound Transit designated reporting system.

Sound Transit seeks out firms that demonstrate a commitment to Equal Employment Opportunity and employ a workforce that reflects the Puget Sound region's diversity. Contractors cannot discriminate against any employee, applicant for employment, or subcontractor/subconsultant because of race, religion, creed, sex, sexual orientation, age, nationality, or the presence of any sensory, mental, or physical disability. Development team agreements incorporate Sound Transit's Equal employment Opportunity (EEO) requirements and Title VI policy.

This project is located in an area of higher displacement, per PSRC's Displacement Risk Map. Risk of displacement is being mitigated by City of Lynnwood zoning and housing policies supporting affordable housing. ST's equitable TOD policy and TOD program also support affordable. Sound Transit mitigates concerns of displacement by building and supporting affordable housing around station areas. Increased access and reliability made possible by high-capacity transit improvements can contribute towards higher land values and rents, which can lead to economic displacement near transit investments. In planning recent transit projects, Sound Transit has heard community concern about displacement near transit. **Sound Transit offers at least 80% of its surplus property that is suitable for housing to qualified entities to develop housing affordable to families at 80% of area median income or less. Sound Transit also has the authority to discount its property to facilitate affordable housing outcomes. With land values appreciating quickly in station areas, Sound Transit has found that without discounting its property, little affordable housing would be financially feasible to construct.**

By creating affordable housing on Sound Transit surplus property and joint development opportunities, Sound Transit is using one of its few tools to address economic displacement concerns from communities near transit.

As of Q4 2022, Sound Transit's TOD program has built, is constructing, or is designing over 2,510 affordable housing units on ST surplus property; worth \$1.4B in total public and private investment in projects built or in process; and generated \$64 million in total revenue for transit from projects built or in process."

Sound Transit has engaged in outreach with residents, businesses, government agencies and community

organizations to understand what kind of TOD would be best suited for the Lynnwood City Center community. The first round of community engagement was conducted in spring 2022, which included strong calls for affordable housing, community centered spaces like gathering areas and cultural resource centers, and outdoor space like paths, lawns and plazas.

Describe how well the project goes over and above normally required environmental mitigation.

This environmental project goes above and beyond what is required. This project goes above and beyond the basic fish passage requirements for state regulations. Stream restoration also supports TOD and affordable housing at Lynnwood City Center station.

This project will result in approximately 1,000 linear feet of open, fish-passable channel to the tributary's confluence with Scriber Creek, once it is daylighted and barriers are removed. This TAP project is over and above the stream restoration/daylighting done as part of the Lynnwood Link project by extending the length of open channel and exceeding the environmental mitigation required for Lynnwood Link. The TAP project will be done to support environmental benefits, but also to support equitable TOD and affordable housing on the site. This project exceeds basic environmental requirements in a number of ways.

Restoring the stream will not only create new fish habitat but will also improve water quality and increase food production benefiting juvenile salmonids downstream. New rearing habitat will be provided for four species of salmonids, including the two federally listed species. Furthermore, the TOD daylighting project proposes that the stream will not only be daylighted with fully restored in-channel fish habitat, but also an intact riparian corridor in an urban location. The stream will include a 60' buffer with riparian plantings, floodplain, and a perimeter retaining wall to ensure embankment stability. By removing the pipe and creating a more-natural stream, the stream flow rate will slow to reduce flushing of juvenile salmonids downstream where they face greater risk of predation.

Daylighting small headwater streams such as this section of Scriber Creek, increases groundwater recharge, which mitigates downstream flooding and prevents excessive erosion by increasing hydraulic storage. Daylighted headwater streams provide connectivity to larger stream systems and provide habitat diversity for species of invertebrates, amphibians and spawning fish. Daylighted headwater streams and this type of riparian corridor is a limited resource in urban areas, also provide habitat for various terrestrial species. Daylighted streams store and transform nutrients promoting a more slow and steady release. Nutrient production in headwater streams sustains aquatic life downstream.

A daylighted stream with a riparian corridor would:

Provide a form of treatment for stormwater, filtering or retaining inorganic nutrients through the roots of riparian plantings.

Increase the area available for water to percolate through, enhancing storage capacity

in a region that is affected by flooding and poor drainage

Reduce incidences of extreme precipitation events

Enhance the ability of the creek system to self-regulate, lessening the harmful effects of grey infrastructure that

disrupt an established network of flow within the Scriber Creek watershed

Flood Mitigation-

Daylighting this section of stream will also:

Remove a choke point which can cause localized flooding

Provide floodplain storage to reduce downstream translation of flood peaks

Add channel roughness, which reduces flow velocities

Provide energy dispersion to offset focused energy of stormwater within the drainage system

Water Quantity and Quality-

Daylighting this section of stream and providing a natural vegetated buffer will:

Allow rainfall to infiltrate into the soil

Recharge ground water

Offer natural water quality treatment

Provide steady baseflows for the Scriber Creek.

The vegetative cover also has few sources of pollutants, resulting in relatively small volumes of pollutant loads being carried to streams by stormwater runoff. These stormwater mitigation services result in much less overland flow of storm runoff, much smaller pollutant loads, and much less erosive energy than is generated by the existing impervious area of the site.

Describe the long-term maintenance plans for the project.

The TOD developer will be responsible for maintenance of the stream. As part of the property management responsibilities, the developer will ensure the stream is clear of debris and refuse and the plantings healthy and cared for. Additional monitoring may be done to evaluate the success of the project against its goals. The performance standards laid out in the project plan will enable the project to meet its long-term maintenance goals post-construction.

Long-term maintenance goals include:

Supporting fish passage through the stream

Ensuring water quality and flow

Establishing and maintaining diverse, native plant communities in the Scriber Creek tributary

Specific performance standards, set out over five years, that will help the project support fish passage include the following:

Drop Height- during low flow conditions, drop height will be measured to ensure that no drops exist in the channel with a height greater than 0.5 feet.

Stability of In-Stream Sediments- during low flow conditions, entire reach will have a visual inspection for erosion. Any erosion greater than 0.5 cubic yards will be measured and photographed

Debris Accumulation- Debris (sediment, organic, or urban) accumulation will not reduce the existing bankfull width by more than 50%. Urban debris larger than 12-inches will be removed.

Specific performance standards that will help the project establish diverse, native plant communities in the first five years include the following:

Vegetation Survival: 90% survival of all installed trees and shrubs 1-year post installation

Vegetation Density: Native woody species (planted and volunteer) will maintain a minimum average density of 4 plants per 100 square feet.

Woody Vegetation Cover: Riparian corridor tree and shrub percent cover will be >45%

Vegetation Diversity: At least 3 native tree and four native shrub species will be present within the riparian corridor.

Invasive Species Control: Invasive, non-native species will not exceed 20% cover, including Snohomish County regulated noxious weeds, Scot's broom, reed canarygrass, Himlayan blackberry, bindweed, English ivy, and knotweeds.

Monitoring will be conducted on an annual basis for a minimum of three-five years. After each monitoring event, a report will be prepared to document the degree of success or failure in the restoration area to identify any corrective actions or adaptive management to ensure the goals and objectives are met. Fish use and vegetation monitoring will be scheduled for late in the growing season. Any corrective actions will be coordinated with the appropriate regulatory agencies and documented in the annual monitoring reports.

Discuss whether there will be a loss of opportunity if this project is not funded, e.g., development or other economic pressure.

There will be a loss of opportunity if grant funding is not received for this project. Not receiving TAP funds could impact the ability to build affordable housing. A lack in funding will result in one or more of the following: fewer affordable housing units, a lesser degree of stream restoration, a reduction in public amenities, less infrastructure connecting the site with the light rail station. Because the TOD developer will pay for the stream restoration out of pocket, it will reduce the available funding for other project elements. Sound Transit, in investing the land value into the project, has demonstrated a commitment to the overall project vision which we hope to see realized to the fullest extent.

There is potential to secure funding from Amazon (through the Amazon Housing Equity Fund) for the

TOD/affordable housing development on this site, but only if construction on the project is started before the end of 2025. Amazon, Sound Transit and the TOD developers are completing approximately 1,200 affordable housing units on Sound Transit's TOD sites by 2025 through Amazon committing \$100 million in debt to Sound Transit's developers. Through our partnership, Sound Transit is demonstrating how it can align resources to its property with community-based organizations and non-profit developers to develop affordable housing and address economic displacement concerns in those communities.

TAP funds not only complete the Environmental TAP project, but also make the affordable housing project more viable, delivering an estimated 200-250 units of housing.

If this project is not funded, this opportunity to provide affordable housing directly adjacent to high-capacity transit may go unrealized. The no-cost transfer will boost the feasibility of realizing the concurrent environmental outcome of restoring an onsite piped stream with an open, fish-passable channel.

Please provide documentation illustrating the commitment to maintenance into the future, and/or information on the steps required to do so.

PSRC Funding Request

Has this project received PSRC funds previously?	Please provide the project's PSRC TIP ID.
No	

PSRC Funding Request (cont.)

Phase	Year	Amount
Construction	2025	\$1848600
		\$
		\$

Total PSRC Funding Request: \$1848600

Total Estimated Project Cost and Schedule

Planning Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Planning Phase Cost: \$0

Expected year of completion for this phase:

Preliminary Engineering/Design Phase

Fund Type	Fund Source	Funding Status	Amount
Local		Secured	\$216000
			\$
			\$
			\$
			\$

Total Preliminary Engineering/Design Phase Cost: \$216000

Expected year of completion for this phase: 4/30/2025

Right of Way Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Right of Way Phase Cost: \$0

Expected year of completion for this phase:

Construction Phase

Fund Type	Fund Source	Funding Status	Amount
Federal	TAP(PSRC)	Unsecured	\$1848600
Local		Secured	\$288510
			\$
			\$
			\$

Total Construction Phase Cost: \$2137110

Expected year of completion for this phase: 12/31/2026

Other Phase

Fund Type	Fund Source	Funding Status	Amount
			\$
			\$
			\$
			\$
			\$

Total Other Phase Cost: \$0

Expected year of completion for this phase:

Project Summary

Total Estimated Project Cost:	Estimated Project Completion Date (month and year):
\$2353110	December, 2026

Financial Documentation

Please enter a description of your financial documentation in the text box below.

Sound Transit local funding, with requested TAP funds, will complete the stream restoration project.

Sound Transit will provide 13.5% local match for this TAP project. The project and local match funding is included in the TOD Planning Program budget in Sound Transit's adopted 2023 Financial Plan and Budget.

For the future TOD/affordable housing development: Amazon has made funding available (from the Amazon Housing Equity Fund) to the TOD/affordable housing development, conditioned upon the project breaking ground before the end of 2025. This project is also eligible to participate in the Washington State Housing Finance Commission's (Commission) 4% Multifamily Bond set-aside program for Sound Transit TOD affordable housing projects.

This project (daylighting and stream restoration) was covered in the Lynnwood Link NEPA ROD (July 2015). Any additional environmental work as the project progresses is assumed to be NEPA CE.

Under the Development Agreement (DA), the developer (TBD) will be obligated to maintain the TAP project. The developer is scheduled to be selected in October 2023, after which negotiations on the terms of the agreement will begin. Any term sheet brought before the Sound Transit Board of Directors for adoption will include a clause about long-term maintenance responsibilities. Maintenance responsibilities are detailed in the RFP document, alerting developers well in advance of their future obligation if selected. For more information and documentation on the RFP for this project, please visit Sound Transit's **online vendor portal**.

<https://biddingo.com/soundtransit>

Milestones

July 26, 2023*: **Pre-proposal conference for prospective bidders.**

September 29, 2023*: **Proposals due**

October 2023*: **Proposal evaluation**

November 2023*: **Select top-ranked proposal and begin negotiations**

2024 – Sound Transit Board approval of development proposal and key business terms

Sound Transit will provide long-term O&M for the Lynnwood City Center Station.

Note: PE costs in the budget information include administration and permits.

Please upload supporting documentation demonstrating all necessary matching funds for the phase(s) for which PSRC funds are being requested are secure or reasonably expected.

f-132-346-18674630_XRovSu4M_TOD_Program_2023_Financial_Plan_and_Adopted_Budget.pdf

Project Readiness

Preliminary Engineering/Design

Are you requesting funds for ONLY a planning study or preliminary engineering?

No

What is the actual or estimated start date for preliminary engineering/design?

January, 2024

Is preliminary engineering/design complete?

No

What was the date of completion (month and year)?

April, 2025

Have preliminary plans been submitted to WSDOT for approval?

No

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.

Contract Award: Q2 2024

Geological, hydrogeological, and topographical surveys: Q1 2024

Environmental-Testing: Q2 2024

Complete Design and Engineering: Q2 2025

Secure necessary permits as needed and start construction: Q4 2025

Complete construction of the stream daylighting/restoration (TAP project): Q4 2026

Complete TOD/affordable housing project: Q4 2027

When are preliminary plans expected to be complete? For non-certified agencies, please enter the expected approval date.

April, 2025

Environmental Documentation

What is the current or anticipated level of environmental documentation required under the National Environmental Policy Act (NEPA) for this project? For more information on NEPA requirements, please refer to WSDOT's [Local Agency Guidelines Manual](#).

Categorical Exclusion (CE)

Has NEPA documentation been approved?

Yes

Please provide the date of NEPA approval, or the anticipated date of completion (month and year).

July, 2015

Right of Way

Will Right of Way be required for this project?

No

What is the actual or estimated start date for right of way (month and year)?

,

What is the estimated (or achieved) completion date for the right of way plan and funding estimate (month and year)? If federal funds are to be used on any phase of a project, federal guidelines for acquisition of right of way must be followed, including submittal of a right of way plan and funding estimates.

,

Please describe the right of way needs of the project, including property acquisitions, temporary construction easements, and/or permits. Refer to [Chapter 25 of WSDOT's Local Agency Guidelines Manual](#) for more information.

What is the zoning in the project area?

Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.

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

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

In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each (month and year). For example, these might include: True cost estimate of right of way; Relocation plan; Right of way certification; Right of way acquisition; FTA concurrence; Certification audit by Washington State Department of Transportation Right of Way Analyst; and, Relocation certification, if applicable. Sponsors should assume a minimum of one year to complete the ROW process, longer if there are significant or complex property purchases.

Construction

Are funds being requested for construction?

Yes

Do you have an engineer's estimate?

Yes

Please attach the engineer's estimate.

f-132-540-18674630_ledRV02I_Task_2_Stream-Concepts_Probable_Costs_DRAFT.pdf

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

The following environmental permits are anticipated for this stream daylighting project:

- Section 404 Nationwide Permit from the US Army Corps of Engineers,
 - Section 401 Water Quality Certification from the Washington State Department of Ecology
 - Hydraulic Project Approval (HPA) from the Washington Department of Fish and Wildlife
 - National Pollution Discharge Elimination Systems (NPDES) General Construction Permit from the Washington Department of Ecology
 - Critical Area permit from the City of Lynnwood
- Permits schedule to be received by Q4 2025 (the scheduled start of construction).

Are Plans, Specifications & Estimates (PS&E) approved?

No

Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year)?

April, 2025

When is the project scheduled to go to ad (month and year)?

October, 2025

Other Considerations

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.

Exploratory design work has been done to ensure the compatibility of the daylighted stream with the future affordable housing. These studies confirmed the feasibility of the project and provided design recommendations that will be provided to the TOD developer who will perform the stream daylighting work. Further early work was completed outlining major design components, required permits, and summarizing recommended investigations, which will also be available to the developer.

Describe the public review process for the project and actions taken to involve stakeholders in the project's development.

In the spring of 2022, Sound Transit conducted community engagement to understand what is wanted and needed in the Lynnwood City Center community. This included an online survey with 4,425 respondents and a community open house.

Key themes from the community survey included: more affordable housing, community- centered spaces (i.e., gathering areas and cultural resource centers). outdoor green space and natural features (i.e., paths, lawns and landscaping).

Community partnership and/or representation is a high priority goal of the RFP. To meet this goal, proposals must show that it meaningfully involves a community-based organization in the project, creates low-cost commercial space for historically underrepresented business owners, offers a community-serving commercial use, or serves a community or communities most impacted by housing disparities. Proposals that meet this goal will result in high levels of access to the TAP project for the identified populations.

See the full Lynnwood City Center Community Engagement Report uploaded below

Sound Transit has received letters of support for the daylighting and stream restoration at Lynnwood City Center Station.

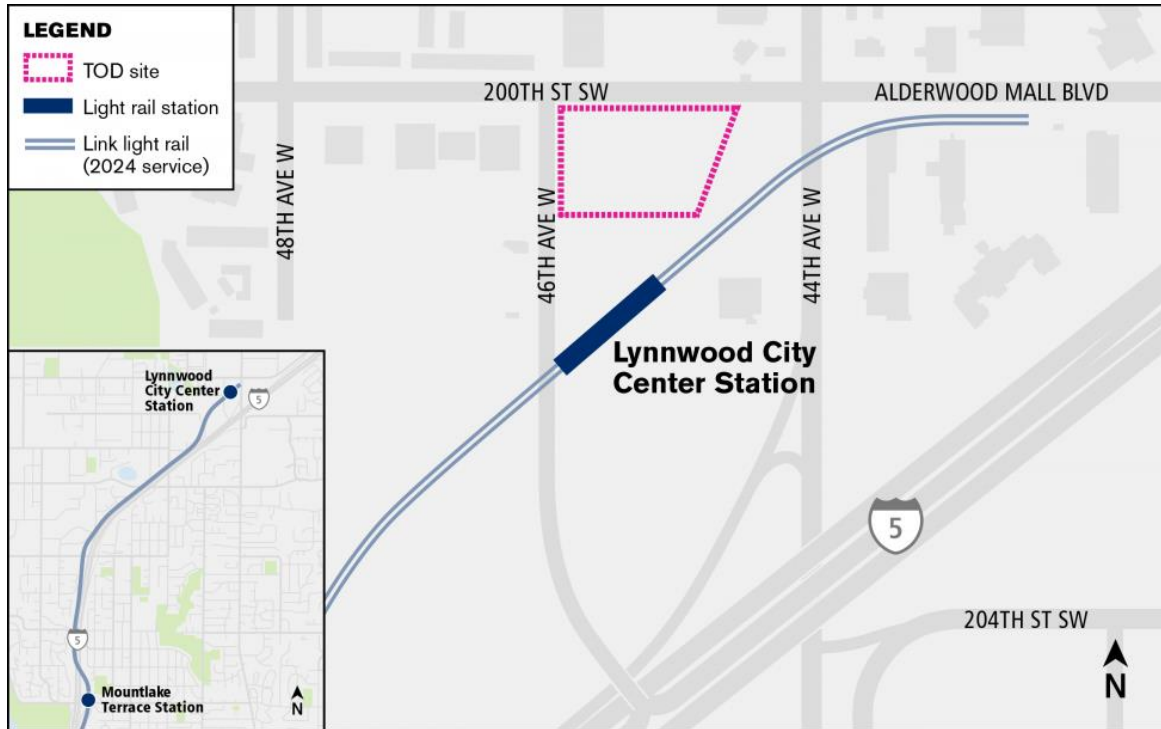
Please upload any relevant documents here, if they have not been uploaded previously in this application.

f-132-480-18674630_Eqi0OpXW_Lynnwood-TOD-Community-Engagement-Summary-Phase-1.pdf

End of the Application

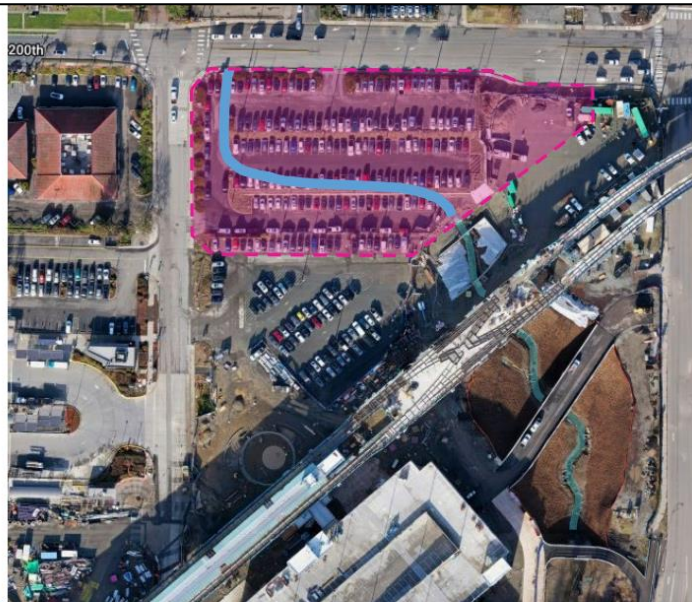
NOTE: Sponsors may update and resubmit information included in the application until submission deadline. If you need assistance editing an application that has already been submitted, please contact Nick Johnson at njohnson@psrc.org to have it returned to you.

Maps: "Daylight and Restore Scriber Creek tributary at Lynnwood City Center Station"



Onsite Stream *Tributary to Scriber Creek*

- Currently piped underground
- Contiguous upstream reach of daylight stream in station plaza
- Stream must be restored to support fish passage





Lynnwood City Center TOD

Sound Transit's first TOD in Snohomish County

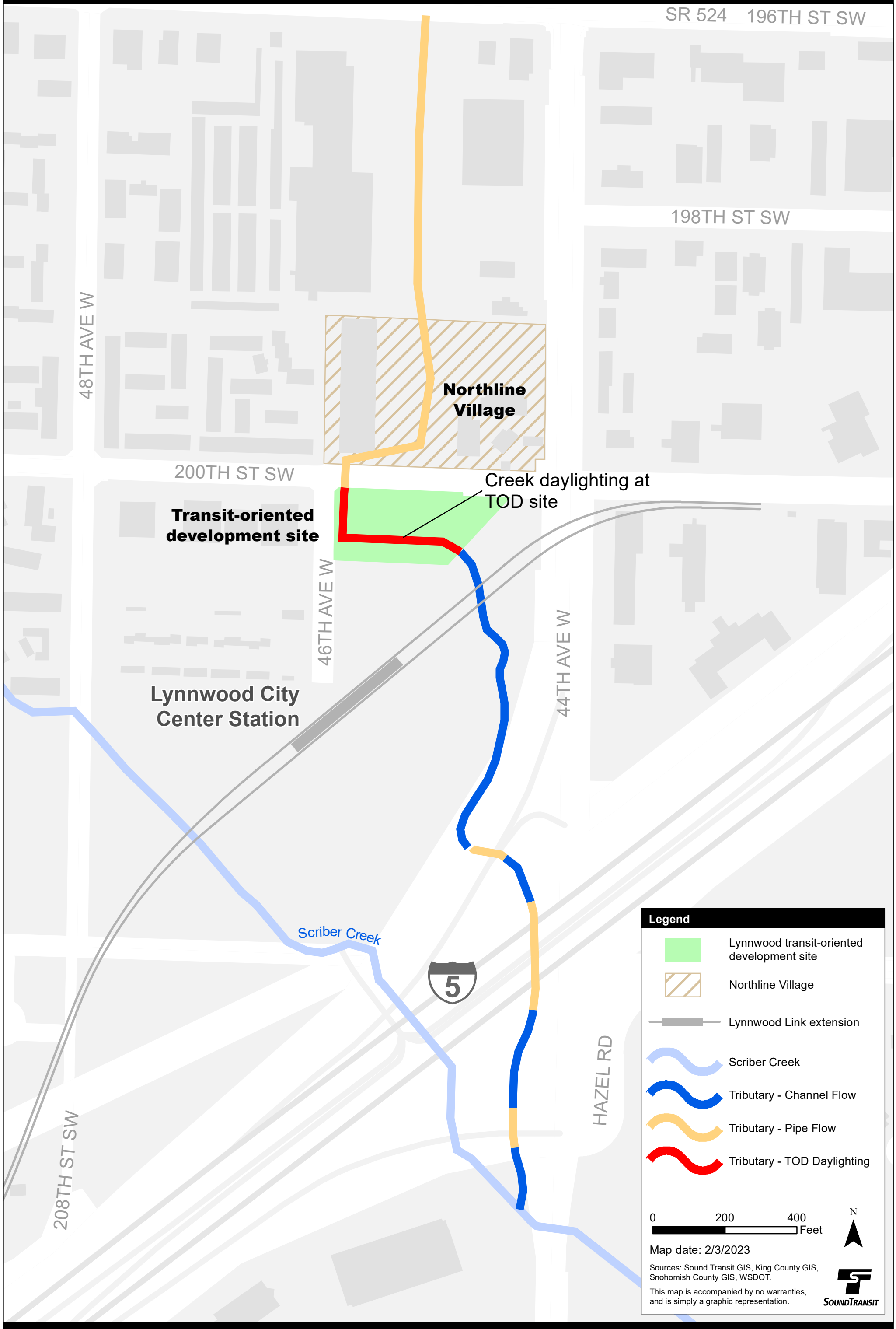
- 93,000 square feet
- Adjacent to Lynnwood City Center Station
- Opportunity for affordable housing steps from light rail and future BRT



Lynnwood City Center - Scriber Creek Tributary Daylighting Location



Lynnwood City Center - Scriber Creek Tributary Daylighting Location



Legend


- Lynnwood transit-oriented development site
- Northline Village
- Lynnwood Link extension
- Scriber Creek
- Tributary - Channel Flow
- Tributary - Pipe Flow
- Tributary - TOD Daylighting

0 200 400
 Feet

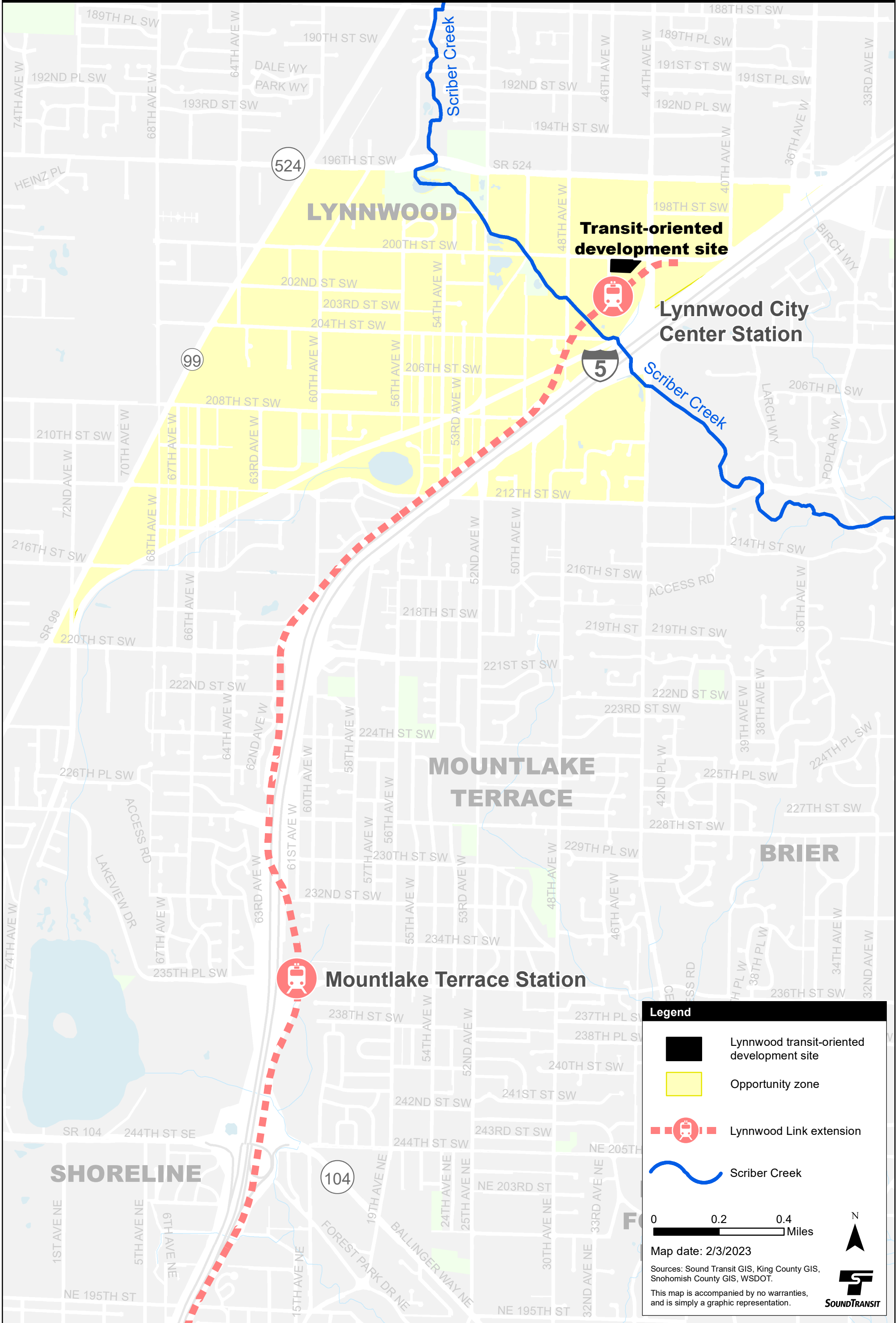
Map date: 2/3/2023

Sources: Sound Transit GIS, King County GIS, Snohomish County GIS, WSDOT.

This map is accompanied by no warranties, and is simply a graphic representation.



Lynnwood City Center - Scriber Creek Tributary Daylighting Location



Legend

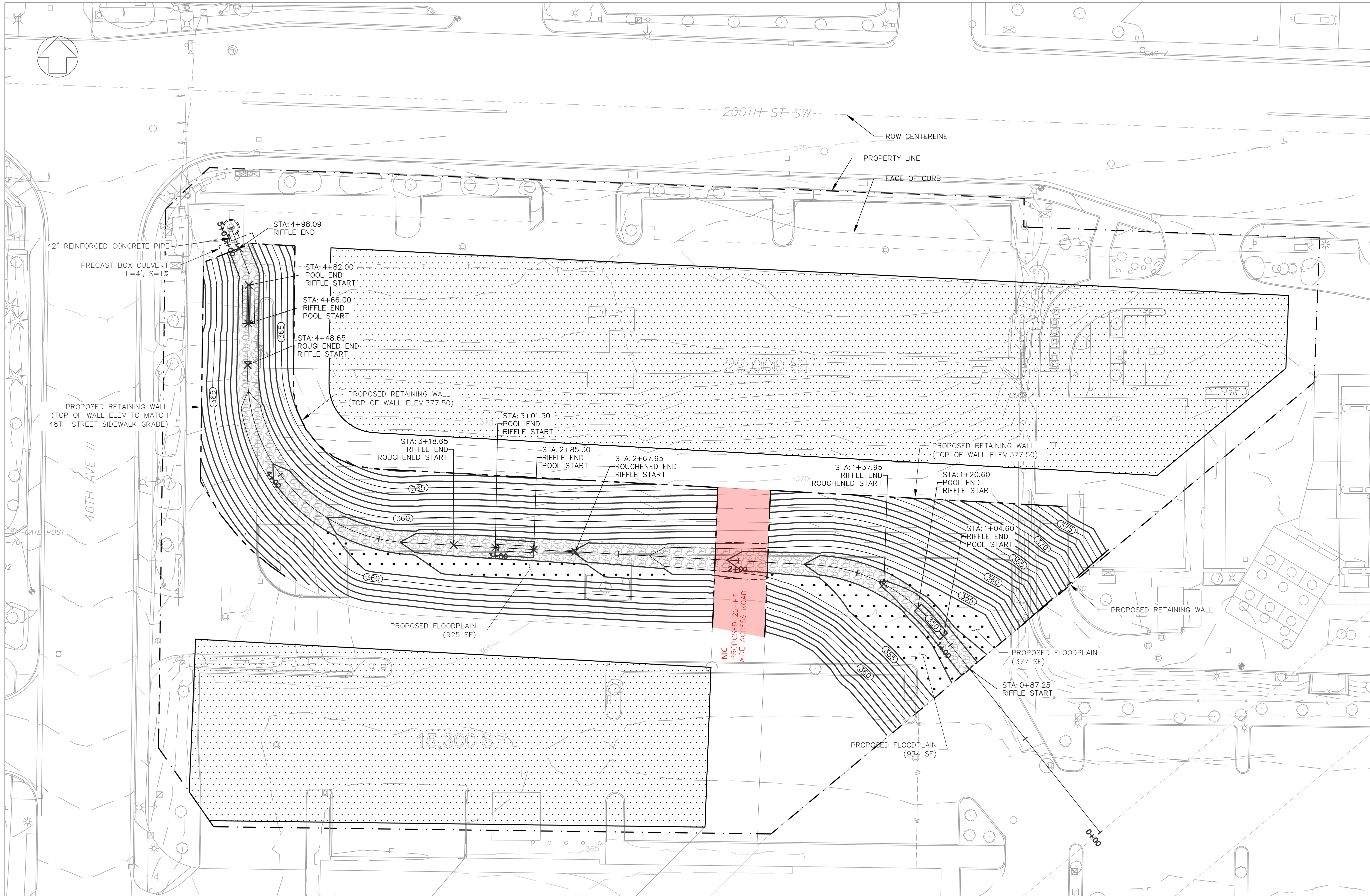
- Lynnwood transit-oriented development site
- Opportunity zone
- Lynnwood Link extension
- Scriber Creek

0 0.2 0.4 Miles

Map date: 2/3/2023

Sources: Sound Transit GIS, King County GIS, Snohomish County GIS, WSDOT.

This map is accompanied by no warranties, and is simply a graphic representation.



GRADING PLAN - CONCEPT 3
SCALE 1" = 20'

Client/Owner:

HATCH

27 School Street, 5th Floor,
Boston, MA 02108
tel. 978.224.3123 www.hatch.com

Stamp:

Project:

LYNNWOOD
STREAM DAYLIGHTING
CONCEPTUAL PLAN

Project Number:

Hatch Project Number:

Date:

Drawn By:

Designed By:

Reviewed By:

Scale: As shown

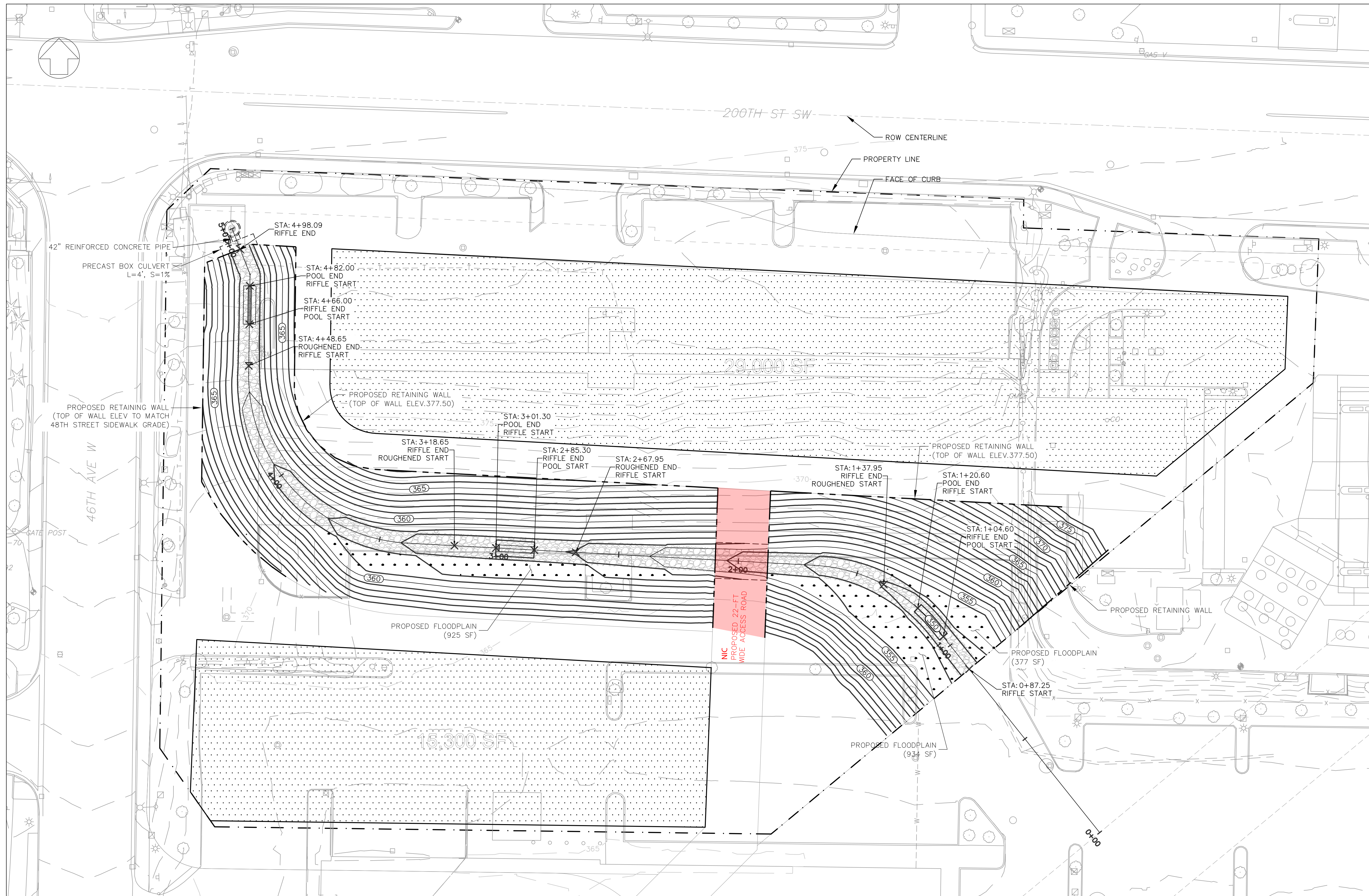
Revisions Date:

Number: Description:

Sheet Title:

Sheet No:

C-1



GRADING PLAN - CONCEPT 3
SCALE 1" = 20'

Client/Owner:

HATCH

27 School Street, 5th Floor,
Boston, MA 02108
tel. 978.224.3123 www.hatch.com

Stamp:

Project:

LYNNWOOD
STREAM DAYLIGHTING
CONCEPTUAL PLAN

Project Number:

Hatch Project Number:

Date:

Drawn By:

Designed By:

Reviewed By:

Scale: As shown

Revisions Date:

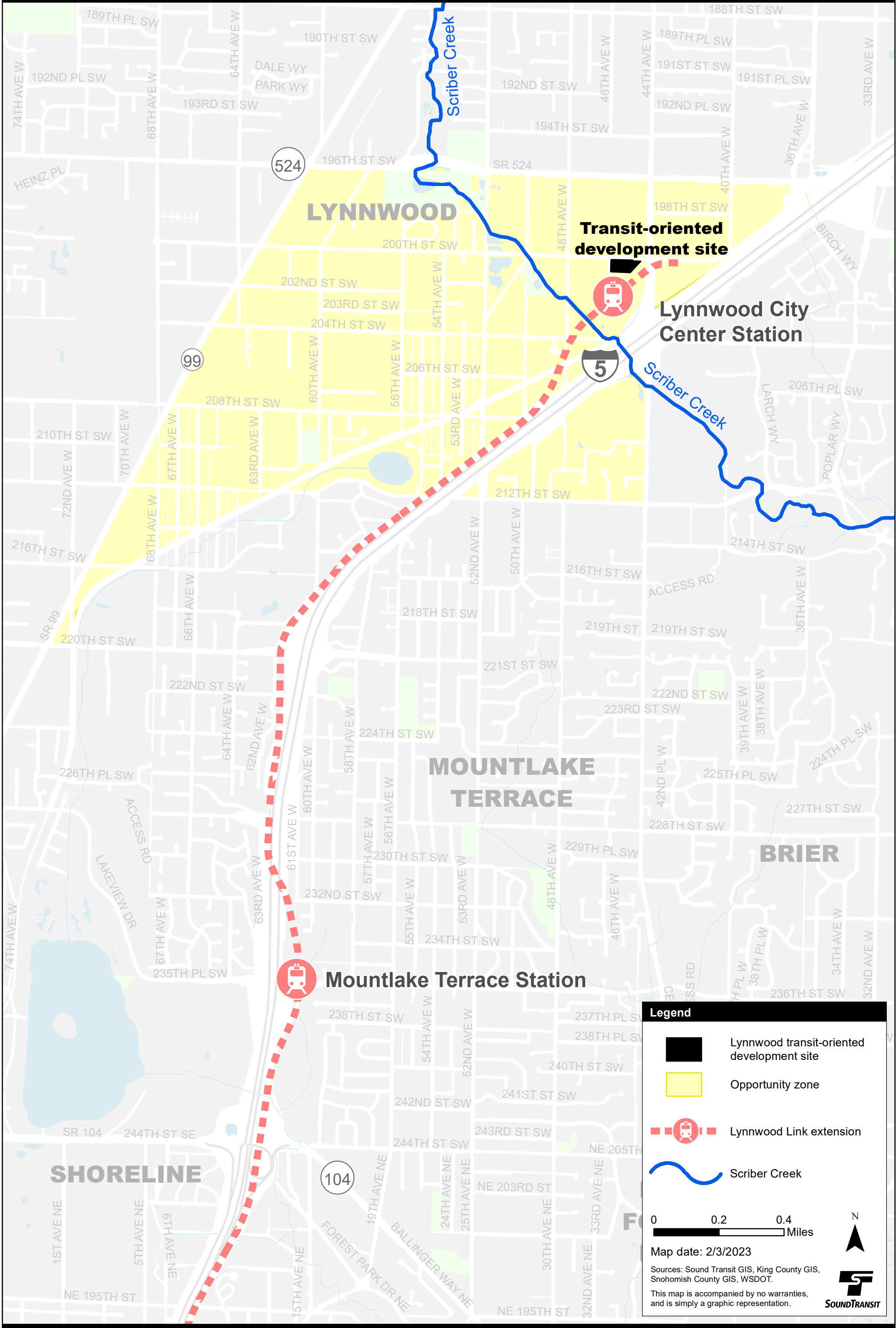
Number: Description:

Sheet Title:

Sheet No:

C-1

Lynnwood City Center - Scriber Creek Tributary Daylighting Location



Legend

- Lynnwood transit-oriented development site
- Opportunity zone
- Lynnwood Link extension
- Scriber Creek

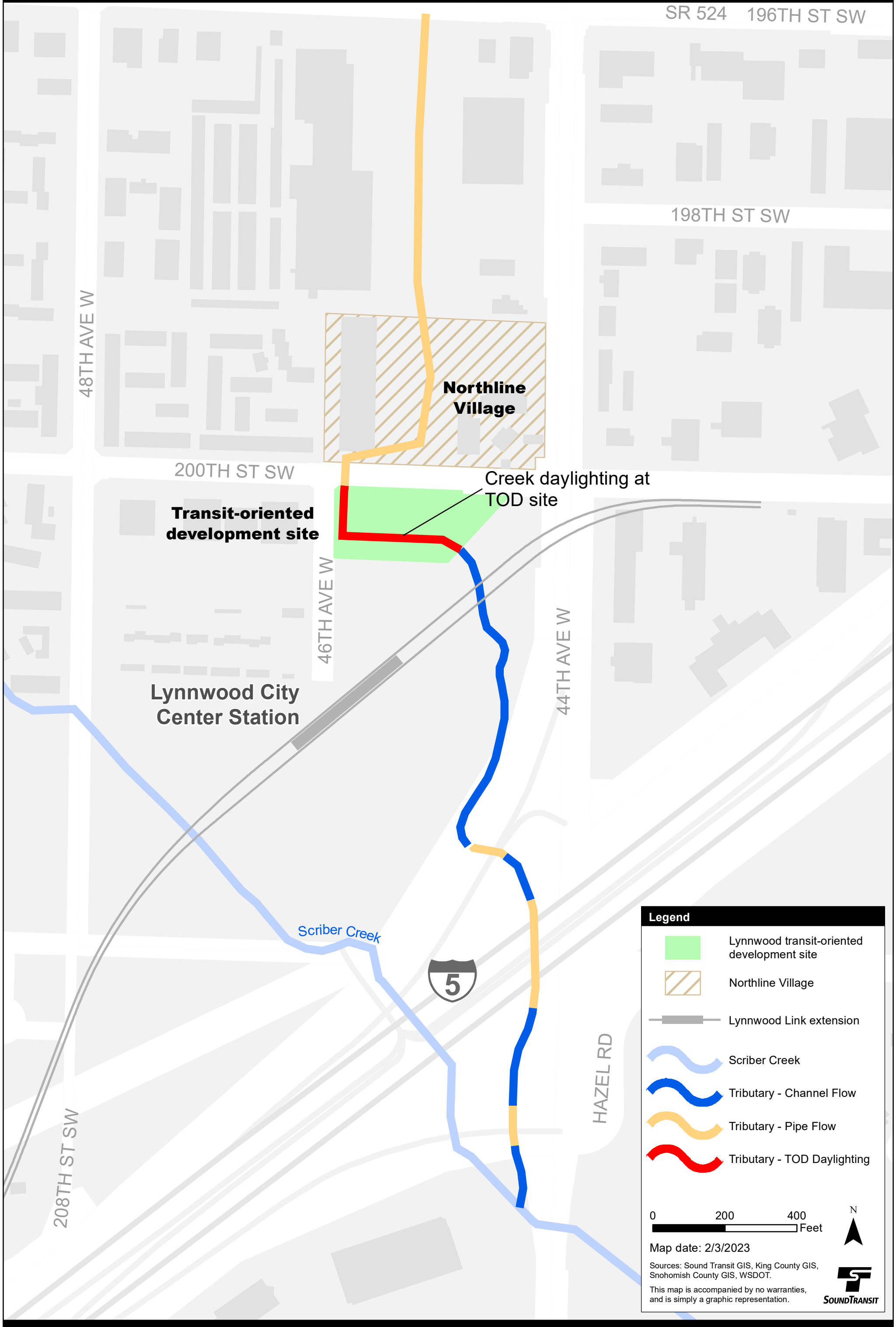
0 0.2 0.4 Miles

Map date: 2/3/2023

Sources: Sound Transit GIS, King County GIS, Snohomish County GIS, WSDOT.

This map is accompanied by no warranties, and is simply a graphic representation.

Lynnwood City Center - Scriber Creek Tributary Daylighting Location



Legend


- Lynnwood transit-oriented development site
- Northline Village
- Lynnwood Link extension
- Scriber Creek
- Tributary - Channel Flow
- Tributary - Pipe Flow
- Tributary - TOD Daylighting

0 200 400
 Feet

Map date: 2/3/2023

Sources: Sound Transit GIS, King County GIS, Snohomish County GIS, WSDOT.







This map is accompanied by no warranties, and is simply a graphic representation.



Lynnwood City Center - Scriber Creek Tributary Daylighting Location



Legend


-  Lynnwood transit-oriented development site
-  Northline Village
-  Scriber Creek
-  Tributary - Channel Flow
-  Tributary - Pipe Flow
-  Tributary - TOD Daylighting

0 200 400 Feet

Map date: 2/3/2023

Sources: Sound Transit GIS, King County GIS, Snohomish County GIS, WSDOT.

This map is accompanied by no warranties, and is simply a graphic representation.



Community Engagement Summary Lynnwood City Center TOD



Overview

Under our Equitable Transit-Oriented Development policy, Sound Transit works to ensure that the processes to plan, develop and implement TOD on our property are inclusive and reflect the local community, and that the projects that developers build help realize the priorities we hear through our engagement efforts. This report provides a record of the community engagement process that took place to collect public input on the Lynnwood City Center TOD site between fall 2021 and winter 2022 in alignment with these goals. The input will ultimately inform the request for proposal (RFP) for development of the site, scheduled to be released to potential property developers in mid-to-late 2023. Sound Transit will review the proposals against the criteria developed by the community, Sound Transit, and the City of Lynnwood.

Table of contents

- Site background
- Community engagement effort
- Key themes
- Participant demographics
- TOD overview
- Next steps
- Appendices A-D

Engagement snapshot

4,425 respondents.
63% from Lynnwood;
more than 50 languages
represented

Email notification to 5,303
community members

Postcard notification to
8,700+ residences within
1 mile of the Lynnwood
City Center TOD site

Materials in 4 languages
with alternative text for
individuals with visual
impairments

Engagement Summary

Site background

Sound Transit purchased roughly two acres of land next to the future Lynnwood City Center Station for mobile offices and equipment storage while building the Lynnwood Link and light rail station. After construction, the extra land, once designated as surplus property by Sound Transit, will be available for other community-driven purposes through Sound Transit’s Transit-Oriented Development (TOD) Program.

Community engagement goals

Sound Transit is leading a collaborative process to plan TOD on the surplus land near Lynnwood City Center Station with the City of Lynnwood and input from the community. Objectives for community engagement include to:

- Build awareness about Sound Transit and City of Lynnwood goals for the surplus land
- Gather community input on the potential mix of uses (including housing and/or commercial affordability), catalytic programs for neighborhood and economic development, and urban design elements (such as layout)
- Encourage participation from a diverse audience, with a focus on race, income, and accessibility

To accomplish these goals, Sound Transit developed a two-phase community engagement plan:

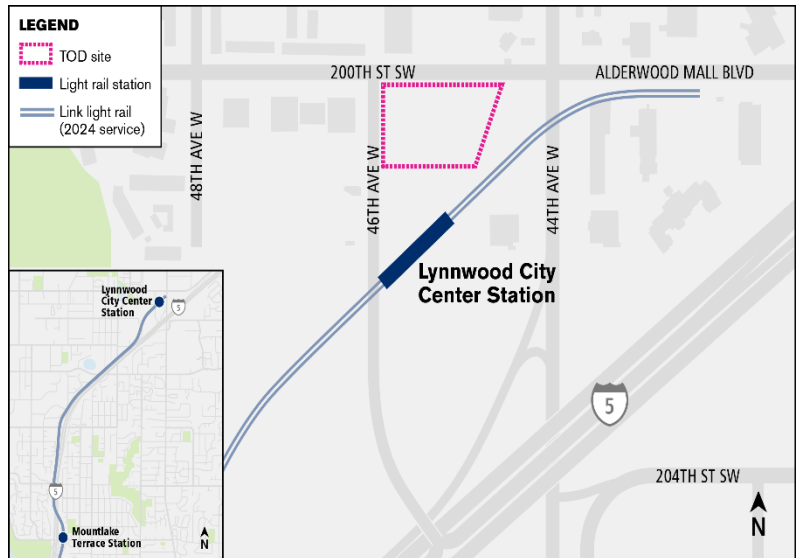
- Phase 1: an online survey to gauge baseline preferences and interests of community members, including “community conversations” with community-based organizations
- Phase 2: an online open house to explore community needs and aspirations for the area in more detail and continued community conversations with community-based organizations

Phase 1 engagement

Online survey

The online engagement survey, hosted through Social Pinpoint, was available from November 30, 2021, to January 4, 2022, in English, Korean, Spanish, Vietnamese, and alternative text for individuals with visual impairments. Survey recruitment tools and efforts are detailed in Appendix D.

The survey received 4,425 responses. Sound Transit asked optional demographic questions in the survey to gauge representation of potentially impacted and historically underrepresented communities. Most respondents identified as white (69%) and live near the future Lynnwood City Center Link light rail station (71%). The second largest group of respondents identified as Asian or Asian American (15%). The third largest group of respondents identified as being two or more races (6%) to include, Native Hawaiian or Pacific Islander (89%), Asian or Asian American (46%), and Black of African American (29%). Most participants responded to the survey in English but more than 60% indicated



speaking another language at home, with over 50 languages represented. In terms of age, most participants were between 18 and 49 years old (62%). More than half of respondents reported a household income of more than \$100,000 (53%).

A few common priorities emerged from participant responses:

- Desire to prioritize housing development, with consideration for those with low incomes
- Preference for public access to non-residential spaces including retail and food services (such as marketplace stalls, food trucks, coffee shops, convenience stores, and bookshops), multi-use workspaces, arts and cultural space, and community centers (serving youth, recreation, and places of worship)
- Preference for more plaza space, natural features, and passive open space for walking and sitting

Community Conversations

Sound Transit hosted virtual meetings with community-based organizations to learn about their services and how TOD, including affordable housing, could best benefit the communities they serve. Organizations were selected based on previous engagement with the project, proximity to and organizational interests in the project area, and their ability to represent public interests. These conversations will continue during Phase 2 engagement.

The TOD project team met with two groups in Phase 1, Latino Education Training Institute on December 16, 2021, and Refuge Church on January 20, 2022. Key takeaways include:

Specific to Sound Transit engagement

- Engage youth through education and outreach related to Sound Transit projects
- Create more accessible informational materials and transit resources

Specific to Sound Transit TOD

- Support diversity and cultures in Lynnwood by building community through TOD
- Create nonresidential space for families and community to convene
- Support variety of programs for people who need shelter, social services, and childcare

Next steps

Sound Transit will use the Phase 1 survey results and findings from community conversations to develop concepts for the Lynnwood City Center site, then reengage the public through the Phase 2 online open house in fall 2022. The online open house will use the same URL as the survey, LynnwoodTOD.com, with translated content in Korean, Spanish, and Vietnamese.

Sound Transit TOD program overview

Transit-oriented Development (TOD) is a term used to describe development strategies that integrate transit and land use while supporting community needs and development visions. These strategies focus on urban growth around facilities such as light rail stations to produce regional and local benefits, including increasing transit ridership, developing walkable communities, and improving access to jobs.

Sound Transit's TOD policy includes a priority to offer surplus property for the development of affordable housing. Washington state law requires Sound Transit to offer 80% of its surplus property that is suitable for housing to qualified entities to develop homes affordable to households with incomes at or below 80% of the area median income. In addition, Sound Transit has adopted an Equitable TOD Policy that commits the agency to "inclusive planning and decision-making processes, resulting in development outcomes that accommodate future residential and employment growth, increase opportunity and mobility for existing communities, and enhance public health for socially and economically diverse populations."

Appendices

Appendix A: Survey Questions

The Lynnwood City Center TOD survey includes the following questions, with the survey available in English, Korean, Spanish, and Vietnamese. All questions were optional. The survey included a map of the station area for reference while completing the survey.

1. Have you used the Lynnwood Transit Center?
 - a) No
 - b) Yes

2. How do you typically get to the Lynnwood Transit Center?
 - a) Walk
 - b) Bike or scooter
 - c) Driving alone and park
 - d) Carpool and park
 - e) Drop off/pick up or ride share (such as Uber or Lyft)
 - f) Bus or other transit
 - g) Other (please tell us more)

3. What were your main destinations when using public transportation at the Lynnwood Transit City Center prior to COVID-19? (Select all that apply)
 - a) Work
 - b) School
 - c) Shopping, errands
 - d) Religious services
 - e) Visit friends or family
 - f) Entertainment
 - g) Service providers such as healthcare or childcare
 - h) Parks and recreation
 - i) Airport, train station, etc. for travel
 - j) Other (please tell us more)

4. What's your connection to the future Lynnwood City Center Link light rail station? (select all that apply)
 - a) I pass through but don't spend time there
 - b) I own a business nearby
 - c) I go to the businesses, restaurants, places of worship, and services nearby
 - d) I attend school nearby
 - e) I work nearby
 - f) Other (please tell us more)
 - g) I do not have a connection to the station area

5. Do you plan to live at the future transit-oriented develop or in the general Lynnwood City Center area?
 - a) No
 - b) Yes
 - c) Not sure

6. What are the top three (3) types of businesses, services and community features you would most like to see in the neighborhood? (Select 3)
 - a) Multi-use work/retail spaces for smaller scale or emerging businesses
 - b) Larger format retailers (like a drug store)
 - c) Smaller scale food service spaces (such as marketplace stalls, food truck areas, etc.)

- d) Childcare/pre-school
- e) Arts and cultural space
- f) Medical and health services
- g) Community center, youth center and/or recreation facility
- h) Individual or shared office space for community organizations
- i) Job training or educational centers
- j) Other (please tell us more)

7. What are the top three (3) types of public spaces you would be most interested in? (Select 3)



Natural features (such as landscaping, trees, gardens or water feature)



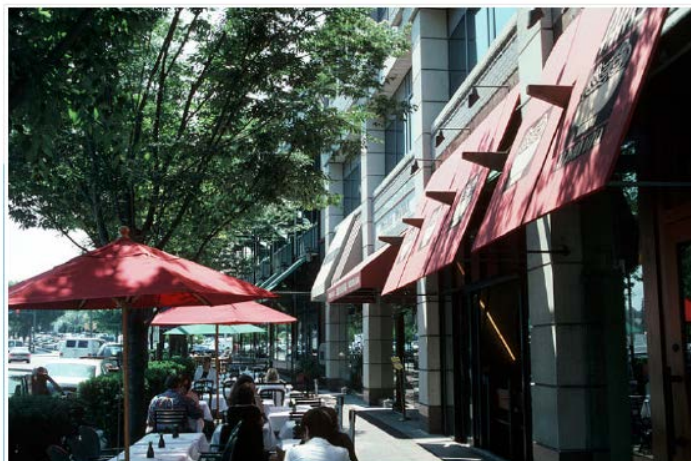
Play areas attractive to families with children



Green stormwater features, such as rain gardens



Passive open space for passing through or relaxing wide sidewalks



Plaza space with seating or areas to accommodate a sidewalk café, farmer's market, events/performances, etc.

8. How should we prioritize site uses? (select one)

- a) Site should prioritize and maximize housing.
- b) Site should prioritize housing but should also include office and/or retail.
- c) Site should prioritize office and/or retail, but should also include housing.

9. Should we develop sites with fewer buildings and larger footprints or develop sites with more buildings and smaller footprints? (select one)
 - a) Site should have fewer buildings with larger footprints.
 - b) Site should have more buildings with smaller footprints.

10. Should we maximize or minimize site density? (select one)
 - a) Site should maximize density, utilizing as much of site as possible.
 - b) Site should limit density to accommodate more open space.

11. How should we prioritize income-based housing affordability? (select one)
 - a) Housing should prioritize people with lowest incomes.
 - b) Housing should prioritize those with a range of low- to moderate-incomes.
 - c) Housing should prioritize those with a range of incomes, including those who can afford market rents.

12. What size and type of units should we develop? (select one)
 - a) Fewer overall units, but includes more family sized units with two-three bedrooms.
 - b) Maximize amount of units, but with more studios and one bedrooms.

13. For this question, we would like you to imagine that you don't live at the site but you are passing through it on your way to or from the Lynnwood City Center Station. What are the top three features that would make your experience better? (select three)
 - a) Retail or services I would regularly use such as a coffee shop, bookstore, convenience store or dry cleaner.
 - b) Cultural oriented programming such as an art gallery, community center that may host events, or dance studio for children.
 - c) Open space that is peaceful and safe.
 - d) Open area that provides space to linger and connect with a friends or family member after work.
 - e) Services that would be convenient for my family, such as childcare or health care facilities.
 - f) Space for businesses that showcase Lynnwood's cultural diversity.
 - g) Other (please tell us more)

Optional questions: Sound Transit is committed to equitable engagement, and we want to ensure we're hearing the full range of voices that represent our diverse communities. The questions below are optional, but by answering them you'll help us better understand who our survey is reaching. Your answers are confidential.

1. Do you have access to a working motor vehicle at home that you can reliable use?
 - a) No
 - b) Yes

2. What ZIP code do you live in?
 - a) 98036
 - b) 98037
 - c) 98046
 - d) Other (please write in ZIP code)

3. Do you rent or own your home?
 - a) Rent
 - b) Own
 - c) Other (please tell us more)

4. How do you identify?
 - a) Female
 - b) Male
 - c) Not listed here

5. How old are you?
 - a) Under 18
 - b) 18-34
 - c) 35-49
 - d) 50-64
 - e) 65+

6. How do you identify?
 - a) American Indian or Alaskan Native
 - b) Asian or Asian American
 - c) Black or African American
 - d) Hispanic, Latino/a/x, or Spanish origins
 - e) Native Hawaiian or Pacific Islander
 - f) White
 - g) Two or more races
 - h) Other (please tell us more)

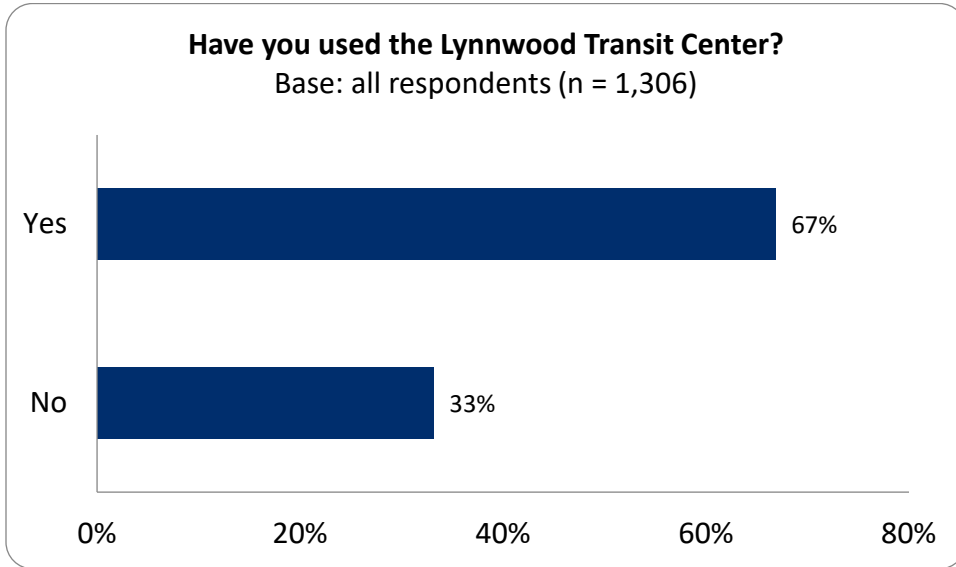
7. Does anyone in your family speak any language(s) other than English?
 - a) No
 - b) Yes

8. Including yourself, how many people live in your household?
 - a) 1
 - b) 2
 - c) 3
 - d) 4
 - e) 5
 - f) 6
 - g) 7+

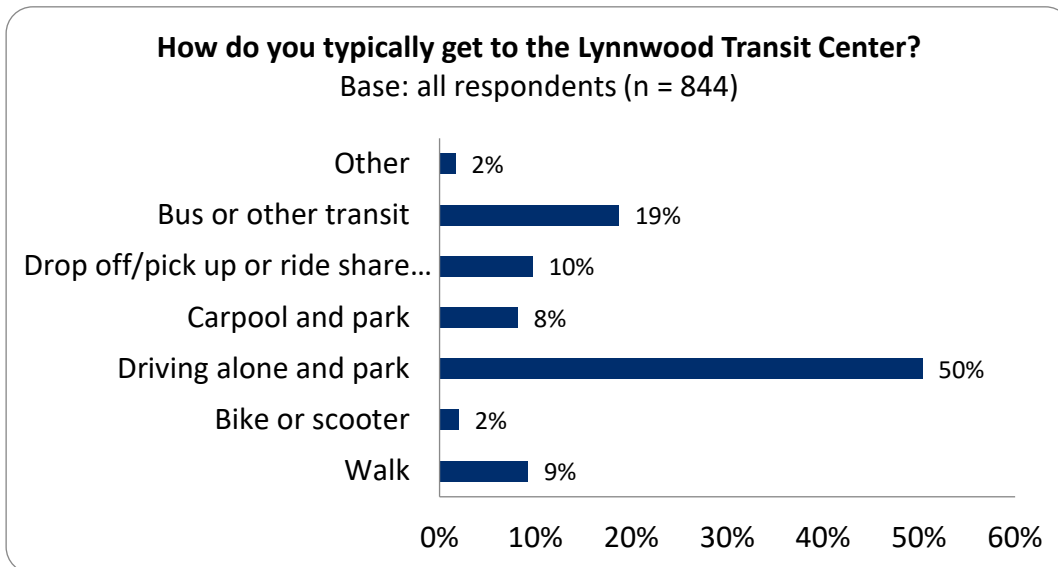
9. What is your household's total annual earnings before taxes?
 - a) Less than \$25,000
 - b) \$25,000 to \$49,000
 - c) \$50,000 to \$74,999
 - d) \$75,000 to \$99,999
 - e) \$100,000 to \$149,999
 - f) \$150,000 to \$199,999
 - g) \$200,000 or more
 - h) I don't know/prefer not to share

Appendix B: Detailed Survey Results

Of the 4,425 online survey responses received: 4,319 responses were in English, 21 responses were in Korean, 71 responses were in Spanish, and 14 responses were in Vietnamese. The survey data is summarized below, with open ended responses in Appendix C. Charts reflect total answers per question in parentheses. Several of the questions allowed respondents to select multiple answers, such as selecting up to three options. Questions 1-13 were focused on community priorities for the Lynnwood City Center TOD site and the remaining nine were optional demographic questions. A correlation analysis was not conducted due to the structure of the survey.



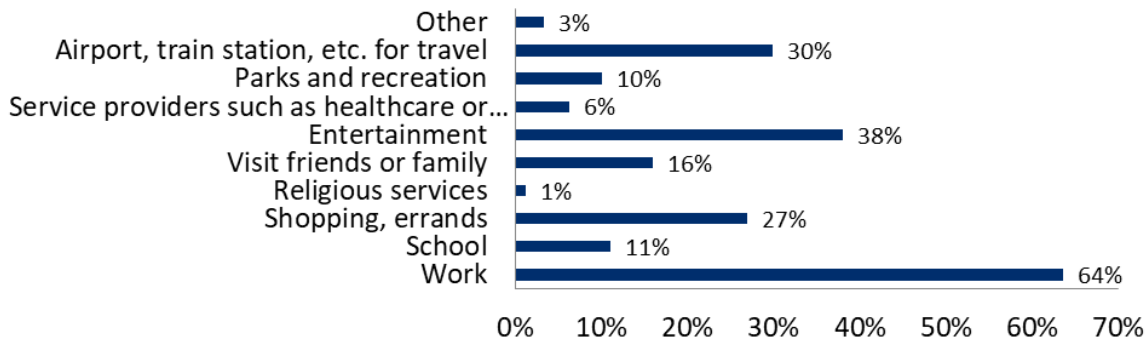
Most respondents have used the Lynnwood Transit Center (67%).



Most respondents get to the Lynnwood Transit Center by driving alone and parking (50%). Some participants get to the Lynnwood Transit Center by bus or other transit (19%).

What were your main destinations when using public transportation prior to COVID-19?

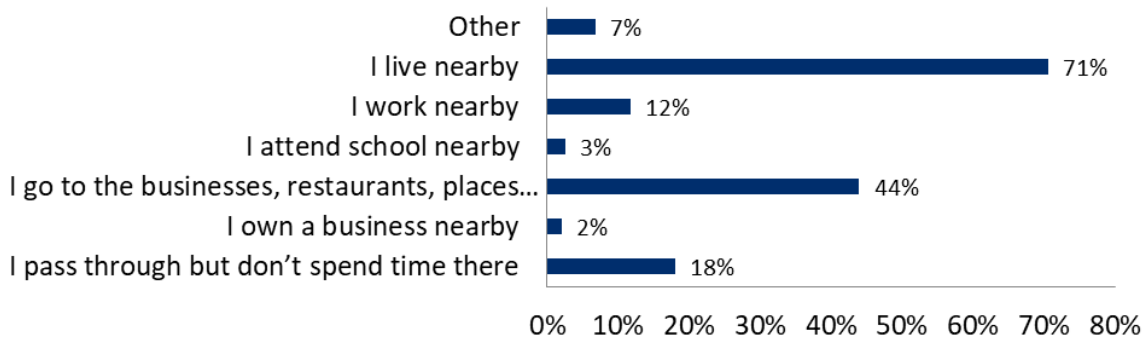
Base: all respondents (n = 842)



Most respondents indicated that they were traveling to work when using public transportation prior to COVID-19. Participants were also traveling to entertainment (38%), airports, train stations, etc. for travel (30%), and shopping or errands (27%).

What's your connection to the future Lynnwood City Center Link light rail station?

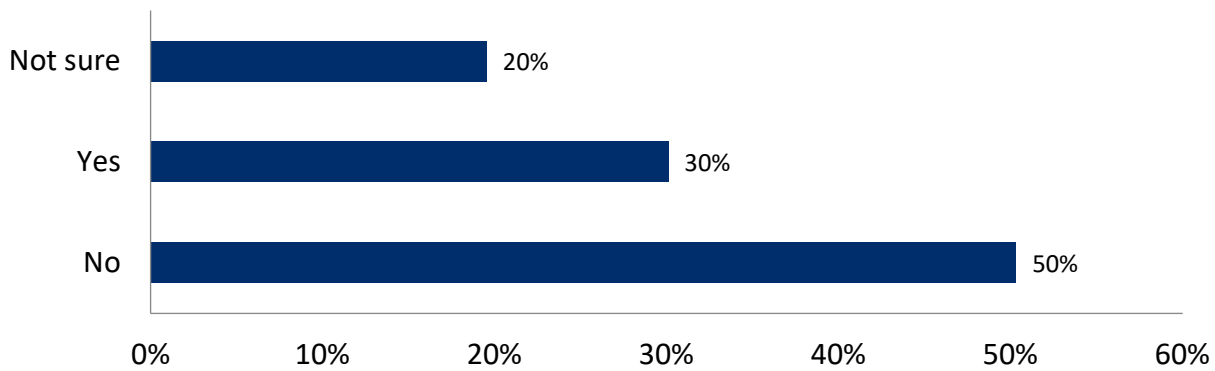
Base: all respondents (n = 1,147)



Most respondents live near the Lynnwood City Center Link light rail station (71%) and visit businesses, restaurants, and services nearby (44%). Participants also pass through but don't spend time at the station or work nearby.

Do you plan to live at the future transit-oriented development or in the general Lynnwood City Center area?

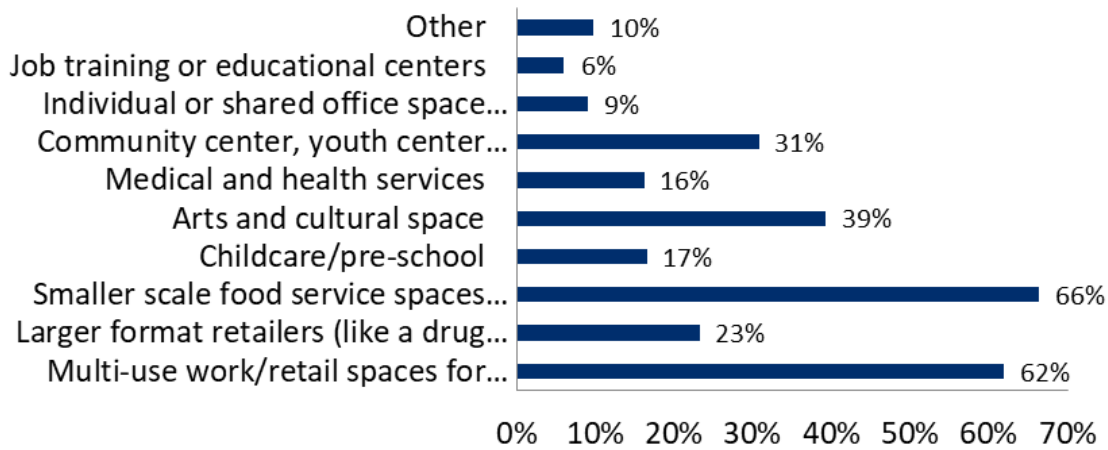
Base: all respondents (n = 1,202)



Plans to live at the site are split, with half of the respondents saying no, and the rest saying yes or are unsure.

What are the top three (3) types of businesses, services and community features you would most like to see in the neighborhood?

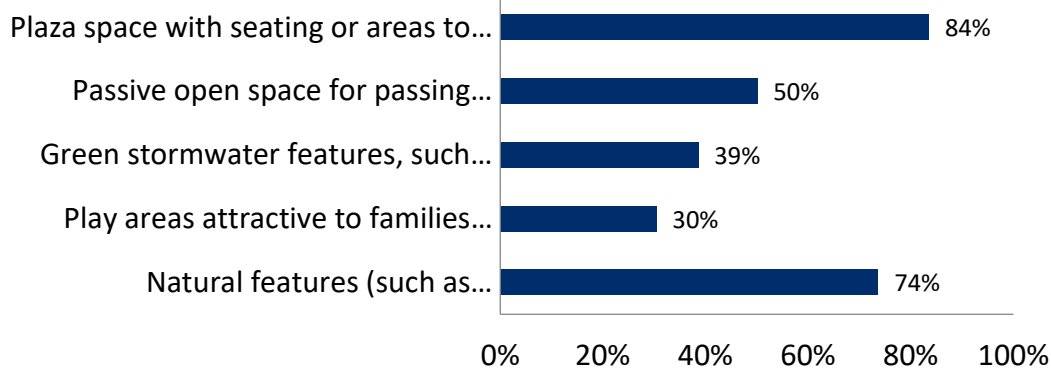
Base: all respondents (n = 1,219)



Many respondents (66%) would most like to see smaller scale food service spaces (such as marketplace stalls, food truck areas, etc.) multi-use work retail spaces for smaller scale or emerging businesses (62%), and arts and cultural space (39%).

What are the top three (3) types of public spaces you would be most interested in?

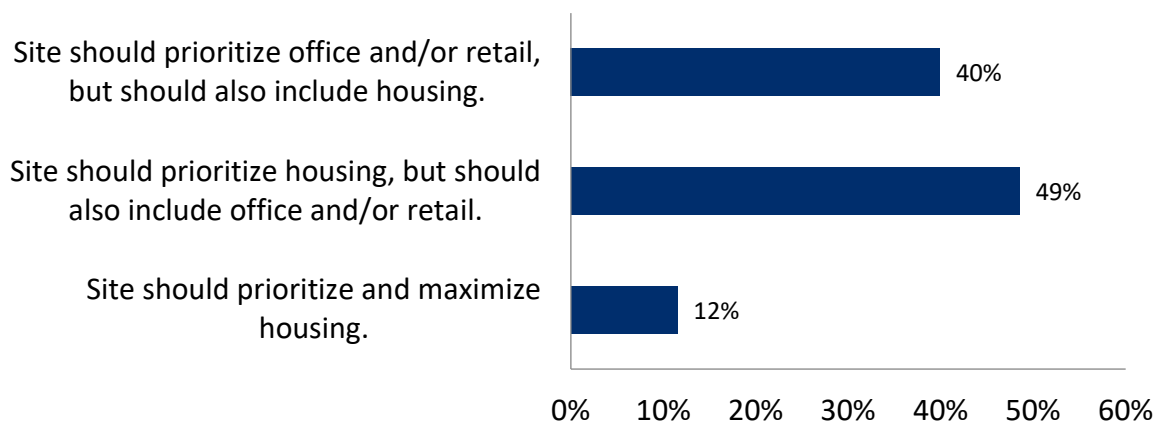
Base: all respondents (n = 1,164)



Most respondents indicated that they are most interested in plaza space with seating or areas to accommodate a sidewalk café, farmer’s market, events/performances, etc. (84%), natural features (74%), and passive open space for passing through or relaxing wide sidewalks (50%).

How should we prioritize site uses?

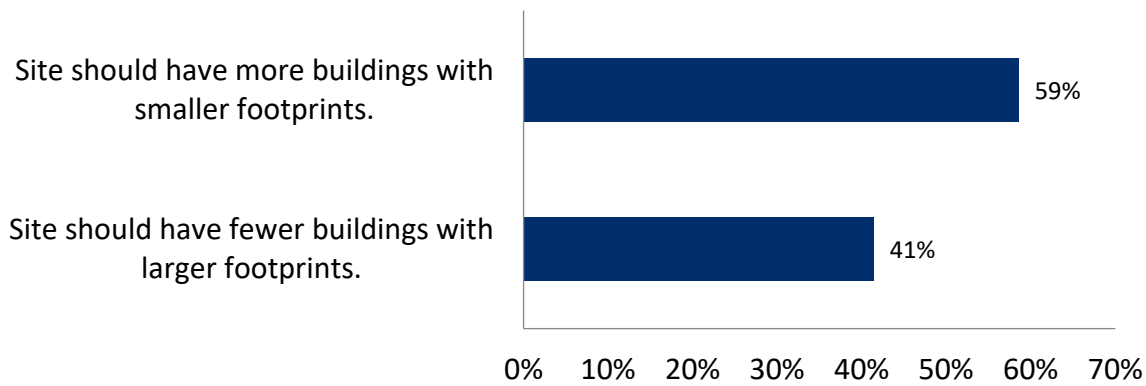
Base: all respondents (n = 754)



Of those that think housing is the priority (61%), most think the site should also include office and/or retail (49%).

Should we develop sites with fewer buildings and larger footprints or develop sites with more buildings and smaller footprints?

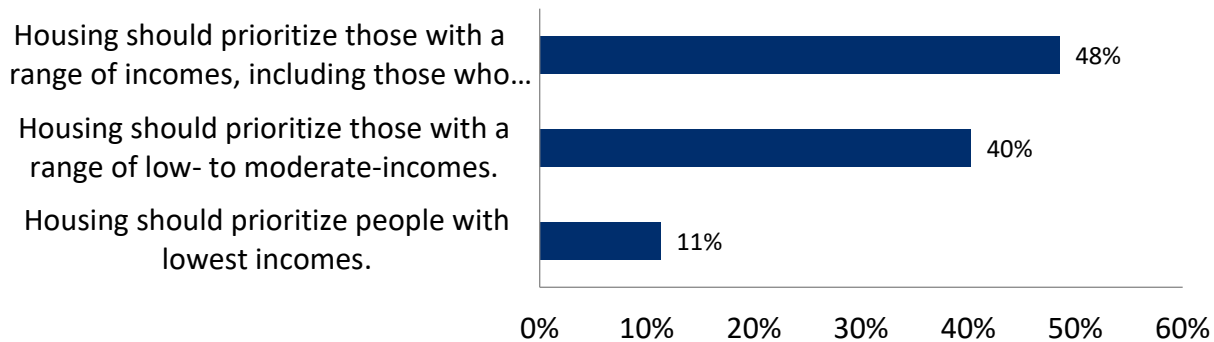
Base: all respondents (n = 746)



Respondents indicated a desire to develop sites with more buildings and smaller footprints (59%).

How should we prioritize income-based housing affordability?

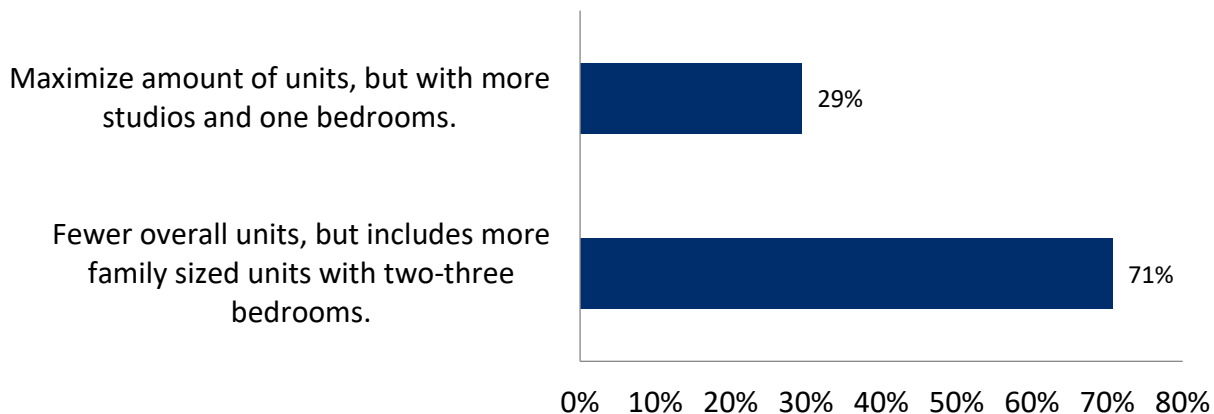
Base: all respondents (n = 763)



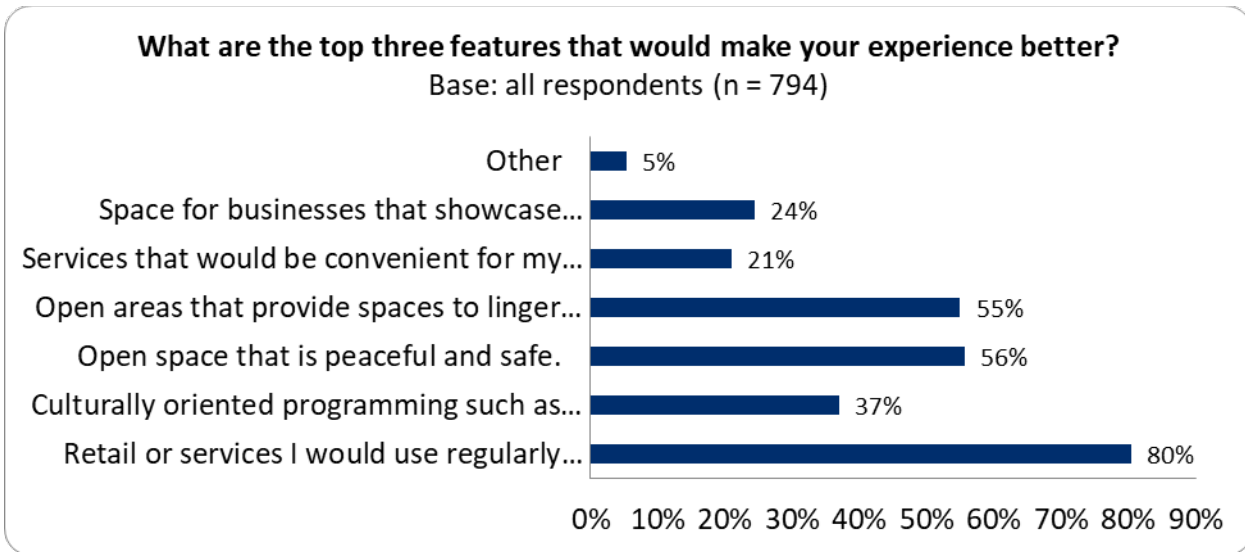
Responses to income-based housing affordability are split. Over 50% of respondents think that low incomes should be considered and prioritized in some way.

What size and type of units should we develop?

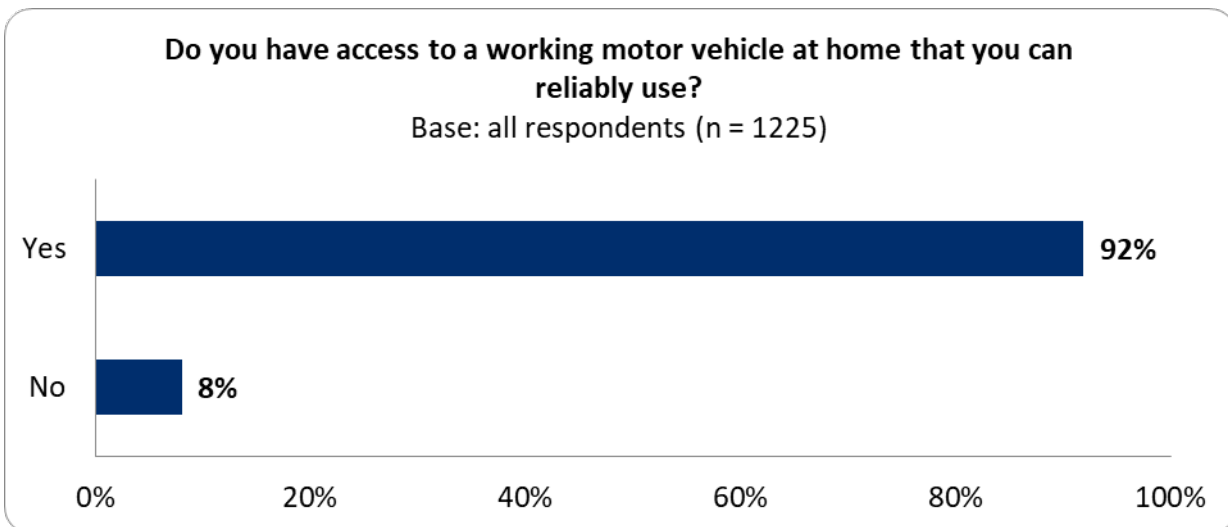
Base: all respondents (n = 749)



Most respondents are interested in developing fewer overall units, but include more family sized units with two-to-three three bedrooms (71%).

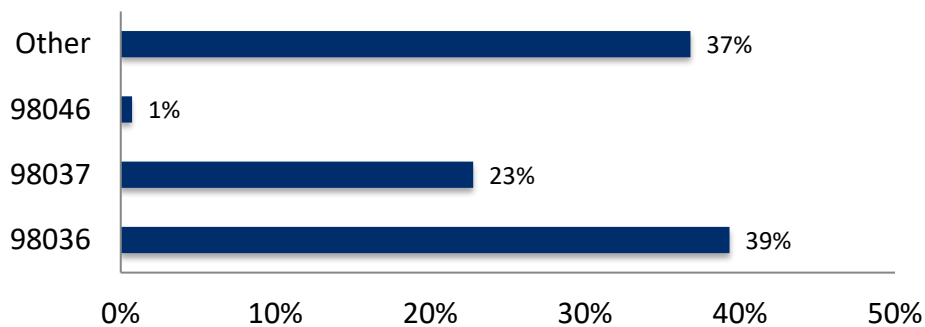


Respondents indicated that the top three features that would enhance their experience would be retail or services they would use regularly (80%), open space that is peaceful and safe (56%), and open areas that provide spaces to linger and connect with a friend or family member after work (55%).



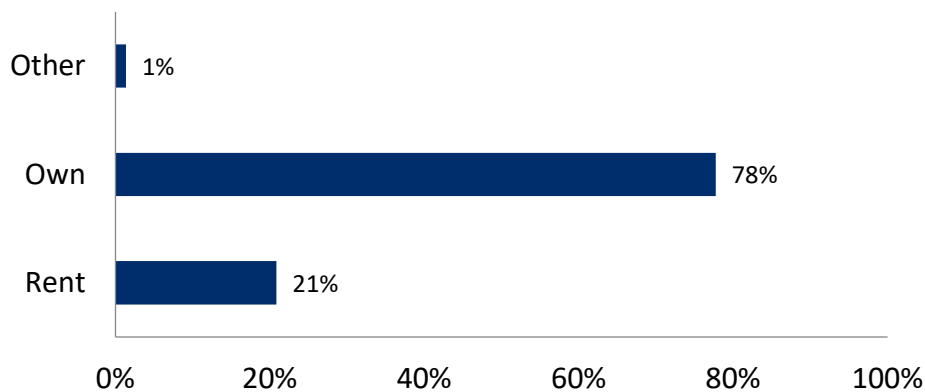
Most respondents indicated that they have access to a working motor vehicle at home that they can reliably use (92%).

What ZIP code do you live in? Base: all respondents (n = 1,226)



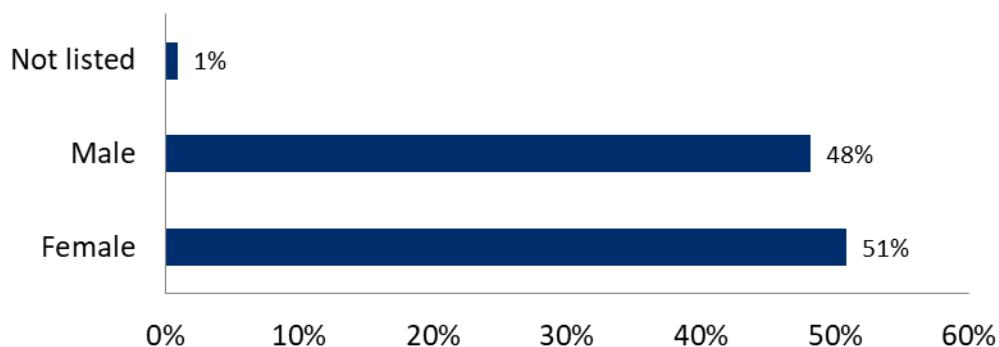
Many respondents indicated that they live in Snohomish County, specific to the Lynnwood, Brier, and Alderwood neighborhoods (39%). Respondents listed 60 more ZIP codes under the “Other” category, with most of the ZIP codes in cities that border Lynnwood like Edmonds, Woodway, Mountlake Terrace, and Mill Creek.

Do you rent or own your home? Base: all respondents (n = 1,232)

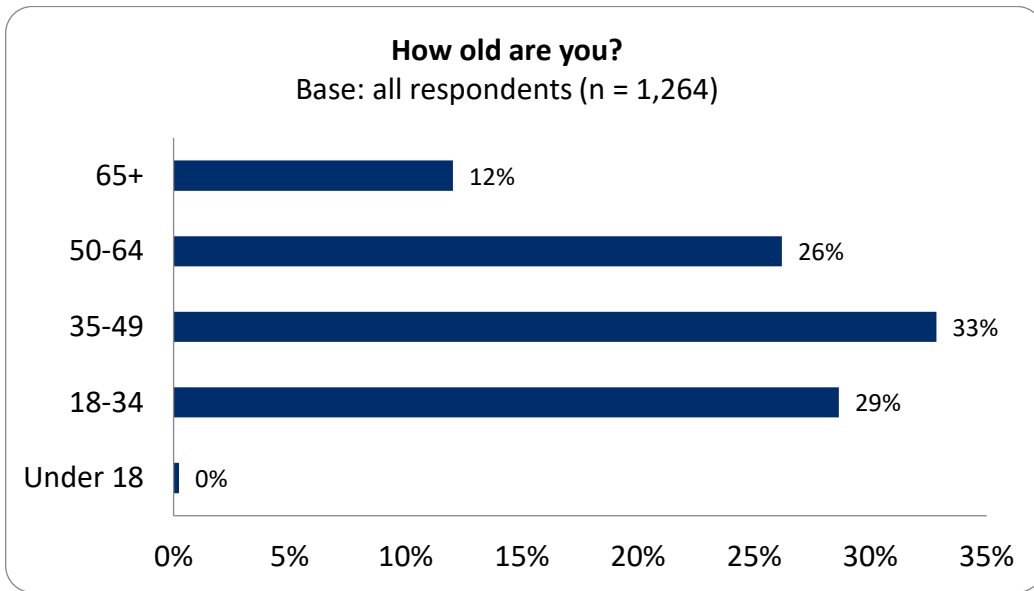


Most participants own their homes (78%). Other responses (1%) included living with family and living in permanent retirement communities.

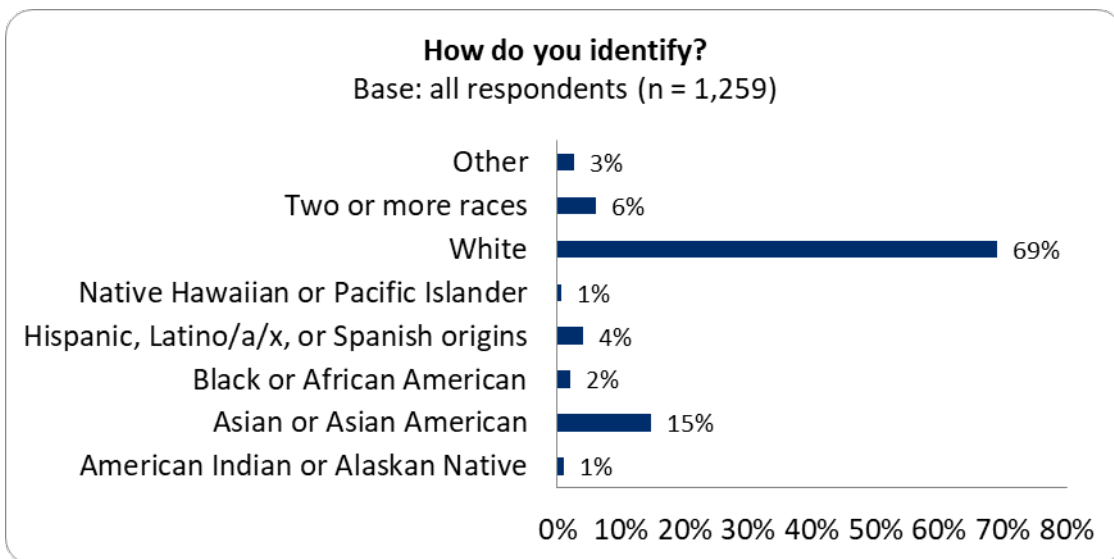
How do you identify? Base: all respondents (n = 1,245)



Respondents almost equally identified as either Male (48%) or Female (51%).



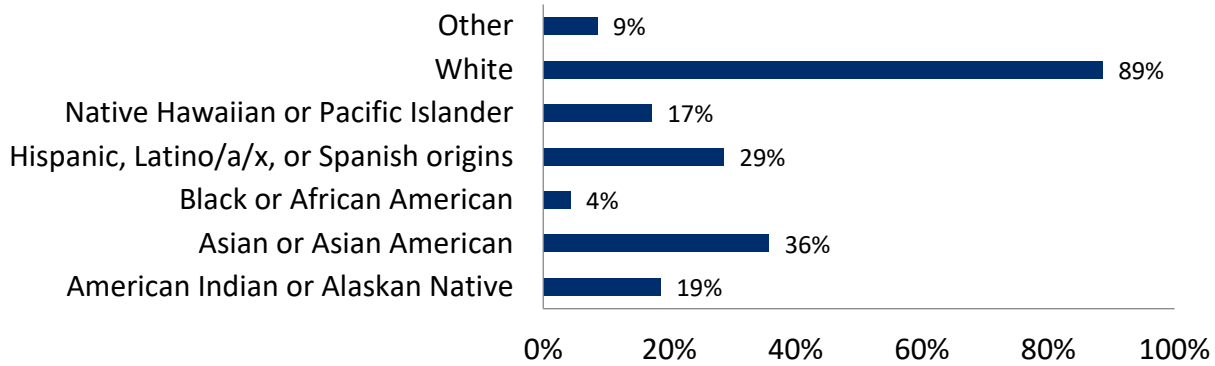
We heard from similar amounts of people between 18-64 years old, with the lowest representation from those 65+ years old.



Respondents were asked to identify by race, selecting one category. Participants identified as White (69%), Asian or Asian American (15%), Two or more races (6%), Hispanic, Latino/a/x, or Spanish origins (4%), Black, Other (3%), African American, or African (2%), American Indian or Alaskan Native, and Native Hawaiian or Pacific Islander (<1%).

Select all that apply

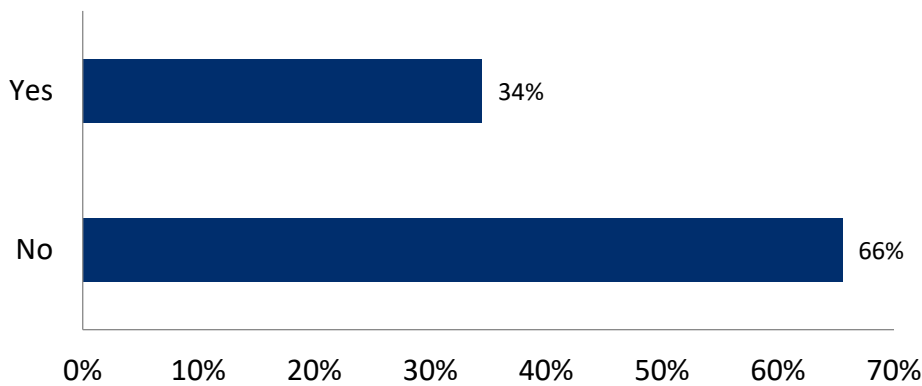
Base: all respondents (n = 70)



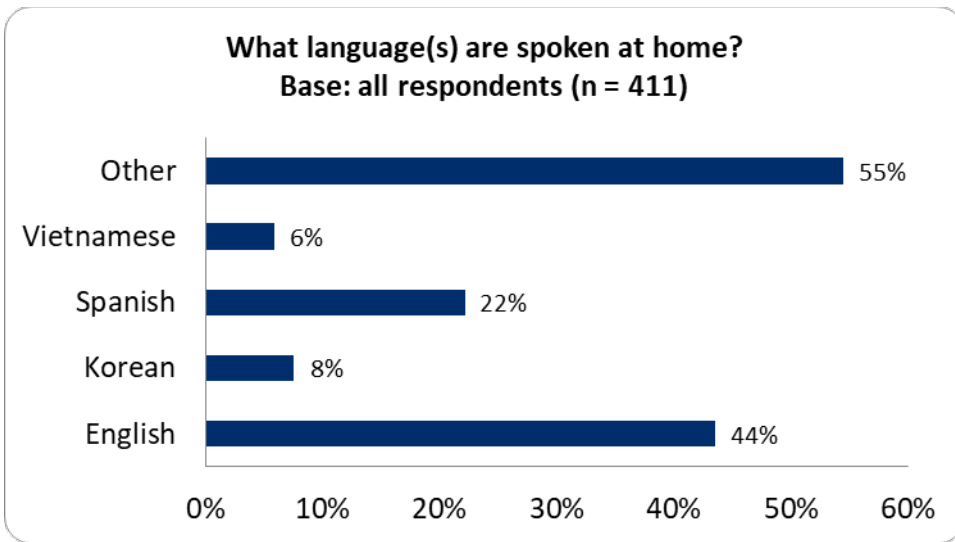
Respondents who identified as two or more races were asked to select all races they identified with. Participants identified as White (89%), Asian or Asian American (36%), Hispanic, Latino/a/x, or Spanish origins (29%), American Indian or Alaskan Native (19%), Native Hawaiian or Pacific Islander (17%), Black or African American (4%), and Other (9%).

Does anyone in your family speak any languages(s) other than English?

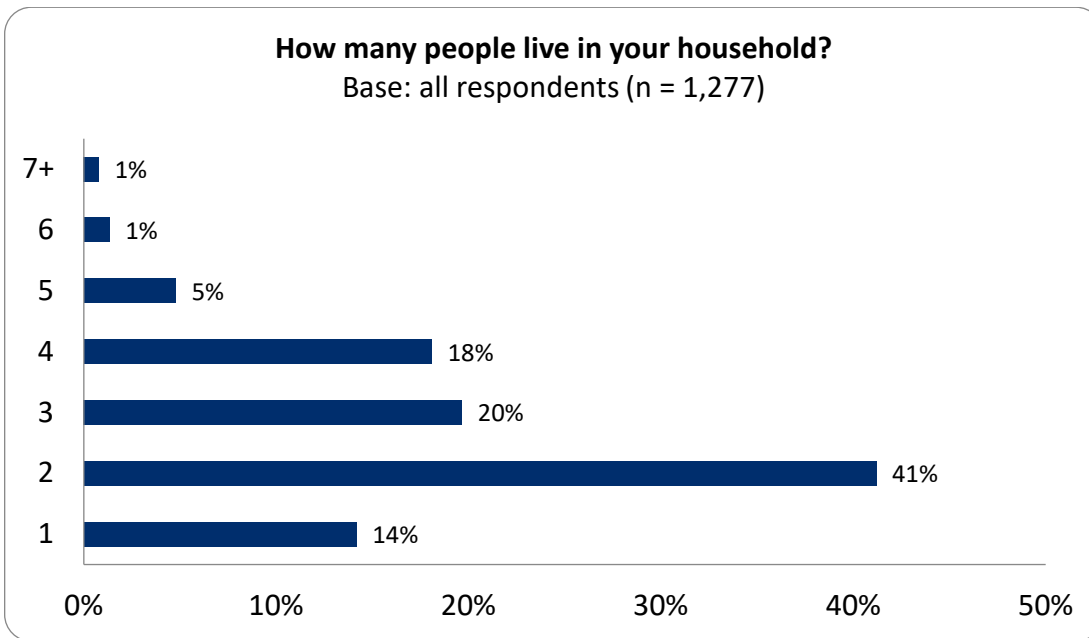
Base: all respondents (n = 1,277)



Most respondents indicated only English speakers in their household (66%), while some indicated that their household spoke languages other than English (34%).



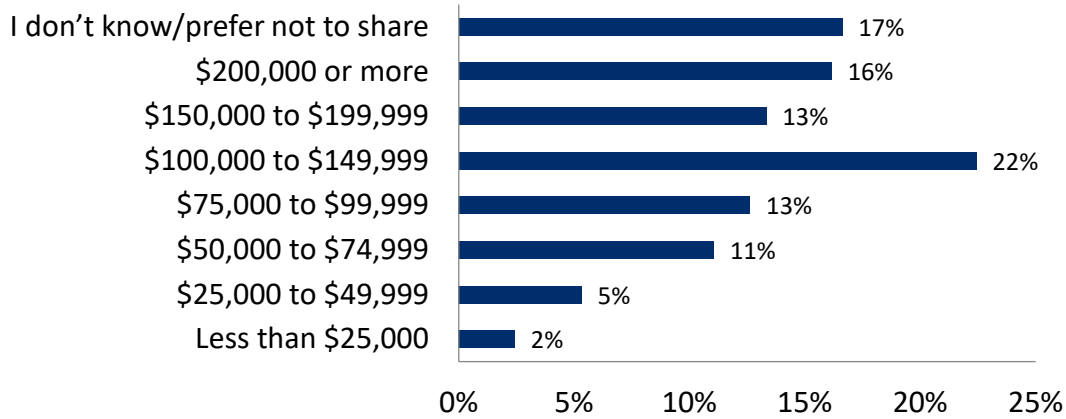
Respondents that indicated languages other than English were spoken at home, were requested to identify what languages were spoken and were able to select multiple options or select “Other” and write in a response. Languages spoken at home included Spanish (22%), Korean (8%), and Vietnamese (6%). Over half selected “Other” (55%) and wrote in 40 languages including Afrikaans, Tagalog, German, American Sign Language (ASL), Dutch, French, Ilocano, Chinese, Bisaya, Italian, Japanese, Khmer, Polynesian, and Ukrainian.



Most participants indicated that they have two people that live in their household (41%).

What is your household's total annual earnings before taxes?

Base: all respondents (n = 1,275)



Most participants indicated a household income of less than \$150,000 per year (53%). Some participants indicated that they made more than \$150,000 per year (29%), and others chose not to disclose their income (17%).

Appendix C: Open-ended Responses

Of the four questions that had open-ended responses, Sound Transit received 239 comments in English (samples below). There were no open-ended responses in any other languages.

Survey respondents provided information on their primary destinations from the Lynnwood Transit Center prior to COVID-19 of which most indicated work (64%), followed by entertainment (38%). One-third of respondents used public transportation to travel to the airport and train stations. Other uses destinations included shopping centers or providers of basic needs (27%), to visit friends or family (16%), and to parks and recreation (10%).

“For biking and neighborhood visits.”

“To connect to nearby senior centers, Amtrak, and for entertaining.”

“To travel to and from downtown Seattle.”

When asked how respondents would connect to the future Lynnwood City Center Link light rail, most said they live near the future station (71%) and others go to businesses and restaurants nearby (44%). Few respondents work (12%) or go to school nearby (3%). Some respondents pass through the future site to get to other destinations (18%).

“I hope to use light rail to go to sporting events in Seattle, musicals or cultural events so I don’t have to drive or park in downtown Seattle. Also, will take it to the airport.”

“I intend to use light rail station upon opening for community to Seattle.”

Aside from jobs and housing, most respondents (66%) want smaller scale food service spaces (e.g., market space stalls, food trucks areas, etc.) and public spaces. Additionally, respondents want multi-use work and retail spaces for smaller scale or emerging businesses (62%).

“Daily stop services so you don’t have to stop places on your way home. Grocery store, dry cleaner, credit union/bank, post office. Like a small village with all necessary services.”

“Housing, housing, housing. Lynnwood can and should make up for what other NIMBY municipalities in the area prevent, even Seattle itself. Extremely dense, high rise, affordable housing. It’s doing great so far, but we need more.”

“Benches and restaurants clustered together so you don’t have to walk a long distance. Like a food court outside.”

Over a third of respondents want spaces that focus on arts, culture, and community (e.g., youth centers, places of worship, and recreation facilities).

“Faith-based religious space for worship, community get together, food bank etc.”

“Day center for the homeless to shower, eat, do laundry, talk with social services including psychologists and drug counseling and treatment. There needs to be a bus to and from Work Source and DHS that is convenient for homeless.”

In terms of design, most respondents (84%) want the area to accommodate plaza spaces for seating our outdoor use (e.g., sidewalk café and farmer’s markets), with consideration for natural features, such as landscaping, trees, gardens, and water features (74%). About half of respondents want the site to accommodate passive open space for walking through or relaxing on wide sidewalks.

“Park/ Green space that’s safe and accessible to all. We need more covid aware outdoor gathering space surrounded by small local food services and small retail business that could be used either before or after commuting. Regarding the following question, I want ALL 5 options not just three.”

“Open space for a park, biking and walking trails and a picnic area. Leave the trees. No community center, no apartments, no stores, or restaurants. No homeless sites. Just open space where people can play frisbee or kids can play tag. Stop trying to turn everything into a business. Bring serenity. Once you concrete the land over it is forever gone.”

Respondents think retail/restaurant services (80%), open space that is peaceful and safe (56%), and open areas that provide spaces for lingering and connect with friends and family (55%) would improve their experience when passing through the site on their way to Lynnwood City Center Station

“Food hall, areas where you can have a diverse selection of restaurant-quality food stalls.”

“Brew pubs, coffee shops, bistros, etc. with covered and uncovered outdoor seating adjacent to plaza.”

Appendix D: Recruitment

Sound Transit notified the community about the online survey through a postcard sent to 8,770 residences within one mile of the Lynnwood City Center area; a press release to local media, an email to 5,303 community members on Sound Transit’s Lynnwood Link Extension listserv; Facebook and Instagram advertisements in English and Spanish to ZIP codes along the Lynnwood Link alignment; Google Exchange Audience Network advertisements in English; and City of Lynnwood partner distribution. The postcard provided information in four languages: English, Korean, Spanish, and Vietnamese. Digital survey promotion included banner ads on local publishers’ sites (e.g., Bothell/Kenmore Reporter as seen below) and Spanish and Vietnamese regional ethnic media outlets like La Raza and Northwest Vietnamese News.

Most traffic came from organic social media (1,142 users) and from the website link advertised on the postcard (906 users). Facebook and Instagram ads produced an above average click through rate to the survey site (1.31% over industry standard 0.50-0.85%).

Front:




Back:



Sound Transit Sponsored

Housing, shops, restaurants, community services...? Tell us what you'd like to see near the Lynnwood City Center light rail station at LynnwoodTOD.com



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Lynnwood TOD Survey
 Take the survey by Dec. 21

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See Translation



STL.MYSOCIALPINPOINT.COM
Encuesta de DOT en Lynnwood
 Realice la encuesta antes del 21 de diciembre

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Menu 52°F

BOTHELL-KENMORE REPORTER

News Sports Life Business Opinion Calendar Letters to the Editor Obituaries Classifieds Marketplace

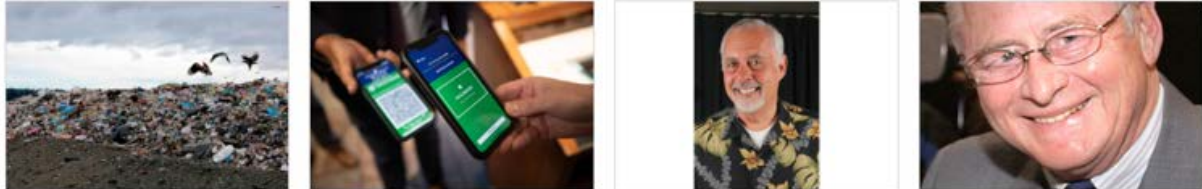
State champs!
 Bothell High wins school's first state volleyball title.
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[Share your input](#)

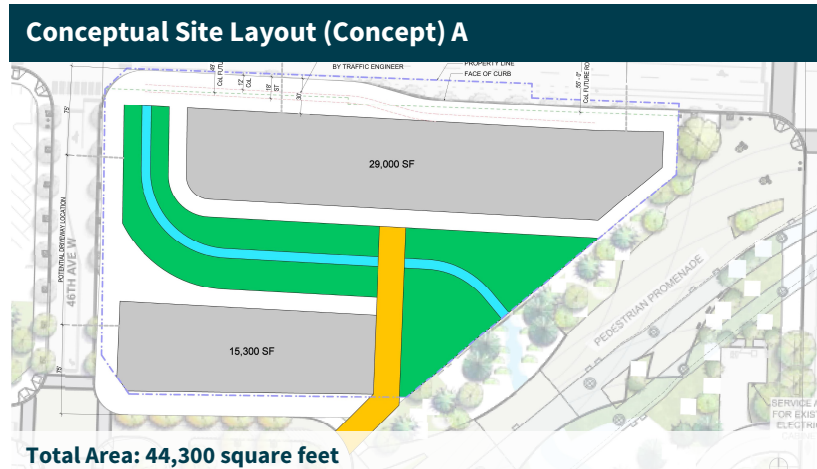


Appendix B.2
Probable Construction Costs for Stream Concepts A and B

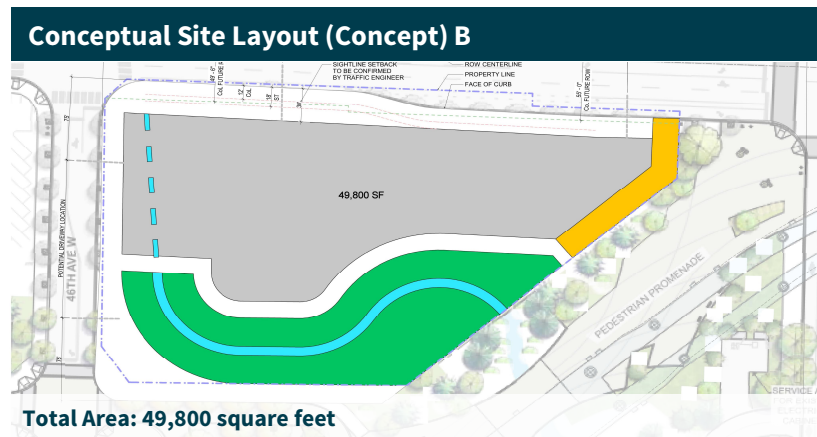
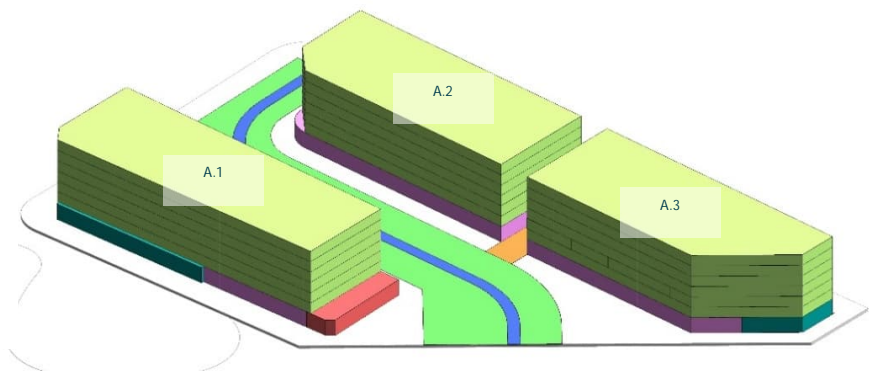
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December 2022

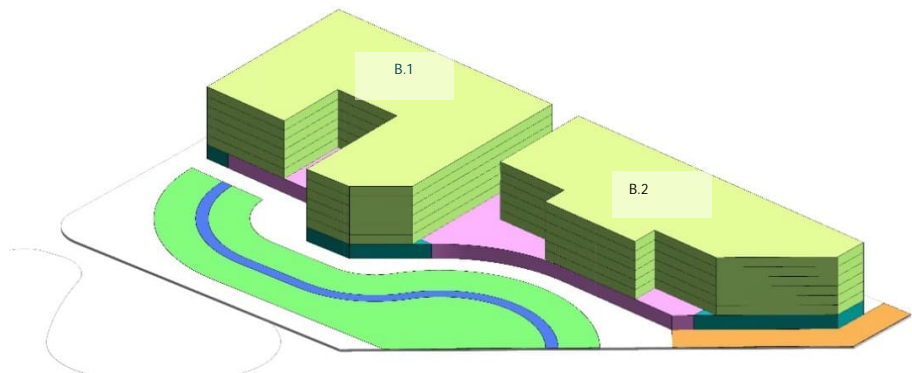
The purpose of the following memo is to provide an opinion on the probable construction costs for the stream component of the potential TOD at Lynnwood City Center Station. The scope assumes only the cost of stream daylighting implementation, including earthwork. Detail on the scopes included are outlined for each concept. The projected costs also include general conditions and other administrative costs. Due to the unknowns on the project timing and market conditions at the time of this writing, the contingency is set at 35% to account for any fluctuations for unit costs. Sales tax (10.5%) has been included on construction materials.



Concept A maximizes building street frontage by locating the stream in the middle of the site. In gray are buildable areas. Green show daylight stream components. The yellow sections are potential areas for access roads. A bridge or culvert crossing may be considered across the two parcels on this conceptual layout.



Concept B consolidates the buildable area by rerouting the stream to the south of the site. In gray are buildable areas. Green show daylight stream components. The yellow sections are potential areas for access roads.



Notes and Assumptions

- Labor outputs, materials, equipment, and sales tax are included in each description of work.
- General conditions include the “costs of doing business”. This include G&A (general and administrative) including costs for site management, material handling, and project management. Most of these are fixed costs.
- All costs are in 2020 dollars.
- Cost of financing are excluded.
- Construction Cost obtained through R.S. Means Catalog / Heavy Construction Catalog / Year 2022 Quarter 3 / Standard Union / CCI Washington-Seattle.
- Sensitivity analysis applied at unit cost level
- Contingency includes hard and soft costs.
- Probable costs excludes costs for maintenance and operations as well as programming costs over life span of assets described in each concepts.

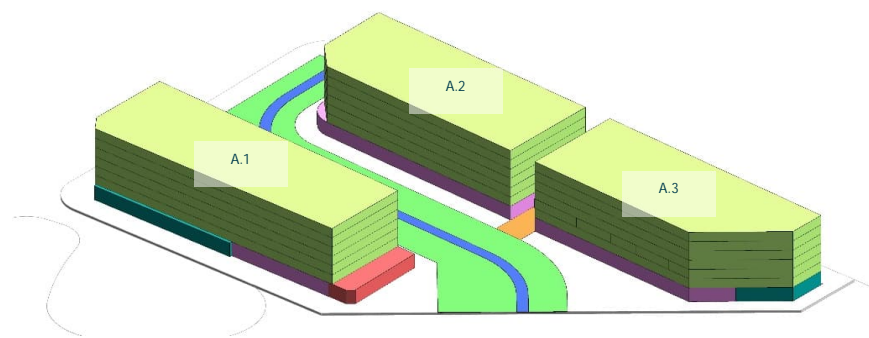
Appendix B.2
Probable Construction Costs for Stream Concepts A

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Sensitivity Analysis +/- 10%

Description of Work	Unit Price Low	Unit Price High	Concept A - Culvert Crossing*			Concept A - Bridge Crossing*		
			Culvert Crossing - Low	Culvert Crossing - Mid	Culvert Crossing - High	Bridge Crossing - Low	Bridge Crossing - Mid	Bridge Crossing - High
Earthworks	\$ 16.37	\$ 20.01	\$ 110,897	\$ 123,219	\$ 135,541	\$ 110,897	\$ 123,219	\$ 135,541
C.I.P. Retaining Wall	\$ 630.11	\$ 770.14	\$ 471,953	\$ 524,392	\$ 576,831	\$ 471,953	\$ 524,392	\$ 576,831
Stream Riprap & Coir Log	\$ 79.99	\$ 97.76	\$ 49,112	\$ 54,569	\$ 60,026	\$ 49,112	\$ 54,569	\$ 60,026
Slope & Floodplain Restoration & Plantings	\$ 62.59	\$ 76.50	\$ 173,001	\$ 192,223	\$ 211,445	\$ 173,001	\$ 192,223	\$ 211,445
Drainage manhole Connection	\$ 33,864.90	\$ 41,390.44	\$ 33,865	\$ 37,628	\$ 41,390	\$ 33,865	\$ 37,628	\$ 41,390
22' long Culvert / Stream Crossing*	\$ 4,529	\$ 5,536	\$ 99,639	\$ 110,710	\$ 121,781	\$ -	\$ -	\$ -
62' long Bridge / Stream Crossing*	\$ 343	\$ 419	\$ -	\$ -	\$ -	\$ 467,317	\$ 519,242	\$ 571,166
			\$ 938,467	\$ 1,042,741	\$ 1,147,016	\$ 1,306,145	\$ 1,451,273	\$ 1,596,400
General Conditions/Supervision	32%		\$ 300,310	\$ 333,677	\$ 367,045	\$ 417,967	\$ 464,407	\$ 510,848
Bond	2%		\$ 18,769	\$ 20,855	\$ 22,940	\$ 26,123	\$ 29,025	\$ 31,928
Insurances	2%		\$ 14,077	\$ 15,641	\$ 17,205	\$ 19,592	\$ 21,769	\$ 23,946
Contingency	35%		\$ 445,068	\$ 494,520	\$ 543,972	\$ 619,439	\$ 688,266	\$ 757,093
Total			\$ 1,720,000	\$ 1,910,000	\$ 2,100,000	\$ 2,390,000	\$ 2,650,000	\$ 2,920,000



*While the image depicting Concept A to the right shows no bridge and/or culvert crossing, the project team included an order of magnitude cost of a bridge or culvert to run perpendicular to the stream for connection and access to the southern parcel proposed.

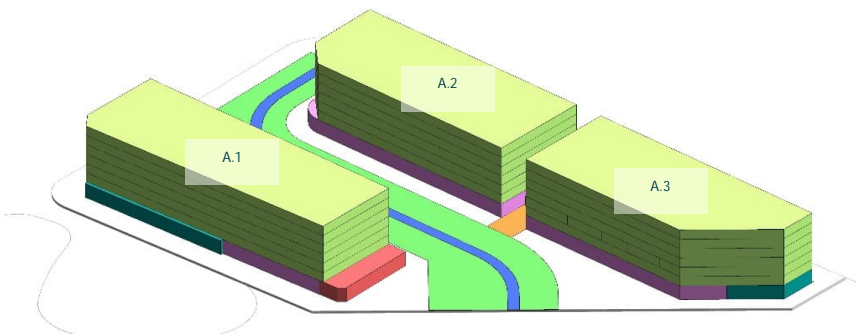
Note: Sensitivity applied at unit cost levels. Contingency includes hard and soft costs. Construction Cost obtained through R.S. Means Catalog / Heavy Construction Catalog / Year 2022 Quarter 3 / Standard Union / CCI Washington-Seattle. No operations and maintenance costs are included in this analysis.

Appendix B.2
Probable Construction Costs for Stream Concepts A
Sensitivity Analysis +/- 5%

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December 2022

Description of Work	Unit Price Low	Unit Price High	Culvert Crossing - Low	Culvert Crossing - Mid	Culvert Crossing - High	Bridge Crossing - Low	Bridge Crossing - Mid	Bridge Crossing - High
Earthworks	\$ 17.28	\$ 19.10	\$ 117,058	\$ 123,219	\$ 129,380	\$ 117,058	\$ 123,219	\$ 129,380
C.I.P. Retaining Wall	\$ 665	\$ 735	\$ 498,172	\$ 524,392	\$ 550,612	\$ 498,172	\$ 524,392	\$ 550,612
Stream Riprap & Coir Log	\$ 84	\$ 93	\$ 51,841	\$ 54,569	\$ 57,298	\$ 51,841	\$ 54,569	\$ 57,298
Slope & Floodplain Restoration & Plantings	\$ 66	\$ 73	\$ 182,612	\$ 192,223	\$ 201,834	\$ 182,612	\$ 192,223	\$ 201,834
Drainage manhole Connection	\$ 35,746	\$ 39,509	\$ 35,746	\$ 37,628	\$ 39,509	\$ 35,746	\$ 37,628	\$ 39,509
22' long Culvert / Stream Crossing*	\$ 4,781	\$ 5,284	\$ 105,175	\$ 110,710	\$ 116,246	\$ -	\$ -	\$ -
62' long Bridge / Stream Crossing*	\$ 362	\$ 400	\$ -	\$ -	\$ -	\$ 493,280	\$ 519,242	\$ 545,204
			\$ 990,604	\$ 1,042,741	\$ 1,094,878	\$ 1,378,709	\$ 1,451,273	\$ 1,523,836
General Conditions/Supervision	32%		\$ 316,993	\$ 333,677	\$ 350,361	\$ 441,187	\$ 464,407	\$ 487,628
Bond	2%		\$ 19,812	\$ 20,855	\$ 21,898	\$ 27,574	\$ 29,025	\$ 30,477
Insurances	2%		\$ 14,859	\$ 15,641	\$ 16,423	\$ 20,681	\$ 21,769	\$ 22,858
Contingency	35%		\$ 469,794	\$ 494,520	\$ 519,246	\$ 653,853	\$ 688,266	\$ 722,679
Total			\$ 1,810,000	\$ 1,780,000	\$ 2,000,000	\$ 2,520,000	\$ 2,470,000	\$ 2,790,000



*While the image depicting Concept A to the right shows no bridge and/or culvert crossing, the project team included an order of magnitude cost of a bridge or culvert to run perpendicular to the stream for connection and access to the southern parcel proposed.

Note: Sensitivity applied at unit cost levels. Contingency includes hard and soft costs. Construction Cost obtained through R.S. Means Catalog / Heavy Construction Catalog / Year 2022 Quarter 3 / Standard Union / CCI Washington-Seattle. No operations and maintenance costs are included in this analysis.

Appendix B.2

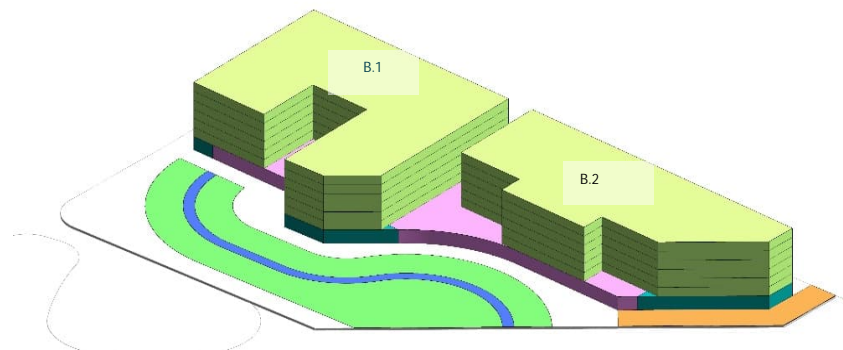
Probable Construction Costs for Stream Concepts B

Sensitivity Analysis +/- 10%

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December 2022

Description of Work	Unit Price Low	Unit Price High	Concept B - Low	Concept B - Mid	Concept B - High
Earthworks	\$ 16.37	\$ 20.01	\$ 79,907	\$ 88,785	\$ 97,664
C.I.P. Retaining Wall	\$ 630.11	\$ 770.14	\$ 274,728	\$ 305,254	\$ 335,779
Stream Riprap & Coir Log	\$ 75.78	\$ 92.62	\$ 46,302	\$ 51,446	\$ 56,591
Slope & Floodplain Restoration & Plantings	\$ 76.83	\$ 93.90	\$ 201,980	\$ 224,422	\$ 246,864
Drainage manhole Connection	\$ 24,083.64	\$ 29,435.56	\$ 24,084	\$ 26,760	\$ 29,436
<i>Box Culvert*</i>	\$ 2,827.90	\$ 3,456.32	\$ 415,701	\$ 461,890	\$ 508,079
			\$ 1,042,701	\$ 1,158,557	\$ 1,274,413
General Conditions/Supervision	32%		\$ 333,664	\$ 370,738	\$ 407,812
Bond	2%		\$ 20,854	\$ 23,171	\$ 25,488
Insurances	2%		\$ 15,641	\$ 17,378	\$ 19,116
Contingency	35%		\$ 494,501	\$ 549,446	\$ 604,390
Total			\$ 1,910,000	\$ 1,980,000	\$ 2,330,000



*Concept B includes a piped stream in the northwest portion of the site, under proposed Building B.1. This piped stream is required to be fish passable under state requirements. To meet the requirement a box culvert is included in the scope.

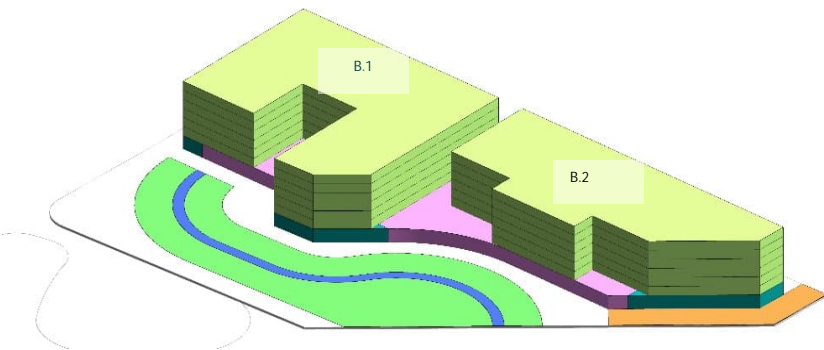
Note: Sensitivity applied at unit cost levels. Contingency includes hard and soft costs. Construction Cost obtained through R.S. Means Catalog / Heavy Construction Catalog / Year 2022 Quarter 3 / Standard Union / CCI Washington-Seattle. No operations and maintenance costs are included in this analysis.

Appendix B.2
Probable Construction Costs for Stream Concepts B
Sensitivity Analysis +/- 5%

DRAFT

December 2022

Description of Work	Unit Price Low	Unit Price High	Concept B - Low	Concept B - Mid	Concept B - High
Earthworks	\$ 17.28	\$ 19.10	\$ 84,346	\$ 88,785.39	\$ 93,225
C.I.P. Retaining Wall	\$ 665.12	\$ 735.13	\$ 289,991	\$ 305,253.58	\$ 320,516
Stream Riprap & Coir Log	\$ 79.99	\$ 88.41	\$ 48,874	\$ 51,446.49	\$ 54,019
Slope & Floodplain Restoration & Plantings	\$ 81.10	\$ 89.63	\$ 213,201	\$ 224,422.16	\$ 235,643
Drainage manhole Connection	\$ 25,421.62	\$ 28,097.58	\$ 25,422	\$ 26,759.60	\$ 28,098
Box Culvert*	\$ 2,985.00	\$ 3,299.21	\$ 438,795	\$ 461,889.82	\$ 484,984
			\$ 1,100,629	\$ 1,158,557	\$ 1,216,485
General Conditions/Supervision	32%		\$ 352,201	\$ 370,738	\$ 389,275
Bond	2%		\$ 22,013	\$ 23,171	\$ 24,330
Insurances	2%		\$ 16,509	\$ 17,378	\$ 18,247
Contingency	35%		\$ 521,973	\$ 549,446	\$ 576,918
Total			\$ 2,010,000	\$ 2,120,000	\$ 2,230,000



*Concept B includes a piped stream in the northwest portion of the site, under proposed Building B.1. This piped stream is required to be fish passable under state requirements. To meet the requirement a box culvert is included in the scope.

Note: Sensitivity applied at unit cost levels. Contingency includes hard and soft costs. Construction Cost obtained through R.S. Means Catalog / Heavy Construction Catalog / Year 2022 Quarter 3 / Standard Union / CCI Washington-Seattle. No operations and maintenance costs are included in this analysis.

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Scope: Support Transit Oriented Development (TOD) planning and pre-development activities needed to identify, refine, and shape the offering of TOD properties targeted by ST3 plan.

Changes to authorized allocation: None.

Budget year activities: Support Transit Oriented Development (TOD) planning and pre-development activities by developing station area guidelines document and revolving loan fund business plan.

Authorized Project Allocation (YOE \$000s)	
Baseline	\$ 0
Prior Year TIP	\$ 30,171
Current Year TIP	\$ 30,171

In Service Year	
Baseline	N/A
Prior Year	2041
Current Year	2046

Financial Plan Project Estimate (2022 \$000s)	
Voter-Approved Cost Estimate	\$ 28,743
Prior Year Cost Estimate	\$ 28,743
Current Year Cost Estimate	\$ 28,743

Cashflow (YOE \$000s)

Subarea	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
Systemwide	2,727	2,875	3,300	3,500	3,500	2,958	1,869	9,442	30,171
SUBAREA ALLOCATION TOTAL	\$ 2,727	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 9,442	\$ 30,171

Phase	Life to Date	2023	2024	2025	2026	2027	2028	Future	Total
(01) OPERATION+MAINTENANCE	2,727	2,875	3,300	3,500	3,500	2,958	1,869	9,442	30,171
TOTAL PHASES	\$ 2,727	\$ 2,875	\$ 3,300	\$ 3,500	\$ 3,500	\$ 2,958	\$ 1,869	\$ 9,442	\$ 30,171