

Pepin Creek Financial Mitigation Strategies Study

City of Lynden | 2021-02-11

Introduction

This study examines two different financial instruments to pay for capital improvements with the Pepin Creek Subarea. These two financial tools include State Environmental Policy Act (SEPA) mitigation fees and a Local Improvement District (LID).

The Pepin Creek Subarea Plan addresses planned growth for an area that is largely in the City's Urban Growth Area (UGA) and partially in agricultural use. The Subarea, described further under Background below, would develop with low and medium density residential uses. Planned improvements included a creek realignment and restoration and road improvements.

The cost to implement the creek realignment and restoration, together with the cost for other infrastructure to serve this subarea has been identified in the Subarea Plan adopted in 2020. A range of funding tools are considered in the plan, but at a high level. Since the time the Plan was adopted, redesign of some of the road and creek improvements has occurred. The City engaged a consulting team lead by BERK Consulting to further explore two possible financing mechanisms: mitigation fees under the State Environmental Policy Act (SEPA) and a Local Improvement District (LID) addressing the improvements as redesigned.

SEPA MITIGATION FEES

The City requested an examination of the requirements for implementing a SEPA mitigation fee program for the Pepin Creek Subarea. Specifically, this study is the results of an analysis of which properties are eligible for SEPA mitigation fees due to potential adverse environmental impacts on both the natural and built environments resulting from new development. The analysis provides a fair and defensible way to allocate fees to properties. The resulting SEPA impact fee is a formula-based fee schedule to ensure necessary improvements are implemented to mitigate impacts.

LID

As noted in the attached report by ABS valuation:

An LID is a defined geographical area with a specific improvement of a public nature which provides a special benefit to the real property within its boundaries. The increase in market value of each ownership provides for a portion of the cost of improvements to be paid by the property owners of the benefited property over a period of time, usually 10 to 20 years.

LIDs capture localized positive benefits of public investment and have property owners pay back the public for the investment such as in road improvements identified for the Pepin Creek Parkway and creek improvements. The underlying principal is that LIDs improve property values using public monies, and those increased property values are realized only by the property owner (public money used for private gain). LID formation is a complex process and must first be demonstrated to be financially feasible.

Background

In early 2020, the City of Lynden adopted a 20-year development plan for the Pepin Creek Subarea. Given flooding and stormwater concerns and the need to plan more directly for future land use and infrastructure, the City enacted a development moratorium for the incorporated portion of the property in 2016. The moratorium has been extended multiple times as the City considers development options.

The *Pepin Creek Subarea Plan* was prepared and adopted by 2020 as part of the response to the needs of Lynden and the study area, and charts the course of growth. The plan proposes low and moderate density residential development consisting of standard and small lot single family development, cottages, townhomes, and limited areas of multifamily development. Parkland, trails, and road improvements are proposed.

The subarea has substandard roads, and improvements are needed. The subarea is also the site for the restoration of Pepin Creek which involves the realignment of the creek from drainage channels along Double Ditch Road and Benson Road into a more natural channel that provides better wildlife habitat, flood control, and a recreational amenity. As part of the improvements the creek was to be realigned. Due to the cost and feasibility of the creek realignment alternative improvement designs have since been proposed resulting in Pepin Creek “lite” improvements involving a Pepin Creek Parkway and other associated improvements. The “lite” improvements focus on addressing road infrastructure needs, and to the extent needed a creek realignment to accomplish the road project.

The cost to implement the creek realignment and restoration, together with the cost for other infrastructure to serve this subarea has been identified in the adopted Subarea Plan. A range of funding tools are considered in the plan, but at a high level. The City engaged a consulting team lead by BERK Consulting, Inc. to further explore two possible financing mechanisms: mitigation fees under the State Environmental Policy Act (SEPA) and a Local Improvement District (LID).

Since adopting the Plan, the City has refined the designs and associated costs for system improvements needed to support development. Exhibit 1 is a list of the identified creek and capital investments within the subarea as refined for the “lite” improvements. The City is exploring two options, one with a vehicular bridge crossing at Pine Street and one with a pedestrian only bridge. The bridge is outside the Subarea and the determination will not affect this study.

Exhibit 1. Identified Pepin Creek Lite Capital Investments (2020\$, Rounded to the Nearest \$1,000)

Name	Pine Street Vehicular Bridge	Pine Street Pedestrian Bridge
Creek Capital Improvements		
Pepin Creek Main Stem	\$8,136,000	\$8,136,000
Pepin Creek East / West Connection	\$1,508,000	\$1,508,000
Pepin Creek Downstream of Main St.*	\$3,439,000	\$3,439,000
Double Ditch Rd. Cross Culvert	\$793,000	\$793,000
Creek Subtotal	\$13,876,000	\$13,876,000
Traffic Capital Improvements		
Benson Rd. Pedestrian Improvements – South*	\$268,000	\$268,000
Main St. Bridge* (funded)	\$3,012,000	\$3,012,000
Pine St. Bridge*	\$2,808,000	\$695,000
Double Ditch Roadway Improvements	\$5,019,000	\$5,019,000
Benson Rd. Pedestrian Improvements – North	\$356,000	\$356,000
Benson Roadway Improvements	\$4,784,000	\$4,784,000
Pepin Parkway Bridge	\$2,651,000	\$2,651,000
Pepin Parkway Roadway Improvements	\$5,882,000	\$5,882,000
Main St. / Double Ditch Rd. Intersection Improvements	\$1,344,000	\$1,344,000
Traffic Subtotal	\$26,124,000	\$24,011,000
Total	\$40,000,000	\$37,887,000
Total Excluding Projects Outside Pepin Creek Subarea	\$30,473,000	\$30,473,000
Total Projects Outside Pepin Creek Subarea	\$9,527,000	\$7,414,000

Note: Starred projects denoted those that are outside the Pepin Creek Subarea but would still be required to be implemented and may require other funding sources including public funds by the City.
Sources: BERK, 2020; Reichhardt & Ebe, 2020.

The Pepin Creek Subarea Plan describes the zoning used within the Subarea. Summaries of each are included for reference:

Residential Single Family – 72 (RS-72) zoning is the lowest density development within the Subarea, requiring a minimum lot size of 7,2000 sq. ft. (2-4 units per acre).

Residential Mixed Density (RMD) zoning allows lower density development with minimum lot sizes of 6,000 sq. ft. for detached homes and 4,000 sq. ft. for attached homes (4-8 units per acre). As built in other areas within the City, RMD promotes med single-family and duplex housing.

Residential Multi-Family Pepin Creek (RM-PC) zoning is unique to the Subarea and allows for a mix of housing and lot sizes (8-12 units per acre).

Residential Multi-Family 3 (RM-3) zoning also allows a variety of housing and lot sizes but with higher density (12-16 units per acre). RM-3 is reserved for location near park and trail features that counter the development density with openness and recreation amenities.

Exhibit 2 shows the development densities for all four residential zoning types in use within the Subarea. For each residential zoning type, Exhibit 2 includes the theoretical minimum, theoretical maximum, and the analysis maximum, and theoretical midpoint. As neither the minimum or theoretical maximum are likely to match the densities in the final developed Subarea, the analysis maximum and the theoretical midpoint

are closer to the expected densities. The theoretical midpoint was used for development scenario calculations in the rest of this study.

Exhibit 2. Subarea Zoning Residential Development Densities

Zone	Theoretical Minimum	Theoretical Maximum	Analysis Maximum	Theoretical Midpoint
RMD	0	10	7.5	5
RS-72	0	5	4	4
RM-PC	0	12	9	6
RM-3	0	16	12	8

Sources: BERK, 2020.

Over the course of this study, the Subarea development estimates were updated from what appeared in the Subarea Plan. The theoretical midrange, theoretical maximum, and analysis maximum units all increased compared to the Subarea numbers. See Exhibit 3.

Exhibit 3. Pepin Creek Subarea Development Estimates by Development Type

Development Type	Developable Acreage	Theoretical Minimum	Theoretical Maximum	Analysis Max	Theoretical Midrange
RS-72	93.4	0	467	373	373
RMD	127.1	0	1,271	953	635
RM-PC	59.1	0	710	532	355
RM-3	27.2	0	435	307	205
Commercial Overlay RM-3*	1.6	0	25	0	13
Total***	306.8	0	2,882	2,166	1,568**
Average Density (units/acre)		-	9.4	7.1	5.1

Notes: *The Commercial Overlay RM-3 does not add to the total and was excluded for calculations throughout this study.
 ** When modelled by Transportation Analysis Zone, the units were rounded to 1,570.
 *** Totals may not sum due to rounding.

Sources: BERK, 2020, using: City of Lynden, 2020; Communita, 2020.

The share of growth in the city limits portion of the study area is about one third of the total study area and is listed below in Exhibit 4.

Exhibit 4. Updated Pepin Creek Subarea Development Estimate – City Limits Only

Development Type	Developable Acreage	Theoretical Minimum	Theoretical Maximum	Analysis Max	Theoretical Midrange
RS-72	27.63	0	138	111	111
RMD	0.00	0	0	0	0
RM-PC	41.18	0	494	371	247
RM-3	12.76	0	204	153	102
Commercial Overlay RM-3	0.00	0	0	0	0
Total	81.58	0	837	634	460
Average Density (units/acre)		-	10.3	7.8	5.6

Notes: The Commercial Overlay RM-3 does not add to the total and was excluded for calculations throughout this study. Totals may not sum due to rounding.

Sources: BERK, 2020, using: City of Lynden, 2020; Communita, 2020.

Maps illustrating the location of the Subarea Plan boundaries, the zoning, and conceptual road and creek improvements are shown in Exhibit 5 and Exhibit 6.

Exhibit 5. Pepin Creek Subarea Map: Current Use, Proposed Zoning, and Conceptual Planned Improvements

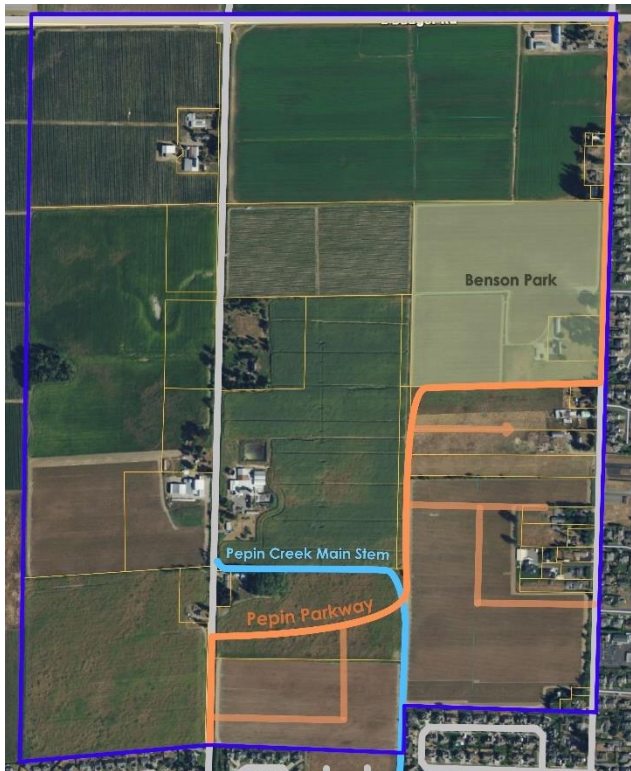
Current Use: Subarea & UGA Boundaries



Subarea Proposed Zoning and Marsh



Planned Capital Improvements



Key

Boundaries and Infrastructure

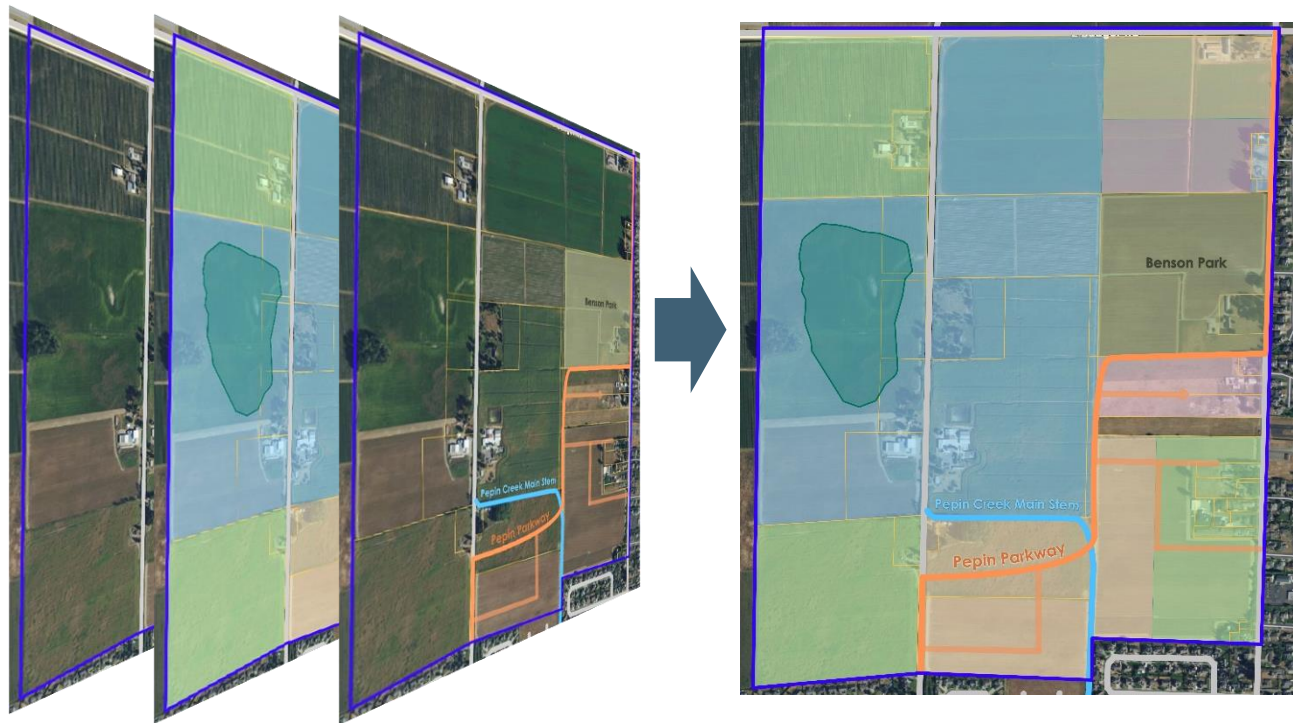
- ▶ Subarea Boundary
- ▶ Urban Growth Area Boundary
- ▶ Realigned Creek
- ▶ New Roads

Area Zoning Key

- RS-72
- RMD
- RM-3
- PM-PC
- Park
- Reserve
- Wetlands
- Developed Park

Note: For the full list of improvements, see Appendix A: Pepin Creek Light Improvements.
 Sources: BERK, 2021 using: Lynden, 2020; Communita, 2020; Apple Maps, 2021.

Exhibit 6. Planned Subarea Final Development



Sources: BERK, 2021 using: Lynden, 2020; Communita, 2020; Apple Maps, 2021.

Methodology

This study examines two different financial instruments that are based on two very different ideas. SEPA mitigation fees are collected to mitigate the impacts to various aspects of the natural or built environment. LIDs are designed to capture back increased property values that are accrued by private property owners after the investment of public monies. In other words, SEPA mitigation fees are collected to pay for negative effects to the public from development whereas LIDs are meant to redistribute benefits accrued by private owners. As such, each instrument has its own methodology described with its calculation. However, for consistency, the SEPA mitigation fee analysis and the LID feasibility analysis used the same numbers and assumptions wherever possible.

Both analyses use the same project costs. These costs are a subset of the overall Pepin Creek realignment and transportation capital improvements to reflect those that are specific to the Subarea. Exhibit 7 contains the nine Subarea-specific transportation projects.

Exhibit 7. Subarea-Specific Projects (2020\$, Rounded to the Nearest \$1,000)

Project	Estimated Cost
Creek Capital Improvements	
Pepin Creek Main Stem	\$8,136,000
Pepin Creek East / West Connection	\$1,508,000
Double Ditch Rd. Cross Culvert	\$793,000
Traffic Capital Improvements	
Double Ditch Rd. Roadway Improvements	\$5,019,000
Benson Rd. Pedestrian Improvements – North	\$356,000
Benson Roadway Improvements	\$4,784,000
Pepin Parkway Bridge	\$2,651,000
Pepin Parkway Roadway Improvements	\$5,882,000
Main St. / Double Ditch Rd. Intersection Improvements	\$1,344,000
Total	\$30,471,000

Sources: BERK, 2020; City of Lynden, 2020.

Both analyses assume that the Urban Growth Area (UGA) within the Subarea and outside the current city limits is annexed into the City both in the with and without LID scenarios. This assumption is more specific to the LID analysis as it would directly affect property values; for the SEPA mitigation fee, collecting fees on unincorporated sections would require an intra-local agreement with Whatcom County.

Each analysis also assumes that development within the proposed Subarea is contingent upon the system improvements, and that in order to provide the redesigned transportation improvements and achieve the land use plan, the creek realignment is also necessary.

SEPA Mitigation Fees

SEPA MITIGATION FEE AUTHORIZATION

Passed in 1971, the Washington State Environmental Policy Act (SEPA) requires Washington governmental bodies to consider the environmental impact of actions; in 1977, SEPA was amended to allow governments to condition actions dependent on mitigating adverse environmental impacts (see also WAC 197-11-158).¹ Under SEPA, development above thresholds are subject to review. Generally, development of 4 or fewer dwelling units is exempt from SEPA review, unless a local government adopts flexible thresholds, which Lynden has in its SEPA rules, allowing developments up to 12 units to be exempt.

¹ RCW 43.21C.060; 1971 creation: Senate Bill 545 <https://leg.wa.gov/CodeReviser/documents/sessionlaw/1971ex1c109.pdf?cite=1971%20ex.s.%20c%20109%20%C2%A7%206>; 1977 amendment: Engrossed Substitute Senate Bill 2654 <https://leg.wa.gov/CodeReviser/documents/sessionlaw/1971ex1c109.pdf?cite=1971%20ex.s.%20c%20109%20%C2%A7%207> and further clarified in 1983 Engrossed Substitute Senate Bill 3006 <https://leg.wa.gov/CodeReviser/documents/sessionlaw/1983c117.pdf?cite=1983%20c%20117%20%C2%A7%203>.

SEPA considers a range of natural and built environment topics, including transportation. Where adverse impacts are identified mitigation measures are applied consistent with the City's SEPA substantive authority based on policies, plans, rules, or regulations adopted by the City such as the Comprehensive Plan, Pepin Creek Subarea Plan, and other development regulations. Fees collected to pay for mitigation measures deemed necessary to offset adverse environmental impacts cannot not also be included in GMA impact fee calculations.² The projects considered in this study were not included in the City's 2016 update to its transportation impact fees,³ but should the City decide to include these system improvements in the citywide transportation impact fee, it could no longer levy the SEPA mitigation fee within the Subarea or it would need to create a separate transportation impact fee schedule for the Subarea to assure that developers are not paying twice for the same projects. It should also be noted that under SEPA, the City would only collect fees at the time of development (e.g. plats) that is not exempt from SEPA review. The City can vary its SEPA thresholds by location and may choose to do so if implementing a SEPA mitigation fee in the Pepin Subarea.

TRANSPORTATION

To understand how development within the Subarea is expected to impact the transportation network, there are two generally accepted measurements – trip generation manual, typically the Institute of Transportation Engineers' Trip Generation Manual, or a professional transportation model. This study uses the Whatcom Council of Governments' transportation model for a comparison of expected changes in trips from the proposed mitigation measures. This is consistent with the City's evaluation of the Pepin Subarea Plan and the largely unincorporated UGA LOS standard. Site specific development may use the ITE manual or equivalent means to determine trips where consistent with City plans and codes.

Baseline Conditions

The Subarea Plan described the current road network which remains substantively the same at the time of this study. As described in the Plan, the Subarea currently has a low density of streets reflecting its rural character. The Subarea Plan did not identify public transit service; the Whatcom Transportation Authority bus route 26 has a stop near the intersection of Pine Street and Pine Circle, which comes within 0.1 mile of the lower boundary of the subarea boundary.

At the City's request, the Whatcom Council of Governments (WCOG) conducted an analysis of the baseline traffic associated with the existing transportation configuration. The WCOG estimated the 2016 level of traffic, reflecting the baseline condition used in this study. The transportation network within the Subarea is comparable to that in the 2016 model. In 2016, the City of Lynden enacted a moratorium on development within the incorporated portions of the Subarea, which helps to ensure that the 2016 results remain relevant. The WCOG transportation model estimates the expected number of trips on segments and associates these trips with their origination and end points. Local trips can be differentiated from pass-through trips. The results from this baseline analysis and the 2036 preferred alternative conducted for regional growth including within Lynden and Pepin Lite evaluation are contained in Exhibit 8.

² Use also restricted Lynden Municipal Code 3.46.120, https://library.municode.com/wa/lynden/codes/code_of_ordinances?nodet=TIT3REFI_CH3.46TRIMFE_3.46.120RESE.

³ Although a prior version of one project was included on this list, Pepin Creek New Connection – Badger Road to Main Street Connection, was included on the transportation impact fee list but found to be impact fee ineligible; see City of Lynden, Resolution 958, <https://www.lyndenwa.org/wp-content/uploads/2016/12/RES-958-Transportation-Impact-Fees-20161205.pdf>, p 4, project A-1, 2016.

Measurable Impact

Similar to the baseline condition analysis, the WCOG conducted an analysis of the expected changes to traffic associated with the proposed transportation configuration of the Pepin Lite proposal. WCOG staff tested the new traffic configuration and expected development into the County’s transportation model. The new road configuration required placement of new centroids, spatial lines that direct the model how to direct traffic to the existing road infrastructure. City staff reviewed the positioning of the new centroids and suggested changes as needed. The WCOG model then estimated expected daily flow based on this final development configuration.

Using GIS, BERK associated road segments with developable plots within the Subarea and created an indicator variable to identify segments within the Subarea. This allowed BERK to differentiate between local trips (those trips originating and/or ending in the Subarea) from all other the trips, including those pass-through trips that travel through the Subarea without stopping.

This analysis resulted in an estimated number of trips, which can be compared with current (2016) conditions and the 2016 Preferred Alternative representing the regional growth assumptions in the Whatcom County Comprehensive Plan and Lynden Comprehensive Plan growth allocations at the time. These scenarios and expected trips are shown in Exhibit 8.

Exhibit 8. 2016 Baseline, 2036 Preferred Alternative, and 2036 Pepin Parkway Modeled Transportation Trips

	Baseline: 2016	2036 Preferred Alternative	2036 Pepin Parkway	Growth from 2016 to 2036 Pepin Parkway
Study Area Trips	43,163	69,611	74,143	30,980
Local Trips in Study Area	83	3,896	6,563	6,480
Study Area Local Trips as % of All Study Area Trips	0.2%	5.6%	8.9%	20.9%
Percent of New Local Trips in Study Area	-	-	98.7%	-

Sources: BERK, 2021, using: WCOG, 2020; City of Lynden, 2020; Communita, 2020.

The model results suggest that the expected development in the subarea will result in a significant increase in local trips – from a baseline of 83 to 6,563. 98.7% of the local trips are new; this percentage represents the maximum portion of transportation infrastructure reasonably related to development.

POTENTIAL FEES

Using the estimated impact on the transportation system, BERK calculated a range of potential fees the City could charge for the transportation mitigation measures.

The City can charge up to the amount reasonably related to the development creating the traffic impacts. However, the City can also supplement funding from other sources to help defray costs. The City may elect to account for other mitigation measures implemented by developers as growth occurs within the Subarea. To demonstrate the range of possible fees, BERK applied two additional proportions. Exhibit 9 shows a range of proportional costs, from the complete project costs for reference, the maximum development share (98.7% of the costs), and two scenarios:

- Scenario 2: the City Pays for Benson and Double Ditch Roads improvements (\$9.8M)
- Scenario 3: the City Pays for \$5M of project improvements (exact distribution to be determined)

The total Pepin Creek Lite project costs are included Exhibit 9, along with comparable project costs for the maximum share that could be attributed to development, Scenario 2, and Scenario 3.

Exhibit 9. Project Costs as Potential Proportionate Shares (2020\$, Rounded to the Nearest \$1,000)

Name	Total Project Cost	Maximum Development Share of 98.7%	Scenario 2: City Pays for Benson and Double Ditch Road Improvements (\$9.8M)	Scenario 3: City Pays for \$5M of Improvements
Pepin Creek Main Stem	\$8,136,000	\$8,033,000	\$8,136,000	\$8,136,000
Pepin Creek East / West Connection	\$1,508,000	\$1,489,000	\$1,508,000	\$1,508,000
Double Ditch Rd. Cross Culvert	\$793,000	\$783,000	\$793,000	\$793,000
Double Ditch Roadway Improvements	\$5,019,000	\$4,955,000	\$0	\$5,019,000
Benson Rd. Pedestrian Improvements – North	\$356,000	\$351,000	\$356,000	\$356,000
Benson Roadway Improvements	\$4,784,000	\$4,723,000	\$0	\$4,784,000
Pepin Parkway Bridge	\$2,651,000	\$2,617,000	\$2,651,000	\$2,651,000
Pepin Parkway Roadway Improvements	\$5,882,000	\$5,807,000	\$5,882,000	\$5,882,000
Main St. / Double Ditch Rd. Intersection Improvements	\$1,344,000	\$1,327,000	\$1,344,000	\$1,344,000
Scenario 3 City Contribution				-\$5,000,000
Total	\$30,471,000	\$30,085,000	\$20,668,000	\$25,471,000

Note: Totals may not sum due to rounding.
Sources: BERK, 2021; City of Lynden, 2020.

The City’s level of service (LOS) in Lynden’s Transportation Element⁴ is to maintain a level of service E or better for City intersections and LOS D for county road segments in the UGA. The LOS is based on the Highway Classification Manual measurement for the weekday PM peak hour. The HCM criteria range from LOS A, indicating free-flow conditions with minimal vehicle delays to LOS F. County arterials and collectors within a City’s urban growth area are measured based on volume to capacity (v/c) less than or equal to 0.90.

This report uses trips during PM peak hours to calculate fair share (PM peak hours examined in the model are 3-6 p.m., the same definition used in this study). The WCOG model estimates trips by hour and the same GIS analysis that assigned trips to the subarea was applied to the PM peak trips.

For the purposes of the fee calculation, the capital costs, 24-hour and 3-hour PM Peak Hour trips, and the per trip cost are estimated in Exhibit 10.

⁴ See: Appendix A Transportation Element of the Comprehensive Plan: <https://www.lyndenwa.org/wp-content/uploads/2017/04/Appendix-A-The-Transportation-Element.pdf>

Exhibit 10. Cost Per Trip Calculations

Total Project Cost	\$30,471,000
Project Cost Related to Growth (98.7%)	\$30,085,000
Local Trips in Study Area	6,563
Estimated PM Peak Trips	1,744
Per Trip Project Cost Related to Growth	\$17,251.33

Note: Project costs are rounded to the nearest \$1,000, but the per trip calculation uses the exact project cost estimate.
Source: BERK, 2021.

Exhibit 11 shows the application of the same range of possible proportional shares to the per trip project cost related to growth from For the purposes of the fee calculation, the capital costs, 24-hour and 3-hour PM Peak Hour trips, and the per trip cost are estimated in Exhibit 10.

Exhibit 10 with the base cost per trip for reference.

Exhibit 11. Potential per Trip SEPA Mitigation Fee

Total Project Cost	\$17,472.78
Maximum Development Share of 98.7%	\$17,251.33
Scenario 2: City Pays for Benson and Double Ditch Road Improvements (\$9.8M)	\$11,701.51
Scenario 3: City Pays for \$5M of Improvements	\$14,420.56

Source: BERK, 2021.

As discussed above, the SEPA mitigation fee would be collected in addition to the City's existing transportation impact fee. Exhibit 12 and Exhibit 13 show the GMA transportation impact fee, SEPA mitigation fee, and total transportation development fees for single family and multifamily, respectively.

Exhibit 12. Single Family Transportation Development Fees: Potential SEPA Mitigation and Existing GMA Impact Fees

	GMA Impact Fees for Single Family Detached Housing	SEPA Mitigation Fee	Total Transportation Development Fee
Maximum Development Share of 98.7%	\$2,111.00	\$17,251.33	\$19,362.33
City Pays for Benson and Double Ditch Road Improvements (\$9.8M)	\$2,111.00	\$11,701.51	\$13,812.51
City Pays for \$5M of Improvements	\$2,111.00	\$14,420.56	\$16,531.56

Sources: City of Lynden, 2016. BERK, 2021.

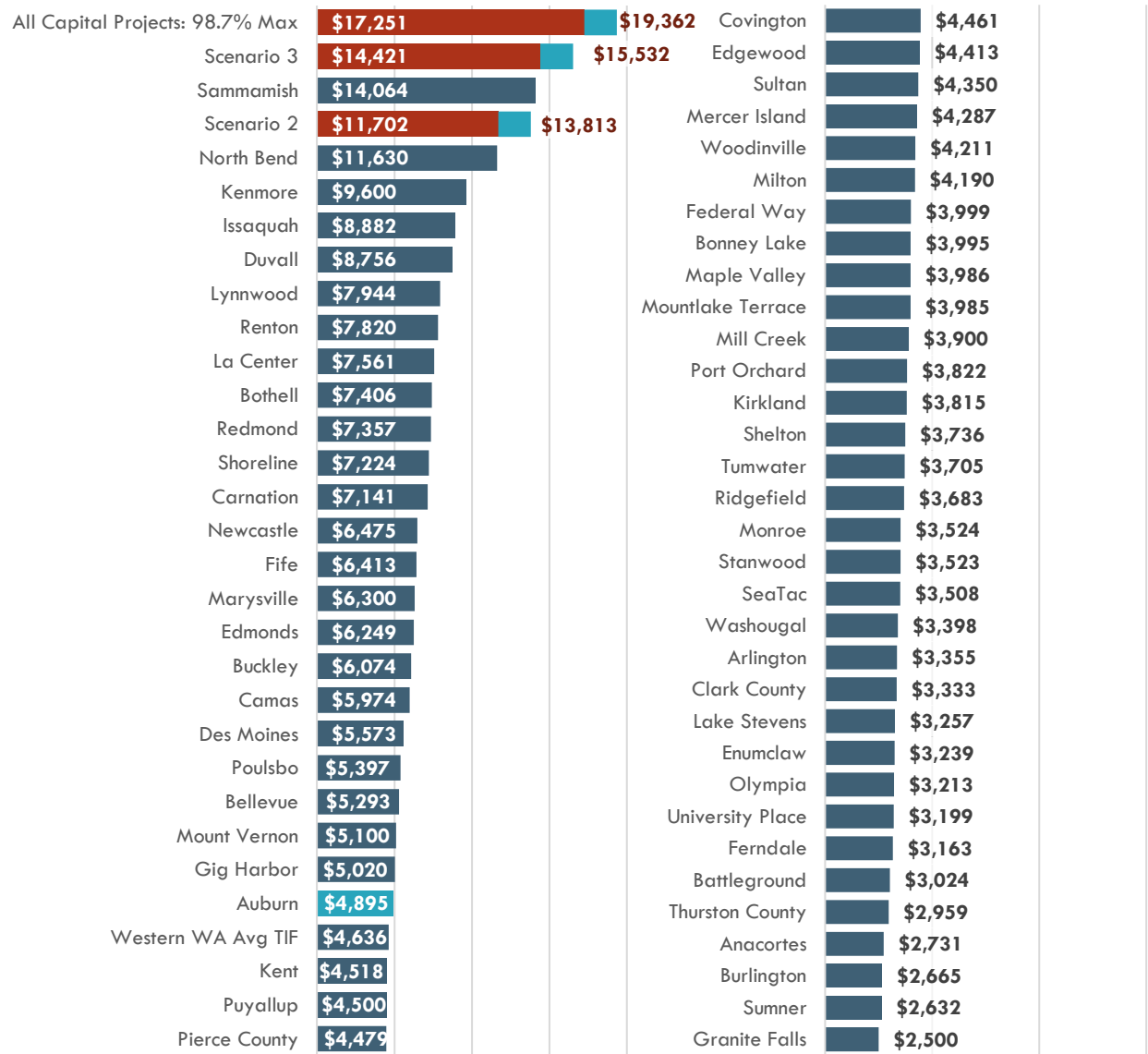
Exhibit 13. Multifamily Transportation Development Fees: Potential SEPA Mitigation and Existing GMA Impact Fees

	GMA Impact Fee for Multifamily Attached Housing	SEPA Fee	Total Transportation Development Fee
Maximum Development Share of 98.7%	\$1,309.00	\$10,695.82	\$12,004.82
City Pays for Benson and Double Ditch Road Improvements (\$9.8M)	\$1,309.00	\$7,254.94	\$8,563.94
City Pays for \$5M of Improvements	\$1,309.00	\$8,940.75	\$10,249.75

Notes: The 2016 transportation impact fee study used the ITE Trip Generation Manual's estimate of 0.62 trips per unit for multifamily; this same trip generation factor was applied to the SEPA fee in the table above.
 Sources: City of Lynden, 2016. BERK, 2021.

The City of Bellingham compiles transportation impact fees for around 80 cities and counties in Western Washington. Comparing the per trip SEPA mitigation fees with the PM peak hour transportation impact fees, Exhibit 14 shows that the maximum development fee would be the highest fee of the compiled rates, before accounting for Lynden's existing TIF of \$2,111.

Exhibit 14. Comparison of Potential SEPA Fees with Western Washington PM Peak Hour TIF (2019-2020)



Note: These are residential single-family PM peak per trip costs. Possible Subarea SEPA fees show the 2021 City of Lynden residential single-family impact fee of \$2,111 as a stacked bar in teal and the total transportation fees in dark red.
 Sources: BERK Consulting, 2021; City of Bellingham, 2019.

Expected Collections

Based on the number of developed units under the Theoretical Midrange (Exhibit 3), BERK estimated the

expected SEPA fee collections for the fully developed Subarea. These estimates are based assumptions around the number of units within each zoning type that will be single family and multifamily. As shown in Exhibit 15, BERK assumed that 35% of the units within the Subarea will be multifamily and thus collect a different per fee

In the City’s 2016 transportation impact fee update, the ITE Average PM Peak Hour Trip Rate for attached and stacked housing is listed as 0.62, less than then the base 1.0 for detached housing. The lower collection rate for multifamily units combined with variability introduced by the complexity of the WCOG transportation results in lower collections than the overall project costs. The expected collections under each of the three fee rates considered in this study along with the base project costs are shown in Exhibit 15.

Exhibit 15. Estimated Collections Based on Theoretical Midrange Unit Development

	SEPA Fees: Single Family	SEPA Fees: Multifamily	Total	Remaining Project Costs
Analysis Midpoint Units	1,008	560	1,568	NA
Collection at Total Project Cost Fee Rate	\$17,612,559	\$6,066,548	\$23,679,107	\$6,791,893
Collection at Maximum Development Share of 98.7%	\$17,389,339	\$5,989,661	\$23,379,000	\$7,092,000
City Pays for Benson and Double Ditch Road Improvements (\$9.8M)	\$11,795,123	\$4,062,765	\$15,857,887	\$14,613,113
City Pays for \$5M of Improvements	\$14,535,929	\$5,006,820	\$19,542,749	\$10,928,251

Sources: BERK, 2021.

Comparable Development Costs

To help indicate whether the planned capital projects will inhibit development, BERK analyzed comparable development costs from other housing and mixed-use developments within the region. The underlying assumption to this analysis is that the costs of existing infrastructure investments are capitalized into the land value. By comparing the fully developed land value for similar existing housing developments with the expected market value of the land within the Subarea plus necessary infrastructure and permitting development costs, some indication of the relative developer burden can be found.

The subarea is 460 acres of which we expect approximately 307 acres to be developable. The remaining acreage is undevelopable for two reasons:

- Infrastructure to support new development will consume a portion of the acreage.
- Some of the land is unsuitable for development due to critical areas (e.g. wetlands).

This undevelopable land, coupled with the variation in development allowable based on the theoretical midrange land use scenario, which assumes 1,568 new housing units for the development, means that not all the land will have the same value. However, as the developer will ultimately be responsible for all the infrastructure, it is to be expected that they will need to factor the cost of all the land into their feasibility assessment. For this reason, the currently undevelopable land is valued as if it is all created equally on a square footage basis.

The 2017 total land value per the Whatcom County Assessor is \$8,172,000. The assessor’s value for these properties is likely to be low for two reasons:

- Whatcom County Assessor’s property assessments are likely conservative, as shown by a comparison of sale values and assessed values. Coupled with the conservative assessment, Whatcom County Assessor’s assessment schedule is to inspect 1/6th of County’s properties annually, leading to a lag in assessment values.
- Both the City of Lynden’s 2016 Comprehensive Plan and the Pepin Creek Subarea Plan will signal to the market that the Pepin Creek Subarea is the next logical site for development in the City of Lynden. The subarea’s updated zoning, which will allow for more intensive development than elsewhere in the City, increases the development potential of the land and its value.

One of the parcels within the subarea, the Bovenkamp property, sold for \$3,500,000, significantly above the Whatcom County Assessor’s assessed market value. On a developable per acre basis, the Bovenkamp property sold for 199% more per acre than the per developable acre value for the Subarea as a whole. Another pending sale is 656% more per acre. To account for this potential undervaluing, BERK used these two values, 199% and 656%, as the lower and upper bounds to estimate the market value of the Subarea developable acreage.

BERK then added the estimated cost of the infrastructure investments needed to make the land developable under City plans and requirements. This infrastructure cost includes regional road improvements beyond those connected to Pepin Creek Lite; inner development roads; water and sewer improvements; stormwater improvements; and utility connection fees. Across the Subarea, these costs are estimated to be \$52,421,000. The maximum developer portion (98.7%) of the Pepin Creek Lite is \$30,085,000; after accounting for a \$3,900,000 grant, the assumed Pepin Creek Lite burden assumed in this analysis is \$26,185,000.

- **Current Infrastructure and Permitting Development Costs.** Developers can buy the land and pay their existing commitments, for a total cost of between \$68,689,000 and \$105,990,000.
- **Infrastructure and Permitting Development Costs Including Pepin Creek Lite.** Developers can buy the land and pay the total infrastructure costs less the existing city commitment, for a total cost of between \$94,874,000 and \$132,175,000.

These analytic bounds and the resulting cost per square foot of developable land are shown in Exhibit 16.

Exhibit 16. Cost per Square Foot of Developable Land for Pepin Creek Lite

	Current Infrastructure and Permitting Development Costs		Infrastructure and Permitting Development Costs Including Pepin Creek	
	Low	High	Low	High
Total Land Value	\$16,268,000	\$53,569,000	\$16,268,000	\$53,569,000
Total Infrastructure Costs	\$52,421,000	\$52,421,000	\$78,606,000	\$78,606,000
TOTAL COST	\$68,689,000	\$105,990,000	\$94,874,000	\$132,175,000
Cost per Square Foot of Developable Land	\$5.10	\$7.90	\$7.10	\$9.90

Note: Square foot costs rounded to the nearest \$0.10 and Subarea totals rounded to the nearest \$1,000.
Sources: Whatcom County Assessor’s Office, 2018; and BERK Consulting, 2021.

The values above present a range of costs for the developable land. For the Pepin Creek Lite project to be feasible under the bounds of the analysis, the value of the land must be greater than its costs, based

on the assumption that developers will not pursue a project unless it is profitable. Since the value of the developable land is not known, the analysis compares the cost of the developable land to the value of land in comparable developments. BERK used the same six comparable developments as identified in the Subarea Plan:

- Homestead – Lynden, WA
- Pacific Highlands – Ferndale, WA
- Pacific Heights – Ferndale, WA
- Skyview – Ferndale, WA
- Douglas Place – Ferndale, WA
- South Douglas – Ferndale, WA

Whatcom County Assessor’s data provides approximate land values for the land in these comparable developments. It is expected that the assessments for these properties also under values the land. However, as the land is already developed and infrastructure costs will be capitalized into the value, unlike the Subarea properties. For the reason, BERK used the Whatcom County Assessor’s market land values for these developments, shown in Exhibit 17.

Exhibit 17. Per Square Foot Land Values for Comparable Developments in Whatcom County

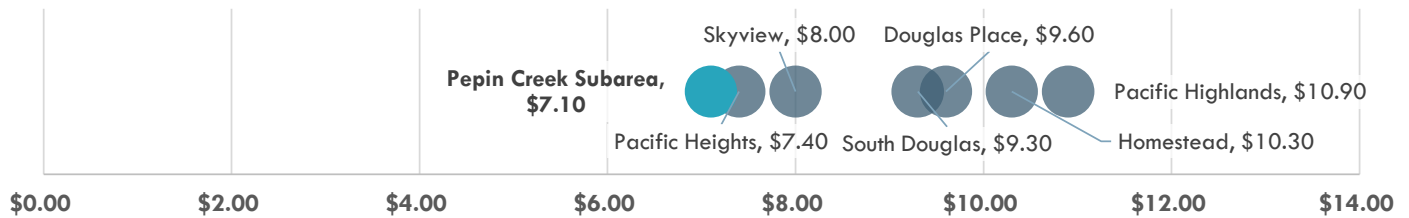
Comparable Development	City	Assessor Market per Square Foot Land Value
Pacific Highlands	Ferndale	\$10.90
Pacific Heights	Ferndale	\$7.40
Skyview	Ferndale	\$8.00
Douglas Place	Ferndale	\$9.60
South Douglas	Ferndale	\$9.30
Homestead	Lynden	\$10.30

Note: Square foot costs rounded to the nearest \$0.10 and Subarea totals rounded to the nearest \$1,000.
Sources: Whatcom County Assessor’s Office, 2018; and BERK, 2018.

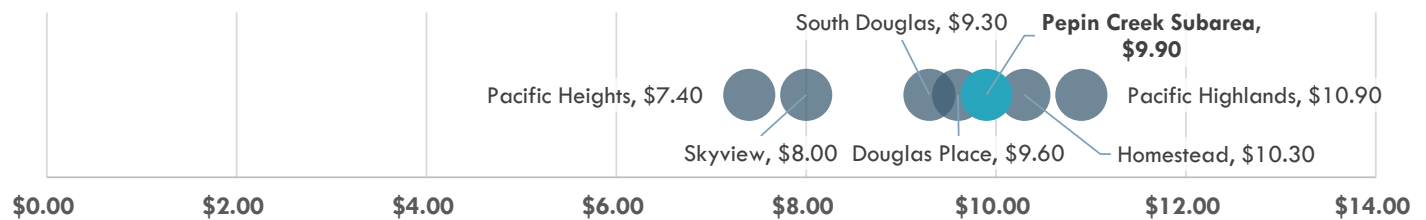
These potential values can then be compared to the per square foot values estimated for the cost of the Pepin Creek Subarea properties (Exhibit 18).

Exhibit 18. Comparison of Pepin Creek Lite Developable Costs to Land Values in Comparable Developments

Low: 199% Adjustment to Subarea Assessed Market Values



High: 656% Adjustment to Subarea Assessed Market Values



Note: Square foot costs rounded to the nearest \$0.10 and Subarea totals rounded to the nearest \$1,000.

Sources: Whatcom County Assessor's Office, 2018; City of Lynden, 2020; and BERK, 2021.

The comparison suggests that the costs of the City's proposed developments for Pepin Creek Lite will result in development costs comparable to costs that developers were willing to pay in past developments. This analysis can only provide an indication of how the costs of the known and proposed development costs compare with existing developments. Ultimately, developers' decisions will be made based on the market conditions at the time of development.

PROCESS/CODE RECOMMENDATIONS

Collecting the fees from unincorporated areas would require annexing the remainder of the Subarea or establishing an interlocal agreement with Whatcom County to enforce City development standards and collect fees. However, the urban zoning would not apply and development would not occur until annexed. Setting the fee to the City's desired level considering the overall development program in the subarea would allow the City to charge its desired fee for the portion in the city limits now and to future annexed areas at that time.

The City could use its SEPA Substantive Authority in LMC 16.05.160 to impose the SEPA mitigation fee. The fee should be rationally related to impacts identified in a threshold determination (e.g. determination of non-significance and checklist).⁵ The recommended steps include the following:

- Incorporate the updated land use estimates due to zoning and integrate the Pepin Creek "Lite" improvements into the Pepin Creek Subarea Plan, Capital Facility Plan, and Transportation Improvement Program. This would ensure internal consistency in City plans and update the capital costs included in those documents. The amendments could be done as part of the City's docket or can be accomplished outside the docket if the Capital Facility Element is amended as part of

⁵ See SEPA – The State Environmental Policy Act under: <http://mrsc.org/Home/Explore-Topics/Planning/Land-Use-Administration/Impact-Fees/Types-of-Impact-Fees-and-Other-Sources-of-Public-F.aspx>

amendments to the City's budget.⁶

- Amend the City's flexible SEPA thresholds at LMC 16.05.070 for residential development in the Pepin Creek Subarea to be 4 units rather than 12 units to ensure as much of the planned development as possible pays for its share of improvements.
- Conduct associated SEPA review with plan and code amendments proposed above, and demonstrate the project provides capacity to support planned growth and supports levels of service (e.g. include WCOG evaluation).
- Reference the amended plans and regulations as part of SEPA substantive authority in LMC 16.05.160.
- Following the legislative amendments above and completing SEPA review, adopt the Pepin Creek Lite Capital Improvements SEPA mitigation fee schedule by resolution.
- Collect fee from development in subarea on a per trip basis.

Under SEPA there are no:

- Statutory time limits on use of fees
- Expiration or refund mechanisms

However, the City could include in the resolution adopting the fees a voluntary process that:

- Identifies collection of fees at time of land use permits (e.g. plats).
- Indicates the City would hold collected fees in an interest-bearing account.
- Credits dedication of improvements that implement the capital projects.
- Allows for inflation adjustments for fees.
- Regularly reviews fees and progress towards the implementation of the Pepin Creek Parkway.

For example, the following SEPA Planned Action Ordinances include transportation mitigation fees for specific subareas and includes a process for how the fees are collected and spent:

- [Lakewood Downtown Planned Action 2018, Exhibit D](#)
- Douglas County [North End Master Site Plan Planned Action, Attachment D](#) Environmental Thresholds (also adopted by the City of East Wenatchee to apply when annexed; adopted ordinance is under amendment to add a cost inflation process)

LID Study and Recommendations

ABS Valuation provided a feasibility assessment of forming a Local Improvement District (LID) consistent with the Subarea boundaries and using the same project list as used for the SEPA mitigation analysis. The LID Study is included in full in Appendix B: Local Improvement District Feasibility. Based on the expected benefit to the affected properties, an LID is either not feasible (costs greater than benefits) or marginally feasible (83% cost/benefit ratio).

⁶ RCW 36.70A.130(2)(a).

Other Options

The Pepin Creek Subarea outlined possible financial measure to pay for the plan capital projects.

GMA TRANSPORTATION IMPACT FEES

As mentioned above, the City updated its transportation impact fees in 2016. At that time, none of the Pepin Creek Subarea projects were found to be impact fee eligible. The City could update the impact fee calculations and incorporate these projects into the impact fee basis. As currently structured, the City levies one fee across the City and unless changed, all new development in the City would be charged for these projects.

MINIMUM DENSITY

The analysis assumes a mid-point of potential growth to set a moderate expectation of growth and not assume all development will occur to the maximum density in the planning period. That means that the amount of fees collected are not overly optimistic. However, to avoid costs and built housing types that are still meeting a market need, it is possible that developers would build to lower than the mid-point density. In this case the City could under-collect fees and have to pay a greater public share inadvertently. To avoid this scenario, the City could set a minimum density to achieve the moderate level of growth anticipated.

Conclusions and Next Steps

Under current economic conditions, formation of an LID is either not feasible or marginally feasible, making it either below the threshold requirements or below advisable conditions for a successful LID. Of the two options explored in this study, SEPA mitigation fees are the more viable.

If a LID were feasible in the future, it would capture all costs of the infrastructure to all benefited property and would not “exempt” some levels of development as the SEPA mitigation fee does, and would capture all costs. However, the SEPA mitigation fee can be implemented now and allow the City to capture nearly all development and would have a straightforward evaluation and legislation process to institute it. It would be a policy choice to set the level of per trip fee in light of other City fees and example impact fees from other jurisdictions if considering development in the subarea as part of a larger marketplace.

Collecting the fees from unincorporated areas would require annexing the remainder of the Subarea or establishing an interlocal agreement with Whatcom County to enforce City development standards and collect fees. However, setting the fee to the City’s desired level considering the overall development program in the subarea would allow the City to charge its desired fee for the portion in the city limits and the annexed areas at that time.

To institute the SEPA mitigation fee, the City would need to amend its Subarea Plan to add in updated land use growth figures, incorporate the Pepin Creek “lite” infrastructure improvements, and prepare a SEPA evaluation and determination documenting the capital improvements mitigation of expected growth. The City would then amend its SEPA exemption levels and rules regarding its substantive authority to apply the mitigation fee in the subarea and adopt the fees by resolution.

Appendix A: Pepin Creek Light Improvements

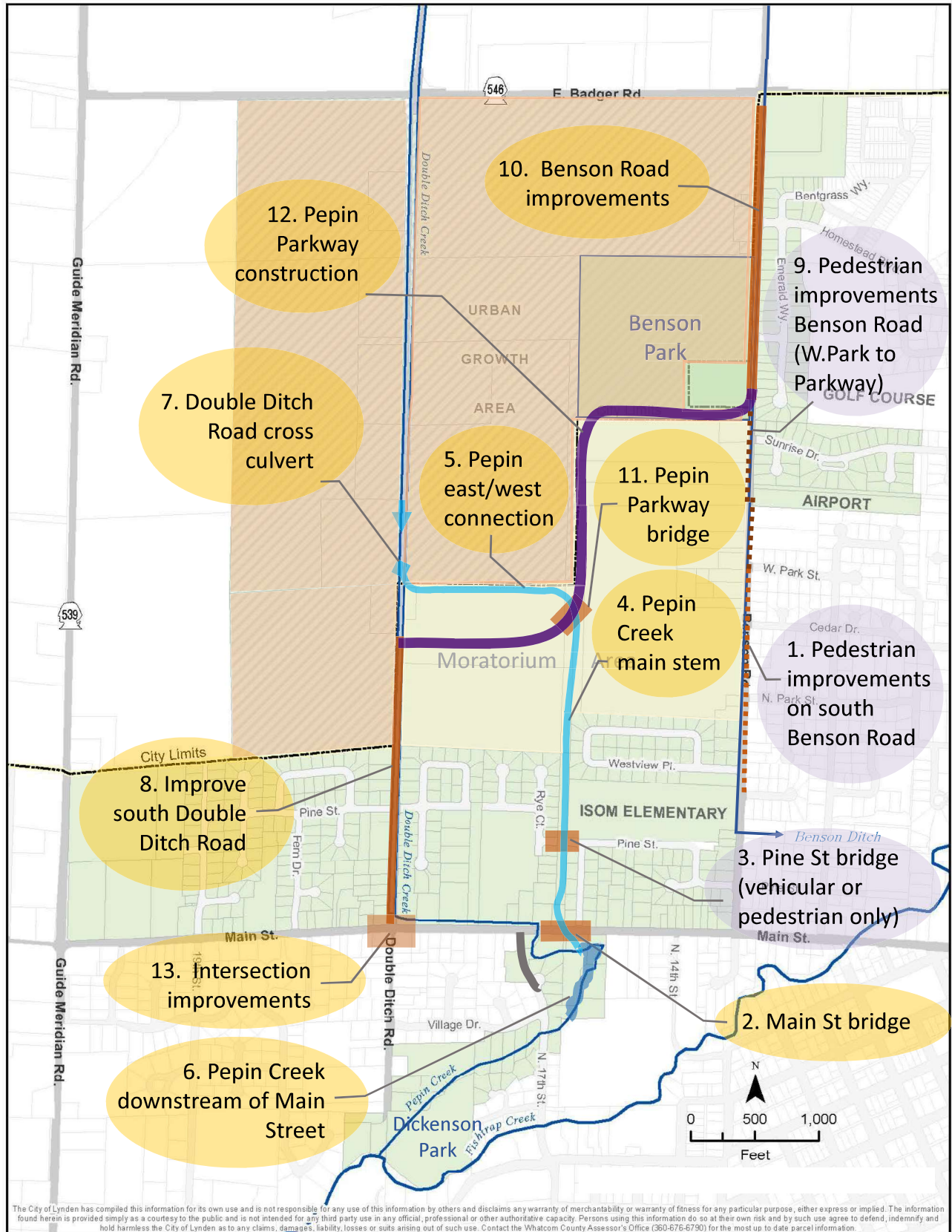
Below is a list of the planned Pepin Creek Light improvements, reproduced from Exhibit 1.

Project #	Name	Pine Street Vehicular Bridge	Pine Street Pedestrian Bridge
Creek Improvements			
4	Pepin Creek Main Stem	\$8,136,000	\$8,136,000
5	Pepin Creek East / West Connection	\$1,508,000	\$1,508,000
6	Pepin Creek Downstream of Main St.	\$3,439,000	\$3,439,000
7	Double Ditch Rd. Cross Culvert	\$793,000	\$793,000
Creek Subtotal		\$13,876,000	\$13,876,000
Traffic Improvements			
1	Benson Rd. Pedestrian Improvements – South	\$268,000	\$268,000
2	Main St. Bridge	\$3,012,000	\$3,012,000
3	Pine St. Bridge	\$2,808,000	\$695,000
8	Double Ditch Roadway Improvements	\$5,019,000	\$5,019,000
9	Benson Rd. Pedestrian Improvements – North	\$356,000	\$356,000
10	Benson Roadway Improvements	\$4,784,000	\$4,784,000
11	Pepin Parkway Bridge	\$2,651,000	\$2,651,000
12	Pepin Parkway Roadway Improvements	\$5,882,000	\$5,882,000
13	Main St. / Double Ditch Rd. Intersection Improvements	\$1,344,000	\$1,344,000
Traffic Subtotal		\$26,124,000	\$24,011,000
Project Total		\$40,000,000	\$37,887,000

Sources: BERK, 2020; Reichhardt & Ebe, 2020.

The next page includes a map created by the City of Lynden showing the location of the above projects. Project numbers in the table above correspond to the numbered improvements on the map on the following page.

Pepin Lite: Fully Improved



The City of Lynden has compiled this information for its own use and is not responsible for any use of this information by others and disclaims any warranty of merchantability or warranty of fitness for any particular purpose, either express or implied. The information found herein is provided simply as a courtesy to the public and is not intended for any third party use in any official, professional or other authoritative capacity. Persons using this information do so at their own risk and by such use agree to defend, indemnify and hold harmless the City of Lynden as to any claims, damages, liability, losses or suits arising out of such use. Contact the Whatcom County Assessor's Office (360-676-6790) for the most up to date parcel information.

Appendix B: Local Improvement District Feasibility

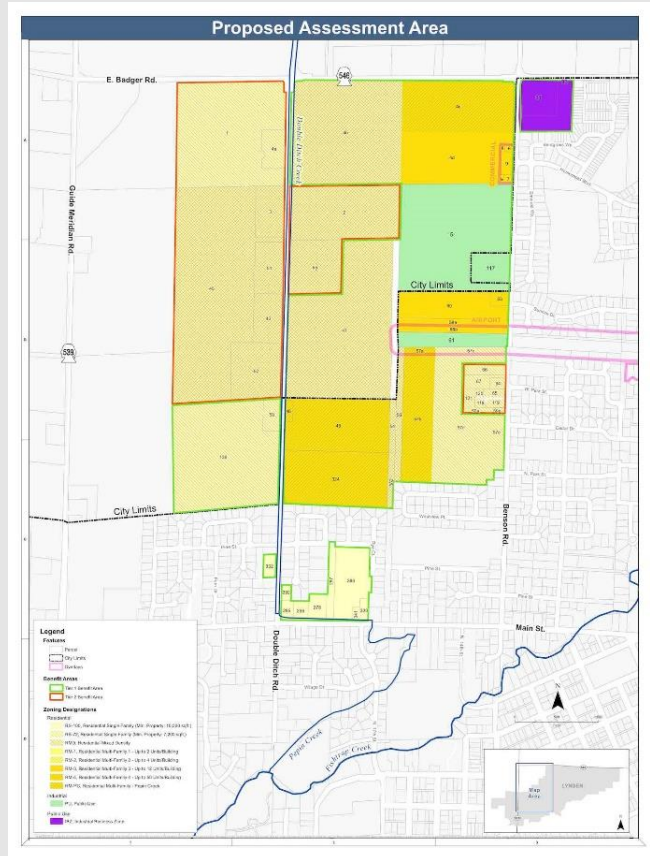
Attached is the *Economic Feasibility Study: Proposed Pepin Creek Lite Project LID Feasibility* as prepared and submitted by Robert J. Macaulay, MAI at ABS Valuation.

Economic Feasibility Study

Proposed Pepin Creek Lite Project

LID Feasibility

Lynden, Washington



FOR
Mr. Jason Hennessy, Senior Associate
Berk Consulting
 2200 Sixth Avenue, 10th Floor
 Seattle, WA 98121

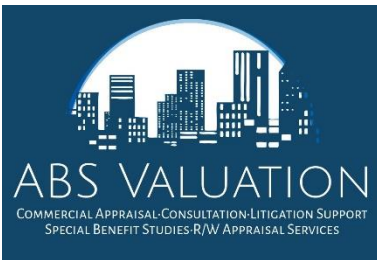
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 Robert J. Macaulay, MAI
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 425-258-2611
rmacaulay@absvaluation.com
absvaluation.com

Date of Valuation: November 12, 2020
 Date of Report: November 17, 2020
 ABS Valuation Job #20-0263



ABS VALUATION

COMMERCIAL APPRAISAL-CONSULTATION-LITIGATION SUPPORT
 SPECIAL BENEFIT STUDIES-R/W APPRAISAL SERVICES



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absvaluation.com

Economic Feasibility Study

November 17, 2020

Mr. Jason Hennessy

Senior Associate

Berk Consulting

2200 Sixth Avenue, 10th Floor

Seattle, WA 98121

RE: ECONOMIC FEASIBILITY STUDY FOR PROPOSED PEPIN CREEK LITE LOCAL IMPROVEMENT DISTRICT (LID) PROJECT LOCATED IN THE CITY OF LYNDEN AND ADJACENT URBAN GROWTH AREA, WHATCOM COUNTY, WASHINGTON (OUR FILE #20-0263).

Dear Mr. Hennessy:

In response to your request, we have completed an economic feasibility analysis to ascertain the economic viability of forming a local improvement district (LID) to fund the proposed Pepin Creek Lite Project in and near the City of Lynden.

The proposed LID boundary encompasses 330± developable acres comprising 61 Whatcom County Assessor's office tax parcels. Referring to the boundary map on page 16, the subject area is segregated into two "tiers". Tier 1 properties will have access to new road amenities (see project summary below), together with the new Pipen Creek Road alignment. The owners of Tier 2 properties will be able to develop with the Pepin Lite project in place but will be required to construct additional new road infrastructure not provided by the project. The portion of the subject area within the Lynden city limits totals approximately 82 acres with the remainder within the Lynden Urban Growth Area (UGA). The subject parcels are fairly level to gently undulating; most of the land is undeveloped and in agricultural use. The remaining area is developed and land use is primarily single-family residences and the Kulshan Veterinary Hospital. Environmentally sensitive areas include wetlands, creeks, fish habitat and poorly drained areas highwater tables.

The City of Lynden formed the Pepin Creek Lite Project to address environmental and land use considerations within the proposed boundary. The project includes plans to re-route the majority of creek flow from the east and west drainage ditches on Double Ditch Road, construct new roadway (Pepin Parkway) and a bridge (Pepin Parkway Bridge) over the newly realigned creek, and complete various roadway and pedestrian improvements on surrounding streets. The City of Lynden has already acquired a majority of the land to serve as the right-of-way for the new creek corridor. To date, 52.37± acres within the proposed LID boundary are owned by the City of Lynden and the remainder is privately owned. Total cost for the potential LID improvements described herein is currently estimated at \$16,038,800.

The scope of this economic feasibility study is to provide an estimated range in probable special benefit (increase in market value) accruing to the subject parcels, both without (before) and with (after) the LID project as described in this report.



The before or “without LID” condition, is based on information provided and the following economic feasibility assumptions:

1. It is assumed that the portion of the Lynden Urban Growth Area (UGA) within the proposed LID boundary and outside the current city limits is annexed into the city and that all subject parcels are located within the city boundaries.
2. No new development within the proposed LID boundary can occur without the Pepin Creek Lite project.

The after or “with LID” condition is based on information provided and the following economic feasibility assumptions:

1. It is assumed that the portion of the Lynden Urban Growth Area (UGA) within the proposed LID boundary and outside the current city limits is annexed into the city and that all subject parcels are located within the city boundaries.
2. Any new, legally permissible development within the proposed LID boundary can be constructed.
3. It is assumed that new development will require approximately 2 feet of fill material before building construction.

In summary, the individual ownerships within the proposed LID boundary are all within the Lynden city limits, have legal development potential, require fill for development, and are variously impacted by the rerouting of Pepin Creek and various new road infrastructure improvements. In the after or “with LID” condition, the subject area has gained the following benefits: individual properties can be legally developed, the risk of flooding has been mitigated, Pepin Parkway provides a new east-west connection between Double Ditch Road and Benson Road, roadway and pedestrian improvements have been completed on surrounding streets (Main Street, Benson Road and Double Ditch Road), utility extensions and improvements consisting of water service, sanitary sewer service and stormwater drainage facilities are in surrounding streets (Pepin Parkway, Benson Road and Double Ditch Road), and the Pepin Creek channel has been relocated from the west and east ditches along a portion of Double Ditch Road, onto land owned by the City of Lynden.



The Pepin Creek Lite LID improvements consist of a total of 9 total separate projects. Scope of the projects and associated costs were estimated by Reichhardt & Ebe Engineering, Inc. for the City of Lynden and are detailed in the "Pepin Lite Cost Summary" dated April 10, 2020 (a copy of the summary is located in the Addenda of this report). The proposed LID improvements are listed below:

Pepin Creek Lite LID Proposed Improvements

Project #	Improvement	Full Estimated Cost	% of Benefit Assigned to LID Properties	Estimated Cost for LID
4	Pepin Creek Main Stem	\$8,136,000	50%	\$4,068,000
5	Pepin Creek East / West Connection	\$1,508,000	100%	\$1,508,000
7	Double Ditch Rd. Cross Culvert	\$793,000	20%	\$158,600
8	Double Ditch Roadway Improvements	\$5,019,000	20%	\$1,003,800
9	Benson Rd. Pedestrian Improvements – North	\$356,000	20%	\$71,200
10	Benson Roadway Improvements	\$4,784,000	20%	\$956,800
11	Pepin Parkway Bridge	\$2,652,000	80%	\$2,121,600
12	Pepin Parkway Roadway Improvements	\$5,882,000	100%	\$5,882,000
13	Main St. / Double Ditch Rd. Intersection Improvements	\$1,344,000	20%	\$268,800
		Total		\$16,038,800

In the economic feasibility valuation analysis, the individual parcels were segregated into classifications based on zoning (allowable development density) and highest and best use. Analysis was then completed on individual properties within each classification and the special benefit (expressed as a range) extrapolated over similar properties within each property class. Development density ranges and developable area calculations were based on information provided by Berk Consulting, as discussed herein with further detail contained in this report's Addenda.

The global outbreak of a "novel coronavirus" (known as COVID-19) was officially declared a pandemic by the World Health Organization (WHO) on March 11, 2020. It is currently unknown what direct, or indirect, effect, if any, this event may have on the national economy, the local economy or the market in which the subject property is located. The reader is cautioned, and reminded, that the conclusions presented in this special benefit study report apply only as of the effective date(s) indicated. Based on the best available information to date, it is concluded that there is no measurable impact on market value of properties similar to the subject parcels. However, the appraiser makes no representation as to the effect on the subject property of this event, or any event, subsequent to the effective date of the appraisal.

This study is intended to comply with the reporting requirements of the Code of Ethics and Standards of Professional Appraisal Practice, which include the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Institute. The value conclusions shown below are presented subject to the assumptions and limiting conditions identified in the report. This study is intended to comply with the requirements set forth under "Standard 6: Mass Appraisal, Development and Reporting" of the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Institute and, as such, utilizes limited appraisal valuation techniques.



Based on review of relevant market data, there is strong current demand and a limited supply of developable residential land in the Lynden market area. A challenging aspect of this analysis, necessitating a relatively wide range in estimated special benefit, is due to several issues. First, as reflected in the Berk Consulting memorandum, development density varies considerably among the various zoning designations; therefore, it is shown in the analysis and table below, as both a concluded maximum and a theoretical midrange. Lot size (allowable development density) impacts what the market will pay for individual lots. Larger (10,000+ SF) lots typically sell for more than smaller 6,000± to 8,000± SF lots.

In addition to lot values (selling prices), probable absorption rates are impacted in the marketplace based on development density. Secondly, development costs to be borne by the property owner are extremely difficult to quantify. For example, fill material at a thickness of two feet is assumed to be needed for building construction, which will considerably increase the individual lot development costs. Additionally, in order for parcels in the Tier 2 area to be developed, additional new road construction extending south from Badger Road connecting to the intersection of newly constructed Pepin Parkway and Double Ditch Road will be needed. A large area of wetlands is located within the Tier 2 area; costs/risk associated with this type of infrastructure expenditure and market timing of development are likewise difficult to quantify.

Based on the investigation conducted and subsequent analysis of all relevant data, the estimated ranges in special benefit (total increase in market value of the individual subject parcels), as of November 12, 2020, are shown below.

Special Benefit - Estimated Ranges							
Zoning Classification	Area (Acres)	Special Benefit Low	Special Benefit High	Density (Dus) Mid-Range	Density (Dus) Max-Range	Special Benefit/ Unit Low	Special Benefit/ Unit High
RS-72-Tier 1	59.37	\$2,400,000	\$3,500,000	238	255	\$10,084	\$13,725
RS-72-Tier 2	34	\$1,300,000	\$2,000,000	136	145	\$9,559	\$13,793
Total RS-72	93.37	\$3,700,000	\$5,500,000	374			
RMD-Tier 1	52.07	\$1,200,000	\$2,500,000	260	390	\$4,615	\$6,410
RMD-Tier 2	75	\$1,500,000	\$2,500,000	375	562	\$4,000	\$4,448
Total RMD	127.07	\$2,700,000	\$5,000,000				
RM-3-Tier 1	27.19	\$1,400,000	\$2,300,000	205	307	\$6,829	\$7,492
RM-PC-Tier 1	59.14	\$2,000,000	\$4,500,000	355	532	\$5,634	\$8,459
Commercial Overlay RM-3-IBZ-Tier 1	10.61	\$800,000	\$1,100,000	NA	NA	NA	NA
RS-100 Developable Land-Tier 1	<u>15.6</u>	<u>\$400,000</u>	<u>\$800,000</u>	62	62	\$6,452	\$12,903
Total	332.98	\$11,000,000	\$19,200,000				



Given that portion of the total project cost to be funded by an LID of \$16,040,000±, it would be marginal or not economically feasible. Under Washington State legal statutes, an LID assessment levied against a parcel cannot be more than the estimated special benefit to that parcel. Typically, LID projects with a cost/benefit ratio of approximately 50% to 75% are economically viable and provide sufficient incentive for property owners to participate in formation of the LID.

Colleen Fewel, Associate Appraiser, contributed to the preparation of this report.

If you have further questions not answered in the accompanying report, please do not hesitate to call.

Respectfully submitted,
ABS Valuation

A handwritten signature in blue ink, which appears to read "Robert J. Macaulay". The signature is written in a cursive style and is positioned above a horizontal line.

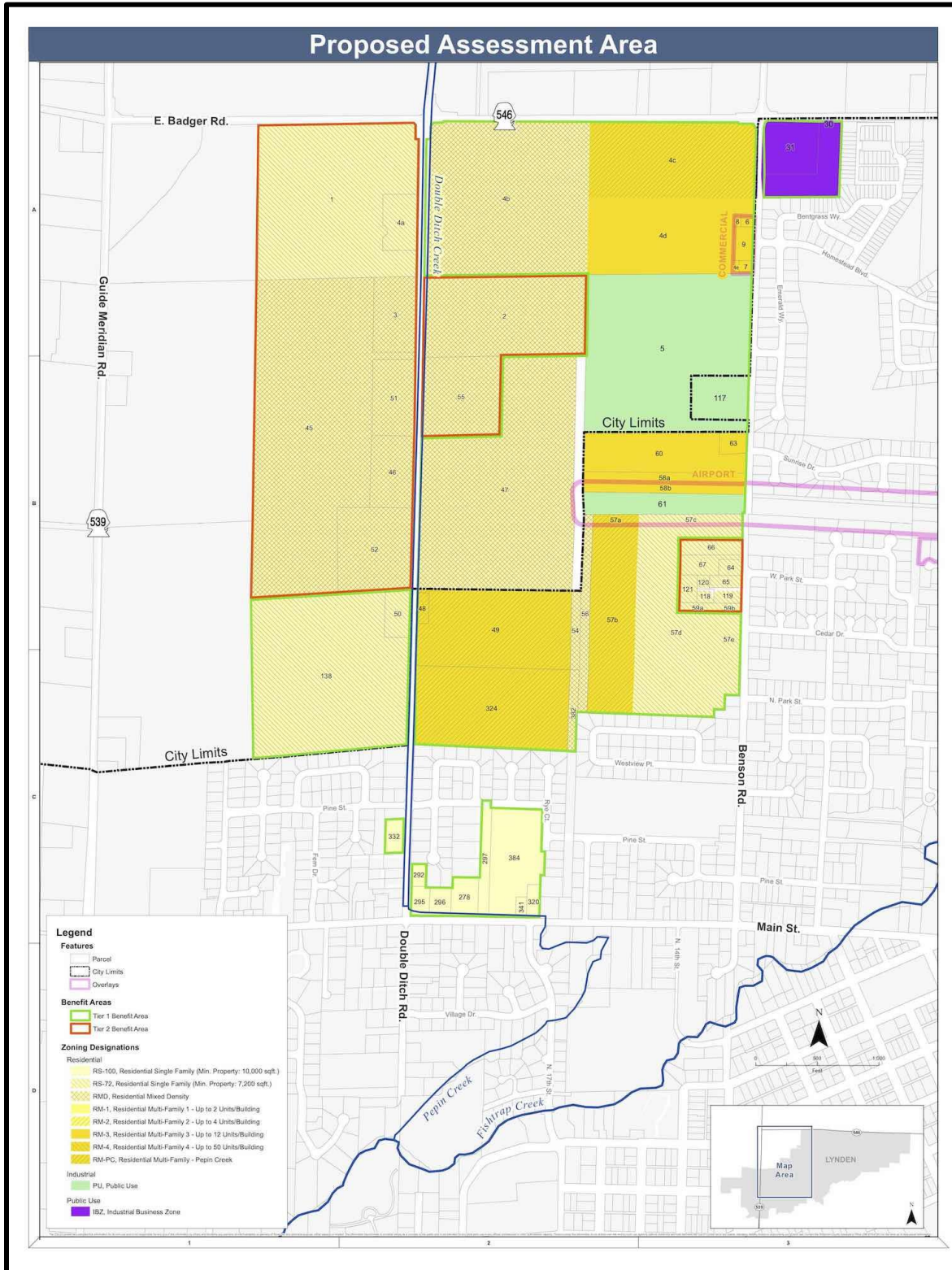
Robert J. Macaulay, MAI
WA State Certified - General Appraiser No. 1100517



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Proposed LID Boundary Map





Introduction

This report presents minimal discussions of the data, reasoning, and analyses that were used in the appraisal process to develop the appraisers' opinion of value. Supporting documentation concerning the data, reasoning, and analyses is retained in the appraisers' file. The depth of discussion contained in this report is specific to the needs of the client and for the intended use previously stated. The appraisers are not responsible for unauthorized use of this report.

Client: Berk Consulting.

Appraisers: Robert J. Macaulay, MAI
Colleen Fewel, Associate Appraiser
ABS Valuation

Appraised Real Estate: The subject property analyzed consists of 61 individual tax parcels totaling 330± developable acres (excluding wetlands, setbacks and internal roads) situated south of E Badger Road/SR-546, west and east of Benson Road, east of Guide Meridian Road/SR-539, and generally north of Main Street (although a small, non-contiguous portion of the LID is situated south of Main Street).

Purpose of the Appraisal: The purpose of this economic feasibility study is to provide an opinion of the market value of the subject individual ownerships without and with (before and after) the proposed Pepin Lite LID, expressed as a range. The definition of market value utilized in the analysis is as follows:

Market value is defined as:¹

The most probable price, as of a specified date, in cash, or in terms equivalent to cash, or in other precisely revealed terms, for which the specified property rights should sell after reasonable exposure in a competitive market under all conditions requites to a fair sale, with the buyer and seller both acting prudently, knowledgeably, and for self-interest, and assuming that neither is under undue duress.

Property Rights Appraised: This appraisal sets forth opinions regarding fee simple interest (subject to existing easements and encumbrances) in the various subject parcels, both without and with the proposed LID improvements.

Fee simple interest is defined as:²

¹ From The Appraisal of Real Estate, Fourteenth Edition, 2013, Appraisal Institute, page 58.

² From The Dictionary of Real Estate Appraisal, 6th Edition, 2013, Appraisal Institute, page 90.



Absolute ownership unencumbered by any other interest or estate, subject only to the limitations imposed by the governmental powers of taxation, eminent domain, police power, and escheat.

Intended Use:	The intended use of this summary report is to provide opinions of market value of the fee simple interest in the subject parcels, both without and with the various components of the LID project, as described herein. It is intended to be used to aid the client for informational purposes and in their consideration as to whether or not to form the LID.
Intended User:	The intended users are the client, Berk Consulting, and the City of Lynden.
Date of Inspection:	Various dates in September and October of 2020
Date of Valuation:	November 12, 2020
Date of Report:	November 17, 2020
File ID:	20-0263
Competency Provision:	Robert J. Macaulay, MAI, and Colleen Fewel, Associate, have previously appraised similar properties and have the training and experience needed to competently complete this assignment.

Legal Description

The subject property is identified as 61 Whatcom County tax parcels located in the northwestern portion of the City of Lynden and adjacent UGA. More detailed legal descriptions of individual parcels were not provided by the client. Each parcel is identified by a Whatcom County Assessor's tax parcel number, in information retained in the appraisers' file and Whatcom County public records.

Assessed Value and Taxes

The subject land within the proposed LID boundary consists of 61 Whatcom County tax parcels. A listing of individual assessed values and annual taxes was not provided; this information, however, is available on the Whatcom County Assessor's office website (www.whatcomcounty.us).

Scope of Assignment

This summary appraisal fulfills the requirements of the Uniform Standards of Professional Appraisal Practice (USPAP) of the Appraisal Foundation and the Code of Professional Ethics of the Appraisal Institute. The appraisal assignment included on-site inspection of the subject properties; evaluation of local and regional economic conditions; analysis of market supply and demand; determination of highest and best use; and preparation of value estimates by the relevant approaches to value. The Income and Cost approaches are not utilized in



estimating the value of land only and the scope of this appraisal utilizes the Sales Comparison Approach to value. The format is an Appraisal Report.

The client provided the appraisers with relevant subject property information. Additional information was obtained from county records and on-site inspections. In appraising the subject parcels, the appraisers performed the following tasks:

- Inspected the subject properties.
- Analyzed historical and current information from the subject neighborhood and competitive neighborhoods.
- Researched CoStar, Northwest Multiple Listing Service and Whatcom County databases.
- Researched the ABS Valuation proprietary database.
- Confirmed all comparable sales and leases with buyers, sellers, brokers, and/or public records.
- Inspected all comparable sales.
- Reviewed all documents as cited throughout this report.

Definition of Local Improvement District

An LID is a defined geographical area with a specific improvement of a public nature which provides a special benefit to the real property within its boundaries. The increase in market value of each ownership provides for a portion of the cost of improvements to be paid by the property owners of the benefited property over a period of time, usually 10 to 20 years.

Extraordinary Assumptions/Hypothetical Conditions

Extraordinary Assumptions

This term is defined as an assumption, directly related to a specific assignment, as of the effective date of the assignment results, which, if found to be false, could alter the appraisers' opinions or conclusions. Extraordinary assumptions presume as fact otherwise uncertain information about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis. The assumptions utilized in this report and considered extraordinary as defined herein are described for the before and after conditions.

The before or "without LID" condition, is based on information provided and the following economic feasibility assumptions:

1. It is assumed that the portion of the Lynden Urban Growth Area (UGA) within the proposed LID boundary and outside the current city limits is annexed into the city and that all subject parcels are located within the city boundaries.
2. No new development within the proposed LID boundary can occur without the Pepin Creek Lite project.



The after or “with LID” condition is based on information provided and the following economic feasibility assumptions:

1. It is assumed that the portion of the Lynden Urban Growth Area (UGA) within the proposed LID boundary and outside the current city limits is annexed into the city and that all subject parcels are located within the city boundaries.
2. Any new, legally permissible development within the proposed LID boundary can be constructed.
3. It is assumed that new development will require approximately 2 feet of fill material before building construction.
4. The Pepin Creek Lite project is constructed in accordance with Pepin Creek Lite Project plans as described herein. Additionally, it is assumed that any phased construction of various project elements would occur within a reasonable time frame.

Hypothetical Conditions

This term is defined as a condition, directly related to a specific assignment, which is contrary to what is known by the appraisers to exist on the effective date of the assignment results, but is used for the purpose of analysis. Hypothetical conditions are contrary to known facts about physical, legal, or economic characteristics of the subject property; or about conditions external to the property, such as market conditions or trends; or about the integrity of data used in an analysis.

Hypothetical conditions utilized under the “with LID” or “after” condition assumes that the Pepin Creek Lite project has been constructed per plans and specifications outlined by the City of Lynden.

Summary of Property Characteristics

Pertinent information regarding the subject project and subject area is summarized as follows:

Location:

The area within the proposed LID boundary is situated in northwestern Whatcom County, within the city limits of Lynden, Washington. The subject properties are located south of E Badger Road/SR-546, west and east of Benson Road, east of Guide Meridian Road/SR-539, and generally north of Main Street (a small, non-contiguous portion of the LID is located south of Main Street). The subject area is approximately 3 miles south of the Canadian-US Border, 10 miles west of Interstate Highway 5 (I-5), and north of the Nooksack River in Lynden, WA in zip code 98264.

Site:

The subject property consists of a mostly rectangular to irregular shaped area encompassing 61 individual tax parcels. South of the larger portion is a small, non-contiguous area also included within the proposed LID boundary. Developable land area totals approximately 330 acres; the remainder is critical and environmentally sensitive areas including wetlands. Additionally, land area was deducted for internal roads and setbacks (i.e., unusable areas).



Access: Vehicular access is provided by surrounding streets: E Badger Road/SR-546, a paved, two-lane highway to the north; Benson Road, a paved, two-lane arterial to the east; Main Street, a paved two-lane with center turn lane road to the south; and Guide Meridian Road/SR-539, a paved, two-lane highway to the west. Access is also provided by internal paved, two-lane Double Ditch Road.

The valuation presented herein assumes that access is available to all subject parcels abutting the new proposed street crossings that will be constructed within City of Lynden-owned property via a newly constructed bridge (100' long x 48' wide) extending over a realigned creek channel (see proposed Pepin Creek Lite "after" map in following exhibits). The street crossings and new bridge would considerably improve access and desirability in the marketplace for all the subject parcels.

Topography: The subject acreage is mostly level to gently undulating. As previously stated, it is assumed that approximately 2 feet of fill material will be required for development of individual parcels within the proposed LID boundary.

Utilities: According to City of Lynden utility maps and the city's "Pepin Creek Subarea Plan", water and sewer services are not currently extended to any property within the proposed LID boundary. However, there are six privately-owned wells within the LID that are used as irrigation or potable water for residences. In the "after" condition, the Pepin Creek Lite Project includes water and sanitary sewer line extensions along existing roads Double Ditch Rd and Benson Rd, and new Pepin Parkway. Costs to develop these utility extensions are included in the roadway improvement descriptions, as estimated by Reichhardt and Ebe Engineering, Inc. (A copy of the construction cost estimate is located in the Addenda).

**Easements/
Encumbrances:** A title report was not provided. Property inspection and review of public records did not indicate the presence of any easements or encumbrances which would adversely affect market value of any of the subject parcels. If any easements, encroachments, or encumbrances are found that would have a significant impact on marketability, the conclusions reached in this report are subject to revision.

**Environmentally
Critical Areas:** According to Whatcom County mapping, there are streams and wetland areas within the proposed LID boundary. The streams are known as East and West Double Ditches and Benson Road Ditch. The wetland area is located in the western portion of the LID, which has a history of flooding although it is not identified as within the flood hazard overlay on Whatcom County maps.



**Zoning/Legal
Characteristics:**

Under the previously stated assumption that that portion of the Lynden UGA located within the proposed LID boundary and outside the current city limits has been annexed into the city, the subject property is entirely within the city limits of Lynden. The subject property is primarily residentially zoned and is governed by a total of 9 City of Lynden zoning designations, including 3 overlay zones, as listed in the following chart.

Zoning Designation	Zoning Type
RS-100	Residential Single-Family
RS-72	Residential Single-Family
RMD	Residential Mixed Density
RM-3	Residential Multi-Family
RM-PC	Residential Multi-Family - Pepin Creek
IBZ	Industrial Business Zone
Commercial Overlay	Commercial
Airport Overlay	Airport
Senior Overlay	Residential Multi-Family

City of Lynden Zoning designations for the subject parcels :

Single-Family Residential Zones: RS-100 and RS-72

The primary purpose of the single family zones is to protect the character and the social and economic stability of all parts of the community and to encourage the orderly and beneficial development of the community through appropriate growth management techniques; to assure proper urban form and open space separation of urban areas; to protect environmentally critical areas, and allow flexibility in site and design standards while promoting infill projects compatible with existing single-family developments (LMC 19.15.010).

Primary permitted uses within the single-family zones include detached, site-built single-family dwellings and new manufactured homes. Accessory permitted uses include garages, carports, sheds, pools and Accessory Dwelling Units (ADUs). Secondary permitted uses include hobby shops, greenhouses, home occupation, non-commercial gardening and farming, family day care centers, parks, playgrounds, and adult family homes and residential care facilities.

RS-100

Single-Family Residential by the City of Lynden. Development standards include a minimum lot area of 10,000 square feet and a maximum lot coverage of 35%. Building setbacks include 15' for front, 30' for rear, and 7' for side yard. The maximum building height within this zone is 32 feet and 2 stories. Maximum development density is 4 dwelling units/acre.

RS-72

Single-Family Residential by the City of Lynden. Development standards include a minimum lot area of 7,200 square feet and a maximum lot



coverage of 35%. Building setbacks include 15' for front, 30' for rear, and 7' for side yard. The maximum building height within this zone is 32 feet and 2 stories. Maximum development density is 5 dwelling units/acre.

Residential Mixed Density Zone: RMD

RMD

Per LMC 19.16.010, the purpose of creating the residential mixed density zone is to meet the stated goals of the comprehensive plan by allowing increased residential density to be integrated within single family neighborhoods within the community. The intent in the creation of this zone is to allow a creative mixture of single-family and duplex housing styles and types. Development of this area should focus on maintaining the aesthetic quality of the city in general and the neighborhood in particular by providing for architectural diversity, adequate landscaping and open space and making low impact development (LID) the preferred and commonly used approach to site development.

Primary permitted uses include detached single-family dwelling units, new manufactured homes, two single-family attached dwelling units such as townhouses and duplex units. Accessory permitted uses include garages, sheds, pools and ADUs. Secondary permitted uses include hobby shops, greenhouses, home occupation, non-commercial gardening and farming, family day care centers, parks, playgrounds, and adult family homes and residential care facilities.

Development standards are summarized under LMC 19.16.060.

Multi-Family Residential Zones: RM-3 & RM-PC

The purpose of the residential multi-family zones is to allow flexibility in site and design standards while promoting infill projects compatible with existing multi-family developments (LMC 19.17.010).

Primary permitted uses within the zone include single-family dwellings, duplex units, and new manufactured homes. Additionally, RM-3 is permitted more than four units per building. Accessory permitted uses include garages, carports, sheds, pools and ADUs. Secondary permitted uses include hobby shops, greenhouses, home occupation, non-commercial gardening and farming, family day care centers, parks, playgrounds, and adult family homes and residential care facilities.

Development standards are summarized under LMC 19.17.060.

RM-PC

Residential Multi-Family Pepin Creek (RM-PC) allows up to 4 units/building and sometimes up to 8 units/building.

Primary permitted uses within the zone include single-family detached dwellings, new manufactured homes, single-family attached dwellings



units with a maximum of 4 attached units, multi-family dwelling units with buildings containing 2 to 4 units in accordance with development standards, and buildings containing 5 to 8 units are permitted at a ratio of one for every 25 lots created. Accessory permitted uses include but are not limited to garages, recreational vehicle storage, sheds, pools and ADUs. Secondary permitted uses include hobby shops, greenhouses, home occupation, non-commercial gardening and farming, family day care centers, parks, playgrounds, and adult family homes and residential care facilities.

Development standards vary depending on the type of development constructed. Development standards for a single-family detached structure includes minimum lot area of 4,000 square feet, a maximum lot coverage of 35%, and a maximum height of 32' and 2 stories. Development standards for a single-family attached structure includes minimum lot area of 3,000 square feet, a maximum lot coverage of 50%, and a maximum height of 40' and 3 stories. Development standards for a multi-family attached structure includes minimum lot area of 1,600 square feet per unit, a maximum lot coverage of 40%, and a maximum height of 40' and 3 stories. Setback requirements are summarized under LMC 19.18.030G.

Industrial Zone: IBZ

According to LMC 19.25.010, the zone is described as a light industrial zone that permits a mixture of industrial and commercial uses. The intent of the industrial zones is to provide a location for business and industrial uses in order to provide employment opportunities to the residents of the City of Lynden and surrounding area. From each use located therein there shall be a minimum of air pollution, air contamination, emission of odor, gases, noise, and the origin of sewage wastes which shall be controlled in accordance with the standards contained in this chapter, (LMC 19.25.020).

Primary permitted uses within the zone include wholesaling and warehouses, industrial parks, business parks, retail sales, medical and dental laboratories, restaurants, mini-storage facilities, hospitals, veterinary clinics and laboratories, kennels, and equipment rentals.

Development standards are summarized under LMC 19.25.060.

Commercial Overlay

A small area is zoned RM-3 with a Commercial Overlay. According to LMC 19.18.050 A. The purpose of the Commercial Overlay is to provide opportunities for a variety of primary permitted uses in key locations. Commercial uses may be established under the following conditions:

1. Uses are subject to the development and setback standards for the underlying zoning.
2. Parking standards per LMC 19.51 must be met; however, up to 50% of the required surface parking may be shared between commercial



and residential uses which occupy the same structure if commercial uses are not considered nighttime uses per 19.51.090.

3. Commercial structures are subject to applicable design standards and the approval of the Design Review Board.

Airport Overlay

The purpose of the Airport Overlay zone is to protect the lives and property of people who live or work in the vicinity of the airport, and the aircraft pilots and their passengers, by regulating the land use and the height of structures and trees to prevent the establishment of airport hazards, restricting the establishment of incompatible land uses near the airport, and requiring the marking and lighting of new and existing obstructions within the AO zone.

Permitted uses per LMC 19.55.030 are the following:

1. Landing, take-off, and flight of private aircraft by licensed pilots.
2. Business incidental to and necessary for airport operations including: airport offices, public restrooms, hangars, gas and oil sales, for aircraft only, and light repair shops. (Providing however, that these uses take place in an area with an underlying zone of IBZ.)
3. Residentially based aircraft and hangars, providing however, that no repair work is done except exchange of parts and maintenance requiring no open flame, welding or the use of a Class I or II liquids as defined by the International Fire Code. This use may only occur where the underlying zone is RS-100.

Improvements requiring setbacks of 95 feet to the runway centerline include residential dwelling units, office space, fueling facilities or repair shops. Aircraft hangars and tie down facilities shall not be located closer than 75 feet to the runway centerline. Additional zoning requirements can be found under LMC 19.55.

Senior Overlay

The purpose of the Senior Overlay zone is to provide the opportunity for development to accommodate a specific user and develop to standards specific to the overlay. Requirements within this zone include the following:

1. A range of units or rooms per building are permitted; however, the entire Pepin Creek Subarea is limited to a maximum of three hundred total units.
2. Utilization of the senior overlay standards requires the creation and recording of an associated plat or planned residential development (PRD). The use of the senior overlay must be indicated on the face of the plat.



3. All multi-family dwellings that contain more than four units per building within the senior overlay must be age restricted to persons age fifty-five and older through a recorded covenant.
4. Any development within the senior overlay that is developed at densities above the maximum density allowed in the underlying zoning must be restricted, on the face of the plat, to persons age fifty-five and older.

Primary permitted uses within the zone include multi-family dwelling units, attached single-family units with up to 4 units attached, detached single-family dwelling units, new manufactured homes, and care facilities including nursing homes and assisted living facilities. Accessory permitted uses include garages, sheds, pools and ADUs.

Secondary permitted uses include hobby shops, greenhouses, home occupation, non-commercial gardening and farming, adult day care centers, parks, playgrounds, and adult family homes and residential care facilities.

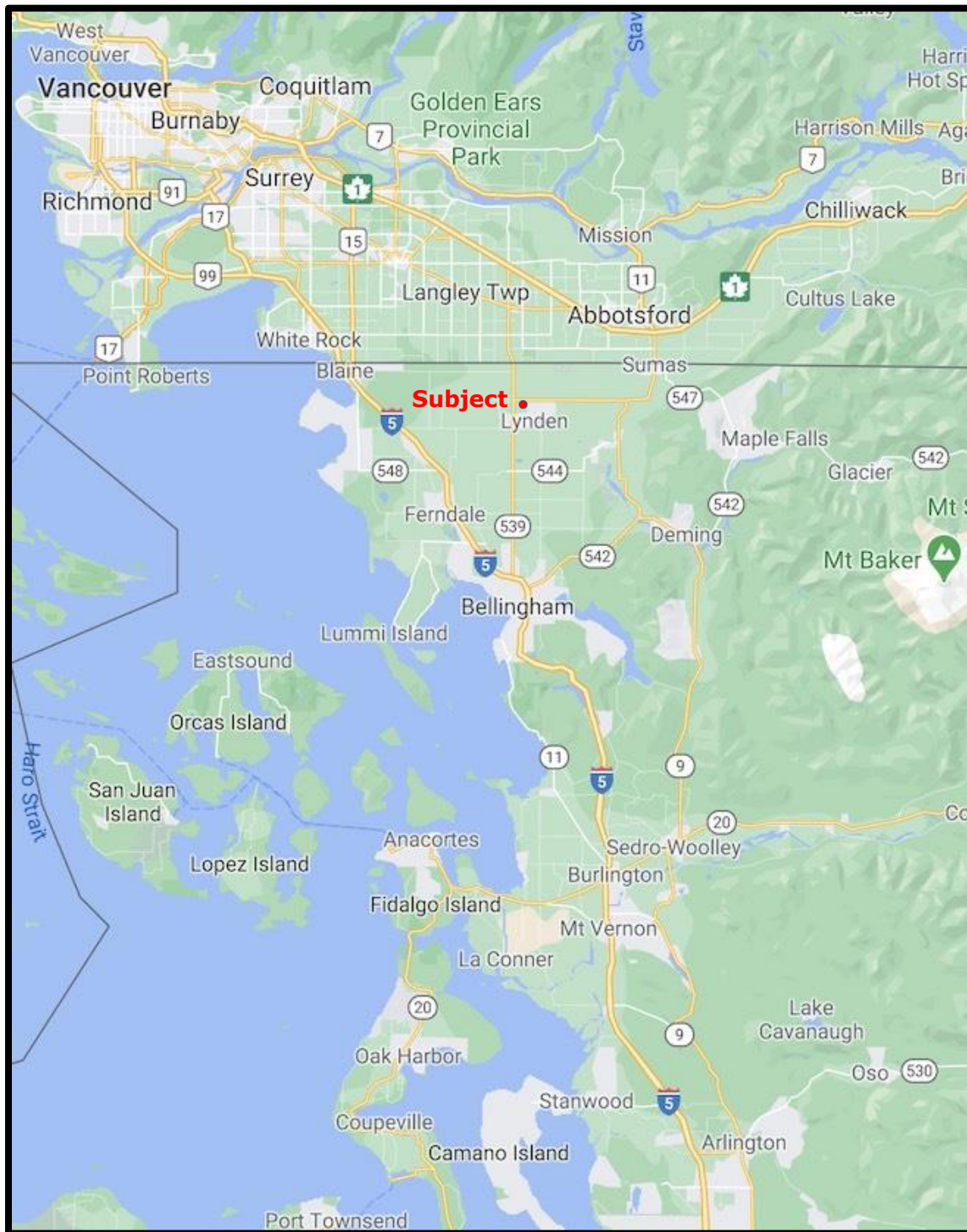
Development standards vary depending on the type of development constructed. Development standards and setback requirements are summarized under LMC 19.18.040.

Marketing/Exposure Time

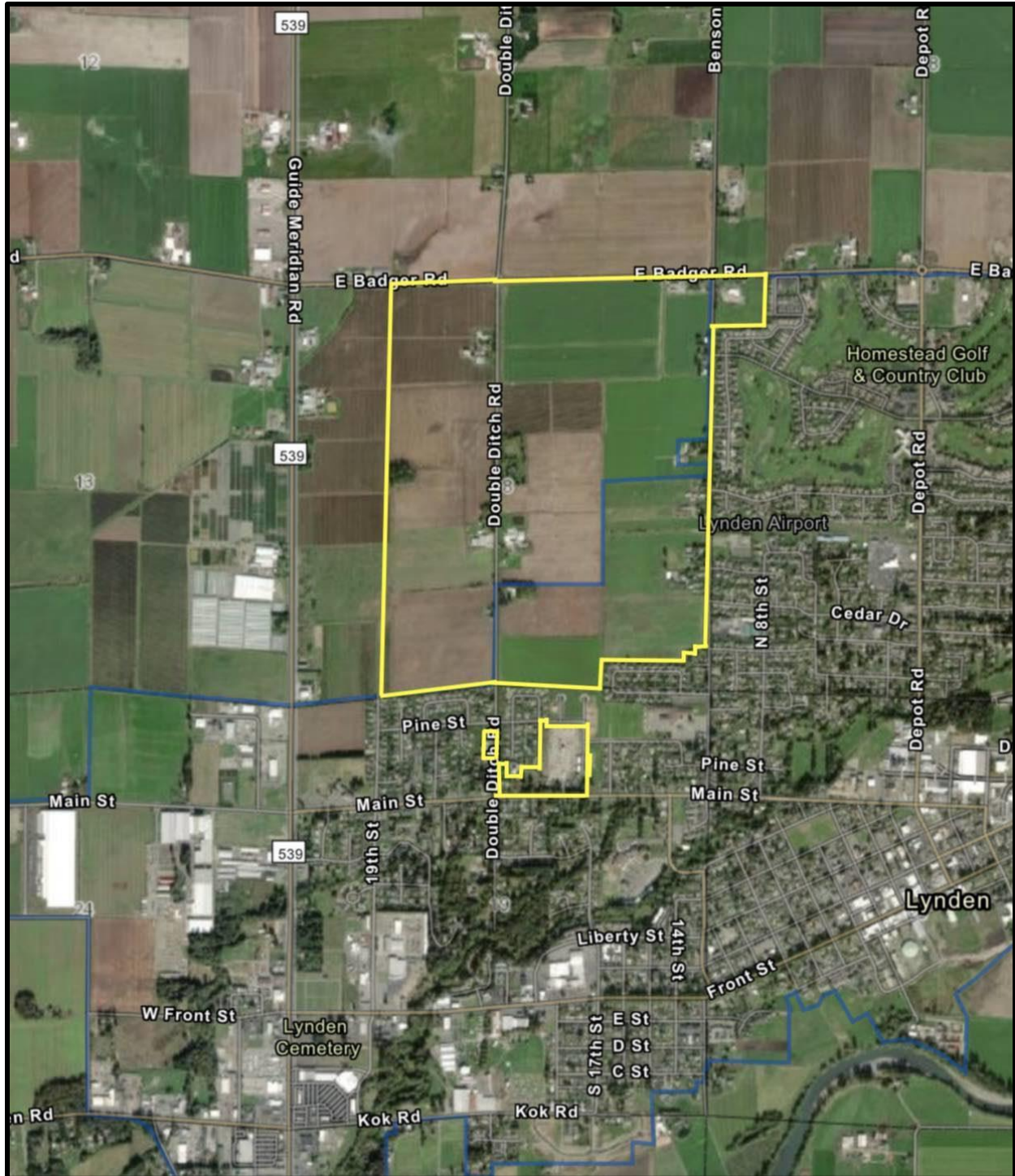
An exposure time (or period) is the estimated length of time the property interest being appraised would have been offered on the market prior to the hypothetical consummation of a sale at market value on the effective date of the appraisal. Marketing time is the time it takes a property to sell on the market *subsequent* to the date of an appraisal. A primary difference between "exposure time" and "marketing time" is that an exposure period is historical – it is the estimated length of time the property has been offered on the market *prior* to a hypothetical sale at market value as of the effective appraisal date – while marketing time is a future event.

Considering the exposure periods for the comparable sales, together with discussions with brokers and investors knowledgeable of this property type, the exposure and marketing period for property similar to the subject parcels in most attributes, including size, is estimated at three to nine months at market value.

Location Map

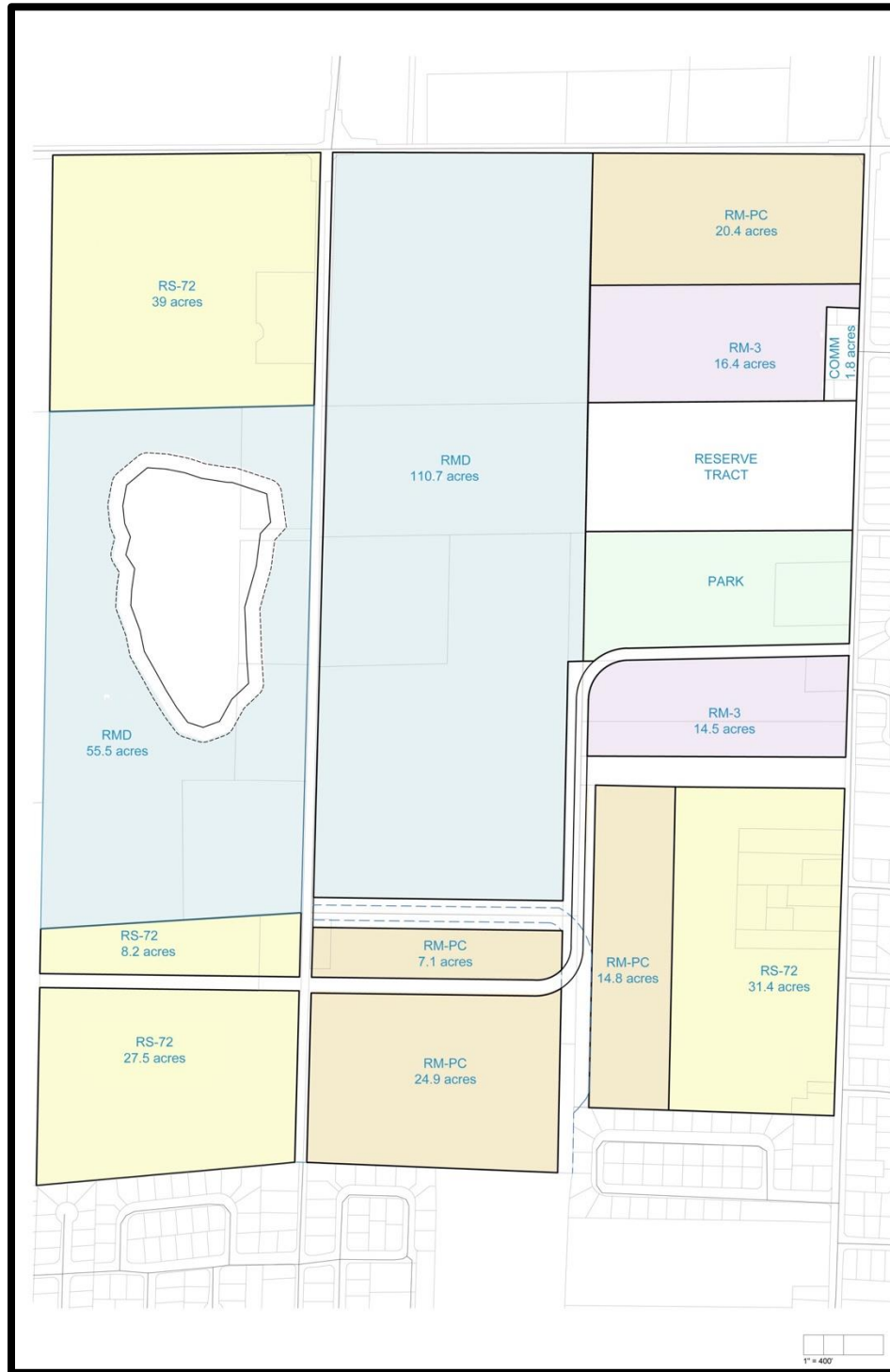


Aerial & Vicinity Photograph

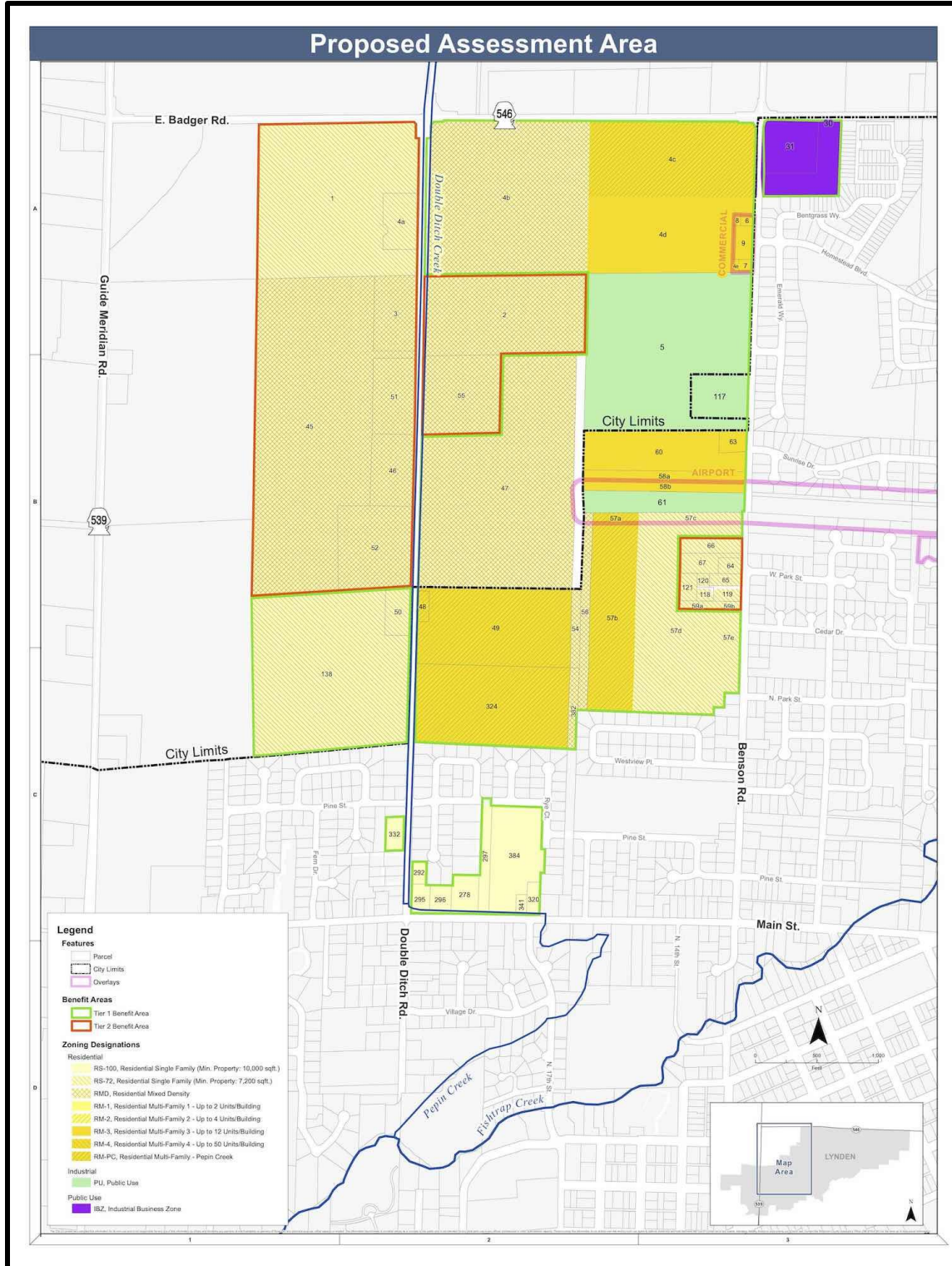




Area Calculation/Zoning Map - Main Undeveloped Area



LID Boundary/Parcel Identification Map





Project Overview

The City of Lynden formed the Pepin Creek Lite Project to address the environmental and land use considerations within the proposed LID area, which is located in the northwestern portion of the City of Lynden and adjacent UGA (urban growth area). The Pepin Creek Lite Project includes plans to re-route the majority of creek flow from the east and west ditches on Double Ditch Road, construct new road, Pepin Parkway and Pepin Parkway Bridge over the new creek route, and complete various roadway, utility and pedestrian improvements on surrounding streets.

These projects will resolve the stormwater drainage and related flooding issues in the area, improve local transportation, and prepare the area for residential development. The City of Lynden has already acquired a majority of the land through which the new creek corridor will be routed. To date, 52.37± acres are owned by the City of Lynden, with the remaining land in private ownership. The total cost for the potential LID improvements described herein is currently estimated at \$16,038,800, all of which is to be funded through assessments against assessable property specially benefited by the improvements.

Special Benefit Properties

There are 61 specially benefited tax parcels within the LID, divided into two tiers. Tier 1 consists of 42 parcels; these ownerships have frontage on an improved roadway or otherwise benefit from removal of the existing creek corridor. Tier 2 consists of 19 parcels that benefit from the Pepin Creek Sub Area (PCSA) transportation network and/or flood protection developed in conjunction with the LID improvements. Additional road improvements are needed for future development within Tier 2. Tiers 1 and 2 are illustrated on the LID boundary map on page 16. A list of individual affected properties is presented in the Addenda.

Project Improvement Elements

The Pepin Creek Lite Project improvements and costs were determined and estimated by Reichhardt & Ebe Engineering Inc., for the City of Lynden. Nine improvement projects (selected from a total list of 13 projects) to comprise the LID improvements. Each project included in the LID is numbered and described below, along with the estimated cost (from "Pepin Lite Cost Estimate Summary" located in this report's Addenda).

- 1. Pepin Creek Main Stem..... \$8,135,604**
The main stem of Pepin Creek extends from Main St. north approximately 2,700 ft. and consists of both 75 ft. and 150 ft. corridor sections of Pepin Creek. The design of the main stem of Pepin Creek is taken from the No-Bypass Scenario of the Pepin Creek Scenario evaluation report and is constructed to allow the future extension of Pepin Creek north to Badger Rd. The project is built within City right of way.
- 2. Pepin Creek East/West Connection..... \$1,507,548**
The Pepin Creek East/West connection is a new section of semi-permanent channel, approximately 1,300 ft. long, extending from Double Ditch Rd. to the main stem of Pepin Creek. The project is assumed to be constructed within a new 50 ft-wide corridor to be acquired by the City. The channel is designed as a trapezoidal channel in accordance with the attached exhibit and is assumed to contain limited habitat features necessary to satisfy permit requirements but



recognizing that the east/west connection is not intended as the long-term permanent channel configuration.

3. **Double Ditch Rd. Cross Culvert.....\$792,971**
The Double Ditch Culvert is necessary to connect the existing east and west channels of Double Ditch to the new Pepin Creek East/West Connection project and is the final step to divert water flow into the new Pepin Creek channel. The culvert is estimated as a 60 ft. long, 25 ft. span precast concrete box culvert installed north of proposed Pepin Parkway and at a 45-degree skew angle to Double Ditch Rd. As the culvert is located north of Pepin Parkway, Double Ditch Rd. is assumed to be restored to its current roadway width. Additional right of way is anticipated to be acquired to accommodate the proposed culvert.

4. **Double Ditch Roadway Improvements..... \$5,018,771**
The Double Ditch Roadway improvements extend approximately 2,400 ft. north of Main St. to the future location of Pepin Parkway. The roadway consists of a modified City standard roadway section as shown in the attached roadway section. The existing double ditch roadway centerline is high relative to the surrounding grade and is assumed to be lowered approximately 3 ft on average to better match the surrounding properties. Water and sanitary sewer improvements are assumed to extend the length of the project. Stormwater quality is assumed to be handled via a storm filter or similar device, while flow control will be handled in an oversized "fat pipe." A secondary stormwater conveyance system will also be maintained to handle offsite flow currently draining to Double Ditch. Additional right of way as well as temporary construction easements are anticipated for the project.

5. **Benson Rd. Pedestrian Improvements – North \$355,584**
The Benson Rd. Pedestrian Improvements is modeled after the recently completed Line Rd. Pedestrian Improvements project. The overall project length is approximately 1,150 ft. and extends from W. Park St., north to the future location of the Benson Rd. and Pepin Parkway intersection. The pedestrian improvements will consist of a paved 6 ft. wide shoulder separated from the traveled way with an extruded curb. The path will switch from the east to the west side of Benson Rd. in the vicinity of the airport, due to the existing Benson Rd. ditch. North of the airport, the pedestrian path will require the enclosure of an existing small drainage ditch. The project is built within City right of way.

6. **Benson Roadway Improvements.....\$4,783,914**
The Benson Rd. improvements extend approximately 2,550 ft. from the future Pepin Parkway, north to Badger Rd. and utilize the same modified City standard roadway section as used for Double Ditch Rd. The finished grade of Benson Rd. is lowered approximately 1 ft. compared to the existing profile. Water and sanitary sewer improvements are assumed to extend the length of the improvements. Stormwater quality and flow control are handled via a wet pond. The east side of Benson Rd. is largely improved with residential properties, and thus the additional right of way is assumed to be acquired to the west.

7. **Pepin Parkway Bridge \$2,651,111**
The Pepin Parkway Bridge project consists of a new single span precast concrete



girder bridge to be constructed where Pepin Creek will cross Pepin Parkway. The structure is assumed to be equivalent to the Main St. Bridge as discussed above. No roadway restoration or roadway improvements are assumed at this location since the bridge will be constructed prior to the construction of Pepin Parkway. The project is built within right of way to be acquired for the Pepin Parkway improvements.

8. **Pepin Parkway Roadway Improvements \$5,881,938**

The Pepin Parkway Improvements are the last of the major roadway improvements necessary to facilitate traffic circulation within the Pepin Creek Subarea and is approximately 3,775 ft. in length extending from Double Ditch Rd. to Benson Rd. As with Double Ditch Rd. and Benson Rd., the modified City roadway standard is used for Pepin Parkway. The roadway will be constructed in right of way acquired by the City to complete the project. Water and sanitary sewer improvements are assumed to extend the length of the project. Stormwater quality and flow control are assumed to be handled via a wet pond.

9. **Main St. / Double Ditch Rd. Intersection Improvements \$1,343,712**

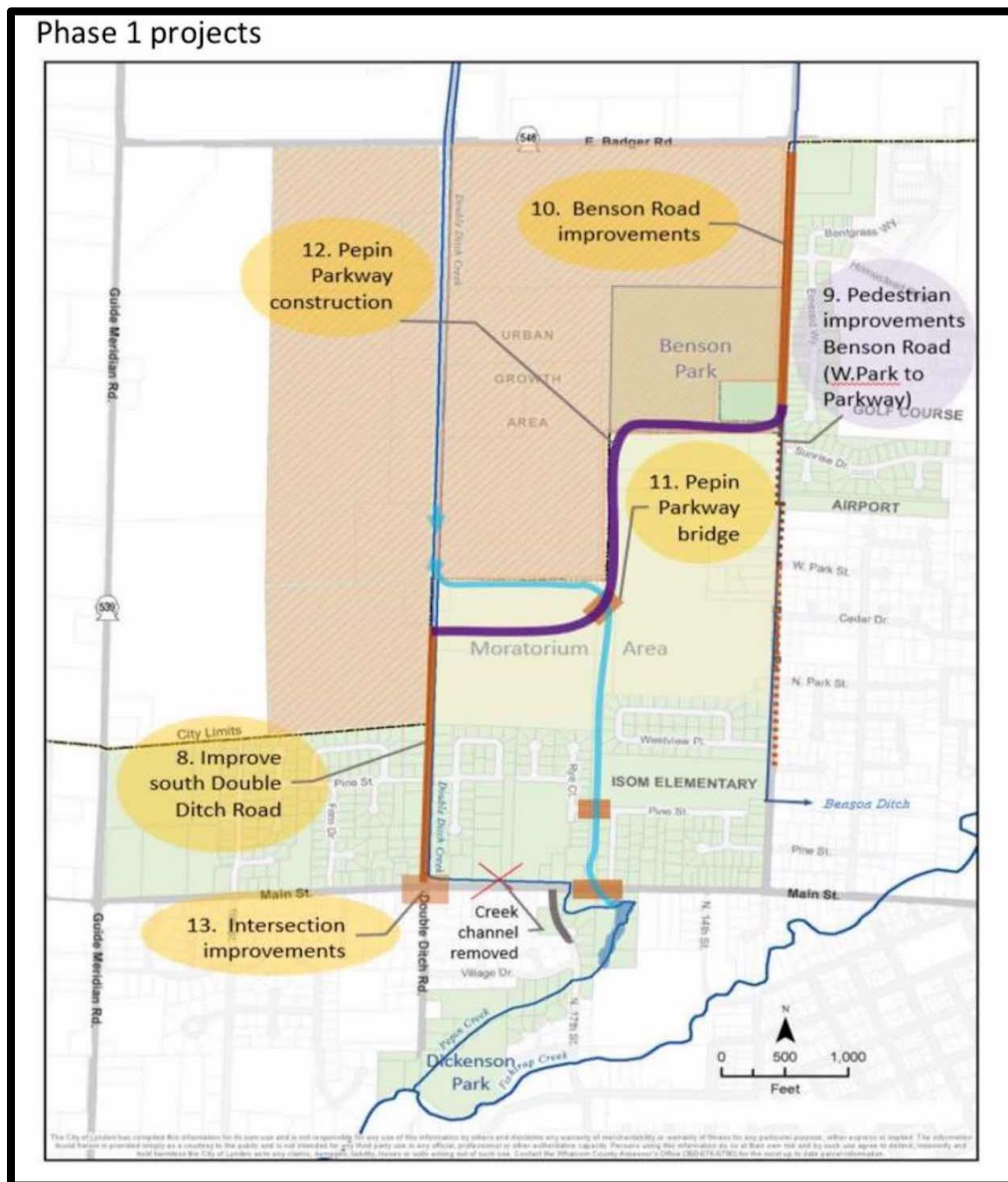
The final project for the Pepin Lite concept is improvements to the Main St. and Double Ditch Rd. intersection. These improvements are assumed to be necessary as a result of increased traffic from development occurring in the Pepin Creek Subarea. This project may not be necessary until sometime in the future after volumes have increased to warrant the improvements. Left turn lanes are added to all four legs of the intersection, while sidewalk and buffers are added on Double Ditch Rd. were none currently exist. The proposed channelization fits within the existing roadway section on Main St., thus only channelization striping changes are anticipated on Main St. Double Ditch Rd. will be widened to accommodate the proposed roadway section and additional right of way will be necessary on both the north and south legs of the intersection. The intersection is assumed to be stop controlled for the purposes of this estimate but will be capable of accommodating a future signal if warranted by traffic volumes.

[Project Phases](#)

The projects will be completed in two phases, as illustrated in the following charts and corresponding maps:

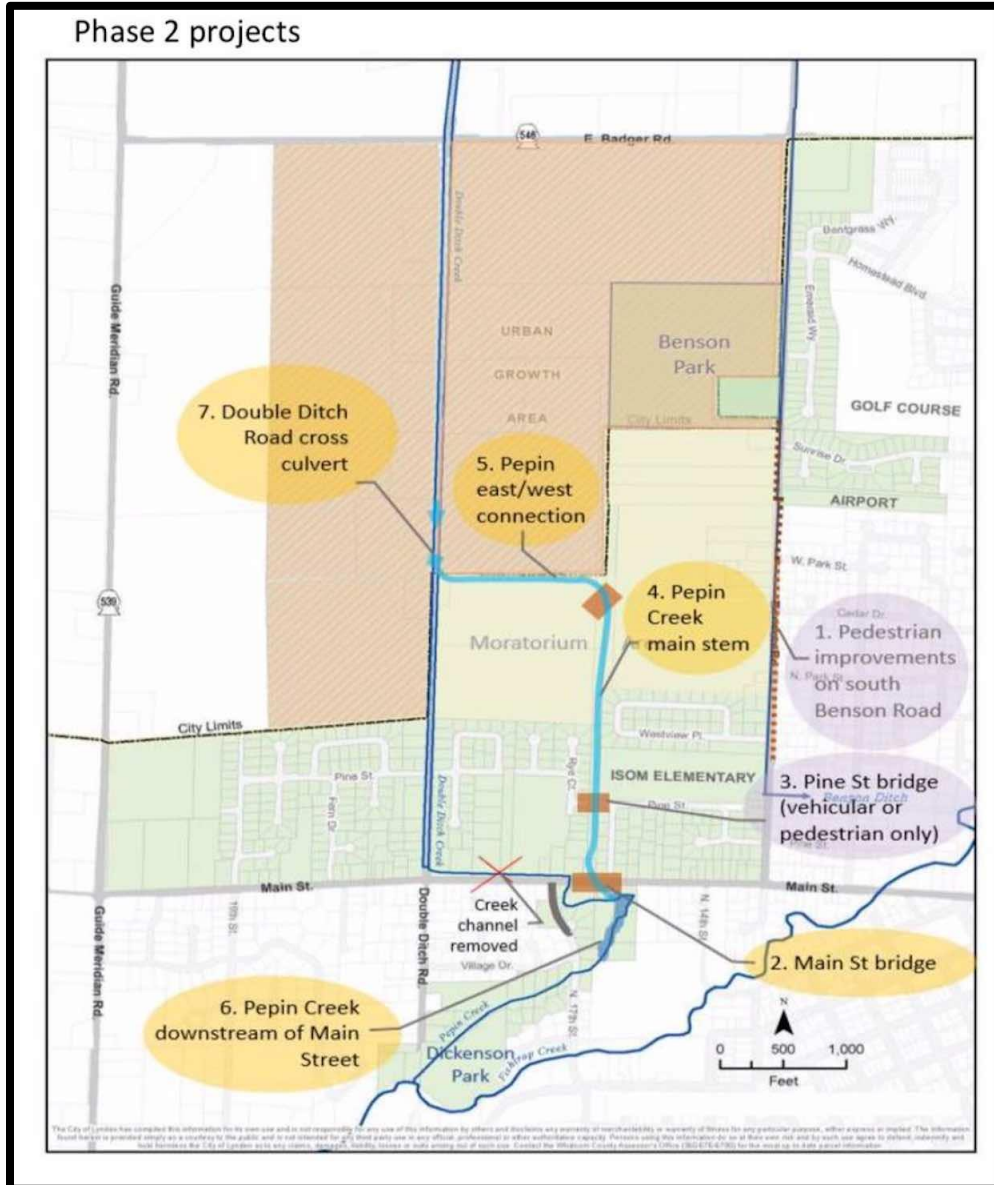
Phase 1 - LID Proposed Improvement Projects

Project #	Improvement
8	Double Ditch Roadway Improvements
9	Benson Rd. Pedestrian Improvements – North
10	Benson Roadway Improvements
11	Pepin Parkway Bridge
12	Pepin Parkway Roadway Improvements
13	Main St. / Double Ditch Rd. Intersection Improvements

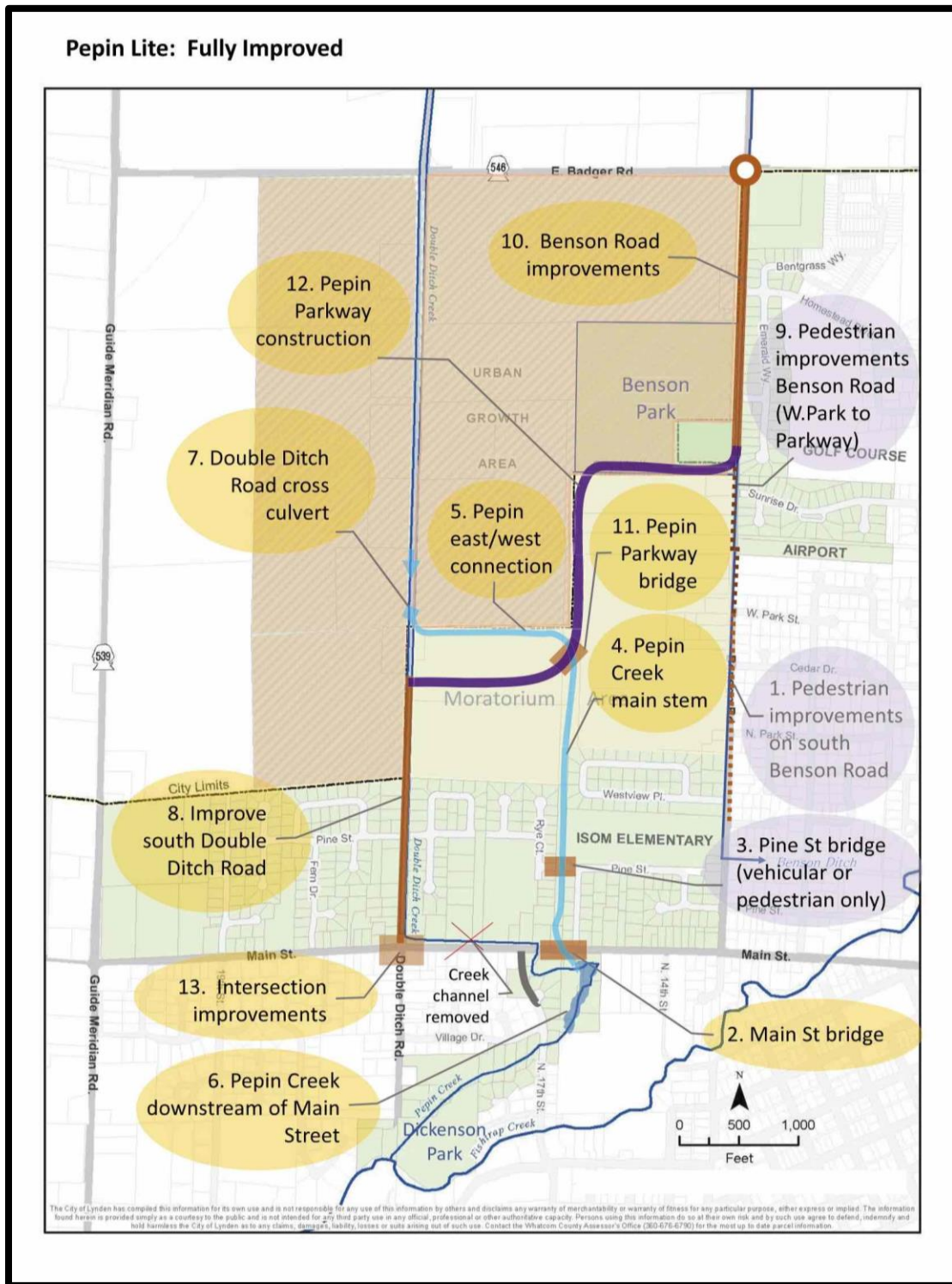


Phase 2 - LID Proposed Improvement Projects

Project #	Improvement
4	Pepin Creek Main Stem
5	Pepin Creek East / West Connection
7	Double Ditch Rd. Cross Culvert



The completed LID improvements are illustrated below:





Estimated Cost of Improvements

The Pepin Creek Lite LID improvements consists of 9 total projects. The projects and costs were determined and estimated by Reichhardt & Ebe Engineering Inc. for the City of Lynden and are detailed in the “Project Overview” section of this report and in the “*Pepin Lite Cost Estimate Summary*” located in the Addenda. . The proposed LID improvements are listed below:

Pepin Creek Lite LID Proposed Improvements				
Project #	Improvement	Full Estimated Cost	% of Benefit Assigned to LID Properties	Estimated Cost for LID
4	Pepin Creek Main Stem	\$8,136,000	50%	\$4,068,000
5	Pepin Creek East / West Connection	\$1,508,000	100%	\$1,508,000
7	Double Ditch Rd. Cross Culvert	\$793,000	20%	\$158,600
8	Double Ditch Roadway Improvements	\$5,019,000	20%	\$1,003,800
9	Benson Rd. Pedestrian Improvements – North	\$356,000	20%	\$71,200
10	Benson Roadway Improvements	\$4,784,000	20%	\$956,800
11	Pepin Parkway Bridge	\$2,652,000	80%	\$2,121,600
12	Pepin Parkway Roadway Improvements	\$5,882,000	100%	\$5,882,000
13	Main St. / Double Ditch Rd. Intersection Improvements	\$1,344,000	20%	\$268,800
Total		\$30,474,000		\$16,038,800



Highest and Best Use

Highest and best use is defined as:³

The reasonably probable use that produces the most benefit and highest land value at any given time.

As Vacant: Without the Pepin Creek Lite Improvement project, the highest and best use of the RS-72, RMD, RM-3, Commercial Overlay-R-3 and IBZ-zoned land would be for investment hold until sufficient infrastructure is in place to lift moratorium restrictions and allow new development.

With the Pepin Creek Lite project in place, highest and best use would be for phased single family/commercial development over time.

The 9.0± acres of land zoned IBZ is improved with Kulshan Veterinary Hospital, which is an example of the highest and best use as improved, for a portion of the site. There is a considerable amount of excess land surrounding the hospital, which has a highest and best use for future commercial redevelopment with the Pepin Creek project completed.

³ From The Appraisal of Real Estate, Fifteenth Edition, 2020, Appraisal Institute, page 306.



Valuation

The value of the subject property is estimated by relating the basic economic, environmental, governmental, and social forces to the subject property, with particular emphasis on the interaction of supply and demand as analyzed in the marketplace.

Three basic approaches to valuation are typically utilized to derive estimates of the subject property's value when market data is available to provide a reliable indication of value by each approach. These are the Cost Approach, Income Approach and Market Data or Sales Comparison Approach. All three approaches are typically used for valuing improved properties when reliable market data is available. From each approach used, a value is indicated that is derived from the comparative analysis of the relationship of the market data to the subject property. Because the majority of land has a highest and best use for re-development the Sales Comparison Approach is utilized with the analysis.

Sales Comparison Approach to Value

The Sales Comparison Approach entails comparison of features and parameters of recently-sold properties, with adjustments to the sale price for differences between the comparable sale and subject property to reflect an indication of market value to the overall subject property.

Land Value - Direct Comparison

To estimate the most probable market value of the subject land, as if vacant, direct comparison is made with sales of property having similar characteristics. This direct comparison approach is based on the principle that a prudent purchaser/investor would pay no more for a given property than the cost of acquiring an alternative property with the same utility.

A direct unit comparison, adjusted for variation in market conditions, location, size, access, zoning (density restrictions) and utilities, factors into the adjustment process, both without and with the Pepin Creek Lite project assumed completed.

Based on review of market sales both with and without the Pepin Creek project, our analysis is summarized below. For the scenario "with the LID", a residual analysis was also completed, which looked at probable finished lot values. Next, infrastructure cost (internal roads/utilities), mitigation costs, fill costs, profit and absorption risk were deducted to arrive at estimates of "raw" land values.

As discussed in the transmittal letter that begins this report, there is strong current demand and a limited supply of developable residential land in the Lynden market area. A challenging aspect of this analysis, necessitating a relatively wide range in estimated special benefit, is due to several issues. First, as reflected in the Berk Consulting memorandum, development density varies considerably among the various zoning designations; therefore, it is shown in the analysis, and table below, as both a concluded maximum and a theoretical midrange. Lot size (allowable development density) impacts what the market will pay for individual lots. Larger (10,000+ SF) lots typically sell for more than smaller 6,000± to 8,000± SF lots.

In addition to lot values (selling prices), probable absorption rates are impacted in the marketplace based on development density. Secondly, development costs to be borne by the



property owner are extremely difficult to quantify. For example, fill material at a thickness of two feet is assumed to be needed for building construction, which will considerably increase the individual lot development costs. Additionally, in order for parcels in the Tier 2 area to be developed, additional new road construction extending south from Badger Road connecting to the intersection of newly constructed Pepin Parkway and Double Ditch Road will be needed. A large area of wetlands is located within the Tier 2 area; costs/risk associated with this type of infrastructure expenditure and market timing of development are likewise difficult to quantify.

Based on the investigation conducted and subsequent analysis of all relevant data, the estimated ranges in special benefit (total increase in market value of the individual subject parcels), as of November 12, 2020, are shown below.

Zoning Classification	Special Benefit - Estimated Ranges						
	Area (Acres)	Special Benefit Low	Special Benefit High	Density (Dus) Mid-Range	Density (Dus) Max-Range	Special Benefit/Unit Low	Special Benefit/Unit High
RS-72-Tier 1	59.37	\$2,400,000	\$3,500,000	238	255	\$10,084	\$13,725
RS-72-Tier 2	34	\$1,300,000	\$2,000,000	136	145	\$9,559	\$13,793
Total RS-72	93.37	\$3,700,000	\$5,500,000	374			
RMD-Tier 1	52.07	\$1,200,000	\$2,500,000	260	390	\$4,615	\$6,410
RMD-Tier 2	75	\$1,500,000	\$2,500,000	375	562	\$4,000	\$4,448
Total RMD	127.07	\$2,700,000	\$5,000,000				
RM-3-Tier 1	27.19	\$1,400,000	\$2,300,000	205	307	\$6,829	\$7,492
RM-PC-Tier 1	59.14	\$2,000,000	\$4,500,000	355	532	\$5,634	\$8,459
Commercial Overlay RM-3-IBZ-Tier 1	10.61	\$800,000	\$1,100,000	NA	NA	NA	NA
RS-100 Developable Land-Tier 1	<u>15.6</u>	<u>\$400,000</u>	<u>\$800,000</u>	62	62	\$6,452	\$12,903
Total	332.98	\$11,000,000	\$19,200,000				

Given that portion of the total project cost to be funded by an LID of \$16,040,000±, it would be marginal or not economically feasible. Under Washington State legal statutes, an LID assessment levied against a parcel cannot be more than the estimated special benefit to that parcel. Typically, LID projects with a cost/benefit ratio of approximately 50% to 75% are economically viable and provide sufficient incentive for property owners to participate in formation of the LID.



Certification of Value

I, the undersigned, do hereby certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report and upon which the opinions herein are based are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions
- I have no interest, either present or prospective in the property that is the subject of this report, and no personal interest with respect to the parties involved.
- I have no bias with respect to the subject property, or to the parties involved.
- My engagement in this assignment was in no way contingent upon developing or reporting predetermined results, nor was it based on a requested minimum valuation, a specific value, or the approval of a loan.
- My compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this appraisal.
- The reported analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics & Standards of Professional Appraisal Practice of the Appraisal Institute, which include the Uniform Standards of Professional Appraisal Practice.
- I have not performed valuation or consulting services on this property in the past three years.
- I have made a personal inspection of the subject property.
- Colleen Fewel provided real property appraisal assistance to the person signing this certification, with the exception of the person(s) shown on additional certification(s), if enclosed.
- The use of this report is subject to the requirements of the Appraisal Institute relating to review by its duly authorized representatives.
- As of the date of this report, I have completed the continuing education program of the Appraisal Institute.

Robert J. Macaulay, MAI
State Certification No. 27011-1100517



General Assumptions and Limiting Conditions

This appraisal is subject to the following limiting conditions:

1. The legal description – if furnished to us – is assumed to be correct.
2. No responsibility is assumed for legal matters, questions of survey or title, soil or subsoil conditions, engineering, availability or capacity of utilities, or other similar technical matters. The appraisal does not constitute a survey of the property appraised. All existing liens and encumbrances have been disregarded and the property is appraised as though free and clear, under responsible ownership and competent management unless otherwise noted.
3. Unless otherwise noted, the appraisal will value the property as though free of contamination. ABS Valuation will conduct no hazardous materials or contamination inspection of any kind. It is recommended that the client hire an expert if the presence of hazardous materials or contamination poses any concern.
4. The stamps and/or consideration placed on deeds used to indicate sales are in correct relationship to the actual dollar amount of the transaction.
5. Unless otherwise noted, it is assumed there are no encroachments, zoning violations or restrictions existing in the subject property.
6. The appraiser is not required to give testimony or attendance in court by reason of this appraisal, unless previous arrangements have been made.
7. Unless expressly specified in the engagement letter, the fee for this appraisal does not include the attendance or giving of testimony by Appraiser at any court, regulatory, or other proceedings, or any conferences or other work in preparation for such proceeding. If any partner or employee of ABS Valuation is asked or required to appear and/or testify at any deposition, trial, or other proceeding about the preparation, conclusions or any other aspect of this assignment, client shall compensate Appraiser for the time spent by the partner or employee in appearing and/or testifying and in preparing to testify according to the Appraiser's then current hourly rate plus reimbursement of expenses.
8. The values for land and/or improvements, as contained in this report, are constituent parts of the total value reported and neither is (or are) to be used in making a summation appraisal of a combination of values created by another appraiser. Either is invalidated if so used.
9. The dates of value to which the opinions expressed in this report apply are set forth in this report. We assume no responsibility for economic or physical factors occurring at some point at a later date, which may affect the opinions stated herein. The forecasts, projections, or operating estimates contained herein are based on current market conditions and anticipated short-term supply and demand factors and are subject to change with future conditions.



10. The sketches, maps, plats and exhibits in this report are included to assist the reader in visualizing the property. The appraiser has made no survey of the property and assumed no responsibility in connection with such matters.
11. The information, estimates and opinions, which were obtained from sources outside of this office, are considered reliable. However, no liability for them can be assumed by the appraiser.
12. Possession of this report, or a copy thereof, does not carry with it the right of publication. Neither all, nor any part of the content of the report, or copy thereof (including conclusions as to property value, the identity of the appraisers, professional designations, reference to any professional appraisal organization or the firm with which the appraisers are connected), shall be disseminated to the public through advertising, public relations, news, sales, or other media without prior written consent and approval.
13. No claim is intended to be expressed for matters of expertise that would require specialized investigation or knowledge beyond that ordinarily employed by real estate appraisers. We claim no expertise in areas such as, but not limited to, legal, survey, structural, environmental, pest control, mechanical, etc.
14. This appraisal was prepared for the sole and exclusive use of the client for the function outlined herein. Any party who is not the client or intended user identified in the appraisal or engagement letter is not entitled to rely upon the contents of the appraisal without express written consent of ABS Valuation and Client. The Client shall not include partners, affiliates, or relatives of the party addressed herein. The appraiser assumes no obligation, liability or accountability to any third party.
15. Distribution of this report is at the sole discretion of the client, but third-parties not listed as an intended user on the face of the appraisal or the engagement letter may not rely upon the contents of the appraisal. In no event shall client give a third-party a partial copy of the appraisal report. We will make no distribution of the report without the specific direction of the client.
16. This appraisal shall be used only for the function outlined herein, unless expressly authorized by ABS Valuation.
17. This appraisal shall be considered in its entirety. No part thereof shall be used separately or out of context.
18. Unless otherwise noted in the body of this report, this appraisal assumes that the subject property does not fall within the areas where mandatory flood insurance is effective. Unless otherwise noted, we have not completed nor have we contracted to have completed an investigation to identify and/or quantify the presence of non-tidal wetland conditions on the subject property. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.



19. The flood maps are not site specific. We are not qualified to confirm the location of the subject property in relation to flood hazard areas based on the FEMA Flood Insurance Rate Maps or other surveying techniques. It is recommended that the client obtain a confirmation of the subject's flood zone classification from a licensed surveyor.
20. If the appraisal is for mortgage loan purposes 1) we assume satisfactory completion of improvements if construction is not complete, 2) no consideration has been given for rent loss during rent-up unless noted in the body of this report, and 3) occupancy at levels consistent with our "Income and Expense Projection" are anticipated.
21. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures which would render it more or less valuable. No responsibility is assumed for such conditions or for engineering which may be required to discover them.
22. Our inspection included an observation of the land and improvements thereon only. It was not possible to observe conditions beneath the soil or hidden structural components within the improvements. We inspected the buildings involved, and reported damage (if any) by termites, dry rot, wet rot, or other infestations as a matter of information, and no guarantee of the amount or degree of damage (if any) is implied. Condition of heating, cooling, ventilation, electrical and plumbing equipment is considered to be commensurate with the condition of the balance of the improvements unless otherwise stated. Should the client have concerns in these areas, it is the client's responsibility to order the appropriate inspections. The appraiser does not have the skill or expertise to make such inspections and assumes no responsibility for these items.
23. This appraisal does not guarantee compliance with building code and life safety code requirements of the local jurisdiction. It is assumed that all required licenses, consents, certificates of occupancy or other legislative or administrative authority from any local, state or national governmental or private entity or organization have been or can be obtained or renewed for any use on which the value conclusion contained in this report is based unless specifically stated to the contrary.
24. When possible, we have relied upon building measurements provided by the client, owner, or associated agents of these parties. In the absence of a detailed rent roll, reliable public records, or "as-built" plans provided to us, we have relied upon our own measurements of the subject improvements. We follow typical appraisal industry methods; however, we recognize that some factors may limit our ability to obtain accurate measurements including, but not limited to, property access on the day of inspection, basements, fenced/gated areas, grade elevations, greenery/shrubbery, uneven surfaces, multiple story structures, obtuse or acute wall angles, immobile obstructions, etc. Professional building area measurements of the quality, level of detail, or accuracy of professional measurement services are beyond the scope of this appraisal assignment.
25. We have attempted to reconcile sources of data discovered or provided during the appraisal process, including assessment department data. Ultimately, the measurements that are deemed by us to be the most accurate and/or reliable are used within this report. While the measurements and any accompanying sketches are



considered to be reasonably accurate and reliable, we cannot guarantee their accuracy. Should the client desire a greater level of measuring detail, they are urged to retain the measurement services of a qualified professional (space planner, architect or building engineer). We reserve the right to use an alternative source of building size and amend the analysis, narrative and concluded values (at additional cost) should this alternative measurement source reflect or reveal substantial differences with the measurements used within the report.

26. In the absence of being provided with a detailed land survey, we have used assessment department data to ascertain the physical dimensions and acreage of the property. Should a survey prove this information to be inaccurate, we reserve the right to amend this appraisal (at additional cost) if substantial differences are discovered.
27. If only preliminary plans and specifications were available for use in the preparation of this appraisal, then this appraisal is subject to a review of the final plans and specifications when available (at additional cost) and we reserve the right to amend this appraisal if substantial differences are discovered.
28. Unless otherwise stated in this report, the value conclusion is predicated on the assumption that the property is free of contamination, environmental impairment or hazardous materials. Unless otherwise stated, the existence of hazardous material was not observed by the appraiser and the appraiser has no knowledge of the existence of such materials on or in the property. The appraiser, however, is not qualified to detect such substances. The presence of substances such as asbestos, urea-formaldehyde foam insulation, or other potentially hazardous materials may affect the value of the property. No responsibility is assumed for any such conditions, or for any expertise or engineering knowledge required for discovery. The client is urged to retain an expert in this field, if desired.
29. The Americans with Disabilities Act ("ADA") became effective January 26, 1992. We have not made a specific compliance survey of the property to determine if it is in conformity with the various requirements of the ADA. It is possible that a compliance survey of the property, together with an analysis of the requirements of the ADA, could reveal that the property is not in compliance with one or more of the requirements of the Act. If so, this could have a negative effect on the value of the property. Since we have no direct evidence relating to this issue, we did not consider possible noncompliance with the requirements of ADA in developing an opinion of value.
30. This appraisal applies to the land and building improvements only. The value of trade fixtures, furnishings, and other equipment, or subsurface rights (minerals, gas, and oil) were not considered in this appraisal unless specifically stated to the contrary.
31. No changes in any federal, state or local laws, regulations or codes (including, without limitation, the Internal Revenue Code) are anticipated, unless specifically stated to the contrary.
32. Any income and expense estimates contained in the appraisal report are used only for the purpose of estimating value and do not constitute prediction of future operating



results. Furthermore, it is inevitable that some assumptions will not materialize and that unanticipated events may occur that will likely affect actual performance.

33. Any estimate of insurable value, if included within the scope of work and presented herein, is based upon figures developed consistent with industry practices. However, actual local and regional construction costs may vary significantly from our estimate and individual insurance policies and underwriters have varied specifications, exclusions, and non-insurable items. As such, we strongly recommend that the Client obtain estimates from professionals experienced in establishing insurance coverage. This analysis should not be relied upon to determine insurance coverage and we make no warranties regarding the accuracy of this estimate.
34. The data gathered in the course of this assignment (except data furnished by the Client) shall remain the property of the Appraiser. The appraiser will not violate the confidential nature of the appraiser-client relationship by improperly disclosing any confidential information furnished to the appraiser. Notwithstanding the foregoing, the Appraiser is authorized by the client to disclose all or any portion of the appraisal and related appraisal data to appropriate representatives of the Appraisal Institute if such disclosure is required to enable the appraiser to comply with the Bylaws and Regulations of such Institute now or hereafter in effect.
35. You and ABS Valuation both agree that any dispute over matters in excess of \$5,000 will be submitted for resolution by arbitration. This includes fee disputes and any claim of malpractice. The arbitrator shall be mutually selected. If ABS Valuation and the client cannot agree on the arbitrator, the presiding head of the Local County Mediation & Arbitration panel shall select the arbitrator. Such arbitration shall be binding and final. In agreeing to arbitration, we both acknowledge that, by agreeing to binding arbitration, each of us is giving up the right to have the dispute decided in a court of law before a judge or jury. In the event that the client, or any other party, makes a claim against ABS Valuation or any of its employees in connections with or in any way relating to this assignment, the maximum damages recoverable by such claimant shall be the amount actually received by ABS Valuation for this assignment, and under no circumstances shall any claim for consequential damages be made.
36. ABS Valuation shall have no obligation, liability, or accountability to any third party. Any party who is not the "client" or intended user identified on the face of the appraisal or in the engagement letter is not entitled to rely upon the contents of the appraisal without the express written consent of ABS Valuation. "Client" shall not include partners, affiliates, or relatives of the party named in the engagement letter. Client shall hold ABS Valuation and its employees harmless in the event of any lawsuit brought by any third party, lender, partner, or part-owner in any form of ownership or any other party as a result of this assignment. The client also agrees that in case of lawsuit arising from or in any way involving these appraisal services, client will hold ABS Valuation harmless from and against any liability, loss, cost, or expense incurred or suffered by ABS Valuation in such action, regardless of its outcome.
37. Acceptance and/or use of this appraisal report constitutes acceptance of the foregoing general assumptions and limiting conditions.



38. The global outbreak of a “novel coronavirus” (known as COVID-19) was officially declared a pandemic by the World Health Organization (WHO). It is currently unknown what direct, or indirect, effect, if any, this event may have on the national economy, the local economy or the market in which the subject property is located. The reader is cautioned, and reminded that the conclusions presented in this appraisal report apply only as of the effective date(s) indicated. The appraiser makes no representation as to the effect on the subject property of this event, or any event, subsequent to the effective date of the appraisal.



Addenda

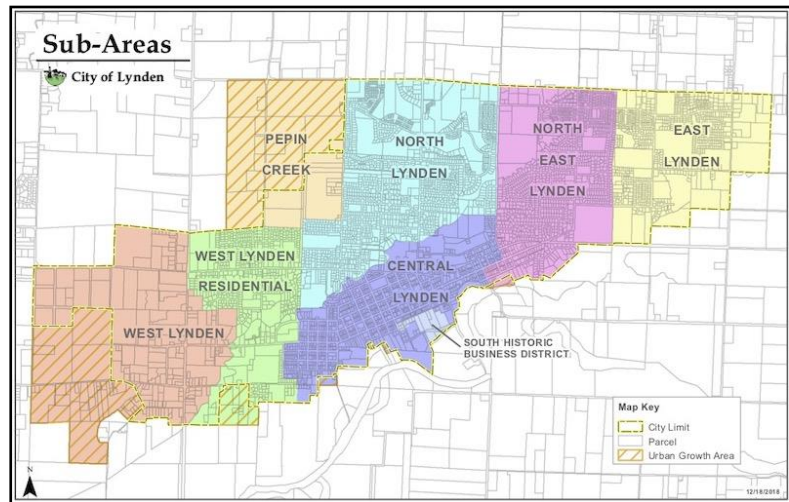
Market Area
Cost Estimate Summary
Parcels Within Proposed LID Boundary – Tiers 1 and 2
Qualifications

Market Area

A piece of property is an integral part of its neighborhood. An appraisal must consider the environmental, governmental, social and economic forces currently influencing the district to ascertain probable trends and the neighborhood's influence on the subject property.

Boundaries

The subject market area is known as the Pepin Creek Subarea (PCSA) neighborhood located in northwest area of Lynden. The neighborhood is bounded on the north by the E Badger Road/SR-546; on the west by Benson Road; on the east by the Guide Meridian Road/SR-539 and generally north of Main Street. The neighborhood is primarily rural agricultural land with light single-family residential development and a small commercial area.

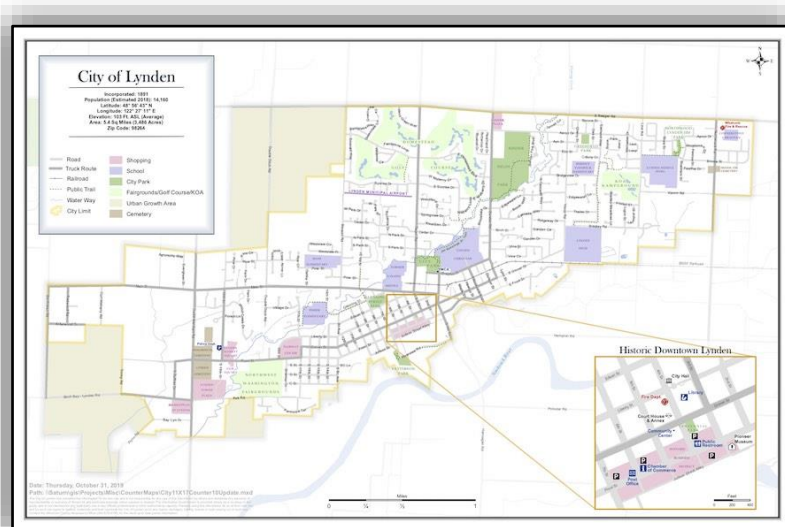


Access, Traffic Flow and Exposure

Access to the subject neighborhood is good. All streets and avenues generally conform to a grid system and run either north-south or east-west. Major north-south arterial connections include Guide Meridian Road/SR-539, a paved, two-lane highway to the west that connects Bellingham, approximately 15 miles to the south, to Canada to the north with a US-Canadian border crossing situated approximately 5 miles north of the subject. Benson Road, a paved, two-lane arterial to the east, connects downtown Lynden to the north Lynden area. E Badger Road/SR-546, a paved, two-lane highway, provides east-west transit from Lynden to the rural northern Washington communities of Delta and Clearbrook. Interstate Highway 5 (I-5) the major north-south connecting highway, is located approximately 10 miles west of the neighborhood.

Land Use

The City of Lynden is located in northwestern Washington State, approximately 5 miles south of the Canadian border in Whatcom County. Lynden is the second largest city after Bellingham in Whatcom County; its 2020 estimated population is 17,127. The City of Lynden was incorporated in 1891 and is the largest Dutch immigrant settlement in Washington State. The city lies within the Nooksack River valley between the Cascade





Mountain Range/Mt. Baker and Puget Sound. The area was established by Dutch settlers as a primarily dairy farming settlement and the good agricultural soils of the area continue to provide excellent agricultural farmland opportunities. The Lynden Municipal Airport (aka Jansen Field) is located east of the subject area on Benson Road.

A variety of recreational opportunities are available in and near Lynden . The city owns and operates 6 parks featuring picnic shelters, barbecue grills, playground equipment, tennis courts and playfields. There are also numerous outdoor trails and Nooksack River access. The Mount Baker Ski Area and various mountain hiking trails are located approximately 50 miles to the east. Homestead Farms Golf Course is a popular golf club and recreation destination near the subject neighborhood, in north Lynden.

Although most have not been held this year due to the coronavirus pandemic, the Lynden community typically organizes a number of special events throughout the year for all ages and interests including the Northwest Raspberry Festival, Farmer’s Day Parade and the Northwest Washington Fair.

Population

Below is a summary of population trends for Washington State, Whatcom County, the City of Lynden and surrounding municipalities.

Population					
Area	2010	Annual % Change 2010-2015	2015	Annual % Change 2015-2020	2020
Washington	5,894,121	2.8%	6,724,540	3.0%	7,741,427
Whatcom County	201,140	0.9%	209,790	1.7%	228,000
Bellingham	80,885	0.7%	83,580	1.9%	91,610
Blaine	4,684	0.9%	4,905	2.5%	5,520
Everson	2,483	0.8%	2,580	2.2%	2,860
Ferndale	11,415	2.6%	12,920	2.6%	14,600
Lynden	11,951	1.9%	13,090	2.6%	14,800
Nooksack	1,338	1.8%	1,460	2.5%	1,645
Sumas	1,319	2.2%	1,467	2.7%	1,665

Source: State of Washington Office of Financial Management, October 2020

Single-Family Residential Market

Below is a summary of residential sales activity from the Northwest Multiple Listing Service (NWMLS) for Whatcom County, followed by the greater Lynden area (MLS Area 885). For Whatcom County overall, the median home price increased 9.1% from the previous year (2019) although prices fell an average of 1.5% in Lynden and surroundings. Residential sale prices have steadily increased year over year since 2015 and the average number of days on the market has significantly decreased, reflecting generally strong demand for residential properties in the subject area, as shown by the data in the table below.

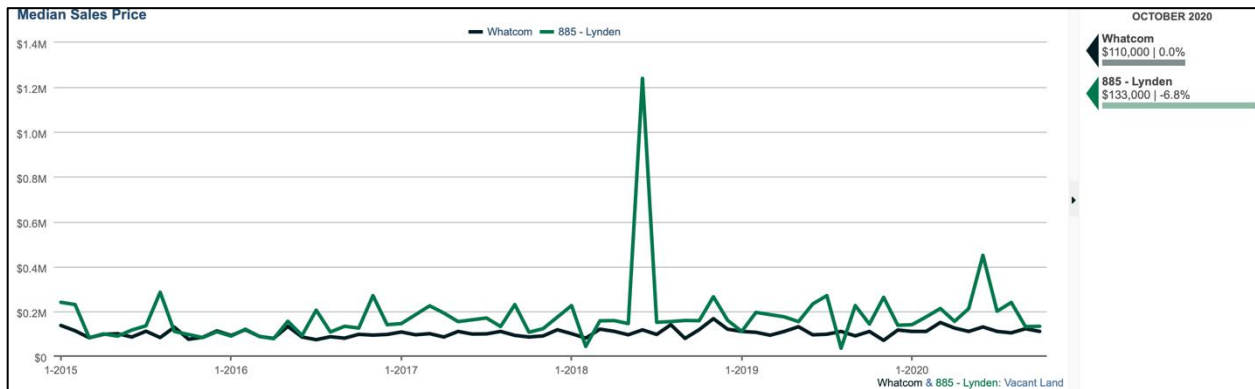


NWMLS Residential Market Statistics					
	Year	Total Units Sold	Median Price	Yearly % Change	Average Days on Market
<i>Whatcom County</i>					
	2020*	2,554	\$439,900	9.1%	40
	2019	3,049	\$400,000	4.4%	41
	2018	2,964	\$382,250	10.8%	44
	2017	3,162	\$341,130	7.7%	48
	2016	3,126	\$315,000	9.3%	60
	2015	3,005	\$285,690	--	74
<i>Area 885</i>					
	2020*	193	\$391,000	-1.5%	33
	2019	221	\$397,000	1.8%	31
	2018	267	\$390,000	10.3%	43
	2017	320	\$350,000	11.1%	40
	2016	260	\$311,000	5.1%	53
	2015	291	\$295,000	--	75

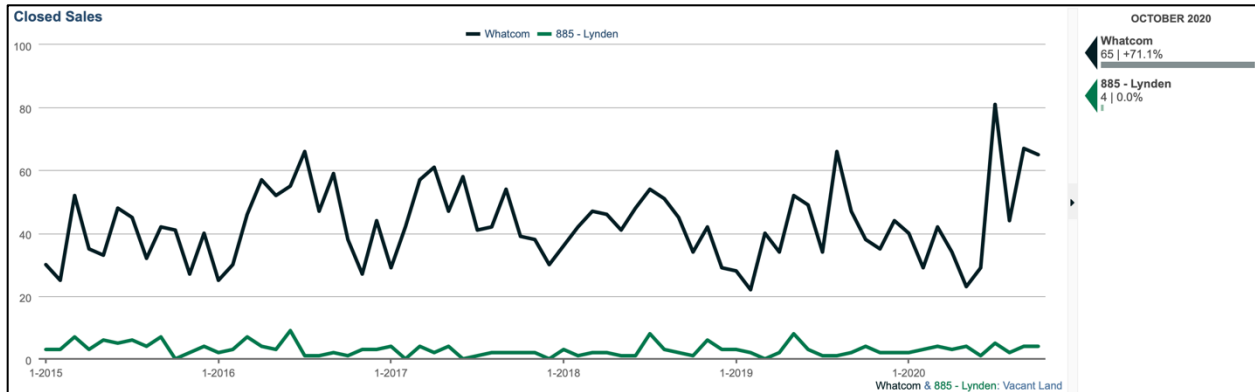
**Year to Date (through 2020)*

Vacant Lots

Statistics from the NWMLS indicate that the median sale price for vacant land in the subject greater Whatcom County market area has experienced some fluctuations but remained relatively stable since 2015.



The subject's immediate market area (Lynden) showed one dramatic fluctuation in 2018; however, this is attributable to relatively few closed sales of vacant land and also large variances in site quality, access, water views, other amenities, usable area and the availability of utilities. Prices for vacant lots in the Lynden market area are generally similar to slightly above the average rates in Whatcom County as a whole.



As shown in the above graph, the Lynden market averages less than 10 closed transactions involving vacant land per year and represents a small fraction of Whatcom County land sales. It is important to note also that the data only reflects the number of properties listed through the services of the NWMLS, and there are likely other vacant land transactions between private parties that are not listed with this service. Furthermore, it is likely that some tracts were sold improved with an existing house but the land was ultimately redeveloped with a new home.

Conclusion

In summary, the region's relatively stable economy, coupled with the City of Lynden's improving infrastructure, location close to the Canadian border and proximity to abundant outdoor recreation opportunities, will continue to support a favorable trend in population growth and property values while offering an affordable alternative to higher real estate prices in the Seattle/Bellevue metropolitan areas.



Pepin Lite Cost Estimate Summary



MEMORANDUM UPDATED 4/10/20

TO:	Steve Banham	FROM:	Nathan Zylstra
COMPANY:	City of Lynden	DATE:	4/10/20
ADDRESS:	300 4 th St. Lynden, WA 98264	TOTAL NO. OF PAGES INCLUDING COVER:	28
RE:	Pepin Lite Cost Summary - Updated		

NOTES/COMMENTS:

Steve,

The following memorandum is a summary of costs and assumptions used to estimate the total project cost of the Pepin Lite concept.

The Pepin Lite concept is depicted graphically in the attached figure and consists of 13 individual project components. Each is numbered in the anticipated order of construction as determined through recent coordination with the Public Works and Planning Department. When comparing the Pepin Lite costs against the previous Pepin Creek Scenario Evaluation Report, projects 2, 4, 5, 6, and 7 of Pepin Lite totaling \$16.89 million directly compare to the previous cost estimates. The design of all creek components of the Pepin Lite concept are based on the No-Bypass Scenario of the Pepin Creek Scenario Evaluation Report.

All costs are estimated under the assumption that they are completed as City sponsored capital projects including any right-of-way needs being acquired at fair market value by the City. Estimates included in this memorandum are prepared in 2020 dollars and include 25% contingency to account for the budget level nature of the estimates and the limited design used to prepare the costs. Individual project estimates consist of the sum of anticipated construction, lighting, right of way, and professional services.

The total Pepin Lite project cost is estimated at \$39.99 million including all 13 individual Pepin Creek and transportation projects. The overall Pepin Lite cost summary is attached along with the individual project detailed cost estimates. A summary of the assumptions and design details are outlined below by project number.

1. Benson Rd. Pedestrian Improvements – South \$268,290
The Benson Rd. Pedestrian Improvements is modeled after the recently completed Line Rd. Pedestrian Improvements project. The overall project length is approximately 1,200 ft. and extends from just south of N. Park St., north to W. Park St. The pedestrian improvements will consist of a paved 6 ft. wide shoulder separated from the traveled way with an extruded curb. The project is built within City right of way.

360.354.3687 | P.O. Box 978 | 423 Front Street, Lynden WA 98264
www.recivil.com



2. Main St. Bridge..... \$3,011,897
The Main St. Bridge project consists of a new single span precast concrete girder bridge to be constructed where Pepin Creek will cross Main St. The cost estimate and quantities used for the Pepin Lite concept were taken from the Previously prepared Pepin Creek Scenario Evaluation Report and associated Type Size and Location study and updated based on revised unit costs. The project is built within City right of way.
3. Pine St. Bridge..... \$2,808,363
The Pine St. Bridge project consists of a new single span precast concrete girder bridge to be constructed where Pepin Creek will cross Pine St. The structure is assumed to be equivalent to the Main St. Bridge as discussed above although the Pine St. Bridge will not be skewed and may represent a conservative cost at this time. The roadway restoration has been estimated to match the improved conditions as they exist today. The project is built within City right of way. The Pepin Creek Scenario Evaluation Report expressly excluded the Pine St. Bridge as a cost savings measure and due to its proximity to the Main St. Bridge.
- 3A. Pine St. Pedestrian Bridge..... \$694,668
The Pine St. Pedestrian Bridge is presented here as an alternate to the Pine St. Bridge. The pedestrian bridge project consists of a new single span prefabricated steel truss bridge similar in nature to other pedestrian bridges in the City's trail system. The bridge span is approximately 75 ft. and consists of a cast-in-place concrete deck surface. It has been assumed that it is desirable to maintain the looped water main system to the Bogaard Meadows development and thus a bridge supported water main is included with the pedestrian bridge.
4. Pepin Creek Main Stem..... \$8,135,604
The main stem of Pepin Creek extends from Main St. north approximately 2,700 ft. and consists of both 75 ft. and 150 ft. corridor sections of Pepin Creek. The design of the main stem of Pepin Creek is taken from the No-Bypass Scenario of the Pepin Creek Scenario evaluation report and is constructed to allow the future extension of Pepin Creek north to Badger Rd. The project is built within City right of way.
5. Pepin Creek East / West Connection..... \$1,507,548
The Pepin Creek East / West connection is a new section of semi-permanent channel, approximately 1,300 ft. long extending from Double Ditch Rd. to the main stem of Pepin Creek. The project is assumed to be constructed within a new 50 ft. wide corridor to be acquired by the City. The channel is designed as a trapezoidal channel in accordance with the attached exhibit and is assumed to contain limited habitat features necessary to satisfy permit requirements but recognizing that the east / west connection is not intended as the long-term permanent channel configuration.
6. Pepin Creek Downstream of Main St..... \$3,438,906
The Pepin Creek Downstream project is approximately 1,000 ft. in length extending south of Main St. roughly in the same location as the existing channel. This section of channel downstream of Main St. was previously included in the No-Bypass Scenario of the Pepin Creek Scenario Evaluation and is necessary to create a stable channel profile connecting the existing channel to the new Pepin Creek main stem, see the attached design exhibit. As with the Pepin Creek main



stem, the design is taken from the Pepin Creek Scenario Evaluation report and updated for current unit costs. The project is constructed on a combination of private and City owned property. It is assumed that permanent and temporary construction easements will be necessary from the private property owners in order to construct the project. Although this portion of the channel is physically located south of Main St., it should not be confused with the Downstream Stabilization costs associated with the previous No-Bypass Scenario, those stabilization efforts were a separate cost.

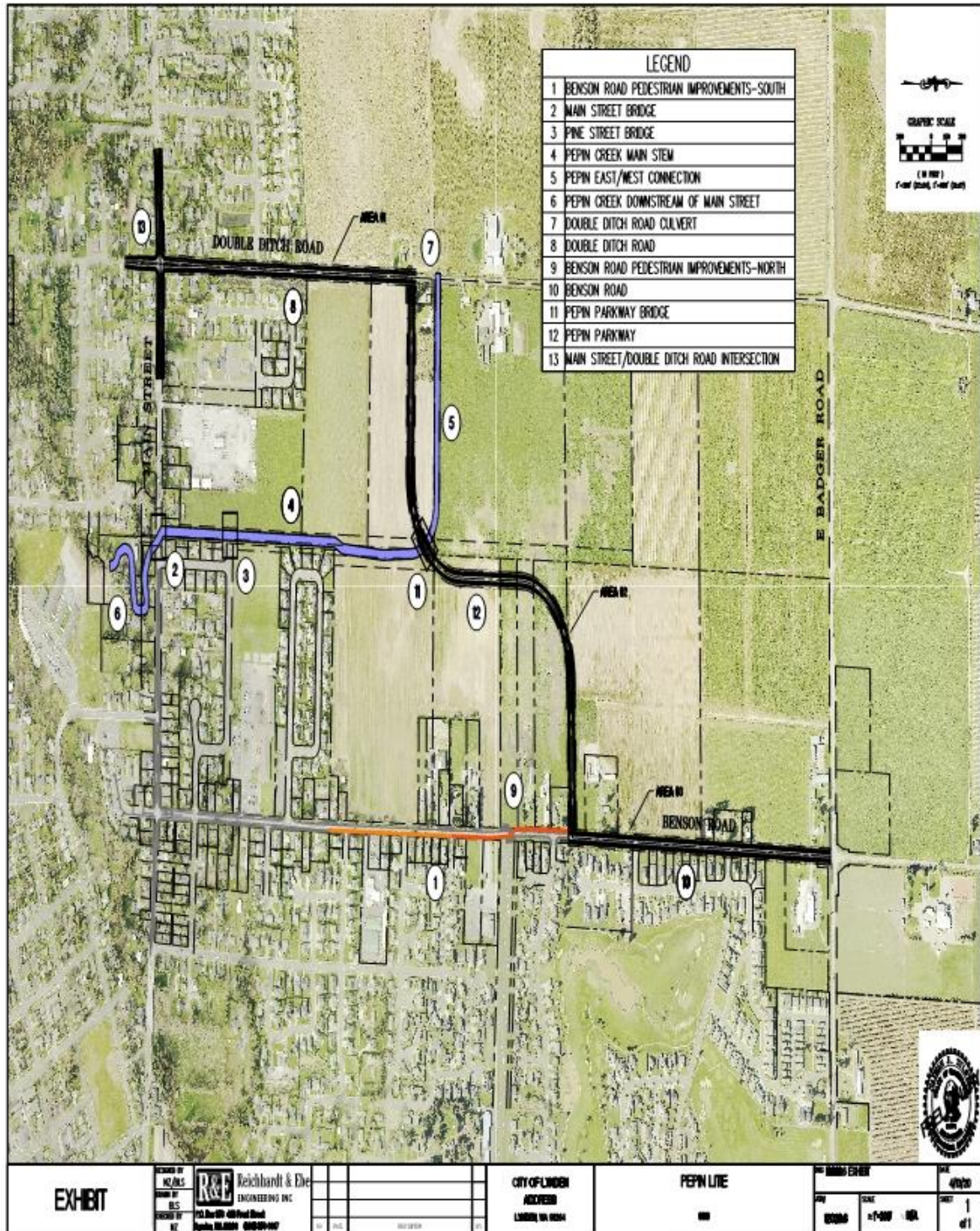
7. Double Ditch Rd. Cross Culvert..... \$792,971
The Double Ditch Culvert is necessary to connect the existing east and west channels of Double Ditch to the new Pepin Creek East / West Connection project and is the final step to divert water flow into the new Pepin Creek channel. The culvert is estimated as a 60 ft. long, 25 ft. span precast concrete box culvert installed north of the proposed Pepin Parkway and at a 45-degree skew angle to Double Ditch Rd. As the culvert is located north of Pepin Parkway, Double Ditch Rd. is assumed to be restored to its current roadway width. Additional right of way is anticipated to be acquired to accommodate the proposed culvert.
8. Double Ditch Roadway Improvements..... \$5,018,771
The Double Ditch Roadway improvements extend approximately 2,400 ft. north of Main St. to the future location of Pepin Parkway. The roadway consists of a modified City standard roadway section as shown in the attached roadway section. The existing double ditch roadway centerline is high relative to the surrounding grade and is assumed to be lowered approximately 3 ft on average to better match the surrounding properties. Water and sanitary sewer improvements are assumed to extend the length of the project. Stormwater quality is assumed to be handled via a stormfilter or similar device, while flow control will be handled in an oversized "fat pipe." A secondary stormwater conveyance system will also be maintained to handle offsite flow currently draining to Double Ditch. Additional right of way as well as temporary construction easements are anticipated for the project.
9. Benson Rd. Pedestrian Improvements – North \$355,584
The Benson Rd. Pedestrian Improvements is modeled after the recently completed Line Rd. Pedestrian Improvements project. The overall project length is approximately 1,150 ft. and extends from W. Park St., north to the future location of the Benson Rd. and Pepin Parkway intersection. The pedestrian improvements will consist of a paved 6 ft. wide shoulder separated from the traveled way with an extruded curb. The path will switch from the east to the west side of Benson Rd. in the vicinity of the airport, due to the existing Benson Rd. ditch. North of the airport, the pedestrian path will require the enclosure of an existing small drainage ditch. The project is built within City right of way.
10. Benson Roadway Improvements..... \$4,783,914
The Benson Rd. improvements extend approximately 2,550 ft. from the future Pepin Parkway, north to Badger Rd. and utilize the same modified City standard roadway section as used for Double Ditch Rd. The finished grade of Benson Rd. is lowered approximately 1 ft. compared to the existing profile. Water and sanitary sewer improvements are assumed to extend the length of the improvements. Stormwater quality and flow control are handled via a wet pond. The east side of Benson Rd. is largely improved with residential properties, and thus the additional right of way is assumed to be acquired to the west.

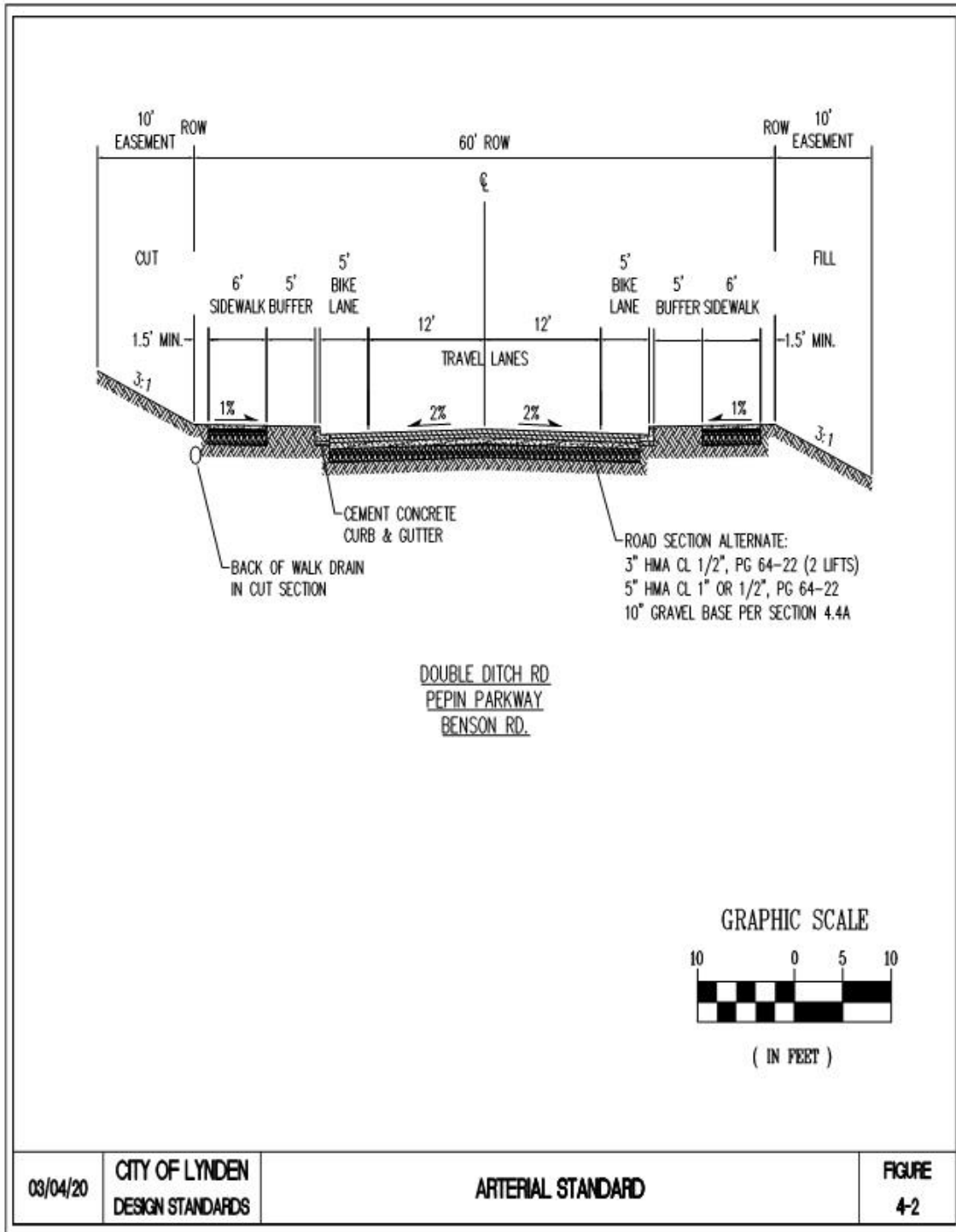


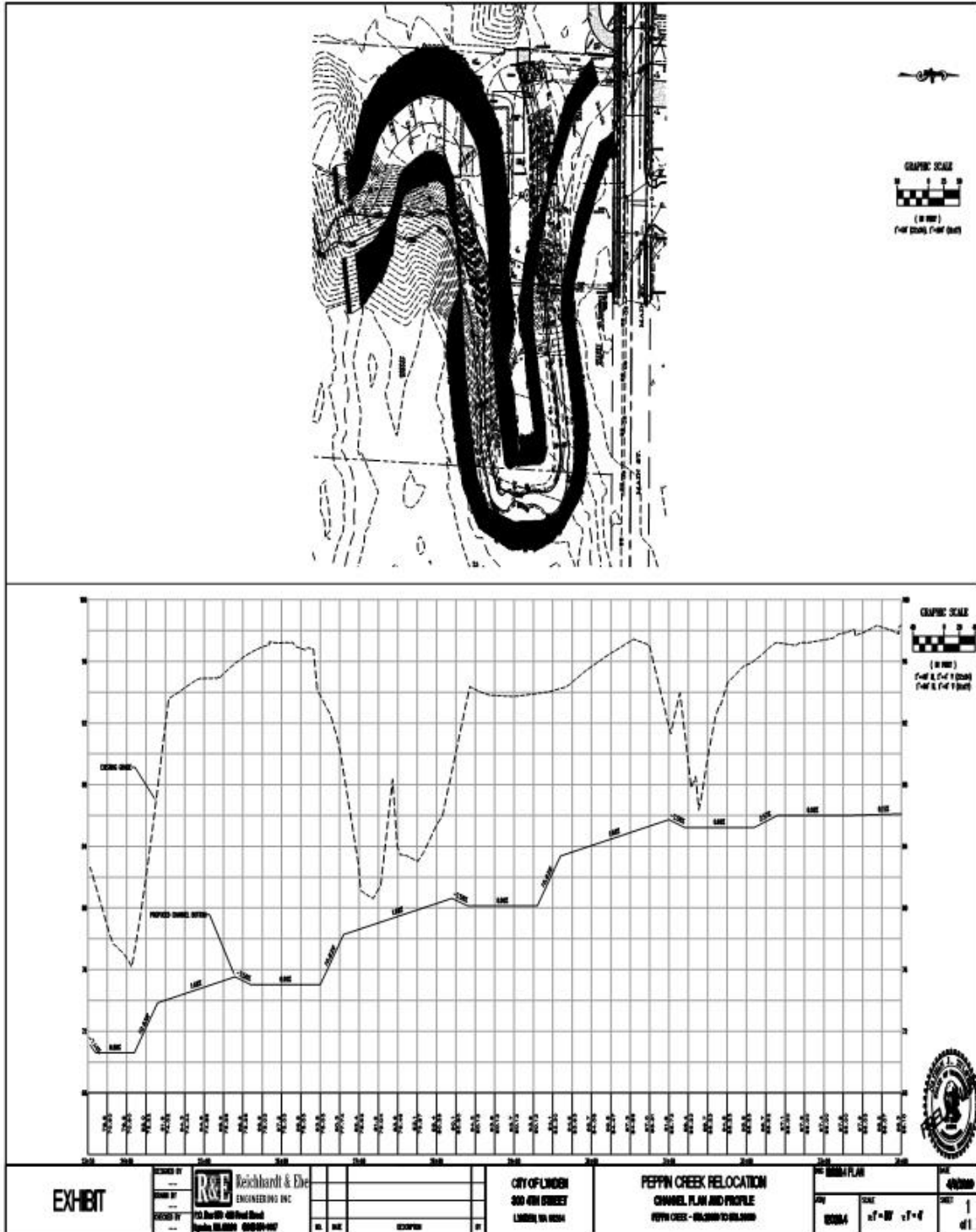
11. Pepin Parkway Bridge \$2,651,111
The Pepin Parkway Bridge project consists of a new single span precast concrete girder bridge to be constructed where Pepin Creek will cross Pepin Parkway. The structure is assumed to be equivalent to the Main St. Bridge as discussed above. No roadway restoration or roadway improvements are assumed at this location since the bridge will be constructed prior to the construction of Pepin Parkway. The project is built within right of way to be acquired for the Pepin Parkway improvements.

12. Pepin Parkway Roadway Improvements \$5,881,938
The Pepin Parkway Improvements are the last of the major roadway improvements necessary to facilitate traffic circulation within the Pepin Creek Subarea and is approximately 3,775 ft. in length extending from Double Ditch Rd. to Benson Rd. As with Double Ditch Rd. and Benson Rd., the modified City roadway standard is used for Pepin Parkway. The roadway will be constructed in right of way acquired by the City to complete the project. Water and sanitary sewer improvements are assumed to extend the length of the project. Stormwater quality and flow control are assumed to be handled via a wet pond.

13. Main St. / Double Ditch Rd. Intersection Improvements \$1,343,712
The final project for the Pepin Lite concept is improvements to the Main St. and Double Ditch Rd. intersection. These improvements are assumed to be necessary as a result of increased traffic from development occurring in the Pepin Creek Subarea. This project may not be necessary until sometime in the future after volumes have increased to warrant the improvements. Left turn lanes are added to all four legs of the intersection, while sidewalk and buffers are added on Double Ditch Rd. where none currently exist. The proposed channelization fits within the existing roadway section on Main St., thus only channelization striping changes are anticipated on Main St. Double Ditch Rd. will be widened to accommodate the proposed roadway section and additional right of way will be necessary on both the north and south legs of the intersection. The intersection is assumed to be stop controlled for the purposes of this estimate but will be capable of accommodating a future signal if warranted by traffic volumes.









423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden	
For:	PEPIN CREEK LITE 300 4th Street Lynden, WA 98264	
By:	PRELIMINARY ENGINEER'S ESTIMATE Nathan Zylstra, P.E.	
Date:	April 10, 2020	
EST.		Base Cost
1	Benson Rd. Pedestrian Improvements - South	\$ 268,290
2	Main Street Bridge	\$ 3,011,897
3	Pine Street Bridge	\$ 2,808,336
4	Pepin Creek Main Stem	\$ 8,135,604
5	Pepin Creek East / West Connection	\$ 1,507,548
6	Pepin Creek Downstream of Main St.	\$ 3,438,906
7	Double Ditch Rd. Cross Culvert	\$ 792,971
8	Double Ditch Rd. Improvements	\$ 5,018,771
9	Benson Rd. Pedestrian Improvements - North	\$ 355,584
10	Benson Rd. Improvements	\$ 4,783,914
11	Pepin Parkway Bridge	\$ 2,651,111
12	Pepin Parkway Improvements	\$ 5,881,938
13	Main Street Intersection Improvements	\$ 1,343,712

Pepin Creek Lite Total **\$ 39,998,583**

3A	Pine St. Pedestrian Bridge	\$ 694,668
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Pepin Creek Lite w/ Pine St. Pedestrian Bridge **\$ 37,884,914**

EST.		Base Cost
2	Main Street Bridge	\$ 3,011,897
4	Pepin Creek Main Stem	\$ 8,135,604
5	Pepin Creek East / West Connection	\$ 1,507,548
6	Pepin Creek Downstream of Main St.	\$ 3,438,906
7	Double Ditch Rd. Cross Culvert	\$ 792,971

Pepin Creek Lite - Creek Only Costs **\$ 16,886,927**

P:\Projects\12028.6\Estimates\04-08-2020 Estimate\Cost Estimate Summary Memo Update 04-10-20\Pepin Lite Project Cost Summary.xlsx 1



423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	BENSON RD. PEDESTRIAN IMPROVEMENTS - SOUTH (N. PARK ST. TO W. PARK ST.) 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Nathan Zylstra, P.E. April 9, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 15,000.00	\$ 15,000.00
2	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
3	Project Temporary Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00
4	Flaggers	400	HR	\$ 55.00	\$ 22,000.00
5	Other Traffic Control Labor	40	HR	\$ 55.00	\$ 2,200.00
6	Clearing and Grubbing	1	LS	\$ 10,800.00	\$ 10,800.00
7	Removal of Structures and Obstructions	1	LS	\$ 2,500.00	\$ 2,500.00
8	Sawcut ACP	7,200	LF-IN	\$ 0.50	\$ 3,600.00
9	Sawcut PCC	144	LF-IN	\$ 2.00	\$ 288.00
10	Roadway Excavation Incl. Haul	296	CY	\$ 15.00	\$ 4,440.00
11	Water	5	M GAL.	\$ 55.00	\$ 275.00
12	Gravel Base	348	TON	\$ 25.00	\$ 8,700.00
13	Crushed Surfacing Top Course	116	TON	\$ 50.00	\$ 5,800.00
14	Commercial HMA	124	TON	\$ 215.00	\$ 26,660.00
15	Adjustments to Finished Grade	1	LS	\$ 500.00	\$ 500.00
16	Inlet Protection	6	EA	\$ 150.00	\$ 900.00
17	Check Dam	60	LF	\$ 25.00	\$ 1,500.00
18	Erosion Control and Water Pollution Prevention	1	LS	\$ 2,500.00	\$ 2,500.00
19	Topsoil Type A	111	CY	\$ 60.00	\$ 6,660.00
20	Sod Installation	667	SY	\$ 15.00	\$ 10,005.00
21	Landscape Restoration	1	EST	\$ 11,000.00	\$ 11,000.00
22	Extruded Curb	1,200	LF	\$ 13.00	\$ 15,600.00
23	Detectable Warning Surface	72	SF	\$ 50.00	\$ 3,600.00
24	Mailbox Support, Type 1	11	EA	\$ 500.00	\$ 5,500.00
25	Permanent Signing	1	LS	\$ 500.00	\$ 500.00
26	Paint Line	3,600	LF	\$ 0.70	\$ 2,520.00
27	Plastic Crosswalk Line	288	SF	\$ 10.00	\$ 2,880.00
28	Pothole Existing Underground Utility	5	EA	\$ 500.00	\$ 2,500.00
29	Repair Existing Public and Private Facilities	1	EST	\$ 5,000.00	\$ 5,000.00
Construction Subtotal					\$ 175,928.00
Contingency, 25%					\$ 43,982.00
CONSTRUCTION TOTAL					\$ 219,910.00
Professional Services					
Design Engineering (10% of Construction Total)					\$ 21,991.00
Construction Management (12% of Construction Total)					\$ 26,389.20
PROFESSIONAL SERVICES TOTAL					\$ 48,380.20
TOTAL PROJECT COST					\$ 268,290.20

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By: For:	City of Lynden MAIN ST. BRIDGE 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Tyler Buys, Jason Lee, Nathan Zylstra April 3, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
MAIN ST. BRIDGE STRUCTURE					
1	Mobilization	1	LS	\$ 145,000.00	\$ 145,000.00
2	Construction Surveying	1	LS	\$ 25,000.00	\$ 25,000.00
3	Structure Excavation Class A Incl. Haul	1499	CY	\$ 25.00	\$ 37,470.43
4	Structure Excavation Class B Incl. Haul	66	CY	\$ 20.00	\$ 1,320.83
5	Shoring or Extra Excavation Cl. A	5733	SF	\$ 20.00	\$ 114,667.52
6	St. Reinf. Bar	26678	LB	\$ 1.25	\$ 36,097.99
7	Epoxy-Coated St. Reinf. Bar	9635	LB	\$ 2.00	\$ 19,270.07
8	Gravel Backfill For Wall	900	CY	\$ 35.00	\$ 31,511.61
9	Deficient Strength Conc. Price Adjustment	-1	CALC	\$ (1.00)	\$ (1.00)
10	Prestressed Conc. Girder WF45DG	434	LF	\$ 475.00	\$ 206,150.00
11	Elastomeric Bearing - Superstr.	14	EA	\$ 2,000.00	\$ 28,000.00
12	Elastomeric Stop Pads	28	EA	\$ 100.00	\$ 2,800.00
13	Bridge Railing Type Pedestrian	224	LF	\$ 115.00	\$ 25,760.00
14	Pedestrian Barrier	224	LF	\$ 325.00	\$ 72,800.00
15	Conc. Class 4000 for Bridge	459	CY	\$ 1,000.00	\$ 458,801.83
16	Conc. Class 4000D for Bridge	115	CY	\$ 1,500.00	\$ 172,670.91
17	Bridge Approach Slab	436	SY	\$ 400.00	\$ 174,222.22
18	Cantilever Driveway Slab	28	SY	\$ 400.00	\$ 11,111.11
STRUCTURE TOTAL					\$ 1,562,653.54

MAIN ST. ROADWAY					
19	Mobilization	1	LS	\$ 26,500.00	\$ 26,500.00
20	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
21	Project Temporary Traffic Control	1	LS	\$ 30,000.00	\$ 30,000.00
22	Clearing and Grubbing	1	LS	\$ 2,500.00	\$ 2,500.00
23	Removal of Structures and Obstructions	1	LS	\$ 20,000.00	\$ 20,000.00
24	Sawout ACP	830	LF-IN	\$ 1.00	\$ 830.00
25	Sawout PCC	244	LF-IN	\$ 2.00	\$ 488.00
26	Channel Excavation Incl. Haul	2,709	CY	\$ 30.00	\$ 81,270.00
27	Dewatering	1	LS	\$ 100,000.00	\$ 100,000.00
28	Gravel Base	427	TON	\$ 15.00	\$ 6,405.00
29	HMA Cl. 1/2" PG 64-22	181	TON	\$ 100.00	\$ 18,100.00
30	ESC Lead	24	DAY	\$ 100.00	\$ 2,400.00
31	Silt Fence	140	LF	\$ 5.00	\$ 700.00
32	Erosion/Water Pollution Control	1	EST	\$ 15,000.00	\$ 15,000.00
33	Sod Installation Incl. Topsoil	196	SY	\$ 15.00	\$ 2,940.00
34	Landscape Restoration	1	EST	\$ 5,000.00	\$ 5,000.00
35	Cement Conc. Traffic Curb and Gutter	176	LF	\$ 50.00	\$ 8,800.00
36	Cement Conc. Driveway Entrance	219	SY	\$ 65.00	\$ 14,235.00
37	Cement Conc. Sidewalk	98	SY	\$ 60.00	\$ 5,880.00
38	Mailbox Support Type 1	1	EA	\$ 500.00	\$ 500.00
39	Mailbox Support Type 2	1	EA	\$ 700.00	\$ 700.00
40	Paint Line	480	LF	\$ 1.00	\$ 480.00
41	Pothole Existing Underground Utility	5	EA	\$ 500.00	\$ 2,500.00
42	Repair Existing Public and Private Facilities	1	EST	\$ 10,000.00	\$ 10,000.00
ROADWAY TOTAL					\$ 355,728.00



WATER AND SEWER					
43	Mobilization	1	LS	\$ 4,000.00	\$ 4,000.00
44	PVC Pipe for Water Main 12 In. Diam.	160	LF	\$ 100.00	\$ 16,000.00
45	Connect to Existing Water Main	2	EA	\$ 2,500.00	\$ 5,000.00
46	PVC Sanitary Sewer Pipe 6 In. Diam.	135	LF	\$ 60.00	\$ 8,100.00
47	PVC Sanitary Sewer Force Main 2 In. Diam.	170	LF	\$ 50.00	\$ 8,500.00
48	Manhole 48 In. Diam. Type 1	1	EA	\$ 4,500.00	\$ 4,500.00
49	Sewer Cleanout	2	EA	\$ 500.00	\$ 1,000.00
50	Pre-Engineered Sanitary Sewer Lift Station	1	EA	\$ 5,000.00	\$ 5,000.00
Water and Sewer Subtotal					\$ 52,100.00
Sales Tax 8.7%					\$ 4,532.70
Water and Sewer Total					\$ 56,632.70
Construction Subtotal					\$ 1,975,014.24
Contingency 25%					\$ 493,753.56
Construction Total					\$ 2,468,767.79
PROFESSIONAL SERVICES					
Design Engineering		10%		\$ 246,876.78	
Construction Engineering		12%		\$ 296,252.14	
PROFESSIONAL SERVICES TOTAL					\$ 543,128.91
GRAND TOTAL					\$ 3,011,896.71

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	PINE ST. BRIDGE 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Jason Lee, Nathan Zylstra April 3, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
PINE ST. BRIDGE STRUCTURE					
1	Mobilization	1	LS	\$ 145,000.00	\$ 145,000.00
2	Construction Surveying	1	LS	\$ 25,000.00	\$ 25,000.00
3	Structure Excavation Class A Incl. Haul	1499	CY	\$ 25.00	\$ 37,470.43
4	Structure Excavation Class B Incl. Haul	66	CY	\$ 20.00	\$ 1,320.83
5	Shoring or Extra Excavation Cl. A	5733	SF	\$ 20.00	\$ 114,667.52
6	St. Reinf. Bar	28878	LB	\$ 1.25	\$ 36,097.99
7	Epoxy-Coated St. Reinf. Bar	9635	LB	\$ 2.00	\$ 19,270.07
8	Gravel Backfill For Wall	900	CY	\$ 35.00	\$ 31,511.61
9	Deficient Strength Conc. Price Adjustment	1	CALC	\$ (1.00)	\$ (1.00)
10	Prestressed Conc. Girder WF45DG	434	LF	\$ 475.00	\$ 206,150.00
11	Elastomeric Bearing - Superstr.	14	EA	\$ 2,000.00	\$ 28,000.00
12	Elastomeric Stop Pads	28	EA	\$ 100.00	\$ 2,800.00
13	Bridge Railing Type Pedestrian	224	LF	\$ 115.00	\$ 25,760.00
14	Pedestrian Barrier	224	LF	\$ 325.00	\$ 72,800.00
15	Conc. Class 4000 for Bridge	459	CY	\$ 1,000.00	\$ 458,801.83
16	Conc. Class 4000D for Bridge	115	CY	\$ 1,500.00	\$ 172,670.91
17	Bridge Approach Slab	436	SY	\$ 400.00	\$ 174,222.22
STRUCTURE TOTAL					\$ 1,551,542.42

PINE ST. ROADWAY					
18	Mobilization	1	LS	\$ 21,500.00	\$ 21,500.00
19	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
20	Project Temporary Traffic Control	1	LS	\$ 13,200.00	\$ 13,200.00
21	Clearing and Grubbing	1	LS	\$ 2,500.00	\$ 2,500.00
22	Removal of Structures and Obstructions	1	LS	\$ 8,400.00	\$ 8,400.00
23	Sawcut ACP	432	LF-IN	\$ 1.00	\$ 432.00
24	Sawcut PCC	160	LF-IN	\$ 2.00	\$ 320.00
25	Roadway Excavation Incl. Haul	216	CY	\$ 15.00	\$ 3,240.00
26	Channel Excavation Incl. Haul	2,292	CY	\$ 30.00	\$ 68,760.00
27	Dewatering	1	LS	\$ 100,000.00	\$ 100,000.00
28	Gravel Base	58	TON	\$ 25.00	\$ 1,450.00
29	Crushed Surfacing Top Course	10	TON	\$ 50.00	\$ 500.00
30	HMA Cl. 1/2" PG 64-22	41	TON	\$ 200.00	\$ 8,200.00
31	Corrugated Polyethylene Storm Sewer Pipe 12 in. Diam.	60	LF	\$ 45.00	\$ 2,700.00
32	Catch Basin Type 1	2	EA	\$ 1,500.00	\$ 3,000.00
33	PVC Pipe for Water Main 12 in. Diam.	50	LF	\$ 100.00	\$ 5,000.00
34	Bridge Supported Water Main 12 in. Diam.	75	LF	\$ 100.00	\$ 7,500.00
35	Connect to Existing Water Main	2	EA	\$ 2,500.00	\$ 5,000.00
36	Gate Valve 12 in.	2	EA	\$ 2,500.00	\$ 5,000.00
37	ESC Lead	27	DAY	\$ 100.00	\$ 2,700.00
38	Silt Fence	150	LF	\$ 5.00	\$ 750.00
39	Inlet Protection	4	EA	\$ 150.00	\$ 600.00
40	Erosion/Water Pollution Control	1	EST	\$ 5,000.00	\$ 5,000.00
41	Sod Installation Incl. Topsoil	44	SY	\$ 15.00	\$ 660.00
42	Landscape Restoration	1	EST	\$ 5,000.00	\$ 5,000.00
43	Cement Conc. Traffic Curb and Gutter	40	LF	\$ 50.00	\$ 2,000.00
44	Cement Conc. Sidewalk	27	SY	\$ 60.00	\$ 1,620.00
45	Pothole Existing Underground Utility	5	EA	\$ 500.00	\$ 2,500.00
46	Repair Existing Public and Private Facilities	1	EST	\$ 10,000.00	\$ 10,000.00
Subtotal					\$ 289,032.00
Sales Tax, Items 33-36 (8.7%)					\$ 1,957.50
ROADWAY TOTAL					\$ 289,989.50



Construction Subtotal	\$	1,841,531.92
Contingency 25%	\$	460,382.98
Construction Total	\$	2,301,914.91

Professional Services		
Design Engineering (10% of Construction Total)	\$	230,191.49
Construction Engineering (12% of Construction Total)	\$	276,229.79
PROFESSIONAL SERVICES TOTAL	\$	506,421.28

GRAND TOTAL	\$	2,808,336.18
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This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	PINE ST. PEDESTRIAN BRIDGE 300 4th Street Lynden, WA 98264				
	PRELIMINARY ENGINEER'S ESTIMATE				
By:	Nathan Zylstra, P.E.				
Date:	April 10, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 34,000.00	\$ 34,000.00
2	Structure Surveying	1	LS	\$ 5,000.00	\$ 5,000.00
3	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
4	Project Temporary Traffic Control	1	LS	\$ 4,000.00	\$ 4,000.00
5	Clearing and Grubbing	1	LS	\$ 2,500.00	\$ 2,500.00
6	Removal of Structures and Obstructions	1	LS	\$ 8,400.00	\$ 8,400.00
7	Sawcut ACP	432	LF-IN	\$ 1.00	\$ 432.00
8	Sawcut PCC	160	LF-IN	\$ 2.00	\$ 320.00
9	Channel Excavation Incl. Haul	2,292	CY	\$ 30.00	\$ 68,760.00
10	Structure Excavation Class A Incl. Haul	92	CY	\$ 25.00	\$ 2,300.00
11	Shoring or Extra Excavation Cl. A	1	LS	\$ 4,650.00	\$ 4,650.00
12	Dewatering	1	LS	\$ 75,000.00	\$ 75,000.00
13	Wooden Pedestrian Railing	130	LF	\$ 160.00	\$ 20,800.00
14	Pedestrian Bridge Superstructure	1	LS	\$ 107,233.00	\$ 107,233.00
15	Pedestrian Bridge Substructure	1	LS	\$ 40,500.00	\$ 40,500.00
16	Conc. Class 4000D for Bridge	14	CY	\$ 1,500.00	\$ 21,000.00
17	Gravel Backfill for Wall	57	CY	\$ 30.00	\$ 1,710.00
18	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	60	LF	\$ 45.00	\$ 2,700.00
19	Catch Basin Type 1	2	EA	\$ 1,500.00	\$ 3,000.00
20	PVC Pipe for Water Main 12 In. Diam.	20	LF	\$ 100.00	\$ 2,000.00
21	Bridge Supported Water Main 12 In. Diam.	75	LF	\$ 100.00	\$ 7,500.00
22	Connect to Existing Water Main	2	EA	\$ 2,500.00	\$ 5,000.00
23	Gate Valve 12 In.	2	EA	\$ 2,500.00	\$ 5,000.00
24	ESC Lead	10	DAY	\$ 100.00	\$ 1,000.00
25	Silt Fence	150	LF	\$ 5.00	\$ 750.00
26	Inlet Protection	4	EA	\$ 150.00	\$ 600.00
27	Erosion/Water Pollution Control	1	EST	\$ 5,000.00	\$ 5,000.00
28	Sod Installation Incl. Topsoil	89	SY	\$ 15.00	\$ 1,335.00
29	Landscape Restoration	1	EST	\$ 10,000.00	\$ 10,000.00
30	Cement Conc. Sidewalk	89	SY	\$ 60.00	\$ 5,340.00
31	Pothole Existing Underground Utility	5	EA	\$ 500.00	\$ 2,500.00
32	Repair Existing Public and Private Facilities	1	EST	\$ 5,000.00	\$ 5,000.00
Subtotal					\$ 453,830.00
Sales Tax, Items 20-23 (8.7%)					\$ 1,696.50
Contingency 25%					\$ 113,881.63
CONSTRUCTION TOTAL					\$ 569,408.13
Professional Services					
Design Engineering (10% of Construction Total)					\$ 56,940.81
Construction Engineering (12% of Construction Total)					\$ 68,328.98
PROFESSIONAL SERVICES TOTAL					\$ 125,269.79
GRAND TOTAL					\$ 694,677.91

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423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:		City of Lynden			
For:		PEPIN CREEK MAIN STEM			
		300 4th Street			
		Lynden, WA 98264			
By:		PRELIMINARY ENGINEER'S ESTIMATE			
Date:		Nathan Zylstra, Tyler Buys, Pat Flannagan			
		April 6, 2020			
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 365,000.00	\$ 365,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Clearing and Grubbing	1	LS	\$ 41,480.00	\$ 41,480.00
4	Removal of Structures and Obstructions	1	LS	\$ 5,000.00	\$ 5,000.00
5	Channel Excavation Incl. Haul	90,700	CY	\$ 5.00	\$ 453,500.00
6	Water	10	M GAL.	\$ 55.00	\$ 550.00
7	Dewatering	1	LS	\$ 202,500.00	\$ 202,500.00
8	Gravity Block Walls	18,900	SF	\$ 45.00	\$ 850,500.00
9	ESC Lead	25	DAY	\$ 100.00	\$ 2,500.00
10	Check Dam	225	LF	\$ 25.00	\$ 5,625.00
11	Inlet Protection	4	EA	\$ 150.00	\$ 600.00
12	Stabilized Construction Entrance	444	SY	\$ 15.00	\$ 6,660.00
13	Silt Fence	2,700	LF	\$ 5.00	\$ 13,500.00
14	Erosion/Water Pollution Control	1	EST	\$ 25,000.00	\$ 25,000.00
15	Seeding and Mulching	6.37	AC	\$ 10,000.00	\$ 63,700.00
16	Large Logs for Habitat/Roughening	412	EA	\$ 1,800.00	\$ 741,600.00
17	Small Logs for Habitat/Roughening	428	EA	\$ 1,000.00	\$ 428,000.00
18	Topsoil Type B	6.37	AC	\$ 5,000.00	\$ 31,850.00
19	Planting Plan Floodplain	5	AC	\$ 100,000.00	\$ 451,000.00
20	Landscape Restoration	1	EST	\$ 20,000.00	\$ 20,000.00
21	Streambed Gravel	9,773	TON	\$ 55.00	\$ 537,515.00
22	Streambed Cobbles	7,656	TON	\$ 85.00	\$ 650,760.00
23	Repair Existing Public and Private Facilities	1	EST	\$ 10,000.00	\$ 10,000.00
Subtotal					\$ 4,907,840.00
Sales Tax 8.7%					\$ 426,982.08
Contingency 25%					\$ 1,333,705.52
CONSTRUCTION TOTAL					\$ 6,668,527.60
Professional Services					
Design Engineering (10% of Construction Total)					\$ 666,852.76
Construction Engineering (12% of Construction Total)					\$ 800,223.31
PROFESSIONAL SERVICES TOTAL					\$ 1,467,076.07
TOTAL PROJECT COST					\$ 8,135,603.67

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423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	PEPIN CREEK EAST / WEST CONNECTION 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE Nathan Zylstra, Pat Flannagan				
Date:	April 6, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 65,000.00	\$ 65,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Clearing and Grubbing	1	LS	\$ 8,000.00	\$ 8,000.00
4	Removal of Structures and Obstructions	1	LS	\$ 2,500.00	\$ 2,500.00
5	Channel Excavation Incl. Haul	16,973	CY	\$ 5.00	\$ 84,865.00
6	Water	10	M GAL	\$ 55.00	\$ 550.00
7	Dewatering	1	LS	\$ 97,500.00	\$ 97,500.00
8	ESC Lead	10	DAY	\$ 100.00	\$ 1,000.00
9	Check Dam	350	LF	\$ 25.00	\$ 8,750.00
10	Stabilized Construction Entrance	444	SY	\$ 15.00	\$ 6,660.00
11	Silt Fence	1,300	LF	\$ 5.00	\$ 6,500.00
12	Erosion/Water Pollution Control	1	EST	\$ 20,000.00	\$ 20,000.00
13	Seeding and Mulching	1.50	AC	\$ 10,000.00	\$ 15,000.00
14	Large Logs for Habitat/Roughening	8	EA	\$ 1,800.00	\$ 14,400.00
15	Small Logs for Habitat/Roughening	39	EA	\$ 1,000.00	\$ 39,000.00
16	Topsoil Type B	915	CY	\$ 15.00	\$ 13,725.00
17	Planting Plain Floodplain	1.13	AC	\$ 100,000.00	\$ 113,000.00
18	Landscape Restoration	1	EST	\$ 5,000.00	\$ 5,000.00
19	Streambed Gravel	3,207	TON	\$ 55.00	\$ 176,385.00
20	Streambed Cobbles	1,733	TON	\$ 85.00	\$ 147,305.00
21	Repair Existing Public and Private Facilities	1	EST	\$ 10,000.00	\$ 10,000.00
Subtotal					\$ 836,140.00
Sales Tax 8.7%					\$ 72,744.18
Contingency 25%					\$ 227,221.05
CONSTRUCTION TOTAL					\$ 1,136,105.23
Right of Way					
Undeveloped Residential Fee Title		65,000	SF	\$ 1.50	\$ 97,500.00
Acquisition / Negotiation Costs Fee Title		2	EA	\$ 12,000.00	\$ 24,000.00
ROW AQUISITION TOTAL					\$ 121,500.00
Professional Services					
Design Engineering (10% of Construction Total)					\$ 113,610.52
Construction Engineering (12% of Construction Total)					\$ 136,332.63
PROFESSIONAL SERVICES TOTAL					\$ 249,943.15
TOTAL PROJECT COST					\$ 1,507,548.37

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423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden
For:	PEPIN CREEK DOWNSTREAM OF MAIN ST 300 4th Street Lynden, WA 98264
By:	PRELIMINARY ENGINEER'S ESTIMATE
Date:	Nathan Zylstra, Tyler Buys, Pat Flannagan April 6, 2020

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 140,000.00	\$ 140,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Clearing and Grubbing	1	LS	\$ 42,000.00	\$ 42,000.00
4	Removal of Structures and Obstructions	1	LS	\$ 22,400.00	\$ 22,400.00
5	Sawcut ACP	320	LF-IN	\$ 1.00	\$ 320.00
6	Channel Excavation Incl. Haul	28,900	CY	\$ 5.00	\$ 144,500.00
7	Water	10	M GAL.	\$ 55.00	\$ 550.00
8	Structure Excavation Class A Incl. Haul	373	CY	\$ 25.00	\$ 9,325.00
9	Shoring or Extra Excavation Class A	1	LS	\$ 23,677.00	\$ 23,677.00
10	Temporary Stream Bypass	1	LS	\$ 40,000.00	\$ 40,000.00
11	Dewatering	1	LS	\$ 75,000.00	\$ 75,000.00
12	Gravel Base	174	TON	\$ 15.00	\$ 2,610.00
13	Crushed Surfacing Top Course	29	TON	\$ 35.00	\$ 1,015.00
14	HMA Cl. 1/2" PG 64-22	31	TON	\$ 150.00	\$ 4,650.00
15	Box Culvert 1	1	LS	\$ 125,000.00	\$ 125,000.00
16	Box Culvert 2	1	LS	\$ 125,000.00	\$ 125,000.00
17	ESC Lead	15	DAY	\$ 100.00	\$ 1,500.00
18	Check Dam	450	LF	\$ 25.00	\$ 11,250.00
19	Inlet Protection	4	EA	\$ 150.00	\$ 600.00
20	Stabilized Construction Entrance	222	SY	\$ 15.00	\$ 3,330.00
21	Silt Fence	1,000	LF	\$ 5.00	\$ 5,000.00
22	Erosion/Water Pollution Control	1	EST	\$ 25,000.00	\$ 25,000.00
23	Seeding and Mulching	4.36	AC	\$ 10,000.00	\$ 43,600.00
24	Small Logs for Habitat/Roughening	424	EA	\$ 1,000.00	\$ 424,000.00
25	Willow Bundles	208	EA	\$ 50.00	\$ 10,400.00
26	Topsoil Type B	2.30	AC	\$ 5,000.00	\$ 11,500.00
27	Planting Plain Floodplain	1.61	AC	\$ 100,000.00	\$ 161,000.00
28	Landscape Restoration	1	EST	\$ 10,000.00	\$ 10,000.00
29	Streambed Gravel	2,208	TON	\$ 55.00	\$ 121,440.00
30	Streambed Cobbles	2,127	TON	\$ 85.00	\$ 180,795.00
31	Boulders	560	TON	\$ 150.00	\$ 84,000.00
32	Repair Existing Public and Private Facilities	1	EST	\$ 25,000.00	\$ 25,000.00
Subtotal					\$ 1,875,462.00
Sales Tax 8.7%					\$ 163,165.19
Contingency 25%					\$ 509,856.80
CONSTRUCTION TOTAL					\$ 2,548,283.99

Right of Way

Developed Residential Permanent Easement	52,500	SF	\$ 4.00	\$ 210,000.00
Developed Residential TCE	45,000	SF	\$ 1.60	\$ 72,000.00
Acquisition / Negotiation Costs	4	EA	\$ 12,000.00	\$ 48,000.00
RIGHT OF WAY TOTAL				\$ 330,000.00

Professional Services

Design Engineering (10% of Construction Total)	\$ 254,828.40
Construction Engineering (12% of Construction Total)	\$ 305,794.08
PROFESSIONAL SERVICES TOTAL	\$ 560,622.48

TOTAL PROJECT COST	\$ 3,438,906.47
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423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	DOUBLE DITCH CROSS-CULVERT 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Nathan Zylstra, P.E. April 3, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 40,000.00	\$ 40,000.00
2	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
3	Project Temporary Traffic Control	1	LS	\$ 6,250.00	\$ 6,250.00
4	Clearing and Grubbing	1	LS	\$ 5,600.00	\$ 5,600.00
5	Removal of Structures and Obstructions	1	LS	\$ 5,600.00	\$ 5,600.00
6	Sawout ACP	160	LF-IN	\$ 2.00	\$ 320.00
7	Structure Excavation Class A Incl. Haul	967	CY	\$ 25.00	\$ 24,175.00
8	Shoring or Extra Excavation Class A	1	LS	\$ 27,181.00	\$ 27,181.00
9	Temporary Stream Bypass	1	LS	\$ 40,000.00	\$ 40,000.00
10	Gravel Base	566	TON	\$ 15.00	\$ 8,490.00
11	Crushed Surfacing Top Course	29	TON	\$ 35.00	\$ 1,015.00
12	HMA Cl. 1/2" PG 64-22	78	TON	\$ 120.00	\$ 9,360.00
13	Box Culvert	1	LS	\$ 250,000.00	\$ 250,000.00
14	PVC Pipe for Water Main 8 in. Diam.	100	LF	\$ 50.00	\$ 5,000.00
15	Connect to Existing Water Main	2	EA	\$ 2,500.00	\$ 5,000.00
16	Gate Valve 8 in.	2	EA	\$ 1,800.00	\$ 3,600.00
17	ESC Lead	5	DAY	\$ 100.00	\$ 500.00
18	Check Dam	120	LF	\$ 25.00	\$ 3,000.00
19	Erosion/Water Pollution Control	1	EST	\$ 10,000.00	\$ 10,000.00
20	Topsoil Type A	74.00	CY	\$ 60.00	\$ 4,440.00
21	Seeding and Mulching	0.92	AC	\$ 10,000.00	\$ 9,200.00
21	Beam Guardrail Type 31	100.00	LF	\$ 50.00	\$ 5,000.00
22	Beam Guardrail Type 31 Non-Flared Terminal	4.00	EA	\$ 4,500.00	\$ 18,000.00
22	Streambed Sediment	363.00	TON	\$ 30.00	\$ 10,890.00
22	Paint Line	300.00	LF	\$ 1.00	\$ 300.00
23	Pothole Existing Underground Utility	2	EA	\$ 500.00	\$ 1,000.00
24	Repair Existing Public and Private Facilities	1	EST	\$ 5,000.00	\$ 5,000.00
Subtotal					\$ 499,421.00
Sales Tax, Items xx-xx (8.7%)					\$ 1,183.20
Contingency, 25%					\$ 125,151.05
CONSTRUCTION TOTAL					\$ 625,755.25
Right of Way					
Undeveloped Residential Fee Title		3,700	SF	\$ 1.50	\$ 5,550.00
Acquisition / Negotiation Costs Fee Title		2	EA	\$ 12,000.00	\$ 24,000.00
RIGHT OF WAY TOTAL					\$ 29,550.00
Professional Services					
Design Engineering (10% of Construction Total)					\$ 62,575.53
Construction Management (12% of Construction Total)					\$ 75,090.63
PROFESSIONAL SERVICES TOTAL					\$ 137,666.16
TOTAL PROJECT COST					\$ 792,971.41

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R&E Reichhardt & Ebe
ENGINEERING INC

423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	DOUBLE DITCH RD. - MAIN ST. TO PEPIN PARKWAY				
	300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Nathan Zylstra, P.E. March 25, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 225,000.00	\$ 225,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Project Temporary Traffic Control	1	LS	\$ 12,500.00	\$ 12,500.00
4	Flaggers	2,500	HR	\$ 55.00	\$ 137,500.00
5	Other Traffic Control Labor	250	HR	\$ 55.00	\$ 13,750.00
6	Clearing and Grubbing	1	LS	\$ 72,000.00	\$ 72,000.00
7	Removal of Structures and Obstructions	1	LS	\$ 36,000.00	\$ 36,000.00
8	Sawcut ACP	1,280	LF-IN	\$ 0.50	\$ 640.00
9	Sawcut PCC	1,224	LF-IN	\$ 1.00	\$ 1,224.00
10	Roadway Excavation Incl. Haul	10,667	CY	\$ 15.00	\$ 160,005.00
11	Water	50	M GAL.	\$ 55.00	\$ 2,750.00
12	Shoring or Extra Excavation Class B	48,000	SF	\$ 0.50	\$ 24,000.00
13	Dewatering	1	LS	\$ 76,000.00	\$ 76,000.00
14	Gravel Base	5,365	TON	\$ 15.00	\$ 80,475.00
15	Crushed Surfacing Top Course	986	TON	\$ 35.00	\$ 34,510.00
16	HMA Cl. 1/2" PG 64-22	3,844	TON	\$ 100.00	\$ 384,400.00
17	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	680	LF	\$ 45.00	\$ 30,600.00
18	Corrugated Polyethylene Storm Sewer Pipe 24 In. Diam.	2,400	LF	\$ 60.00	\$ 144,000.00
19	Corrugated Polyethylene Storm Sewer Pipe 36 In. Diam.	2,400	LF	\$ 80.00	\$ 192,000.00
20	Storm Filter	5	EA	\$ 30,000.00	\$ 150,000.00
21	Catch Basin Type 1	16	EA	\$ 1,500.00	\$ 24,000.00
22	Catch Basin Type 2 48 In. Diam.	16	EA	\$ 3,000.00	\$ 48,000.00
23	Catch Basin Type 2 54 In. Diam.	16	EA	\$ 3,500.00	\$ 56,000.00
24	Adjustments to Finished Grade	1	LS	\$ 1,000.00	\$ 1,000.00
25	Manhole 48 In. Diam. Type 1	6	EA	\$ 4,500.00	\$ 27,000.00
26	PVC Pipe for Water Main 12 In. Diam.	2,400	LF	\$ 55.00	\$ 132,000.00
27	Connect to Existing Water Main	3	EA	\$ 2,500.00	\$ 7,500.00
28	Blowoff Assembly	1	EA	\$ 2,500.00	\$ 2,500.00
29	Shoring or Extra Excavation Trench	9,600	SF	\$ 0.50	\$ 4,800.00
30	Gate Valve 12 In.	8	EA	\$ 2,500.00	\$ 20,000.00
31	Hydrant Assembly	5	EA	\$ 6,000.00	\$ 30,000.00
32	Service Connection 1 In. Diam.	12	EA	\$ 1,500.00	\$ 18,000.00
33	PVC Sanitary Sewer Pipe 6 In. Diam.	600	LF	\$ 60.00	\$ 36,000.00
34	PVC Sanitary Sewer Pipe 8 In. Diam.	2,400	LF	\$ 60.00	\$ 144,000.00
35	Sewer Cleanout	12	EA	\$ 500.00	\$ 6,000.00
36	ESC Lead	30	DAY	\$ 100.00	\$ 3,000.00
37	Check Dam	480	LF	\$ 25.00	\$ 12,000.00
38	Inlet Protection	8	EA	\$ 150.00	\$ 1,200.00
39	Stabilized Construction Entrance	444	SY	\$ 15.00	\$ 6,660.00
40	Erosion/Water Pollution Control	1	EST	\$ 25,000.00	\$ 25,000.00
41	Topsoil Type A	1,333	CY	\$ 60.00	\$ 79,980.00
42	Plant Selection Street Tree	48	EA	\$ 250.00	\$ 12,000.00



Item No.	Item Description	Quantity	Unit	Unit Price	Amount
43	Sod Installation	8,000	SY	\$ 15.00	\$ 120,000.00
44	Landscape Restoration	1	EST	\$ 12,000.00	\$ 12,000.00
45	Cement Conc. Traffic Curb and Gutter	4,800	LF	\$ 25.00	\$ 120,000.00
46	Cement Conc. Pedestrian Curb	216	LF	\$ 25.00	\$ 5,400.00
47	Cement Conc. Driveway Entrance	600	SY	\$ 65.00	\$ 39,000.00
48	Recessed Pavement Marker	0.30	HUN	\$ 20,000.00	\$ 6,000.00
49	Cement Conc. Sidewalk	3,200	SY	\$ 60.00	\$ 192,000.00
50	Cement Conc. Curb Ramp Type Parallel A	12	EA	\$ 1,750.00	\$ 21,000.00
51	Mailbox Support, Type 1	12	EA	\$ 500.00	\$ 6,000.00
52	Permanent Signing	1	LS	\$ 1,000.00	\$ 1,000.00
53	Paint Line	7,200	LF	\$ 0.70	\$ 5,040.00
54	Plastic Stop Line	36	LF	\$ 12.00	\$ 432.00
55	Plastic Crosswalk Line	288	SF	\$ 10.00	\$ 2,880.00
56	Pothole Existing Underground Utility	10	EA	\$ 500.00	\$ 5,000.00
57	Repair Existing Public and Private Facilities	1	EST	\$ 25,000.00	\$ 25,000.00
Subtotal					\$ 3,035,746.00
Sales Tax, Items 25-35 (8.7%)					\$ 37,218.60
Contingency, 25%					\$ 768,241.15
CONSTRUCTION TOTAL					\$ 3,841,205.75
Illumination Provided by PSE Pole Services					
Precast Concrete Illumination Poles		24	EA	\$ 7,500.00	\$ 180,000.00
ILLUMINATION TOTAL					\$ 180,000.00
Right of Way					
Developed Residential Fee Title		2,300	SF	\$ 16.00	\$ 36,800.00
Undeveloped Residential Fee Title		21,000	SF	\$ 1.50	\$ 31,500.00
Acquisition / Negotiation Costs Fee Title		4	EA	\$ 12,000.00	\$ 48,000.00
Temporary Construction Easement		8,100	SF	\$ 2.00	\$ 16,200.00
Acquisition / Negotiation Costs TCE		8	EA	\$ 2,500.00	\$ 20,000.00
RIGHT OF WAY TOTAL					\$ 152,500.00
Professional Services					
Design Engineering (10% of Construction Total)					\$ 384,120.58
Construction Management (12% of Construction Total)					\$ 460,944.69
PROFESSIONAL SERVICES TOTAL					\$ 845,065.27
TOTAL PROJECT COST					\$ 5,018,771.02

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



R&E Reichhardt & Ebe
ENGINEERING INC

423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	BENSON RD. PEDESTRIAN IMPROVEMENTS - NORTH (W. PARK ST. TO PEPIN PARKWAY)				
	300 4th Street Lynden, WA 98264				
	PRELIMINARY ENGINEER'S ESTIMATE				
By:	Nathan Zylstra, P.E.				
Date:	April 10, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00
2	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
3	Project Temporary Traffic Control	1	LS	\$ 2,000.00	\$ 2,000.00
4	Flaggers	400	HR	\$ 55.00	\$ 22,000.00
5	Other Traffic Control Labor	40	HR	\$ 55.00	\$ 2,200.00
6	Clearing and Grubbing	1	LS	\$ 10,800.00	\$ 10,800.00
7	Removal of Structures and Obstructions	1	LS	\$ 2,500.00	\$ 2,500.00
8	Sawcut ACP	6,900	LF-IN	\$ 0.50	\$ 3,450.00
9	Roadway Excavation Incl. Haul	284	CY	\$ 15.00	\$ 4,260.00
10	Water	5	M GAL.	\$ 55.00	\$ 275.00
11	Gravel Base	849	TON	\$ 20.00	\$ 16,980.00
12	Crushed Surfacing Top Course	111	TON	\$ 50.00	\$ 5,550.00
13	Commercial HMA	119	TON	\$ 215.00	\$ 25,585.00
14	Corrugated Polyethylene Storm Sewer Pipe 24 In. Diam.	600	LF	\$ 75.00	\$ 45,000.00
15	Catch Basin Type 2 48 In. Diam.	4	EA	\$ 3,000.00	\$ 12,000.00
16	Adjustments to Finished Grade	1	LS	\$ 500.00	\$ 500.00
17	Inlet Protection	2	EA	\$ 150.00	\$ 300.00
18	Silt Fence	200	LF	\$ 5.00	\$ 1,000.00
19	Check Dam	60	LF	\$ 25.00	\$ 1,500.00
20	Erosion Control and Water Pollution Prevention	1	LS	\$ 2,500.00	\$ 2,500.00
21	Topsoil Type A	107	CY	\$ 60.00	\$ 6,420.00
22	Sod Installation	639	SY	\$ 15.00	\$ 9,585.00
23	Landscape Restoration	1	EST	\$ 5,000.00	\$ 5,000.00
24	Cement Conc. Pedestrian Curb	36	LF	\$ 35.00	\$ 1,260.00
25	Extruded Curb	1,150	LF	\$ 13.00	\$ 14,950.00
26	Cement Conc. Curb Ramp	2	EA	\$ 1,750.00	\$ 3,500.00
27	Mailbox Support, Type 1	5	EA	\$ 500.00	\$ 2,500.00
28	Permanent Signing	1	LS	\$ 500.00	\$ 500.00
29	Paint Line	3,450	LF	\$ 0.70	\$ 2,415.00
30	Plastic Crosswalk Line	64	SF	\$ 10.00	\$ 640.00
31	Pothole Existing Underground Utility	5	EA	\$ 500.00	\$ 2,500.00
32	Repair Existing Public and Private Facilities	1	EST	\$ 5,000.00	\$ 5,000.00
Construction Subtotal					\$ 233,170.00
Contingency, 25%					\$ 58,292.50
CONSTRUCTION TOTAL					\$ 291,462.50
Professional Services					
Design Engineering (10% of Construction Total)					\$ 29,146.25
Construction Management (12% of Construction Total)					\$ 34,975.50
PROFESSIONAL SERVICES TOTAL					\$ 64,121.75
TOTAL PROJECT COST					\$ 355,584.25

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	BENSON RD. - PEPIN PARKWAY TO BADGER RD. 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Nathan Zylstra, P.E. March 25, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 205,000.00	\$ 205,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Project Temporary Traffic Control	1	LS	\$ 12,500.00	\$ 12,500.00
4	Flaggers	2,500	HR	\$ 55.00	\$ 137,500.00
5	Other Traffic Control Labor	250	HR	\$ 55.00	\$ 13,750.00
6	Clearing and Grubbing	1	LS	\$ 72,000.00	\$ 72,000.00
7	Removal of Structures and Obstructions	1	LS	\$ 36,000.00	\$ 36,000.00
8	Sawcut ACP	1,280	LF-IN	\$ 0.50	\$ 640.00
9	Sawcut PCC	96	LF-IN	\$ 2.00	\$ 192.00
10	Roadway Excavation Incl. Haul	7,555	CY	\$ 15.00	\$ 113,325.00
11	Pond Excavation	7,422	CY	\$ 15.00	\$ 111,330.00
12	Water	50	M GAL.	\$ 55.00	\$ 2,750.00
13	Shoring or Extra Excavation Class B	35,700	SF	\$ 0.50	\$ 17,850.00
14	Dewatering	1	LS	\$ 64,000.00	\$ 64,000.00
15	Gravel Base	5,700	TON	\$ 15.00	\$ 85,500.00
16	Crushed Surfacing Top Course	1,140	TON	\$ 35.00	\$ 39,900.00
17	HMA Cl. 1/2" PG 64-22	4,084	TON	\$ 100.00	\$ 408,400.00
18	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	1,853	LF	\$ 45.00	\$ 83,385.00
19	Corrugated Polyethylene Storm Sewer Pipe 18 In. Diam.	1,275	LF	\$ 55.00	\$ 70,125.00
20	Catch Basin Type 1	26	EA	\$ 1,500.00	\$ 39,000.00
21	Catch Basin Type 1L	9	EA	\$ 2,000.00	\$ 18,000.00
22	Outlet Control Structure	1	EA	\$ 7,500.00	\$ 7,500.00
23	Adjustments to Finished Grade	1	LS	\$ 1,000.00	\$ 1,000.00
24	Manhole 48 In. Diam. Type 1	7	EA	\$ 4,500.00	\$ 31,500.00
25	PVC Pipe for Water Main 12 In. Diam.	2,550	LF	\$ 55.00	\$ 140,250.00
26	Connect to Existing Water Main	4	EA	\$ 2,500.00	\$ 10,000.00
27	Shoring or Extra Excavation Trench	10,200	SF	\$ 0.50	\$ 5,100.00
28	Gate Valve 12 In.	8	EA	\$ 2,500.00	\$ 20,000.00
29	Hydrant Assembly	5	EA	\$ 6,000.00	\$ 30,000.00
30	Service Connection 1 In. Diam.	5	EA	\$ 1,500.00	\$ 7,500.00
31	Service Connection 2 In. Diam.	2	EA	\$ 7,500.00	\$ 15,000.00
32	PVC Sanitary Sewer Pipe 6 In. Diam.	300	LF	\$ 60.00	\$ 18,000.00
33	PVC Sanitary Sewer Pipe 8 In. Diam.	2,550	LF	\$ 60.00	\$ 153,000.00
34	Sewer Cleanout	6	EA	\$ 500.00	\$ 3,000.00
35	ESC Lead	30	DAY	\$ 100.00	\$ 3,000.00
36	Silt Fence	2,550	LF	\$ 4.00	\$ 10,200.00
37	Inlet Protection	4	EA	\$ 150.00	\$ 600.00
38	Stabilized Construction Entrance	444	SY	\$ 15.00	\$ 6,660.00
39	Erosion/Water Pollution Control	1	EST	\$ 25,000.00	\$ 25,000.00
40	Topsoil Type A	1,417	CY	\$ 60.00	\$ 85,020.00
41	Plant Selection Street Tree	51	EA	\$ 250.00	\$ 12,750.00
42	Sod Installation	8,500	SY	\$ 15.00	\$ 127,500.00



Item No.	Item Description	Quantity	Unit	Unit Price	Amount
43	Seeded Lawn Installation	2,524	SY	\$ 5.00	\$ 12,620.00
44	Landscape Restoration	1	EST	\$ 6,000.00	\$ 6,000.00
45	Cement Conc. Traffic Curb and Gutter	5,100	LF	\$ 25.00	\$ 127,500.00
46	Cement Conc. Pedestrian Curb	108	LF	\$ 25.00	\$ 2,700.00
47	Cement Conc. Driveway Entrance	400	SY	\$ 65.00	\$ 26,000.00
48	Recessed Pavement Marker	0.32	HUN	\$ 20,000.00	\$ 6,400.00
49	Chain Link Fence Type 3	720	LF	\$ 35.00	\$ 25,200.00
50	Double 20 Ft. Chain Link Gate	1.00	EA	\$ 2,500.00	\$ 2,500.00
51	Cement Conc. Sidewalk	3,400	SY	\$ 60.00	\$ 204,000.00
52	Cement Conc. Curb Ramp Type Parallel A	6	EA	\$ 1,750.00	\$ 10,500.00
53	Mailbox Support, Type 1	6	EA	\$ 500.00	\$ 3,000.00
54	Permanent Signing	1	LS	\$ 1,000.00	\$ 1,000.00
55	Paint Line	7,650	LF	\$ 0.70	\$ 5,355.00
56	Plastic Stop Line	36	LF	\$ 12.00	\$ 432.00
57	Plastic Crosswalk Line	480	SF	\$ 10.00	\$ 4,800.00
58	Pothole Existing Underground Utility	10	EA	\$ 500.00	\$ 5,000.00
59	Repair Existing Public and Private Facilities	1	EST	\$ 25,000.00	\$ 25,000.00
Subtotal					\$ 2,712,734.00
Sales Tax, Items 24-34 (8.7%)					\$ 37,701.45
Contingency, 25%					\$ 687,608.86
CONSTRUCTION TOTAL					\$ 3,438,044.31
Illumination Provided by PSE Pole Services					
Precast Concrete Illumination Poles		25	EA	\$ 7,500.00	\$ 187,500.00
ILLUMINATION TOTAL					\$ 187,500.00
Right of Way					
Developed Residential Fee Title		14,000	SF	\$ 16.00	\$ 224,000.00
Undeveloped Residential Fee Title		69,800	SF	\$ 1.50	\$ 104,700.00
Acquisition / Negotiation Costs Fee Title		5	EA	\$ 12,000.00	\$ 60,000.00
Temporary Construction Easement		5,400	SF	\$ 2.00	\$ 10,800.00
Acquisition / Negotiation Costs TCE		1	EA	\$ 2,500.00	\$ 2,500.00
RIGHT OF WAY TOTAL					\$ 402,000.00
Professional Services					
Design Engineering (10% of Construction Total)					\$ 343,804.43
Construction Management (12% of Construction Total)					\$ 412,565.32
PROFESSIONAL SERVICES TOTAL					\$ 756,369.75
TOTAL PROJECT COST					\$ 4,783,914.06

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	PEPIN PARKWAY BRIDGE 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Jason Lee, Nathan Zylstra April 6, 2020				

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
PEPIN PARKWAY BRIDGE STRUCTURE					
1	Mobilization	1	LS	\$ 145,000.00	\$ 145,000.00
2	Construction Surveying	1	LS	\$ 25,000.00	\$ 25,000.00
3	Structure Excavation Class A Incl. Haul	1499	CY	\$ 25.00	\$ 37,470.43
4	Structure Excavation Class B Incl. Haul	66	CY	\$ 20.00	\$ 1,320.83
5	Shoring or Extra Excavation Cl. A	5733	SF	\$ 20.00	\$ 114,667.52
6	St. Reinf. Bar	28878	LB	\$ 1.25	\$ 36,097.99
7	Epoxy-Coated St. Reinf. Bar	9636	LB	\$ 2.00	\$ 19,270.07
8	Gravel Backfill For Wall	900	CY	\$ 35.00	\$ 31,511.81
9	Deficient Strength Conc. Price Adjustment	1	CALC	\$ (1.00)	\$ (1.00)
10	Prestressed Conc. Girder WF45DG	434	LF	\$ 475.00	\$ 206,150.00
11	Elastomeric Bearing - Superstr.	14	EA	\$ 2,000.00	\$ 28,000.00
12	Elastomeric Stop Pads	28	EA	\$ 100.00	\$ 2,800.00
13	Bridge Railing Type Pedestrian	224	LF	\$ 115.00	\$ 25,760.00
14	Pedestrian Barrier	224	LF	\$ 325.00	\$ 72,800.00
15	Conc. Class 4000 for Bridge	459	CY	\$ 1,000.00	\$ 458,801.83
16	Conc. Class 4000D for Bridge	115	CY	\$ 1,500.00	\$ 172,670.91
17	Bridge Approach Slab	436	SY	\$ 400.00	\$ 174,222.22
STRUCTURE TOTAL					\$ 1,551,542.42

Item No.	Item Description	Quantity	Unit	Unit Price	Amount
PEPIN PARKWAY UTILITIES & INFRASTRUCTURE					
18	Mobilization	1	LS	\$ 14,000.00	\$ 14,000.00
19	SPCC Plan	1	LS	\$ 500.00	\$ 500.00
20	Clearing and Grubbing	1	LS	\$ 2,500.00	\$ 2,500.00
21	Dewatering	1	LS	\$ 100,000.00	\$ 100,000.00
22	Gravel Base	435	TON	\$ 15.00	\$ 6,525.00
23	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	86	LF	\$ 45.00	\$ 3,870.00
24	Catch Basin Type 1	2	EA	\$ 1,500.00	\$ 3,000.00
25	PVC Pipe for Water Main 12 In. Diam.	60	LF	\$ 100.00	\$ 6,000.00
26	Bridge Supported Water Main 12 In. Diam.	75	LF	\$ 150.00	\$ 11,250.00
27	Gate Valve 12 In.	2	EA	\$ 2,500.00	\$ 5,000.00
28	ESC Lead	30	DAY	\$ 100.00	\$ 3,000.00
29	Silt Fence	150	LF	\$ 5.00	\$ 750.00
30	Stabilized Construction Entrance	28	SY	\$ 20.00	\$ 560.00
31	Erosion/Water Pollution Control	1	EST	\$ 20,000.00	\$ 20,000.00
32	Seeding and Mulching	0.15	AC	\$ 20,000.00	\$ 3,000.00
33	Repair Existing Public and Private Facilities	1	EST	\$ 5,000.00	\$ 5,000.00
Subtotal					\$ 184,955.00
Sales Tax, Items 25-27 (8.7%)					\$ 1,935.75
ROADWAY TOTAL					\$ 186,890.75

Construction Subtotal	\$ 1,738,433.17
Contingency 25%	\$ 434,608.29
Construction Total	\$ 2,173,041.47

Professional Services	
Design Engineering (10% of Construction Total)	\$ 217,304.15
Construction Engineering (12% of Construction Total)	\$ 260,764.98
PROFESSIONAL SERVICES TOTAL	\$ 478,069.12

GRAND TOTAL	\$ 2,651,110.59
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R&E Reichhardt & Ebe
ENGINEERING INC

423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	PEPIN PARKWAY - DOUBLE DITCH RD. TO BENSON RD. 300 4th Street Lynden, WA 98264				
By:	PRELIMINARY ENGINEER'S ESTIMATE				
Date:	Nathan Zylstra, P.E. March 25, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 250,000.00	\$ 250,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Project Temporary Traffic Control	1	LS	\$ 5,000.00	\$ 5,000.00
4	Clearing and Grubbing	1	LS	\$ 8,000.00	\$ 8,000.00
5	Removal of Structures and Obstructions	1	LS	\$ 5,000.00	\$ 5,000.00
6	Sawcut ACP	640	LF-IN	\$ 0.50	\$ 320.00
7	Sawcut PCC	100	LF-IN	\$ 2.00	\$ 200.00
8	Roadway Excavation Incl. Haul	12,024	CY	\$ 15.00	\$ 180,360.00
9	Pond Excavation	10,977	CY	\$ 15.00	\$ 164,655.00
10	Water	50	M GAL.	\$ 55.00	\$ 2,750.00
11	Shoring or Extra Excavation Class B	55,362	SF	\$ 0.50	\$ 27,681.00
12	Dewatering	1	LS	\$ 76,000.00	\$ 76,000.00
13	Gravel Base	10,080	TON	\$ 15.00	\$ 151,200.00
14	Crushed Surfacing Top Course	1,688	TON	\$ 35.00	\$ 59,080.00
15	HMA Cl. 1/2" PG 64-22	6,046	TON	\$ 100.00	\$ 604,600.00
16	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	2,108	LF	\$ 45.00	\$ 94,860.00
17	Corrugated Polyethylene Storm Sewer Pipe 18 In. Diam.	1,258	LF	\$ 55.00	\$ 69,190.00
18	Corrugated Polyethylene Storm Sewer Pipe 24 In. Diam.	1,258	LF	\$ 60.00	\$ 75,480.00
19	Catch Basin Type 1	34	EA	\$ 1,500.00	\$ 51,000.00
20	Catch Basin Type 1L	9	EA	\$ 2,000.00	\$ 18,000.00
21	Catch Basin Type 2 48 In. Diam.	9	EA	\$ 3,000.00	\$ 27,000.00
22	Outlet Control Structure	1	EA	\$ 7,500.00	\$ 7,500.00
23	Manhole 48 In. Diam. Type 1	10	EA	\$ 4,500.00	\$ 45,000.00
24	PVC Pipe for Water Main 12 In. Diam.	3,775	LF	\$ 55.00	\$ 207,625.00
25	Connect to Existing Water Main	2	EA	\$ 2,500.00	\$ 5,000.00
26	Shoring or Extra Excavation Trench	15,100	SF	\$ 0.50	\$ 7,550.00
27	Gate Valve 12 In.	8	EA	\$ 2,500.00	\$ 20,000.00
28	Hydrant Assembly	8	EA	\$ 6,000.00	\$ 48,000.00
29	PVC Sanitary Sewer Pipe 8 In. Diam.	3,775	LF	\$ 60.00	\$ 226,500.00
30	ESC Lead	32	DAY	\$ 100.00	\$ 3,200.00
31	Silt Fence	3,775	LF	\$ 4.00	\$ 15,100.00
32	Inlet Protection	8	EA	\$ 150.00	\$ 1,200.00
33	Stabilized Construction Entrance	444	SY	\$ 15.00	\$ 6,660.00
34	Erosion/Water Pollution Control	1	EST	\$ 25,000.00	\$ 25,000.00
35	Topsoli Type B	2,352	CY	\$ 15.00	\$ 35,280.00
36	Plant Selection Street Tree	76	EA	\$ 250.00	\$ 19,000.00
37	Sod Installation	12,583	SY	\$ 15.00	\$ 188,745.00
38	Seeded Lawn Installation	3,058	SY	\$ 5.00	\$ 15,290.00
39	Cement Conc. Traffic Curb and Gutter	7,550	LF	\$ 25.00	\$ 188,750.00
40	Cement Conc. Pedestrian Curb	216	LF	\$ 25.00	\$ 5,400.00
41	Recessed Pavement Marker	0.47	HUN	\$ 20,000.00	\$ 9,400.00
42	Chain Link Fence Type 3	840	LF	\$ 35.00	\$ 29,400.00



Item No.	Item Description	Quantity	Unit	Unit Price	Amount
43	Double 20 Ft. Chain Link Gate	1.00	EA	\$ 2,500.00	\$ 2,500.00
44	Cement Conc. Sidewalk	5,033	SY	\$ 60.00	\$ 301,980.00
45	Cement Conc. Curb Ramp Type Parallel A	12	EA	\$ 1,750.00	\$ 21,000.00
46	Permanent Signing	1	LS	\$ 1,000.00	\$ 1,000.00
47	Paint Line	11,325	LF	\$ 0.70	\$ 7,927.50
48	Plastic Stop Line	24	LF	\$ 12.00	\$ 288.00
49	Plastic Crosswalk Line	576	SF	\$ 10.00	\$ 5,760.00
50	Pothole Existing Underground Utility	10	EA	\$ 500.00	\$ 5,000.00
51	Repair Existing Public and Private Facilities	1	EST	\$ 25,000.00	\$ 25,000.00
Subtotal					\$ 3,351,431.50
Sales Tax, Items 23-29 (8.7%)					\$ 48,691.73
Contingency, 25%					\$ 850,030.81
CONSTRUCTION TOTAL					\$ 4,250,154.04
Illumination Provided by PSE Pole Services					
	Precast Concrete Illumination Poles	38	EA	\$ 7,500.00	\$ 285,000.00
ILLUMINATION TOTAL					\$ 285,000.00
Right of Way					
	Undeveloped Residential Fee Title	226,500	SF	\$ 1.50	\$ 339,750.00
	Acquisition / Negotiation Costs Fee Title	6	EA	\$ 12,000.00	\$ 72,000.00
RIGHT OF WAY TOTAL					\$ 411,750.00
Professional Services					
Design Engineering (10% of Construction Total)					\$ 425,015.40
Construction Management (12% of Construction Total)					\$ 510,018.48
PROFESSIONAL SERVICES TOTAL					\$ 935,033.89
TOTAL PROJECT COST					\$ 5,881,937.93

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



R&E Reichhardt & Ebe
ENGINEERING INC

423 Front Street
Lynden, WA 98264
Phone: (360) 354-3687

Called By:	City of Lynden				
For:	MAIN ST. INTERSECTION IMPROVEMENTS 300 4th Street Lynden, WA 98264				
	PRELIMINARY ENGINEER'S ESTIMATE				
By:	Nathan Zylstra, P.E.				
Date:	April 7, 2020				
Item No.	Item Description	Quantity	Unit	Unit Price	Amount
1	Mobilization	1	LS	\$ 50,000.00	\$ 50,000.00
2	SPCC Plan	1	LS	\$ 1,000.00	\$ 1,000.00
3	Project Temporary Traffic Control	1	LS	\$ 10,000.00	\$ 10,000.00
4	Flaggers	800	HR	\$ 55.00	\$ 44,000.00
5	Other Traffic Control Labor	80	HR	\$ 55.00	\$ 4,400.00
6	Clearing and Grubbing	1	LS	\$ 16,800.00	\$ 16,800.00
7	Removal of Structures and Obstructions	1	LS	\$ 16,800.00	\$ 16,800.00
8	Sawcut ACP	5,040	LF-IN	\$ 0.50	\$ 2,520.00
9	Sawcut PCC	980	LF-IN	\$ 1.00	\$ 980.00
10	Roadway Excavation Incl. Haul	1,263	CY	\$ 15.00	\$ 18,945.00
11	Water	10	M GAL.	\$ 55.00	\$ 550.00
12	Shoring or Extra Excavation Class B	2,400	SF	\$ 0.50	\$ 1,200.00
13	Gravel Base	1,349	TON	\$ 15.00	\$ 20,235.00
14	Crushed Surfacing Top Course	225	TON	\$ 35.00	\$ 7,875.00
15	Planing Bituminous Pavement	1,133	SY	\$ 5.00	\$ 5,665.00
16	HMA Cl. 1/2" PG 64-22	1,108	TON	\$ 100.00	\$ 110,800.00
17	Infiltration Trench	300	LF	\$ 100.00	\$ 30,000.00
18	Corrugated Polyethylene Storm Sewer Pipe 12 In. Diam.	668	LF	\$ 45.00	\$ 30,060.00
19	Catch Basin Type 1	8	EA	\$ 1,500.00	\$ 12,000.00
20	Adjustments to Finished Grade	1	LS	\$ 2,500.00	\$ 2,500.00
21	ESC Lead	10	DAY	\$ 100.00	\$ 1,000.00
22	Inlet Protection	8	EA	\$ 150.00	\$ 1,200.00
23	Erosion/Water Pollution Control	1	EST	\$ 10,000.00	\$ 10,000.00
24	Topsoil Type A	222	CY	\$ 60.00	\$ 13,320.00
25	Plant Selection Street Tree	12	EA	\$ 250.00	\$ 3,000.00
26	Sod Installation	1,333	SY	\$ 15.00	\$ 19,995.00
27	Landscape Restoration	1	EST	\$ 19,500.00	\$ 19,500.00
28	Cement Conc. Traffic Curb and Gutter	1,200	LF	\$ 25.00	\$ 30,000.00
29	Cement Conc. Pedestrian Curb	144	LF	\$ 25.00	\$ 3,600.00
30	Cement Conc. Driveway Entrance	467	SY	\$ 65.00	\$ 30,355.00
31	Recessed Pavement Marker	0.30	HUN	\$ 20,000.00	\$ 6,000.00
32	Cement Conc. Sidewalk	800	SY	\$ 60.00	\$ 48,000.00
33	Cement Conc. Curb Ramp Type Parallel A	8	EA	\$ 1,750.00	\$ 14,000.00
34	Mailbox Support, Type 1	7	EA	\$ 500.00	\$ 3,500.00
35	Permanent Signing	1	LS	\$ 1,000.00	\$ 1,000.00
36	Paint Line	4,800	LF	\$ 0.70	\$ 3,360.00
37	Plastic Stop Line	96	LF	\$ 12.00	\$ 1,152.00
38	Plastic Crosswalk Line	704	SF	\$ 10.00	\$ 7,040.00
39	Pothole Existing Underground Utility	10	EA	\$ 500.00	\$ 5,000.00
40	Repair Existing Public and Private Facilities	1	EST	\$ 20,000.00	\$ 20,000.00
Subtotal					\$ 627,352.00
Contingency, 25%					\$ 156,838.00
CONSTRUCTION TOTAL					\$ 784,190.00



Illumination Provided by PSE Pole Services				
Precast Concrete Illumination Poles	2	EA	\$ 7,500.00	\$ 15,000.00
ILLUMINATION TOTAL				\$ 15,000.00
Right of Way				
Developed Residential Fee Title	13,800	SF	\$ 16.00	\$ 220,800.00
Temporary Construction Easement	3,600	SF	\$ 2.00	\$ 7,200.00
Acquisition / Negotiation Costs Fee Title	12	EA	\$ 12,000.00	\$ 144,000.00
RIGHT OF WAY TOTAL				\$ 372,000.00
Professional Services				
Design Engineering (10% of Construction Total)				\$ 78,419.00
Construction Management (12% of Construction Total)				\$ 94,102.80
PROFESSIONAL SERVICES TOTAL				\$ 172,521.80
TOTAL PROJECT COST				\$ 1,343,711.80

This estimate was prepared without a complete design and shall therefore be considered preliminary and subject to change due to actual quantities of work incorporated into the project and changes in unit prices over time.



Pepin Lite Unit Count Memo

CITY OF LYNDEN

PLANNING DEPARTMENT
Heidi Gudde, Planning Director
(360) 354 - 5532



Planning Department Memorandum

From: Heidi Gudde, Planning Director

Date: August 17, 2020

Re: Pepin Lite Unit Count - Berk Consulting

Fewer roads results in an increase in developable area, which bumps capacity up a bit. Here is the development potential for the entire subarea:

	Developable Acreage	Theoretical Minimum	Theoretical Maximum	Analysis Max	Theoretical Midrange	
RS-72	93.37	0	467	373		373
RMD	127.07	0	1,271	953		635
RM-3	27.19	0	435	307		205
RM-PC	59.14	0	710	532		355
Commercial Overlay RM-3	1.58	0	25	0		13
TOTAL	306.77	0	2,882	2,166		1,569

Here are the results for areas currently within City limits (area under moratorium):

	Developable Acreage	Theoretical Minimum	Theoretical Maximum	Analysis Max	Theoretical Midrange	
RS-72	27.63	0	138	111		111
RMD	0.00	0	0	0		0
RM-3	12.76	0	204	153		102
RM-PC	41.18	0	494	371		247
Commercial Overlay RM-3	0.00	0	0	0		0
TOTAL	81.58	0	837	634		460

- Theoretical Minimum.** Theoretical minimum is based on minimum required zoning
- Theoretical Maximum.** Theoretical maximum is based on maximum allowed zoning. This includes the commercial overlay developing as residential uses under RM-3.
- Analysis Max.** This was formerly the city midrange- or the density level the City was likely to see. It is now the analysis max because it exceeds the theoretical midrange. It is an average between the theoretical max and the theoretical midrange- approximately 75% development capacity. It assumes development of the commercial overlay for commercial uses.
- Theoretical Midrange.** This was formerly the analysis max, before minimum zoning was changed to 0. Theoretical midrange is the average between theoretical max and theoretical min. It assumes the commercial overlay developing as residential uses under RM-3.

300 4th Street, Lynden, WA 98264
www.lyndenwa.org



Parcels Within Proposed LID Boundary – Tier 1*

Parcel Identifier	Map Grid Location	Parcel Number	Location Address	Square Footage of Finished Floor Area	Year Built	Outbuildings Square Footage	Current Zoning	Proposed Zoning Changes	Current Overlay	Proposed Overlay	Status	Legal Acreage	Calculated Acreage	Calculated Square Feet	Tier
5	A3	4003184613310000	Benson Rd	0		0	AG	PU			Outside City Limits	36.35	35.56	1,549,204	1
6	A3	4003185424380000	8825 Benson Rd	1390	1963	312	AG	RM-3		Senior	Outside City Limits	0.23	0.22	9,656	1
7	A3	4003185394030000	8807 Benson Rd	1516	1957	480	AG	RM-3		Commercial	Outside City Limits	0.31	0.25	10,710	1
8	A3	4003185324360000	8825 Benson Rd	0		0	AG	RM-3		Senior	Outside City Limits	0.10	0.11	4,726	1
9	A3	4003185384200000	8813 Benson Rd	1876	1957	1392	AG	RM-3		Commercial	Outside City Limits	1.01	1.03	44,821	1
30	A3	4003170554750000	E Badger Rd	0		0	IBZ				Inside City Limits	5.00	4.77	207,831	1
31	A3	4003170255050000	8880 Benson Rd	9507 (vet clinic)	1992	800	IBZ				Inside City Limits	4.03	4.50	196,126	1
47	B2	4003183652280000	8634 Double Ditch Rd	1824	1910	780	AG	RMD			Outside City Limits	45.11	45.13	1,966,014	1
48	B2	4003182721280000	8594 Double Ditch Rd	1620	1965	780	RMD	RM-PC		Senior	Inside City Limits	0.60	0.58	25,432	1
49	B2	4003183640940000	8595 Double Ditch Rd	0		0	RMD	RM-PC		Senior	Inside City Limits	17.99	17.73	772,503	1
50	B2	4003182521250000	8577 Double Ditch Rd	868		240	AG	RS-72			Outside City Limits	1.86	1.89	82,149	1
54	B2	4003184310960000	Double Ditch Rd	0		0	RMD				Inside City Limits	1.11	1.11	48,152	1
56	B2	4003184381120000	Benson Rd	0		0	RMD		Airport		Inside City Limits	2.77	2.78	121,158	1
60	B3	4003184772500000	8683 Benson Rd	2327	1955	unworked	RS-100	RM-3			Inside City Limits	8.90	9.12	397,122	1
61	B3	4003184772070000	8691 Benson Rd	1234	1925	320	PU	PU	Airport	Airport	Inside City Limits	4.95	5.15	224,338	1
63	B3	4003185292570000	8691 Benson Rd	" "	" "	" "	RS-100	RM-3			Inside City Limits	0.88	0.95	41,205	1
117	B3	4003185092950000	8727 Benson Rd	1730	1969	unworked	RS-100	PU			Inside City Limits	2.75	3.88	169,023	1
138	C1	4003181960790000	Double Ditch Rd	0		0	AG	RS-72			Outside City Limits	38.08	36.18	1,575,806	1
278	C2	4003193484620000	1738 Main St	2532	1967	480	RS-100				Inside City Limits	1.68	1.68	73,111	1
292	C2	4003193104800000	8424 Double Ditch Rd	2188	2008		RS-100				Inside City Limits	0.58	0.58	25,278	1
295	C2	4003193114600000	1794 Main St	2110	1996	384	RS-100				Inside City Limits	0.89	0.90	39,048	1
296	C2	4003193274600000	1770 Main St	2919	1918	0	RS-100				Inside City Limits	1.00	0.99	43,071	1
297	C2	4003193694950000	1726 Main St	1218	1946	660	RS-100				Inside City Limits	1.94	1.94	84,421	1
320	C2	4003194124570000	1674 Main St	1659	1931	880	RS-100				Inside City Limits	0.71	0.72	31,235	1
324	C2	4003183640320000	8500 Double Ditch Rd	0		0	RMD	RM-PC			Inside City Limits	18.59	18.92	824,296	1
332	C2	4003192475120000	8455 Double Ditch Rd	3033	1927	1466	RS-100				Inside City Limits	1.12	1.10	48,128	1
341	C2	4003193934510000	1700 Main St	1284	1931	0	RS-100				Inside City Limits	0.34	0.35	15,123	1
382	C2	4003184310320000	Double Ditch Rd	0		0	RMD				Inside City Limits	1.11	1.15	50,257	1
384	C2	4003193864950000	1714 Main St	1878	various	14128 (warehouse)	RS-100				Inside City Limits	7.75	7.75	337,588	1
401	C2	4003194064300000	Main St	0		0	RS-100				Inside City Limits	0.29	0.29	12,625	1
4b	A2	4003183914420000	8887 Benson Rd	2106	1959	1560	AG	RMD			Outside City Limits	75.05	38.41	1,673,017	1
4c	A3	4003183914420000	8887 Benson Rd	" "	1959	" "	AG	RM-PC			Outside City Limits	75.05	19.38	844,307	1
4d	A3	4003183914420000	8887 Benson Rd	" "	1959	" "	AG	RM-3		Senior	Outside City Limits	75.05	17.40	758,082	1
4e	A3	4003183914420000	8887 Benson Rd	" "	1959	" "	AG	RM-3		Commercial	Outside City Limits	75.05	0.15	6,364	1
507	D2	4003193964110000	Main St	0		1176	RS-100				Inside City Limits	1.14	1.14	49,552	1
516	D2	4003194134100000	512 N 17th St	2034	1984	84	RS-100				Inside City Limits	0.00	0.30	12,900	1
57a	B2	4003184901120000	Benson Rd	0		0	RMD	RM-PC	Airport	Airport	Inside City Limits	38.54	0.73	31,934	1
57b	B2	4003184901120000	Benson Rd	0		0	RMD	RM-PC	Airport		Inside City Limits	38.54	13.10	570,692	1
57c	B3	4003184901120000	Benson Rd	0		0	RMD	RS-72	Airport	Airport	Inside City Limits	38.54	1.68	73,164	1
57d	B3	4003184901120000	Benson Rd	0		0	RMD	RS-72	Airport		Inside City Limits	38.54	21.33	928,969	1
58a	B3	4003184772250000	8661 Benson Rd	1700	1900	2100	RS-100	RM-3	Airport		Inside City Limits	4.94	2.51	109,368	1
58b	B3	4003184772250000	8661 Benson Rd	" "	1900	" "	RS-100	RM-3	Airport	Airport	Inside City Limits	4.94	2.63	114,424	1

*Information provided by the City of Lynden and consultants.



Parcels Within Proposed LID Boundary – Tier 2*

Parcel Identifier	Map Grid Location	Parcel Number	Location Address	Square Footage of Finished Floor Area	Year Built	Outbuildings Square Footage	Current Zoning	Proposed Zoning Changes	Current Overlay	Proposed Overlay	Status	Legal Acreage	Calculated Acreage	Calculated SF	Tier
1	A1	4003181854580000	425 E Badger Rd	0		4550	AG	RS-72			Outside City Limits	35.75	35.14	1,530,813	2
2	A2	4003183423630000	8700 Double Ditch Rd	0		0	AG	RMD			Outside City Limits	19.70	19.97	869,712	2
3	A2	4003182403480000	Double Ditch Rd	0		0	AG	RMD			Outside City Limits	4.72	5.01	218,307	2
4a	A2	4003182364410000	8837 Double Ditch Rd	1,840	1900	840	AG	RS-72			Outside City Limits	2.94	2.99	130,115	2
45	B1	4003181722500000	Double Ditch Rd	0		0	AG	RMD			Outside City Limits	54.96	53.18	2,316,514	2
46	B2	4003182402180000	8663 Double Ditch Rd	1,536	1905	1496	AG	RMD			Outside City Limits	4.72	4.79	208,794	2
51	B2	4003182402810000	Double Ditch Rd	0		0	AG	RMD			Outside City Limits	4.72	5.03	219,276	2
52	B2	4003182251590000	Double Ditch Rd	0		0	AG	RMD			Outside City Limits	9.65	9.50	413,978	2
55	B2	4003183012970000	8708 Double Ditch Rd	4,034	1986	280	AG	RMD			Outside City Limits	9.73	9.66	420,739	2
59a	B3	4003185071250000	8593 Benson Rd	1,113	1948	396	RS-100	RS-72			Inside City Limits	0.89	0.55	23,986	2
59b	B3	4003185071250000	8594 Benson Rd	1,903	1948	396	RS-100	RS-72	Commercial		Inside City Limits	0.89	0.34	15,013	2
64	B3	4003185201550000	8617 Benson Rd	754	1936	1416	RS-100	RS-72			Inside City Limits	0.60	0.60	25,991	2
65	B3	4003185201460000	8605 Benson Rd	1,782	1992	377	RS-100	RS-72			Inside City Limits	0.62	0.62	27,005	2
66	B3	4003185051720000	8629 Benson Rd	3,693	1968	1920	RS-100	RS-72			Inside City Limits	1.50	1.55	67,652	2
67	B3	4003184901550000	Benson Rd	0		1800	RS-100	RS-72			Inside City Limits	1.37	1.38	60,011	2
118	B3	4003185101350000	8597 Benson Rd	2,112	2016	800	RS-100	RS-72			Inside City Limits	0.35	0.35	15,376	2
119	B3	4003185201350000	8595 Benson Rd	1,517	1949	1480	RS-100	RS-72			Inside City Limits	0.69	0.69	29,948	2
120	B3	4003184991460000	8603 Benson Rd	2,713	2016	0	RS-100	RS-72			Inside City Limits	0.26	0.26	11,200	2
121	B3	4003184871410000	8601 Benson Rd	3,256	2017	3000	RS-100	RS-72			Inside City Limits	0.77	0.77	33,710	2

*Information provided by the City of Lynden and consultants.



Qualifications

Robert J. Macaulay, MAI, Principal ABS Valuation

Education

Bachelor of Arts in Economics, Washington State University, 1983.

Professional Education

Appraisal Courses: All appraisal courses required for MAI designation.

Seminars and Continuing Education (abbreviated summary of coursework):

- Environmental & Property Dangers
- UASFLA Seminar (Yellow Book)
- Introduction to Valuation for Financial Reporting
- Eminent Domain and Condemnation
- Evaluating Commercial Construction
- The Road Less Traveled: Special Purpose Properties
- The Appraiser as Expert Witness
- Litigation Appraising: Specialized Topics and Applications
- Appraiser Consulting: A Solutions Approach for Professionals
- Subdivision Valuation

Professional Affiliation

Member, Appraisal Institute. Received MAI Designation in 1995. (Member No. 10,712)

Approved Appraiser and Review Appraiser, WA State Department of Transportation

Member, International Right-of-Way Association

Past Board of Trustees - Washington Center for Real Estate Research

Appraisal Experience

Principal with **ABS Valuation**. Appraisal assignments include a wide variety of commercial, industrial and residential properties for financial institutions, governmental entities, law firms, corporations and private individuals. Examples include medical and non-medical related office buildings, retail shopping centers, multifamily properties, industrial warehouses, restaurants, retail stores, mobile home parks, service stations, single-family subdivisions and special purpose properties. Other valuation assignments cover rental valuations, partial interest studies (leasehold/leased fee estates), waterfront commercial and industrial properties for various port authorities, together with remote large acreage agricultural and forest land. One of Mr. Macaulay's specialties in which he has extensive knowledge and over 25 years of experience with is Local improvement district (LID) special benefit and Right-of-way projects include easement analysis for the United States Navy and analysis of 70+ parcels for the City of Renton for acquisition and easement purposes. Numerous appraisals were also prepared for a large trunk water line easement extending under the Snohomish River to the Tulalip Tribes and City of Marysville for the City of Everett.



ROBERT J. MACAULAY, MAI (cont.)

Similar to right-of-way work, special benefit and economic feasibility studies have been completed for the cities of Marysville, Vancouver, Bellevue, Burien, Ferndale, Freeland, Kent, Lynnwood, Ocean Shores, and Yelm (2006 to 2015). Consultation work on a road improvement district (RID) project for unincorporated Clallam County was performed in 2010. Other current or recently completed projects (2010-2014) include special benefit and feasibility studies for the cities of Bellevue, Edgewood, Freeland, Lynnwood and Tacoma. In addition to over 30 other feasibility and special benefit studies completed.

A wide variety of multi-parcel right-of-way acquisition appraisals have been completed, such as riverbank protection easements for the City of Tukwila, right-of-way acquisition for road widening for the City of Bellingham and utility line easements, road widening and other public improvement projects for the City of Everett. A large right-of-way project for the Montana Department of Highways near Kalispell, Montana was completed several years ago. Also, eminent domain appraisals have been completed for the Washington State Department of Transportation (WSDOT) and Burlington Northern Santa Fe Railroad in Wenatchee and Tacoma. Other special purpose assignments are 6,000 acres on the Tulalip Indian Reservation for the Tulalip Tribes, 80 acres on Burrows Island in Skagit County, 900 acres in Skagit County for Skagit County Parks and Recreation Department, and the Eagle Harbor ferry maintenance site on Bainbridge Island for WSDOT. Various reports on mineral rights have been completed, including an 80-acre operating quarry in Bremerton, WA.

Testified in various cases in King, Snohomish and Skagit counties, together with presentations at LID hearings on preliminary and final assessment rolls. Qualified as expert witness in the states of Washington and Montana.

Other Experience

Mr. Macaulay has been involved with MRSC dating back to the late 1990's and involves published (and updated) information on their website pertaining to local improvement district (LID) special benefit analysis, methodology and proportionality issues for a wide range of LID projects such as freeway interchange/arterial road improvements, utility (large sewer/water installation) infrastructure, slope stabilization, bridge improvements and other related publicly funded development.

Numerous presentations have been made around the state for MRSC involving LID analysis examples completed for various cities and utility districts. Conferences have been made touching upon a wide variety of special benefit analysis issues relating to a wide variety of LID projects ranging from \$500,000 to over 100 million in project cost.



ROBERT J. MACAULAY, MAI (cont.)

Representative Client List

Cities/Counties

Cities of Aberdeen, Arlington, Bellevue, Bellingham, Blaine, Bothell, Burlington, Edgewood, Edmonds, Everett, Ferndale, Issaquah, Kent, Kirkland, Lacey, Lake Forest Park, Lake Stevens, Lynnwood, Marysville, Mount Vernon, Mukilteo, Oak

Harbor, Ocean Shores, Pacific, Port Townsend, Redmond, Renton, Seattle, Shoreline, Stanwood, Sultan, Tacoma, Vancouver, Wenatchee and Washougal. Counties of Clark, Clallam, Douglas, Island, Jefferson, King, Kitsap, Pierce, San Juan, Skagit, Snohomish, Thurston and Whatcom.

Government

Ports of Anacortes, Edmonds, Everett, Seattle and Skagit County. Edmonds, Everett, Lake Stevens, Lynnwood, Monroe, Mukilteo, Marysville and Snohomish School Districts. Washington State Parks, WSDOT (Approved Appraiser/Reviewer Lists), DNR, WA State Attorney General, U.S. Army Corps of Engineers, U.S. Navy, Everett Parks Foundation, Seattle DOT, University of Washington, Department of Interior, Snohomish County PUD, Skagit County PUD, Montana Department of Highways,

Financial Institutions

Anchor Bank, Bank of Washington, Banner Bank, BECU, China Trust Bank, Coastal Community Bank, Columbia Bank, Commerce Bank, First Savings Bank Northwest, GBC International Bank, Heritage Bank, Homestreet Bank, Key Bank, Mountain Pacific Bank, One Pacific Coast Bank, Opus Bank, Prime Pacific Bank, Peoples Bank, US Bancorp and Wells Fargo.

Corporations, Law Firms and Non Profits

Weyerhaeuser Company, Puget Sound Energy, SCA Engineering, Entranco Engineering, The Trust for Public Land, OTAK, HDR, Inc., The Boeing Company, Coates Field Service, Inc., Perteet Engineering, Gray & Osborne, Inc., Tetra Tech, Steven J. Fields, Brewe Layman, Weed, Graafstra & Benson, Inc., P.S., Anderson Hunter, Foster Pepper, Burgess, Fitzer, Leighton & Phillips, Inslee, Best & Dozier, Preston, Gates & Ellis.

State Certification Number - General: 1100517 **Expiration:** 10/10/2021