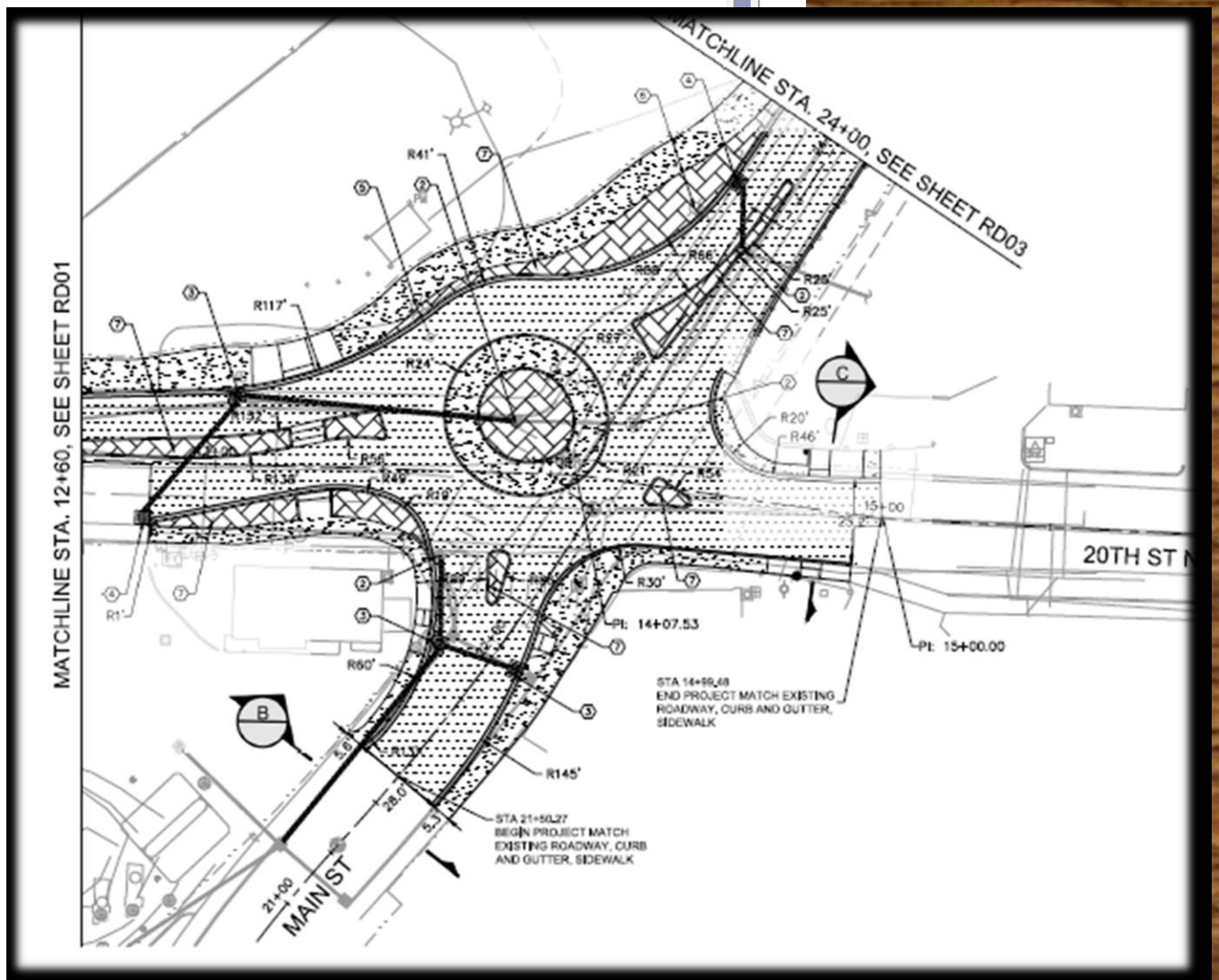


Chapter 9

Capital Facilities



A Vision for Capital Facilities

The city will develop a realistic and achievable capital facilities plan that ensures an effective use of taxpayer and ratepayer dollars that prioritizes capital investments to maintain adopted levels of service; responds to project urgency and feasibility; is consistent with the city's growth strategy; and provides an equitable community benefit.

INTRODUCTION

The Capital Facilities Element is used to guide public decisions on the use of capital funds to maintain levels of service and develop public infrastructure to match projected growth targets within the city – with new development paying its fair share of facility upgrades needed to serve increased demand. This element relies on the policies set forth in the Land Use, Parks, Transportation and Public Services Elements as a baseline for identifying capital infrastructure needs. The population and employment targets predict future development in the city which in turn influence levels of service and affect the capacity needs for services provided by the city and partner agencies.

Capital facilities planning requires ongoing communication and cooperation between various disciplines including engineering, finance and planning and many service providers in Lake Stevens to ensure a realistic and coordinated plan for capital improvements and effective use of taxpayer and rate payer dollars.

The Capital Facilities Element aims to promote effectiveness and efficiency by requiring the city to plan for capital improvements rather than relying on a mechanism with a shorter horizon such as the annual budget. Long range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, regarding relative urgency, economic desirability and community benefit. In addition, the identification of funding sources results in the prioritization of needs and allows the trade-off between projects to be evaluated.

PLANNING CONTEXT

State Planning

The Washington State Growth Management Act (GMA) requires that the city of Lake Stevens prepare and maintain a comprehensive plan capital facilities element. This element is required to maintain levels of service standards for adequate public facilities and services and to assure that public facilities will be reasonably available to accommodate planned growth over the next twenty years.” This requirement is referred to as concurrency and specifically means:

- Public facilities that are needed and maintained to serve new development and population within a jurisdiction or service area must be in place at the time of development or that a financial commitment is in place to complete the improvements or strategies within planning horizon.
- Such facilities must be sized to adequately serve the area without decreasing the services levels established by the jurisdiction.

The GMA also requires that the comprehensive plan sets a 20-year planning horizon based on city growth targets and include a capital facilities element with a six-year plan for financing identified capital needs.

RCW 36.70A.070 and WAC 365-196-415 require that the capital facilities element address the following:

- An inventory of existing capital facilities owned by public entities, showing the locations and capacities along with a forecast of future needs for capital facilities.
- At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and
- A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element.

Regional Planning

The Puget Sound Regional Council’s Vision 2050 document specifies the Regional Growth Strategy and direct growth primarily into urban growth areas where public services and facilities are better served. The Regional Growth Strategy highlights the need for strategic investments in services and facilities, especially to support growth and development in centers and compact urban communities.

Countywide Planning

The Snohomish Countywide Planning Policies include provisions to ensure the orderly transition of unincorporated areas to city governance, including the provision of services and infrastructure financing. These policies also address the need for consistency of capital improvement programming with local comprehensive plans, countywide planning policies and Vision 2050.

Many policies give guidance for counties (and, where appropriate, cities) to review special district plans for consistency with local comprehensive plans and Vision 2050; also, they provide guidance for the review of special district criteria for location and design of schools and other public facilities. And finally, the policies direct jurisdictions to develop strategies to reduce the number of special districts where appropriate.

Lake Stevens Planning

The city of Lake Stevens is somewhat unique to its neighboring jurisdictions because it is responsible for general government services, police services, roads, stormwater and parks while special purpose districts provide all other services and utilities as identified in Chapter 7, Public Utilities and Services Comprehensive Plan Element. These include schools, wastewater, potable water, waste management, library, fire prevention, suppression and emergency medical services, and all other utility services.

Lake Stevens has established level of services standards (LOS) for the city’s responsibilities which reflects the city’s commitment to safety, fiscal responsibility, planned growth and environmental stewardship as detailed in these Comprehensive Plan Chapters and summarized later in this Chapter.

SERVICE	LOCATION IN COMPREHENSIVE PLAN
General Government Services:	Chapter 7- Utilities & Public Services
Police Services	Chapter 7- Utilities & Public Services
Roads and Transportation	Chapter 8 – Transportation
Stormwater	Chapter 7- Utilities & Public Services
Parks	Chapter 5 – Parks, Recreation & Open Space

Level of Service Standards

The city therefore coordinates closely with community service providers to plan appropriate capital investments. If funding shortfalls or increases in demand make it difficult to meet the established level of service standards, the city will need to either identify new revenue resources, re-evaluate the standards, or make land use and planning adjustment to ensure concurrency.

REVENUE SOURCES***Municipal Revenues***

Lake Stevens faces continuing fiscal challenges common to most cities. These are driven in large part by increased costs of doing business, increased service requirements mandated by legislation and restriction or elimination of certain tax revenue streams because of prior voter initiatives.

A diverse mix of municipal revenue sources is important, including property taxes, utility taxes, sales taxes and others. Fiscal diversity, like economic diversity, limits risk of over-reliance on a single revenue source. Lake Stevens' General Fund, which supports citizen services and the operations of the city government itself, is heavily dependent on tax revenues and especially property tax and sales and use taxes, for its funding. The city has a balanced revenue forecast comprised of property and sales taxes. Other sources of revenue are the transportation benefit district, utility and other taxes, licenses and permits, intergovernmental transfers, charges for services and other minor revenue sources.

Potential New Revenue Sources

Long-term economic sustainability for the city of Lake Stevens requires one or more of the following: increased local jobs, increased municipal revenues derived from business and

industry, use of additional land to support community development and retention of current jobs and revenue sources. Increasing municipal revenues from commercial sources is generally seen as one of the few ways that cities can improve their fiscal situation, recognizing the perception that quality of living, housing and residents increase demands for services. Cities frequently look toward business retention, attraction and creation to increase local revenues from utility taxes and sales taxes.

Taxes and Fees

There are limited additional sources of revenue that the city could use to meet its fiscal needs. These potential taxes and fees increase the cost of doing business or creating development in the city, and therefore may not be the solution to Lake Stevens' projected fiscal deficit with annexation.

- B&O taxes could potentially generate more revenue; however, at this stage, the city has elected to remain economically competitive by not enacting a B&O tax as a strategy to attract businesses considering locating in the city.
- Impact mitigation fees from new development are used as a means of funding portions of parks or traffic capital projects.

LAND USE PLANNING CONSIDERATIONS

All land uses generate fiscal impacts on the city by changing revenue collections and the cost of providing services. Costs stem from impacts on city capital facilities and services as well as internal city operations. Revenues come from collection of taxes and fees.

Land use planning can incorporate several considerations related to the city's fiscal position: the anticipated revenues from new development; necessary infrastructure investments and on-going expenses to support future uses; and the current and future market feasibility of each use type.

Diversity of land uses is an important consideration. For example, multifamily housing can play a necessary and critical role in supporting local retail and other businesses by providing housing that workers can afford (keeping the cost of labor and prices down at local retail). Growth in population or business activity creates increased local demand for goods or services by introducing new consumers or producers. Existing and new properties generate property tax revenues, while consumer spending by additional residents and businesses

generates sales tax revenues. Similarly, attracting or growing businesses that draw traffic and spending from elsewhere in the region increases local economic activity and revenue.

Infrastructure investments must also be considered in land use planning. While such investments can be costly to build and maintain over time, those costs may be outweighed by the increase in property values and multiplier effects that such investments can lead to.

INVENTORY AND ANALYSIS

Capital Improvement Plan

This Capital Facilities Element identifies needed improvements, which are of relatively large scale, are generally a non-recurring high cost and may require multi-year financing. The list of improvements focuses on major projects, leaving smaller improvements (less than \$10,000) to be addressed in the annual budget. Figure 9.1 identifies the location of publicly owned facilities, which may be included in the capital facilities plan. Smaller facilities such as traffic signals and drainage ponds are not included on the map.

The Capital Improvement Plan is a six-year financing plan for capital expenditures to be incurred on a year-by-year basis. It is based on priority improvements considering the forecasted revenue over the next six years from various funding sources. The six-year plan sets priorities for capital projects that the jurisdiction plans to undertake and presents estimates of the resources needed to finance them. The first year of the Capital Facilities Program is typically converted to the annual capital budget, while the remaining five-year program will provide for long-term planning. Only the expenditures and appropriations in the annual budget represent financial commitments.

Definition of Capital Improvement

For the purposes of capital facility planning, “capital improvements” are major projects, activities or maintenance costing over \$10,000 and requiring the expenditure of public funds over and above annual operating expenses. They have a life expectancy of more than 10 years and result in an addition to the city's fixed assets and/or extend the life of the existing capital infrastructure. The cost estimates may include design, engineering efforts, permitting, environmental and sustainability analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping and initial furnishings and equipment. Capital improvements do not include equipment or the city's

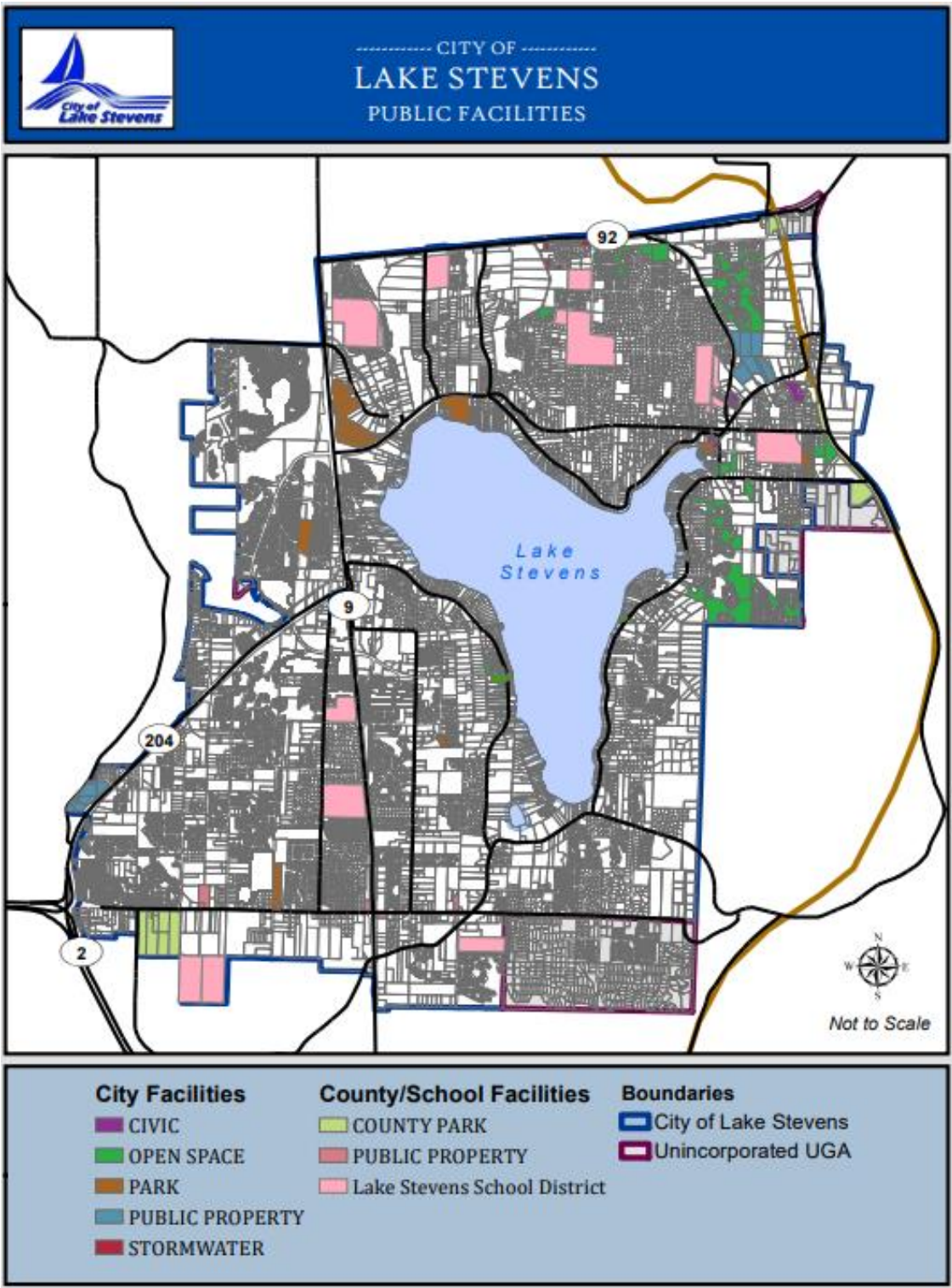


Figure 9.1 – Public Facilities Map

rolling stock, nor does it include the capital expenditures of private or non-public organizations.

Subarea Capital Facilities Planning

As part of the growth strategy, the city has adopted three subarea plans and associated capital improvement plans. The city also completed an infrastructure analysis for the Lake Stevens Industrial Center that identified capital deficiencies in the area. The subarea capital plans, and the infrastructure analysis are foundational documents for the city’s growth centers. The specific identified projects have been integrated into this element (Table 9.4). The city is currently responsible for transportation outside of state routes, except that the city is responsible for maintenance of state routes within city limits and stormwater facilities. Special purpose districts provide sewer and water infrastructure and other utility services.

The proposed projects are described in the Capital Facilities section of the plans with estimated costs representing costs typical for public works projects competitive bidding in accordance with Washington State law. The estimated costs are partitioned by expected funding, which could change based on available public funding, grants, development or private financing, or negotiated development agreements. The capital plan describes the infrastructure requirements, phasing, cost partitioning and proposed financing alternatives for the subareas.

PROJECTION OF CAPITAL FACILITY NEEDS

Identified Needs

All public facility needs have been identified in the other elements of the Comprehensive Plan. Through the process of developing this Capital Facilities Element the financial feasibility of the other elements is considered from 2024-2044. The capital improvements needed to satisfy future and existing substandard development and maintain adopted level of service standards are identified and listed in Table 9.4 and include projects from the adopted Subarea Capital Facilities Plans and Lake Stevens Industrial Center Infrastructure Analysis.

Table 9.2 provides a brief description of each of the capital improvement projects in the city with an estimate of the total project costs. The year indicates when the projects must be

completed to maintain the adopted level of service standards for the respective facilities. Capital improvement projects have been identified for transportation, parks and recreation, government and stormwater drainage facility improvements. Facilities for wastewater, potable water, fire protection, schools and solid waste are contained in district and agency plans, coordinated with, but independent of the city's Comprehensive Plan.

Prioritization of Capital Facilities

The capital improvement needs listed in Table 9.1 (attached at the end of the chapter) were developed by the city staff based on community-wide input and the other elements of this Comprehensive Plan. The following criteria should be considered when adding proposed projects to the capital improvement plan:

- Service Considerations: Safety, Health and Welfare Factors, Environmental Impact, Effect on Quality of Service;
- Economic Considerations: Potential for Financing, Impact on Future Operating Budgets, Timeliness of Opportunity, Benefit to Economy and Tax Base;
- Feasibility Considerations: Legal Mandates, Citizen Support, Staff Availability; and
- Consistency Considerations: Goals and Objectives in Other Elements of this Plan, Linkage to Other Planned Projects, Plans of Other Jurisdictions, County-Wide Planning Policies.
- Equity and climate change

Cost estimates in this element are presented in 2024 dollars and were derived from various federal and state documents, published cost estimates, records of past expenditures and information from private contractors.

FUTURE NEEDS AND ALTERNATIVES

Current Revenue Sources

The largest single source of non-restricted revenue for the city is the *ad valorem* property tax. The city's assessment for this tax is usually set at the maximum rate. Figure 9.2 depicts the distribution of revenue sources for the city.

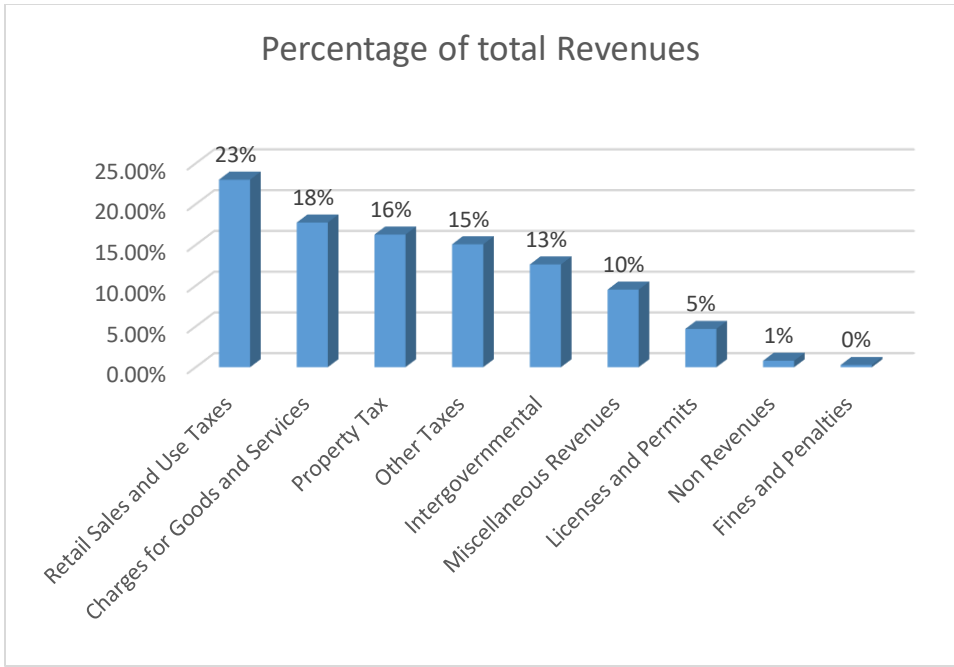


Figure 9.2 – Source of Existing City Resources, Average 2023

FINANCIAL RESOURCES

To ensure that the city is using the most effective means of collecting revenue, the city inventoried the various sources of funding currently available. Financial regulations and available mechanisms are subject to change; furthermore, changing market conditions influence the city's choice of financial mechanism. Therefore, the city should periodically review the impact and appropriateness of its financing system. The following list of sources includes all major financial resources available and is not limited to those sources which are currently in use or will be used in the six-year schedule of improvements.

Debt Financing

Short-Term Borrowing: The high cost of many capital improvements requires local governments to occasionally use short-term financing through local banks.

Revenue Bonds: These bonds are financed by those benefiting from the capital improvement. The debt is retired using charges collected from the users of public facilities such as sewer systems and electrical power plants. Interest rates tend to be higher than for general obligation bonds and issuance of the bonds may be approved without a voter referendum.

Industrial Revenue Bonds: Bonds issued by a local government, are assumed by companies or industries that use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is that they carry comparatively low interest rates due to their tax-exempt status. The advantage to the jurisdiction is the private sector is responsible for retirement of the debt.

General Obligation Bonds: Bonds backed by the value of the property within the jurisdiction. Voter-approved bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities. This debt should be used for projects that benefit the city.

Local Multi-Purposes Levies

Ad Valorem Property Taxes: Tax rate in millions (1/10 cent per dollars of taxable value). The maximum rate is \$3.60 per \$1,000 assessed valuation. The city is prohibited from raising its levy more than 1 percent of the previous year's amount levied before adjustments, new construction and annexation. A temporary or permanent access levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Single-Purpose Levies

Motor Vehicle Fuel Tax: This tax is paid by gasoline distributors and distributed by the Department of Licensing. Revenues must be spent for highway (city streets, county roads and state highways) construction, maintenance or operations; policing of local roads; or related activities.

Local Option Fuel Tax: This is a countywide voter approved tax equivalent to 10 percent of Statewide Motor Vehicle Fuel Tax and a special fuel tax of 2.3 cents per gallon. Revenue is distributed to the city on a weighed per capita basis. Revenues must be spent for highway (city streets, county roads and state highways) construction, maintenance or operations; policing of local roads; or highway-related activities.

Local Non-Levy Financing Mechanisms

Reserve Funds: Revenue that is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves or funds resulting from the sale of capital assets.

Fines, Forfeitures and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, property appraisal fees, fines, forfeitures, licenses, permits, income received as interest from various funds, sale of public property, rental income and all private contributions to the jurisdiction. Revenue from these sources may be restricted in use.

User Fees, Program Fees and Tipping Fees: Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer services, water services, surface water drainage facilities. Fees may be based on measure of usage, a flat rate or design features. Revenues may be used for new capital facilities, or maintenance and operations of existing facilities.

Special Assessment District: District created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. This includes Local Improvement Districts, Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District: District created to provide a specified service. Often the district will encompass more than one jurisdiction. This includes districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural arts, stadiums and convention centers, sewers, water flood controls, irrigation and cemeteries. Voter approval is required for airport, parks and recreation and cultural arts, stadium and convention districts. District has authority to impose levies or charges. Funds must be used solely to finance the purpose for which the special purpose district was created.

Transportation Benefit Districts: Chapter 36.73 RCW enables cities and counties to create transportation benefit districts to finance and carry out transportation improvements necessitated by economic development and to improve the performance of the transportation system.

Lease Agreements: Agreement allowing the procurement of a capital facility through lease payments to the owner of the facility. Several lease packaging methods can be used. Under the lease-purchase method the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the

municipality without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

Privatization: Privatization is generally defined as the provision of a public service by the private sector. Many arrangements are possible under this method ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds.

Impact Fees: These fees are paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities which will directly benefit from the capital improvement and the assessment levied must fairly reflect the true costs of these improvements. Impact fees may be imposed for public streets and roads, publicly owned parks, open space and recreational facilities, school facilities and fire protection facilities (in jurisdictions that are not part of a fire district).

Storm Drainage Utility Charge: Utility district created to specifically provide storm and drainage management, maintenance and operation. Fees would be levied against properties receiving benefit of storm water management.

CAPITAL FACILITY STRATEGIES

To consider available revenues realistically and expected expenditures on capital facilities, the city must consider all current policies that influence decisions about the funding mechanisms, as well as policies affecting the city's obligation for public facilities. The most relevant of these are described below. These policies along with the goals and policies articulated in the other elements of the Comprehensive Plan were the basis for the development of various funding scenarios. Any variations from the current policies in the development of the six-year Capital Improvement Plan Table 9.2 were incorporated into the goals and policies of the Comprehensive Plan.

Mechanisms to Provide Capital Facilities

Increase Local Government Appropriations: The city will investigate the impact of increasing current taxing rates and will actively seek new revenue sources. In addition, on an annual basis the city will review the implications of the current tax system in its entirety.

Analysis of Debt Capacity: Generally, Washington State law permits a city to ensure a general obligation bonded debt equal to 1.5 percent of its property valuation without voter approval. By a 60 percent majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1 percent, bringing the total for general purposes up to 2.5 percent of the value of taxable property. The value of taxable property is defined by law as being equal to 100 percent of the value of assessed valuation. For the purpose of supplying municipally owned electric, water or sewer service, and with voter approval, a city may incur another general obligation bonded debt equal to 2.5 percent of the value of taxable property. At the current time, the city of Lake Stevens does not supply these services; however, the city has an interest in where the utility purveyors invest in infrastructure. With voter approval, cities may also incur an additional general obligation bonded debt equal to 2.5 percent of the value of taxable property for parks and open space. Thus, under State law, the maximum general obligation bonded debt which a city may incur cannot exceed 7.5 percent of the assessed property valuation.

Municipal revenue bonds are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of services.

The city of Lake Stevens has used general obligation bonds and municipal revenue bonds very infrequently. Therefore, under state debt limitations, it has ample debt capacity to issue bonds for new capital improvement projects as shown in Table 9.3. However, the city does not currently have policies in place regarding the acceptable level of debt and how that debt will be measured. The city has developed the 20-year Capital Facilities Program to address future growth plans and anticipates new development will pay a proportionate share of impacts to meet concurrency requirements.

User Charges and Connection Fees: User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from centers.

Mandatory Dedications or Fees in Lieu of: The jurisdiction may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes, such as roads, parks, or schools. Dedication may be made to the local government or to a private group. When a subdivision is too small or

because of topographical conditions a land dedication cannot reasonably be required, the jurisdiction may require the developer to pay an equivalent fee in lieu of dedication.

The provision of public services through subdivision dedications not only makes it more feasible to serve the subdivision but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into certain areas.

Table 9.3 – Limitation of Indebtedness

I. INDEBTEDNESS FOR GENERAL PURPOSE WITHOUT A VOICE OF THE PEOPLE					
Councilmanic: Legal limit 1.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
1.5% times 8,680,217,564 equals			130,203,263	22,561,710	107,641,554
II. INDEBTEDNESS FOR GENERAL PURPOSE WITH A 3/5 VOTE OF THE PEOPLE					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	-	217,005,439
I & II. TOTAL INDEBTNESS FOR GENERAL PURPOSES					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	22,561,710	194,443,729
III. INDEBTEDNESS FOR CITY UTILITY PURPOSES WITH A 3/5 VOTE OF THE PEOPLE					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	-	217,005,439
IV. INDEBTEDNESS FOR OPEN SPACE AND PARK FACILITIES WITH A 3/5 VOTE OF THE PEOPLE					
Councilmanic: Legal limit 2.5% of taxable Property			Capacity	Less Outstanding	Remaining Debt Capacity
2.5% times 8,680,217,564 equals			217,005,439	-	217,005,439
TOTAL	7.50%		TOTAL CAPACITY	TOTAL LESS OUTSTANDING	TOTAL REMAINING DEBT CAPACITY
			651,016,317	22,561,710	628,454,608

Negotiated Agreement: Agreement whereby a developer studies impact of development and proposes mitigation for city's approval. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement will require lower administrative and enforcement costs than impact fees.

Impact Fees: Impact fees may be particularly useful for a community that is facing rapid growth and with existing residents desiring to minimize the impacts to the existing levels of service.

Obligation to Provide Capital Facilities

Coordination with Other Public Service Providers: Local goals and policies as described in the other Comprehensive Plan elements are used to guide the location and timing of development. However, many local decisions are influenced by state agencies, special purpose districts and utilities that provide public facilities within the city of Lake Stevens. The planned capacity of public facilities operated by other entities is essential not only for the location and timing of public services, but also in the financing of such services and for the community to realize infrastructure and growth sustainability.

The city's plan for working with the natural gas, electric and telecommunication providers is detailed in the Public Services and Utilities Element Chapter 8. This Plan includes policies for sharing information and a procedure for negotiating agreements for provision of new services in a timely manner.

The Level of Service Standards for other public service providers such as school districts, sewer provider and private water providers are addressed in their respective Capital Facility programs. The city's policy is to exchange information with these entities and to provide them with the assistance they need to ensure that public services are available, and that the quality of the service is maintained.

Level of Service Standards: Level of service standards are an indicator of the extent or quality of service provided by a facility that are related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development and by delaying new development until it is feasible to provide the needed public facilities.

In addition, to avoid overextending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted a level of service standard for six public services. The specific standards are identified in Chapters 5, 7 and 8 and summarized in Table 9.4 above.

Concurrency Management System Ordinance: The city adopted a concurrency implementation ordinance which contains procedures for reviewing proposed development within the city based on the available capacity of public facilities coupled with the adopted Level of Service standard for them. In 2024 the city has established Level of Service standards for bus transit and active transportation to evaluate the quality and connectivity of pedestrian and bicycle facilities within the city. These standards will be integrated into the city's concurrency ordinance.

Methods for Addressing Shortfalls

The city will not be able to finance all proposed capital facility projects, therefore, it has clearly identified the options available for addressing shortfalls and how these options will be exercised. The city evaluates capital facility projects on both an individual basis and a system-wide basis. In deciding how to address a particular shortfall the city will balance the equity and efficiency considerations associated between each of these options.

When the city identifies a potential shortfall, the city may address it by increasing revenue, examining and adjusting levels of service as appropriate, look for additional creative, cost-effective solutions for constructing the facility, use a phasing solution to implement the facility construction and/or other methods as appropriate.

Six-Year Capital Improvement Plan

Financial Assumptions: The following assumptions about future operating conditions in the local government and market conditions were used in the development of the six-year Capital Improvement Plan Table 9.2:

Table 9.4 – Level of Service Standards

FACILITY	ADOPTED LOS
Streets and Roads	
Major and Minor Arterials	LOS E
Collector Roadways	LOS E
Local Access Roadways	LOS C
SR9, SR204 and SR92*	LOS set by Puget Sound Region Council
Transit*	Coordination with Community Transit
Regular Bus-Frequent Transit Routes	LOS Green
Regular Bus-Base Service Routes	LOS Orange
Active Transportation	LOS Orange
Domestic Water*	
Domestic Supply	100 per capita per day - Adopted by Snohomish County PUD
Commercial	Adopted by Snohomish County PUD
Fire Flow	
Domestic and Commercial	Per IFC
Sewer	
Residential & Equivalent Commercial*	70 gallons per capita per day
Schools*	
Early Learning	State mandated LOS
K-5	State mandated LOS
6-8	State mandated LOS
9-12	State mandated LOS
Home School Program	State mandated LOS
Fire Protection*	
Fire Response	COORDINATE WITH Lake Stevens FD
Medical Response	COORDINATE WITH Lake Stevens FD
Law Enforcement	
Emergency Response	3 – 4 minutes
Non-emergency Response	6 – 10 minutes
Parks, Recreation and Open Space	
Community Parks	> 10 acres, within 2.5 miles
Neighborhood Parks	≤ 10 acres, within 1 mile
Mini-Parks	≤ 1 acre, within ½ mile residential or commercial
School Parks	Varies
Special Use Parks & Facilities	Varies
Trails & Pedestrian Facilities	Varies, within 1 mile of residential
Open space	Varies
Libraries*	
Building	Coordinated with Sno-Isle Library District
Solid Waste*	
Residential	3.3 pounds per capita per day
Other Government Services	
Building	Varies

*City considers and adopts special purpose district Capital Planning Document

- The city will maintain its current fund accounting system to handle its financial affairs.
- The cost of running the local government will continue to increase due to inflation and other factors, while revenues will decrease.
- New revenue sources, including new taxes, may be necessary to maintain and improve city services and facilities.
- Significant capital investment is needed to maintain, repair and rehabilitate the city's aging infrastructure and to accommodate future growth.
- Public investment in capital facilities is the primary tool of local government to support and encourage economic growth.
- A comprehensive approach to review, consider and evaluate capital funding requests is needed to aid decision-makers and citizenry in understanding the capital needs of the city.
- Special purpose districts will cooperate and coordinate in the city's approach to capital facility planning to ensure growth is guided as directed.

In accordance with the existing accounting system, financial transactions are recorded in individual "fund" accounts. Capital improvements will be financed through the following fund type below. Other potential capital funding sources are identified in Appendix G.

- General Fund
- Capital Improvement Funds
- Transportation Improvement Funds
- Enterprise Funds

PROJECTED REVENUES

Projected Tax Base

The city's tax base was projected to increase at a 1 percent annual rate of growth for the adjusted taxable value of property (including new construction). The assessment ratio is projected to remain stable at 100 percent. This is important to the overall fiscal health of the city; however, capital improvements are also funded through non-tax resources.

Revenue by Fund

General Fund: This is the basic operating fund for the city; however, historically various capital improvements have been financed through this fund. Ad valorem tax yields were projected using the current tax rate and the projected 1 percent annual rate of growth for the city's assessed valuation. The General Fund has historically been allocated 72 percent of the annual tax yield from ad valorem property taxes. Sales tax projection estimates are based on historical trend data and increase approximately 6 percent per year.

Transportation Funds: Expenditures from these funds include direct annual outlays for capital improvement projects as well as the operating expenditures of the Street Fund. The revenues in this fund represent total receipts from state and local gas taxes as well as 28 percent of the annual tax yield from ad valorem property taxes. The projection estimates are based on state projections for gasoline consumption, current state gas tax revenue sharing methodologies and continued utilization of local option gas taxes at current levels. This fund also includes state and federal grant monies dedicated to transportation improvements.

Capital Improvement Funds: These revenues are committed to annual debt service and capital projects. The revenues in this fund represent continued capture of the real estate excise tax revenues necessary to meet annual debt service obligations on outstanding general obligation bonds.

Enterprise Fund: The revenue from enterprise funds is used for the annual capital, debt service and operating expenditures for services that are operated and financed like private business enterprises. The projected revenues depend upon income from user charges, bond issues, state or federal grants and carry-over reserves.

Transportation Benefit Program: The revenue in this fund is generated from a 0.02% sales tax or two cents on a \$10 purchase that is used for transportation improvements included in a local transportation plan. This funding method means visitors who shop, dine, or recreate in Lake Stevens also help pay for city sidewalks, roads, and trails they use.

Table 9.5 indicates the expected revenue available to the city to finance capital improvements and related operation and maintenance costs for the years 2024-2029.

Revenue amounts projected are based on past trends.

Table 9.5 – Revenue Projections Affecting Capital Improvements (Thousands)

FUNDS	2024	2025	2026	2027	2028	2029
General Fund	21,202	20,642	21,051	21,795	22,109	22,768
Total General	21,202	20,642	21,051	21,795	22,109	22,768
Street Fund	3,418	3,358	3,439	3,534	3,632	3,734
Transportation Benefit Program Fund	1,700	1,802	1,910	2,025	2,146	2,275
Total Transportation	5,118	5,160	5,349	5,559	5,778	6,009
Storm Water Management	5,881	6,081	6,290	6,517	6,753	6,999
Total Proprietary	5,881	6,081	6,290	6,517	6,753	6,999
CIP - Development Contributions	1,405	1,000	900	700	500	300
REET	1,600	1,400	1,200	1,200	1,200	1,200
Sidewalk Capital Project	0	0	0	0	0	0
Total Capital Project	35,206	34,283	34,790	35,771	36,340	37,276

Plan Implementation and Monitoring**Projected Expenditures**

For this fiscal assessment, projected capital expenditures have been aggregated to include:

- The direct cost of scheduled capital improvement projects presently underway;
- Capital improvement debt service expenditures for outstanding and planned bond issues; and
- The direct cost of capital facilities in Table 9.1.

These expenditures represent additional costs to maintain adopted level of service standards under projected growth conditions.

The Six-Year Schedule of Funded Improvements referred to as the 6-Year CIP (Table 9.2) is the mechanism by which the city can stage the timing, location, projected cost and revenue sources for the capital improvements identified for implementation in the other Comprehensive Plan Elements. The Six-Year Schedule of Funded Improvements is economically feasible within the target revenues discussed in the preceding sections of this element entitled Inventory and Analysis. The city developed a new methodology in 2022 that prioritizes projects by several metrics including land use / zoning, road classification, connectivity, safety, adopted level of service, community preference, funding availability and opportunity.

Table 9.1 lists the capital facilities by type and provides estimates of project costs by year. The distribution among years matches the years in which capital improvement work is planned to achieve or maintain the adopted Level of Service standards and measurable objectives for various public facilities.

The capital improvement projects listed in Table 9.2 are inclusive of all anticipated capital improvements as assessed by city departments for the six-year planning period.

Monitoring and Evaluation

Monitoring and evaluation are essential in ensuring the effectiveness of the Capital Facilities Program Element. This element will be regularly reviewed and amended to verify that fiscal resources are available to provide public facilities needed to support adopted LOS standards and measurable objectives. The review will reevaluate the following considerations to determine their continued appropriateness:

1. Any needed changes to costs, revenue sources, acceptance of dedicated facilities, or the date of construction of any facility enumerated in the element.
2. The Capital Facilities Element's continued consistency with the other elements and its support of the Land Use Element.
3. The priority assignment for addressing public facility deficiencies.
4. The city's progress in reducing or eliminating deficiencies.
5. The criteria used to prioritize capital improvement projects.
6. The city's effectiveness in maintaining the adopted LOS standards and achieving measurable objectives.
7. The city's effectiveness in reviewing the impacts of plans and programs of state agencies that provide public facilities with the city's jurisdiction.
8. The effectiveness of impact fees and dedications for assessing the degree to which new development pays for its impacts.
9. The impacts of special districts and any regional facility and service provision upon the city's ability to maintain its adopted LOS standards or to achieve its measurable objectives.
10. Success of securing grants or private funds to finance capital improvements.

11. Capital improvements needed for the latter part of the planning period for update of the Six-Year Schedule of Improvements.
12. Concurrency status.

Analysis of Infrastructure

Capacity of Infrastructure

City Hall Facilities: As the city continues to grow, so has the need for updated facilities. In 2023, the city of Lake Stevens purchased property to house new civic buildings near South Lake Stevens Road and 20th Street SE.

Water System: The quality of the water provided by the PUD is good and the service meets present needs, with each household using an average of 173 gallons of water per day. Relying on standards developed for previous water supply plans, the city has decided to adopt 100 gallons of water per capita per day as a level of service standard.

Provision of water to future development not only depends on capacity, but also on design considerations. The PUD anticipates having enough capacity to serve the projected population; however, the costs of providing this service will vary significantly due to design. The PUD will also need to carefully consider the impact of large industrial developments and commercial centers.

Wastewater Disposal Facilities: The city of Lake Stevens and the Lake Stevens Sewer District have a combined sewer system currently operated by the Sewer District. The Sewer District completed construction of a new wastewater treatment plant to serve the larger population in the city and the urban growth boundary for the planning period. The plant is capable of expansion to service additional needs during the 20-year planning horizon until 2042.

There are few homes still on septic within the city and most of these do not pose a health threat. If such a threat becomes imminent, city ordinance does allow the city to mandate that a home with a failing septic system and within 300 feet of a sewer line be hooked up to the system. Most new homes being built are on the sewer system, as the minimum parcel size for a septic system to be used is 12,500 square feet.

Solid Waste Disposal: The County's Solid Waste Division anticipates that it will have

adequate landfill and recycling capacity during this planning period, especially since most jurisdictions have or are initiating a curbside recycling program and implementing waste prevention programs. The city has a mandatory garbage and recycling program.

Medical and Emergency Facilities: The city is adequately served by Providence Hospitals. EMS services are provided by the Snohomish Regional Fire and Rescue.

Police and Fire Protection: The provision of safe, commercial and industrial areas improves the quality of life for current residents and makes the city more attractive for new residents and businesses. As specified in Public Services and Utilities Element Chapter 7, the Police Department will strive for a level of service that maintains an Emergency Response Time of 3 to 4 minutes and a non-emergency response time of 6 to 10 minutes. Periodic staffing review will ensure the level of service is being met.

Public Education Facilities: To meet the demand generated by growth, the Lake Stevens School Districts' capital facilities plan calls for construction of two new elementary schools and a middle school in that time frame.

Library: Current library space is undersized to serve the existing library service area. The city is currently working with Sno-Isle Regional Library on a new 14,890 square foot public library for the city of Lake Stevens on a 1.34-acre site located at 114 99th Avenue NE. The new library will provide a range of public library services, including dedicated space for children with an early learning center, spaces dedicated for teens and adults, a large public meeting room, study rooms, and a co-working area to support entrepreneurs and small businesses.

Transportation Facilities: Various types of land uses will need different types of transportation and will place different demands on the transportation system. Residential areas need access to centers of employment; commercial and industrial enterprises need access to supplier and consumer markets; and transportation corridors are often used to extend public services and utilities. This plan projects future transportation needs according to the Land Use Plan and recent annexations.

Parks: Chapter 5 is the Parks, Recreation and Open Space Element, which establishes specific goals and policies to guide decision-making and contains a detailed needs assessment for planning, acquisition, development and improvement of facilities and lands. The needs assessment provides the framework for the capital parks and recreation projects identified in Table 9.1.

GOALS AND POLICIES

GOAL 9.1 THE CITY WILL STRIVE TO BE A SUSTAINABLE AND EQUITABLE COMMUNITY WITH UNSURPASSED INFRASTRUCTURE FOR AN EXCEPTIONAL QUALITY OF LIFE

Policies

- 9.1.1 Ensuring good fiscal stewardship.
- 9.1.2 Using smart growth principles to understand how the city’s planned growth pattern affects the investments that will be needed and investing in where new growth should occur.
- 9.1.3 Expertly planning for the short- and long-term costs to support infrastructure expenditures and leave a quality legacy.
- 9.1.4 Consider equity, sustainability, energy efficiency and potential displacement of existing residents and businesses when siting, building and maintaining infrastructure and public facilities.
- 9.1.5 Thoroughly evaluate existing infrastructure as part of future annexation efforts and coordinate with the county on identifying needed improvements.
- 9.1.6 Consider climate change, economic, and health impacts when siting and building essential public services and facilities.
- 9.1.7 Promote affordability and equitable access of public services to all residents, especially the historically underserved. Prioritize investments to address disparities.

GOAL 9.2 PROVIDE PUBLIC FACILITIES IN A MANNER WHICH PROTECTS INVESTMENTS IN, AND MAXIMIZES USE OF, EXISTING FACILITIES AND PROMOTES ORDERLY COMPACT URBAN GROWTH

Policies

- 9.2.1 Capital improvements shall be provided to correct existing deficiencies, to replace worn out or obsolete facilities and to accommodate desired future growth.
- 9.2.2 Locate community facilities and health and human services in center and near transit facilities for all to access services conveniently.
- 9.2.3 Capital improvement projects identified for implementation in this Plan and at a

cost of at least \$10,000 shall be included in the Six-Year Schedule of Improvement. Capital improvements with a cost of less than \$10,000 should be reviewed for inclusion in the six-year Capital Improvement Program and the annual capital budget.

- 9.2.4 Proposed capital improvement projects shall be evaluated and prioritized in consideration of the following criteria:
- a. Need exists to correct existing deficiencies, replace facilities, or to provide for growth;
 - b. Elimination of public hazards;
 - c. Elimination of capacity deficits;
 - d. Financial feasibility;
 - e. Site needs based on projected growth patterns;
 - f. Environmental impacts;
 - g. New development and redevelopment;
 - h. Plans of state agencies; and
 - i. Local budget impact including costs for operations and maintenance.

GOAL 9.3 DEVELOPMENT SHALL BEAR ITS FAIR SHARE OF COSTS OF PROVIDING PUBLIC FACILITIES AT THE ADOPTED LEVELS OF SERVICE

Policies

- 9.3.1 Transportation and park impact fees shall be established, and new development shall contribute a proportionate share of costs to offset impacts to the system for improvements necessitated by the new development to maintain adopted levels of service.
- 9.3.2 Appropriate funding mechanisms for developments' contribution of a fair share of other public facility improvements [such as recreation, drainage and solid waste] will be considered for implementation as the city develops them.

GOAL 9.4 PROVIDE NEEDED CAPITAL IMPROVEMENTS TO MAINTAIN ADOPTED LEVELS OF SERVICE

Policies

- 9.4.1 The city shall continue to adopt an annual capital budget and a six-year capital improvement program as part of its budgeting process.
- 9.4.2 Debt shall be managed so that city general obligation debt will not exceed debt limitations set by state law and the city's ability to pay. There are no limits placed on revenue bonds other than the ability to pay.
- 9.4.3 Efforts shall be made to secure grants or private funds whenever available to finance the provision of capital improvements.
- 9.4.4 Fiscal policies to direct expenditures for capital improvements will be consistent with other Comprehensive Plan Elements.

GOAL 9.5 COORDINATE LAND USE DECISIONS AND FINANCIAL RESOURCES WITH A SCHEDULE OF CAPITAL IMPROVEMENTS TO MEET ADOPTED LEVEL OF SERVICE STANDARDS, MEASURABLE OBJECTIVES

Policies

- 9.5.1 Certain public facilities and services needed to support development shall be available concurrent with the development, including transportation, parks, surface and stormwater, sanitary sewer and potable water.
- 9.5.2 The city will support and encourage the joint development and use of cultural and community facilities with other governmental, tribal or community organizations in areas of mutual concern and benefit.
- 9.5.3 The city will emphasize capital improvement projects, which promote the conservation, preservation or revitalization of commercial, industrial and residential areas in Lake Stevens.
- 9.5.4 Proposed Plan amendments and requests for new development or redevelopment shall be evaluated according to the following guidelines as to whether the proposed action would:
 - a. Contribute to a condition of public hazards;

- b. Exacerbate any existing condition of public facility capacity deficits;
 - c. Generate public facility demands that exceed capacity increase planning in the Six-Year Schedule of Improvements;
 - d. Conform to future land uses as shown on the future land use map of the Land Use Element;
 - e. Accommodate public facility demands based upon adopted LOS standards and attempts to meet specified measurable objectives, when public facilities are developer-provided;
 - f. Demonstrate financial feasibility, subject to this element, when public facilities are provided, in part or whole, by the city; and
 - g. Affect state agencies' facilities plans and siting of essential public facilities.
- 9.5.5 Continue to update prioritizations on Table 9.2 as needs are identified; and move projects/facilities to and/or from Table 9.1 to 9.2 as funding becomes available

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PLAN 2024 - 2044				
Street and Road Projects				Project Elements
Project No.	Project Name	Project Description	TIZ / Location	2024 Project Cost
TIZ 1 Projects - East Lake Stevens				
RD-101	Main St. Improvements	Multiuse path and street improvements on Main Street between 16th St NE & 20th St NE	TIZ 1 - East Lake Stevens	\$ 3,820,000
RD-104	Grade Road - Boulevard	Upgrade road to minor arterial road standard including multiuse path or sidewalk with bike lane, travel lanes, center lane with landscape islands.	TIZ 1 - East Lake Stevens	\$ 38,955,000
RD-105	Downtown Roadway Improvements along 125th Ave NE	Upgrade 125th Ave N between 18th Street NE and 20th Street NE to include two travel lanes, parking, planters, bike lanes and sidewalks.	TIZ 1 - East Lake Stevens	\$ 5,530,000
RD-107	Madrona Drive	Convert half road to reduced standard local access road section including two travel lanes and a sidewalk on one side of the road.	TIZ 1 - East Lake Stevens	\$ 1,410,000
RD-108	Alder Road	Convert half road to reduced standard local access road section including two travel lanes and a sidewalk on one side of the road.	TIZ 1 - East Lake Stevens	\$ 2,100,000
RD-109	101st Ave NE	Convert half road between 30th St NE and Lundeen Pkwy to reduced standard local access road section including two travel lanes and a sidewalk on one side of the road.	TIZ 1 - East Lake Stevens	\$ 6,295,000
RD-113	20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan, including improvements at Grade Road and Hartford Drive	TIZ 1 - East Lake Stevens	\$ 2,500,000
RD-206	SR 92 and Grade Road Access Improvements	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay	TIZ 1 - East Lake Stevens	\$ 4,500,000
RD-208	131st Ave NE/28th St NE Alignment	Realign the intersection of 131st Ave (Old Hartford Dr) / 28th St to improve sight distance and safety for turning movements. Install pedestrian curb ramp improvements.	TIZ 1 - East Lake Stevens	\$ 2,695,000
RD-209	131st Ave NE/Old Hartford Rd - Collector	Upgrade road between 36th St NE and 20th St NE to a collector standard, including travel lanes, landscaping, and a sidewalk on both sides. Maintain the multiuse path along the east road.	TIZ 1 - East Lake Stevens	\$ 23,730,000
RD-212	20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to include two travel lanes, parking on one side, landscaping on both sides, a multiuse path on one side, and a sidewalk on one side.	TIZ 1 - East Lake Stevens	\$ 12,810,000
RD-213	Machias Rd and 28th St NE Intersection	Improve the intersection of Machias Rd and 28th St NE (potential roundabout or signal) to reduce delay and improve access to the Industrial Center.	TIZ 1 - East Lake Stevens	\$ 4,500,000
TIZ 1 Subtotal				\$ 105,025,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PLAN 2024 - 2044				
Street and Road Projects				Project Elements
Project No.	Project Name	Project Description	TIZ / Location	2024 Project Cost
TIZ 2 Projects - West Lake Stevens				
RD-102-I	91st Ave NE Commercial Revitalization Phase I	Upgrade 91st Ave with custom road profile to support multimodal travel between Market Place and SR 204	TIZ 2 - West Lake Stevens	\$ 3,850,000
RD-102-II	91st Ave NE Commercial Revitalization Phase II	Upgrade 91st Ave NE with custom road profile to support multimodal travel between SR 204 and Frontier Circle.	TIZ 2 - West Lake Stevens	\$ 1,100,000
RD-102-III	91st Ave NE Commercial Revitalization Phase II	Custom road profile along Frontier Circle East to 113th Ave NE to support multimodal transit, parking and vehicles	TIZ - West Lake Stevens	\$ 3,850,000
RD-103	99th Ave NE Bvd.	Upgrade 99th Ave NE between Market Place & 4th St SE to a minor arterial road standard including multiuse path or sidewalk with bike lanes, travel lanes, center lane with landscape islands.	TIZ 2 - West Lake Stevens	\$ 7,790,000
RD-210	Vernon Road Commercial Corridor Improvements	Widen/restripe roadway to provide one travel lane in each direction with a center TWLTL and sidewalks/landscaping.	TIZ 2 - West Lake Stevens	\$ 8,990,000
TBD-07	Soper Hill Multiuse Path & Infrastructure Improvements	TBD multiuse path along one side of Soper Hill Rd between Lake Dr and roundabout. Includes ROW, frontage, stormwater and sewer improvements.	TIZ 2 - West Lake Stevens	\$ 3,700,000
TIZ 2 Subtotal				\$ 29,280,000
TIZ 3 Projects				
RD-100	79th Ave SE Access Road	Construct new roadway including bike lane, two travel lanes, landscape strips and sidewalks for through road to Cavalero Mid-High School.	TIZ 3 - South Lake Stevens	\$ 3,180,000
RD-111	12th St. SE/87th Ave SE Road Realignment	Re-align intersection at 87th Street SE/12th Street SE to provide adequate sight distances for vehicles and construct additional roadway surface.	TIZ 3 - South Lake Stevens	\$ 520,000
RD-207	US-2 Trestle Replacement	WSDOT project to replace the US-2 westbound trestle, including improvements to the US-2 / SR 204 / 20th St SE interchange to address peak hour congestion. No city contribution identified	TIZ 3 - South Lake Stevens	
RD-211	20th St SE Corridor Improvements	Widen roadway west of 83rd Avenue SE to provide an additional eastbound travel lane. Install a sidewalk along the south side of the roadway and bike lanes/wide shoulders in both directions.	TIZ 3 - South Lake Stevens	\$ 14,200,000
RD-110	99th/20th U-turn Channelization	Restripe 20th Street SE to allow for U-turns at the intersection of 20th Street SE/99th Ave SE.	TIZ 3 - South Lake Stevens	\$ 35,000
RD-216	79th Ave SE & 8th St SE Intersection	Improve 79th Ave SE and 8th Street SE intersection. Implement safety improvements at adjacent intersections along corridor.	TIZ 3 - South Lake Stevens	\$ 655,000
TIZ 3 Subtotal				\$ 18,590,000
Total				\$ 152,895,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044							
Sidewalks and Active Transportation				Project Elements			
Project No.	Project Name	Project Description	TIZ / Location	Safety	Active Trans.	Complete Streets	2024 Project Cost
TIZ 1 Projects - East Lake Stevens							
CP-102	123rd Ave NE Sidewalk	Construct sidewalk and curb ramp improvements along 123rd Ave between 22nd St NE and North Lakeshore Dr.	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,015,000
CP-103	Hartford Drive - Neighborhood Connector	Install multiuse path adjacent to northbound travel lane between Grade Rd and 131st Ave NE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 3,320,000
CP-108	Lake View Dr Sidewalk	Construct sidewalk / curb ramp improvements along Lake View Dr between 112th Dr NE & Callow Rd.	TIZ 1 - East Lake Stevens	X	X	X	\$ 4,390,000
CP-121	32nd St NE Sidewalk	Construct sidewalk /curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 665,000
CP-135S	99th Ave NE Sidewalk	Construct sidewalk / curb ramp improvements along 99th Ave NE between Sunnycrest Elementary School and 30th St NE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,890,000
CP-137S	30th St NE Sidewalk	Construct sidewalk / curb ramp improvements along 30th St NE between 99th Ave NE and Callow Road, including two RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,830,000
CP-138S	Cedar Rd Sidewalk	Construct sidewalk / curb ramp improvements along Cedar Rd between 20th St NE and 30th St NE, including two RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	X	X	X	\$ 5,020,000
CP-142S	Lakeshore Dr Sidewalk	Construct multiuse path and curb ramp improvements along N Lakeshore Dr between 123rd Ave NE and N Lakeshore Swim Beach, including two RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,815,000
CP-143S	N Lakeshore Dr Sidewalk	Construct multiuse path / curb ramps along N Lakeshore Dr between Mitchell Rd and 114th Dr NE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 2,340,000
CP-149S	East Lake Stevens multiuse Path	Construct a multiuse path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	X	X	X	\$ 5,575,000
CP-151S	Vernon Rd/ North Lakeshore Dr Non-Motorized Improvements	Add sharrow markings along Vernon Rd/ North Lakeshore Dr; extend/connect existing sections of sidepath between Lakeview Drive and 123rd Ave NE and add traffic calming measures.	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,490,000
CP-156S	4th St NE/Purple Pennant Rd Sidewalk	Construct sidewalk / curb ramp improvements along 4th Street NE and Purple Pennant Road between Lake Stevens Road and 5th Place NE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 940,000
CP-158	116th Ave NE Sidewalk Sidewalk	Sidewalk / curb ramp improvements along one side of 116th Ave NE between 20th St and 26th St	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,335,000
TBD-01	16th Street NE Multiuse Path	Construct multiuse path to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	X	X	X	\$ 3,150,000
TBD-04	117th Ave NE Sidewalk	TBD sidewalk along one side of 117th Ave NE between 20th St NE and 26th St NE, including frontage and stormwater improvements.	TIZ 1 - East Lake Stevens	X	X	X	\$ 1,500,000
TBD-06	N Lakeshore Dr Sidewalk	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave NE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 225,000
TIZ 1 Subtotal							\$ 36,500,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044							
Sidewalks and Active Transportation				Project Elements			
Project No.	Project Name	Project Description	TIZ / Location	Safety	Active Trans.	Complete Streets	2024 Project Cost
TIZ 2 Projects - West Lake Stevens							
CP-111	Lake Dr Sidewalk	Construct sidewalk / curb ramps along Lake Drive between Lundeen Pkwy and 28th Street NE.	TIZ 2 - West Lake Stevens	X	X	X	\$ 2,180,000
CP-116	4th St NE Sidewalk	Construct sidewalk /curb ramps along 4th St between 97th Dr NE and 98th Dr NE.	TIZ 2 - West Lake Stevens	X	X	X	\$ 665,000
CP-117	99th Ave NE Pedestrian/ Bicycle Improvements	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street NE and Market Place.	TIZ 2 - West Lake Stevens	X	X	X	\$ 1,055,000
CP-125	Vernon Rd Sidewalk	Construct sidewalk and curb ramp improvements along Vernon Rd between 12th Pl NE and 15th St NE.	TIZ 2 - West Lake Stevens	X	X	X	\$ 895,000
CP-146S	Frontier Circle Sidewalk	Construct sidewalk and curb ramp improvements along Frontier Circle between Frontier Circle E and 11th St NE.	TIZ 2 - West Lake Stevens	X	X	X	\$ 1,475,000
CP-150S	Lundeen Pkwy Non-Motorized Improvements	Install a multiuse trail along Lundeen Pkwy between Lake Drive and 101st Ave NE.	TIZ 2 - West Lake Stevens	X	X	X	\$ 460,000
CP-152S	Davies Rd Non-Motorized Improvements	Implement sharrow makings along Davies Road between Vernon and Lake Stevens Rd and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	X	X	X	\$ 1,670,000
CP-153S	Vernon Rd Non-Motorized Improvements	Implement sharrow makings along the Vernon Road between 15th St NE and Lundeen Pkwy and extend/connect existing sections of the existing sidepath along the roadway.	TIZ 2 - West Lake Stevens	X	X	X	\$ 470,000
CP-157S	Marysville Connector	Construct multiuse path along 10th St NE west of Lundeen Parkway, connecting with an off-street trail along the existing utility corridor west of 83rd Ave NE extending to the city of Marysville.	TIZ 2 - West Lake Stevens		X		\$ 1,085,000
TIZ 2 Subtotal						\$	9,955,000
TIZ 3 Projects - South Lake Stevens							
CP-136S	8th St SE Sidewalk	Construct sidewalk and curb ramp improvements along 8th St SE between 79th Ave SE and 91st Ave SE, including two RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	X	X	X	\$ 3,705,000
CP-120-I	99th Ave SE Pedestrian/ Bicycle Improvements - Phase 1	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street SE and 11th Place SE.	TIZ 3 - South Lake Stevens	X	X	X	\$ 3,655,000
CP-120-II	100th Ave SE Pedestrian/ Bicycle Improvements - Phase 2	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 11th Pl SE and South Lake Stevens Road.	TIZ 3 - South Lake Stevens	X	X	X	\$ 4,280,000
CP-123	79th Ave SE Sidewalk	Construct sidewalk and curb ramp improvements along 79th Ave SE between 8th St SE and 16th St SE, including six RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	X	X	X	\$ 4,205,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044							
Sidewalks and Active Transportation				Project Elements			
Project No.	Project Name	Project Description	TIZ / Location	Safety	Active Trans.	Complete Streets	2024 Project Cost
CP-126S	20th St SE Sidewalk	Construct sidewalk and curb ramps along 20th St SE between South Lake Stevens Rd and 122nd Ave SE, including RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	X	X	X	\$ 4,820,000
CP-129S	83rd Ave SE Sidewalk	Construct sidewalk improvements along 83rd Ave SE between 20th St SE and 17th St SE.	TIZ 3 - South Lake Stevens	X	X	X	\$ 1,225,000
CP-140S	S Lake Stevens Rd Multiuse Path Phase II	Install a multiuse path along along South Lake Stevens Road between SR 9 and 100th Dr SE.	TIZ 3 - South Lake Stevens	X	X	X	\$ 3,650,000
CP-148S	118th Ave SE Sidewalk	Construct sidewalk / curb ramp improvements along 118th Ave SE between 2nd Street SE and 9th Place SE.	TIZ 1 - East Lake Stevens	X	X	X	\$ 6,265,000
CP-155-I	123rd Ave SE Sidewalk	Construct sidewalk and curb ramp improvements along 123rd Avenue SE between 2nd Street SE to Machias Cutoff.	TIZ 3 - South Lake Stevens	X	X	X	\$ 3,685,000
CP-155-II	Machias Multiuse Path	Install a multiuse path along Machias Cutoff between 123rd Ave SE to the Centennial Trail.	TIZ 3 - South Lake Stevens	X	X	X	\$ 655,000
TBD-05	91st Ave SE Sidewalk & Bicycle Improvements	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders, stormwater between 12th Street SE and 20th Street SE.	TIZ 3 - South Lake Stevens	X	X	X	\$ 2,600,000
TBD-18	South Lake Stevens Multiuse Path Phase III	Install a multiuse path along Machias Cutoff between Lake Stevens Road to 123rd Avenue SE.	TIZ 3 - South Lake Stevens	X	X	X	\$ 3,500,000
TIZ 3 Subtotal							\$ 42,245,000
Sidewalk and Active Transportation Total							\$ 88,700,000.00

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PLAN 2024 - 2044							
Surface Water			Project Elements				
Project No.	Project Name	Project Description	Fish Passage & Habitat Enhancement	Stormwater Detention & Treatment	Stormwater Infrastructure Preservation	Floodplain & Storm Flow Capacity	2024 Project Cost
SW-101	Weir Replacement	Replace the weir at the outlet of Lake Stevens with al structure that provides fish passage and controls the lake level at a desired target.	X		X	X	\$ 810,000
SW-102	10th/79th Storm Line Replacement	Replace inadequately sized stormwater pipes and structures with structures/pipes to convey the significant quantity of water in this area.		X	X	X	\$ 550,000
SW-103	99th Ave SE/4th St. SE Culvert Feasibility	Design & feasibility of a fish barrier culvert replacement project at 99th Ave SE/4th St. SE.	X		X	X	\$ 2,040,000
SW-104	Bridge 06 Replacement - 36th Street NE	Replace Bridge 06 to ensure safe access to the Hartford Industrial area by commercial traffic.	X	X	X	X	\$ 6,661,000
SW-105	20th Street NE Culvert Replacement/ Channel Realignment	Lower Stevens Creek Phase 2A: Replace the 20th Street NE culvert with a bridge and stream realignment to reduce downtown flooding risk.	X		X	X	\$ 6,000,000
SW-106	Hartford Crossing - New and Channel realignment	Lower Stevens Creek Phase 1B: Construct new bridge on Hartford Drive and stream restoration through the wetland north of Hartford.	X	X	X	X	\$ 10,600,000
SW-107	18th Street NE Culvert Replacement/ realignment	Lower Stevens Creek Phase 2B: Remove the 18th Street NE culvert, roadway modifications, and new/restored stream alignment to 20th Street NE.	X		X	X	\$ 5,000,000
SW-108	36th Street NE Culvert Replacement - Fish Passable	Replace the fish barrier culvert at 36th Street NE that conveys a tributary to Catherine Creek.	X		X	X	\$ 1,765,000
SW-109	Regional Stormwater Facility Downtown	Construct a regional stormwater facility in downtown Lake Stevens to encourage commercial growth and correct stormwater deficiencies.		X	X	X	\$ 1,360,000
SW-110	Regional Stormwater Facility Hartford Industrial	Construct a regional stormwater facility in adjacent to Hartford Drive to encourage industrial growth and correct stormwater deficiencies.		X	X	X	\$ 1,360,000
SW-111	Catherine Creek/ Hartford Crossing Replacement	Lower Stevens Creek Phase 1A: Replace fish passage barrier culvert on Catherine Creek at Hartford Dr. for restored channel realignment.	X		X	X	\$ 3,400,000
SW-112	Original Outlet Channel Restoration	Lower Stevens Creek Phase 3: New bridge at Main St. and restoration of Lower Stevens Creek and floodplain with regional treatment facility.	X	X	X	X	\$ 7,500,000
Total Surface Water Cost							\$ 47,046,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044									
Parks and Recreation			Project Elements						
Project No.	Project Name	Project Description	Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access	2024 Project Cost
PR-100	Frontier Heights Phase II	Phase 2 - multi use synthetic athletic field, 4 pickleball courts, parking, sensory garden, labyrinth.	Remodel	Neighborhood		X			\$ 2,350,000
PR-101	Mill Spur Concession/ Restroom	Construct a restroom and concession building on Mill Spur.	Development	Neighborhood					\$ 500,000
PR-102	Eagle Ridge Park Phase II	Design and construct an amphitheater, playground, restrooms, parking and frontage improvements.	Remodel	Community			X		\$ 3,339,000
PR-103	North Cove Light Bollard Replacement	In-ground installation of bollards replaced along roads/parking. In-ground lights to replace the bollards along pathways throughout the park.	Renovation	Neighborhood					\$ 150,000
PR-104	Cedarwood Property	Construct a recreational space by renovating an existing building that previously served this purpose.	Development	Mini					\$ 1,649,500
PR-105	Davies Beach Parking Lot	Repave and strip parking lot to improve configuration for boat trailers.	Renovation	Neighborhood					\$ 500,000
PR-106	West Lake Park Rec. Amenities	Recreational Amenities							\$ 100,000
PR-108	Lake Stevens Bayview Connector Phase IA	12th St to 8th St trail, realign 12th Street and connect to Phase 0 project.	Remodel	Neighborhood		X			\$ 800,000
PR-110	Centennial Woods Trail Improvements	Improve trails and signage.	Renovation	Neighborhood	X				\$ 200,000
PR-111	Pump Track and Climbing Wall	Find location to construct a pump track and climbing walls.	Development	TBD		X			\$ 1,100,000
PR-112	South Lake Stevens Acquisition of Park Property	Identify locations for and acquire land for a neighborhood level park in the southeastern part of the city, and develop a new park.	Acquisition	TBD		TBD	TBD		\$ 5,000,000
PR-113	Davies Beach Pier Restoration	Restore the pier with new decking, piling repairs as needed. Pier area is 5,500 sq. ft.	Renovation	Neighborhood				X	\$ 100,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044									
Parks and Recreation			Project Elements						
Project No.	Project Name	Project Description	Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access	2024 Project Cost
PR-115	North Cove Pedestrian Bridge	Construct abutments and place previously purchased pedestrian bridge over the Lake Stevens outlet channel between North Cove Park and North Lakeshore Drive.	Development	Neighborhood				X	\$ 500,000
PR-116	Bonneville Ballfields	Replace the field surface and renovate the athletic field amenities.	Renovation	Special Use		X			\$ 950,000
PR-117	Annual Mini Park Restorations	Restoration program for mini-parks throughout the City. Mini-parks typically have playgrounds that need to be replaced or repaired as a recurring request.	Renovation	Mini			X		\$ 500,000
PR-123	Eagle Ridge Storage Building	Restore/remodel the storage facility at Eagle Ridge Park for use by the Parks Department.	Renovation						\$ 22,850
PR-126	Lundeen Park Restroom Building Remodel	Remodel the Lundeen Park bathrooms.	Renovation						\$ 950,000
PR-130	Davies Beach Restroom Building	Remodel or replace the restrooms to meet ADA accessibility.	Renovation	Neighborhood					\$ 600,000
PR-131	Frontier Heights Restroom	New restroom building to replace portable toilet.	Renovation	Neighborhood					\$ 150,000
PR-140	Playground Replacement	Replace a playground in a mini-park.	Replacement	Mini			X		\$ 100,000
PR-141	North Cove Non-Motorized Dock	Replace low float dock with abutment.	Renovation	Neighborhood				X	\$ 170,000
PR-201	North Cove Marina Feasibility and Marine Unit Relocation	Relocate police/fire boats, feasibility study in 2024. Replace dock and moorage structure.	Renovation	Neighborhood				X	\$ 4,125,000
PR-202	Davies Dock Boat Launch Repair	Fix undermining and moving ramp pieces.	Repairs	Neighborhood				X	\$ 85,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044									
Parks and Recreation			Project Elements						
Project No.	Project Name	Project Description	Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access	2024 Project Cost
PR-203	Lake Stevens Bayview Connector Phase 1	8th St SE to SR 204, coordination with City of Marysville for Bayview Connector.	Development	Trail	X				\$ 2,700,000
PR-204	Lake Stevens Bayview Connector Phase 2	SR 204 to 17th St NE, coordination with City of Marysville for Bayview Connector.	Development	Trail	X				\$ 2,800,000
PR-205	Lake Stevens Bayview Connector Phase 3	17th St NE to Soper Hill Rd, coordination with City of Marysville for Bayview Connector.	Development	Trail	X				\$ 5,100,000
PR-206	Lake Stevens Bayview Connector Phase 4	20th & 83rd Ave NE to Marysville Connection.	Development	Trail	X				\$ 1,700,000
PR-207	North Cove Parking Lot	Repurpose and/or remove administrative buildings and construct new parking lot.	Renovation	Neighborhood			X	X	\$ 1,300,000
PR-208	Eagle Ridge Property Acquisition	Acquire residential property adjacent to Eagle Ridge Park.	Acquisition	Community					\$ 935,000
Total Parks Cost									\$ 38,476,350

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044						
Facilities and Utilities			Project Elements			
Project No.	Project Name	Project Description	Community / City Need	Maintenance / Preservation	Equity / Sustainability	2024 Project Cost
FC-101	Museum	Design and construct a museum building on Mill Spur adjacent to the Grimm House.	X			\$ 2,987,000
FC-102	Municipal Service Campus	Redevelop the campus at South Lake Stevens to include a City Hall and Council Chambers, includes design, tenant improvements and site improvements	X	X	X	\$ 4,100,000
FC-103	Police Station HVAC	LSPD facility was purchased in 2019 and remodeled. The life span on the current HVAC and air conditioning units have met their lifespan and are failing in the Administration/ Operations Building. The training center systems were replaced shortly after occupancy. Project includes four AC units and four furnaces.		X	X	\$ 63,500
FC-104	Library Maintenance	Replace the HVAC system, fire alarm and paint the city-owned building at 2211 Grade Road occupied by Sno-Isle Library.	X	X	X	\$ 141,000
FC-107	1819 Building Maintenance	Paint the exterior of the building. Replace aging HVAC system and other appliances. This project includes replacement of the eastern fire escape stairway and deck		X		\$ 165,000
FC-108	Security Cameras	Procure and install cameras on municipal facilities to improve security.	X			\$ 63,500
FC-109	Refueling Station Cover and Structure	Construct a ~1,200 square foot roof/cover structure over the refueling station at the PW Shop. This is a requirement of the City's NPDES permit.		X		\$ 45,720
FC-111	PW/Parks Building Feasibility Study	Prepare feasibility report and preliminary design for additional public works / parks expansion at current location.	X			\$ 30,000
FC-112	131st Ave NE Sewer Extension	Construct new sewer, storm and road improvements along 131st Ave NE from 20th Street NE to Hartford Drive. Costs will be shared with the Lake Stevens Sewer District. This cost estimate is 50% share.	X		X	\$ 2,500,000
FC-114	Machias Sewer / Road Improvements	Lift station design, sewer and road improvements along Machias Road to support redevelopment of the Lake Stevens Industrial Center.	X		X	\$ 3,235,000
FC-115	20th St SE Water Main Extension	Installation of ~4,000 linear feet water main along 20th Street SE providing water service for commercial and residential customers. Water main will reduce roadway cuts across recently improved road.	X		X	\$ 100,000
FC-202	Police Office Space Expansion	2nd story to training center for additional office space to allow for future growth.	X			\$ 2,000,000
FC-204	Police Training Center Lighting	Change to LED lighting		X	X	\$ 50,000
FC-205	Evergreen Office Building	Maintenance including siding, HVAC, and fire alarm at 10515 20th Street SE		X	X	\$ 257,000
FC-206	PW Shop Improvements	Maintenance including repairs to electrical panels, roof and cracked walls.		X		\$ 90,000

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044						
Facilities and Utilities			Project Elements			
Project No.	Project Name	Project Description	Community / City Need	Maintenance / Preservation	Equity / Sustainability	2024 Project Cost
FC-207	PD Station	Upgrade fire alarms		X		\$ 120,000
FC-208	PD Evidence Building	Upgrade fire alarm, security system panels		X		\$ 120,000
FC-209	Senior Center	Maintenance including roof and HVAC		X		\$ 78,000
FC-210	Visitor Information Center	Upgrade electrical panel		X		\$ 44,500
Total Facilities Costs						\$ 16,190,220

TABLE 9.1 – 20 YEAR CAPITAL FACILITIES PROGRAM, 2024 - 2044

Planning and Maintenance			Program Elements					
Project No.	Project Name	Project Description	Planning	Beautification / Econmic Development	Safety	Complete Streets	Maintenance / Preservation	2024 Project Cost
RD-201	Wayfinding Signage	Procure and install wayfinding and welcome signs throughout City.		X	X	X		\$ 10,000
RD-202	ADA & Sidewalk Improvements	Curb ramp and sidewalk repair, maintenance, reconstruction in support of the ADA Transition Plan.			X	X	X	\$ 600,000
RD-203	Pavement Preservation Program	Annual pavement preservation activities including grind and overlay, crack sealing.			X		X	\$ 5,400,000
RD-204	Local Road Safety Plan	Update LRSP with recent collision data, identify safety concerns and countermeasures, prep for grant opportunities, implement improvements.	X		X			\$ 350,000
RD-205	Traffic Calming Program	Create Traffic Calming Program with stakeholder engagement, update code, notify public, implement.	X		X	X		\$ 600,000
RD-214	Citywide Enhanced Striping Program	Enhanced striping (profiled double yellow centerlines, two-way left turn lane lanes, lane lines, and edge lines) along roadways identified in the LRSP.			X		X	\$ 600,000
RD-215	Active Transportation Plan	Develop an active Transportation Plan providing an analysis of the city's pedestrian/bicycle network and recommendations of how to incorporate active transportation improvements into roadways.	X		X	X		\$ 400,000
Total Planning and Maintenance Cost								\$ 7,960,000

Table 9.2 - City of Lake Stevens 2025 - 2030 Capital Improvement Plan

Type	Project No.	Project Name	Description	Total Cost	2025	2026	2027	2028	2029	2030
STREETS AND SIDEWALKS	RD-101	Main St. Improvements	Multi-use path, street frontage improvements along Main Street between 16th St NE to 20th St NE.	\$ 3,820,000	\$ 3,820,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-112	131st Avenue Infrastructure Improvements	Construct new sewer, storm and road improvements along 131st Ave NE from 20th Street NE to Hartford Drive.	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -	\$ -	\$ -
	RD-113	20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan, including improvements at Grade Road and Hartford Drive	\$ 2,500,000	\$ 500,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -
	TBD-04	117th Ave NE Sidewalk	TBD sidewalk along one side of 117th Ave NE between 20th St NE and 26th St NE, including frontage and stormwater improvements.	\$ 1,500,000	\$ 300,000	\$ 1,200,000	\$ -	\$ -	\$ -	\$ -
	TBD-05	91st Ave SE Sidewalk & Bicycle Improvements	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders, stormwater between 12th St SE and 20th St SE.	\$ 2,600,000	\$ 300,000	\$ 300,000	\$ 2,000,000	\$ -	\$ -	\$ -
	TBD-07	Soper Hill Multiuse Path & Infrastructure Improvements	TBD sidewalk along one side of Soper Hill Rd between Lake Dr and SR9. Includes ROW and typical frontage improvements including stormwater and sewer.	\$ 3,700,000	\$ 400,000	\$ 300,000	\$ 3,000,000	\$ -	\$ -	\$ -
	RD-211	20th St SE Corridor Improvements	Widen roadway west of 83rd Ave SE to provide an additional eastbound travel lane. Install a sidewalk along the south side of the roadway and bike lanes/wide shoulders in both directions.	\$ 14,200,000	\$ 200,000	\$ 1,500,000	\$ 1,500,000	\$ 11,000,000	\$ -	\$ -
	RD-100	79th Ave SE Access Road	Construct new roadway including bike lane, two travel lanes, landscape strips and sidewalks for through road to Cavalero Mid-High School.	\$ 3,180,000	\$ -	\$ 400,000	\$ 2,780,000	\$ -	\$ -	\$ -
	TBD-06	N Lakeshore Dr Sidewalk	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave NE.	\$ 225,000	\$ -	\$ -	\$ 100,000	\$ 125,000	\$ -	\$ -
	TBD-01	16th Street NE Multiuse Path	Construct a multiuse path to connect downtown Lake Stevens to the Centennial Trail.	\$ 3,150,000	\$ -	\$ -	\$ 350,000	\$ 300,000	\$ 2,500,000	\$ -
	RD-102-I	91st Ave NE Commercial Revitalization Phase I	Upgrade 91st Ave with custom road profile to support multimodal travel between Market Place and SR 204	\$ 3,850,000	0	\$ -		\$ 350,000	\$ 3,500,000	\$ -
	RD-102-II	91st Ave NE Commercial Revitalization Phase II	Upgrade 91st Ave NE with custom road profile to support multimodal travel between SR 204 and Frontier Circle.	\$ 1,100,000	\$ -	\$ -	\$ 100,000	\$ 1,000,000	\$ -	\$ -
	CP-140S	South Lake Stevens Multiuse Path Phase II	Install a multiuse path along along South Lake Stevens Road between SR 9 and 100th Dr SE.	\$ 3,650,000	\$ -	\$ -	\$ 400,000	\$ 250,000	\$ 3,000,000	\$ -
	TBD-18	South Lake Stevens Multiuse Path Phase III	Install a multiuse path along Machias Cutoff between Lake Stevens Road to 123rd Avenue SE.	\$ 3,500,000	\$ -	\$ -		\$ -	\$ 500,000	\$ 3,000,000
	RD-214	Annual Citywide Road Striping and Thermoplastic	Enhanced striping (profiled double yellow centerlines, two-way left turn lane lanes, lane lines, and edge lines) along roadways identified in the LRSP	\$ 600,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	RD-202	Annual ADA & Sidewalk Improvements	Curb ramp and sidewalk repair, maintenance, reconstruction in support of the ADA Transition Plan.	\$ 600,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	RD-203	Annual Pavement Preservation Program	Annual pavement preservation activities including grind and overlay, crack sealing.	\$ 5,400,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000	\$ 900,000
	RD-205	Traffic Safety & Calming Program	Create Traffic Calming Program with stakeholder engagement, update code, notify public, implement.	\$ 600,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	TOTAL			\$ 56,675,000	\$ 9,220,000	\$ 6,900,000	\$ 11,430,000	\$ 14,225,000	\$ 10,700,000	\$ 4,200,000

Table 9.2 - City of Lake Stevens 2025 - 2030 Capital Improvement Plan										
Type	Project No.	Project Name	Description	Total Cost	2025	2026	2027	2028	2029	2030
PARKS	PR-100	Frontier Heights Phase II	Phase 2 - multi use synthetic athletic field, 4 pickleball courts, parking, sensory garden, labyrinth.	\$ 2,350,000	\$ 2,350,000	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-102	Eagle Ridge Park Phase II	Phase 2 of master plan - playground, walking trail, amphitheater, parking.	\$ 3,339,000	\$ 339,000	\$ -	\$ 3,000,000	\$ -	\$ -	\$ -
	PR-103	North Cove Light Bollard Replacement	In ground installation of bollards replaced along roads/parking. In ground lights to replace the bollards along pathways throughout the park.	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-104	Cedarwood Property	Site feasibility study for Cedarwood property.	\$ 1,649,500	\$ 499,500	\$ 1,150,000	\$ -	\$ -	\$ -	\$ -
	PR-105	Davies Beach Parking Lot	Repave and stripe parking lot to improve configuration for boat trailers.	\$ 500,000	\$ -	\$ 150,000	\$ 350,000	\$ -	\$ -	\$ -
	PR-106	West Lake Park Recreation Amenities	Plan amenities for West Lake Park consistent with the powerline easements. (May include revamping sports field, adding a playground or pump track.)	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-108	Lake Stevens Bayview Connector Phase 1A	12th St to 8th St trail, realign 12th Street and connect to Phase 0 project.	\$ 800,000	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-110	Centennial Woods Trail Improvements	Improve trails and signage.	\$ 200,000	\$ -	\$ -	\$ -	\$ 200,000	\$ -	\$ -
	PR-111	Pump Track and Climbing Walls	Find location to construct a pump track and climbing walls.	\$ 1,100,000	\$ -	\$ -	\$ -	\$ 1,100,000	\$ -	\$ -
	PR-112	South Lake Stevens Acquisition of Park Property	Neighborhood level park need in south west area of the city.	\$ 5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 5,000,000
	PR-113	Davies Beach Pier Resurfacing	Resurface public dock at Davies Beach. The wood is degraded and new light transparent decking is needed.	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-117	Annual Mini Park Restorations	Restoration program for mini-parks throughout the City. Mini-parks typically have playgrounds that need to be replaced or repaired. This is recurring annual funding.	\$ 500,000	\$ -	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000
	PR-123	Eagle Ridge Storage Building	Restore/remodel the storage facility at Eagle Ridge Park for use by the Parks Department.	\$ 22,850	\$ 22,850	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-126	Lundeen Park Restroom Building	Remodel the Lundeen Park restroom building, including the concession area.	\$ 950,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ 800,000
	PR-141	North Cove Non-Motorized Dock	Replacement of the non-motorized dock at North Cove. This includes a new footing, gangway and dock installation.	\$ 170,000	\$ 170,000	\$ -	\$ -	\$ -	\$ -	\$ -
	PR-201	N Cove Marina Feasibility & Marine Unit Relocation	Construct a marina to replace motorized, non-motorized and first responder's dock.	\$ 4,125,000	\$ 160,000	\$ 850,000	\$ 3,115,000	\$ -	\$ -	\$ -
	PR-202	Davies Beach Boat Launch Repair	Fix undermining and moving ramp piece.	\$ 85,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,000
	PR-203	Lake Stevens Bayview Connector Phase 1	8th St SE to SR 204, coordination with City of Marysville for Bayview Connector.	\$ 2,700,000	\$ 500,000	\$ -	\$ 2,200,000	\$ -	\$ -	\$ -
	PR-204	Lake Stevens Bayview Connector Phase 2	SR 204 to 17th St NE, coordination with City of Marysville for Bayview Connector.	\$ 2,800,000	\$ -	\$ -	\$ 500,000	\$ 2,300,000	\$ -	\$ -
	PR-205	Lake Stevens Bayview Connector Phase 3	17th St NE to Soper Hill Rd, coordination with City of Marysville for Bayview Connector.	\$ 5,100,000	\$ -	\$ -	\$ 500,000	\$ 4,600,000	\$ -	\$ -
	PR-206	Lake Stevens Bayview Connector Phase 4	20th & 83rd Ave NE to Marysville Connection.	\$ 1,700,000	\$ -	\$ -	\$ -	\$ 500,000	\$ 1,200,000	\$ -

Table 9.2 - City of Lake Stevens 2025 - 2030 Capital Improvement Plan

Type	Project No.	Project Name	Description	Total Cost	2025	2026	2027	2028	2029	2030
	PR-207	North Cove Parking Lot	Remove one of the administrative buildings, repurpose the other and construct new parking lot.	\$ 1,300,000	\$ -	\$ 300,000	\$ 1,000,000	\$ -	\$ -	\$ -
	PR-208	Eagle Ridge Property Acquisition	Purchase property that is surrounded by Eagle Ridge Park.	\$ 935,000	\$ 935,000	\$ -	\$ -	\$ -	\$ -	\$ -
	TOTAL			\$ 35,676,350	\$ 6,126,350	\$ 2,550,000	\$ 10,765,000	\$ 8,800,000	\$ 1,450,000	\$ 5,985,000
Type	Project No.	Project Name	Description	Total Cost	2025	2026	2027	2028	2029	2030
Facilities	FC-101	Museum	Design and construct a museum building on Mill Spur adjacent to the Grimm House.	\$ 2,987,000	\$ 2,987,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-102	Municipal Service Campus	Redevelop the campus at South Lake Stevens to include a City Hall and Council Chambers, includes design, tenant improvements and site improvements	\$ 4,100,000	\$ 4,100,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-107	1819 Building Maintenance	Paint the exterior of the building. Replace aging HVAC system and other appliances. This project includes replacement of the eastern fire escape stairway and deck.	\$ 165,000	\$ 165,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-111	PW/Parks Building Feasibility Study	Prepare feasibility report and preliminary design for additional public works and parks shop building at current location.	\$ 30,000	\$ 30,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-114	Machias Sewer / Road Improvements	Lift station design, sewer and road improvements along Machias Road to support redevelopment of the Lake Stevens Industrial Center	\$ 3,235,000	\$ 135,000	\$ 300,000	\$ 300,000	\$ 2,500,000	\$ -	\$ -
	FC-204	Police Training Center Lighting	Change to LED lighting	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-205	Evergreen Office Building Maintenance	Maintenance including siding, HVAC, and fire alarm at 10515 20th Street SE	\$ 257,000	\$ 257,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-206	PW Shop Improvements	Maintenance including repairs to electrical panels, roof and cracked walls.	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-207	PD Station Maintenance	Upgrade fire alarms	\$ 120,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-208	PD Evidence Building Maintenance	Upgrade fire alarm, security system panels	\$ 120,000	\$ 120,000	\$ -	\$ -	\$ -	\$ -	\$ -
	FC-209	Senior Center	Maintenance including roof and HVAC	\$ 78,000	\$ -	\$ 78,000	\$ -	\$ -	\$ -	\$ -
	FC-210	Visitor Information Center	Upgrade electrical panel	\$ 44,500	\$ 8,500	\$ -	\$ 36,000	\$ -	\$ -	\$ -
	FC-115	20th St SE Water Main Extension	Installation of ~4,000 linear feet water main along 20th Street SE providing water service for commercial and residential customers. Water main will reduce roadway cuts across recently improved road.	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -	\$ -	\$ -
	FC-104	Library maintenance	Replace the HVAC system, fire alarm and paint the city-owned building at 2211 Grade Road occupied by Sno-Isle Library.	\$ 141,000	\$ -	\$ -	\$ 141,000	\$ -	\$ -	\$ -
	FC-202	Police Office Space Expansion	2nd story to training center for additional office space to allow for future growth.	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
	TOTAL			\$ 13,517,500	\$ 8,062,500	\$ 478,000	\$ 477,000	\$ 2,500,000	\$ -	\$ 2,000,000

Table 9.2 - City of Lake Stevens 2025 - 2030 Capital Improvement Plan										
Type	Project No.	Project Name	Description	Total Cost	2025	2026	2027	2028	2029	2030
STORM	SW-112	Downtown Regional Stormwater Facility		\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -
	SW-104	Bridge 06 Replacement - 36th Street NE	Replacement of Bridge 06 to ensure safe access to the Hartford Industrial area by commercial traffic.	\$ 6,631,000	\$ 1,131,000	\$ 5,500,000	\$ -	\$ -	\$ -	\$ -
	SW-111	Catherine Creek/Hartford Crossing Replacement	Lower Stevens Creek Phase 1A: Replace fish passage barrier culvert on Catherine Creek at Hartford Dr. for restored channel realignment.	\$ 3,400,000	\$ 280,000	\$ 300,000	\$ 2,820,000	\$ -	\$ -	\$ -
	SW-108	36th St Culvert Replacement	Replace the fish barrier culvert at 36th Street NE that conveys a tributary to Catherine Creek.	\$ 1,765,000	\$ 265,000	\$ -	\$ 1,500,000	\$ -	\$ -	\$ -
	SW-106	Hartford Crossing - New and Channel Realignment	Lower Stevens Creek Phase 1B: Construct new bridge on Hartford Drive and stream restoration through the wetland north of Hartford.	\$ 10,600,000	\$ 500,000	\$ 500,000	\$ 600,000	\$ 9,000,000	\$ -	\$ -
	SW-105	20th St NE Culvert Replacement/Channel Realignment	Lower Stevens Creek Phase 2A: Replacing the 20th Street NE culvert with a bridge and stream realignment reduces downtown flooding risk.	\$ 6,000,000	\$ -	\$ 400,000	\$ 400,000	\$ 5,200,000	\$ -	\$ -
	SW-107	18th Street NE Culvert Replacement/Realignment	Lower Stevens Creek Phase 2B: Removal of the 18th Street NE culvert, roadway modifications, and new/restored stream alignment to 20th Street NE.	\$ 5,000,000	\$ -	\$ 400,000	\$ 400,000	\$ 4,200,000	\$ -	\$ -
	SW-101	Weir Replacement	Replacement of the weir at the outlet of Lake Stevens with al structure that provides fish passage and controls the lake level at a desired target.	\$ 740,000	\$ -	\$ -	\$ 740,000	\$ -	\$ -	\$ -
	SW-113	Original Outlet Channel Restoration	Lower Stevens Creek Phase 3: New bridge at Main St. and restoration of Lower Stevens Creek and floodplain with regional treatment facility.	\$ 7,500,000	\$ -	\$ -	\$ 300,000	\$ -	\$ 7,200,000	\$ -
	SW-103	99th Ave SE/4th St SE Culvert Feasibility	Design & feasibility of a fish barrier culvert replacement project at 99th Ave SE/4th St SE.	\$ 2,040,000	\$ -	\$ -	\$ -	\$ -	\$ 340,000	\$ 1,700,000
TOTAL				\$ 44,176,000	\$ 2,676,000	\$ 7,100,000	\$ 6,760,000	\$ 18,400,000	\$ 7,540,000	\$ 1,700,000
Total Six-Year Capital Costs					\$ 150,044,850	\$ 26,084,850	\$ 17,028,000	\$ 29,432,000	\$ 43,925,000	\$ 19,690,000 \$ 13,885,000