

City of Lake Stevens

**Downtown Lake Stevens Subarea / TIZ
1 Capital Facilities Improvement Plan**

July 10, 2018 (Ordinance No. 1026)

DOWNTOWN LAKE STEVENS SUBAREA FACILITIES NEEDS ASSESSMENT

This document describes capital expenditures for utility infrastructure and other facility improvements required to implement the Downtown Lake Stevens subarea plan, improve the existing infrastructure, maintain adopted levels of service, and respond to deficiencies identified for the subarea. Infrastructure costs include Transportation, Sewer, and Water, shared by the city and affected agencies. The city is currently responsible for transportation outside of state routes and stormwater facilities; special purpose districts provide sewer and water infrastructure and services. Other facilities include Parks and Recreation Improvements and a Community/Conference Facility for the subarea. The proposed projects to implement the subarea are described in subsequent sections. Estimated costs represent expenses typical for public works projects. The estimated costs are partitioned by expected funding sources, which could change based on available public funding, grants, development or private financing, or negotiated development agreements.

The original project lists grew out of technical cost estimate memoranda, prepared for the city (Gray & Osborne Sanitary Sewer Capacity, 2014; CHS Engineers Cost Avoidance, 2015; city of Lake Stevens TIZ 1 Improvement Framework, 2012; Greenworks North Cove Park Construction Cost Estimate, 2018). Each memorandum included a project list with cost estimates, and project descriptions. The subarea capital projects related to transportation reflect a change in LOS methodology that emphasizes a system-level standard for each subarea, rather an intersection-based approach. The system would consist of key intersections, connecting roads, and pedestrian/bicycle facilities to determine an accumulative average LOS within the transportation network, while excluding intersections with state routes. The following sections describe the utility infrastructure required for implementation of the Downtown Lake Stevens subarea plan. Additional infrastructure currently described in the current Six-Year Traffic Improvement Program and the Capital Facilities Element of the Comprehensive Plan such as parks and recreation facility needs will occur over time. However, additional infrastructure would be required as development occurs.

Figure 1- Lake Stevens Downtown Subarea Boundary



A. CITY IMPROVEMENTS

TRAFFIC IMPACT ZONE (TIZ)1 TRANSPORTATION IMPROVEMENTS

The following section describes conceptual capital transportation improvements for Traffic Impact Zone (TIZ)1 to implement the Downtown Lake Stevens Subarea Plan and other projects identified in the city’s current Capital Improvement Plan related to northeast Lake Stevens (Figure 2). These improvements would ensure that the street system meets the proposed level of service (LOS E) for the TIZ 1, community needs are met with reference to parks and open space, and meeting facilities and public utilities are upgraded to support development. Estimated costs represent expenses typical for public works projects. The estimated costs are partitioned by expected funding sources, which could change based on available public funding, grants, development or private financing, or negotiated development agreements (Table I and II).

The Traffic Impact Zone (TIZ)1 Improvement and Capital Facilities Framework is separate from the city’s Six-Year Transportation Improvement Plan; however, projects will be evaluated annually with the city’s Six-Year Transportation Improvement Plan to ensure projects priorities are relevant given development activity and funding opportunities.

Table I Traffic Impact Zone 1 Planning Level Transportation Costs*

TIZ 1 Projects	Cost
Downtown Extended (DTE)	\$23,414,957
Downtown (DT)	\$15,599,362
City Total	\$39,014,319

*Planning level cost estimates include right-of-way acquisition and construction/engineering

**Figure 2-
Conceptual TIZ 1 Transportation Improvement Map**

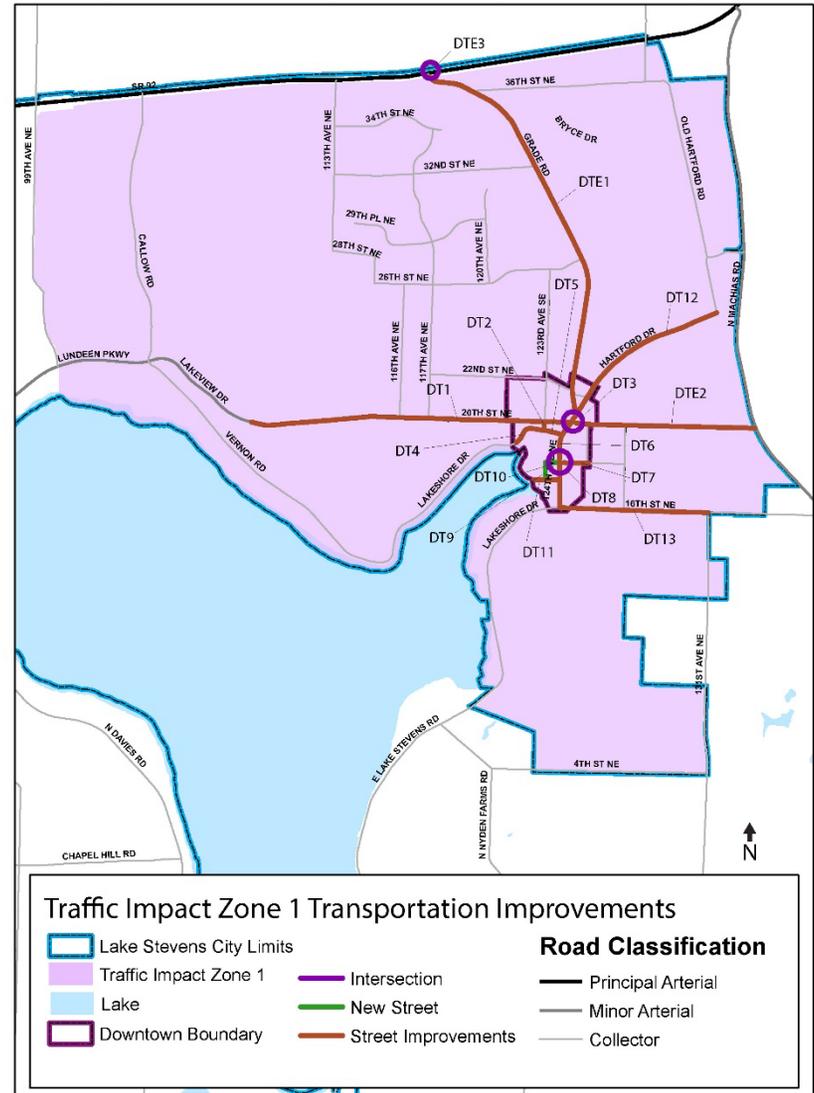


Table II Traffic Impact Zone (TIZ)1 Transportation Improvements

ID #	Project	Total \$
DTE 1	Grade Road	\$16,076,070
DTE 2	20th St NE	\$1,323,010
DTE 3	SR 92 & Grade Rd RAB	\$4,228,377
DTE 4	116 th & 117 th Pedestrian Imp	1,787,500
<i>Downtown Extended Subtotal</i>		\$23,414,957
DT 1	20th St NE	\$1,545,264
DT 2	123rd Ave NE Improvements	\$257,500
DT 3	20th St NE & Main Int/Grade Rd	\$2,250,000
DT 4	North Lakeshore Drive	\$812,400
DT 5	North Lakeshore Drive	\$291,420
DT 6	Main Street	\$4,020,000
DT 7	18th St NE Reconstruction	\$1,140,450
DT 8	18th St NE Int.	\$441,700
DT 9	123rd Ave NE Construction	\$990,000
DT 10	18th Pl NE Construction	\$924,000
DT 11	17th Pl NE Construction	\$966,628
DT 12	Hartford Drive Imp.	\$200,000
DT 13	16 th Street NE Improvement*	\$1,760,000
<i>Downtown Subtotal</i>		\$15,599,362
Totals		\$39,014,319

Notes: This table represents estimated funding sources and costs for the entire financial planning period. Previously identified projects include a 3%

cost escalation All estimates are subject to change depending upon financial capacity, financing markets, and other expenditures and revenues. * The 16th Street NE improvements cost total represents the low-cost alternative (low: \$1,760,000 versus high: \$ 2,560,000)

PROJECT DESCRIPTIONS

Traffic Impact Zone 1 Planning Level Transportation Costs

Project No. DTE1 – Grade Road Reconstruction

Total Cost: \$16,607,070

Target Start Date: 2022

Description: Widen Grade Rd and add a multiuse trail along west side only (due to critical lands along east), street lighting, street trees, some planter islands, drainage, and turn pockets at intersections.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: Grade Road between 20th Street NE and SR-92

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation and meet established LOS.

Project No. DTE2 – 20th Street NE Reconstruction

Total Cost: \$1,323,010

Target Start Date: 2023

Description: Reconstruct 20th Street NE to include sidewalks along the south side with widened travel lanes to allow for bikes. Road will be 28-feet wide. Most road improvements exist from Pilchuck. This will be a half road improvement on the south side.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 20th Street NE east of Main Street to the Centennial Trail

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, pedestrian circulation and meet established LOS.

Project No. DTE3 – SR-92 & Grade Road Intersection

Total Cost: \$4,228,377

Target Start Date: 2029

Description: Construct a roundabout at the intersection of SR-92 and Grade Road

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: Grade Road between 20th Street NE and SR-92

Justification: Street network improvements to satisfy legal, health, or safety requirements, road capacity, and meet established LOS.

Project No. DTE4– 116th & 117th

Total Cost: \$1,787,500

Target Start Date: 2026

Description: Construct roadway, bicycle and pedestrian improvements along

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 116th Ave Ne and 117th Ave NE from 20th Street NE to 26th Street NE.

Justification: Improve pedestrian and bicycle capacity, connectivity, and safety.

Project No. DT1 – 20th St NE Improvements

Total Cost: \$ 1,545,264

Target Start Date: 2026

Description: This project consists of reconstructing 930 feet of 20th Street NE to include wider sidewalks with street trees.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 20th St NE - Grade Rd to 500 feet west of 123rd Ave SE

Justification: Street improvements to satisfy legal, health, or safety requirements, increase capacity and pedestrian circulation and meet established LOS.

Project No. DT2 – 123rd Ave NE Improvements

Total Cost: \$257,500

Target Start Date: 2026

Description: This project consists of reconstructing 100 feet of 123rd Ave NE to include, sidewalks with street trees.

Proposed Funding Sources: Mitigation and Developer Contributions

Location: 123rd Ave NE - 20th St NE to N Lakeshore Drive

Justification: Improve pedestrian capacity, connectivity, and safety.

Project No. DT3 – 20th St NE & Main Intersection/Grade Rd.

Total Cost: \$1,300,000

Target Start Date: 2023

Description: Reconstruct intersection to include realignment, minor widening, landscaped median, crosswalks, bridge to remain unchanged, sidewalk and multi-use trail improvements, ground landscaping where possible, lighting, and street trees 90th Avenue NE Connector.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 20th St NE & Main Intersection

Justification: Intersection improvements to satisfy legal, health, or safety requirements, increase road capacity and meet established LOS.

Project No. DT4 – North Lakeshore Drive Improvements

Total Cost: \$812,400

Target Start Date: 2024

Description: Shoulder widening along north side of roadway transitioning into a sidewalk with tree wells.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: N Lakeshore Drive between 123rd Ave NE to 550 feet west of intersection.

Justification: Improve pedestrian capacity, connectivity, and safety.

Project No. DT5 – North Lakeshore Drive Improvements

Total Cost: \$291,420

Target Start Date: 2024

Description: Shoulder widening along north side of roadway transitioning into a sidewalk with tree wells

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: N Lakeshore Drive between 123rd Ave NE & Main Street NE

Justification: Improve pedestrian capacity, connectivity, and safety.

Project No. DT6 – Main Street Improvements

Total Cost: \$4,020,000

Target Start Date: 2019

Description: This project would include pedestrian and access improvements with minor intersection enhancements, streetscape and decorative street lighting enhancements.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: Main Street between 20th St NE and 16th St NE

Justification: Street network and pedestrian improvement to satisfy legal, health, or safety requirements.

Project No. DT7 – 18th Street NE Reconstruction

Total Cost: \$1,140,450

Target Start Date: 2021

Description: Reconstruct street to act as a public connector including one intersection at 18th St NE. The roadway will be 36-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation Grants and Developer Contributions

Location: 18th St NE between Main St and 125th Ave NE

Justification: Street network improvement to satisfy legal, health, or safety requirements, increase circulation & road capacity for consistency with the subarea plan.

Project No. DT8 – 18th Street NE Intersection

Total Cost: \$441,700

Target Start Date: 2019

Description: Construct intersection enhancements with tree bulb-outs.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 18th Street NE / Main Street Intersection

Justification: Intersection improvements to satisfy legal, health, or safety requirements, increase pedestrian and bicycle mobility, meet established LOS for consistency with the subarea plan.

Project No. DT9 – 123rd Ave NE Construction

Total Cost: \$990,000

Target Start Date: 2020

Description: Construct 220 feet of new connector road. The roadway will be 28 feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 123rd Ave. NE 18th St. NE to 17th Pl. NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, increase pedestrian mobility and meet established LOS.

Project No. DT10 – 18th Place NE Construction

Total Cost: \$832,625

Target Start Date: 2020

Description: Construct new connector road (18th Place NE) between 123rd Ave NE and Main Street NE. The new road will include one uncontrolled intersection at 18th Pl NE intersection. The roadway will be 28-feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 18th Place NE between Main St and 123rd Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase circulation and capacity, and meet established LOS.

Project No. DT11 – 17th Place NE Construction

Total Cost: \$966,628

Target Start Date: 2022

Description: Construct new connector road including one uncontrolled intersection at 17th Place NE. The roadway will be 28 feet wide with sidewalks and tree wells.

Proposed Funding Sources: Mitigation, Grants and Developer Contributions

Location: 17th Place NE between Main St and 123th Ave NE

Justification: Street network improvements to satisfy legal, health, or safety requirements, increase road capacity, increase pedestrian mobility and meet established LOS.

Project No. DT12– Hartford Drive Improvement

Total Cost: \$200,000

Target Start Date: 2020-2025

Description: Shoulder widening 2 feet on each side of roadway and restripe with 2-foot trail buffer and plastic removable tubular

markers and 10-foot bi-directional multi-use trail along the east side of the roadway.

Proposed Funding Sources: Mitigation and Grants

Location: Hartford Drive between 21st St. NE and 131st Ave. NE

Justification: Improve pedestrian and bicycle capacity, connectivity, and safety.

Project No. DT13– 16th Street Reconstruction

Total Cost: Low \$1,760,000 - High \$2,560,000

Target Start Date: 2025

Description: Widen sidewalk on the south side of street to a 12' multi-use trail (adds 7 feet) from Main Street to Nyden Farms Rd. *Low Cost*-Construct new multi-use trail with shoulder widening, and mounted curb on the south side of the street from Nyden Farms Rd. to Centennial Trail. *High Cost*- construct new 12' concrete sidewalk, curb/gutter and storm drain replacement curb on the south side of the street from Nyden Farms Rd. to Centennial Trail.

Proposed Funding Sources: Mitigation, Grants, and Developer Contributions

Location: 16th Street NE from Main Street to Centennial Trail

Justification: Improve pedestrian and bicycle capacity, connectivity, and safety

OTHER CAPITAL PROJECTS

The city is contemplating additional capital projects to implement the Lake Stevens Downtown Subarea Plan that include Parks and Recreation Projects (North Cove Park expansion, park pavilion and park water tower) and a Community/Conference Center as described in Table III and illustrated on Figure 3. A breakdown of planning level projects costs and project descriptions follow. The city will develop more refined cost estimates with future implementation documents. relevant given development activity and funding opportunities.

Table III Other Capital Projects Costs

Other Capital Projects		Cost
CP-1 North Cove Park		\$4,200,763
CP-1a Park Pavilion	Low \$725,000 to High \$1,100,000	
CP-1b Park Tower		\$240,000
CP-2 Community/Conference Facility	Low \$6,000,000 to High \$8,750,000	
City Total		\$11,160,763 to \$14,490,763

PROJECT DESCRIPTIONS

Planning Level Capital Facilities Costs

Project No. CP-1 – North Cove Park Expansion

Total Cost: Park Improvements \$4,200,763

Target Start Date: 2018-2022

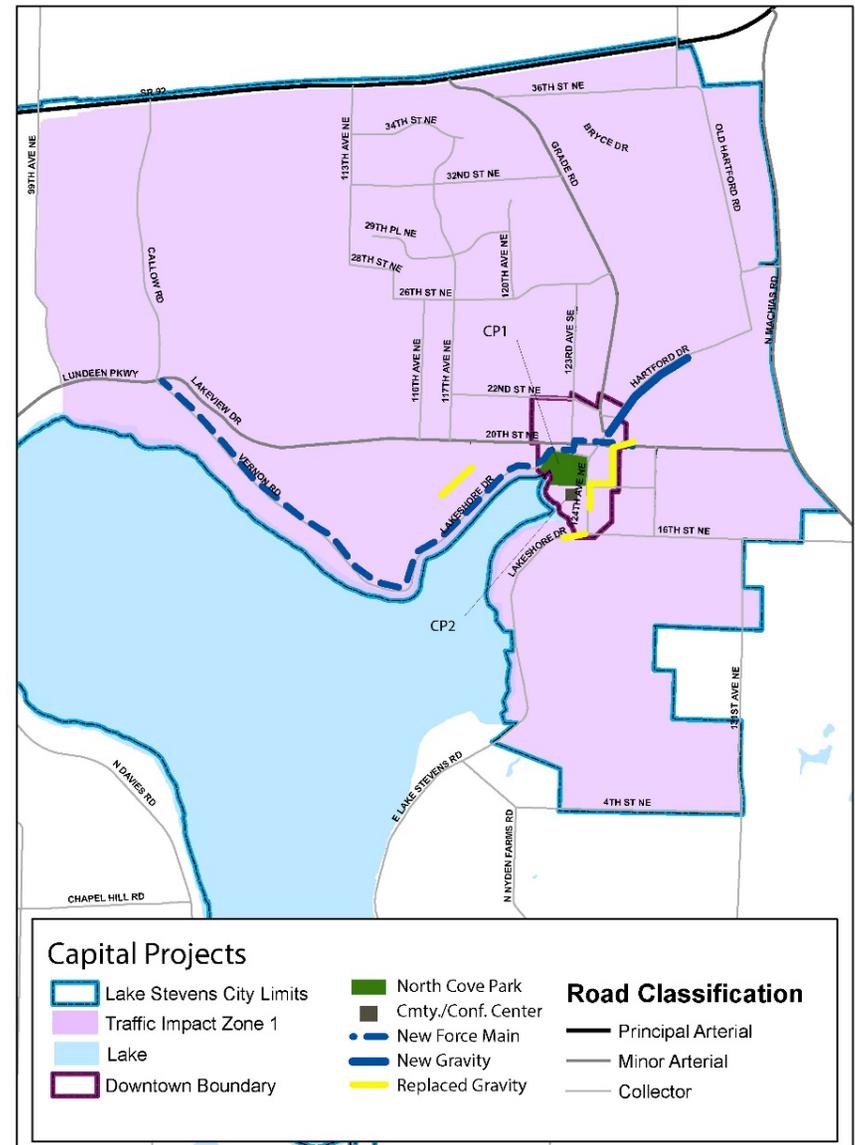
Description: Park expansion, grading, hardscape/paving, water feature, riparian restoration, beach improvements, playground, plaza, landscaping, relocate Veterans Monument, and Stevens Creek pedestrian bridge.

Proposed Funding Sources: Mitigation and Grants

Location: Between Lake Stevens, Main Street, Lakeshore Drive, and 18th Pl. NE

Justification: Provides public gathering/assembly, parks and recreational opportunities for consistency with subarea plan.

Figure 3- Other Capital Projects



Project No. CP-1a – Park Pavilion

Total Cost: \$725,000

Target Start Date: 2018-2021

Description: 4,500 square foot timber, wood and stone/concrete pavilion with roll-up doors for all-weather use, fireplace, and public restroom.

Proposed Funding Sources: Mitigation and Grants

Location: North of 18th Pl. NE and west of Main Street

Justification: Provides public gathering/assembly and restrooms for consistency with subarea plan.

Justification: Promote economic development and support community and private meeting and conference facility needs for consistency with subarea plan.

*Cost does not include land acquisition, and site improvement or potential infrastructure costs.

Project NO. CP-1b – Park Tower

Total Cost: Low \$240,000

Target Start Date: 2021

Description: Construct a 50,000-gallon wood (low cost) or steel water (high cost) tank and 50-foot tower structure.

Proposed Funding Sources: Mitigation and Grants

Location: Located in the southwest corner of the park near the intersection of 123rd Avenue NE and 18th Pl. NE

Justification: Provides public gathering/assembly and restrooms for consistency with subarea plan.

Project No. CP-2– Community/Conference Facility

Total Cost*: Low \$3,500,000 – \$5,250,000

Target Start Date: 2022

Description: Construct two level 10,000 to 12,000 square foot community/conference facility and replace surface parking.

Proposed Funding Sources: General Fund, Grants and Public/Private Partnership

Location: South of 18th Pl. NE and west of Main Street to 123rd Ave NE.

B. AGENCY PROJECTS

The city has identified capital costs for sewer improvements that affect the subarea (Table IV). In addition, the city has considered the capital projects of the Lake Stevens Sewer District, Snohomish County PUD and the Lake Stevens School District as they affect the subarea plan.

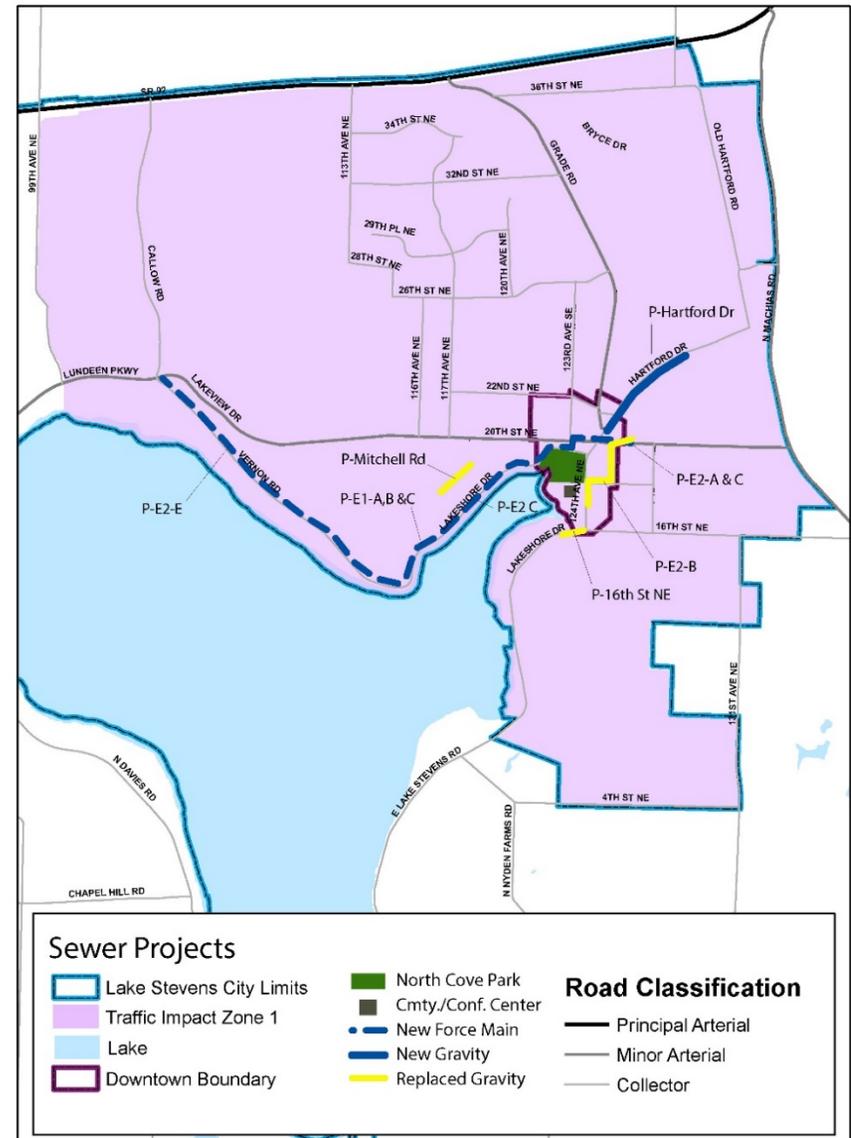
SEWER IMPROVEMENTS

There are sewer system improvements within the public realm that are required. Table IV summarizes the descriptions of the sewer improvements and estimated project costs. Figure 4 illustrates the locations of the collection system options to service the Lake Stevens Downtown Subarea. It is important to note also that there are different collection system components (i.e., force mains, gravity sewers, lift stations, etc.) to accomplish service to individual parcels. In addition, differences will occur at the site level depending on the specific development intensity for each site. The city in coordination with the special purpose districts and developers will evaluate appropriate system models to address water and sewer improvements.

Source: Gray & Osborne Sanitary Sewer Capacity, 2014; CHS Engineers Cost Avoidance, 2015. * Cost include a 3% escalation of previous sourced estimates and project descriptions.

Table IV Planning Level Sewer Costs

Sewer Projects	Cost
Gravity Sewer System Projects	\$2,679,040
Lift Station Projects	\$12,391,860
Alternative Plan Projects	\$4,556,100



PROJECT DESCRIPTIONS

Planning Level Sewer Costs

GRAVITY SYSTEMS PROJECTS

Project E2-B – Replace 10-inch Pipe with 12-inch Pipe

Estimated Cost: \$1,205,100

Description: Replace approximately 1,560 feet of 10-inch diameter pipe with 12-inch diameter pipe in Main Street, 18th Street NE, 125th Avenue NE and 20th Street NE.

Project 16th Avenue – Replace 8-inch pipe with 12-inch pipe

Total Cost: \$99,910

Description: Replace approximately 135 feet of 8-inch diameter pipe with 12-inch diameter pipe on 16th Street NE, west of Main Street.

Project Mitchell Road – Replace 8-inch pipe with 10-inch pipe

Total Cost: \$354,320

Description: Replace approximately 550 feet of 8-inch diameter pipe with 10-inch diameter pipe in Mitchell Road south of 19th Street NE.

Project Hartford Drive – Install 8-inch pipe

Total Cost: \$1,019,700

Description: Install approximately 1,700 feet of 8-inch diameter sewer pipe in Hartford Drive, north of Grade Road.

LIFT STATION PROJECTS

Projects E2- A- New wet well storage for LS 2C, mod float controls

Estimated Cost: \$848,450

Description: Construct new wet well storage for LS 2C and modify float controls at LSs 3C, 4C and 5C.

Projects E1- A- Increase capacity of LS 1C

Estimated Cost: \$320,020

Description: Increase capacity of LS 1C from 900 to 1,100 gpm and increase capacity of existing 8-inch diameter force mains, LS6 reduce to 170.

Projects E2- C- Increase capacity of LS 2C

Estimated Cost: \$5,046,480

Description: Increase capacity of LS 2C from 700 to 1,000 gpm and increase capacity of LS1C to 600 (2010 Amend).

Projects E1-B- Rehab LS 1C

Estimated Cost: \$933,180

Description: Rehabilitate components of LS 1C including wet well, dry pit, pumps, control panel and instrumentation.

Projects E2-E- Construct new force main LS 1C/LS 2C

Estimated Cost: \$5,216,950

Target Start Date: 20XX

Description: Construct new 6,900 LF 12-inch force main downstream of LS 1C in Vernon Road, including 3,800 LF 8-inch diameter parallel force main and upgrade LS 2C.

Projects E1-C- Upgrade LS 1C

Estimated Cost: \$26,780

Description: Upgrade LS 1C by installing new impellers and utilizing new 8-inch diameter force main to be installed by Project E2-E.

ALTERNATIVE PLAN PROJECTS

Projects Ph 1-LS2C Upgrade

Estimated Cost: \$1,915,800

Description: Convert to submersible 700 to 1165

Projects Ph 1-LS2C- 12" FM to LS1C ex. FM

Estimated Cost: \$1,606,800

Description: 3,800 LF 12" force main 700 to 1165

Projects LS1C/LS2C - Condition rehab, derate, and control mods.

Estimated Cost: \$1,044,300

Description: Condition rehab, derate, controls mod., wet well rehab, FM connect

FUNDING MECHANISMS

Traditionally, the District has expected development to pay for the improvements in advance of installation. However, some system improvements could be coordinated with city road projects for efficiency and cost savings to the public. Project priority and funding alternatives should also be coordinated consistent with the Unification Agreement between the city and the sewer district to advance the goals and objectives of the plan.

The LSSD relies on several funding sources for operations, maintenance, and capital improvements including monthly service rates, general facility charges, contributions in aid (grants), and debt financing.

WATER IMPROVEMENTS

The PUD Water System improvements will be identified on a case by case basis and coordinated with city road projects and/or private development projects for efficiency and cost savings to the public.

FUNDING MECHANISMS

The PUD relies on several funding sources for operations, maintenance, and improvements including.

- Bond proceeds include interest income from bond sales.
- Operating revenues include water sales (retail and wholesale) and facilities/connection charges.

Other revenue includes plant contributions, low-interest loans (Public Works Trust Fund and Drinking Water State Revolving Funds), competitive grants, etc. For a detailed explanation of operating revenue and expenses, refer to the Snohomish County PUD #1 Water System Plan.

LAKE STEVENS SCHOOL DISTRICT

The Lake Stevens School District (School District) updates its capital plan every two years based on student projections for the following six-years. The city will continue to collaborate with the school district on capital facilities and continue to collect appropriate mitigation fees on their behalf.

The School District relies on several funding sources for operations, maintenance, and capital improvements including general obligation bonds, state match funds impact fees, and tax levies.

- General obligation bonds are voter approved bonds to construct capital facilities.
- State Match Funds come from the Common School Construction Fund.
- School impact fees are funds collected by the permitting agency at the time building permits to pay for new residential development.

FINANCING ALTERNATIVES

There are several financing alternatives available to the city that would provide capital for transportation improvements while providing a rational for the allocation of costs, facilitating private development, and enhancing the value of properties to be redeveloped. Funding comes from a variety of sources including, but not limited to, Federal grant or loan distributions, State grant or loan distributions, Real Estate Excise Taxes, and Developer contributions. Recently, the economic conditions have created deficiencies in grant or loan funding, as well as created new opportunities and programs. The city will determine the overall financing strategy that will likely combine several funding methods to meet the strategic objectives for downtown development.

Table V summarizes the primary funding mechanisms for the identified transportation projects.

Table V Summary of Primary Funding Mechanisms

Method of Funding	Description
General Fund	General Fund revenues mainly support general government services, security of persons and property, and parks. Sources of general fund revenue include property taxes, sales tax, fines, fees, charges for services, and investment earnings.
Impact/Mitigation Fees	Fees, based on the impact of the development upon the city's infrastructure (transportation, parks, schools, etc.) assessed to offset the costs of growth to the public facilities.
Developer Contribution	Developer contributions may include direct payments, construction of improvements in lieu of fees, dedication of right of way, development agreement, and late-comer's agreements.
Secured Debt	Long-term (10-30 years) financing for capital projects from bonds, usually repaid from general funds, utility rates, and user fees.

Grants	Funds received from federal & state governments or other entities to fund specific projects through a competitive application.
LIDs	Local Improvement District (LID) is a special tax assessment fund for projects that benefit a specific geographic area and a specific needed improvement. The city issues bonds for the improvements and liens/bills the benefiting properties for their portions of the assessment.
Special Revenue Funds	Special revenue from taxes, charges for services, & other general sources, such as state shared revenues. Special Revenue Fund expenditures are limited by statute or ordinance to specific purposes. Examples are the Street Arterial Streets, and Hotel/Motel Tax
REET I & II	Real Estate Excise Taxes (REET) are taxes applied to sale of real estate. The city collects an amount equal to 0.5% of the transaction. The proceeds are divided equally between REET I and REET II. These funds must be used for capital projects, which includes planning, acquisition, construction, reconstruction, repair or improvement of streets, roads, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, storm and sanitary sewer systems, parks, recreational facilities, fire protection facilities, trails, libraries, and administrative and judicial facilities. REET II cannot be used for new construction of park, recreational, trails, law enforcement facilities, fire protection facilities, libraries, and administrative and judicial facilities.
Other / Miscellaneous	Undetermined funds not considered that may be applied to projects with or without limitations.

CONCLUSION AND REASSESSMENT

The Downtown Lake Stevens Subarea / TIZ 1 Capital Facilities Improvement Plan allows the city to meet concurrency requirements and the adopted levels of service for capital facilities established in the Comprehensive Plan and the Downtown Subarea Plan and greater northeast Lake Stevens. This document included a conceptual description of the capital facilities necessary to implement the plan as envisioned. It is important to recognize that the Capital Improvement Plan relies on assumptions of likely future investments. However, the city will reassess its needs and priorities annually based on a review of public and market demands on changing capital facility needs.