

CITY COUNCIL WORKSHOP MEETING AGENDA



City of Lake Stevens Vision Statement

By 2030, we are a sustainable community around the lake with a vibrant economy, unsurpassed infrastructure and exceptional quality of life.

April 21, 2026 - 6:00 PM

City Council Workshop Meeting

In person: The Mill, Sawyers Room, 1808 Main Street, Lake Stevens

or Join Zoom Meeting: [Zoom Link](#)

or call in at (253) 215-8782

Meeting ID: 89804909251 Passcode: 708764

- 1. Call to Order**
- 2. Pledge of Allegiance**
- 3. Roll Call**
- 4. Approval of the Agenda**
- 5. Guest Business**
 - A. Annual Police Department Awards
- 6. Citizen Comment**
- 7. Action Items**
 - A. Updated Organizational Chart

Anya
Warrington,
Gene Brazel,
Aaron Halverson
- 8. Discussion Items**
 - A. Draft 2025 Comprehensive Plan Amendments to the Transportation and Capital Facilities Elements Christi Schmidt
 - B. Critical Areas Ordinance (CAO) Update with a focus on Stream Buffers David Levitan
- 9. Adjourn**

THE PUBLIC IS INVITED TO ATTEND

The City of Lake Stevens strives to provide accessible opportunities for individuals with disabilities. Please contact Human Resources, City of Lake Stevens ADA Coordinator, (425) 622-9400, 48 hours prior to this council meeting if

any accommodations are needed. For TDD users, please use the state's toll-free relay service, (800) 833-6384, and ask the operator to dial the City of Lake Stevens City Hall number.

NOTICE: All proceedings of this meeting are audio recorded, except Executive Sessions.

- Council Member Ryan Donoghue
- Council Member Nathan Packard
- Council Member Sabina Araya
- Council Member Tasha Edwards
- Mayor Brett Gailey
- Council Member Brian McManus
- Council Member Anji Jorstad
- Council Member Kymm Shipman





One Community Around The Lake

Proposed Organizational Changes

APRIL 21, 2026



Overview

- City Burnout Survey
- Overview of City Org Chart
- Review Department Changes
- Budget Impacts

City Employee Burnout Analysis

Launched City-wide survey 3/19

- Copenhagen Burnout Inventory
 - Open-source & free
 - Measures workload impact. Includes 3 dimensions
 - Short & easy to understand
 - Strong validity, widely used in public-sector research
 - Internationally recognized
- Added 2 sections and open-ended questions for additional insights

Personal Burnout

Work-related Burnout

Client-related Burnout
(citizen, elected officials & internal customers)

Workload Analysis

Overtime Exempt Hours
Worked Pulse



Why organizations must understand, evaluate & reduce burnout

1. Burnout directly impacts productivity & service quality. Employees experiencing burnout:
 - Are 63% more likely to take sick days
 - Leads to “active disengagement” – reducing quality of work, slower response times, and higher error rates
2. Burnout drives turnover – turnover is expensive. 30%-60% of salary to replace a burned-out employee (higher for hard-to-fill roles)
3. Burnout is recognized by the WHO as “a syndrome resulting from chronic workplace stress that has not been successfully managed”
4. Burnout creates measurable organizational risk
 - Increased safety incidents
 - Increased errors and rework
 - Lower citizen satisfaction
 - Disruption of team cohesion
 - Higher workers’ compensation claims
 - Higher disability/leave usage

Why organizations must understand, evaluate & reduce burnout cont...

5. Burnout reduces engagement & innovation. Burned out employees are:
 - 74% less likely to strongly agree they can be creative at work
 - 50% less likely to discuss process improvements
 - 2.2x more likely to say they don't feel their opinions matter

6. Burnout spreads – its contagious! Burnout is systemic and spreads when:
 - A team is understaffed
 - High performers absorb the extra work
 - Chronic rework/interruptions spike
 - Cross-department conflict increases
 - Supervisors are overloaded

Why organizations must understand, evaluate & reduce burnout cont....

7. Burnout is often caused by organizational conditions, not individual weakness. Burnout is driven by:
 - Unmanageable workload
 - Unclear or shifting expectations
 - Too many priorities
 - Insufficient staffing/resources
 - Lack of autonomy or control
 - Low recognition
 - Poor communication or conflict across teams

8. Burnout reduction has a strong ROI
 - Productivity
 - Accuracy
 - Retention
 - Engagement
 - Customer satisfaction
 - Health outcomes (reducing leave costs)

Overview of Results

Burnout Scale

0-34 = Little to no Burnout

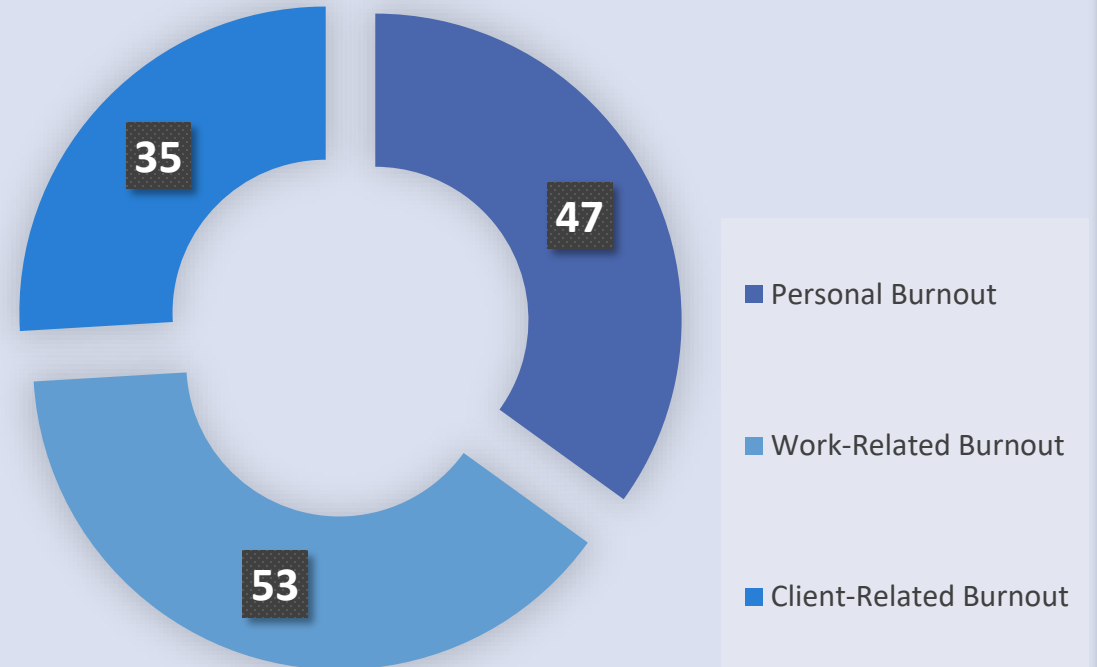
35-50 = Low Burnout

50-74 = Moderate Burnout

75-99 = High Burnout

**84 out of 130 Employees
completed
64% participation rate**

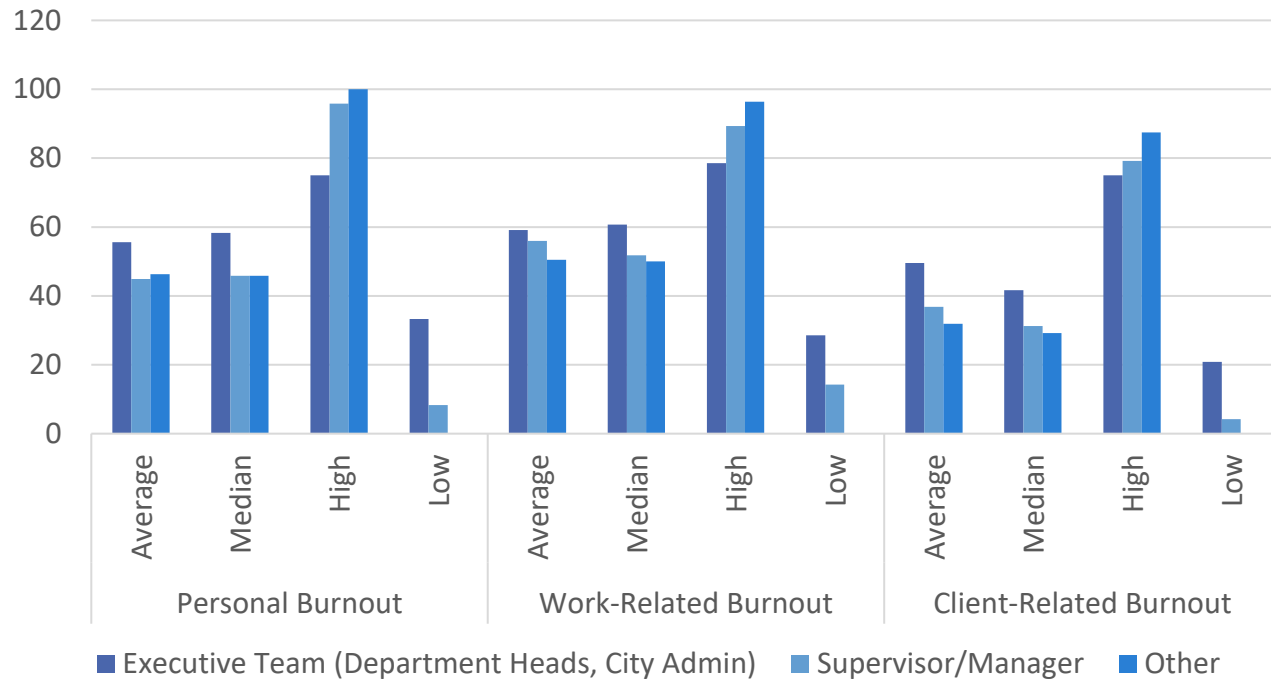
City-Wide Burnout Scores



**37 employees w/personal burnout above 50
43 employees w/work-related burnout above 50
21 employees w/client-related burnout above 50**

Insights

Burnout by Role



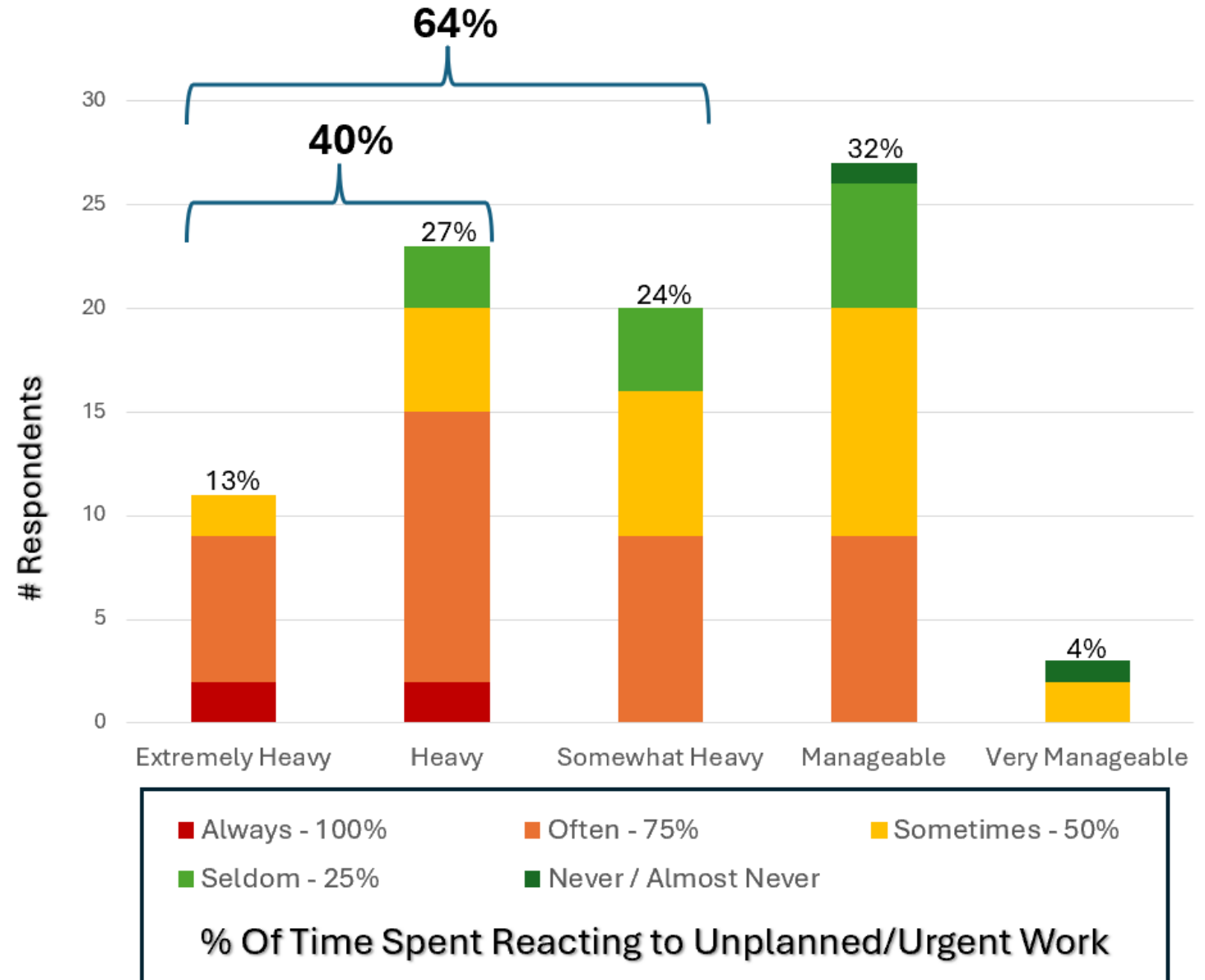
Burnout by Department



Workload Insights

- Excess workload has the strongest correlation with work-related burnout
- Unplanned & Urgent work is a large contributor to heavy workload – amplified by elected officials
- 86% of employees report that competing priorities make it difficult to keep up with workload 50% or more of the time

Current Workload and Time Spent on Unplanned/Urgent Work



Exempt Employee Pulse

Questions we compared:

- How often do you do work-related tasks outside business hours (email, phone calls, Teams, etc.)?
- In the past 6 months, when taking PTO or a scheduled day off, how often did you still do work-related tasks (email, phone calls, Teams, paperwork)?

Findings:

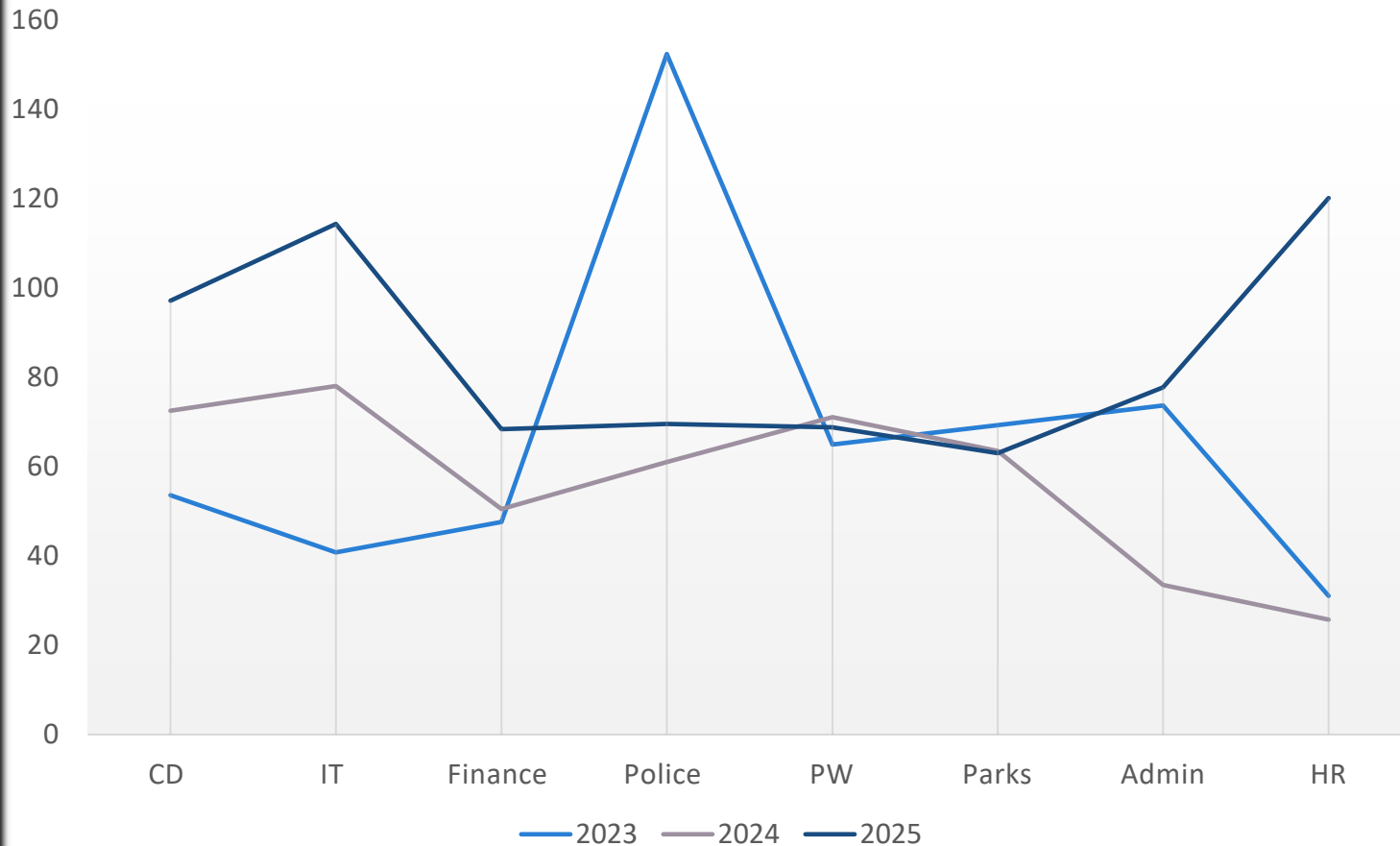
- Strong correlation – Employees who reported “Always” or “Often” for working outside business hours ALSO reported “Always” or “Often” for working when on PTO
- 62.5% reported “Always” or “Often” for working outside business hours
- 50% reported “Always” or “Often” for working when on PTO

58% of Exempt Employees work 45+ hours in a typical week

92% of Exempt Employees report their longest work days exceed 11+ hours

Leave Usage Insights

Average Sick Leave Hours Used Per Employee




2024 Total Sick Hours Used: 8,224 (63 p/FTE)
2025 Total Sick Hours Used: 10,596 (76 p/FTE)

FMLA/PFML increasing:
2024: 12
2025: 38
2026: 12 (so far)



Understanding the impact of burnout on City Services

1. Burnout directly impacts productivity & service quality. Employees experiencing burnout:
CITY IMPACT: High burnout = reduced service quality, more mistakes, slower permitting, slower public response, and increased internal conflict
2. Burnout drives turnover – turnover is expensive. 30%-60% of salary to replace a burned-out employee (higher for hard-to-fill roles)
CITY IMPACT: Replacing 1 FTE often costs the City the equivalent of half to a full year of salary in lost time, overtime backfill, onboarding, and lowered team performance.
3. Burnout is recognized by the WHO as “a syndrome resulting from chronic workplace stress that has not been successfully managed”
CITY IMPACT: WHO recognition elevates burnout from a “nice to fix” wellness issue to a recognized workplace hazard, increasing the City’s responsibility to monitor and address it — similar to physical safety.



4. Burnout creates measurable organizational risk

- Increased safety incidents
- Increased errors and rework
- Lower citizen satisfaction
- Chronic absenteeism
- Disruption of team cohesion
- Higher workers' compensation claims
- Higher disability/leave usage

CITY IMPACT:

- Longest Workdays (13-15 hours)
- Frequent weekend/after-hours work
- High workloads (heavy to extremely heavy)
- Service disruptions due to urgent work
- Internal conflict, silos or departmental friction

5. Burnout reduces engagement & innovation

CITY IMPACT:

- Current high levels of frustration about rework, competing priorities, surprises & lack of structured project mgmt.
- Reduces employees ability to innovate solutions

6. Burnout spreads – its contagious! Burnout is systemic and spreads when:

- A team is understaffed
- High performers absorb the extra work
- Chronic rework/interruptions spike
- Cross-department conflict increases
- Supervisors are overloaded

CITY IMPACT:

- Executive Team have the highest burnout, then supervisor/managers

7. Burnout is often cause by organizational conditions, not individual weakness

- Unmanageable workload
- Unclear or shifting expectations
- Too many priorities
- Insufficient staffing/resources
- Lack of autonomy or control
- Low recognition
- Poor communication or conflict across teams

CITY IMPACT: Survey identified all seven

- “Surprises... last-minute priorities... urgent requests with no offset.”
- “Being the only person doing this work.”
- “Workload exceeds staffing levels.”
- “Too much change in too short a period.”
- “Elected Officials who want more, urgently, without understanding the resource requirements or understanding current workload”

8. Burnout reduction has a strong ROI

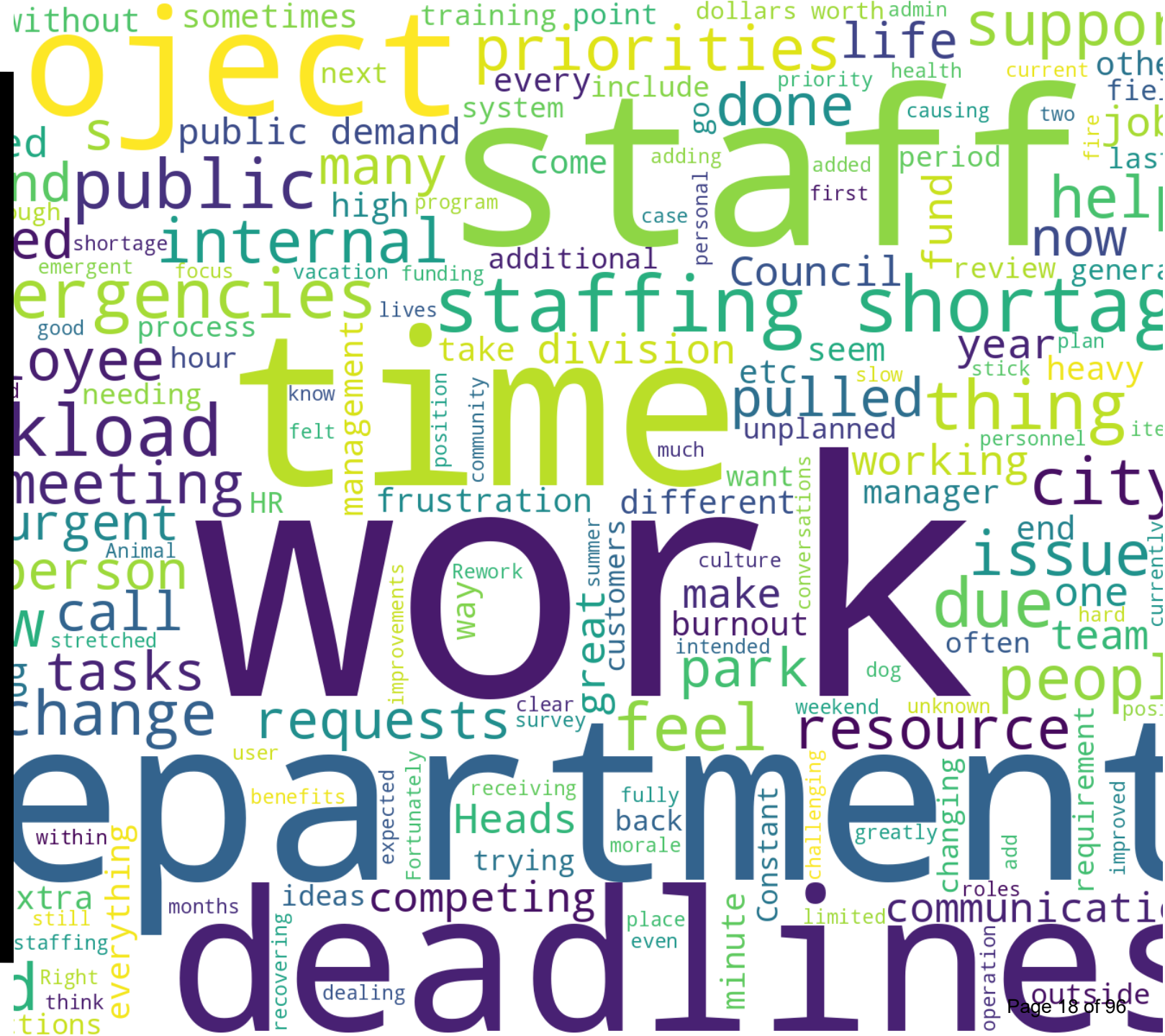
CITY IMPACT: Faster processing times, citizen response times, better service delivery, more effective interdepartmental coordination, reduced OT and compensatory time payouts, reduced leave burdens (sick, FML, workers comp)

Key Takeaways

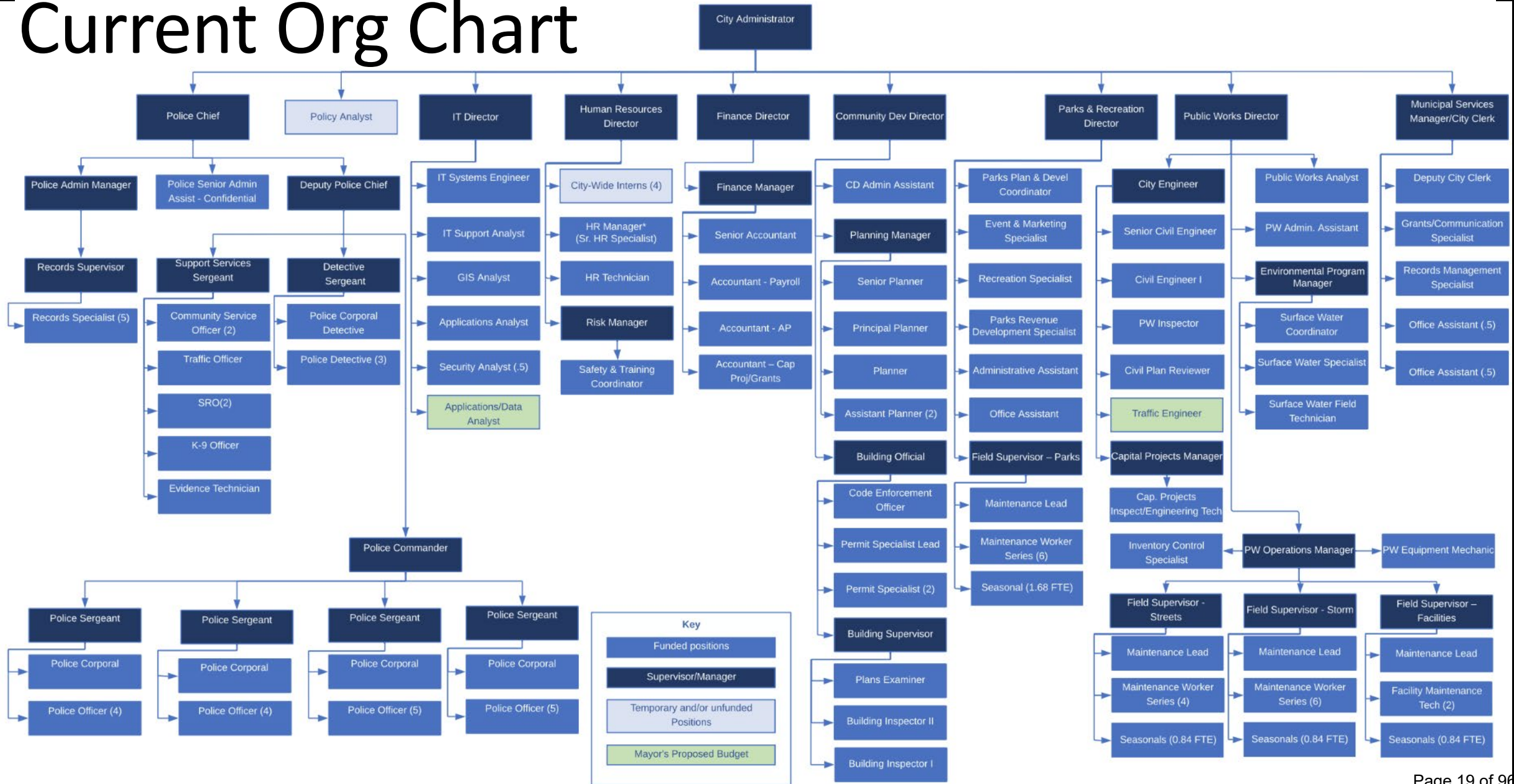
- The root cause chronic workload & staffing gaps
- Exempt staff are working unsustainable hours — often 50–60+ weeks & 13–15+ hour days
- More prevalent in Executive Team and Supervisors/Managers
- Burnout is impacting service quality, timeliness, and inter-department coordination
- Burnout is creating a retention risk
- Data shows high correlation between workload and burnout

Next Steps:

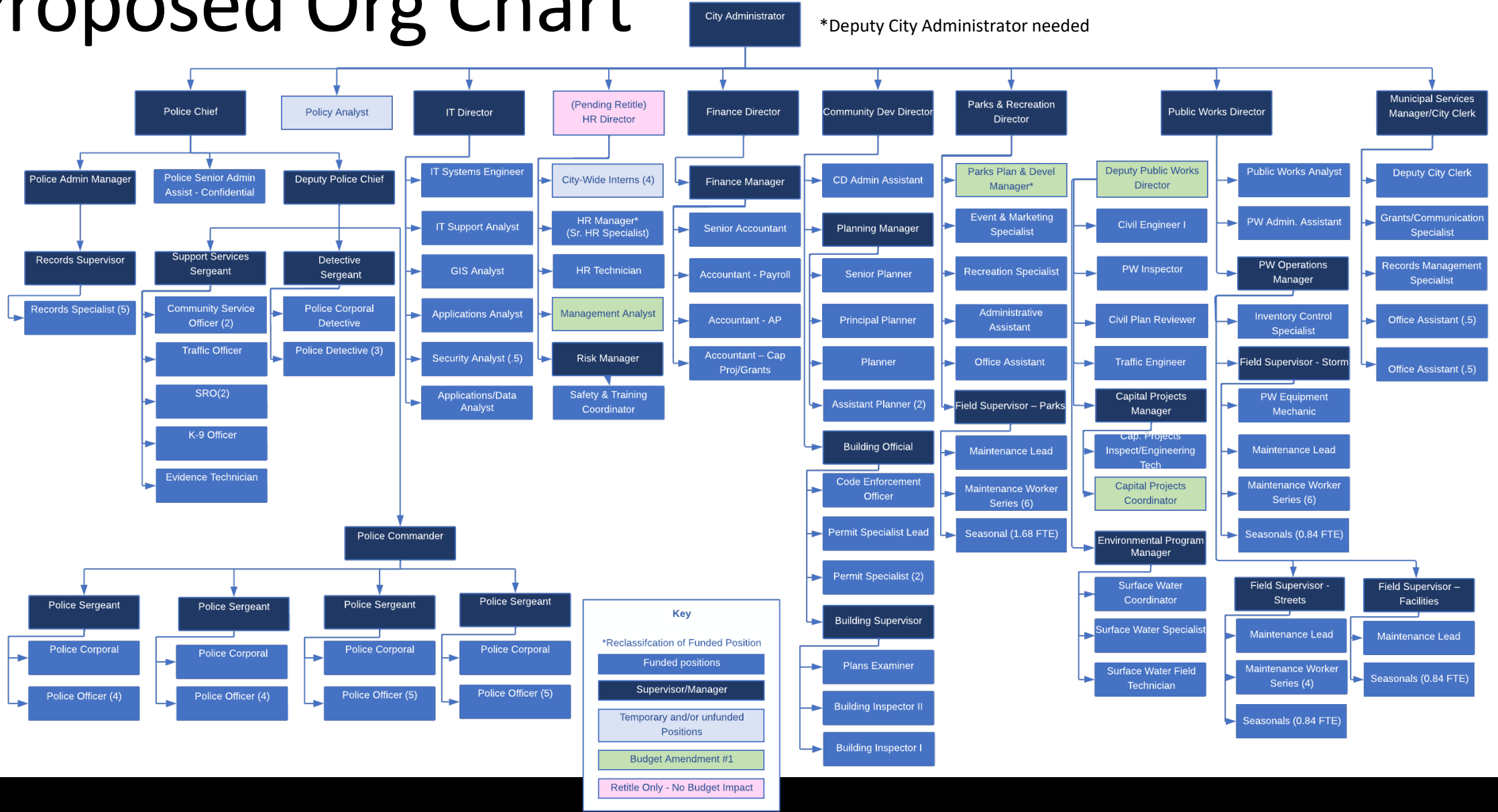
- Executive Team Deep Dive
- Develop Action Plan



Current Org Chart



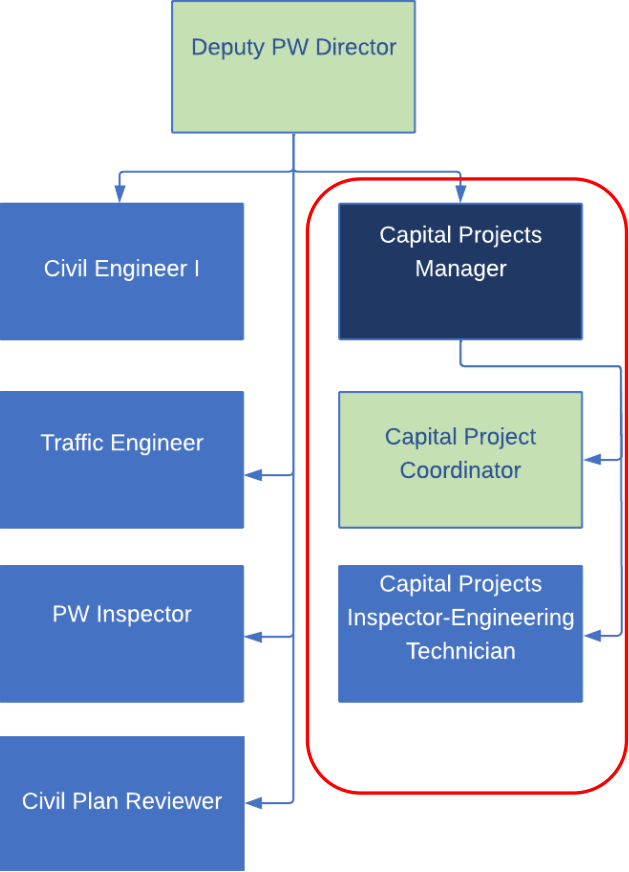
Proposed Org Chart



Key

- *Reclassification of Funded Position
- Funded positions
- Supervisor/Manager
- Temporary and/or unfunded Positions
- Budget Amendment #1
- Retitle Only - No Budget Impact

Senior Civil Engineer to Capital Projects Coordinator



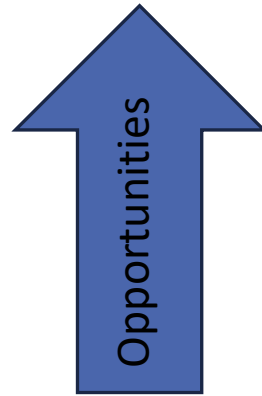
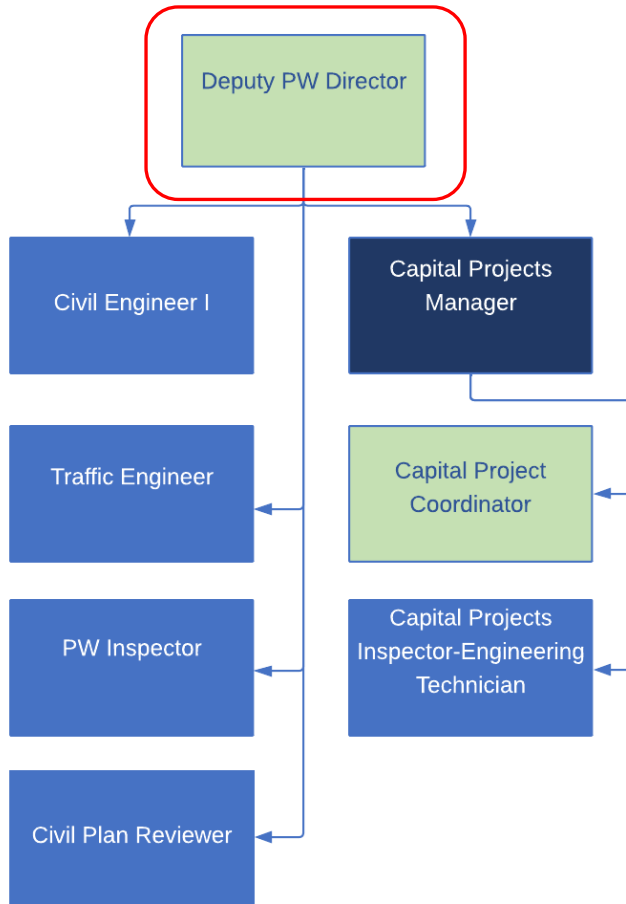
Opportunities

- 3 FTE dedicated to capital project delivery in a single division
- Salary and benefit savings
- Centralized capital project delivery adding efficiency

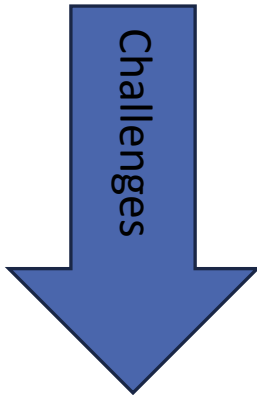
Challenges

- Reduced engineering expertise in Public Works
- Minimal increase in on-call engineering services

City Engineer to Deputy Public Works Director

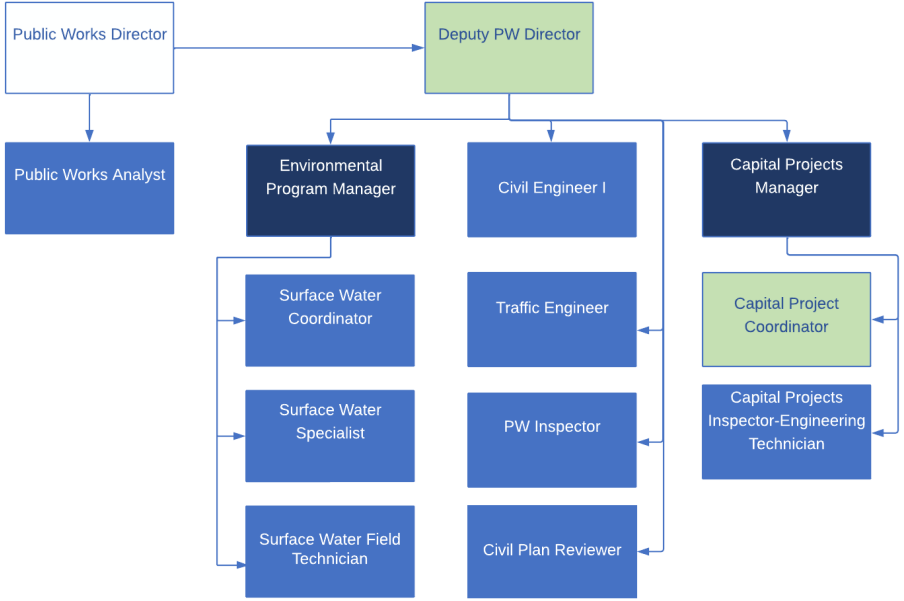


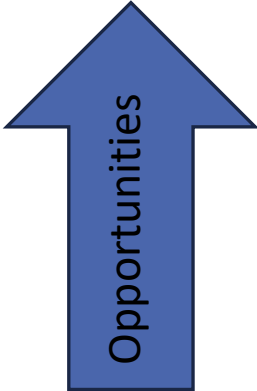
- Reduces PW Director's span of control from 5 to 3
- Deputy to focus on capital projects, engineering services and plan review.
- Director to focus on high-level strategy and interagency collaboration, project management overflow, APWA reaccreditation
- Provide leadership flexibility to accommodate strategic projects



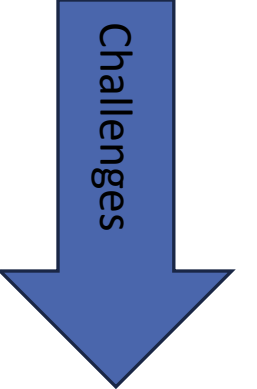
- Added salary and benefit cost
- One municipal code update from "City Engineer" to "City Engineer or designee"
- EDDS update (ongoing)

Summary





- 3 FTE dedicated to capital project delivery
- Salary and benefits savings
- Improved interagency collaboration
- Added flexibility in city leadership to accommodate strategic projects
- Supports the strategic staffing plan and succession planning



- Reduced engineering expertise
- Mitigated by on-call engineering services

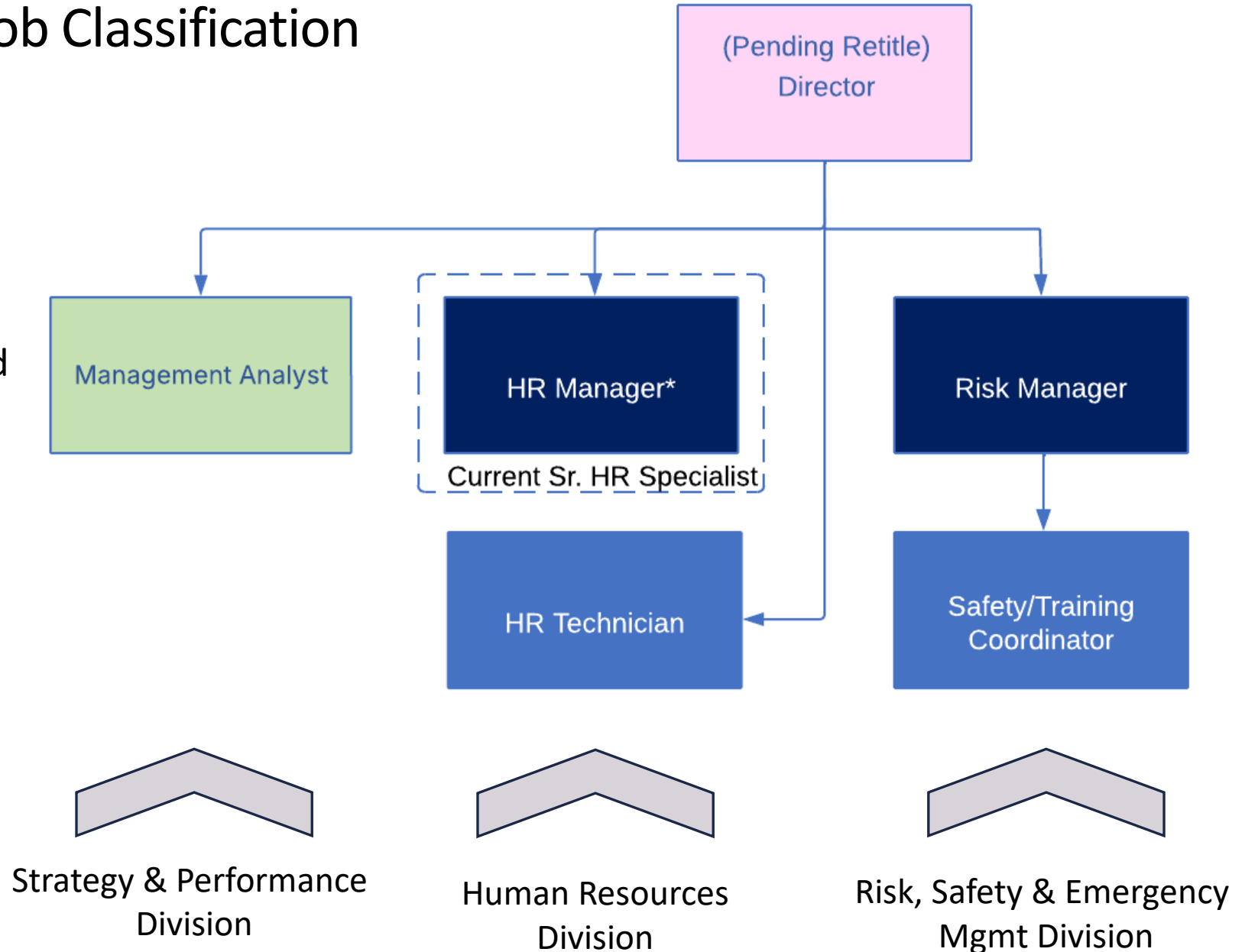
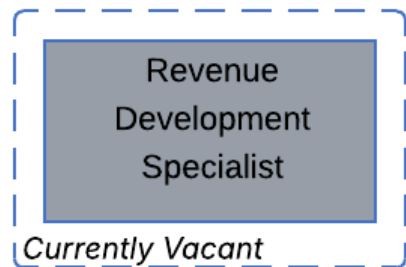
PW Analyst Essential Duties/Tasks

Current	New / On-Hold
Public Works Strategic Plan Deployment <ul style="list-style-type: none"> Metrics Review, Annual Work Plan Development 	Contract and Procurement Improvement (Documenting processes/best practices, templates, etc.)
WEX and FuelMaster Business Processes Administration/Analysis	Sewer District Integration
OpenGov Implementation, Documentation, Training, and Improvement	Public Works Website Improvements
APWA Re-Accreditation	Budget Improvements and Analysis (Reserve accounts for fleet and facilities, tracking tools/reports, etc.)
Analyses: <ul style="list-style-type: none"> Fleet Utilization (on-going) Energy Consumption (on-going) Facilities Asset Replacement Planning 	Capital Project Support: <ul style="list-style-type: none"> SharePoint Templates
Contracting and Procurement	Dashboard Development / Technical Solution Assistance
Special Projects and Process Improvement Facilitation	
Policy Development and Training	

Note: The current PW Analyst is only 70-80% dedicated (on average) to Public Works today - 100% dedication is needed

Human Resources Job Classification Changes

- Establish Management Analyst
- Retitle of Department and Director title
- Unfund/Abolish Revenue Development Specialist
- Was a new position in FY2025.



Management Analyst

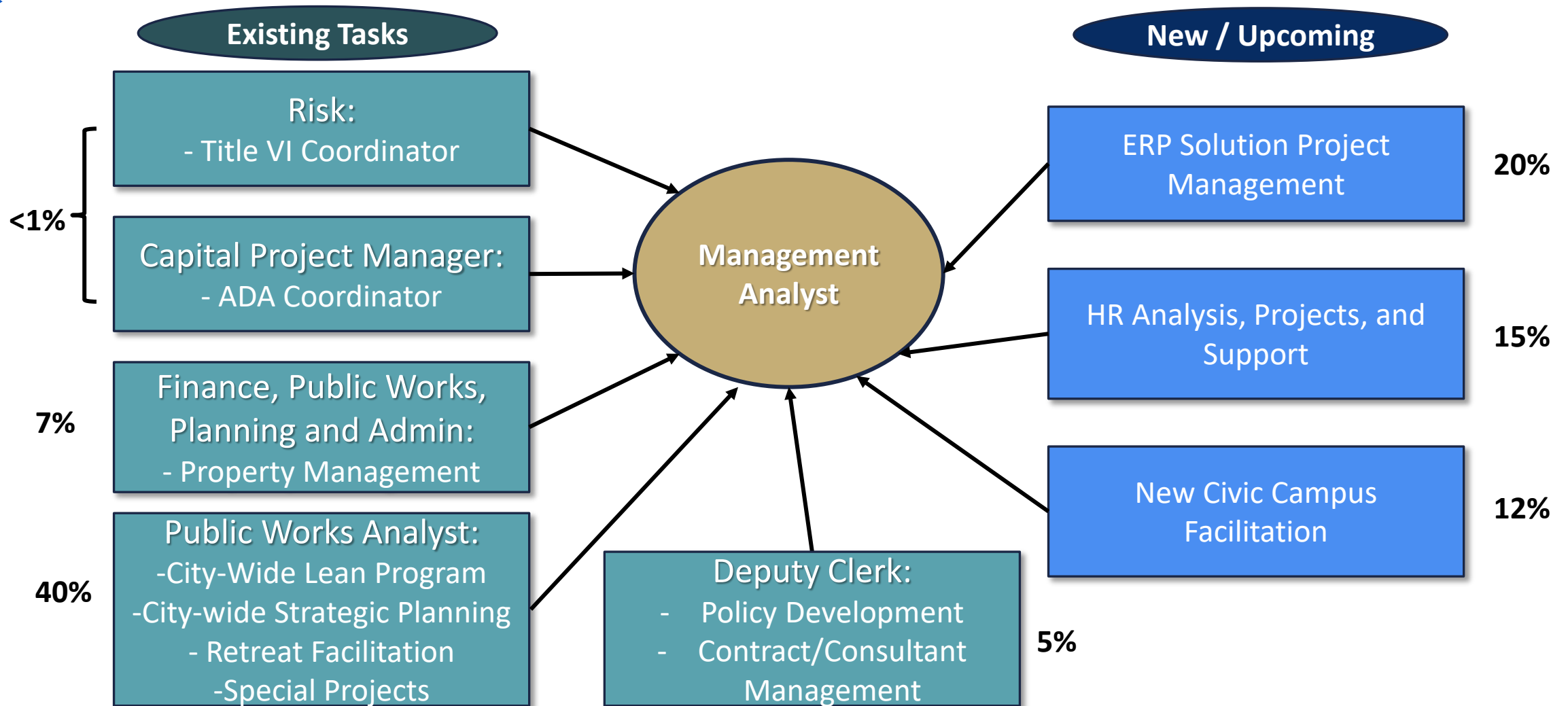
ESSENTIAL DUTIES

- Lead the City's strategic planning implementation efforts
- Support policy development, compliance, analysis & training
- Managing complex and cross-departmental special projects and project prioritization
- Process owner for Lean and continuous improvement efforts and initiatives
- Advancing operational excellence initiatives (wellness 360, sustainability)
- Serve as ADA and Title VI coordinator
- Accreditation compliance liaison
- Project coordinator for all-city efforts, task forces, committees, focus groups, etc.
- Contract & consultant management (Admin/HR/City-Wide Impact)

IMMEDIATE TASKS

- Strategic Plan Rollout w/City Council
- Coordination support for New Civic Campus Committees
- Commercial property management liaison
- ERP solution project management (Finance, budgeting, payroll, timekeeping, HRIS)
- HR support for analysis work, systems, programs, benefit administration, labor relations, etc.
- Executive Staff Retreats & Training (change mgmt, burnout)

Management Analyst – Workload Leveling



Budget Impacts

2026 Position Changes (full year if ever fully staffed for a whole year)			
General Fund	Streets	Surface Water	Rental Properties
- \$34,948	- \$99,181	+134,040	+25,464
2026 Year-End Salary Budget Savings Projections			
General Fund	Streets	Surface Water	Rental Properties
- \$1,042,590 (4% of total salary budget)	- \$316,484	-\$71,851	+ \$278

Note:
Anticipated \$213,322 annually will be charged back to TBP

Impacts to 2026 budget projections:

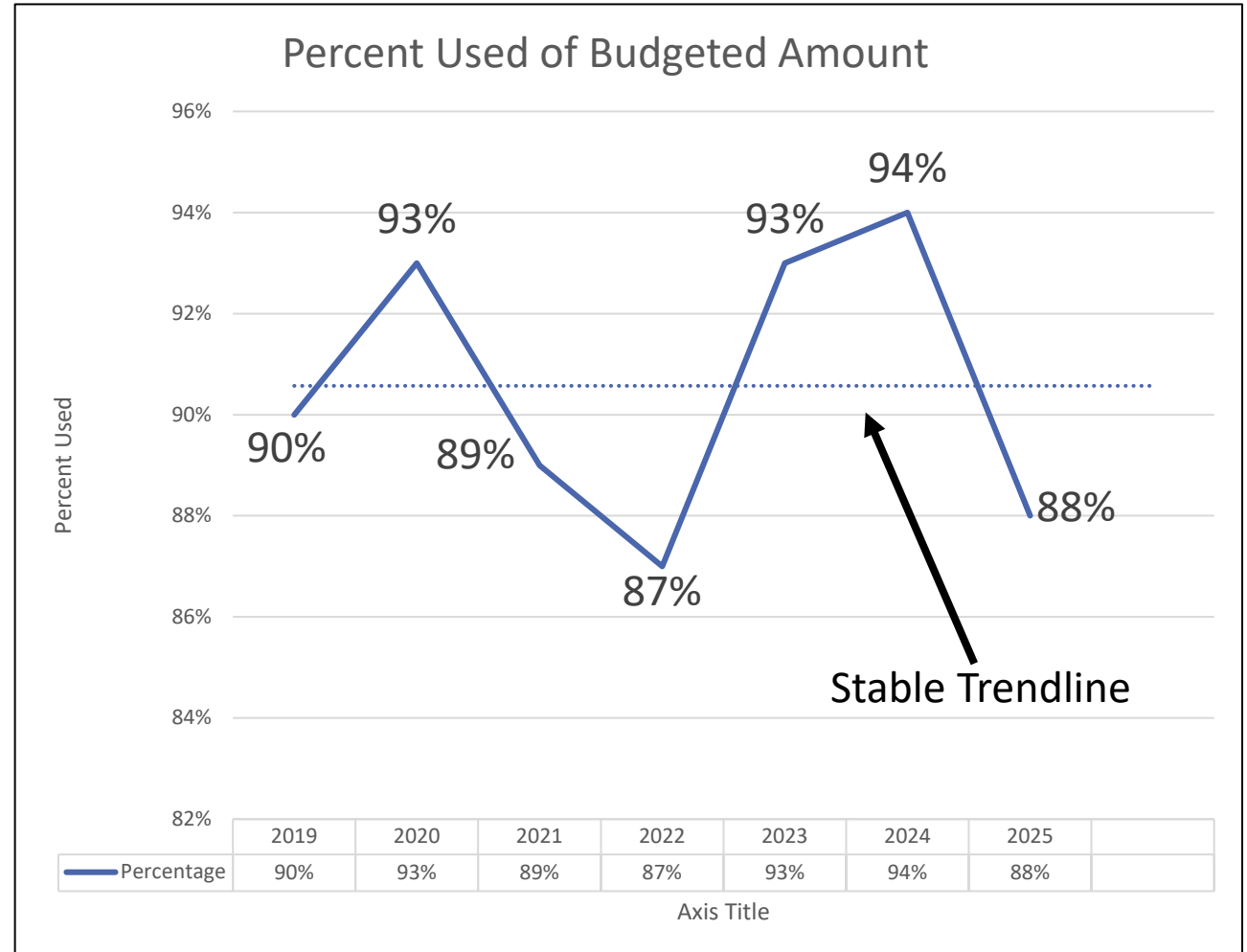
- Teamsters CBA implementation
- Worker's Compensation rate increase
- Corrections/improvements to budget tracking
- Hiring Freezes
- Hard-to-Fill position vacancies

Job Title	Project / Actual Hire Date
PW Analyst	7/15/2026
PW Deputy Director	7/15/2026
Capital Project Coordinator	7/15/2026
Maintenance Worker	12/31/2026
IT Applications Data Analyst	6/1/2026
Traffic Engineer	4/27/2026
Traffic Officer	12/31/2026
Detective	8/1/2026
Patrol Officer	7/1/2026
Patrol Officer	7/1/2026
Senior Finance Analyst	12/31/2026
Building Supervisor	2/12/2026
Senior Planner	2/17/2026
Police Officer	1/12/2026
Building Inspector	1/2/2026

2026 Vacancies & Projected Fill Dates

History of Year-End Salary Budget

Fiscal Year	Amount Under Budget	Percentage of Budget Used
2019	\$1,117,371	90%
2020	\$888,212	93%
2021	\$1,527,073	89%
2022	\$2,036,573	87%
2023	\$1,272,304	93%
2024	\$1,234,835	94%
2025	\$2,596,346	88%
Average:	\$1,524,673	91%



Additional Cost Savings Measures

Not Recommended

#1 - Holding Surface Water Seasonal Position			
General Fund	Streets	Surface Water	Rental Properties
		- \$24,193	
#2 - Holding Capital Projects Coordinator Position until 12/31/26			
General Fund	Streets	Surface Water	Rental Properties
- \$35,390	- \$29,099	- \$11,797	- \$2,359



Recommended Action

- Motion to adopt proposed organization changes as presented
- City staff will bring back budget amendment at future date

CITY COUNCIL STAFF REPORT



Agenda Date: 4/21/2026

Subject: Draft 2025 Comprehensive Plan Amendments to the Transportation and Capital Facilities Elements

Contact Person/Department: Christi Schmidt, Community Development

Budget Impact: N/A

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

No action required. Staff will provide an overview of and solicit Council feedback on proposed updates to 1) the 6-year and 20-year capital project lists in the Comprehensive Plan's Capital Facilities Element and 2) the city's traffic impact fees.

SUMMARY/BACKGROUND:

These proposed amendments are part of the 2025 annual docket to the Comprehensive Plan to update the [Transportation \(Chapter 8\)](#) and [Capital Facilities \(Chapter 9\)](#), adopt revised capital projects lists and set new traffic impact fees. Staff is proposing updates to the 20-year Capital Projects List (Tables 8.8 and 9.1), Figure 8.15 which show the project locations, 6-Year Capital Projects Lists (Table 9.2) to reflect transportation improvements required to accommodate the city's growth targets and to meet the city's adopted Level of Service (LOS) consistent with the adopted [2024 Comprehensive Plan periodic update](#). Updates to Table 9.1 and 9.2 will also include project updates for non-transportation projects.

Transportation Impact Fee Program

The city adopted its Transportation Impact Fee (TIF) program and cost basis in 2012 (Ordinance No. 876) which is codified in [LSMC 14.112, Traffic Impact Mitigation Fees](#) of the Lake Stevens Municipal Code (LSMC). In 2025, the council adopted updates to both LSMC 14.110, Concurrency Management and LSMC 14.112, Traffic Impact Mitigation Fees. The analysis, provided in the Transportation Element (TE), from the current Comprehensive Plan sets the basis for the TIF program. The TIF program is

built from the 20-year transportation project lists, [Table 9.1](#) contained in the Transportation and Capital Facilities Elements of the Comprehensive Plan.

To follow-up with traffic impact fee updates from last fall, on March 25, 2026 staff met with the Master Builders Association and provided a draft of the proposed traffic impact fee increases and invited them to provide comment. On April 1, 2026, staff presented this information at a work session to the Planning Commission. The Commission had discussions regarding the process and capital project lists. The Planning Commission will hold its public hearing date on May 6, 2026.

PROPOSED UPDATES:

The Planning and Community Development Department, in coordination with Public Works, contracted with Transpo, Inc. to determine what transportation improvements and costs needed to accommodate the city's projected growth from 2024-2044. The scope and cost of transportation projects have been refined since adoption of the 2024 Comprehensive Plan to reflect further design elements, increased costs, or modifications to the general scope of projects.

Transpo provided suggestions for updates to the city's comprehensive plan and administrative documents to implement the traffic impact fee program.

- Traffic Impact Fee Cost Basis (**Attachment 1**). This document provides the city's methodology for calculating traffic impact fees and includes technical and legal data required for compliance with the comprehensive plan. A full version of this document is provided in **Attachment 1** for reference. A summary is provided in **Attachment 2**.
- 20 Year Transportation Improvement List (Table 9.1 pages 10-15). This list has been refined per the TIF Cost Basis considering existing facilities and modified construction techniques (**Attachment 3** For your reference, staff have provided Table 9.1 - 20-Year Capital Facilities Plan 2024-2044 with strikeouts to show what projects have been completed (highlighted in yellow) and the project numbers marked in green are those which are slated for construction within the next six years (**Attachment 6**).
- Six (6)-Year Transportation Improvement List, Table 9.2. A new 6-Year list, Table 9.2 will be provided to the commission and council at the upcoming public hearings.
- As noted last fall, the city had identified a discrepancy in the future level of service (LOS) at the S. Lake Stevens Road and South Davies intersection. Transpo evaluated project-specific data and the growth model for the comprehensive plan and has reconciled the inconsistency. Further analysis will occur at the design phase. To improve the LOS at the intersection Transpo recommends adding an intersection improvement to the transportation plan and capital improvement plan.

- Transpo also updated the city’s Traffic Impact Fee Determination Worksheet, which is a form used by staff and developers to calculate fees for land use proposals.
- Update the Traffic Impact Fees to reflect the revised 20-year Transportation Improvement Plan in Table 9.1. Please note that the City Council is the authority body for the decision-making and adoption of the impact fees. The proposed fees are shown below. Since TIZ 2 and 3 are both within the influence of SR-9 and SR-204 and access from the west by US-2, a combined impact fee was developed for these two zones to ensure equity in resources from fees paid in both TIZ areas to construct projects.

Proposed TIF Updates for 2025

Item	Traffic Impact Zones (TIZ)	
	TIZ 1	TIZ 2 & 3
Total Estimated Project Costs	\$115,735,000	\$102,442,000
TIF Eligible Project Costs (Attachment 4)	\$28,374,000	\$26,774,000
Estimated Grant Funding (Secured)	\$8,000,000	\$0
PM Peak Hour Growth Trips	5,014	7,187

Base TIF Rate per PM Peak Hour Trip \$5,659 \$3,725

Note: Traffic impact fee calculations presented in Tables 6 of the *Lake Stevens Traffic Impact Fee Cost Basis Report* (February 2026).

Existing Fees Per Resolution No. 2025-09 \$2,894 \$3,665

Proposed dollar changes Increase \$2,765 Increase \$60

Next Steps

The proposed updates to the tables will ensure consistency between the adopted Comprehensive Plan and the proposed revisions to Chapter 8 and 9 of the comprehensive plan and the associated administrative documents noted above and allow council to update traffic impact fees.

In addition, staff would like feedback from the council on the proposed impact fee increases. Next, staff will schedule a hearing date with the council prior to publishing a notice of public hearing for both the Planning Commission and the City Council. A public hearing before the Planning Commission is to be scheduled for May 6, 2026, depending on feedback from the City Council. After the updated plan is adopted, staff will bring forward adjustments to the fee schedule.

APPLICABLE CITY POLICIES:

Comprehensive Plan Introduction (Chapter 1), Revisions and Amendments to the Comprehensive Plan, Exceptions to the Annual Amendment Process (Page 1-21). Amendments to the Capital Facilities Element are permitted outside of the annual docketing process if associated with a budgetary component (traffic impact fees in this case).

ATTACHMENTS:

1. Attachment 1 - Lake Stevens TIF Cost Basis (February 2026)_ Clean Version
2. Attachment 2 -Summary of the Lake Stevens Transportation Impact Fee
3. Attachment 3 - Comprehensive Plan 20 Year Transportation Improvement List (pages 10-15)
4. Attachment 4 -TIF Eligibility Percentage Per TIZ
5. Attachment 5 - Lake Stevens Traffic Impact Fee Worksheet
6. Attachment 6 - Strike Out and Mark Up of Table 9.1 20 YR CFP 2024-2044

TRAFFIC IMPACT FEE COST BASIS FOR THE CITY OF LAKE STEVENS



Prepared for:
City of Lake Stevens

February 2026

Prepared by:



12131 113th Avenue NE, Suite 203
Kirkland, WA 98034-7120
Phone: 425-821-3665
www.transpogroup.com

24348.00

© 2025 Transpo Group

Table of Contents

Executive Summary	2
Introduction	3
What are Transportation Impact Fees?	3
How do Transportation Impact Fees Relate to Other Development Regulations?	4
What Improvement Projects and Costs are Included?	7
What are the Total TIF Program Project Costs?	15
What is the Service Area for the TIF Program?.....	22
What Share of the TIF Costs Are Allocated to Growth in Lake Stevens	22
What are the Resulting Transportation Impact Fees and Rates?	22
How are TIF Rates Determined for Uses Not Specifically Included in the Rate Schedule?	25
How are the Transportation Impact Fees Collected and Spent?.....	26
Are any Developments Exempt from the Fees?.....	26
How Will the Impact Fees Be Kept Up to Date?	27

Figures

Figure 1. Elements of the Development Review Process	5
Figure 2. TIF-Eligible Transportation Projects	14
Figure 3. Growth by TAZ and Proximity to Active Transportation Improvement Projects	17
Figure 4. Traffic Impact Zones	23

Tables

Table ES.1 Citywide Transportation Impact Fee Rate	2
Table 1. TIF Program Projects	10
Table 2. TIF Eligibility – Vehicular Projects	15
Table 3. TIF Eligibility – Active Transportation Projects	16
Table 4. TIF Eligible Project Costs	18
Table 5. TIF Eligibility – Vehicular Projects	24
Table 6. Calculating the Base Transportation Impact Fee Rates.....	24

Appendix

Appendix A: Detailed TIF Eligibility Worksheets

Executive Summary

This report presents the Transportation Impact Fee (TIF) program for the city of Lake Stevens (City). The TIF program has been updated based on the transportation project list from the Transportation Element (TE) within the City’s 2024 Comprehensive Plan, with further revisions in 2025. This report outlines the methodology for determining the amount of transportation-related project costs eligible for TIF funding, based on forecasted land use growth within the City considering projected total PM peak hour vehicle trips. As required by the Growth Management Act (GMA), the impact fee calculation presented here reflects transportation improvement costs needed to accommodate growth and does not include existing network deficiencies. The multimodal level of service (MMLoS) standards established in the TE were used to identify the transportation improvements needed to accommodate growth.

Table ES.1 summarizes the key findings of the TIF program. TIF-eligible project costs across the three Traffic Impact Zones (TIZs) are estimated at \$55.1 million. The expected increase in PM peak hour trips associated with planned land use growth citywide through 2044 is estimated to be 12,201 trips. The TIF-eligible costs are divided by the estimated growth in PM peak hour trips in each TIZ to arrive at the base TIF rates shown in Table ES.1.

	TIZ 1 – East Lake Stevens	TIZ 2 – West Lake Stevens	TIZ 3 – South Lake Stevens	Combined TIZ 2 & 3
A. Growth Share of TIF Cost ¹	\$28,374,000	\$13,688,000	\$13,086,000	\$26,774,000
B. Growth in Trips ²	5,014	4,196	2,991	7,187
C. Base TIF Rate for Service Area ³	\$5,659	\$3,262	\$4,375	\$3,725

1. See Table 5 for how share of cost is allocated by TIZ.
 2. Based on analysis of land use growth from the 2024 Land Use Plan and PM peak hour trip generation rates from the *ITE Trip Generation Manual, 11th Edition*.
 3. Values in line A are divided by values in line B and rounded up to the nearest dollar.

New developments within the city must pay the necessary TIF fees at the time of building permit issuance, as outlined in Chapter 14.112 of the Lake Stevens Municipal Code (LSMC). The City uses impact fees collected to fund the transportation projects outlined in Table 1 of this report.

The city will update the impact fee base rate annually in the fees resolution using the Consumer Price Index (CPI) in the region, unless a more applicable industry standard construction cost index is available. The City will prepare an annual report summarizing the fees collected and the projects financed using TIF funds for the previous calendar year.

Introduction

Lake Stevens, like many local government agencies in Washington State, has implemented transportation impact fee (TIF) program to help fund improvements to its transportation system. The Growth Management Act (GMA) allows agencies to develop and implement a TIF program to help fund some of the costs of transportation facilities needed to accommodate growth. Chapter 82.02 of the Revised Code of Washington (RCW) requires TIFs to be:

- Related to improvements serving new developments, not existing deficiencies;
- Assessed proportional to the impacts of new developments;
- Allocated for improvements that reasonably benefit new development; and
- Spent on facilities identified in the Capital Facilities Plan

The city adopted its TIF program in 2012 (Ordinance No. 876) codified in Chapter 112 of the Lake Stevens Municipal Code (LSMC). The analysis, provided in the Transportation Element (TE), from the current Comprehensive Plan sets the basis for the TIF program.

The TIF program is built from the long-term transportation project lists contained in the Transportation and Capital Facilities Elements of the Comprehensive Plan. The project list was prepared utilizing the city's travel demand model to evaluate future transportation system needs. The travel demand model is a tool for forecasting traffic volumes based on the projected growth in housing and employment identified in the Land Use Element. The travel demand model provides the technical basis for the TIF program. The scope and cost of transportation projects have been updated and refined since adoption of the Comprehensive Plan to reflect further design elements, increased costs, or modifications to the general scope of the project.

In line with the multimodal level of service (MMLOS) requirements enacted by House Bill 1181 (HB1181) in 2023, the Washington State Legislature also passed Senate Bill 5452 (SB 5452) expanding the transportation improvements eligible for TIF funding. RCW 82.02.090(7) includes pedestrian and bicycle facilities on the list of "public facilities" eligible for TIF funding. The revised TIF cost basis analysis now includes an expanded project list with pedestrian and bicycle projects and incorporates the cost of these improvements into the fee calculation.

Further, recent legal rulings have changed the manner with which impact fees are calculated and documented. The U.S. Supreme Court in *Sheetz v. El Dorado County* (2024) ruled that legislatively imposed conditions to all development are not exempt from the Takings Clause outlined in the Fifth Amendment. Thus, impact fees must provide a nexus to the development and be roughly proportional to its impact. While TIFs in the state have long been subject to nexus and proportionality requirements, the *Sheetz* decision shifts the responsibility onto public agencies to document and support the methodology used to calculate the impact fee. The city's updated TIF program, outlined herein, has been refined to meet the heightened requirements of this ruling.

This report outlines the City's TIF program. It also highlights what transportation impact fees are and how they relate to other development regulations. An overview of the TIF program summarizes how the program was created and how the fees were established. It also details how the program will be implemented by Lake Stevens.

What are Transportation Impact Fees?

Transportation impact fees (TIFs) are allowed under the GMA to help fund growth-related capital facility improvements to public streets and roads. Impact fees are also allowed under

the GMA to fund other public capital facilities such as parks, open space, recreation facilities, schools, and fire protection. The following summarizes the GMA definition of an impact fee:

“Impact fee” means a payment of money imposed upon development as a condition of development approval to pay for public facilities needed to serve new growth and development, and that is reasonably related to the new development that creates additional demand and need for public facilities, that is a proportionate share of the cost of the public facilities, and that is used for facilities that reasonably benefit the new development. (source: RCW 82.02.090[3])

Public transportation facilities for which TIF funding can be used include:

Public streets, roads, and bicycle and pedestrian facilities that were designed with multimodal commuting as an intended use; (source: RCW 82.02.090[7](a))

Impact fees are an optional element of the GMA; agencies are not required to implement them; however, they are used to help jurisdictions mitigate some of the transportation impacts due to new development or redevelopment.

TIFs cannot be the only funding used to pay for the growth-related transportation improvements. The project cost allocations must account for other public funding, which would be generated by development in forms of taxes or user fees.

Transportation impact fees help mitigate development impacts for system wide traffic impacts. The following summarizes the key points:

- Supports “growth pays for growth” principle
- Funds must be spent on transportation improvement projects that will serve new growth and not fix existing deficiencies
- Funds must be spent on improvements that generally benefit the developments paying the fee
- Impact fee projects are to address “system” improvements, not “project” improvements
- Must be generally proportional to impacts of development
- Provide funding for the agency’s six-year Capital Improvement Program
- Funds assessed for several improvement needs can be “pooled” to address agency’s priority projects

How do Transportation Impact Fees Relate to Other Development Regulations?

TIFs are an optional element allowed under GMA; however, they are a crucial tool to help mitigate development impacts on the transportation system. TIFs are used in conjunction with other development regulations as shown in Figure 1:

- Frontage Improvements/Development Regulations
- State Environmental Policy Act (SEPA)
- Transportation Concurrency

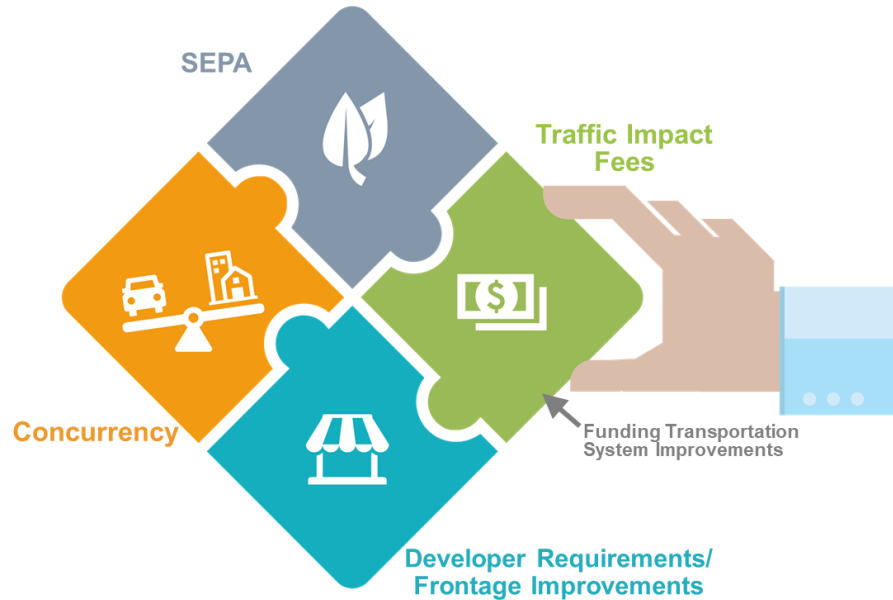


Figure 1. Elements of the Development Review Process

These other requirements cover transportation impacts directly resulting from specific developments. They do not explicitly address the long-term transportation system needs resulting from forecast growth. While transportation impact fees can change how agencies apply some of these other regulations, the other requirements do not cease with the adoption of a TIF. The following summarizes the basic roles of the other transportation review and mitigation programs.

Development Regulations/Frontage Improvements

When properties are subdivided or otherwise developed, the permitting agency can require transportation and other improvements needed to promote the public health, safety, and general welfare (RCW 58.17). Frontage improvements and site development regulations help ensure that the city’s road standards are met and that ultimately, new development is served by transportation facilities in a safe and efficient manner. Developers can be required to construct the site’s frontage and on-site roadways based on the City’s Engineering Design and Development Standards (EDDS). Frontage improvements apply to both vehicular and active transportation facilities. Key elements related to mitigating impacts on the transportation system include:

- Addressing on-site impacts and access onto public rights-of-way;
- Ensuring new development is served by adequate roadways;
- Requiring developers to construct frontages along public and private roads; and
- Defining potential vehicular, transit, and active transportation needs serving the development

State Environmental Policy Act (SEPA)

Washington’s State Environmental Policy Act (SEPA), adopted in 1971 (RCW 43.21C), directs state and local decision-makers to consider the environmental impacts of their actions. “SEPA gives agencies the tools to both consider and mitigate for environmental impacts of proposals.” (*Washington State Department of Ecology, SEPA Handbook, 2003*) Implementing regulations, in the form of the SEPA Rules (WAC 197-11) establish uniform requirements for agencies to

use when evaluating the potential environmental impacts of a proposal. The process also allows review of possible project alternatives or mitigation measures that will reduce the environmental impacts of a project. For transportation, SEPA is typically used to review impacts within the immediate and nearby vicinity, such as vehicular access points, operations and safety at nearby intersections or roadways. Depending on the potential for impacts, SEPA review can extend beyond the immediate vicinity of the development based on an assessment of the likely impacts of the proposed development. The intention of SEPA, as applied for transportation, is to mitigate a development's impact on the transportation system in terms of capacity, operations, and safety, including access, circulation, pedestrian connections and safety, bicycle system needs, and transit facilities and services.

The following list summarizes common SEPA review items related to specific development projects:

- Considers impacts and “significant adverse impact” standard, not just level of service;
- Broad scope can be used to address impacts on capacity, safety, operations, non-motorized travel, and transit; and
- Typically reviewed on a development-by-development basis, or as part of a Planned Action Ordinance

Mitigation measures can include constructing improvements or the payment of proportionate share of improvement costs and can be used to mitigate both on- and off-site impacts.

Concurrency

The GMA (RCW 36.70A.070) requires that infrastructure improvements or strategies to accommodate development be available when the impacts of development occur. For transportation facilities, concurrency is defined in the GMA and the Washington Administrative Code (WAC) to mean that any needed transportation improvements or programs be in place at the time of development or that a financial commitment exists to complete the improvements or strategies within six years. Local governments have flexibility regarding how they set level-of-service standards and how to apply transportation concurrency within their plans, regulations, and permit processes.

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards for arterials, transit service, and other facilities, such as water and sewer. With the passage of HB 1181, when evaluating the performance of the transportation networks, jurisdictions are now required to adopt multimodal level-of-service standards by which to measure the performance not just for vehicles, but also pedestrians, bicyclists, and transit users. As part of the major *2024 Comprehensive Plan* update, the city adopted multimodal level of service standards.

Once a jurisdiction adopts a standard, it is used to determine whether the impacts of a proposed development can be accommodated with the existing transportation system. If a “development causes the level of service on a locally owned transportation facility to decline below the standards adopted in its transportation element”, jurisdictions are required to prohibit development approval unless transportation improvements or strategies to accommodate the impacts of development are made **concurrent** with the development. Transportation is the only area of concurrency that specifies denial of development if the standards are not met within six years. The Growth Management Hearings Boards reiterated the role of a concurrency program, finding that “the concept of concurrency is not an end in of itself but a foundation for local governments to achieve the coordinated, consistent, sustainable growth called for by the Act” (source: *Puget Sound Regional Council, Assessing the Effectiveness of Concurrency, 2002*).

Concurrency provides a link between land use, transportation, and public investments. The following identifies key requirements for concurrency programs.



- Compliance with the GMA
- Local governments have flexibility in applying concurrency
- Measured with level of service standards as defined by the City's Comprehensive Plan
- Addresses system wide impacts
- Developments shall not be approved if development causes the level of service to decline below identified standards and the standards cannot be met within six years.

It should be noted that the City uses PM peak hour vehicle operations to evaluate transportation concurrency. As part of the development review process, the City may require an evaluation of the AM peak hour on a case-by-case basis depending on the development proposal. To maintain alignment with the City's concurrency program, the TIF program was developed based on PM peak hour operations¹.

Development of the City of Lake Stevens's Transportation Impact Fee Program

The updated Transportation Impact Fee program for the city of Lake Stevens is based on technical analyses and policy direction as part of the adopted Transportation Element of the City's Comprehensive Plan, which was last updated in 2024. The 2025 update to the TIF program represented a comprehensive review of the existing impact fee methodologies and incorporation of legislative changes allowing consideration of active transportation projects into the program. In addition to refined methodology, the TIF program reviews project eligibility criteria more closely and includes updated cost estimates for the capital projects identified in the Comprehensive Plan. Material and labor costs associated with construction have continued to increase since the last comprehensive update of the TIF program in 2012.

Key elements of the program are presented in this section, including:

- What improvement projects and costs are included?
- What share of the TIF Costs are allocated to growth in Lake Stevens?
- What is the service area for the TIF Program?
- What are the resulting impact fee rates and schedules?
- How are TIF rates determined for uses not specifically included in the rate schedule?
- How are the transportation impact fees collected and spent?
- Are any developments exempt from the fees?
- How will the impact fees be kept up to date?

What Improvement Projects and Costs are Included?

As noted above, the GMA specifies that Transportation Impact Fees shall only be used for system improvements that are reasonably related to new development. As defined by GMA (RCW 82.02.090), "*system improvements mean public facilities that are included in the capital*

¹ While some roadways within the City experience delays and queuing during the AM peak hour, these backups largely stem from capacity constraints along WSDOT facilities (e.g., SR 2, SR 204, and SR 9). As these facilities are owned and operated by WSDOT, the City does not have jurisdiction (or funding) to implement improvements to these facilities. The City will work with WSDOT to identify and implement improvement projects along these facilities to address existing and future congestion along State facilities that affects local roads.

facilities plan and are designed to provide service to service areas within the community at large, in contrast to project improvements.”

The Transportation Element includes a list of transportation projects needed to address existing and forecast capacity, operations, and safety needs through 2044. The plan builds upon the city’s policies, standards, and overall transportation funding strategy. The plan also considers state and regional plans and programs, including planned improvements to the state highway system.

The project list was reviewed to confirm which improvements were needed to address deficiencies and serve growth (and therefore, TIF eligible) and those that were not TIF-eligible. The multimodal level-of-service (LOS) standards established in the Transportation Element were used to determine whether a project could be considered necessary to address future land use growth. This initial screening of the project list used the results of the analysis conducted as part of the Transportation Element update and evaluated both vehicular and active transportation needs.

TIF Eligible Projects

The first step to calculate the TIF-eligible project costs was to determine which Transportation Element projects are required to address future growth. The process used to determine whether projects were eligible for TIF funding considered the results of the LOS analysis conducted as part of the Transportation Element to determine whether transportation deficiencies are projected under 2044 baseline conditions. All projects at locations identified as operating below either the city’s vehicular or active transportation LOS standards (as established in the Transportation Element) were assumed to be TIF-eligible. The city’s planned growth adds vehicle or active transportation trips to these locations operating below the established LOS under future conditions, and therefore, can reasonably be determined to contribute to the network deficiencies.

The following LOS standards are established in the Transportation Element and were used to identify the TIF-eligible projects:

Vehicular LOS

- **State Highway:** LOS D or better for SR 9 and SR 92 and LOS E Mitigated or better SR 204, as established by WSDOT and PSRC
- **Other Intersections:** LOS E or better along major and minor arterials and collector roadways and LOS C or better on local access roadways²

Active Transportation LOS

- **Planned Pedestrian Network Roadways:** an orange or acceptable LOS, based on the completeness, connectivity, and comfort of active transportation facilities, as defined within the Transportation Element

Table 1 and Figure 2 show the transportation improvements from the 2024 Transportation Element and as revised in 2025 that were identified as being growth-related system improvements needed to address future deficiencies. Appendix A presents the full list of transportation improvements from the Transportation Element and compares both the vehicular and active transportation LOS values at each project location against the identified LOS standards. As shown in Table 1 and Appendix A, most projects included in the TIF program were deemed to be TIF-eligible due to not meeting the Active Transportation LOS standard.

² LOS within the city’s subareas is measured based on a system LOS E standard which takes an accumulative average of LOS at key intersections within each subarea (excluding intersections with State Route facilities).

The projects listed represent most of the improvement projects in the Transportation Element. As shown, the TIF-eligible projects have an estimated total cost of approximately \$161 million (in 2024 dollars).

Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-2	RD-113	20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan. Includes realignment improvements at Grade Rd/Hartford Dr.	TIZ 1 - East Lake Stevens	Y	N	\$2,500
TE-4	RD-212	20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to two 10' travel lanes, 8' parking on one side, 4' landscaping on both sides, a 10' multi-use path on one side, and a 6' sidewalk on one side.	TIZ 1 - East Lake Stevens	N	Y	\$12,810
TE-5	TBD-01	16th Street NE Multi-Use Path	Construction of an MUP to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	N	Y	\$4,500
TE-6a	RD-104	Grade Road - Segment 1 (36th St NE to 30nd St NE)	Install multiuse path on west side w/ landscaped buffer - tie into sidewalk at 30th. Consider turn lanes north and south at 32nd and 30th based on traffic volumes.	TIZ 1 - East Lake Stevens	N	Y	\$1,895
TE-6c	RD-104	Grade Road - Segment 3 (26th St NE to Meadow Dr)	Keep existing improvements, restripe to provide bike lanes (no widening)	TIZ 1 - East Lake Stevens	N	Y	\$10
TE-6d	RD-104	Grade Road - Segment 4 (Meadow Dr to 20th St NE)	Add center TWLTL, bike lane & sidewalk or multiuse path and tie into existing improvements (assume sidewalks on both sides for cost estimate)	TIZ 1 - East Lake Stevens	N	Y	\$8,595
TE-8	TBD-06	N Lakeshore Dr Sidewalk (Main St to 123rd Ave NE)	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave.	TIZ 1 - East Lake Stevens	N	Y	\$225
TE-9	RD-206	SR 92 Access Improvements (Grade Road)	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay	TIZ 1 - East Lake Stevens	Y	N	\$4,500
TE-10	RD-102-I	91st Ave NE Commercial Revitalization Phase I	Market Place to SR 204, upgrade road to minor arterial road standard between Market Place to SR 204.	TIZ 2 - West Lake Stevens	N	Y	\$3,850
TE-11b	RD-102-III	91st Ave NE Commercial Revitalization Phase III	Custom road profile along Frontier Circle East to 113th Ave NE to support multimodal transit, parking and vehicles	TIZ 2 - West Lake Stevens	N	Y	\$3,850
TE-12	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 (Minor Arterial standard).	TIZ 2 - West Lake Stevens	N	Y	\$8,990
TE-13	CP-116	4th St Sidewalk (97th Dr to 98th Dr)	Construction of sidewalk and curb ramp improvements along 4th St between 97th Dr NE and 98th Dr NE.	TIZ 2 - West Lake Stevens	N	Y	\$1,230



Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-14	CP-117	99th Ave Pedestrian/Bicycle Improvements (4th St NE to Market Pl)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street NE and Market Place.	TIZ 2 - West Lake Stevens	N	Y	\$1,055
TE-15	RD-103	99th Ave NE - Boulevard (Market Place to 4th St SE)	Upgrade road (Market Pl to 4th St SE) to minor arterial road standard including multi-use path or sidewalk with 7' bike lane, 11' travel lanes and 12' center lane with landscape islands. Potential for roundabout at midblock for circulation into commercial areas	TIZ 2 - West Lake Stevens	N	Y	\$7,790
TE-16	CP-120-I	99th Ave Pedestrian/Bicycle Improvements (4th St SE to 11th Pl SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street SE and 11th Place SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,655
TE-17	TBD-05	91st Ave SE Pedestrian /Bicycle Improvements (12th St SE to 20th St SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 12th Street SE and 20th Street SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,100
TE-20	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	N	Y	\$14,200
TE-22	CP-126S	20th St Sidewalk (Lake Stevens Rd to 122nd Ave)	Construction of sidewalk and curb ramp improvements along 20th St SE between S Lake Stevens Rd and 122nd Ave SE, including 8 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	N	Y	\$4,820
TE-23	CP-140S	"S Lake Stevens Rd Multi-Use Path Phase II	Install a multi-use path along along S Lake Stevens Dr between SR 9 and 100th Dr SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,650
TE-26	RD-213	Machias Rd/28th St Intersection Improvements	Improve the intersection of Machias Rd/28th St NE (potential roundabout or signal) to reduce delay and improve access to the Industrial Center.	TIZ 1 - East Lake Stevens	Y	N	\$4,500
TE-32	TBD-04	117th Ave NE Sidewalk (20th to 26th St NE)	TBD sidewalk along one side of 117th Ave NE between 20th St and 26th St. Includes ROW and typical frontage improvements including stormwater.	TIZ 1 - East Lake Stevens	N	Y	\$2,000
TE-33	CP-158	116th Ave NE Sidewalk (20th to 26th St NE)	Sidewalk and curb ramp improvements along one side of 116th Ave NE between 20th St and 26th St	TIZ 1 - East Lake Stevens	N	Y	\$1,335
TE-34	TBD-07	Soper Hill Sidewalk (Lake Drive to SR9)	TBD sidewalk along one side of Soper Hill Rd bet. Lake Dr and SR9. Includes ROW & typical frontage improvements including stormwater.	TIZ 2 - West Lake Stevens	N	Y	\$3,700



Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-35	TBD-18	South Lake Stevens Multi-Use Path Phase III	Construction of MUP to connect pedestrian generators to the existing trail along Machias Cutoff (Lake Stevens Road to 123rd Avenue)	TIZ 3 - South Lake Stevens	N	Y	\$5,600
TE-38	CP-108	Lake View Dr Sidewalk (112th Dr to Callow Rd)	Construction of sidewalk and curb ramp improvements along Lake View Dr between 112th Dr and Callow Rd.	TIZ 1 - East Lake Stevens	N	Y	\$4,390
TE-39	CP-111	Lake Dr Sidewalk (Lundeen Pkwy to 28th St)	Construction of sidewalk and curb ramp improvements along Lake Dr between Lundeen Pkwy to 28th St.	TIZ 2 - West Lake Stevens	N	Y	\$2,180
TE-40	CP-121	32nd St Sidewalk (Grade Rd to 118th Dr)	Construction of sidewalk and curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 1 - East Lake Stevens	N	Y	\$665
TE-41	CP-136S	8th St Sidewalk (79th Ave to 91st Ave)	Construction of sidewalk and curb ramp improvements along 8th St SE between 79th Ave SE and 91st Ave SE, including 2 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	N	Y	\$3,705
TE-42	CP-123	79th Ave Sidewalk (8th St to 16th St)	Construction of sidewalk and curb ramp improvements along 79th Ave SE between 8th St SE and 16th St SE, including 6 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	N	Y	\$4,205
TE-44	CP-129S	83rd Ave Sidewalk (20th St to 17th St)	Construction of sidewalk improvements along 83rd Ave NE between 20th St SE and 17th St SE.	TIZ 3 - South Lake Stevens	N	Y	\$742
TE-45	CP-135S	99th Ave Sidewalk (Sunnycrest Elementary to 30th St)	Construction of sidewalk and curb ramp improvements along 99th Ave NE between Sunnycrest Elementary School and 30th St NE.	TIZ 1 - East Lake Stevens	N	Y	\$2,430
TE-46	CP-137S	30th St Sidewalk (99th Ave to Callow Rd)	Construction of sidewalk and curb ramp improvements along 30th St NE between 99th Ave NE and Callow Road, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	N	Y	\$1,830
TE-47	CP-138S	Cedar Rd Sidewalk (20th St to 30th St)	Construction of sidewalk and curb ramp improvements along Cedar Rd between 20th St NE and 30th St NE, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	N	Y	\$5,020
TE-48	CP-142S	Lakeshore Dr Sidewalk (123rd Ave to Lakeshore Swim Beach)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between 123rd Ave NE and N Lakeshore Swim Beach, including 2 RRFB crosswalk improvements..	TIZ 1 - East Lake Stevens	N	Y	\$2,430
TE-49	CP-143S	N Lakeshore Dr Sidewalk (Mitchell Rd to 114th Dr)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between Mitchell Rd and 114th Dr NE.	TIZ 1 - East Lake Stevens	N	Y	\$2,340



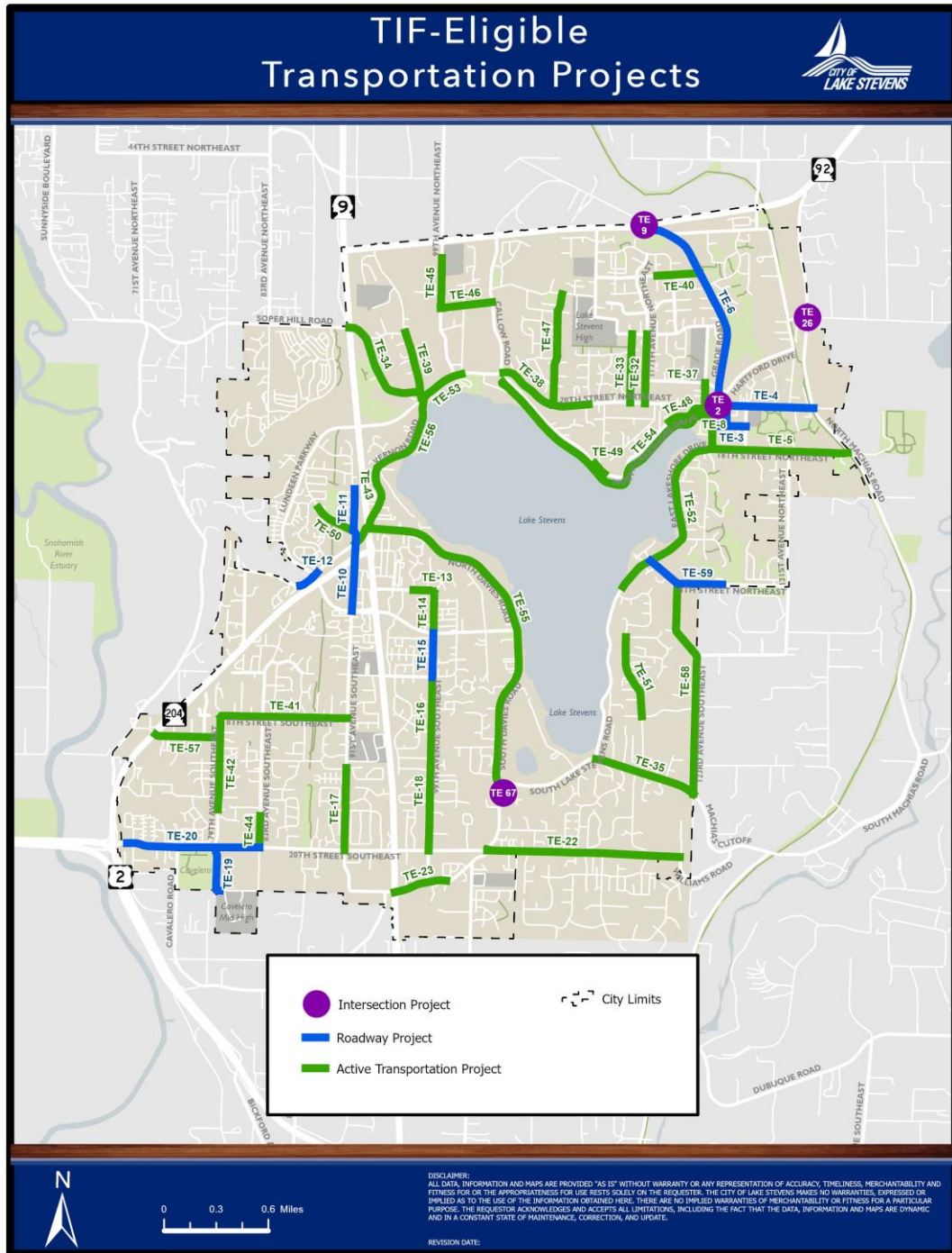
Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-52	CP-149S	E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	Construction of a multi-use path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	N	Y	\$5,575
TE-53	CP-150S	Lundeen Pkwy Non-Motorized Improvements (Lake Drive and 101st Ave NE)	Install a multi-use trail along Lundeen Pkwy between Lake Drive and 101st Ave NE.	TIZ 2 - West Lake Stevens	N	Y	\$460
TE-54	CP-151S	Vernon Rd/Lakeshore Dr Non-Motorized Improvements (Lakeview Dr to 123rd Ave)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway. Traffic calming measures are recommended for the corridor as well.	TIZ 1 - East Lake Stevens	N	Y	\$1,490
TE-55	CP-125S	Davies Rd Non-Motorized Improvements (Vernon Rd to Lake Stevens Rd)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	N	Y	\$1,670
TE-56	CP-153S	Vernon Rd Non-Motorized Improvements (15th St to Lundeen Pkwy)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	N	Y	\$470
TE-58	CP-155-I	122nd Ave/123rd Ave Sidewalk (4th St NE to Machias Cutoff)	Construction of sidewalk and curb ramp improvements along 122nd Avenue SE and 123rd Avenue SE between 4th Street NE and 20th Street SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,685
TE-59	CP-156S	4th St NE/Purple Pennant Rd Sidewalk (Lake Stevens Rd to 5th Pl NE)	Construction of sidewalk and curb ramp improvements along 4th Street NE and Purple Pennant Road between Lake Stevens Road and 5th Place NE.	TIZ 1 - East Lake Stevens	N	Y	\$940
TE-67	RD-217	S Lake Stevens Rd & Davies Rd Intersection Improvements	Intersection improvements to address LOS deficiency at the intersection	TIZ 3 - South Lake Stevens	Y	N	\$2,500
Total Cost of TIF-Eligible Projects							\$161,267

TIF eligibility: Y= Yes; N= No
 1. Costs in 2024 dollars (2024 \$).



Figure 2. TIF-Eligible Transportation Projects



What are the Total TIF Program Project Costs?

Table 1 summarizes the improvements projects included in the City’s TIF program. The project locations are shown in Figure 2. The first two columns in Table 1 indicate the project identification numbers used in the Transportation Element and Capital Facilities Element, respectively. The project identifiers do not represent the City’s priorities or implementation sequence.

TIF Eligibility Percentages

Projects identified as TIF eligible were reviewed to determine what portion of the project costs could be included in the TIF rate calculation. The review addressed existing and forecast traffic volumes and levels of service. The primary focus of the technical analysis was to determine if the improvements were adding capacity to the transportation system that was needed to serve growth. The evaluation also assessed each improvement in resolving existing deficiencies - which cannot be covered by impact fees.

Since the project list identifies both vehicular and active transportation projects, separate TIF-eligible cost percentages were calculated for projects addressing vehicular LOS deficiencies and those addressing active transportation LOS deficiencies. The calculation of separate TIF eligibility percentages based on project type allows for a stronger nexus between the improvement type and development impacts.

The City has divided its transportation into three service areas, Traffic Impact Zones (TIZs), for which separate TIF rates are applied. For consistency with each TIZ, separate TIF eligibility percentages have been developed for each TIZ.

Vehicular Project TIF Eligibility Percentages

As shown in Table 1, several projects are proposed throughout the city to address future vehicular LOS deficiencies. The results of existing intersection LOS analysis in the Transportation Element, conducted in 2023, were reviewed to determine whether the proposed projects are needed to address existing deficiencies. A summary of the vehicular LOS results for the Transportation Element compared to the adopted LOS standards is provided in Appendix A. As shown, all intersections operate above the city’s LOS standards³. The proposed improvement projects in the TIF program address future growth issues and are considered eligible projects.

The TIF eligibility percentages for projects addressing vehicular LOS deficiencies were derived based on data from the travel demand model updated as part of the Transportation Element. The percentage of PM peak hour traffic growth at each project location was calculated from the model and averaged across each TIZ. The resulting vehicle eligibility percentages for each TIZ are presented in Table 2.

Table 2. TIF Eligibility – Vehicular Projects

Traffic Impact Zone (TIZ)	Traffic Growth % ¹
TIZ 1 – East Lake Stevens	50%
TIZ 2 – West Lake Stevens	50%
TIZ 3 – South Lake Stevens	30%

1. Rounded to the nearest 5 percent.

Active Transportation Project TIF Eligibility Percentages

³ In line with the city’s LOS standards, the existing LOS in the subareas was measured on a system-wide basis averaging the delay and LOS at all non-WSDOT facility intersections.



While the travel demand model has historically been used to calculate the nexus between growth and traffic increase, the travel demand model does not calculate active mode trips directly. As a result, a different measurement was needed to capture the link between development and active transportation trips. The assumption for this linkage is that active transportation improvement projects located nearer to areas of more dense development and existing pedestrian and bicycle generators (schools, parks, etc.) are more likely to shift traveler choice toward walking, biking and rolling and away from default automobile trips. Therefore, the TIF eligibility for active transportation improvement projects was calculated using proximity to planned growth. The level of planned housing and employment growth was categorized into low, medium and high for each transportation analysis zone (TAZ) within the updated travel demand model. The planned growth is shown in Figure 3.

Active transportation projects were then awarded TIF eligibility based on their proximity to the highest level of growth shown in Figure 3. This criterion was selected to create a measurable nexus between areas of higher development and likely walk / bicycle activity.

Table 3 summarizes the link between the proximity to household growth and the TIF eligibility percentage. Note that the upper limit of TIF eligibility for active transportation projects was linked to the higher of the Vehicular TIF Eligibility percentages for each TIZ shown in Table 2.

Table 3. TIF Eligibility – Active Transportation Projects

Traffic Impact Zone (TIZ)	Household & Employment Growth		
	Low	Medium	High
TIZ 1 – East Lake Stevens	17%	33%	50%
TIZ 2 – West Lake Stevens	17%	33%	50%
TIZ 3 – South Lake Stevens	10%	20%	30%

TIF Eligible Costs

The TIF eligibility percentages presented in Tables 2 and 3 for the vehicular and active transportation projects, respectively, were applied to the total project costs presented in Table 1 to determine the TIF-eligible cost for each project. The vehicular TIF eligibility percentages (Table 2) were applied to all projects addressing only vehicular LOS deficiencies. The active transportation TIF eligibility percentages (Table 3) were applied to all projects addressing only active transportation LOS deficiencies. Projects addressing both vehicular and active transportation LOS deficiencies applied the larger of the two TIF eligibility percentages. Table 4 summarizes the TIF eligibility percentages and TIF-eligible costs for the Transportation Element project list.

The TIF eligible costs presented in Table 4 were reviewed against grant funding awards received for project implementation. TIF-eligible project costs for all projects which have grant funding were reduced to be the lesser of the TIF-eligible project cost (as calculated using the methodology described above) or the non-grant funded portion of the project.

The total TIF-eligible cost allocated to the program is \$55.1 million.

Figure 3. Growth by TAZ and Proximity to Active Transportation Improvement Projects

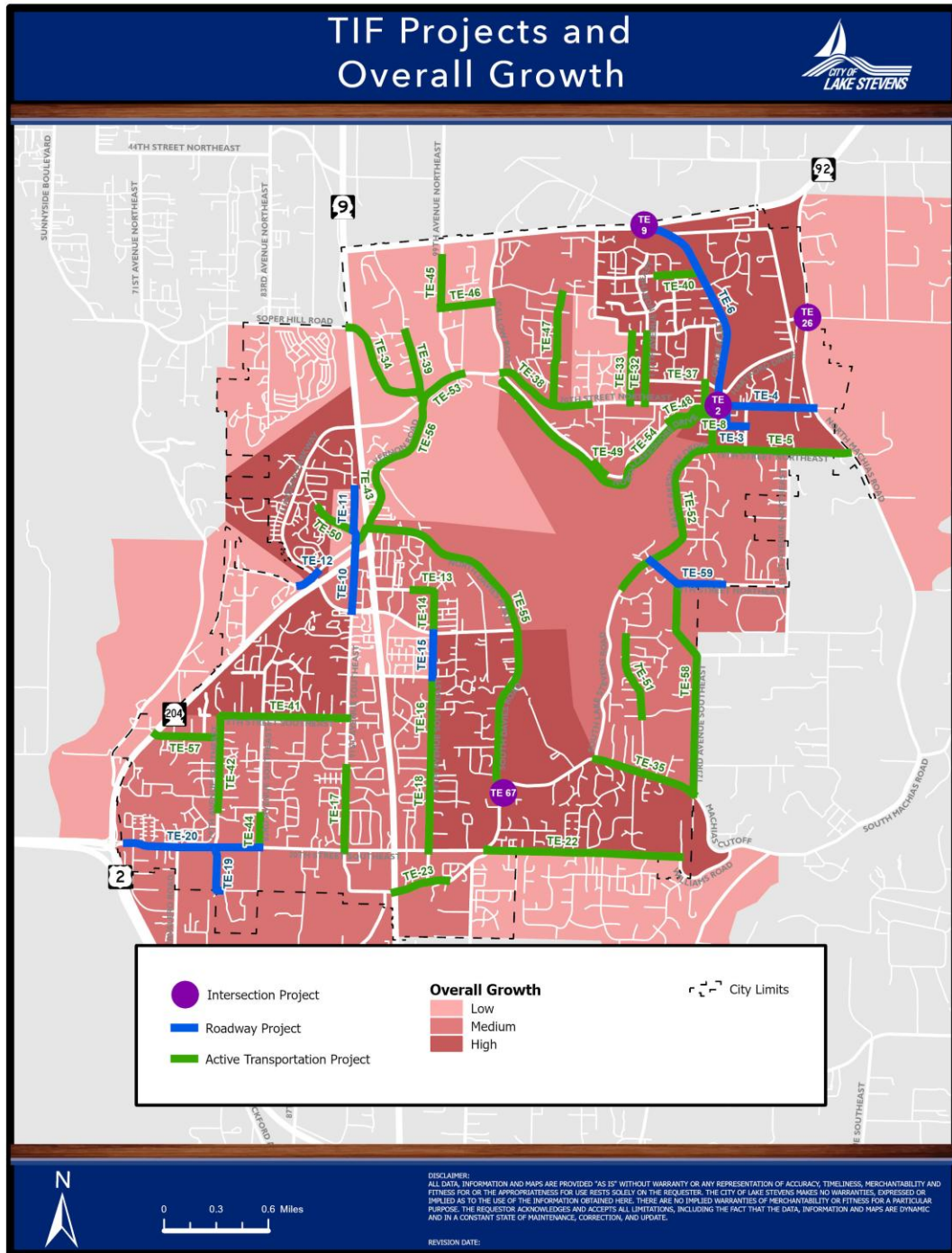


Table 4. TIF Eligible Project Costs

TE #	Citywide Project #	Title & Location	TIZ	TIF Eligibility %			TIF-Eligible Cost (\$1,000s) ⁽¹⁾
				Vehicular	Active Trans.	Overall	
TE-2	RD-113	20th St NE and Main Street Roundabout	TIZ 1 - East Lake Stevens	50%	N/A	0%	\$0
TE-4	RD-212	20th St NE - Neighborhood Connector	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$6,405
TE-5	TBD-01	16th Street NE Multi-Use Path	TIZ 1 - East Lake Stevens	N/A	50%	44%	\$2,000
TE-6a	RD-104	Grade Road - Segment 1 (36th St NE to 30nd St NE)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$948
TE-6c	RD-104	Grade Road - Segment 3 (26th St NE to Meadow Dr)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$5
TE-6d	RD-104	Grade Road - Segment 4 (Meadow Dr to 20th St NE)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$4,298
TE-8	TBD-06	N Lakeshore Dr Sidewalk (Main St to 123rd Ave NE)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$113
TE-9	RD-206	SR 92 Access Improvements (Grade Road)	TIZ 1 - East Lake Stevens	50%	N/A	50%	\$2,250
TE-10	RD-102-I	91st Ave NE Commercial Revitalization Phase I	TIZ 2 - West Lake Stevens	N/A	33%	33%	\$1,283
TE-11b	RD-102-III	91st Ave NE Commercial Revitalization Phase III	TIZ 2 - West Lake Stevens	N/A	33%	33%	\$1,283
TE-12	RD-210	Vernon Road Commercial Corridor Improvements	TIZ 2 - West Lake Stevens	N/A	50%	50%	\$4,495
TE-13	CP-116	4th St Sidewalk (97th Dr to 98th Dr)	TIZ 2 - West Lake Stevens	N/A	33%	33%	\$410
TE-14	CP-117	99th Ave Pedestrian/Bicycle Improvements (4th St NE to Market Pl)	TIZ 2 - West Lake Stevens	N/A	33%	33%	\$352
TE-15	RD-103	99th Ave NE - Boulevard (Market Place to 4th St SE)	TIZ 2 - West Lake Stevens	N/A	50%	50%	\$3,895



Table 4. TIF Eligible Project Costs

TE #	Citywide Project #	Title & Location	TIZ	TIF Eligibility %			TIF-Eligible Cost (\$1,000s) ⁽¹⁾
				Vehicular	Active Trans.	Overall	
TE-16	CP-120-I	99th Ave Pedestrian/Bicycle Improvements (4th St SE to 11th Pl SE)	TIZ 3 - South Lake Stevens	N/A	30%	30%	\$1,097
TE-17	TBD-05	91st Ave SE Pedestrian/Bicycle Improvements (12th St SE to 20th St SE)	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$620
TE-18	CP-120-II	99th Ave Pedestrian/Bicycle Improvements (11th Pl SE to S Lake Stevens Rd)	TIZ 3 - South Lake Stevens	N/A	30%	30%	\$900
TE-19	RD-100	79th Ave SE Access Road	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$636
TE-20	RD-211	20th St SE Corridor Improvements	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$2,840
TE-22	CP-126S	20th St Sidewalk (Lake Stevens Rd to 122nd Ave)	TIZ 3 - South Lake Stevens	N/A	30%	30%	\$1,446
TE-23	CP-140S	"S Lake Stevens Rd Multi-Use Path Phase II	TIZ 3 - South Lake Stevens	N/A	20%	18%	\$650
TE-26	RD-213	Machias Rd/28th St Intersection Improvements	TIZ 1 - East Lake Stevens	50%	N/A	50%	\$2,250
TE-32	TBD-04	117th Ave NE Sidewalk (20th to 26th St NE)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$1,000
TE-33	CP-158	116th Ave NE Sidewalk (20th to 26th St NE)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$668
TE-34	TBD-07	Soper Hill Sidewalk (Lake Drive to SR9)	TIZ 2 - West Lake Stevens	N/A	17%	17%	\$617
TE-35	TBD-18	South Lake Stevens Multi-Use Path Phase III	TIZ 3 - South Lake Stevens	N/A	30%	30%	\$1,680
TE-38	CP-108	Lake View Dr Sidewalk (112th Dr to Callow Rd)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$1,463



Table 4. TIF Eligible Project Costs

TE #	Citywide Project #	Title & Location	TIZ	TIF Eligibility %			Project Cost (\$1,000s) ⁽¹⁾
				Vehicular	Active Trans.	Overall	
TE-39	CP-111	Lake Dr Sidewalk (Lundeen Pkwy to 28th St)	TIZ 2 - West Lake Stevens	N/A	17%	17%	\$363
TE-40	CP-121	32nd St Sidewalk (Grade Rd to 118th Dr)	TIZ 1 - East Lake Stevens	N/A	50%	50%	\$333
TE-41	CP-136S	8th St Sidewalk (79th Ave to 91st Ave)	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$741
TE-42	CP-123	79th Ave Sidewalk (8th St to 16th St)	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$841
TE-44	CP-129S	83rd Ave Sidewalk (20th St to 17th St)	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$148
TE-45	CP-135S	99th Ave Sidewalk (Sunnycrest Elementary to 30th St)	TIZ 1 - East Lake Stevens	N/A	17%	17%	\$405
TE-46	CP-137S	30th St Sidewalk (99th Ave to Callow Rd)	TIZ 1 - East Lake Stevens	N/A	17%	17%	\$305
TE-47	CP-138S	Cedar Rd Sidewalk (20th St to 30th St)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$1,673
TE-48	CP-142S	Lakeshore Dr Sidewalk (123rd Ave to Lakeshore Swim Beach)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$810
TE-49	CP-143S	N Lakeshore Dr Sidewalk (Mitchell Rd to 114th Dr)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$780
TE-52	CP-149S	E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$1,858
TE-53	CP-150S	Lundeen Pkwy Non-Motorized Improvements (Lake Drive and 101st Ave NE)	TIZ 2 - West Lake Stevens	N/A	17%	17%	\$77
TE-54	CP-151S	Vernon Rd/Lakeshore Dr Non-Motorized Improvements (Lakeview Dr to 123rd Ave)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$497



Table 4. TIF Eligible Project Costs

TE #	Citywide Project #	Title & Location	TIZ	TIF Eligibility %			Project Cost (\$1,000s) ^[1]
				Vehicular	Active Trans.	Overall	
TE-55	CP-125S	Davies Rd Non-Motorized Improvements (Vernon Rd to Lake Stevens Rd)	TIZ 2 - West Lake Stevens	N/A	50%	50%	\$835
TE-56	CP-153S	Vernon Rd Non-Motorized Improvements (15th St to Lundeen Pkwy)	TIZ 2 - West Lake Stevens	N/A	17%	17%	\$78
TE-58	CP-155-I	122nd Ave/123rd Ave Sidewalk (4th St NE to Machias Cutoff)	TIZ 3 - South Lake Stevens	N/A	20%	20%	\$737
TE-59	CP-156S	4th St NE/Purple Pennant Rd Sidewalk (Lake Stevens Rd to 5th Pl NE)	TIZ 1 - East Lake Stevens	N/A	33%	33%	\$313
TE-67	RD-217	S Lake Stevens Rd & Davies Rd Intersection Improvements	TIZ 3 - South Lake Stevens	30%	N/A	30%	\$750
Total TIF-Eligible Project Costs							\$55,148

1. Costs in 2024 dollars (2024 \$).

As shown on Table 1, the total cost of projects included in the TIF program is approximately \$161.3 million (2024 dollars). After applying the adjustments, the TIF related portion of the costs is reduced to \$55.1 million. This represents approximately 24 percent of the total project costs included in the TIF analysis.

What is the Service Area for the TIF Program?

GMA requires an agency implementing impact fees to establish one or more service areas (RCW 82.02.060) for assessing the fees. In 2012, the city divided its transportation system into three service areas for implementation of the TIF program. A single service area for the entire City was reviewed but was determined to not be an appropriate approach due to the lake serving as a natural barrier to circulation within the roadway network. The Traffic Impact Zones (TIZ) in the city are shown in Figure 4.

As part of the 2012 TIF program analysis, it was determined that Stevens Creek makes a good dividing point between eastern and western portions of the city, since it is close to SR 9 and only one city street crosses it. SR 9 itself does not make a good zone boundary since it is crossed by several streets, and because parcels east of SR9 along the west side of the lake are well connected with the Lake Stevens Center area and poorly connected to Old Town.

The west side of the city does not have the same issue with lack of connectivity so it realistically could be analyzed as one zone. However, since the city has defined two distinct subareas on the west side for its land-use planning, the Lake Stevens Center and the 20th Street SE Corridor, it made sense to divide the west into two zones, at least to begin with, and for analysis purposes if nothing else. One western zone includes the area around Lake Stevens Center and will be referred to as “TIZ 2 – West Lake Stevens.” The other western zone includes the area around the 20th Street SE Corridor and will be referred to as TIZ 3 – South Lake Stevens.” The boundary between TIZ 2 and TIZ 3 is the centerline of 4th Street SE or its imaginary alignment to the west and east where 4th Street SE does not exist.

Figure 4 also identifies the TIZ for the City’s Urban Growth Area (UGA) expansion areas. Once these areas are annexed into city limits, impact fees will be applied to new development within these areas in alignment with the identified TIZ.

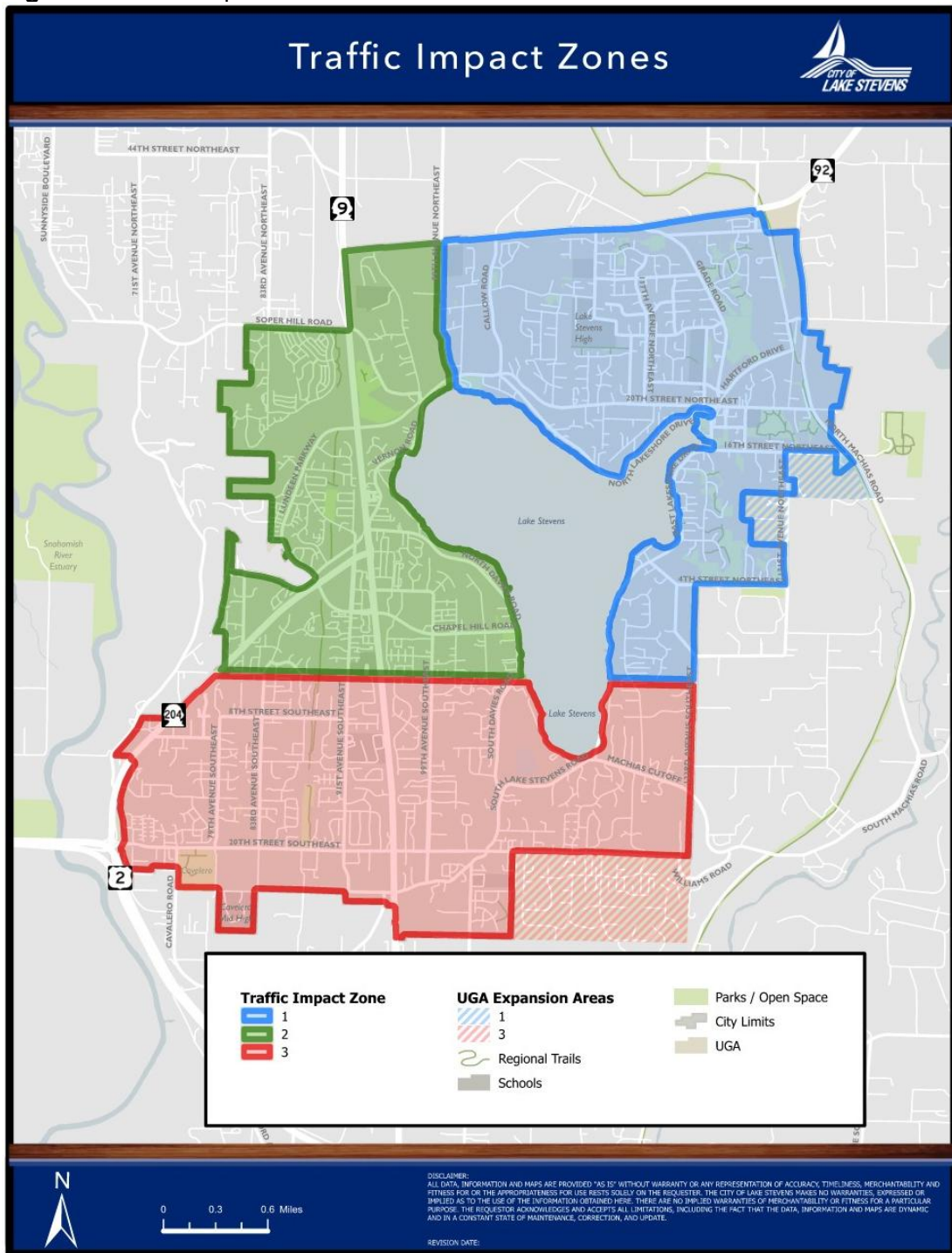
What Share of the TIF Costs Are Allocated to Growth in Lake Stevens

Increases in traffic in Lake Stevens will result from growth within the city as well as increased travel from outside of the city. Without specific Interlocal Agreements, the city can only apply its TIF to growth within its boundaries. The TIF share for growth in the city is based on the proportional share of the growth share of the forecast travel demands on city roadways. As noted previously, the TIF-eligibility rates derived from the travel demand model were calculated to separate out the growth-related travel demands from the existing travel demands.

What are the Resulting Transportation Impact Fees and Rates?

The city share of the impact fee project costs was converted to a base cost per new PM peak hour trip. The base cost per new PM peak hour trip was then used to develop the TIF rate schedule for a wide range of land uses. The rate schedule considers the relative net new trip generation of the various land uses.

Figure 4. Traffic Impact Zones



Project Cost Allocation

To develop TIF rates for each of the three TIZs, the TIF-eligible project costs were proportionately divided between the three zones based on the distribution of growth trips throughout the city. The TIF-eligible project costs were first assigned to each TIZ based on the location of the improvement projects (shown in Figure 2). Table 5 summarized the TIF-eligible project costs by TIZ.

Table 5. TIF Eligibility – Vehicular Projects

Traffic Impact Zone (TIZ)	TIF-Eligible Project Costs
TIZ 1 – East Lake Stevens	\$28,374,000
TIZ 2 – West Lake Stevens	\$13,688,000
TIZ 3 – East Lake Stevens	\$13,086,000

Base Transportation Impact Fee Rate

Based on the City’s adopted Land Use Plan for 2024, growth in the city will generate a total of 12,201 additional PM peak hour trips across the three TIZs. To calculate a base transportation impact fee rate for each zone, the growth share of the TIF project costs for each service area were divided by the increase in trips forecast within the same service area. Table 5 presents the base TIF rates for the City’s three TIZs. These reflect the maximum trip rates for each TIZ justified by this analysis, but adopted rates may be lower.

Since TIZ 2 and TIZ 3 are both within the influence of the SR-9 corridor and access from the west by US-2, a combined impact fee was developed for these two zones to ensure equity in the per vehicle trip cost due to their shared connections with the identified highways. This means, the identified transportation improvements required for the combined area can share resources from fees paid in both TIZ areas to construct projects. In recognition of the importance of the growth centers, the individual TIZ designations were retained.

Table 6. Calculating the Base Transportation Impact Fee Rates

	TIZ 1 – East Lake Stevens	TIZ 2 – West Lake Stevens	TIZ 3 – South lake Stevens	Combined TIZ 2 & 3
A. Growth Share of TIF Cost ¹	\$28,374,000	\$13,688,000	\$13,086,000	\$26,774,000
B. Growth in Trips ²	5,014	4,196	2,991	7,187
C. Base TIF Rate for Service Area ³	\$5,659	\$3,262	\$4,375	\$3,725

1. See Table 5.
2. Based on model analysis of growth in travel based on land use assumptions.
3. Values in line A divided by values in line B, rounded to nearest dollar.

Development of the TIF Rate Schedules

The base transportation impact fee rate per new PM peak hour trip end is converted to a schedule of fees by land use category. This makes it simpler for staff and applicants to calculate the TIF for a specific development project. *Trip Generation*, Institute of Transportation Engineers (ITE), 12th Edition, 2021 provides data on the average PM peak hour trips generated for a wide range of land uses. The weekday PM peak hour trip rate is used because it is consistent with the modeling analysis of growth trips and was the basis for defining the improvement projects. The ITE rates are based on studies from around the United States using standardized sampling and reporting methods. The trip rates are defined based on units of



development. Typically, trip rates for residential land uses are based on the number of dwelling units. Trip rates for employment land uses can be reported for several different variables, with the most typical being trips per 1,000 square feet of building area. The base trip rates are adjusted to reflect the impacts of “new” trips, consistent with methodologies identified in *Trip Generation*.

Pass-by Trip Adjustment

The base PM peak hour trip rate reported by *Trip Generation* reflects the number of trips entering and exiting the site access driveways or roadways during the weekday afternoon time frame. *Trip Generation* notes that some retail and other commercial land uses, not all driveway trips are “new” to the road system but are “pass-by” trips. Pass-by trips reflect traffic that would otherwise be traveling on the adjacent street system but make an intermediate stop at the new development. A person making a trip between work and home but stops at a gas station along the route is an example of a pass-by trip. The inbound and outbound trips at the gas station would not be new trips to the system and should not be charged in the TIF. Therefore, the rate schedule applies an adjustment to account for the reduction of traffic impacts to account for pass-by trips.

The *Trip Generation Handbook* provides guidance on adjustments for pass-by trips. In addition to using ITE data, data on pass-by trip rates applied in TIF programs by other agencies were reviewed in developing the proposed adjustment for Lake Stevens. The base trip generation rate for residential and many other land use categories do not affect pass-by trips and therefore, the full base trip rate is applied in the rate schedule.

TIF Rate Schedules

A revised transportation impact fee schedule was prepared for the citywide service area for a wide range of typical land uses. The rate schedule was calculated as follows:

Transportation Impact Fee Rate per Unit = Cost per New PM Peak Hour Trip x Base Trip Generation Rate per Unit of Development x Pass-by Trip Adjustment Factor

A spreadsheet was prepared, which includes the resulting rate schedule. The base trip rate and adjustments for pass-by trips are incorporated in the rate schedules. The impact fee assessed for a specific development would simply be calculated by multiplying the number of units by the rate per unit for the corresponding district.

Total Transportation Impact Fee = Number of Units x Transportation Impact Fee per Unit

How are TIF Rates Determined for Uses Not Specifically Included in the Rate Schedule?

The impact fee rate schedule developed for the city includes impact fee rates for a wide range of typical land uses. There will, however, be development applications for land uses that are not included in the rate schedule. The GMA requires that the TIF ordinance allow applicants to submit their own independent studies to reflect unique characteristics that may not be accurately reflected by the average trip rates reported in *Trip Generation*.

For developments where the land use category is not included in the rate schedule, the applicant and/or traffic consultant must provide a base rate for the most comparable type of land use in the schedule, subject to approval by the city considering the definitions in *Trip Generation* or other available studies.

Assigned staff from the departments of Public Works and Planning and Community will consider the type of activity, size of development, and other information provided by the

applicant when considering the comparable land use type to establish the trip generation. Additional information may include the hours of operations; number of employees, staff, or visitors; parking requirements; potential market area; and proximity to other land uses. The rationale for selecting a comparable land use must be provided for documentation and included in the project file.

If none of the categories in the rate schedule provides a suitable comparable land use, the city can request the applicant provide an independent fee calculation. An applicant can also choose to submit their own independent fee study for their development if they believe that the characteristics of their project are not accurately reflected by the rate schedule for one or more land uses. The independent fee calculation would provide data and/or analyses on trip generation characteristics including trip rates, mode share. The Directors of Planning and Community Development and Public Works, or their designees may accept the calculation and impose the fee based on the independent fee analysis. If the Directors do not accept the independent fee calculation, the applicant can appeal the decision to the hearing examiner consistent with City code.

How are the Transportation Impact Fees Collected and Spent?

The city of Lake Stevens requires that transportation impact fees be paid prior to the issuance a building permit. If a building permit is not required, the fees would be payable at the time of issuance of an applicable construction permit. The required fees would be those in effect at that time. Under GMA, the city is required to maintain a separate account in its accounting processes for the collected impact fees. The City will use the account to track collection of the TIF and where the funds are spent. The City would encumber the fees as part of its annual budgeting process to ensure the funds are properly spent. Collected fees must be encumbered or spent within 10 years of receipt, unless an extraordinary reason is identified in written findings by the City Council.

The city can only spend the collected fees on improvement projects identified in the TIF program (Figures 2 and 3). The fees can be spent on planning, engineering design, acquisition of right-of-way (for those projects where right-of-way was included in the TIF cost), or construction of any of the TIF improvement projects.

GMA requires that the city provides a credit against the TIF for applicants that are required to construct all or a portion of a TIF project or for dedication of land that was *included in the costs of the TIF project*. This eliminates the potential for double charging a development applicant for the same improvement. Since the costs of rights-of-way and frontage improvements for the parallel road system projects were not included in the TIF cost share, credits would not be required for those project elements.

Are any Developments Exempt from the Fees?

GMA allows jurisdictions to exempt low-income housing or other developments that serve broad public purposes, as defined by the city. Fees that would otherwise be collected from exempt developments would be the responsibility of the city. These could be paid through property taxes, general funds, grants, or other applicable funding sources but cannot be paid with other TIF fees. The total amount of the potential revenues generated by the program would be directly reduced by any exemptions.

How Will the Impact Fees Be Kept Up to Date?

Many communities with adopted impact fee programs incorporate an annual cost escalation to help keep fees more current. The cost escalator is based on an index that reflects changes in improvement costs for the area. Moving forward, the City's TIF program will include a cost escalation factor based on the most recent Consumer Price Index (CPI) in the region, unless a more applicable industry standard construction cost index is available.

The city also should plan to update the base TIF rates as new growth-related transportation improvement projects are defined as part of the next update of its Comprehensive Plan. Significant changes in forecast residential or employment growth from those in the current Land Use Element and travel forecasting model also would result in a need to update the TIF program and base rate schedule. Significant annexations to the city also could trigger a need to update the base TIF rates. Changes in land use and growth-related transportation improvement projects would likely be identified as part of the future updates of the City's Comprehensive Plan

Appendix A: Detailed TIF Eligibility Worksheets

PROJECT INFORMATION						PROJECT ELEMENTS					TIF ELIGIBILITY						PROJECT COST INFORMATION					MODEL GROWTH DATA											
TE #	Citywide Project #	2027 TIP Project?	Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Vehicle LOS Standard	Future Vehicle LOS (No Improvement)	Future Vehicle LOS (With Improvement)	Active Transportation LOS Standard (Comp Plan Table 8.2)	Future AT LOS (No Improvement)	Future AT LOS (With Improvement)	TIF Eligible Based on Vehicular LOS ¹	TIF Eligible Based on Active Transportation LOS ²	TIF Eligible?	Reason?	TIF Eligibility % Vehicle	TIF Eligibility % Active Transportation	Overall TIF Eligibility %	Project Cost (\$1,000s)	Grant Funding Amount	Maximum TIF Eligibility Based on Grant Funding	Grant Source	TIF Eligible Cost CFP (\$1,000s)	2044 Model Vol	Model Growth	Growth as % of Future	Overall Growth Category	
TE-1	RD-207		US-2 Trestle Replacement	Replace the US-2 westbound trestle. As part of this project, improvements to the US-2 / SR 204 / 20th St SE interchange are being identified to address peak hour congestion along the connecting ramps. Improvements are expected to improve operations along SR 204 and 20th St SE. This is a WSDOT-led project.	TIZ 3 - South Lake Stevens	WSDOT	X	X	X	X	-	-	-	-	-	-	N	N	N	WSDOT project (not eligible for TIF funding)	N/A	N/A	N/A	-	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TE-2	RD-113	Y	20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan. Includes realignment improvements at Grade Rd/Bluff Road.	TIZ 1 - East Lake Stevens	2024-2029 CIP (RD-113)	X	X	X	X	E	F	A	Orange	Orange	Green	Y	N	Y	Adding vehicle capacity to intersection to address LOS F	50%	N/A	0%	\$2,500	\$2,500,000	0.0%	Federal Earmark	50	866	395	46%	H	
TE-3	RD-105		125th Ave NE/18th St NE/20th St NE Downtown Roadway Improvements	Upgrade road to two 10' travel lanes, 8' parking on both sides, 5' planters and 4' sidewalks.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-105)	X	X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$5,530	N/A	N/A	N/A	N/A	N/A	N/A	N/A	H	
TE-4	RD-212		20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to two 10' travel lanes, 8' parking on one side, 4' landscaping on both sides, a 10' multi-use path on one side, and a 6' sidewalk on the other.	TIZ 1 - East Lake Stevens	Downtown Subarea Plan	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$12,810	N/A	N/A	N/A	\$6,405	311	76	24%	H	
TE-5	TBD-01	Y	16th Street NE Multi-Use Path	Construction of a MUP to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-01)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	44%	\$4,500	\$2,500,000	44.4%	Capital Transportation	\$2,000	191	88	46%	H	
TE-6a	RD-104		Grade Road - Segment 1 (30th St NE to 30th St NE)	Install multi-use path on west side w/ landscaped buffer - tie into sidewalk at 30th. Consider turn lanes north and south at 32nd and 30th based on traffic volumes.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-104)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$1,895	N/A	N/A	N/A	\$948	490	192	39%	H	
TE-6b	RD-104		Grade Road - Segment 2 (30th St NE to 26th St NE)	Keep existing improvements - restripe to provide bike lane and transition at 28th. (no widening)	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-104)	X	X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$10	N/A	N/A	N/A	N/A	490	192	39%	H	
TE-6c	RD-104		Grade Road - Segment 3 (26th St NE to Meadow Dr)	Keep existing improvements, restripe to provide bike lanes (no widening)	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-104)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$10	N/A	N/A	N/A	55	490	192	39%	H	
TE-6d	RD-104		Grade Road - Segment 4 (Meadow Dr to 20th St NE)	Add center TWLTL, bike lane & sidewalk or multiuse path and tie into existing improvements (assume sidewalks on both sides for road activation)	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-104)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$8,595	N/A	N/A	N/A	\$4,298	490	192	39%	H	
TE-7	CP-103		Hartford Drive - Neighborhood Connector	Install 12' multi-use path adjacent to northbound travel lane between Grade Rd and 131st Ave NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-103 and CP-1475) Downtown Subarea Plan	X	X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$3,320	N/A	N/A	N/A	N/A	274	144	53%	H	
TE-8	TBD-06	Y	N Lakeshore Dr Sidewalk (Main St to 123rd Ave NE)	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave NE.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-06)	X	X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Active Transportation Project	N/A	50%	50%	\$225	N/A	N/A	N/A	\$113	526	228	43%	H	
TE-9	RD-206	Y	SR 92 Access Improvements (Grade Road)	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay.	TIZ 1 - East Lake Stevens	Downtown Subarea Plan	X	X	X	X	E	F	A	-	-	Y	N	Y	Adding vehicle capacity to intersection to address LOS F	50%	N/A	50%	\$4,500	N/A	N/A	N/A	\$2,250	1785	328	18%	H		
TE-10	RD-102-I	Y	91st Ave NE Commercial Revitalization Phase I	Market Place to SR 204, upgrade road to minor arterial road standard between Market Place to SR 204.	TIZ 2 - West Lake Stevens	2024-2029 CIP (RD-102-I)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$3,850	N/A	N/A	N/A	\$1,283	678	387	57%	M	
TE-11a	RD-102-II	Y	91st Ave NE Commercial Revitalization Phase II	Vernon Rd to Frontier Circle, upgrade sidewalk along the west side of the road.	TIZ 2 - West Lake Stevens	2024-2029 CIP (RD-102-II)	X	X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$210	N/A	N/A	N/A	N/A	638	327	51%	M	
TE-11b	RD-102-III		91st Ave NE Commercial Revitalization Phase III	Custom road profile along Frontier Circle East to 113th Ave NE to support multimodal transit, parking and vehicles.	TIZ 2 - West Lake Stevens		X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$3,850	N/A	N/A	N/A	\$1,283	638	327	51%	M	
TE-12	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 (Minor Arterial standard)	TIZ 2 - West Lake Stevens	Lake Stevens Center Subarea Plan	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$8,990	N/A	N/A	N/A	\$4,495	321	117	36%	H	
TE-13	CP-116		4th St Sidewalk (97th Dr to 98th Dr)	Construction of sidewalk and curb ramp improvements along 4th St between 97th Dr NE and 98th Dr NE.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-116)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$1,230	N/A	N/A	N/A	\$410	158	67	42%	M	
TE-14	CP-117		99th Ave Pedestrian/Bicycle Improvements (4th St NE to Market Pl)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street NE and Market Place.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-117, CP-118)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	33%	33%	\$1,055	N/A	N/A	N/A	\$352	158	67	42%	M	
TE-15	RD-103		99th Ave NE - Boulevard (Market Place to 4th St SE)	Upgrade road (Market Pl to 4th St SE) to minor arterial road standard including multi-use path or sidewalk with 7' bike lane, 11' travel lanes and 12' center lane with landscape islands. Potential for roundabout at midblock for circulation into commercial areas.	TIZ 2 - West Lake Stevens	2024-2044 CFP (RD-103, CP-119)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$7,790	N/A	N/A	N/A	\$3,895	570	257	45%	H	
TE-16	CP-120-I		99th Ave Pedestrian/Bicycle Improvements (4th St SE to 11th Pl SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street SE and 11th Place SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-120)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	30%	30%	\$3,655	N/A	N/A	N/A	\$1,097	311	131	42%	H	
TE-17	TBD-05	Y	91st Ave SE Pedestrian/Bicycle Improvements (12th St SE to 20th St SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 12th Street SE and 20th Street SE.	TIZ 3 - South Lake Stevens	2024-2029 CIP (TBD-05)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	20%	20%	\$3,100	N/A	N/A	N/A	\$620	561	155	28%	M	
TE-18	CP-120-II		99th Ave Pedestrian/Bicycle Improvements (11th Pl SE to 5 Lake Stevens Rd)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 11th Pl SE and 5 Lake Stevens Road.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-120-II)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	30%	30%	\$3,000	N/A	N/A	N/A	\$900	548	219	40%	H	
TE-19	RD-100	Y	79th Ave SE Access Road	Construct new roadway including bike lane, two travel lanes, landscape strips and sidewalks for through road to Cavalero Middle School.	TIZ 3 - South Lake Stevens	2024-2029 CIP (RD-100)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	20%	20%	\$3,180	N/A	N/A	N/A	\$636	150	44	29%	M	
TE-20	RD-211	Y	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 on both directions.	TIZ 3 - South Lake Stevens	20th Street SE Corridor Subarea Plan	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	20%	20%	\$14,200	N/A	N/A	N/A	\$2,840	5521	1134	21%	M	
TE-21	RD-110		99th/20th U-turn Channelization	Rechannelize 20th Street SE to allow for U-turns at the intersection of 20th Street SE and 99th Ave SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (RD-110)	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$35	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
TE-22	CP-1265		20th St Sidewalk (Lake Stevens Rd to 122nd Ave)	Construction of sidewalk and curb ramp improvements along 20th St SE between 5 Lake Stevens Rd and 122nd Ave SE, including 8 RRB crosswalk improvements.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-1265)	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	30%	30%	\$4,820	N/A	N/A	N/A	\$1,446	1219	135	11%	H	
TE-23	CP-1405	Y	5 Lake Stevens Rd Multi-Use Path Phase II (SR 9 to 100th Dr)	Install a multi-use path along 5 Lake Stevens Dr between SR 9 and 100th Dr SE.	TIZ 3 - South Lake Stevens	2024-2029 CIP (CP-1405) Trails Master Plan	X	X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	20%	18%	\$3,650	\$3,000,000	17.8%	Capital Transportation	\$650	663	118	18%	M	
TE-24	RD-208		131st Ave/28th St NE Intersection 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	Industrial Center Analysis Report	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$2,695	N/A	N/A	N/A	N/A	330	175	53%	N/A		
TE-25	RD-209		131st Ave/Old Hartford Rd - Collector	Upgrade road between 36th St NE and 20th St NE to two 18' travel lanes, 5' landscaping on both sides, and a 5' sidewalk on both sides. Maintain the existing multi-use path along the east side of the roadway.	TIZ 1 - East Lake Stevens	Industrial Center Analysis Report	X	X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$23,730	N/A	N/A	N/A	N/A	332	175	53%	H	
TE-26	RD-213		Machias Rd/28th St Intersection Improvements	Improve the intersection of Machias Rd/28th St NE (potential roundabout or signal) to reduce delay and improve access to the industrial center.	TIZ 1 - East Lake Stevens	Industrial Center Analysis Report	X	X	X	X	E	F	A	-	-	Y	N	Y	Adding vehicle capacity to intersection to address LOS F	50%	N/A	50%	\$4,500	N/A	N/A	N/A	\$2,250	637	542	85%	H		
TE-27	RD-216		79th Ave SE & 8th St SE Intersection Improvements	Improve the intersection at 79th Ave SE and 8th Street SE. Implement safety improvements at adjacent intersections along corridor.	TIZ 3 - South Lake Stevens	2024-2029 CIP (RD-106)	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$655	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
TE-28	RD-111		12th St SE/97th Ave SE Road Realignment	The intersection at 87th Street SE/12th Street SE is not aligned to provide adequate sight distances for vehicles. Project will realign the intersection and construct additional roadway surface.	TIZ 3 - South Lake Stevens	2024-2044 CFP (RD-111)	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$520	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
TE-29	RD-107		Madrona Drive	Convert half road to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-107)	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$1,410	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
TE-30	RD-108		Alder Road	Convert half road to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-108)	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$2,100	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
TE-31	RD-109		101st Ave NE	Convert half road (between 30th St NE and Lundeen Pkwy) to reduced standard local access road section including two 10' travel lanes and a sidewalk on a single side of the road.	TIZ 1 - East Lake Stevens	2024-2044 CFP (RD-109)	X	X	X	X	-	-	-	-	-	N	N	N		N/A	N/A	N/A	\$6,295	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
TE-32	TBD-04	Y	117th Ave NE Sidewalk (20th to 26th St NE)	TBD sidewalk along one side of 117th Ave NE between 20th St and 26th St. Includes ROW and typical frontage improvements including stormwater.	TIZ 1 - East Lake Stevens	2024-2029 CIP (TBD-04)	X	X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$2,000	N/A	N/A	N/A	\$1,000	217	35	16%	H	
TE-33	CP-158		116th Ave NE Sidewalk (20th to 26th St NE)	Sidewalk and curb ramp improvements along one side of 116th Ave NE between 20th St and 26th St.	TIZ 1 - East Lake Stevens	LOS analysis	X	X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	50%	50%	\$1,335	N/A	N/A	N/A	\$668	209	42	20%	H	
TE-34	TBD-07		Soper Hill Sidewalk (Lake Drive to SR9)	TBD sidewalk along one side of Soper Hill Rd between Lake Dr and SR9. Includes ROW and typical frontage improvements including stormwater.	TIZ 2 - West Lake Stevens	2024-2029 CIP (TBD-07)	X	X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	17%	17%	\$3,700	N/A	N/A	N/A	\$617	205	97	47%	L	
TE-35	TBD-18		South Lake Stevens Multi-Use Path Phase III	Construction of MUP to connect pedestrian generators to the existing trail along Machias Cutoff (Lake Stevens Road to 123rd Avenue).	TIZ 3 - South Lake Stevens	2024-2029																											

PROJECT INFORMATION						PROJECT ELEMENTS				TIF ELIGIBILITY										PROJECT COST INFORMATION					MODEL GROWTH DATA							
TE #	Citywide Project #	2027 TIP Project?	Title and Location	Project Description	TIZ	Source	Vehicular Operations	Safety	Active Transportation	Complete Streets / Preservation	Vehicle LOS Standard	Future Vehicle LOS (No Improvement)	Future Vehicle LOS (With Improvement)	Active Transportation LOS Standard (Comp Plan Table 8.2)	Future AT LOS (No Improvement)	Future AT LOS (With Improvement)	TIF Eligible Based on Vehicular LOS ¹	TIF Eligible Based on Active Transportation LOS ²	TIF Eligible?	Reason?	TIF Eligibility % Vehicle	TIF Eligibility % Active Transportation	Overall TIF Eligibility %	Project Cost (\$1,000s)	Grant Funding Amount	Maximum TIF Eligibility Based on Grant Funding	Grant Source	TIF Eligible Cost CIP (\$1,000s)	2044 Model Vol	Model Growth	Growth as % of Future	Overall Growth Category
TE-43	CP-125		Vernon Rd Sidewalk (12th Pl to 15th St)	Construction of sidewalk and curb ramp improvements along Vernon Rd between 12th Pl NE and 15th St NE.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-125)		X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$895	N/A	N/A		N/A	1055	572	54%	L
TE-44	CP-1295		83rd Ave Sidewalk (20th St to 17th St)	Construction of sidewalk improvements along 83rd Ave NE between 20th St SE and 17th St SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-1295)		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	20%	20%	\$742	N/A	N/A		\$148	249	46	18%	M
TE-45	CP-1355		99th Ave Sidewalk (Sunnycrest Elementary to 30th St)	Construction of sidewalk and curb ramp improvements along 99th Ave NE between Sunnycrest Elementary School and 30th St NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1355)		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	17%	17%	\$2,430	N/A	N/A		\$405	451	306	68%	L
TE-46	CP-1375		30th St Sidewalk (99th Ave to Callow Rd)	Construction of sidewalk and curb ramp improvements along 30th St NE between 99th Ave NE and Callow Road, including 2 RRB crosswalk improvements.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1375)		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	17%	17%	\$1,830	N/A	N/A		\$305	288	58	20%	L
TE-47	CP-1385		Cedar Rd Sidewalk (20th St to 30th St)	Construction of sidewalk and curb ramp improvements along Cedar Rd between 20th St NE and 30th St NE, including 2 RRB crosswalk improvements.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1385)		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	33%	33%	\$5,020	N/A	N/A		\$1,673	128	30	23%	M
TE-48	CP-1425		Lakeshore Dr Sidewalk (123rd Ave to Lakeshore Swim Beach)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between 123rd Ave NE and N Lakeshore Swim Beach, including 2 RRB crosswalk improvements.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1425)		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$2,430	N/A	N/A		\$810	121	53	44%	M
TE-49	CP-1435		N Lakeshore Dr Sidewalk (Mitchell Rd to 114th Dr)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between Mitchell Rd and 114th Dr NE.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1435)		X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$2,340	N/A	N/A		\$780	188	41	22%	M
TE-50	CP-1465		Frontier Circle Sidewalk (Frontier Circle E to 11th St)	Construction of sidewalk and curb ramp improvements along Frontier Circle between Frontier Circle E and 11th St SE.	TIZ 2 - West Lake Stevens	2024-2044 CFP (CP-1465)		X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$1,475	N/A	N/A		N/A	159	36	23%	H
TE-51	CP-1485		118th Ave SE Sidewalk (2nd St SE to 9th Pl SE)	Construction of sidewalk and curb ramp improvements along 118th Ave SE between 2nd Street SE and 9th Place SE.	TIZ 3 - South Lake Stevens	2024-2044 CFP (CP-1485)		X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$6,265	N/A	N/A		N/A	476	53	11%	M
TE-52	CP-1495		E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	Construction of a multi-use path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	2024-2044 CFP (CP-1495)		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$5,575	N/A	N/A		\$1,858	574	190	33%	M
TE-53	CP-1505		Lundeen Pkwy Non-Motorized Improvements (Lake Drive and 101st Ave NE)	Install a multi-use trail along Lundeen Pkwy between Lake Drive and 101st Ave NE.	TIZ 2 - West Lake Stevens	Trails Master Plan		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	17%	17%	\$460	N/A	N/A		\$77	1468	606	41%	L
TE-54	CP-1515		Vernon Rd/Lakeshore Dr Non-Motorized Improvements (Lakeshore Dr to 123rd Ave)	Implement sharrow markings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway. Traffic calming measures are recommended for the corridor as well.	TIZ 1 - East Lake Stevens	Trails Master Plan		X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	33%	33%	\$1,490	N/A	N/A		\$497	658	77	12%	M
TE-55	CP-1255		Davies Rd Non-Motorized Improvements (Vernon Rd to Lake Stevens Rd)	Implement sharrow markings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	Trails Master Plan		X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Improving active transportation connection to address RED LOS	N/A	50%	50%	\$1,670	N/A	N/A		\$835	1420	640	45%	H
TE-56	CP-1535		Vernon Rd Non-Motorized Improvements (15th St to Lundeen Pkwy)	Implement sharrow markings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	Trails Master Plan		X	X	X	-	-	-	Orange	Red	Orange/Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	17%	17%	\$470	N/A	N/A		\$78	870	536	62%	L
TE-57	CP-154		10th St SE Sidewalk (SR 204 to 79th Ave)	Construction of sidewalk and curb ramp improvements along 10th Street SE between SR 204 and 79th Ave SE.	TIZ 3 - South Lake Stevens	LOS analysis		X	X	X	-	-	-	Orange	Orange	Green	N	N	N		N/A	N/A	N/A	\$445	N/A	N/A		N/A	334	202	60%	M
TE-58	CP-155-1		122nd Ave/123rd Ave Sidewalk (4th St NE to Machias Cutoff)	Construction of sidewalk and curb ramp improvements along 122nd Avenue SE and 123rd Avenue SE between 4th Street NE and 27th Street SE.	TIZ 3 - South Lake Stevens	LOS analysis		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	20%	20%	\$3,685	N/A	N/A		\$737	260	65	25%	M
TE-59	CP-1565		4th St NE/Purple Pennant Rd Sidewalk (Lake Stevens Rd to 5th Pl NE)	Construction of sidewalk and curb ramp improvements along 4th Street NE and Purple Pennant Road between Lake Stevens Road and 5th Place NE.	TIZ 1 - East Lake Stevens	LOS analysis		X	X	X	-	-	-	Orange	Red	Green	N	Y	Y	Adding active transportation connection to address RED LOS	N/A	33%	33%	\$940	N/A	N/A		\$313	61	25	41%	M
TE-60	RD-201		Wayfinding Signage ³	Procure and install wayfinding and welcome signs throughout City.	Citywide	2024-2029 CIP (RD-201)			X		-	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$10	N/A	N/A		N/A				
TE-61	RD-202		ADA & Sidewalk Improvements ³	Curb ramp and sidewalk repair, maintenance, reconstruction in support of the ADA Transition Plan.	Citywide	2024-2029 CIP (RD-202)		X	X		-	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$600	N/A	N/A		N/A				
TE-62	RD-203		Pavement Preservation Program ³	Annual pavement preservation activities including grind and overlay, crack sealing.	Citywide	2024-2029 CIP (RD-203)				X	-	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$5,400	N/A	N/A		N/A				
TE-63	RD-214		Citywide Enhanced Striping Program ³	Install enhanced striping improvements (profiled double yellow centerlines, two-way left turn lane lanes, lane lines, and edgelines) along roadways identified in the LRSP.	Citywide	Local Roadway Safety Plan		X			-	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$600	N/A	N/A		N/A				
TE-64	RD-204		Local Road Safety Plan ³	Update LRSP with recent collision data, identify safety concerns and countermeasures, prep for grant opportunities, implement improvements.	Citywide	2024-2029 CIP (RD-204)		X			-	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$350	N/A	N/A		N/A				
TE-65	RD-215		Active Transportation Plan ³	Create an Active Transportation Plan providing a detailed analysis of the City's pedestrian and bicycle network. Include a detailed evaluation of how to incorporate active transportation improvements into limited ROW roadways; development of separate bicycle/pedestrian LOS standards; develop LTS standards for the City.	Citywide	LOS analysis			X	X	X	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$400	N/A	N/A		N/A				
TE-66	RD-205		Traffic Calming Program ³	Create Traffic Calming Program with stakeholder engagement, update code, notify public, implement.	Citywide	2024-2029 CIP (RD-205)		X	X	X	-	-	-	-	-	-	N	N	N	Annual projects without defined improvements are not TIF eligible	N/A	N/A	N/A	\$600	N/A	N/A		N/A				
TE-67	RD-217		S Lake Stevens Rd & Davies Rd Intersection Improvements	Intersection improvements to address LOS deficiency at the intersection.	TIZ 3 - South Lake Stevens	LOS analysis		X			E	F	B	-	-	-	Y	N	Y	Adding vehicle capacity to intersection to address LOS F	30%	N/A	30%	\$2,500	N/A	N/A		\$750	1540	191	12%	H

Notes
¹ Projects improving the vehicular LOS at locations which are shown to operate below the LOS standard under future conditions (LOS E for Arterials and Collectors and LOS C for local access roads) are determined to be TIF eligible.
² Projects adding/improving active transportation facilities at locations expected to operate below the established active transportation LOS standard under future conditions (RED LOS per Table 8.2 in the Comprehensive Plan) are determined to be TIF eligible.
³ Citywide Plans and Programs. These projects indicate ongoing improvement programs or Citywide transportation planning efforts without predetermined improvement locations. They include the Wayfinding Signage, ADA & Sidewalk Improvement, Pavement Preservation, Enhanced Striping, and Traffic Calming programs and the Local Roadway Safety and Active Transportation Plans. These projects are not TIF eligible.

Total Project Costs \$226,137 Total-TIF Eligible Project Costs \$55,148
Total Project Costs for TIF-Eligible Projects \$161,267

	Total Project Costs	TIF-Eligible Costs	TIF Eligible %
TIZ 1	\$115,735,000	\$28,374,000	24.5%
TIZ 2	\$37,825,000	\$13,688,000	36.2%
TIZ 3	\$64,617,000	\$13,086,000	20.3%
Citywide Programs (See note 3)	\$7,960,000	\$0	0.0%
TOTAL	\$226,137,000	\$55,148,000	24.4%

Attachment 2

Summary of the Lake Stevens Transportation Impact Fee (TIF) Program

(Based on Attachment 1– TIF Cost Basis Report Dated February 2026)

Purpose of the Report

- The City of Lake Stevens updated its Transportation Impact Fee (TIF) program to help pay for transportation improvements needed as the city grows.
- TIFs make sure that **new development pays for its share** of added traffic and transportation needs, LSMC 14.110, Concurrency and LSMC 14.112, Traffic Impact Fees.

What Transportation Impact Fees Are

- A TIF is a fee paid by new development to help build roads, sidewalks, bike paths, and other transportation facilities.
- The law requires these fees to be:
 - Related to impacts from new development
 - Proportional (fair share)
 - Spent only on projects that benefit new growth

Why the Program Was Updated

- The project list was adopted in the **2024 Comprehensive Plan and is being proposed to be updated as part of the 2025 Comprehensive Plan amendments.**
- New laws now allow TIFs to also pay for **bike and pedestrian projects (multi-modal).**
- A 2024 Supreme Court ruling requires cities to show clear evidence that fees match impacts.

Transportation Projects Included

- The City identified **77 projects**, such as:
 - Road widening
 - New or improved sidewalks
 - Multi-use paths
 - Intersection upgrades

Total transportation project costs: \$161 million

Only growth-related costs can be paid by TIFs. That amount is \$55.1 million.

Traffic Impact Zones (TIZs)

The city is divided into three zones:

TIZ 1: East Lake Stevens

TIZ 2: West Lake Stevens

TIZ 3: South Lake Stevens

These zones help calculate fair fee amounts for each area.

How Fees Are Calculated

Fees are based on new PM peak-hour vehicle trips that development will add.

Expected new trips by 2044: 12,201 trips citywide.

Costs are divided by these trips to set the base fee.

Example base fee rates:

East Lake Stevens: \$5,659 per trip

West Lake Stevens: \$3,262 per trip

- o **South Lake Stevens:** \$4,375 per trip

- o **Combined West & South:** \$3,725 per trip

***Staff is recommending using the combined West and South (TIZ 1 &2) rates and the East Lake Stevens rate for TIZ 1. Highlighted above.**

How Fees Are Used

- TIF funds can only be spent on the list of City-approved transportation projects.
- Funds must be spent within **10 years** of collection.
- Projects can include design, right-of-way purchase, or construction.

When Fees Are Paid

- New development pays TIFs at the time a **building permit** is issued.

Exemptions

- The City may exempt low-income housing or other public-benefit projects, but the City must cover the lost revenue.

Keeping Fees Updated

- Fees will be updated every year based on inflation (CPI).
- Major updates will occur when the Comprehensive Plan is updated or if large growth or annexations occur.

Note: This summary was created using Copilot AI.

Attachment 3 – Comprehensive Plan 20 Year Transportation Improvement List (pages 10-15)

Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-2	RD-113	20th St NE and Main Street Roundabout	Construct roundabout and frontage improvements per the downtown subarea plan. Includes realignment improvements at Grade Rd/Hartford Dr.	TIZ 1 - East Lake Stevens	Y	N	\$2,500
TE-4	RD-212	20th St NE - Neighborhood Connector	Upgrade road between Main St and Machias Rd to two 10' travel lanes, 8' parking on one side, 4' landscaping on both sides, a 10' multi-use path on one side, and a 6' sidewalk on one side.	TIZ 1 - East Lake Stevens	N	Y	\$12,810
TE-5	TBD-01	16th Street NE Multi-Use Path	Construction of an MUP to connect downtown Lake Stevens to the Centennial Trail.	TIZ 1 - East Lake Stevens	N	Y	\$4,500
TE-6a	RD-104	Grade Road - Segment 1 (36th St NE to 30nd St NE)	Install multiuse path on west side w/ landscaped buffer - tie into sidewalk at 30th. Consider turn lanes north and south at 32nd and 30th based on traffic volumes.	TIZ 1 - East Lake Stevens	N	Y	\$1,895
TE-6c	RD-104	Grade Road - Segment 3 (26th St NE to Meadow Dr)	Keep existing improvements, restripe to provide bike lanes (no widening)	TIZ 1 - East Lake Stevens	N	Y	\$10
TE-6d	RD-104	Grade Road - Segment 4 (Meadow Dr to 20th St NE)	Add center TWLTL, bike lane & sidewalk or multiuse path and tie into existing improvements (assume sidewalks on both sides for cost estimate)	TIZ 1 - East Lake Stevens	N	Y	\$8,595
TE-8	TBD-06	N Lakeshore Dr Sidewalk (Main St to 123rd Ave NE)	TBD sidewalk along one side of N Lakeshore Dr between Main St and 123rd Ave.	TIZ 1 - East Lake Stevens	N	Y	\$225
TE-9	RD-206	SR 92 Access Improvements (Grade Road)	Improve the intersection of SR 92 / Grade Rd (roundabout) to reduce side street delay	TIZ 1 - East Lake Stevens	Y	N	\$4,500
TE-10	RD-102-I	91st Ave NE Commercial Revitalization Phase I	Market Place to SR 204, upgrade road to minor arterial road standard between Market Place to SR 204.	TIZ 2 - West Lake Stevens	N	Y	\$3,850
TE-11b	RD-102-III	91st Ave NE Commercial Revitalization Phase III	Custom road profile along Frontier Circle East to 113th Ave NE to support multimodal transit, parking and vehicles	TIZ 2 - West Lake Stevens	N	Y	\$3,850
TE-12	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 (Minor Arterial standard).	TIZ 2 - West Lake Stevens	N	Y	\$8,990
TE-13	CP-116	4th St Sidewalk (97th Dr to 98th Dr)	Construction of sidewalk and curb ramp improvements along 4th St between 97th Dr NE and 98th Dr NE.	TIZ 2 - West Lake Stevens	N	Y	\$1,230



Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-14	CP-117	99th Ave Pedestrian/Bicycle Improvements (4th St NE to Market Pl)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street NE and Market Place.	TIZ 2 - West Lake Stevens	N	Y	\$1,055
TE-15	RD-103	99th Ave NE - Boulevard (Market Place to 4th St SE)	Upgrade road (Market Pl to 4th St SE) to minor arterial road standard including multi-use path or sidewalk with 7' bike lane, 11' travel lanes and 12' center lane with landscape islands. Potential for roundabout at midblock for circulation into commercial areas	TIZ 2 - West Lake Stevens	N	Y	\$7,790
TE-16	CP-120-I	99th Ave Pedestrian/Bicycle Improvements (4th St SE to 11th Pl SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 4th Street SE and 11th Place SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,655
TE-17	TBD-05	91st Ave SE Pedestrian /Bicycle Improvements (12th St SE to 20th St SE)	Install sidewalks, curb ramps, and bicycle lanes/wide shoulders between 12th Street SE and 20th Street SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,100
TE-20	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	N	Y	\$14,200
TE-22	CP-126S	20th St Sidewalk (Lake Stevens Rd to 122nd Ave)	Construction of sidewalk and curb ramp improvements along 20th St SE between S Lake Stevens Rd and 122nd Ave SE, including 8 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	N	Y	\$4,820
TE-23	CP-140S	"S Lake Stevens Rd Multi-Use Path Phase II	Install a multi-use path along along S Lake Stevens Dr between SR 9 and 100th Dr SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,650
TE-26	RD-213	Machias Rd/28th St Intersection Improvements	Improve the intersection of Machias Rd/28th St NE (potential roundabout or signal) to reduce delay and improve access to the Industrial Center.	TIZ 1 - East Lake Stevens	Y	N	\$4,500
TE-32	TBD-04	117th Ave NE Sidewalk (20th to 26th St NE)	TBD sidewalk along one side of 117th Ave NE between 20th St and 26th St. Includes ROW and typical frontage improvements including stormwater.	TIZ 1 - East Lake Stevens	N	Y	\$2,000
TE-33	CP-158	116th Ave NE Sidewalk (20th to 26th St NE)	Sidewalk and curb ramp improvements along one side of 116th Ave NE between 20th St and 26th St	TIZ 1 - East Lake Stevens	N	Y	\$1,335
TE-34	TBD-07	Soper Hill Sidewalk (Lake Drive to SR9)	TBD sidewalk along one side of Soper Hill Rd bet. Lake Dr and SR9. Includes ROW & typical frontage improvements including stormwater.	TIZ 2 - West Lake Stevens	N	Y	\$3,700



Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ⁽¹⁾
					Vehicle LOS	Active Trans. LOS	
TE-35	TBD-18	South Lake Stevens Multi-Use Path Phase III	Construction of MUP to connect pedestrian generators to the existing trail along Machias Cutoff (Lake Stevens Road to 123rd Avenue)	TIZ 3 - South Lake Stevens	N	Y	\$5,600
TE-38	CP-108	Lake View Dr Sidewalk (112th Dr to Callow Rd)	Construction of sidewalk and curb ramp improvements along Lake View Dr between 112th Dr and Callow Rd.	TIZ 1 - East Lake Stevens	N	Y	\$4,390
TE-39	CP-111	Lake Dr Sidewalk (Lundeen Pkwy to 28th St)	Construction of sidewalk and curb ramp improvements along Lake Dr between Lundeen Pkwy to 28th St.	TIZ 2 - West Lake Stevens	N	Y	\$2,180
TE-40	CP-121	32nd St Sidewalk (Grade Rd to 118th Dr)	Construction of sidewalk and curb ramp improvements along 32nd Street NE between Grade Rd and 118th Dr NE.	TIZ 1 - East Lake Stevens	N	Y	\$665
TE-41	CP-136S	8th St Sidewalk (79th Ave to 91st Ave)	Construction of sidewalk and curb ramp improvements along 8th St SE between 79th Ave SE and 91st Ave SE, including 2 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	N	Y	\$3,705
TE-42	CP-123	79th Ave Sidewalk (8th St to 16th St)	Construction of sidewalk and curb ramp improvements along 79th Ave SE between 8th St SE and 16th St SE, including 6 RRFB crosswalk improvements.	TIZ 3 - South Lake Stevens	N	Y	\$4,205
TE-44	CP-129S	83rd Ave Sidewalk (20th St to 17th St)	Construction of sidewalk improvements along 83rd Ave NE between 20th St SE and 17th St SE.	TIZ 3 - South Lake Stevens	N	Y	\$742
TE-45	CP-135S	99th Ave Sidewalk (Sunnycrest Elementary to 30th St)	Construction of sidewalk and curb ramp improvements along 99th Ave NE between Sunnycrest Elementary School and 30th St NE.	TIZ 1 - East Lake Stevens	N	Y	\$2,430
TE-46	CP-137S	30th St Sidewalk (99th Ave to Callow Rd)	Construction of sidewalk and curb ramp improvements along 30th St NE between 99th Ave NE and Callow Road, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	N	Y	\$1,830
TE-47	CP-138S	Cedar Rd Sidewalk (20th St to 30th St)	Construction of sidewalk and curb ramp improvements along Cedar Rd between 20th St NE and 30th St NE, including 2 RRFB crosswalk improvements.	TIZ 1 - East Lake Stevens	N	Y	\$5,020
TE-48	CP-142S	Lakeshore Dr Sidewalk (123rd Ave to Lakeshore Swim Beach)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between 123rd Ave NE and N Lakeshore Swim Beach, including 2 RRFB crosswalk improvements..	TIZ 1 - East Lake Stevens	N	Y	\$2,430
TE-49	CP-143S	N Lakeshore Dr Sidewalk (Mitchell Rd to 114th Dr)	Construction of sidewalk and curb ramp improvements along N Lakeshore Dr between Mitchell Rd and 114th Dr NE.	TIZ 1 - East Lake Stevens	N	Y	\$2,340



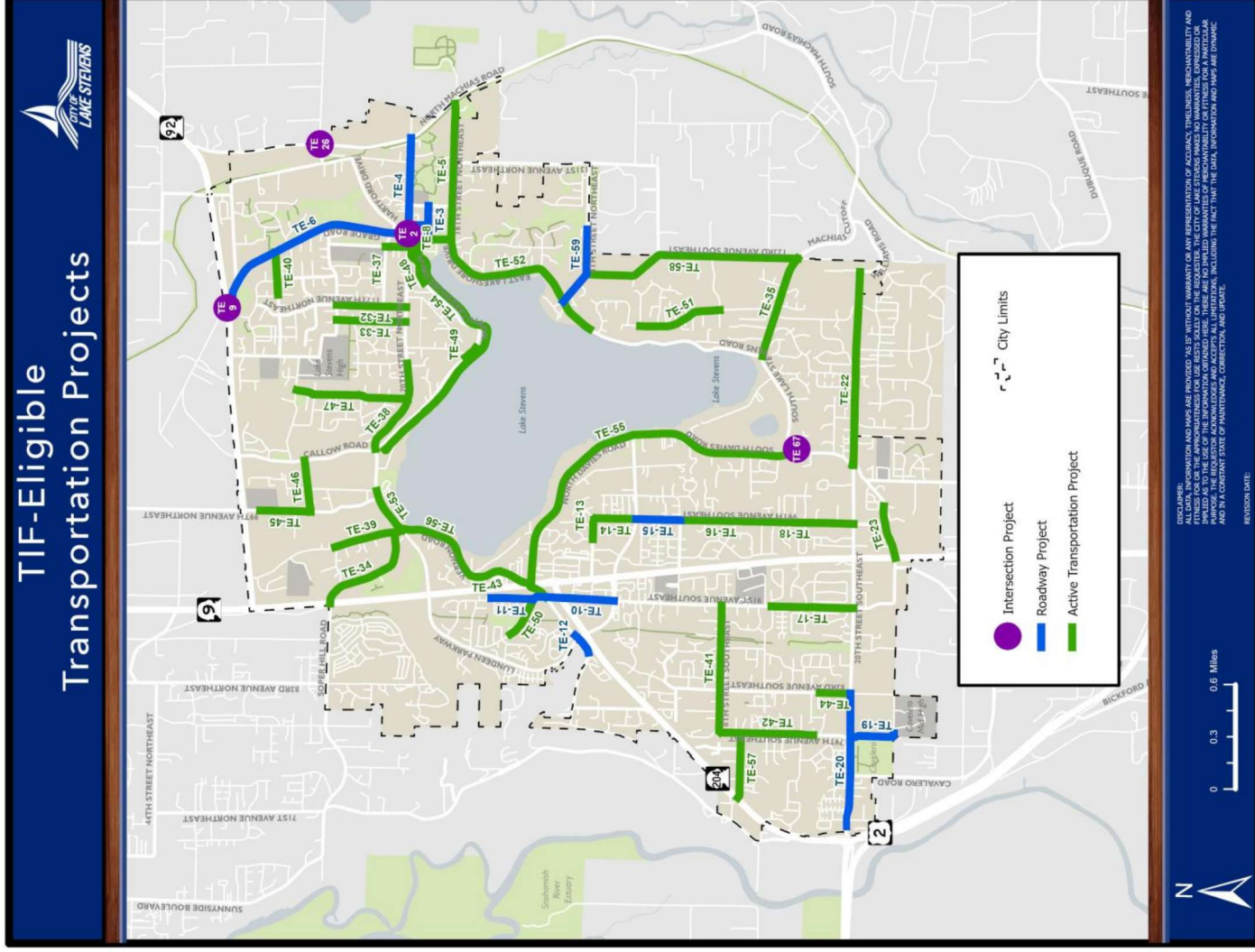
Table 1. TIF Program Projects

TE #	Citywide Project #	Title & Location	Project Description	TIZ	TIF Eligible?		Project Cost (\$1,000s) ¹
					Vehicle LOS	Active Trans. LOS	
TE-52	CP-149S	E Lake Stevens Multi-Use Path (Main St to Sunset Beach)	Construction of a multi-use path along E Lake Stevens Rd between Main St and Sunset Beach.	TIZ 1 - East Lake Stevens	N	Y	\$5,575
TE-53	CP-150S	Lundeen Pkwy Non-Motorized Improvements (Lake Drive and 101st Ave NE)	Install a multi-use trail along Lundeen Pkwy between Lake Drive and 101st Ave NE.	TIZ 2 - West Lake Stevens	N	Y	\$460
TE-54	CP-151S	Vernon Rd/Lakeshore Dr Non-Motorized Improvements (Lakeview Dr to 123rd Ave)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway. Traffic calming measures are recommended for the corridor as well.	TIZ 1 - East Lake Stevens	N	Y	\$1,490
TE-55	CP-125S	Davies Rd Non-Motorized Improvements (Vernon Rd to Lake Stevens Rd)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	N	Y	\$1,670
TE-56	CP-153S	Vernon Rd Non-Motorized Improvements (15th St to Lundeen Pkwy)	Implement sharrow makings along the roadway and extend/connect existing sections of the 4-foot sidepath along the roadway.	TIZ 2 - West Lake Stevens	N	Y	\$470
TE-58	CP-155-I	122nd Ave/123rd Ave Sidewalk (4th St NE to Machias Cutoff)	Construction of sidewalk and curb ramp improvements along 122nd Avenue SE and 123rd Avenue SE between 4th Street NE and 20th Street SE.	TIZ 3 - South Lake Stevens	N	Y	\$3,685
TE-59	CP-156S	4th St NE/Purple Pennant Rd Sidewalk (Lake Stevens Rd to 5th Pl NE)	Construction of sidewalk and curb ramp improvements along 4th Street NE and Purple Pennant Road between Lake Stevens Road and 5th Place NE.	TIZ 1 - East Lake Stevens	N	Y	\$940
TE-67	RD-217	S Lake Stevens Rd & Davies Rd Intersection Improvements	Intersection improvements to address LOS deficiency at the intersection	TIZ 3 - South Lake Stevens	Y	N	\$2,500
Total Cost of TIF-Eligible Projects							\$161,267

TIF eligibility: Y= Yes; N= No
 1. Costs in 2024 dollars (2024 \$).



Figure 2. TIF-Eligible Transportation Projects



Attachment 4 - TIF Eligible Project Percentages and Ratings Per Traffic Impact Zone

	Total Project Cost (\$1,000s)	Total Project Costs for TIF-Eligible Projects (\$1,000s)	TIF-Eligible Costs (\$1,000s)	Weighted Avg. Growth %	Active Transportation Eligibility		
					Vehicle Eligibility	Low	Med
TIZ 1	\$115,735	\$69,980	\$28,374	50%	17%	33%	50%
TIZ 2	\$37,825	\$35,245	\$13,688	50%	17%	33%	50%
TIZ 3	\$64,617	\$56,042	\$13,086	30%	10%	20%	30%

Vehicle and Active Transportation TIF Eligibility percentages presented in Tables 2 and 3, respectively, of the *Lake Stevens Traffic Impact Fee Cost Basis Report* (February 2026).



Traffic Impact Fee Determination Worksheet

Name of Development

Site Address

Date Prepared

Prepared by

Base Impact Fee Calculation

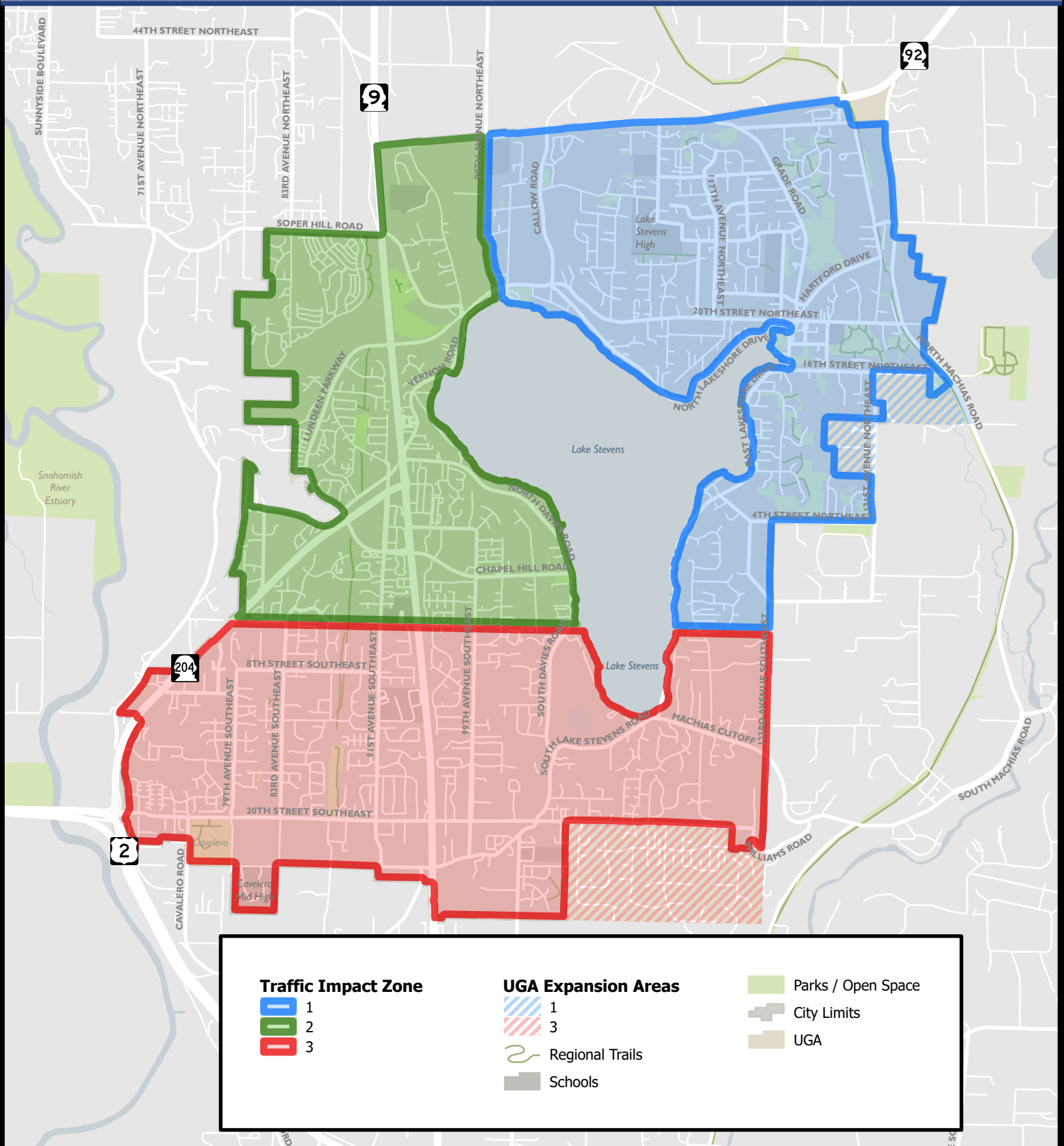
- | | | |
|---|--|-------------------|
| 1. Land Use Code | | (1) |
| 2. PM Peak Hour Trip Number from Latest Edition of ITE Trip Generation Manual | | |
| ITE Land Use Code | Average Trip Generation Rate
(Indicate Unit of Measure, e.g. per 1000 sf, number of dwelling units) | (2) |
| 3. Pass-by Trip Reduction Factor (see Schedule of Transportation Impact Fees) | | (3) |
| 4. Net New Trip Rate (see Schedule of Transportation Impact Fees)
(2) x (3) | | (4) (trips/units) |
| 5. Traffic Impact Zone (TIZ) Per Trip Fee: see Figure 1 for a map of TIZs
TIZ 1 = \$5,659 TIZ 2 = \$3,725 TIZ 3 = \$3,725 Per Trip Fee: \$ | | (5) |
| 6. Calculated Base Impact Fee Rate (4) x (5) \$ | | per unit (6) |
| 7. Project Size | | units (7) |
| 8. Total Impact Fee (6) x (7) \$ | | |

Offsite System Improvements - Credits for offsite transportation improvements may be given when the improvements are portions of a project identified in the City's Capital Facility Plan used in the determination of the Traffic Impact fee "per trip fee." City staff can provide a list of the system projects. The determination of a credit is based on City-approved cost estimates provided by the Developer's site engineer. A credit for offsite system improvements cannot be greater than the Calculated Base Impact Fee. (LSMC 14.112.090)

State Environmental Policy Act (SEPA) - excerpt from City Municipal Code

14.112.060 Relationship to the State Environmental Policy Act (SEPA). This chapter establishes minimum traffic impact fees, applied to all developments. These fees are presumed to mitigate traffic demand on the capacity of the city's transportation facilities. However, each non-exempt development activity shall be subject to the substantive authority of SEPA (LSMC 16.04.105) to mitigate potential adverse impacts on transportation facilities not mitigated by this fee.

Traffic Impact Zones



Traffic Impact Zone		UGA Expansion Areas		Parks / Open Space	
	1		1		Parks / Open Space
	2		3		City Limits
	3		Regional Trails		UGA
			Schools		



DISCLAIMER:
 ALL DATA, INFORMATION AND MAPS ARE PROVIDED "AS IS" WITHOUT WARRANTY OR ANY REPRESENTATION OF ACCURACY, TIMELINESS, MERCHANTABILITY AND FITNESS FOR OR THE APPROPRIATENESS FOR USE RESTS SOLELY ON THE REQUESTER. THE CITY OF LAKE STEVENS MAKES NO WARRANTIES, EXPRESSED OR IMPLIED AS TO THE USE OF THE INFORMATION OBTAINED HERE. THERE ARE NO IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. THE REQUESTOR ACKNOWLEDGES AND ACCEPTS ALL LIMITATIONS, INCLUDING THE FACT THAT THE DATA, INFORMATION AND MAPS ARE DYNAMIC AND IN A CONSTANT STATE OF MAINTENANCE, CORRECTION, AND UPDATE.

REVISION DATE:

Attachment 7

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

Project numbers highlighted in yellow are completed and those marked in green are to be placed on the 6 Year Capital Improvement Plan.

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
<i>TIZ 1 Subtotal</i>				\$ 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-I	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-II	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 Blvd.	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

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
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

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
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 1	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

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-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
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

6 YR CIP

Completed

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

6 YR CIP
Completed

Parks and Recreation										
Project No.	Project Name	Project Description	Project Elements						2024 Project Cost	
			Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access		
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	\$ 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	\$ 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	\$ 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	\$ 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	\$ 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	\$ 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	
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	

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

6 YR CIP
Completed

Parks and Recreation										
Project No.	Project Name	Project Description	Project Elements						2024 Project Cost	
			Project Type	Park Type	Trail	Athletics & Sports	Playground	Lake Access		
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					\$ 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	
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	\$ 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	\$ 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	\$ 5,100,000
PR-206	Lake Stevens Bayview Connector Phase 4	20th & 83rd Ave NE to Marysville Connection.	Development	Trail	X				\$ 1,700,000	\$ 1,700,000
PR-207	North Cove Parking Lot	Repurpose and/or remove administrative buildings and construct new parking lot.	Renovation	Neighborhood				X	\$ 1,300,000	
PR-208	Eagle Ridge Property Acquisition	Acquire residential property adjacent to Eagle Ridge Park.	Acquisition	Community					\$ 935,000	\$ 935,000
Total Parks Cost								\$ 38,476,350	\$ 25,924,000	

Previously labeled PR 109 on CIP 2025-2031

Need to adjust costs

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

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-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
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					2024 Project Cost
Project No.	Project Name	Project Description	Planning	Beautification / Economic Development	Safety	Complete Streets	Maintenance / Preservation	
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

CITY COUNCIL STAFF REPORT



Agenda Date: 4/21/2026

Subject: Critical Areas Ordinance (CAO) Update with a focus on Stream Buffers

Contact Person/Department: David Levitan, Community Development

Budget Impact: N/A.

Legal Review: No

RECOMMENDATION(S)/ACTION REQUESTED:

No formal action is required. Staff will provide an update on work to revise the city's Critical Areas Ordinance (Chapter 14.88 LSMC), with a focus on stream buffers and riparian areas.

SUMMARY/BACKGROUND:

Staff last briefed the City Council on required updates to [Chapter 14.88 LSMC](#), the city's Critical Areas Ordinance (CAO), at their [October 7, 2025 meeting](#). After a brief overview of the five types of critical areas – wetlands, critical aquifer recharge areas, geologically hazardous areas, frequently flooded areas, and fish and wildlife habitat conservation areas (streams) – and the need to reflect [best available science](#) (BAS), much of the discussion ([meeting video](#)) focused on potential changes to the city's stream buffers.

As noted during that meeting, the city's consultant (Facet) prepared a [technical memorandum on the city's riparian areas](#), with a focus on recommendations from the Washington Department of Fish and Wildlife (WDFW) to regulate streams as "riparian management zones" (RMZs). Utilizing a [WDFW tool/model](#), the width of each RMZ adjacent to a stream would be based on the site potential tree height (SPTH) of a 200-year-old tree for species that have historically been present in the area (even if they are no longer). In other words, WDFW's BAS and recommendation are that local jurisdictions adopt stream buffers that match the maximum potential height for tree species that could exist under non-developed conditions.

Because Facet's analysis showed that utilizing SPTH would require the city to establish RMZs of 235 feet for the majority of its streams - including non-fish bearing Type Np (perennial), Ns (seasonal) and U (unclassified) streams that have a current buffer width of 50 feet – the city explored alternative options that would still meet BAS. City staff met with WDFW staff to discuss potential reductions to the SPTH standards, and in February 2026 forwarded an early draft of the city's updated CAO regulations to WDFW, which were also shared with the Planning Commission at their [January 21, 2026 meeting](#).

Those draft regulations included a minimum 100-foot buffer/RMZ for Type Np/Ns streams (the majority of the city's streams) - double the current 50-foot requirement – and a minimum 150-foot buffer for Type F streams (a 50% increase from the current standard). WDFW provided an initial response acknowledging that other jurisdictions had adopted similar regulations in late 2025, sometimes with letters of support from WDFW. However, then noted that deviating from the SPTH model would likely require additional analysis to demonstrate consistency with BAS. Some jurisdictions have recently had their CAO regulations successfully challenged and remanded after appeals to the Growth Management Hearings Board (GMHB) due to BAS deficiencies.

In response, city staff has begun work on a hybrid approach, which establishes baseline buffer widths of 100 feet for Type Np/Ns streams and 150 feet for Type F streams, while establishing criteria for when stream buffers would need to be increased, up to and including the full SPTH. These may be included on sites with steep slopes, degraded vegetation, the presence of sensitive species, unstable stream channels, inadequate tree canopy, and/ or a lack of necessary water quality treatment.

Staff continue to work on revising the code language to reflect best available science within an urban environment such as Lake Stevens and are working on several maps and other graphics to illustrate potential impacts on buildable lands. The BAS will factor in that the majority of stream buffer function (for habitat and water quality) occurs within the first 100 feet, and that large swaths of potentially affected areas in Lake Stevens are already highly urbanized, so expanded buffers would be fragmented and not provide continuous buffer protections and functions.

These materials will be shared with the Planning Commission, City Council, other stakeholders and the public in advance of public hearings for the proposed code amendments later this year. This strategy of balancing environmental protection with maintaining the city's ability to accommodate project growth is supported by the Planning Commission. Staff is requesting feedback from the City Council to ensure the strategy also has Council support.

APPLICABLE CITY POLICIES:

Chapter 14.88 LSMC (Critical Areas Ordinance).

ATTACHMENTS:

None