

6. CAPITAL FACILITIES

The Samish Way Subarea contains basic capital facilities, such as utility infrastructure, streets, and minimal trails. Enhancements are needed primarily in the form of public space, trail connections and street improvements to achieve a pedestrian-oriented environment. Much of the area lacks adequate sidewalks or street trees, crosswalks, or other pedestrian amenities such as street furniture and garbage cans. Although some trails exist, many of these are informal dirt pathways that have been carved out by frequent use.

Utilities are well established in the area and appear to have the capacity to handle increased development and density. Prior to increasing infrastructure capacity, developers should explore new technologies that could reduce additional impact on the existing system without requiring an expansion of these systems.

6.1 CAPITAL IMPROVEMENT PLAN

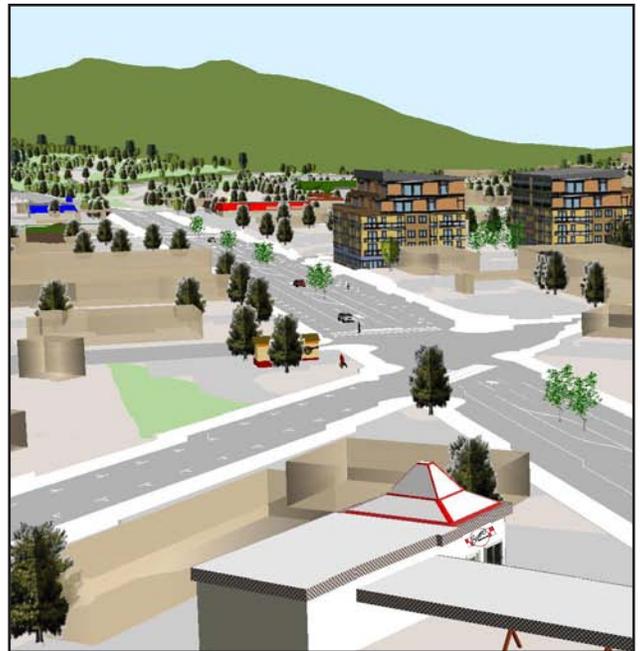
Where possible, the City should invest in improvements that will generate renewed interest in the area and promote redevelopment, primarily in the high-visibility location of Samish Way itself. These types of improvements are necessary for City-wide benefit, as they play into the larger transportation network.

Private property owners are responsible for undertaking local street improvements on a site-specific project basis, but may wish to explore establishment of an LID, urban taxation district, latecomer fee system or other funding method to more equitably time street improvement costs. The estimated costs of adjacent street improvements were incorporated into

the economic analysis of the proposed Floor Area Ratio, and although they appear to be feasible, still bear a substantial portion of the cost of development.

Full implementation of the proposed street designs for Samish Way, Abbott Street and 34th Street should be completed by the City and paid for with a combination of infrastructure improvement grants or loans, Local Improvement District and any available City funds.

Park and Transportation Impact Fees generated from redevelopment in this area may be a potential source of revenue for capital facility projects. However, these projects must be incorporated into the Capital Facility Plans of the Parks and Recreation and Public Works Departments in order to utilize this funding source.



Capital Improvement Costs and Revenues

The costs and sources of revenues below are estimates only, and reflect the approximate costs and fees in 2009 dollars.

Local Streets*		
Estimated Cost		\$12,024,000
Source of Revenue		Adjacent local street improvements would be required as a condition of private development.
Arterial Upgrade (Samish Way and E. Maple)		
Estimated Cost		\$3,818,100
Sources of Revenue		
City Funds (LIFT, REET, Street, etc)		\$564,764
State and Federal Grants (Transit -oriented development, Low-Impact Development, Urban Renewal, etc		\$2,000,000
Traffic Impact Fees**		\$1,253,336
Abbott Street (Shared Street / Woonerf Concept)		
Estimated Cost		\$1,065,000
Sources of Revenue		
City Funds (LIFT, REET, Street, etc)		\$565,000
State and Federal Grants (Bike / Ped Improvements, etc)		\$500,000
34th Street (Natural Drainage System model):		
Estimated Cost:		\$1,775,000
Sources of Revenue:		
State and Federal Grants (Stormwater/LID, Bike/Ped)		\$500,000
LID Commitment from abutting property owners		\$500,000
City Funds (LIFT, REET, Street, etc)		\$775,000
Plaza Construction and Trail Improvements		
Total Cost		\$860,000
Plaza Construction		\$800,000
Trail Improvements		\$60,000
Source of Revenue		
City Funds (PIF, REET, Grants, Etc)		\$860,000 (Estimated \$1 million generated from Park Impact Fees.)

*Does not include Samish Way, Abbott Street or 34th Street

**Traffic Impact Fees (TIF) and Park Impact Fees (PIF) estimates were based on potential build-out of the Samish Way urban village through 2022 using 2009 impact fees charges.